

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 25704

Port of Sunderland Date of First Survey 7 Dec. Date of Last Survey 10 Dec. 11 No. of Visits 5
 No. in Reg. Book on the Iron or Steel SS Cheltonian Port belonging to London
 Built at Sunderland By whom Messrs Bartram & Sons When built 1911
 Owners J. Mathias & Sons (Agents) Owners' Address Aberystwyth
 Yard No. 221 Electric Light Installation fitted by Clarke Chapman & Co LTD When fitted 1911

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 65 Amperes at 105 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 Yes slate & porcelain.

Total number of lights provided for 102 arranged in the following groups:—

A	<u>21</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>12.6</u>	Amperes
B	<u>32</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>19.2</u>	Amperes
C	<u>49</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>29.4</u>	Amperes
D	<u>—</u>	lights each of	<u>—</u>	candle power requiring a total current of	<u>—</u>	Amperes
E	<u>—</u>	lights each of	<u>—</u>	candle power requiring a total current of	<u>—</u>	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>1.2</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>1.2</u>	Amperes
<u>5</u>	Cargo lights of	<u>each 7 - 16</u>		candle power, whether incandescent or are lights	<u>incandescent</u>	

If are lights, what protection is provided against fire, sparks, &c. —

Where are the switches controlling the masthead and side lights placed in Wheel House.

DESCRIPTION OF CABLES.

Main cable carrying	<u>60</u>	Amperes, comprised of	<u>19</u>	wires, each	<u>16</u>	L.S.G. diameter, <u>.06010</u> square inches total sectional area
Branch cables carrying	<u>22</u>	Amperes, comprised of	<u>7</u>	wires, each	<u>16</u>	L.S.G. diameter, <u>.02214</u> square inches total sectional area
Branch cables carrying	<u>16</u>	Amperes, comprised of	<u>7</u>	wires, each	<u>17</u>	L.S.G. diameter, <u>.01695</u> square inches total sectional area
Leads to lamps carrying	<u>.6</u>	Amperes, comprised of	<u>1</u>	wires, each	<u>19</u>	L.S.G. diameter, <u>.00181</u> square inches total sectional area
Cargo light cables carrying	<u>5</u>	Amperes, comprised of	<u>1</u>	wires, each	<u>14</u>	L.S.G. diameter, <u>.00502</u> square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

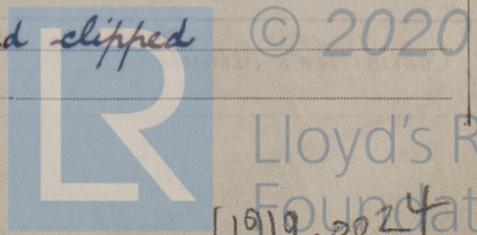
Vulcanized india rubber taped & braided & lead covered overall where exposed steel armoured over the lead covering.

Joints in cables, how made, insulated, and protected 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 clipped 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 & 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 glands

How are cables carried through decks in galvanized iron deck tiles.

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 covered & 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 WTCI 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 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.

TOP CLARKE, CHAPMAN & Co. LTD.

W. Woodson

Electrical Engineers

Date December 14th 1911.

COMPASSES.

Distance between dynamo or electric motors and standard compass Director 96'

Distance between dynamo or electric motors and steering compass 88'

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	<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 nil degrees on all course in the case of the steering compass.

Bartram Hoas

Builder's Signature.

Date Dec 18th 1911

GENERAL REMARKS.

This installation as far as can be seen is fitted in accordance with the Rules examined under working conditions & found satisfactory

J. J. Hindlay

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

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

Elec. Light
216
19/11/11
W. J. Hindley

Committee's Minute



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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W. J. Hindley