

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 8897

Port of Belfast Date of First Survey 1921 Oct 16 Date of Last Survey Mar 27/23 No. of Visits 9
 No. in on the Iron or Steel S.S. Inveravon Port belonging to London
 Reg. Book Built at Belfast By whom Harland & Wolff Ltd When built 1923
 Owners British Mexican Petroleum Coy Ltd. Owners' Address Harland & Wolff Ltd When fitted 1923
 Yard No. 591 Electric Light Installation fitted by Harland & Wolff Ltd

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two 8 x 3 stroke forced lubrication engines each direct coupled to one 12.5 K.W. Dynamo running at 600 R.P.M.

Capacity of Dynamo 125 Amperes at 100 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed Engine Room Whether single or double wire system is used Double
 Position of Main Switch Board Engine Room having switches to groups A.B.C.D.E.F.G.H.I.J.K. of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each 2 in E.R. each with 6 switches
2 in wheelhouse one with 6 switches - the other with 9 switches.

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 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 238 arranged in the following groups:—

A Navigation	5 lights each of $\frac{32}{15}$ 4	candle power requiring a total current of	16.0.	Amperes
B Wireless	15 lights each of $\frac{32}{15}$ 4	candle power requiring a total current of	15.0.	Amperes
C Amidships	59 lights each of $\frac{24}{16}$ 16	candle power requiring a total current of	26.4	Amperes
D Fore	12 lights each of $\frac{24}{16}$ 16	candle power requiring a total current of	14.45	Amperes
E Aft.	35 lights each of $\frac{24}{16}$ 16	candle power requiring a total current of	12.3	Amperes
2 Mast head light with	1 lamps each of 32	candle power requiring a total current of	2.4	Amperes
2 Side light with	1 lamps each of 32	candle power requiring a total current of	2.4	Amperes
6 25 Watt			80	
2 25 Watt			16.	
2 25 Watt				
Cargo lights of	1000	candle power, whether incandescent or arc lights	Incandescent	

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

Where are the switches controlling the masthead and side lights placed In wheelhouse

DESCRIPTION OF CABLES.

Main cable carrying 125 Amperes, comprised of 3 wires, each .083 S.W.G. diameter, .200 square inches total sectional area
 Branch cables carrying 24.7 Amperes, comprised of 4 wires, each .044 S.W.G. diameter, .0225 square inches total sectional area
 Branch cables carrying 20.0 Amperes, comprised of 4 wires, each .044 S.W.G. diameter, .010 square inches total sectional area
 Leads to lamps carrying 2.4 Amperes, comprised of 3 wires, each .036 S.W.G. diameter, .003 square inches total sectional area
 Cargo light cables carrying 5 Amperes, comprised of 110 wires, each .0076 S.W.G. diameter, .005 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Cables throughout are of 2500 kilograms class A CMA quality insulated with pure vulcanized rubber lead covered steel armored & braided overall except in accommodation amidships where they are lead covered only

Joints in cables, how made, insulated, and protected No joints in main cables, those made in branch wiring are in properly constructed junction boxes of porcelain protected by 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 Cables clipped direct to bulkheads or run plating & protected throughout by lead covering steel armoring & braided overall except in accommodation amidships which is lead covered only.



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W536-0171 1/2

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