

TUE. 11 OCT. 1921

Received at London Office

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 26236

Port of **NEWPORT MON.** Date of First Survey **Feb 4th** Date of Last Survey **6 Aug.** No. of Visits **5**
 No. in Reg. Book **33.** on the Iron or Steel **WAR IDYLL** Port belonging to
 Built at **Glepslow** By whom **Monmouth S.B. Co.** When built **1920**
 Owners **"Concordia" Santa Annina** Owners' Address **Genoa**
 Yard No. **1** Electric Light Installation fitted by **Jefford, Grier & Mackay** When fitted **Aug. 1920**

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Enclosed forced lubrication Engine direct coupled to level Compound wound Dynamo.

Capacity of Dynamo **100** Amperes at **100** Volts, whether continuous or ~~alternating~~ current **Cont.**
 Where is Dynamo fixed **Stbd. Lower Engine Room** Whether single or double wire system is used **Double**
 Position of Main Switch Board **Beside Dynamo** having switches to groups **6 groups** of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each **None fitted**

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**

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

A Cargo, 36	lights each of	16	candle power requiring a total current of	18	Amperes
B Navigation, 10	lights each of	various	candle power requiring a total current of	7	Amperes
C Engines, 34	lights each of	16	candle power requiring a total current of	17	Amperes
D Saloon, 42	lights each of	30 watt	candle power requiring a total current of	21	Amperes
E Off	24	lights each of	candle power requiring a total current of		Amperes
2 Mast head lights with 2 lamps each of	32	candle power requiring a total current of	2	Amperes	
2 Side lights with 2 lamps each of	32	candle power requiring a total current of	2	Amperes	
6 Cargo lights of each	96	candle power, whether incandescent or arc lights	Incandescent		

If arc lights, what protection is provided against fire, sparks, &c. **None**

Where are the switches controlling the masthead and side lights placed **Chart room**

DESCRIPTION OF CABLES.

Main cable carrying	100	Amperes, comprised of	37	wires, each	16	S.W.G. diameter,	.117	square inches total sectional area
Branch cables carrying	21	Amperes, comprised of	7	wires, each	14	S.W.G. diameter,	.034	square inches total sectional area
Branch cables carrying	18	Amperes, comprised of	7	wires, each	16	S.W.G. diameter,	.022	square inches total sectional area
Leads to lamps carrying	3	Amperes, comprised of	1	wires, each	17	S.W.G. diameter,	.002	square inches total sectional area
Cargo light cables carrying	3	Amperes, comprised of	1	wires, each	14	S.W.G. diameter,	.005	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

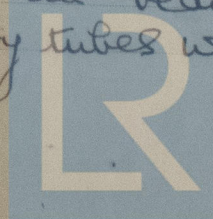
Armoured & braided cable used in all spaces except cabins and bridge when lead cased cable is used.

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 **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 **Through clean holes in beams and clipped to decks and bulkheads. Protected by tubes when necessary.**



Lloyd's Register
Foundation

W634-0159

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 Iron piping and lead casing

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

What special protection has been provided for the cables near boiler casings Armour & Braiding

What special protection has been provided for the cables in engine room Armour & Braiding

How are cables carried through beams Through clean holes through bulkheads, &c. W.T. glands.

How are cables carried through decks W.T. Deck pipes.

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 Armour & Braiding and Iron piping

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 Portable

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 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 _____ 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.

COMPASSES.

Distance between dynamo or electric motors and standard compass 20 feet

Distance between dynamo or electric motors and steering compass 16 feet

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
3	10	7	
5	3	3	

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.

MONMOUTH SHIPBUILDING CO. LTD.

W. H. Turnbull

Builder's Signature.

Date

Aug 3rd 1921

GENERAL REMARKS.

This installation has been fitted in accordance with the Rules. tried man full working condition & found satisfactory

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

See light

Reed
17/10/21

Sturges & Co

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 13 OCT. 1921

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2020

Lloyd's Register Foundation