

## REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 26266

Port of SUNDERLAND. Date of First Survey 13 Oct. Date of Last Survey 28 Oct '14 No. of Visits 3  
 No. in Reg. Book on the Iron or Steel Ss Exford Port belonging to Loaden.  
 Built at Sunderland. By whom Barclay & Sons Ltd. When built 1914.  
 Owners Sunderland Owners' Address \_\_\_\_\_  
 Yard No. 234. Electric Light Installation fitted by Clarke, Chapman & Co. Ltd. When fitted 1914.

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

The Vertical Single cylinder open fronted double acting Engine direct coupled to a continuous current Dynamo.

Capacity of Dynamo 62 Amperes at 100 Volts, whether continuous or alternating current continuous  
 Where is Dynamo fixed in Engine room Whether single or double wire system is used Double  
 Position of Main Switch Board near dynamo having switches to groups A. B. C. of lights, &c., as below  
 Positions of auxiliary switch boards and numbers of switches on each Each light + 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-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 yes  
 Are all switches and cut-outs constructed of incombustible materials and fitted on incombustible bases \_\_\_\_\_

Total number of lights provided for 106 - 16 cp. arranged in the following groups:—

A	<u>22</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>12.3</u>	Amperes
B	<u>31</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>17.4</u>	Amperes
C	<u>53</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>30</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
<u>2</u>	Mast head light with	<u>1</u> lamp each of	<u>32</u>	candle power requiring a total current of	<u>1.1</u>	Amperes
<u>2</u>	Side light with	<u>1</u> lamp each of	<u>32</u>	candle power requiring a total current of	<u>1.1</u>	Amperes
<u>5</u>	Cargo lights of	<u>7</u> <u>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 Chart Room.

## DESCRIPTION OF CABLES.

Main cable carrying 62 Amperes, comprised of 19 wires, each 16 L.S.G. diameter, .0600 square inches total sectional area  
 Branch cables carrying 29 Amperes, comprised of 7 wires, each 16 L.S.G. diameter, .0221 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 .56 Amperes, comprised of 1 wires, each 18 L.S.G. diameter, .00181 square inches total sectional area  
 Cargo light cables carrying 4 Amperes, comprised of 176 wires, each 38 L.S.G. diameter, .00502 square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

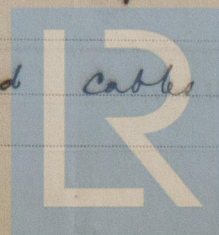
Vulcanized india rubber taped and braided and lead covered over all, where exposed steel armoured over all lead covering.

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 & armoured cables led through beams & clipped to underside of decks.



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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 & Armoured

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat do.

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 in lead bushes through bulkheads, &c. W.T. glands

How are cables carried through decks in galvanized iron deck tubes

Are any cables run through coal bunkers Yes or cargo spaces yes or spaces which may be used for carrying cargo, stores, or baggage yes

If so, how are they protected Lead & Armoured

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 to W.T. Connection boxes

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel Double wire

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 on 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.

*W. Walker*

Electrical Engineers

Date November 18<sup>th</sup> 1914

COMPASSES.

Distance between dynamo or electric motors and standard compass Chairman 112 ft

Distance between dynamo or electric motors and steering compass 104 ft

The nearest cables to the compasses are as follows:—

A cable carrying	<u>56</u>	Amperes	<u>12</u>	feet from standard compass	<u>6</u>	feet from steering compass
A cable carrying	<u>56</u>	Amperes	<u>6</u>	feet from standard compass	<u>12</u>	feet from steering compass
A cable carrying	<u>—</u>	Amperes	<u>—</u>	feet from standard compass	<u>—</u>	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 Nil degrees on all course in the case of the standard compass and all degrees on all course in the case of the steering compass.

*William N. Bathurst*

Builder's Signature. Date

GENERAL REMARKS.

This installation as far as could be seen is fitted in accordance with the requirements of the Rules. Examined under working conditions found satisfactory.

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

*W.D. S.Y. Findlay*

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

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.