

## REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 74522

Port of Newcastle on Tyne Date of First Survey 31/3/21 Date of Last Survey 19/8/21 No. of Visits 6  
 No. in on the Iron or Steel Lectris Port belonging to London  
 Reg. Book 80221 Built at Newcastle By whom Swan Hunter & Wigham Richardson When built 1921  
 Owners The Cook Steamship Co. Owners' Address  
 Yard No. 1118 Electric Light Installation fitted by Holmes & Co. When fitted 1921

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

One 8"x6" open vertical single cylinder "Robey" engine coupled direct to one  
 "Holmes" dynamo, compound wound.

Capacity of Dynamo 63 Amperes at 100 Volts, whether continuous or alternating current continuous

Where is Dynamo fixed Star side, Bottom Platform, 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.D.E.F. of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each 3 way 5 amp fusebox in Saloon Party, 8 way 5 amp fusebox with switches in Chart Room, 6 way 10 amp fusebox & switches in Engine Rm, 4 way 10 amp fusebox & switches in Engine Rm, 6 way 5 amp fusebox & switches in Engine Room, 5 way 5 amp fusebox in 2<sup>nd</sup> Engin Rm, 2 way 5 amp fusebox in Steering Gr.

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 138 (117-16 CP, 15-32 CP, 6-60 watts, 1/2 watt), arranged in the following groups:—

A Navigation Saloon	4 lights each of	32	candle power requiring a total current of	} approx. 13.8	Amperes
	16	16	"		
B Saloon + Cargo	36 lights each of	16	candle power requiring a total current of	} 26.8	Amperes
	6	32	"		
C aft cargo	24 lights each of	16	candle power requiring a total current of	} 17.9	Amperes
	4	32	"		
D Enginraft. 28	lights each of	16	candle power requiring a total current of	} 15.6	Amperes
			"		
E Machinery	12 lights each of	16	candle power requiring a total current of	} 10.3	Amperes
	6	32	"		
F Main Mains	1 lamp each of	32	candle power requiring a total current of	} 2.24	Amperes
2 Mast head lights with			"		
2 Side lights with	1 lamp each of	32	candle power requiring a total current of	} 2.24	Amperes
			"		
10 Cargo lights of	6 x 16		candle power, whether incandescent or arc lights	} incandescent	Included Above
5	2 x 32		" " " " " " " "		

If arc lights, what protection is provided against fire, sparks, &c. yes " " " " " " " "

Where are the switches controlling the masthead and side lights placed in Chart Room

## DESCRIPTION OF CABLES.

Main cable carrying	63	Amperes, comprised of	19	wires, each	16	S.W.G. diameter,	.060	square inches total sectional area
Branch cables carrying	13.8	Amperes, comprised of	7	wires, each	18	S.W.G. diameter,	.012	square inches total sectional area
Branch cables carrying	26.8	Amperes, comprised of	7	wires, each	16	S.W.G. diameter,	.022	square inches total sectional area
Leads to lamps carrying	.56	Amperes, comprised of	1	wires, each	18	S.W.G. diameter,	.0018	square inches total sectional area
Cargo light cables carrying	6.7	Amperes, comprised of	3	wires, each	20	S.W.G. diameter,	.003	square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

Conductor composed of H.C. Copper wires, insulated with pure vulcanized India Rubber, taped, braided & compounded, or taped, & covered with galvanized steel wire, taped & braided overall.

Joints in cables, how made, insulated, and protected

None, looping-in system carried out.

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

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 In cabins, Saloon &c, lead covered; In Cargo Spaces, U.S.R. in Iron Pipes; In Engine & Boiler Rms, Armoured & Braided.



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. in Iron Pipes.*  
 What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *V.I.R. in Iron Pipes.*  
 What special protection has been provided for the cables near boiler casings *V.I.R. in Iron Pipes.*  
 What special protection has been provided for the cables in engine room *Armoured & Braided.*  
 How are cables carried through beams *bushed with fibre.* through bulkheads, &c. *stuffing glands.*  
 How are cables carried through decks *in lead or iron deck tubes, flanged & 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. in Iron Pipes.*  
 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 *Portable.* How fixed *socket connection.*  
 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 Board.*

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.

COMPASSES.

Distance between dynamo or electric motors and standard compass *approx 86 ft.*  
 Distance between dynamo or electric motors and steering compass *" 82 ft.*  
 The nearest cables to the compasses are as follows:—  

A cable carrying	Amperes	inside	feet from standard compass	inside	feet from steering compass
<i>.56</i>					
A cable carrying <i>approx. 8.96</i>	Amperes	<i>approx. 10</i>	feet from standard compass	<i>approx 10</i>	feet from steering compass
A cable carrying <i>" 13.8</i>	Amperes	<i>" 16.</i>	feet from standard compass	<i>" 12.</i>	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 *each* course in the case of the standard compass and *nil* degrees on *each* course in the case of the steering compass.

GENERAL REMARKS.

*The above installation is in accordance with the Societies Rules. The vessel is eligible in my opinion for notation elec light, wireless.*

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

Committee's Minute

Builder's Signature. Date *19 September 1921.*

*W.T. Badger.*  
 Surveyor to Lloyd's Register of Shipping.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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