

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 4534

Port of Belfast Date of First Survey 8th August Date of Last Survey 6th Sept. No. of Visits 7
 No. in Reg. Book on the Iron or Steel Screw Steer "Parkley" Port belonging to London
 Built at Belfast By whom W. & R. Clark & Co. Ltd. When built 1895
 Owners China Mutual Steer. Nav. Co. Ltd. Owners Address 3, Billiter Avenue, London E.C.
 Yard No. 120 Electric Light Installation fitted by W. C. Martin & Co. - Glasgow When fitted 1895

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Direct acting Engine coupled to compound wound dynamo

Capacity of Dynamo 65 Amperes at 100 Volts, continuous current

Where is Dynamo fixed Starting Platform in Engine Room

of Main Switch Board Starting Platform having switches to groups 29, 30, 31 of lights, &c., as below
of auxiliary switch boards and numbers of switches on each none

are fitted on main switch board to the cables of main circuit yes and on each auxiliary switch boards 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
 Is the wiring 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 all fitted on plate

Total number of lights provided for 96 arranged in the following groups:—

A	<u>71</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>42.6</u>	Amperes
B	<u>17</u>	lights each of	<u>32</u>	candle power requiring a total current of	<u>14.4</u>	Amperes
C	<u>3</u>	lights each of	<u>64</u>	candle power requiring a total current of	<u>7.2</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
1		Mast head light with <u>double</u> lamps each of	<u>32</u>	candle power requiring a total current of	<u>2.4</u>	Amperes
2		Side lights with <u>double</u> lamps each of	<u>32</u>	candle power requiring a total current of	<u>4.8</u>	Amperes
		<u>4</u> Cargo lights of <u>3 lamps each</u>	<u>32</u>	candle power, <u>incandescent</u>		

If are lights, what protection is provided against fire, sparks, &c. no are lights

Where are the switches controlling the masthead and side lights placed in wheel house on bridge deck

DESCRIPTION OF CABLES.

Main cable carrying	<u>17.4</u>	Amperes, comprised of	<u>19</u>	wires, each	<u>19</u>	L.S.G. diameter,	square inches total sectional area
Cables carrying	<u>.6</u>	Amperes, comprised of	<u>1</u>	wires, each	<u>16</u>	L.S.G. diameter,	square inches total sectional area
Cables carrying	<u>—</u>	Amperes, comprised of	<u>—</u>	wires, each	<u>—</u>	L.S.G. diameter,	square inches total sectional area
Lamps carrying	<u>.6</u>	Amperes, comprised of	<u>1</u>	wires, each	<u>16</u>	L.S.G. diameter,	square inches total sectional area
Cables carrying	<u>3.6</u>	Amperes, comprised of	<u>346</u>	wires, each	<u>16</u>	L.S.G. diameter,	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Use Rubber insulation paper, braided & vulcanized, covered with tinned hemp, and armoured with galv. iron wire and outer coating of tinned tape
Cables, how made, insulated, and protected No joints

Are all joints in accessible positions, none being in bunks, 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 none

How are the cables led through the ship, and how protected Through the Alleyways, & main & foreholds
In main foreholds the wires are enclosed in Galvanized iron pipes also to mast & side lights. In the Alleyways & Engine Room & Forehold armoured cables with outer coating of tinned tape. In saloon, Officers room & wood casing.

ST
 FIAT PLAT (If Bar Ke GARBOARD
 State actual thickness & way of Dou Bottom.
 DOUBLING Length and thickness
 POOP SIDE BRIDGE SIDE FORECASTLE
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DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible

all except branch going to forecabin

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture

Armoured cables

& galvanized iron pipes.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat

armoured cables

What special protection has been provided for the cables near boiler casings

armoured cables

What special protection has been provided for the cables in engine room

50

How are cables carried through beams

armoured cables in ~~beams~~ through bulkheads, &c. in galvanized iron

How are cables carried through decks

galvanized iron 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

If so, how are they protected

galvanized iron tubes & armoured cables

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

4 lamps in alleyway

If so, how are the lamp fittings and cable terminals specially protected

by iron shutters on back

Where are the main switches and cut outs for these lights fitted

distribution box in engine room

If in the spaces, how are they specially protected

Are any switches or cut outs fitted in bunkers

none

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

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 supplied with a voltmeter and an amperemeter, fixed

The copper used is guaranteed to have a conductivity of 98 per cent. that of pure copper

Insulation of cables is guaranteed to have a resistance of not less than 2000 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 that it is at this date in good order and safe working condition.

W. C. Martin Esq

Electrical Engineers

Date Sept 6

COMPASSES.

Distance between dynamo or electric motors and standard compass

130 feet.

Distance between dynamo or electric motors and steering compass

170 "

The nearest cables to the compasses are as follows:—

A cable carrying 1.5 Amperes about 8 feet from standard compass & 8 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

yes

The maximum deviation due to electric currents, etc., was found to be nil degrees on each course in the

standard compass and nil degrees on each course in the case of the steering compass.

Builder's Signature

Date

GENERAL REMARKS.

A. L. Jones

Surveyor to Lloyd's Register of British and Foreign Steamships

Foreign &

REPORT FORM No. 13.

Committee's Minute

