

Lloyd's Register of British
and Foreign Shipping.

Belfast

24th October 1895

Dear Mr Milton,

Messrs Workman Clark & Co are just completing their No 124 the S.S. "Miami" for Messrs Jos. Dixon & Sons of Belfast. The vessel is to leave on Monday, & only last week the Owners & builders decided to put in the electric light for lighting the holds in working cargo. The electricians are the Faraday Electric Engineering Co. Glasgow. There are eight lights in each of the four holds, fixed lights in the cargo spaces, & the double wiring leading to these is fitted in the ordinary grooved wooden casings. These casings are now merely secured on the top edge of the spar ceiling battens, & not otherwise protected. As regards this part of the work I have asked to have additional ceiling fitted as marked in red & a further strip of $\frac{3}{4}$ " wood thus

Even so the arrangement is not very satisfactory but the rule (para 11) does not now definitely require metal protection but only that the wiring should be strongly protected against damage.

Another point is that there are some joints in the cargo spaces. They are ordinary soldered insulated joints, & occur where branches are taken from the main leads to terminals close under the hatchways where the wires of movable lamps may be attached. This is contrary to para 4 & I presume should not be allowed.

The Owners are I believe not very anxious to have the electric light at all. As it is now is fitted in the cabins. The Superintendent is dissatisfied with the present arrangement but has simply told the builders that they must satisfy Lloyd's in the matter.

Is the making of joints in the holds absolutely to be prohibited? And, there being no iron casing, will the device of fitting additional wooden protection round the ~~present~~ wooden casing, somewhat in the way sketched, be considered satisfactory if properly done? If the fitting cannot be made satisfactory

just now the Owners will I think simply have the wires disconnected from the dynamo & not use the lights until properly fitted. The fitting of the wires as at present has not involved a very great deal of work, & builders & electricians seem willing to do all they can to make things right. If joints in the cargo spaces are not to be allowed the simplest way to conform to this will be to dispense with the branches for the moveable lamp connections or make them from where the wires are above the deck. Then there would remain only the question of efficiently protecting the main leads.

With kind regards
Yours sincerely
A. L. Jones



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Foundation

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