

## REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 11,290

Port of Glasgow Date of First Survey Polycarp Date of Last Survey 14 March 1896 No. of Visits 1  
No. in on the Iron or Steel Polycarp Port belonging to Liverpool  
Reg. Book Built at Whiteinch By whom Mr. Barclay & Co. Ltd. When built 1896  
Owners Booth & Co. Owners Address Newcastle  
Yard No. Electric Light Installation fitted by J. H. Holmes & Co. When fitted 1896

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

8" x 6" Open Air engine coupled to  
1 No. 13 Dynamo "Castle" type compound wound 275 Revs.  
Capacity of Dynamo 110 Amperes at 60 Volts, whether continuous or alternating current Continuous  
Where is Dynamo fixed Engine room

Position of Main Switch Board New dynamo having switches to groups A. B. C. D. E. F. of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each 1 Switchboard in Eng. room with 11 switches

1 " " " " " 6 "  
1 Switchboard Amidships with 6 switches 1 " " Amidships " 4 "

If cut outs 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

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 25 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 Blank verbal instructions given & printed cards

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

Total number of lights provided for 111 arranged in the following groups:—

Group	No. of lights	Each of	Candle power	Requiring a total current of	Amperes
A aft	6	lights each of	16	6	Amperes
B Midships	16	lights each of	16	16	Amperes
C Fore deck	20	lights each of	16	20	Amperes
D Cargo	24	lights each of	16	24	Amperes
E Signals	8	lights each of	16	8	Amperes
F Engines	37	lights each of	16	37	Amperes
1 Mast head light with	1	lamps each of	32	2	Amperes
2 Side lights with	2	lamps each of	32	4	Amperes
4 Cargo lights of	6 + 32				

candle power, whether incandescent or arc lights Incandescent

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

Where are the switches controlling the masthead and side lights placed Wheel house

## DESCRIPTION OF CABLES.

Main cable carrying	Amperes, comprised of	wires, each	L.S.G. diameter,	square inches total sectional area
Branch cables carrying	Amperes, comprised of	wires, each	L.S.G. diameter,	square inches total sectional area
Branch cables carrying	Amperes, comprised of	wires, each	L.S.G. diameter,	square inches total sectional area
Leads to lamps carrying	Amperes, comprised of	wires, each	L.S.G. diameter,	square inches total sectional area
Cargo light cables carrying	Amperes, comprised of	wires, each	L.S.G. diameter,	square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

Enamelled copper, pure Para rubber, J. R. proofed tape. The whole vulcanized together & braided & compounded

Joints in cables, how made, insulated, and protected The cables to be joined are first bared & thoroughly cleaned then woven together soldered, to make a strong metallic joint. The joint is then lapped with prepared tape, tinned tape, J. R. strip, J. R. solution &c.

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

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 Strong wood casing  
Iron pipes in holds



DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible *yes except when cargo is in*  
 What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *shony wood casing*  
*or iron pipes.*  
 What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *Iron sheathed wire*  
 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 *Fibre bushes* through bulkheads, &c. *stuffing boxes or glands*  
 How are cables carried through decks *Deck tubes*  
 Are any cables run through coal bunkers *No* or cargo spaces *yes* or spaces which may be used for carrying cargo, stores, or baggage *---*  
 If so, how are they protected *In iron pipes*  
 Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage *baggage spaces*  
 If so, how are the lamp fittings and cable terminals specially protected *shony iron fittings, with iron covers*  
 Where are the main switches and cut outs for these lights fitted *Engine room*  
 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 vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel *Cable sweat into brass socket which is bolted to hull*  
 How are the returns from the lamps connected to the hull *Swired round 3/4" brass Whit. screw between 2 washers & screwed tightly to hull*  
 Are all the joints with the hull in accessible positions *yes*

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 *not* an amperemeter, fixed *on main board*

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* 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.

*J. H. Holmes, G.* Electrical Engineers Date *March 1996*

COMPASSES.

Distance between dynamo or electric motors and standard compass *48 ft*  
 Distance between dynamo or electric motors and steering compass *46 ft* *Compass aft 105 ft*  
 The nearest cables to the compasses are as follows:—  

A cable carrying	Amperes	feet from standard compass	feet from steering compass
6	8	8	feet from steering compass
16	25	23	1 cable 12 amperes 2 1/2 ft distance
1	2	for light at 8 ft	feet from steering compass 1 cable 2 amperes 8 ft distance

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

*Wm Barclay, Curle & Co., Ltd* Builder's Signature Date *23rd March 1896*  
*And: Maclean* Managing Director

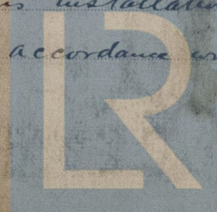
GENERAL REMARKS.

*Examined the above fittings & connections and am of opinion the work has been satisfactorily carried out*

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

Committee's Minute

*This installation appears to be in accordance with the rules*



Lloyd's Register  
 27/3/96  
 Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ABOVE THIS LINE