

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 6892

Port of Göteborg Date of First Survey 18th July Date of Last Survey 16th August No. of Visits 8
 No. in on the Iron or Steel s/s Etna Port belonging to Hälsingborg
 Reg. Book 21362 Built at Fredriksstad By whom Fredriksstads Mek. Verkstad When built 1918
 Owners Red. A.-B. Transmarin Owners' Address Hälsingborg
 Yard No. 219 Electric Light Installation fitted by Elektriska A.-B. A E G, Göteborg When fitted 1927.

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One steam engine driven dynamo.

Capacity of Dynamo 61 Amperes at 110 Volts, whether continuous or alternating current continuous
 Where is Dynamo fixed in the machinery-room Whether single or double wire system is used two-wire system
 Position of Main Switch Board in the machinery-room having switches to groups of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each one of 4 groups in the machinery-room, one of 3 groups in the after house, one of 3 groups in the officer house and one of 5 groups for the navigating lamps in the navigating-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 - 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 85 lamps arranged in the following groups:—
 A 12 lights each of 25 candle power requiring a total current of 3.5 Amperes
 B 25 lights each of 25 candle power requiring a total current of 7 Amperes
 C 40 lights each of 25 - 75 candle power requiring a total current of 15 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
2 Mast head light with 1 lamps each of 32 candle power requiring a total current of 2 Amperes
2 Side light with 1 lamps each of 32 candle power requiring a total current of 2 Amperes
4 Cargo lights of each 150 candle power, whether incandescent or arc lights incandescent
 If arc lights, what protection is provided against fire, sparks, &c. ✓

Where are the switches controlling the masthead and side lights placed in the navigating-room

DESCRIPTION OF CABLES.

Main cable carrying 61 Amperes, comprised of 7 wires, each 1.70 ~~mm.~~ diameter, 16 square ~~mm.~~ total sectional area
 Branch cables carrying 6 Amperes, comprised of 1 wires, each 1.38 ~~mm.~~ diameter, 1.5 square ~~mm.~~ total sectional area
 Branch cables carrying Amperes, comprised of wires, each ~~mm.~~ diameter, square ~~mm.~~ total sectional area
 Leads to lamps carrying 3 Amperes, comprised of 1 wires, each 1.38 ~~mm.~~ diameter, 1.5 square ~~mm.~~ 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.

Vulcanized rubber insulation. All cables lead covered and were required armoured or steelwired.

Joints in cables, how made, insulated, and protected Main cables are not jointed, Section cables are jointed in porcelain-boxes and boxes as per Rule.

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 led in channelbars and protected with iron pipes.



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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 **cables armoured**

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

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 **in iron pipes**

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 **The cables armoured or steelwired and led in channel bars**

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 **-**

Cargo light cables, whether portable or permanently fixed **portable** 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 **yes**, and with an amperemeter **yes**, fixed **on main switch**

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 **kilometer 15 Celsius**

Insulation of cables is guaranteed to have a resistance of not less than **1000** 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. **1000**

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.

Elektriska Aktiebolaget A E G
Filial Göteborg

Electrical Engineers

Date **11th August 1927**

COMPASSES.

Distance between dynamo or electric motors and standard compass **About 8 metres**

Distance between dynamo or electric motors and steering compass **" 8 "**

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.

Eriksbergs Mek. Verkstads Aktiebolag

Builder's Signature.

Date

GENERAL REMARKS.

This electric light installation has been fitted on board under my inspection and to my satisfaction.

The workmanship is good.

All the Rule requirements have been complied with.

G. Stander
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 16 SEP 1927

FRI 22 AUG 1930

FRI 8 MAY 1931



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