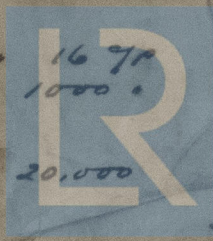


(A)	Engine room	48	lts	16	g/p	requiring a current of	28.2 amp
(A')	" Motor						24. amp
(B)	Poop	36	"	"	"	"	21.6 "
(C)	Engineer's etc	27	"	"	"	"	16.2 "
(D)	Saloon Bridge	40	"	"	"	"	} 26.2 "
		6	"	"	8	"	
		2	"	"	2½	"	
(E)	wireless						
(F)	Aft arc Cargo	21	"	"	16 g/p	"	12.6 "
					1000.	"	10. - "
(F')	Forward arc Cargo	21	"	"	16 g/p	"	12.6 "
					1000.	"	10. - "
	Propeller				20,000	"	60. - "



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Lloyd's Register
Foundation

W 600 0079/2

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 37654.

Port of Port of Date of First Survey 1st February Date of Last Survey 22nd April No. of Visits 22
 No. in Reg. Book on the Iron or Steel S. S. Malanda Port belonging to Liverpool
 Built at Port Glasgow By whom Messrs. Runcie & Co When built 1915
 Owners Owners' Address
 Yard No. 709 Electric Light Installation fitted by H. I. Robertson & Co When fitted 1915

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two dynamos. Compound wound Multipolar (4 pole) type, each dynamo coupled direct to a vertical engine having cylinder 8" x 7" @ 275 rev
 Capacity of Dynamo each 150 Amperes at 100 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed Engine room, starting platform Whether single or double wire system is used Double wire
 Position of Main Switch Board " " near dynamo having switches to groups A, B, C, D, E, F, G lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each No Auxiliary Switch boards

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 cessel 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

fuses of non-oxidisable metal yes and constructed to fuse at an excess of 50 per cent over the normal current

fuses fitted in easily accessible positions yes Are the fuses of standard dimensions wire If wire fuses are used

permanent instructions fitted on or near each switch board giving particulars of proper size of fuse for each circuit yes

switches and fuses constructed of incombustible materials and fitted on incombustible bases yes

umber of lights provided for 200 arranged in the following groups:—

lights each of	candle power requiring a total current of	Amperes
<u>2</u> <u>are lamps</u> <u>Progenitor</u>		
lights each of	candle power requiring a total current of	Amperes
lights each of	candle power requiring a total current of	Amperes
lights each of	candle power requiring a total current of	Amperes
lights each of	candle power requiring a total current of	Amperes
lights each of	candle power requiring a total current of	Amperes

Mast head light with 1 lamp each of 2 1/2 candle power requiring a total current of included in D Amperes

Side light with 1 lamp each of 8 candle power requiring a total current of " " " Amperes

Six Cargo lights of 96 candle power, whether incandescent or arc lights Both

Two are lamps of 1000 lights, what protection is provided against fire, sparks, &c. Strong hexagon glass lanterns &

double enclosure globe

are the switches controlling the masthead and side lights placed Chart room Master's Cabin on Bridge

DESCRIPTION OF CABLES.

Main cable carrying	Amperes, comprised of	wires, each	S.W.G. diameter,	square inches total sectional area
<u>150</u>	<u>37</u>	<u>15</u>	<u>.151</u>	<u>.151</u>
Branch cables carrying	Amperes, comprised of	wires, each	S.W.G. diameter,	square inches total sectional area
<u>24</u>	<u>7</u>	<u>16</u>	<u>.0225</u>	<u>.0225</u>
Branch cables carrying	Amperes, comprised of	wires, each	S.W.G. diameter,	square inches total sectional area
<u>12.6</u>	<u>7</u>	<u>18</u>	<u>.0127</u>	<u>.0127</u>
Leads to lamps carrying	Amperes, comprised of	wires, each	S.W.G. diameter,	square inches total sectional area
<u>.6</u>	<u>1</u>	<u>17</u>	<u>.00246</u>	<u>.00246</u>
Cargo light cables carrying	Amperes, comprised of	wires, each	S.W.G. diameter,	square inches total sectional area
<u>3.6</u>	<u>119</u>	<u>38</u>	<u>.00222</u>	<u>.00222</u>

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Pure india rubber then vulcanising india rubber and
motor coated tape the whole vulcanised together, taped &
lead covered in accommodation; clewure galv wire armour
 Joints in cables, how made, insulated, and protected no joints

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

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 Forward under Bridge deck, & Forward Tunnel
Decks; aft thro shaft tunnel to poop, galv wire armouring

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 covered in galv iron pipes

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 Lead covered & Armoured

What special protection has been provided for the cables in engine room Armoured with galv wire armouring

How are cables carried through beams In lead buckets through bulkheads, &c. Watertight glands

How are cables carried through decks In galv iron tubes

Are any cables run through coal bunkers no or cargo spaces yes or spaces which may be used for carrying cargo, stores, or baggage yes

If so, how are they protected Galv wire armouring

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage none in Bunkers

If so, how are the lamp fittings and cable terminals specially protected (Connectors only) Strong Cast iron Cases

Where are the main switches and fuses for these lights fitted In Engine room

If in the spaces, how are they specially protected none in spaces

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 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 2 amperemeters, fixed on 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 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.

H. J. Robertson & Co.

Electrical Engineers

Date 12/6/18

COMPASSES.

Distance between dynamo or electric motors and standard compass 136 Feet

Distance between dynamo or electric motors and steering compass 136 Feet

The nearest cables to the compasses are as follows:—

A cable carrying	<u>10</u>	Amperes	<u>6</u>	feet from standard compass	<u>56</u>	feet from steering compass
A cable carrying	<u>4.5</u>	Amperes	<u>6</u>	feet from standard compass	<u>56</u>	feet from steering compass
A cable carrying	<u>.3</u>	Amperes	<u>into</u>	feet from standard compass	<u>7.3</u>	into 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 vic degrees on every course in the case of the standard compass and vic degrees on every course in the case of the steering compass.

R. Russell & Co.

Builder's Signature.

Date 19th June 1918

GENERAL REMARKS.

This installation has been well fitted on board and when examined under full working conditions was satisfactory

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

A. McKean

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute GLASGOW 25 JUN 1918

Elec. Light.



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.