

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 27303

Port of SUNDERLAND Date of First Survey July 17th Date of Last Survey July 31st No. of Visits 2
 No. in on the Iron or Steel "War Parrot" Port belonging to London
 Reg. Book 552 Built at SUNDERLAND By whom W. J. Laing & Sons Ltd When built 1918
 Owners Shipping Controller (Mr. Bell, Lyndwood & Co.) Owners' Address 32 Lane Street London E.C.3
 Yard No. 671 Electric Light Installation fitted by The Sunderland Forge & Eng. Co. Ltd When fitted 1918

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One Combined Plant consisting of single cylinder vertical, open type engine 7x5
360 revs, 100 lbs steam coupled to compound wound multipolar dynamo. Both by S.F. & E. Co.

Capacity of Dynamo 100 Amperes at 100 Volts, whether continuous or alternating current continuous

Where is Dynamo fixed Eng. Rm. Bottom Plate. Starboard side Whether single or double wire system is used double

Position of Main Switch Board close to dynamo having switches to groups five of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each in Wheelhouse. 9 switches controlling
Navigation lights. Morse. Compasses & Telegraph.

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-oxidisable metal yes and constructed to fuse at an excess of 100 per cent over the normal current

Are all fuses fitted in easily accessible positions yes Are the fuses of standard dimensions No 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 157 @ 16 cp. arranged in the following groups:—

A Accommodation	= 73 lights each of	16	candle power requiring a total current of	41	Amperes
B Cargo	= 30 lights each of	16	candle power requiring a total current of	168	Amperes
C & B. Rm.	= 28 lights each of	16	candle power requiring a total current of	15.7	Amperes
D Navigation	= 26 lights each of	1608	candle power requiring a total current of	14.6	Amperes
E Wireless	= - lights each of	-	candle power requiring a total current of	25	Amperes
2 Mast head light with	1 lamps each of	32	candle power requiring a total current of	2.24	Amperes
2 Side light with	1 lamps each of	32	candle power requiring a total current of	2.24	Amperes
5 Cargo lights of	6 light 16 cp.		candle power, whether incandescent or arc lights	incandescent	

If arc lights, what protection is provided against fire, sparks, &c. none fitted

Where are the switches controlling the masthead and side lights placed in Wheelhouse

DESCRIPTION OF CABLES.

Main cable carrying	100 Amperes, comprised of	19 wires, each	14 S.W.G. diameter,	.094 square inches total sectional area
Branch cables carrying	41 Amperes, comprised of	7 wires, each	16 S.W.G. diameter,	.022 square inches total sectional area
Branch cables carrying	168 Amperes, comprised of	7 wires, each	18 S.W.G. diameter,	.0126 square inches total sectional area
Leads to lamps carrying	2.5 Amperes, comprised of	7 wires, each	25 S.W.G. diameter,	.0022 square inches total sectional area
Cargo light cables carrying	3.5 Amperes, comprised of	7 wires, each	21½ S.W.G. diameter,	.0049 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Mains & Mach. Spaces: Pure & Vulk. I.R. taped & vulcanized then Armoured & Braided
Accommodation ditto. " " Lead Covered

Joints in cables, how made, insulated, and protected None

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances — 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 No

How are the cables led through the ship, and how protected A & B. cable clipped to beams.



© 2019

Lloyd's Register
479-0320

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 *Armoured & Braided*

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

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

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

How are cables carried through beams *Holes bushed with fibre through bulkheads, &c. W.T. Glands*

How are cables carried through decks *W.T. 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 *A & B Cable*

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 *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.

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 *about 96 ft.*

Distance between dynamo or electric motors and steering compass *" 100 "*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>14.6</i>	<i>7</i>	<i>9</i>	<i>100</i>
<i>.56</i>	<i>led into</i>	<i>12</i>	<i>11</i>
<i>.56</i>	<i>12</i>	<i>led into</i>	<i>80</i>

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 *no* degrees on *any* course in the case of the standard compass and *any* degrees on *any* course in the case of the steering compass.

GENERAL REMARKS.

This installation appears to have been fitted in a satisfactory manner and in accordance with the rules.

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

2-9-18

Builder's Signature.

Date

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register Foundation