

WED. 21 JAN 1920

## REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 72698

Port of Newcastle-on-Tyne Date of First Survey 17/9/19 Date of Last Survey 23/10/19 No. of Visits 4  
 No. in Reg. Book on the Iron or Steel S.S. "Trekieve" Port belonging to St. Joes.  
 Built at South Shields By whom J. Readhead & Sons When built 1919  
 Owners Hain Steamship Co. Ltd. Owners' Address St. Joes.  
 Yard No. 12 Electric Light Installation fitted by Clarke Chapman & Co. Ltd. When fitted 1919

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

One single cylinder double acting open type vertical engine direct coupled to a continuous current compound wound dynamo

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

Where is Dynamo fixed in Engine Room Whether single or double wire system is used Double

Position of Main Switch Board near Dynamo having switches to groups A.B.C.D.E. of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each Each light and 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 134 arranged in the following groups:—

A Accommodation - 69 lights each of <u>67-16 + 2-32</u>	candle power requiring a total current of <u>39.7</u>	Amperes
B Cargo blusters - 30 lights each of <u>16</u>	candle power requiring a total current of <u>16.8</u>	Amperes
C Engine Room - 26 lights each of <u>16</u>	candle power requiring a total current of <u>14.5</u>	Amperes
D Navigation - 9 lights each of <u>5</u>	candle power requiring a total current of <u>5</u>	Amperes
E Wireless lights each of <u>-</u>	candle power requiring a total current of <u>25</u>	Amperes
2 Mast head light with <u>1</u> lamp each of <u>32</u>	candle power requiring a total current of <u>2.2</u>	Amperes
2 Side light with <u>1</u> lamp each of <u>32</u>	candle power requiring a total current of <u>2.2</u>	Amperes
5 Cargo lights of <u>6-16</u>	candle power, whether incandescent or arc lights <u>incandescent</u>	

If arc lights, what protection is provided against fire, sparks, &c. Yes

Where are the switches controlling the masthead and side lights placed in Chart Room.

## DESCRIPTION OF CABLES.

Main cable carrying <u>100</u> Amperes, comprised of <u>19</u> wires, each <u>14</u>	S.W.G. diameter, <u>.094</u>	square inches total sectional area
Branch cables carrying <u>39.7</u> Amperes, comprised of <u>7</u> wires, each <u>16</u>	S.W.G. diameter, <u>.022</u>	square inches total sectional area
Branch cables carrying <u>16.8</u> Amperes, comprised of <u>7</u> wires, each <u>20</u>	S.W.G. diameter, <u>.0040</u>	square inches total sectional area
Leads to lamps carrying <u>1.1</u> Amperes, comprised of <u>1</u> wires, each <u>18</u>	S.W.G. diameter, <u>.0018</u>	square inches total sectional area
Cargo light cables carrying <u>3.3</u> Amperes, comprised of <u>168</u> wires, each <u>38</u>	S.W.G. diameter, <u>.0050</u>	square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

Vulcanized india rubber, taped & braided, & lead covered, where exposed steel armoured overall.

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

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 run through tween decks & clipped to underside of beams with strong galvanized iron clips.



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 cables.*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *Lead & Armoured Cables*

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 *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 & steel armoured cables.*

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. Connection Boxes*

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

Is the installation supplied with a voltmeter *Yes* and with an amperemeter *Yes* 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 *January 12th 1920*

COMPASSES.

*H. Walker* Chairman

Distance between dynamo or electric motors and standard compass *106 feet*

Distance between dynamo or electric motors and steering compass *100 feet.*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>.56</i>	<i>12</i>	<i>6</i>	
<i>.56</i>	<i>6</i>	<i>12</i>	
<i>—</i>	<i>—</i>	<i>—</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* course in the case of the standard compass and *nil* degrees on *all* course in the case of the steering compass.

FOR JOHN READHEAD & SONS, LIMITED,

Builder's Signature.

Date *Jan'y 13, 1920*

GENERAL REMARKS.

DIRECTOR

*The Electrical Installation is in accordance with the Society's Rules. It has been tested and found satisfactory.*

*It is submitted that*

*this vessel is eligible for*

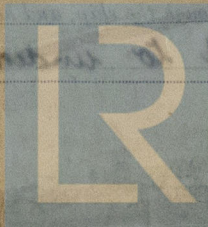
*TBE RECORD. Elec. light.*

*JWR 21/1/20*

*W.T. Badger*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute



© 2019

Lloyd's Register Foundation