

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 15803.

Port of Litch Date of First Survey 14-5-20 Date of Last Survey 14-7-20 No. of Visits 2
 No. in 31393 on the Iron or Steel S.S. "Antinea" Port belonging to Antea
 Built at Burntisland By whom Burntisland S.B. Co. When built 1920
 Owners Comp. Auxiliaire de Navigation Owners' Address Moncrieff Bros. Leven
 Yard No. 106 Electric Light Installation fitted by Moncrieff Bros. Leven When fitted 1920

DESCRIPTION OF DYNAMO, ENGINE, ETC.

1-8 x 7 open engine coupled to dynamo direct Manufactured
by Messrs W. H. Allen & Co. Bedford.

Capacity of Dynamo 154 Amperes at 110 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed Steam Heating Flat Whether single or double wire system is used Double

Position of Main Switch Board Beside dynamo 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 Yes and on each auxiliary switch board to the cables of auxiliary circuits Yes 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 115 arranged in the following groups:—

A	32	lights each of	16	candle power requiring a total current of	16	Amperes
B	20	lights each of	16	candle power requiring a total current of	10	Amperes
C	22	lights each of	16	candle power requiring a total current of	11	Amperes
D	10	lights each of	16	candle power requiring a total current of	5	Amperes
E	20	lights each of	16	candle power requiring a total current of	10	Amperes
2	Mast head light with	1	lamps each of	32	candle power requiring a total current of	Amperes
2	Side light with	1	lamps each of	32	candle power requiring a total current of	Amperes
4	Cargo lights of		96	candle power, whether incandescent or arc lights		Amperes

If arc lights, what protection is provided against fire, sparks, &c. No Arc lamps

Where are the switches controlling the masthead and side lights placed Chart House

DESCRIPTION OF CABLES.

Main cable carrying 172 Amperes, comprised of 37 wires, each 14 S.W.G. diameter, .1838 square inches total sectional area

Branch cables carrying 16 Amperes, comprised of 7 wires, each 20 S.W.G. diameter, .007052 square inches total sectional area

Branch cables carrying 10 Amperes, comprised of 1 wires, each 14 S.W.G. diameter, .005027 square inches total sectional area

Leads to lamps carrying 11 Amperes, comprised of 1 wires, each 14 S.W.G. diameter, .005027 square inches total sectional area

Cargo light cables carrying 12 Amperes, comprised of 7 wires, each 22 S.W.G. diameter, .004246 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Vulcanized rubber taped & Braided galvanized
Hal Armoured waterproof braid outside

Joints in cables, how made, insulated, and protected Looped into porcelain Extensions
Specialty adapted, & protected with Cast Iron covers

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 Armoured & Lead covered



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

Leadcovered

Armoured

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

Armoured

What special protection has been provided for the cables near boiler casings

Armoured

What special protection has been provided for the cables in engine room

Armoured

How are cables carried through beams

Armoured

through bulkheads, &c. Water Tight Glands.

How are cables carried through decks

Deck Tubes

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

No

Yes.

Yes.

If so, how are they protected

Armoured.

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

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

Switchboard

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 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.

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.

Refuses Moncrieff Bros. Leven. Electrical Engineers

Date 17th July 1920

COMPASSES.

Distance between dynamo or electric motors and standard compass

200 feet

Distance between dynamo or electric motors and steering compass

210 do

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

Yes

The maximum deviation due to electric currents, etc., was found to be

Nil

degrees on

Any

course in the case of the

standard compass and

Nil

degrees on

Any

course in the case of the steering compass.

Builder's Signature.

Date

GENERAL REMARKS.

The electric light installations have been fitted in accordance with the Rules

It is submitted that

this vessel is eligible for

THE RECORD. Elec Lt

RLH

9/8/20

J.R. Williamson

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

Committee's Minute

Im. 8.12.—Transfer.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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