

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 9657

Port of Middlesbrough Date of First Survey ad Date of Last Survey while building No. of Visits
 No. in Reg. Book on the Iron or Steel S.S. BEECHLEAF Port belonging to
 Built at Stockton-on-Tees By whom Messrs Richardson & Co When built
 Owners Owners' Address
 Yard No. 649 Electric Light Installation fitted by Messrs Falconer Cross & Co When fitted 1917

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Employed type engine with forced lubrication by Allen Jones & Co
Compound wound dynamo

Capacity of Dynamo 250 Amperes at 105 Volts, whether continuous or alternating current continuous

Where is Dynamo fixed Middle Platform after end Whether single or double wire system is used double

Position of Main Switch Board Next dynamo having switches to groups A.B.C.D.E.F.G.H.I. of lights, &c., as below

Positions of auxiliary ^{fuse} boards and numbers of ^{fuses} switches on each 1x3 + 1x8 Way in Foremast Passage
1x12 Way in Foremast, 1x6 + 1x9 Way in Starboard Passage Midships
1x3 + 1x11 Way in Passage aft 1x9 Way in Engine Room

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 25 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

Total number of lights provided for 242 arranged in the following groups:—

A	54	lights each of	16	candle power requiring a total current of	18.6	Amperes
B	30		16		13.2	
C	62	lights each of	16	candle power requiring a total current of	23	Amperes
D	56		16		22.2	
E	42	lights each of	16	candle power requiring a total current of	17	Amperes
F	Masthead lights				50	
G	Wheels	lights each of		candle power requiring a total current of	2.5	Amperes
H	Propellers				80	
I	Refinery lights	lights each of		candle power requiring a total current of	50	Amperes
	2 Mast head lights, with	1 lamps each, of	32	candle power requiring a total current of	2.4	Amperes
	2 Side lights, with	1 lamps each, of	32	candle power requiring a total current of	2.4	Amperes
	6 Cargo lights of	8 + 50		candle power, whether incandescent or arc lights	Incandescent	
	2 arcs					

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

Where are the switches controlling the masthead and side lights placed Foremast

DESCRIPTION OF CABLES.

Main cable carrying 250 Amperes, comprised of 61 wires, each 14 S.W.G. diameter, .3 square inches total sectional area
 Branch cables carrying 80 Amperes, comprised of 19 wires, each 14 S.W.G. diameter, .094 square inches total sectional area
 Branch cables carrying 50 Amperes, comprised of 19 wires, each 16 S.W.G. diameter, .06 square inches total sectional area
 Leads to lamps carrying 6 Amperes, comprised of 1 wires, each 18 S.W.G. diameter, .0018 square inches total sectional area
 Cargo light cables carrying 14.4 Amperes, comprised of 7 wires, each 17 S.W.G. diameter, .017 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Pure Para rubber, Vulk. S.R. Taped, braided & compounded
Lead covered in cabins, Lead covered & armoured in Machinery spaces

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 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

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

How are the cables led through the ship, and how protected Lead covered in Iron tubes



DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible *Generally*

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *Lead covered - Armoured*

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 *Lead bushes* through bulkheads, &c. *W. J. Glands*

How are cables carried through decks *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 + Armoured*

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 *Special G.I. covers*

Where are the main switches and fuses for these lights fitted *On deck*

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 *W. J. sockets*

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 *in Main Board*

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 *Yes*

Are any switches, fuses, or joints of cables fitted in the pump room or companion *No*

How are the lamps specially protected in places liable to the accumulation of vapour or gas *Gas tight fittings*

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 2500 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.

Falconer Cross Electrical Engineers Date *March 14 1917*

COMPASSES.

Distance between dynamo or electric motors and standard compass *224 ft*

Distance between dynamo or electric motors and steering compass *224 ft*

The nearest cables to the compasses are as follows:—

A cable carrying	<i>15</i> Amperes	<i>10</i> feet from standard compass	<i>12</i> feet from steering compass
A cable carrying	<i>6</i> Amperes	<i>1</i> feet from standard compass	<i>1</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* course in the case of the standard compass and *nil* degrees on *all* course in the case of the steering compass.

FOR RICHARDSON, DUCK & CO. LTD.
E. Robson Builder's Signature. Date *March 16th 1917*

GENERAL REMARKS. *This installation has been fitted in accordance with the Rules and on completion was tested under full working conditions and all found satisfactory. The vessel is fitted with "Wireless"*

It is submitted that this vessel is eligible for THE RECORD. Elec. light. *W. Morrison*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUE 12 NOV 1917* *FRI 9 - MAY 1919*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Im. 9. 11. — Transfer.

