

REPORT ON ELECTRIC LIGHTING INSTALLATION.

No. 6161

17156

Port of **PLYMOUTH**

Date of First Survey

28 March 22

Date of Last Survey

24 April 22

No of Visits

3

No. in
Reg. Book

06345

on the ~~Iron or Steel~~ *read 4 Mst S/L "Flying Cloud"*
Built at *Biloxi - Miss.*

Port belonging to

Plymouth

Owners

J. J. Dyer

By whom

Mississippi S B Corp

When built

1918-6

Yard No.

Electric Light Installation fitted by

Owners' Address

4 Mon Terrace, North Road - Plymouth

When fitted

now being fitted and will be completed at Plymouth

DESCRIPTION OF DYNAMO, ENGINE, ETC.

The Electric Dynamos, Engines, Switchboards &c are at Ipswich at which port the Installation will be completed - vide General remarks on back hereof

Capacity of Dynamo

Amperes at

Volts, whether continuous, or alternating current

Where is Dynamo fixed

Whether single or double wire system is used

Position of Main Switch Board

having switches to groups

of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each

If fuses are fitted on main switch board to the cables of main circuit

and on each auxiliary switch board to the cables of auxiliary

circuits

and at each position where a cable is branched or reduced in size

and to each lamp circuit

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

Are the fuses of non-oxidizable metal

and constructed to fuse at an excess of

per cent over the normal current

Are all fuses fitted in easily accessible positions

Are the fuses of standard dimensions

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

Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases

Total number of lights provided for

arranged in the following groups:—

A	lights each of	candle power requiring a total current of	Amperes
B	lights each of	candle power requiring a total current of	Amperes
C	lights each of	candle power requiring a total current of	Amperes
D	lights each of	candle power requiring a total current of	Amperes
E	lights each of	candle power requiring a total current of	Amperes
	Mast head light with	lamps each of	candle power requiring a total current of
			Amperes
	Side light with	lamps each of	candle power requiring a total current of
			Amperes
	Cargo lights of	candle power, whether incandescent or arc lights	

If arc lights, what protection is provided against fire, sparks, &c.

Where are the switches controlling the masthead and side lights placed

DESCRIPTION OF CABLES.

Main cable carrying	Amperes, comprised of	wires, each	S.W.G. diameter,	square inches total sectional area
Branch cables carrying	Amperes, comprised of	wires, each	S.W.G. diameter,	square inches total sectional area
Branch cables carrying	Amperes, comprised of	wires, each	S.W.G. diameter,	square inches total sectional area
Leads to lamps carrying	Amperes, comprised of	wires, each	S.W.G. diameter,	square inches total sectional area
Cargo light cables carrying	Amperes, comprised of	wires, each	S.W.G. diameter,	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Joints in cables, how made, insulated, and protected

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances

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

Are there any joints in or branches from the cable leading from dynamo to main switch board

How are the cables led through the ship, and how protected



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DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat

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

through bulkheads, &c.

How are cables carried through decks

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

If so, how are they protected

Are any lamps fitted in spaces which may be used for cargo, stores, or baggage

If so, how are the lamp fittings and cable terminals specially protected

Where are the main switches and fuses for these lights fitted

If in the spaces, how are they specially protected

Are any switches or fuses fitted in bunkers

Cargo light cables, whether portable or permanently fixed

How fixed

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

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 and with an amperemeter, fixed

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.

The insulation of cables is guaranteed to have a resistance of not less than 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.

Electrical Engineers

Date

COMPASSES.

Distance between dynamo or electric motors and standard compass

Distance between dynamo or electric motors and steering compass

The nearest cables to the compasses are as follows:—

A cable carrying	Ampères	feet from standard compass	feet from steering compass
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A cable carrying	Ampères	feet from standard compass	feet from steering compass
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A cable carrying	Ampères	feet from standard compass	feet from steering compass
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Have the compasses been adjusted with and without the electric installation at work at full power

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

Builder's Signature. Date

GENERAL REMARKS.

Owing to the incomplete state of the wiring in this vessel definite answers to the questions on this form cannot be given and it is submitted that the report be made out by the Surveyor for the Sprinck district where the dynamos, switch boards and the remainder of the installation will be ~~done~~ fitted up on board.

W. J. Lard
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. AUG. 4 1922

FRI 18 JUL 1924



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.