

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 8132*

Port of Hamburg Date of First Survey 23rd July Date of Last Survey 14th Aug. No. of Visits 4
 No. in Reg. Book on the Steel Ship "Flora" in Port of London Port belonging to
692 Built at Rostock By whom Act. Cap. Neptun When built 1904
 Owners Gonard Currier & Co Owners' Address London
 Yard No. 230 Electric Light Installation fitted by Siemens Schuckert (Steinbeck) When fitted 1904

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Steam cylinder engine coupled direct to dynamo, made by Siemens Schuckert, running at about 500 revolutions per. min.

Capacity of Dynamo 13.8 Amperes at 110 Volts, whether continuous or alternating current continuous

Where is Dynamo fixed Eng. room top

Position of Main Switch Board Eng. room bulkhead having switches to groups 3 of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each none.

If cut outs are fitted on main switch board or the cables of main circuit yes and on each auxiliary switch board to the cables of auxiliary circuits none and at each position where a cable is branched or reduced in size none and to each lamp circuit —

If vessel 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 yes and constructed to fuse at an excess of 50 per cent over the normal current

Are all cut outs 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 Siemens bridge fuses

Are all switches and cut-outs constructed of incombustible materials and fitted on incombustible bases yes

Total number of lights provided for 21 arranged in the following groups:—

Group	Description	Number of lights	Candle power	Current (Amperes)
A	1 of 6 clusters	16	3.3	3.3
B	1 " "	16	3.3	3.3
C	1 " "	16	3.3	3.3
D	2 " "	16	1.75	1.75
E	1 " "	10	0.50	0.50
—	Must head light with — lamps each of	—	—	—
—	Side light with — lamps each of	—	—	—
—	Cargo lights of	—	—	—

If are lights, what protection is provided against fire, sparks, &c.

Where are the switches controlling the masthead and side lights placed

DESCRIPTION OF CABLES.

Cable Type	Amperes	Wires	Wire Diameter (mm)	Wire Diameter (L.S.G.)	Square Inches	Total Sectional Area
Main cable carrying	13.8	1	2.77	6	6	square inches
Branch cables carrying	9	1	2.77	6	6	square inches
Branch cables carrying	4	1	2.77	6	6	square inches
Leads to lamps carrying	—	—	—	—	—	square inches
Cargo light cables carrying	3.3	19	0.32	1.5	1.5	square inches

DESCRIPTION OF INSULATION, PROTECTION, ETC.

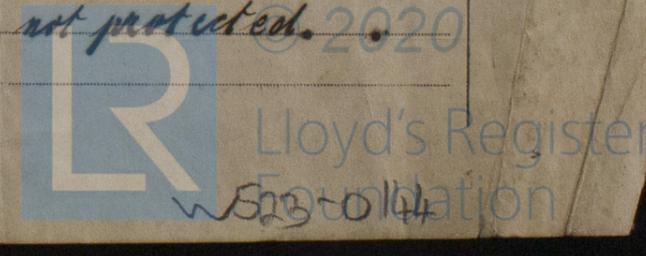
All cables are insulated with vulcanized india-rubber and protected by a watertight lead-cover, armed with galvanized iron.

Joints in cables, how made, insulated, and protected watertight junction boxes.

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 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 The armed cables are not protected.



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 *Lead and iron*
What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *Lead and iron*
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 *by fillings of hard-wood* through bulkheads, etc. *by water-tight pipes*
How are cables carried through decks *"*
Are any cables run through coal bunkers *no* or cargo spaces *no* or spaces which may be used for carrying cargo, stores, or baggage *no*
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 *no*
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 *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 *double wire system*
How are the returns from the lamps connected to the hull *—*
Are all the joints with the hull in accessible positions *—*

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 installation is *—* supplied with a rollmeter and *—* an amperemeter, fixed *—*

The copper used is guaranteed to have a conductivity of *98* per cent. that of pure copper.
Insulation of cables is guaranteed to have a resistance of not less than *1000* 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.

SIEMENS-SCHUCKERT WERKE
Gesellschaft mit beschränkter Haftung,
TECHNISCHES BUREAU, STETTIN

Electrical Engineers Date *—*

COMPASSES.

Muller, Stuttgart
Distance between dynamo or electric motors and standard compass *45'*
Distance between dynamo or electric motors and steering compass *40'*
The nearest cables to the compasses are as follows:—
A cable carrying *6* Amperes *4'* feet from standard compass *9'* feet from steering compass
A cable carrying *6* Amperes *35'* feet from standard compass *40'* 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 *—* degrees on *—* course in the case of the standard compass and *—* degrees on *—* course in the case of the steering compass.

Action-Gesellschaft, Neptun
Schiffswerft, Neptun
H. Phary Builder's Signature. Date *—*

GENERAL REMARKS. *In view of the fact that this vessel has not been built to the Swedish lines and has a weak, no recommendation*
J. Berend
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *It is submitted that Elec. light be noted in the Reg. Book*

REPORT FORM No. 12.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

