

Rpt. 13.

Received at London Office

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 31852

Port of Glasgow Date of First Survey and Date of Last Survey 13.9.12. No. of Visits 1.
 No. in Reg. Book on the Iron Steel 1/2" WHEATLANDS" Port belonging to Cardiff
 Built at Dublin By whom Dublin Dockyard Co When built 1912.
 Owners Spiller & Bakers Owners' Address Cardiff
 Yard No. 77. Electric Light Installation fitted by Frank G. Sherwood When fitted 1912.

DESCRIPTION OF DYNAMO, ENGINE, ETC.

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 cut outs 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 cessel is wired on the double wire system are cut outs fitted to both flow and return wires or cables of all circuits including lamp circuits _____
 Are the cut outs of non-oxidizable metal _____ and constructed to fuse at an excess of _____ per cent over the normal current
 Are all cut outs 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 cut-outs constructed of incombustible materials and fitted on incombustible base _____
 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. See Dublin Report No. 3182.

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

DESCRIPTION OF CABLES.

Main cable carrying _____ Amperes, comprised of _____ wires, each _____ L.S.G. diameter, _____ square inches total sectional area
 Branch cables carrying _____ Amperes, comprised of _____ wires, each _____ L.S.G. diameter, _____ square inches total sectional area
 Branch cables carrying _____ Amperes, comprised of _____ wires, each _____ L.S.G. diameter, _____ square inches total sectional area
 Leads to lamps carrying _____ Amperes, comprised of _____ wires, each _____ L.S.G. diameter, _____ square inches total sectional area
 Cargo light cables carrying _____ Amperes, comprised of _____ wires, each _____ L.S.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, resin only having been used as a flux _____ 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 _____

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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 coal bunkers or spaces which may at times be used for cargo, coals, or baggage

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

Where are the main switches and cut outs for these lights fitted

If in the spaces, how are they specially protected

Are any switches or cut outs 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

The installation is supplied with a voltmeter and an amperemeter, fixed

VESSELS BUILT FOR CARRYING PETROLEUM.

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

Are any switches, cut outs, 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 per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than megohms per statute mile after 24 hours' immersion in seawater.

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	Amperes	feet from standard compass	feet from steering compass
A cable carrying	Amperes	feet from standard compass	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

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.

This Installation has been fitted on board under special survey, the E & B spaces now being completed, & tried under working conditions & found satisfactory.

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

Elec. light J.W.D. 26/9/12

A.H. Pilditch

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

GLASGOW

24 SEP. 1912

Electric light



Lloyd's Register Foundation

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2/1/12 E.L.