

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 25390

Port of SUNDERLAND Date of First Survey 14 Jan Date of Last Survey 6 Feb 1913 No. of Visits 4  
 No. in Reg. Book TIME Port belonging to Melbourne  
 Built at Sunderland By whom Messrs J. Priestman & Coy When built 1913  
 Owners Howard Smith Ltd Owners' Address \_\_\_\_\_  
 Yard No. 238 Electric Light Installation fitted by Charles Chapman & Coy Ltd When fitted 1913

### DESCRIPTION OF DYNAMO, ENGINE, ETC.

One single cylinder double acting open type vertical engine direct coupled to a continuous current compound wound dynamo  
 Capacity of Dynamo 215 Amperes at 100 Volts, whether continuous or alternating current continuous  
 Where is Dynamo fixed in Engine Room Whether single or double wire system is used double  
 Position of Main Switch Board near dynamo having switches to groups A B C D E & F of lights, &c., as below  
 Positions of auxiliary switch boards and numbers of switches on each each light & group of lights provided with switches as required

If fuses are fitted on main switch board to the cables of main circuit Yes and on each auxiliary switch board to the cables of auxiliary circuits Yes and at each position where a cable is branched or reduced in size Yes and to each lamp circuit Yes  
 If vessel is wired on the double wire system are fuses fitted to both flow and return wires or cables of all circuits including lamp circuits Yes  
 Are the fuses of non-oxidizable metal Yes and constructed to fuse at an excess of 50 per cent over the normal current  
 Are all fuses fitted in easily accessible positions Yes Are the fuses of standard dimensions Yes If wire fuses are used are permanent instructions fitted on or near each switch board giving particulars of proper size of fuse for each circuit Yes  
 Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases Yes slate & porcelain

Total number of lights provided for 245-16cp arranged in the following groups:—

Group	No. of lights	Candle power	Current (Amperes)
A	99	16	55.4
B	12	16	6.7
C	46	16	25.7
D	44	16	24.6
E	44	16	24.6
Propeller	1	16,000	60
Mast head light	1	32	1.2
Side light	1	32	1.2
Cargo lights	4	16-16cp	20

If arc lights, what protection is provided against fire, sparks, &c. Totally enclosed with hexagonal clear glass lanterns

Where are the switches controlling the masthead and side lights placed in Chart Room

### DESCRIPTION OF CABLES.

Description	Amperes	Wires	S.W.G. diameter	Total sectional area (square inches)
Main cable carrying	215	61	15	24357
Branch cables carrying	60	19	16	56000
Branch cables carrying	6.7	7	20	50700
Leads to lamps carrying	.5	1	18	57181
Cargo light cables carrying	3.3	108	38	55502

### DESCRIPTION OF INSULATION, PROTECTION, ETC.

Vulcanized india rubber taped & braided & lead covered overall where exposed lead covered & steel armored

Joints in cables, how made, insulated, and protected no joints except mechanical ones

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances Yes Are all joints in accessible positions, none being made in bunkers, cargo spaces, or spaces which may at any time be used for carrying cargo, stores, or baggage Yes

Are there any joints in or branches from the cable leading from dynamo to main switch board No

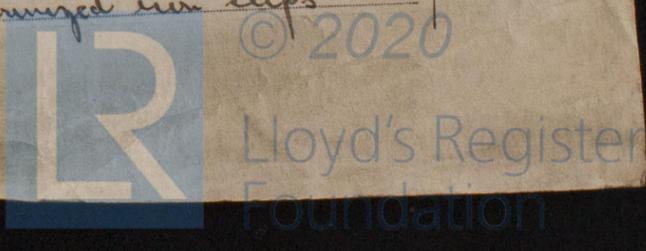
How are the cables led through the ship, and how protected Lead covered & steel armored run through beams & clipped to underside of deck with strong galvanized iron clips

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

*Eric Davidson*

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**DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.**

Are they in places always accessible No

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture Lead covered & steel armored

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Lead covered & steel armored

What special protection has been provided for the cables near boiler casings " " "

What special protection has been provided for the cables in engine room " " "

How are cables carried through beams in lead bushes through bulkheads, &c. in glands

How are cables carried through decks in galvanized iron deck tubes

Are any cables run through coal bunkers Yes or cargo spaces Yes or spaces which may be used for carrying cargo, stores, or baggage Yes

If so, how are they protected Lead covered & steel armored cables

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage Yes

If so, how are the lamp fittings and cable terminals specially protected stung cast iron fittings with guards

Where are the main switches and fuses for these lights fitted in steering gear house

If in the spaces, how are they specially protected "

Are any switches or fuses fitted in bunkers No

Cargo light cables, whether portable or permanently fixed portable How fixed to W.T.C. connection boxes "

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel double wire system

How are the returns from the lamps connected to the hull "

Are all the joints with the hull in accessible positions "

Is the installation supplied with a voltmeter Yes and with an amperemeter Yes, fixed or switchboard fixed on switchboard

**VESSELS BUILT FOR CARRYING PETROLEUM.**

In vessels built for carrying petroleum, are all switches and fuses fitted in positions not liable to the accumulation of petroleum vapour or gas "

Are any switches, fuses, or joints of cables fitted in the pump room or companion "

How are the lamps specially protected in places liable to the accumulation of vapour or gas "

The copper used is guaranteed to have a conductivity of not less than that of the Engineering Standards Committee's standard, and the wires are protected by tinning from the sulphur compounds present in the insulating material.

Insulation of cables is guaranteed to have a resistance of not less than 600 megohms per statute mile at 60° Fahrenheit after 24 hours' immersion in water, the test being made after one minute's electrification at not less than 500 volts and while the cable is still immersed.

The foregoing statements are a correct description of the Electric Light installation fitted by us on this vessel and we declare that it is at this date in good order and safe working condition.

J. or Clarke, Chapman & Co. Ltd. Electrical Engineers Date Feb. 20<sup>th</sup> 1913

**COMPASSES.**

A. Walker Chairman.

Distance between dynamo or electric motors and standard compass 86 ft

Distance between dynamo or electric motors and steering compass 80 "

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<u>.6</u>	<u>12</u>	<u>6</u>	<u>6</u>
<u>.6</u>	<u>6</u>	<u>12</u>	<u>12</u>
<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>

Have the compasses been adjusted with and without the electric installation at work at full power Yes

The maximum deviation due to electric currents, etc., was found to be nil degrees on all course in the case of the standard compass and nil degrees on all course in the case of the steering compass.

J. or Clarke, Chapman & Co. Ltd. Builder's Signature. Date "

**GENERAL REMARKS.**

The installation has been fitted under special survey, tested under full working conditions and found satisfactory.

It is submitted that this vessel is eligible for RED BROWD Elec. light.

J.W.D. 19/3/13 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute



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5006.12.—Transit.