

No. 577

No. in  
Reg. Book

### Capacity of Dynamo

If cut outs are fitted on ~~main~~ switch board to the cables of main circuit

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 cut outs fitted to both flow and return wires or cables of all circuits including lamp circuits yes

Are the cut outs of non-oxidizable metal yes and constructed to fuse at an excess of 100 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.

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

Total number of lights provided for 101 arranged in the following groups:—

A 36 accommodation lights each of 16 candle power requiring a total current of 19.5 Amperes

B 12 forecastle lights each of 16 candle power requiring a total current of 6.5 Amperes

C 35 machinery space lights each of 16 candle power requiring a total current of 18.0 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 lights with 1 lamp each of 32 candle power requiring a total current of 2.3 Amperes

2 Side lights with 1 lamp each of 32 candle power requiring a total current of 2.2 Amperes

2 Cargo ~~lights~~ Cluster of 8 - 16 candle power, whether incandescent or are lights incandescent

*If arc lights, what protection is provided against fire, sparks, &c.* \_\_\_\_\_

Where are the switches controlling the masthead and side lights placed in Wheel house

*Main cable carrying*

Branch cables carrying 23 Amperes, comprised of 7 wires, each 16 L.S.G. diame'cr. .0229 square inches total sectional area

Branch cables carrying 13 Amperes, comprised of 7 wires, each 18 L.S.G. diameter, .0139 square inches total sectional area

Leads to lamps carrying 3 Amperes, comprised of 1 wires, each 16 L.S.G. diameter, .0032 square inches total sectional area

Cargo light cables carrying 4.3 Amperes, comprised of 145 wires, each 38 L.S.G. diameter, .0042 square inches total sectional area.

2500 megohm quality

Pure Para rubber, 2 layers vulcanizing rubber, layers. S.R. proofed type

The whole was carried together, then branched & compounded

*Joints in cables, now made, insulated, and protected*

Thoroughly soldered, wrapped with 2 layers rubber tape + 2 layers of black tape + varnished

Are all the joints of cables thoroughly soldered, resin only having been used as a flux 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 in strong wood casing & in decks in wrought iron pipes



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 *W. J. pipes*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *none near undue heat*

What special protection has been provided for the cables near boiler casings *spirally armoured with G.I. wire*

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

How are cables carried through beams *in fibre ferrules* through bulkheads, &c. *in fibre ferrules*

How are cables carried through decks *in W. J. pipes standing 10" above the deck*

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 *strong wood casing*

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

How are the returns from the lamps connected to the hull

Are all the joints with the hull in accessible positions

*60 double Wired*

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 voltmeter and an amperemeter, fixed on main switch board

The copper used is guaranteed to have a conductivity of *100* per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than *2500* 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.

*In H. H. Hall & Co. Ltd.*  
*C. P. Hunter*

Electrical Engineers

Date

*28/7/04*

COMPASSES.

Distance between dynamo or electric motors and standard compass *100 feet*

Distance between dynamo or electric motors and steering compass *96 feet*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>25</i>	<i>28</i>	<i>22</i>	<i>22</i>
<i>7</i>	<i>46</i>	<i>40</i>	<i>40</i>
<i>8.8</i>	<i>46</i>	<i>40</i>	<i>40</i>

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 *every* course in the case of the standard compass and *nil* degrees on *every* course in the case of the steering compass.

THE WORKMAN, CLARK & CO., LIMITED,

Builder's Signature.

Date

*14 August 1904*

GENERAL REMARKS.

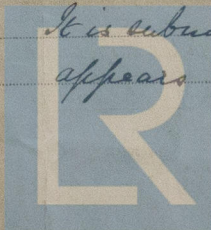
*This installation is of good description throughout, and has been fitted in accordance with the Rules.*

*R. J. Dewridge*

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

Committee's Minute

*It is submitted that this installation appears to be satisfactory*



Lloyd's Register  
Foundation

*14.8.04*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

REPORT FORM No. 13.