

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 27346

Port of SUNDERLAND Date of First Survey 21 Sep Date of Last Survey 27 Sep 18 No. of Visits 3  
 No. in Reg. Book on the Iron or Steel "WAR JEMADAR" Port belonging to London  
 Built at SUNDERLAND By whom Messrs J. Laing & Sons Ltd When built 1918  
 Owners Shipping Controller (Huntingdon) Owners' Address Newcastle  
 Yard No. 672 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 7.5 360 revs 100 lbs STEAM coupled to compound wound multipolar Dynamo. Both by S.F. & E. Coy  
 Capacity of Dynamo 100 Amperes at 100 Volts, whether continuous or alternating current continuous  
 Where is Dynamo fixed Eng. on Batt<sup>m</sup> Platf<sup>m</sup> Starb<sup>d</sup> 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 on Bridge with 8 switches controlling:-  
Navigation lights, Compasses & Telegraph, Morse.

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 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 = 143 @ 16cp. arranged in the following groups :-

NAVIGATION	= 26 lights each of	16	candle power requiring a total current of	14.6	Amperes
AMIDSHIPS	= 45 lights each of	"	candle power requiring a total current of	25.2	Amperes
CAFT ACCOMM <sup>DN</sup>	= 38 lights each of	"	candle power requiring a total current of	21.3	Amperes
DE & B. ROOMS ETC.	= 34 lights each of	"	candle power requiring a total current of	19.1	Amperes
EWIRELESS	- lights each of	-	candle power requiring a total current of	15/25	Amperes
1 Mast head light with	1 lamps each of	32	candle power requiring a total current of	1.12	Amperes
2 Side light with	1 lamps each of	32	candle power requiring a total current of	2.24	Amperes
2 Cargo lights of	Six 16cp		candle power, whether incandescent or arc lights	<u>incandescent</u>	

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

Where are the switches controlling the masthead and side lights placed on Bridge

**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 25.2 Amperes, comprised of 7 wires, each 16 S.W.G. diameter, .022 square inches total sectional area  
 Branch cables carrying 14.6 Amperes, comprised of 7 wires, each 20 S.W.G. diameter, .007 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 70 wires, each 36 S.W.G. diameter, .0032 square inches total sectional area

**DESCRIPTION OF INSULATION, PROTECTION, ETC.**

Mains:- Pure & Vulk. I.R. taped & vulcanized then Braided & Compounded  
 Machinery Spaces Etc ditto Armoured & Braided  
 Accom<sup>DN</sup> 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 V.I.R. Cable run in Iron Pipe

**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 V.I.R. Cable run in Iron Pipe or Armoured & Braided

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

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 No or spaces which may be used for carrying cargo, stores, or baggage Yes

If so, how are they protected V.I.R. Cable run in Iron Pipe

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 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 fastight guarded 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 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.

*[Signature]* Electrical Engineers Date OCT: 11<sup>th</sup> 1918

**COMPASSES.**

Distance between dynamo or electric motors and standard compass about 95 ft

Distance between dynamo or electric motors and steering compass " 90 "

The nearest cables to the compasses are as follows:—

A cable carrying	<u>14.6</u>	Amperes	<u>9</u>	feet from standard compass	<u>7</u>	feet from steering compass
A cable carrying	<u>56</u>	Amperes	<u>led into</u>	feet from standard compass	<u>7</u>	feet from steering compass
A cable carrying	<u>56</u>	Amperes	<u>7</u>	feet from standard compass	<u>led into</u>	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.

*[Signature]* Builder's Signature. Date Oct 16, 1918

**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

*[Signature]* Surveyor to Lloyd's Register of British and Foreign Shipping. 21.10.18

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Im. 0.12.—Transfer.



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