

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 8945

Port of Belfast Date of First Survey June 9th Date of Last Survey July 10th No. of Visits 5
 No. in Reg. Book 77,447 on the Iron or Steel 5 1/2 "FAVORITA" EX "Witiaz" Port belonging to Loiba.
 Built at Hoboken By whom Soc. Anon. John Corkeuil When built 1906-9
 Owners Taccaro Bros & Co. Owners' Address New Orleans.
 Yard No. Electric Light Installation fitted by The Sunderland Forge & Eng Co. Ltd when fitted 1923

DESCRIPTION OF DYNAMOS ENGINES ETC.

Two Left Hand combined Steam Generating Sets
 Engines Open Type Single Cylinder Dynamos Multipolar Compound Wound
 Capacity of Dynamos No. 2 65 Amperes at 110 Volts, whether continuous or alternating current continuous
 Where is Dynamos fixed Port side of Engine Room Casings Whether single or double wire system is used double wire
 Position of Main Switch Board Port side of E.R. casing fore of Dynamos having switches to groups Six of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each
One in Wheel House 8 Switches
One in Engine Room 8 Switches
 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 100 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 217 @ 16 cp. per light arranged in the following groups:—

Location	Number of Lights	Candle Power	Amperes
A Navig ⁿ & Midship Accom ^m	42	16	16.10
B Fore ^d Accom ^m	20	16	7.00
C Saloon Accom ^m	42	16	14.70
D Eng ^e Boiler Rooms	38	16	13.30
E Fore ^d Cargo & Holds	28	16	9.80
F Aft ^d Cargo & Holds	21	16	7.35
Two Mast head light with	1	32	1.2
Two Side light with	1	32	1.2
18 Cargo lights of	each	16	incandescent

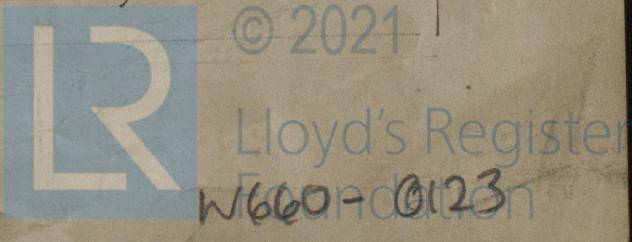
If arc lights, what protection is provided against fire, sparks, &c. None
 Where are the switches controlling the masthead and side lights placed In Wheelhouse on Navigating Bridge

DESCRIPTION OF CABLES.

Current Carrying Capacity	Number of Wires	Wire Diameter	Total Sectional Area
Main cable carrying <u>96</u> Amperes, comprised of <u>19</u> wires, each <u>.083"</u> S.W.G. diameter, <u>.100</u> square inches total sectional area	19	.083"	.100
Branch cables carrying <u>16.10</u> Amperes, comprised of <u>7</u> wires, each <u>.064"</u> S.W.G. diameter, <u>.0225</u> square inches total sectional area	7	.064"	.0225
Branch cables carrying <u>14.7</u> Amperes, comprised of <u>7</u> wires, each <u>.064"</u> S.W.G. diameter, <u>.0225</u> square inches total sectional area	7	.064"	.0225
Leads to lamps carrying <u>1.2</u> Amperes, comprised of <u>3</u> wires, each <u>.029"</u> S.W.G. diameter, <u>.002</u> square inches total sectional area	3	.029"	.002
Cargo light cables carrying <u>3.3</u> Amperes, comprised of <u>72</u> wires, each <u>.0076"</u> S.W.G. diameter, <u>.003</u> square inches total sectional area	72	.0076"	.003

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Tinned copper conductors insulated with pure & vulcanised india rubber taped braided & the whole vulcanised together & finished in Accommodation. Braided & compounded.
in Machinery Spaces. V.I.R. in screwed conduit.
 Joints in cables, how made, insulated, and protected None fitted
 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 Main cable vulcanised India Rubber run along Main Deck in Wood Casings



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
V.I.R. run in Screwed Conduit

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *V.I.R. in screwd conduit*

What special protection has been provided for the cables near boiler casings *none fitted near Boiler casing*

What special protection has been provided for the cables in engine room *V.I.R. in screwd conduit*

How are cables carried through beams *Holes bushed with Fibre* through bulkheads, &c. *W/T. packing glands*

How are cables carried through decks *in deck tubes made watertight*

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 *V.I.R. cables run in Screwed Conduit*

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 *permanently* How fixed *in water tight boxes*

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 on *Main. Sub^d*

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.

J. Thompson
P. FRASER & NEAVE ENGINEERING CO. LTD.

Electrical Engineers

Date *25 JUL '23*

COMPASSES.

Distance between dynamo or electric motors and standard compass *70 feet*

Distance between dynamo or electric motors and steering compass *65 feet*

The nearest cables to the compasses are as follows:—

A cable carrying	<i>10.0</i>	Amperes	<i>12</i>	feet from standard compass	<i>8</i>	feet from steering compass
A cable carrying	<i>1.2</i>	Amperes	<i>12</i>	feet from standard compass	<i>8</i>	feet from steering compass
A cable carrying	<i>1.35</i>	Amperes	<i>3</i>	feet from standard compass	<i>3</i>	feet from steering compass

Have the compasses been adjusted with and without the electric installation at work at full power

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.

Builder's Signature. Date

GENERAL REMARKS. *This Installation is of good description & is fitted in accordance with the Rules. No 1 dynamo is new, & No 2 dynamo is as originally fitted. The whole of the wiring has been renewed, tested & found satisfactory under working conditions.*

Fee (new dynamo only) — £10-10-0.

J. P. Southwell

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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