

SAT. 15 MAY 1909

Received at London Office

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 21,153

Port of Hull Date of First Survey Apr 14th Date of Last Survey May 4th No. of Visits 5
 No. in on the Iron or Steel 1/2 Canada Port belonging to Boulogne
 Reg. Book 65 Ruff. Built at Leby By whom Locheux & Sons When built 1909
 Owners Joseph Huet Owners' Address Boulogne
 Yard No. 451 Electric Light Installation fitted by Messrs. Clark, Chapman When fitted 1909

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One single cylinder open type double acting vertical Engine direct coupled to a continuous current compound wound dynamo.
 Capacity of Dynamo 61.54 Amperes at 65 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 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 yes, slate & porcelain

Total number of lights provided for 48 = 62 @ 16 cp. arranged in the following groups:—

A	19	lights each of	16	candle power requiring a total current of	17.5	Amperes
B	43	lights each of	16	candle power requiring a total current of	42.5	Amperes
C	—	lights each of	—	candle power requiring a total current of	—	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
3	Mast head light with	1 lamp each of	32	candle power requiring a total current of	1.8	Amperes
2	Side light with	1 lamp each of	32	candle power requiring a total current of	1.8	Amperes
Three	Cargo lights of	Four - 16	candle power, whether incandescent or arc lights	incandescent		

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 Wheelhouse

DESCRIPTION OF CABLES.

Main cable carrying	61.54 Amperes, comprised of	19 wires, each	15 L.S.G. diameter, .07500 square inches total sectional area
Branch cables carrying	42.5 Amperes, comprised of	19 wires, each	17 L.S.G. diameter, .04593 square inches total sectional area
Branch cables carrying	9.23 Amperes, comprised of	7 wires, each	18 L.S.G. diameter, .01246 square inches total sectional area
Leads to lamps carrying	.9 Amperes, comprised of	1 wires, each	18 L.S.G. diameter, .00181 square inches total sectional area
Cargo light cables carrying	3.4 Amperes, comprised of	146 wires, each	38 L.S.G. diameter, .00507 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Vulcanized india rubber, taped & braided, & lead covered overall, where exposed, steel armoured over the lead covering.

Joints in cables, how made, insulated, and protected None, 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 securely clipped up to underside of deck by galvanized iron clips.



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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 covered and steel armoured

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

Lead & armoured

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

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

How are cables carried through beams

in lead bushes

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

How are cables carried through decks

in galvanized iron deck tubes

Are any cables run through coal bunkers or cargo spaces

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 covered and steel 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

No.

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 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

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.

Electrical Engineers

Date May 11th 1909.

COMPASSES.

Distance between dynamo or electric motors and standard compass

50 feet

Distance between dynamo or electric motors and steering compass

42 feet

The nearest cables to the compasses are as follows:—

A cable carrying .9 Amperes 12 feet from standard compass 6 feet from steering compass

A cable carrying .9 Amperes 6 feet from standard compass 12 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

Nil

degrees on

course in the case of the

standard compass and

Nil

degrees on

course in the case of the steering compass.

Cochrane & Sons.

Builder's Signature.

Date May 13th 1909.

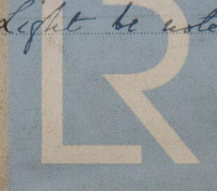
GENERAL REMARKS.

This installation of electric light as far as can be seen is well fitted & the workmanship good, which under full working condition found satisfactory

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

Committee's Minute

It is submitted that the Record Rec. Light be noted in the Reg. Books.



Lloyd's Register of British and Foreign Shipping

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.