

REPORT ON ELECTRIC LIGHTING INSTALLATION.

Port of Glasgow
 No. 10944
 No. in 629 Name of Ship City of Dublin Built at Belfast When built 1888
 Reg. Book. 629
 Electric Light Installation fitted by Paterson & Cooper when fitted December 1891

DESCRIPTION OF DYNAMO AND ENGINE.—

Engine single cylinder 6 1/2 x 6 vertical type
Compound wound dynamo belt driven.

Capacity of Dynamo 50 Amperes at 100 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed next to aft Bulkhead in Engine Room.

LAMPS.—

Is vessel wired on single or double wire system double Total number of lights 75 arranged in the following groups:—

A 20 lights each of 16 candle power requiring a total current of 11 Amperes

B 28 lights each of " candle power requiring a total current of 17 Amperes

C 27 lights each of " candle power requiring a total current of 16 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

One Mast head light with 2 lamps each of 16 candle power requiring a total current of Amperes

Two Side light with 2 lamps each of 16 candle power requiring a total current of Amperes

Two Cargo lights of 48 candle power, whether incandescent or arc lights incandescent

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

SWITCHES AND CUT-OUTS.—

Position of Main Switch Board Engine Room having switches to groups A. B. C of lights as above

Positions of other switch boards and numbers of switches on each no other switchboards

If cut outs are fitted to main circuit yes and to each auxiliary circuit yes

and at each position where cable is branched or reduced in size yes

If vessel is wired on the double wire system are cut outs fitted on each wire single pole only.

Are the cut outs of non-oxidizable metal yes of tin 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

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

How are the lamps specially protected in places liable to the accumulation of vapour or gas none in this position

Are all switches and cut-outs constructed of unflammable materials and fitted on unflammable bases

DESCRIPTION OF CABLES.—

Main cable carrying 44 Amperes, comprised of 19 wires, each 16 legal standard wire gauge diameter

Branch cables carrying 17 + 19 Amperes, comprised of 4 wires, each 16 legal standard wire gauge diameter

Branch cables carrying 11 Amperes, comprised of 4 wires, each 16 legal standard wire gauge diameter

Leads to lamps 6 Amperes, comprised of 1 wires, each 18 legal standard wire gauge diameter

Cargo light cables carrying two Amperes, comprised of 70 wires, each 40 legal standard wire gauge diameter

The copper used has a conductivity of 98 per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than 600 megohms per statute mile after 24 hours' immersion in seawater

10947 gls.

DESCRIPTION OF INSULATION, PROTECTION, &c.—

Pure para rubber and vulcanising rubber
S. R. proofed tape, the whole vulcanised together
braided & compounded.
Joints in cables, how made, insulated, and protected soldered & covered with pure para rubber
rubber solution & rubber proof tape.

Are all the joints of cables thoroughly soldered, resin only having been used as a flux yes
How are cables led throughout the ship On strong wood casing throughout the
Engine Room, cabins &c. thence over main deck to forecabin
in galvanised iron tubes.
What special protection has been provided for the cables in open alleyways protected in galvanised iron pipes
What special protection has been provided for the cables near galleys or oil lamps or other sources of heat no lamps in this position
What special protection has been provided for the cables near boiler casings ordinary wood casing
What special protection has been provided for the cables in engine room do
How are cables carried through decks Metal tubes and through bulkheads teak plugs
Are any cables run through coal bunkers none or cargo spaces none If so, how are they protected

Are any lamps fitted in coal bunkers or spaces which may be used for cargo
If so, how are they specially protected
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

TESTING, &c.—

Has the installation been thoroughly tested to its full capacity during a trial of yes 6 hours' duration
The insulation resistance of the whole installation was not less than 200.000 ohms
The installation is supplied with a voltmeter and an amperemeter, fixed on Switchboard

General Remarks.—

The whole installation is fitted in accordance with
the proposals issued by Lloyds and the ordinary
fire insurance regulations.

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.

W. C. Martin Esq. Electrical Engineers

Date August 30th/93.

COMPASSES.—

Distance between dynamo and standard compass
Distance between dynamo and steering compass
The nearest cables to the compasses are as follows :—
A cable carrying Amperes feet from standard compass 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
The maximum deviation due to electric currents, etc., was found to be degrees on course in the case of the standard compass
and degrees on course in the case of the steering compass.

Builder's Signature Date

Surveyor's Signature Date



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