

## REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 42662

Port of *Newcastle-on-Tyne* Date of First Survey *Sept 19<sup>th</sup>* Date of Last Survey *Nov 20<sup>th</sup>* No. of Visits *13*  
 No. in Reg. Book *Supp. 25* on the *Iron or Steel* *Baralong* Port belonging to *London*  
 Built at *Newcastle-on-Tyne* By whom *Sir W. G. Armstrong Whitworth & Co. Ltd* When built *1901*  
 Owners *Bucknall Bros* Owners' Address *London*  
 Yard No. *711* Electric Light Installation fitted by *Clarke Chapman & Co* When fitted *1901*

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

*One tandem compound double cylinder double acting engine direct coupled to continuous current compound wound dynamo.*

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

Where is Dynamo fixed *on platform at starboard side of main engine room.*

Position of Main Switch Board *bulkhead 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 is provided with a switch fitted near to light.*

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 *slate and ambrown*

Total number of lights provided for *122 - 16 C.P.* arranged in the following groups:—

A	<i>38</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>22.8</i>	Amperes
B	<i>38</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>22.8</i>	Amperes
C	<i>24</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>14.4</i>	Amperes
D	<i>22</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>13.2</i>	Amperes
E		lights each of		candle power requiring a total current of		Amperes
	<i>2</i>	Mast head light with	<i>2</i> lamps each of	<i>16</i>	candle power requiring a total current of	<i>2.4</i> Amperes
	<i>2</i>	Side light with	<i>2</i> lamps each of	<i>16</i>	candle power requiring a total current of	<i>2.4</i> Amperes
	<i>5</i>	Cargo lights of	<i>8 - 16 C.P.</i>	candle power, whether incandescent or arc lights	<i>incandescent</i>	

If arc lights, what protection is provided against fire, sparks, &c. *no arc lamps in this ship*

Where are the switches controlling the masthead and side lights placed *in chart house*

## DESCRIPTION OF CABLES.

Main cable carrying *100* Amperes, comprised of *61* wires, each *18* L.S.G. diameter, *.113* square inches total sectional area

Branch cables carrying *22.8* Amperes, comprised of *7* wires, each *16* L.S.G. diameter, *.0229* square inches total sectional area

Branch cables carrying *4.8* Amperes, comprised of *1* wires, each *14* L.S.G. diameter, *.005* square inches total sectional area

Leads to lamps carrying *6* Amperes, comprised of *1* wires, each *18* L.S.G. diameter, *.0018* square inches total sectional area

Cargo light cables carrying *4.8* Amperes, comprised of *7* wires, each *20* L.S.G. diameter, *.0072* square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

*Vulcanized rubber taped and braided and lead covered over all and 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 cables secured by brass clips fixed close up to deck*



DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible *except in upper Tween deck bunkers, yes*  
 What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *lead covered and armoured secured by brass clips*  
 What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *lead covered armoured*  
 What special protection has been provided for the cables near boiler casings *lead covered armoured*  
 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 watertight glands*  
 How are cables carried through decks *in watertight 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 covered and armoured fixed close up to deck*  
 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 *in cast iron watertight boxes*  
 In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel *this 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 *\_\_\_\_\_*

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 installation is *now* supplied with a voltmeter and *also* an amperemeter, fixed *main switchboard*  
 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 *1000* 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 *Nov 25<sup>th</sup> 1901*

COMPASSES.

Distance between dynamo or electric motors and standard compass *Director. 96 ft.*  
 Distance between dynamo or electric motors and steering compass *90 ft.*  
 The nearest cables to the compasses are as follows:—  

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>4.8</i>	<i>12</i>	<i>8</i>	<i>8</i>
<i>.6</i>	<i>6</i>	<i>lighted up</i>	<i>lighted up</i>

 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* courses in the case of the standard compass and *nil* degrees on *all* courses in the case of the steering compass.

SIR W. G. ARMSTRONG WHITEWORTH & Co. LTD.

Builder's Signature.

Date *27<sup>th</sup> Nov 1901*

GENERAL REMARKS.

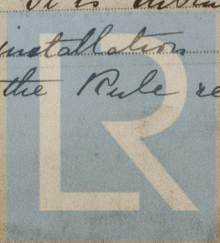
*This installation has been fitted in accordance with the Rules found satisfactory.*

*Robert Haig*

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

Committee's Minute

*It is submitted that this installation appears to meet the Rule requirements.*



Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.