

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 4637

Port of *Newcastle* Date of First Survey *5 Oct '03* Date of Last Survey *Feb. 6 '05* No. of Visits *6*  
 No. in Reg. Book on the *Iron or Steel* *Palmer* No. *766* Port belonging to *Hamburg*  
 Built at *Tarrow* By whom *Palmer & Co.* When built *1903*  
 Owners *Petroleum Gesellschaft* Owners' Address *Hamburg*  
 Yard No. *766* Electric Light Installation fitted by *Wm. Clarke Chapman & Co. Ltd.* When fitted *1903*

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

*One single cylinder double acting engine direct coupled to continuous current compound wound dynamo.*  
 Capacity of Dynamo *130* Amperes at *65* Volts, whether continuous or alternating current *continuous*  
 Where is Dynamo fixed *Starting platform starboard side.*  
 Position of Main Switch Board *near to dynamo* having switches to groups *A, B, C,* 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 *yes, slate or ambrown*  
 Total number of lights provided for *140 - 16 C.P.* arranged in the following groups:—  

A	<i>39</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>36</i>	Amperes
B	<i>38</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>35.8</i>	Amperes
C	<i>63</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>58.15</i>	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
	<i>2</i>	Mast head light with <i>1</i> lamps each of	<i>32</i>	candle power requiring a total current of	<i>3.7</i>	Amperes
	<i>2</i>	Side light with <i>1</i> lamps each of	<i>32</i>	candle power requiring a total current of	<i>3.7</i>	Amperes
	<i>2</i>	Cargo lights of each <i>6-32</i>		candle power, whether incandescent or arc lights	<i>incandescent</i>	

  
 If arc lights, what protection is provided against fire, sparks, &c. *none fitted*

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

## DESCRIPTION OF CABLES.

Main cable carrying *29.90* Amperes, comprised of *37* wires, each *14* L.S.G. diameter, *.1838* square inches total sectional area  
 Branch cables carrying *63* Amperes, comprised of *19* wires, each *16* L.S.G. diameter, *.0603* square inches total sectional area  
 Branch cables carrying *39* Amperes, comprised of *7* wires, each *14* L.S.G. diameter, *.034* square inches total sectional area  
 Leads to lamps carrying *9* Amperes, comprised of *1* wires, each *18* L.S.G. diameter, *.0018* square inches total sectional area  
 Cargo light cables carrying *10.8* Amperes, comprised of *7* wires, each *18* L.S.G. diameter, *.0125* square inches total sectional area

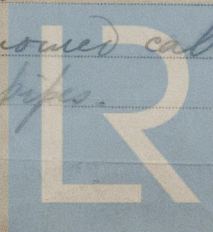
## DESCRIPTION OF INSULATION, PROTECTION, ETC.

*Vulcanized rubber tape braided and lead covered overall 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 also in pipes.*



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

Are they in places always accessible *no*

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *lead covered steel armoured*

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 bushes* through bulkheads, &c. *in glands*

How are cables carried through decks *in galvanizer iron watertight 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 *in galvanizer iron piping*

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

If so, how are the lamp fittings and cable terminals specially protected *terminals in C. I. boxes fittings portable*

Where are the main switches and cut outs for these lights fitted *in cast iron boxes*

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 *cast iron watertight 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

**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

The installation is *now* supplied with a voltmeter and *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 *2500* 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 *Dec 9<sup>th</sup> 1903*

**COMPASSES.**

Distance between dynamo or electric motors and standard compass *268 ft*

Distance between dynamo or electric motors and steering compass *280*

The nearest cables to the compasses are as follows:—

A cable carrying	<i>9</i> Amperes	<i>10</i> feet from standard compass	<i>lighted up</i> feet from steering compass
A cable carrying	Amperes	feet from standard compass	feet from steering compass
A cable carrying	Amperes	feet from standard compass	feet from steering compass

Have the compasses been adjusted with and without the electric installation at work at full power

The maximum deviation due to electric currents, etc., was found to be \_\_\_\_\_ degrees on \_\_\_\_\_ course in the case of the standard compass and \_\_\_\_\_ degrees on \_\_\_\_\_ course in the case of the steering compass.

PALMER'S SHIPBUILDING & IRON CO. LTD.

Builder's Signature.

Date

**GENERAL REMARKS.**

*This installation as far as can be seen, appears fitted in accordance with Rules & Circulars & when tested was satisfactory*

*J. J. Lindley*

Surveyor to Lloyd's Register of British and Foreign Shipping

Committee's Minute

It is submitted that this installation appears to be satisfactory

Lloyd's Register Foundation

18.4.05

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.