

TUES. MAR 12, 1901

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 20431

Port of Sunderland Date of First Survey ☒ Date of Last Survey 11 Feb 1901 No. of Visits ☒
 No. in on the Iron or Steel S. S. "Ville de Majunga" Port belonging to Havre
 of Reg. Book Sup Built at Sunderland By whom Sir J. Laing & Sons Ltd When built 1901
 Owners Cie Havraise pen de Nav & Dep Owners' Address Havre
 Yard No. 575 Electric Light Installation fitted by Sunderland & Co Ltd When fitted 1901

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Open types engine direct coupled to multipolar
 Dynamo
 Capacity of Dynamo 70 Amperes at 100 Volts, whether continuous or alternating current continuous
 Where is Dynamo fixed in engine room
 Position of Main Switch Board near dynamo having switches to groups three of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each

If cut outs 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 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 50 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 Engineer's instructions
 Are all switches and cut-outs constructed of incombustible materials and fitted on incombustible bases yes
 Total number of lights provided for 100 arranged in the following groups:-

A	<u>16</u>	lights each of	<u>32</u>	candle power requiring a total current of	<u>19.2</u>	Amperes
B	<u>45</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>27.0</u>	Amperes
C	<u>31</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>19.6</u>	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	<u>32</u>	candle power requiring a total current of	<u>1.2</u>	Amperes
2	Side light with	1 lamps each of	<u>32</u>	candle power requiring a total current of	<u>1.2</u>	Amperes

 Remainder consists of Cargo lights of 44 16 c/s lamps each candle power, whether incandescent or arc lights incandescent
 Are lights, what protection is provided against fire, sparks, &c.

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

DESCRIPTION OF CABLES.

Main cable carrying 70 Amperes, comprised of 19 wires, each 124 L.S.G. diameter, .07 square inches total sectional area
 Branch cables carrying 24 Amperes, comprised of 7 wires, each 16 L.S.G. diameter, .024 square inches total sectional area
 Branch cables carrying 7 Amperes, comprised of 7 wires, each 20 L.S.G. diameter, .007 square inches total sectional area
 Leads to lamps carrying 6 Amperes, comprised of 1 wires, each 18 L.S.G. diameter, .001 square inches total sectional area
 Cargo light cables carrying 5 Amperes, comprised of 135 wires, each 40 L.S.G. diameter, .005 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Wires covered with pure + vulcanizing India Rubber
then taped + the whole vulcanized together + Braided

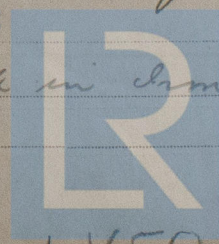
Points in cables, how made, insulated, and protected

Joints thoroughly cleaned + tinned then soldered + covered with Rubber + Blacking paper

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 Under main deck in iron pipes



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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 *Run in iron pipes*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *Iron pipes*

What special protection has been provided for the cables near boiler casings *do*

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

How are cables carried through beams *Through fibre bunks* through bulkheads, &c. *W.T. Glances*

How are cables carried through decks *W.T. Deck Ladders*

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 *Iron pipes*

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 *—*

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 *—*

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 *an ammeter, fixed on switch board*

The installation is *—* supplied with a voltmeter *and* *—*

The copper used is guaranteed to have a conductivity of *98* per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than *1000* 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.

THE SUNDERLAND FORGE & ENGINEERING CO., LTD.

Electrical Engineers

Date *4/3/01*

COMPASSES.

Distance between dynamo or electric motors and standard compass *150 feet*

Distance between dynamo or electric motors and steering compass *142 feet*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>5</i>	<i>12</i>	<i>44</i>	<i>—</i>
<i>6</i>	<i>8</i>	<i>m</i>	<i>—</i>

Have the compasses been adjusted with and without the electric installation at work at full power *No (only without installation at work)*

The maximum deviation due to electric currents, etc., was found to be *not* degrees on *—* course in the case of the standard compass and *—* degrees on *—* course in the case of the steering compass.

John James Spring, Esq., Ltd.

Builder's Signature.

Date *8.3.01*

GENERAL REMARKS.

This Installation as far as can be seen appears to be in accordance with the requirements of the Rules.

John R. Salmon

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

Committee's Minute

It is submitted that this installation appears to meet the Rule requirements.

WRITTEN.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

REPORT FORM No. 12.

