

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 68921

Port of NEWCASTLE-ON-TYNE Date of First Survey 23<sup>rd</sup> Jan Date of Last Survey 12<sup>th</sup> July 16 No. of Visits 9  
 No. in Reg. Book SS. Olive on the Iron or Steel SS. Olive Port belonging to ...  
 Built at Low Walker By whom Swan Hunter Wigham Richardson When built 1916  
 Owners Anglo Saxon Petroleum Co Ltd Owners' Address ...  
 Yard No. 976 Electric Light Installation fitted by Messrs Clarke Chapman & Co. When fitted 1916

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two single cylinder double acting open type vertical engines direct coupled to two continuous current compound wound dynamos

Capacity of Dynamo 60 + 120 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 & 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 cessel 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 161 arranged in the following groups :-

A	<u>64</u>	lights each of	<u>16 NF</u>	candle power requiring a total current of	<u>20.4</u>	Amperes
B	<u>27</u>	lights each of	<u>16 "</u>	candle power requiring a total current of	<u>8.6</u>	Amperes
C	<u>30</u>	lights each of	<u>16 "</u>	candle power requiring a total current of	<u>9.6</u>	Amperes
D	<u>40</u>	lights each of	<u>16 "</u>	candle power requiring a total current of	<u>12.8</u>	Amperes
E	<u>Wipers</u>	lights each of	<u>.</u>	candle power requiring a total current of	<u>30</u>	Amperes
<u>2</u>	Mast head light with	<u>1</u>	lamps each of	<u>32</u>	candle power requiring a total current of	<u>2.2</u> Amperes
<u>2</u>	Side light with	<u>1</u>	lamps each of	<u>32</u>	candle power requiring a total current of	<u>2.2</u> Amperes
<u>4</u>	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 120 Amperes, comprised of 37 wires, each 15 S.W.G. diameter, .150 square inches total sectional area

Branch cables carrying 20.4 Amperes, comprised of 7 wires, each 16 S.W.G. diameter, .022 square inches total sectional area

Branch cables carrying 12.8 Amperes, comprised of 7 wires, each 20 S.W.G. diameter, .0070 square inches total sectional area

Leads to lamps carrying .56 Amperes, comprised of 1 wires, each 18 S.W.G. diameter, .0018 square inches total sectional area

Cargo light cables carrying 3.3 Amperes, comprised of 168 wires, each 38 S.W.G. diameter, .0050 square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

Insulated india rubber taped & braided & lead covered where exposed steel  
demanded well

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 Lead covered cables run in galvanized iron pipes under fore & after gangway & clipped to same with sling iron clips



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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 Lead lined + steel armoured cables

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Lead lined + 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 bunkers through bulkheads, &c. in WT glands

How are cables carried through decks in galvanized iron deck tiles

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 Lead lined cables run in galvanized iron pipes

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coats, 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 WT 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, fixed on bulkhead

**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 Yes

Are any switches, fuses, 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 special guarded gas light fittings

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 July 31<sup>st</sup> 1916

**COMPASSES.** W. Walker Chairman

Distance between dynamo or electric motors and standard compass 232 feet

Distance between dynamo or electric motors and steering compass 226 "

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>.56</u>	Amperes	<u>6</u>	feet from standard compass	<u>12</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.

**SWAN, HUNTER & WIGHAM RICHARDSON, LTD.**

Builder's Signature

Date 4 August 1916

**GENERAL REMARKS.**

The materials and workmanship are good. When completed the installation was tested and worked satisfactorily.

It is submitted that this vessel is eligible for THE RECORD.

Elec light

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

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Imp'd. by Transfer.



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