

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 55920

Port of Newcastle Date of First Survey 2nd Dec 1908 Date of Last Survey 19th Dec 1908 No. of Visits 6
 No. in Reg. Book on the Iron or Steel S.S. "Cheyenne" Port belonging to London
 Built at Wallsend By whom Spa Hunter & Wigham When built 1908
 Owners Anglo American Oil Co Ltd Owners' Address 57 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	<u>Aft</u>	lights each of	<u>44</u>	candle power requiring a total current of	<u>41.2</u>	Amperes
B	<u>Midships</u>	lights each of	<u>37</u>	candle power requiring a total current of	<u>34</u>	Amperes
C	<u>7/8 & Cargo</u>	lights each of	<u>34</u>	candle power requiring a total current of	<u>31.2</u>	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
	<u>2 Mast head light with 1 lamps each of</u>		<u>32 cp</u>	candle power requiring a total current of	<u>1.8</u>	Amperes
	<u>2 Side light with 1 lamps each of</u>		<u>32</u>	candle power requiring a total current of	<u>do</u>	Amperes
	<u>Cargo lights of</u>			candle power, whether incandescent or arc lights	<u>incandescent</u>	

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	<u>117.6</u> Amperes, comprised of	<u>37</u> wires, each	<u>16</u> L.S.G. diameter,	<u>.11680</u> square inches total sectional area
	Branch cables carrying	<u>34</u> Amperes, comprised of	<u>7</u> wires, each	<u>14</u> L.S.G. diameter,	<u>.03460</u> square inches total sectional area
	Branch cables carrying	<u>34</u> Amperes, comprised of	<u>7</u> wires, each	<u>14</u> L.S.G. diameter,	<u>do</u> square inches total sectional area
	Leads to lamps carrying	<u>34</u> Amperes, comprised of	<u>7</u> wires, each	<u>14</u> L.S.G. diameter,	<u>do</u> 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.



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 lead covering

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 & armouring

How are cables carried through beams insulated holes through bulkheads, &c. insulated holes

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 switch board

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 Secretary.

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	.8	Amperes	2 ft	feet from standard compass	2 ft	feet from steering compass
A cable carrying	.8	Amperes	do	feet from standard compass	do	feet from steering compass
A cable carrying	.8	Amperes	do	feet from standard compass	do	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 _____ 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 Secretary.

Builder's Signature.

Date Dec. 23/08

GENERAL REMARKS.

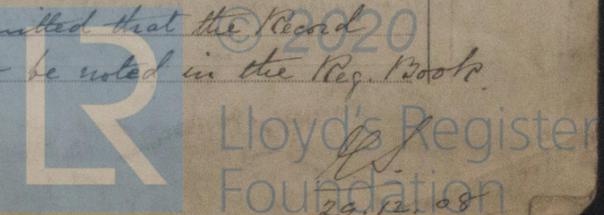
This installation has been examined & tested & found satisfactory

J. J. Culley

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

Committee's Minute

It is submitted that the Record Rec. Light be noted in the Reg. Books



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

REPORT FORM No. 13.—9m.3d.