

No. 8002

No. in
Req. Book

One enclosed, forced lubrication Single cylinder Engine &
Dynamo with Cylinder, 5 1/2" x 5" Stroke. Speed 820 R.P.M.
Capacity of Dynamo 100 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 in Engine Rm. having switches to groups A, B, C, D, E of lights, &c., as below
Positions of auxiliary switch boards and numbers of switches on each One in Chart Room containing
2 switches

circuits

B *me*

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

Where are the switches controlling the masthead and side lights placed On Navigating Bridge

Main cable carrying 18.4 Amperes, comprised of 4 wires, each 16 S.W.G. diameter, .022 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 4.2 Amperes, comprised of 1 wires, each 14 S.W.G. diameter, .0053 square inches total sectional area

Leads to lamps carrying 1.8 Amperes, comprised of 1 wires, each 17 S.W.G. diameter, .00246 square inches total sectional area

Cargo light cables carrying 3 Amperes, comprised of 108 wires, each 38 S.W.G. diameter, .00503 square inches total sectional area

Cables & branch wiring exposed are 600 megohms,
C. M. a grade, vulcanised india Rubber, annealed & white
braided, also 1/17 A. P. 254 Lead covered cable.
Joints in cables, how made, insulated, and protected Joints made in W. T. Junction boxes on
decks & porcelain Junction Boxes with iron protecting
cover in engine Room.

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 *Cables clipped direct to Bullhead & protected by armouring & braiding in Engine Rm, Galley, Crew's quarters & lead covering in accomodation.*

Additional
Dynamo
fitted
— 12.27
Exp. 31014
100 volts
60 amps
Sunderland
Ford Co.

DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible *yes*

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

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

What special protection has been provided for the cables near boiler casings *Armoured & braided*

What special protection has been provided for the cables in engine room *Armoured & braided*

How are cables carried through beams *Beams lashed with lead* through bulkheads, &c. *In glands if W.T. otherwise lead*

How are cables carried through decks *In Iron Deck pipes lashed or with gland*

Are any cables run through coal bunkers *No* or cargo spaces *yes* or spaces which may be used for carrying cargo, stores, or baggage *yes*

If so, how are they protected *Armoured & braided cables, protected by steel plating*

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage *No*

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 *No*

Cargo light cables, whether portable or permanently fixed *permanently* How fixed *Armoured & braided cable clipped to bulkheads.*

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 *yes*, and with an amperemeter *yes*, fixed *on bulkhead in engine rm.*

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.

COMPASSES.

Distance between dynamo or electric motors and standard compass *110 ft. from Dynamo 22 ft. from Wheel Rotor*

Distance between dynamo or electric motors and steering compass *102 " " " "*

The nearest cables to the compasses are as follows:—

A cable carrying	<i>5.7</i> Amperes	<i>11</i> feet from standard compass	<i>5</i> feet from steering compass
A cable carrying	<i>14.1</i> Amperes	<i>16</i> feet from standard compass	<i>10</i> feet from steering compass
A cable carrying	Amperes	feet from standard compass	feet from steering compass

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* courses in the case of the standard compass and *nil* degrees on *all* courses in the case of the steering compass.

GENERAL REMARKS.

The installation is of a good description and has been fitted in accordance with

It is submitted that this vessel is eligible for THE RECORD. ELEC. LIGHT.

John Pollock.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 10 SEP. 1918

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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