

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 42798

Port of Newcastle Date of First Survey Nov. 13<sup>th</sup> 1901 Date of Last Survey Dec. 16<sup>th</sup> 1901 No. of Visits 2  
 No. in 2 Iron or Steel S. Euphrates Port belonging to London  
 Reg. Book 33 Supp. Built at Newcastle By whom Armstrong Whitworth & Co. When built 12-1901  
 Owners Bucknall Bros Owners' Address London  
 Yard No. 715 Electric Light Installation fitted by Miss Clarke Chapman & Co. When fitted 12-1901

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

One tandem compound double cylinder double acting engine direct coupled to continuous current compound wound dynamo.

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

Where is Dynamo fixed on platform at starboard side of main engine room.

Position of Main Switch Board bulkhead near dynamo having switches to groups A. B. C. D. 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 and ambrion.

Total number of lights provided for 118 - 16 C.P. arranged in the following groups:—

A	36	lights each of	16	candle power requiring a total current of	21.6	Amperes
B	36	lights each of	16	candle power requiring a total current of	21.6	Amperes
C	24	lights each of	16	candle power requiring a total current of	14.4	Amperes
D	22	lights each of	16	candle power requiring a total current of	13.2	Amperes
E		lights each of		candle power requiring a total current of		Amperes
2	Mast head light with 2 lamps each of	16	candle power requiring a total current of	2.4	Amperes	
2	Side light with 2 lamps each of	16	candle power requiring a total current of	2.4	Amperes	
5	Cargo lights of	8-16 C.P.	candle power, whether incandescent or arc lights	incandescent.		

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 100 Amperes, comprised of 61 wires, each 18 L.S.G. diameter, .113 square inches total sectional area

Branch cables carrying 22.8 Amperes, comprised of 7 wires, each 16 L.S.G. diameter, .0229 square inches total sectional area

Branch cables carrying 4.8 Amperes, comprised of 1 wires, each 14 L.S.G. diameter, .005 square inches total sectional area

Leads to lamps carrying .6 Amperes, comprised of 1 wires, each 18 L.S.G. diameter, .0018 square inches total sectional area

Cargo light cables carrying 4.8 Amperes, comprised of 7 wires, each 20 L.S.G. diameter, .0072 square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

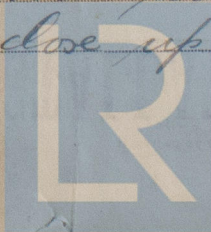
Vulcanized rubber taped and braided and lead covered overall and where exposed steel armoured over the lead covering.

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 and armoured cables secured by brass clips fixed close up to deck



DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible *except in upper 'tween deck bunks, yes*  
 What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *lead covered and 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 *steel armoured*  
 What special protection has been provided for the cables in engine room *lead covered and steel armoured*  
 How are cables carried through beams *in bushes* through bulkheads, &c. *in glands.*  
 How are cables carried through decks *in watertight 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 armoured fixed close up to deck*  
 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 cut outs for these lights fitted  
 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 *in cast iron watertight boxes*  
 In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel *this 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 ☒  
 Are any switches, cut outs, 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 installation is *now* supplied with a voltmeter and *also* an amperemeter, fixed *main switch board*  
 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 *1000* 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.

*W. Walker*

Director.

Electrical Engineers

Date

COMPASSES.

Distance between dynamo or electric motors and standard compass *90*  
 Distance between dynamo or electric motors and steering compass *84*  
 The nearest cables to the compasses are as follows:—  
 A cable carrying *4.8* Amperes *12* feet from standard compass *8* feet from steering compass  
 A cable carrying *6* Amperes *6* feet from standard compass *lighted up* 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 *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 *Arthur J. G. & Co. Ltd.*

Builder's Signature.

Date *5<sup>th</sup> January 1902*

GENERAL REMARKS.

*This installation has been fitted in accordance with the Rules of good satisfactory.*

*Robert Harg.*

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

Committee's Minute

*It is submitted that this installation appears to meet the Rule requirements.*



Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.