

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 68618

Port of NEWCASTLE-ON-TYNE Date of First Survey 3rd July Date of Last Survey 29th Mar 1916 No. of Visits 12  
 No. in Reg. Book on the Steel C/S Lord Kelvin Port belonging to \_\_\_\_\_  
 Built at Low Walker By whom Swan Hunter & Wigham Richardson When built 1916  
 Owners Anglo American Cable Co Owners' Address \_\_\_\_\_  
 Yard No. 968 Electric Light Installation fitted by Blaske, Chapman & Lefa When fitted 1916

**DESCRIPTION OF DYNAMO, ENGINE, ETC.**

Two Steam Turbines direct coupled to two continuous current compound wound Dynamos.

Capacity of Dynamos 200 each Amperes at 100 Volts, whether continuous or alternating current continuous  
 Where is Dynamo fixed Starboard side Engine Room Whether single or double wire system is used Double  
 Position of Main Switch Board Near Dynamos having switches to groups eight in number 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 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 50 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, slate & porcelain

Total number of lights provided for 258 - 16 cp arranged in the following groups :-

A	Engine Room lights each of	61 - 16	candle power requiring a total current of	34.16	Amperes
B	Midships, Starboard navigation lights each of	33 - 16	candle power requiring a total current of	19.5	Amperes
C	Forward lights each of	41 - 16	candle power requiring a total current of	22.95	Amperes
D	Aft lights each of	51 - 16	candle power requiring a total current of	28.56	Amperes
E	Projector lights each of	-	candle power requiring a total current of	4.5	Amperes
	2 Mast head light with 1 lamps each of	32	candle power requiring a total current of	2.2	Amperes
	2 Side light with 1 lamps each of	32	candle power requiring a total current of	2.2	Amperes
	4 Cargo lights of	5 - 16	candle power, whether incandescent or arc lights	incandescent	

If arc 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 200 Amperes, comprised of 34 wires, each 13 S.W.G. diameter, .250 square inches total sectional area  
 Branch cables carrying 34.16 Amperes, comprised of 7 wires, each 16 S.W.G. diameter, .014 square inches total sectional area  
 Branch cables carrying 22.95 Amperes, comprised of 7 wires, each 18 S.W.G. diameter, .0086 square inches total sectional area  
 Leads to lamps carrying 1.2 Amperes, comprised of 1 wires, each 18 S.W.G. diameter, .0018 square inches total sectional area  
 Cargo light cables carrying 2.8 Amperes, comprised of 168 wires, each 38 S.W.G. diameter, .0050 square inches total sectional area

**DESCRIPTION OF INSULATION, PROTECTION, ETC.**

Vulcanized india rubber taped & braided. Lead covered & Lead covered & Steel Armoured cables.  
 Joints in cables, how made, insulated, and protected No joints except mechanical ones.  
 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 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 Taped & braided cables run in galvanized iron pipes & clipped to underside of beams.



**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 Taped & Braided cables run in Galvanized Iron Pipes

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Lead Covered & Steel 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 No or cargo spaces Yes or spaces which may be used for carrying cargo, stores, or baggage Yes

If so, how are they protected Taped & braided cables run in galvanized 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 to W/T Brass 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 —

Is the installation supplied with a voltmeter Yes, and with an amperemeter Yes, two, fixed on Switchboard

**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.

For Clarke, Chapman & Co., Ltd.

Electrical Engineers

Date May 12th 1916

**COMPASSES.**

W. A. Woodcock Director

Distance between dynamo or electric motors and standard compass 96 feet

Distance between dynamo or electric motors and steering compass 90 feet

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

FOR SWAN, HUNTER & WIGLEY

Builder's Signature.

Date 15 May 1916

**GENERAL REMARKS.**

The materials and workmanship are good. On completion the installation was tested and found to work satisfactorily.

It is submitted that this vessel is eligible for THE REDOOR Elec Light.

J. W. Austin  
17/5/16

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

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

