

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 14783.

Port of West Hartlepool Date of First Survey 15th Sept Date of Last Survey 5th Nov/13 No. of Visits 23
 No. in Reg. Book on the Iron or Steel Steamer "Orma" Port belonging to Haugen
 Built at West Hartlepool By whom W Gray & Co When built 1913
 Owners British India & C Co Ltd Owners' Address London
 Yard No. 830 Electric Light Installation fitted by Clarke Chapman & Co When fitted 1913

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One single cylinder double acting open type vertical engine direct coupled to a continuous current compound wound dynamo

Capacity of Dynamo 190 Amperes at 65 Volts, whether continuous or alternating current continuous

Where is Dynamo fixed in Engine Room. Whether single or double wire system is used double

Position of Main Switch Board near dynamo. having switches to groups A B & C. of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each each light & group of lights provided with switches as required

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 50. 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. slate & porcelain.

Total number of lights provided for 117 - 16 CP arranged in the following groups:—

A	54	lights each of	16	candle power requiring a total current of	46.4	Amperes
B	34	lights each of	16	candle power requiring a total current of	29.3	Amperes
C	29	lights each of	16	candle power requiring a total current of	25	Amperes
D	—	lights each of	—	candle power requiring a total current of	—	Amperes
E	—	lights each of	—	candle power requiring a total current of	—	Amperes
2	Mast head light with	1	lamps each of	32	candle power requiring a total current of	1.7
2	Side light with	1	lamps each of	32	candle power requiring a total current of	1.7

Cargo lights of — candle power, whether incandescent or arc lights arc lamps.

If arc lights, what protection is provided against fire, sparks, &c. Totally enclosed type provided with clear glass hexagonal lanterns.

Where are the switches controlling the masthead and side lights placed in Chart Room.

DESCRIPTION OF CABLES.

Main cable carrying 190 Amperes, comprised of 37 wires, each 13 S.W.G. diameter, .25000 square inches total sectional area

Branch cables carrying 46.4 Amperes, comprised of 19 wires, each 17 S.W.G. diameter, .04593 square inches total sectional area

Branch cables carrying 25 Amperes, comprised of 7 wires, each 17 S.W.G. diameter, .01695 square inches total sectional area

Leads to lamps carrying 8 Amperes, comprised of 1 wires, each 18 S.W.G. diameter, .00791 square inches total sectional area

Cargo light cables carrying 15 Amperes, comprised of 7 wires, each 18 S.W.G. diameter, .01246 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Vulcanized india rubber taped & braided & lead covered cable where exposed steel armored over the lead covering

Joints in cables, how made, insulated, and protected no joints except mechanical ones

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. No.

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 lead covered & steel armored cables clipped to underside of deck with string w/ clips.

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DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible No.

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture Lead covered & steel Armoured.

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

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 in lead bushes through bulkheads, &c. in W.T. glands.

How are cables carried through decks in galvanized iron 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 Lead covered & steel 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 to W.T. connection boxes double wire system

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 —

Is the installation supplied with a voltmeter Yes. and with an amperemeter Yes. fixed in 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 650 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.

W. Woodson Director. Electrical Engineers Date Nov 12th 1913

COMPASSES.

Distance between dynamo or electric motors and standard compass 120 ft

Distance between dynamo or electric motors and steering compass 115 "

The nearest cables to the compasses are as follows:—

A cable carrying	<u>.8</u>	Amperes	<u>12</u>	feet from standard compass	<u>6</u>	feet from steering compass
A cable carrying	<u>.8</u>	Amperes	<u>6</u>	feet from standard compass	<u>12</u>	feet from steering compass
A cable carrying	<u>—</u>	Amperes	<u>—</u>	feet from standard compass	<u>—</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 all. course in the case of the standard compass and all. course in the case of the steering compass.

Wm. Gray & Co. Limited Director. Builder's Signature. Date 14 Nov 1913

GENERAL REMARKS.

The fitting of the wires throughout this vessel are as stated in this report and appear to be in accordance with the Committee's requirements.

It is submitted that this vessel is eligible for THE RECORD. Elec. light.

J.W.D. 15/11/13 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Im. 9.12.—Transfer.

