

W/134-0205

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 55920

Port of Newcastle Date of First Survey 2nd Dec 1908 Date of Last Survey 19th Dec 08 No. of Visits 6
 No. in Reg. Book on the Iron or Steel S.S. "Cherbourg" Port belonging to London
 Built at Wallsend By whom Shaw Hunter & High Rileys When built 1908
 Owners Anglo American Oil Co Ltd Owners' Address 22 Billiter St. E.C. 4
 Yard No. 815 Electric Light Installation fitted by Shipbuilders When fitted Dec. 1908

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Single inverted cylinder direct acting engine driving direct current Compound wound dynamo.
 Capacity of Dynamo 5.5 kW Amperes at 65 Volts, whether continuous or alternating current direct
 Where is Dynamo fixed Engine room Whether single or double wire system is used double
 Position of Main Switch Board Engine room having switches to groups of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each Engine Rm Bottom Platform
Engineers mess room. Mid Ships alley ways. Wheel house.
Forecastle Star Board
 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
 Are all switches and cut-outs constructed of incombustible materials and fitted on incombustible bases yes
 Total number of lights provided for 115 at 16 cp arranged in the following groups:—
 A Aft lights each of 44 candle power requiring a total current of 41.2 Amperes
 B Midships lights each of 37 candle power requiring a total current of 34 Amperes
 C 7/8 & Cargo lights each of 34 candle power requiring a total current of 31.2 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
2 Mast head light with 1 lamps each of 32 cp candle power requiring a total current of 1.8 Amperes
2 Side light with 1 lamps each of 32 candle power requiring a total current of do Amperes
 Cargo lights of candle power, whether incandescent or ~~are~~ lights incandescent
 If arc lights, what protection is provided against fire, sparks, &c. no arc lamps fitted.
 Where are the switches controlling the masthead and side lights placed chart room

DESCRIPTION OF CABLES.

MAIN
a
b
c
Main cable carrying 117.6 Amperes, comprised of 37 wires, each 16 L.S.G. diameter, 11680 square inches total sectional area
 Branch cables carrying 34 Amperes, comprised of 7 wires, each 14 L.S.G. diameter, 0.3460 square inches total sectional area
 Branch cables carrying 34 Amperes, comprised of 7 wires, each 14 L.S.G. diameter, do square inches total sectional area
 Leads to lamps carrying 34 Amperes, comprised of 7 wires, each 14 L.S.G. diameter, do square inches total sectional area
 Cargo light cables carrying Amperes, comprised of wires, each L.S.G. diameter, square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Galvanized steel wire armour. lead covering. braiding
taping vulcanized & pure India rubber

Joints in cables, how made, insulated, and protected none

Are all the joints of cables thoroughly soldered, resin only having been used as a flux — 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 Iron pipes & armoured & lead covered depending on position.



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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 iron pipes or

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

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

What special protection has been provided for the cables in engine room lead covering & armoring

How are cables carried through beams insulated hole

through bulkheads, &c. insulated hole

How are cables carried through decks in pipes

Are any cables run through coal bunkers yes

or cargo spaces no

or spaces which may be used for carrying cargo, stores, or baggage no

If so, how are they protected iron pipes

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage yes

If so, how are the lamp fittings and cable terminals specially protected Cast Iron cases

Where are the main switches and cut outs for these lights fitted in these spaces

If in the spaces, how are they specially protected C.I. boxes

Are any switches or cut outs fitted in bunkers no cut outs

Cargo light cables, whether portable or permanently fixed portable

How fixed

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

The installation is

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 yes

Are any switches, cut outs, or joints of cables fitted in the pump room or companion no

How are the lamps specially protected in places liable to the accumulation of vapour or gas gas tight cases

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.

SWAN, HUNTER, & WIGHAM RICHARDSON, LD.

J. J. Culley

Electrical Engineers

Date

Dec. 15th 1908.

COMPASSES.

Distance between dynamo or electric motors and standard compass 200 ft

Distance between dynamo or electric motors and steering compass do

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
• 8	2 ft	2 ft	
• 8	do	do	
• 8	do	do	

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.

SWAN, HUNTER, & WIGHAM RICHARDSON, LD.

J. J. Culley

Builder's Signature.

Date

Dec. 23/08

GENERAL REMARKS.

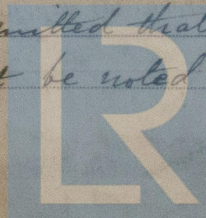
This installation has been examined & tested & found satisfactory

J. J. Culley

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

Committee's Minute

It is submitted that the Recd. Light be noted in the Reg. Book



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

REPORT FORM No. 13.—9m34.