

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 19962

Port of Hull Date of First Survey Jan. 6th Date of Last Survey Apr 13/08 No. of Visits 14
 No. in Reg. Book 38 Supp. on the Iron or Steel St. de Revaux Abbey Port belonging to Hull
 Built at Hull By whom Charles G. Ltd When built 1908
 Owners Hull Netherland S.S. Co Owners' Address Hull
 Yard No. 541 Electric Light Installation fitted by Clarke Chapman G. When fitted 1908

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One single Cylinder double acting open type vertical Engine direct Coupled to a continuous current compound wound dynamo
 Capacity of Dynamo 80 Amperes at 100 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed Engine room, Bottom platform Whether single or double wire system is used double
 Position of Main Switch Board near dynamo having switches to groups A. B. C. D. of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each Each light and group of lights provided with switches as required.

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-oxidisable 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 Yes
 Are all switches and cut-outs constructed of incombustible materials and fitted on incombustible bases Yes, slate & porcelain

Total number of lights provided for 139 arranged in the following groups:—

A	<u>58</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>34.8</u>	Amperes
B	<u>31</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>18.6</u>	Amperes
C	<u>31</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>18.6</u>	Amperes
D	<u>19</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>11.4</u>	Amperes
E		lights each of		candle power requiring a total current of		Amperes
	<u>2</u>	Mast head light with <u>1</u> lamps each of	<u>32</u>	candle power requiring a total current of	<u>2.4</u>	Amperes
	<u>2</u>	Side light with <u>1</u> lamps each of	<u>32</u>	candle power requiring a total current of	<u>2.4</u>	Amperes
	<u>3</u>	Cargo lights of <u>6-16</u>		candle power, whether incandescent or arc lights	<u>Incandescent.</u>	

If arc lights, what protection is provided against fire, sparks, &c. None fitted.
 Where are the switches controlling the masthead and side lights placed in wheel house

DESCRIPTION OF CABLES.

Main cable carrying 80 Amperes, comprised of 37 wires, each 16 L.S.G. diameter, .1168 square inches total sectional area
 Branch cables carrying 34 Amperes, comprised of 7 wires, each 14 L.S.G. diameter, .0345 square inches total sectional area
 Branch cables carrying 5 Amperes, comprised of 1 wires, each 14 L.S.G. diameter, .00502 square inches total sectional area
 Leads to lamps carrying 6 Amperes, comprised of 1 wires, each 18 L.S.G. diameter, .00181 square inches total sectional area
 Cargo light cables carrying 36 Amperes, comprised of 176 wires, each 39 L.S.G. diameter, .00507 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Vulcanized india-rubber Taped and braided and lead covered Overall, where exposed Steel armoured over the lead covering
 Joints in cables, how made, insulated, and protected no joints except mechanical ones.

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, no
 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 Lead covered and steel armoured clipped up to underside of deck.



DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible no

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture Lead Covered and Steel Armoured

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Lead Covered varnished

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

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

How are cables carried through beams in lead bushes through bulkheads, &c. in Bulkhead Glands

How are cables carried through decks in galvanized iron deck 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 Lead Covered and Steel Armoured

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage yes

If so, how are the lamp fittings and cable terminals specially protected Fittings with Cast iron Covers

Where are the main switches and cut outs for these lights fitted in w.c. fitted in Horse-Stub Space

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 Water-tight Connection Box

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 —

The installation is now supplied with a voltmeter and also an amperemeter, fixed main Switchboard

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 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 600 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.

For Clarke, Chapman & Co. Ltd

I Walker Director Electrical Engineers Date April 27th 1908

COMPASSES.

Distance between dynamo or electric motors and standard compass 88 ft.

Distance between dynamo or electric motors and steering compass 80 .

The nearest cables to the compasses are as follows:—

A cable carrying	<u>.6</u> Amperes	<u>12</u> feet from standard compass	<u>6</u> feet from steering compass
A cable carrying	<u>.6</u> Amperes	<u>6</u> feet from standard compass	<u>12</u> feet from steering compass
A cable carrying	Amperes	feet from standard compass	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 _____ 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 vessel having been fitted with an Electric Light Installation, is eligible in my opinion to have same noted in Register Book
James Barclay
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

It is submitted that the Record Elec. Light be noted in the Reg. Book.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.