

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 7579

Port of *Belfast* Date of First Survey *5 Feb* Date of Last Survey *29 March* No. of Visits *9*
 No. in Reg. Book *on the Iron Steel* *Orta* Port belonging to *Liverpool*
 Built at *Belfast* By whom *Harland & Wolff Ltd* When built *1903*
 Owners *Pacific S. N. Co Ltd* Owners' Address *Liverpool*
 Yard No. *351* Electric Light Installation fitted by *W. R. Allen & Sons Ltd* When fitted *1903*

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two compound vertical engines directly coupled to two inverted horseshoe bipolar dynamos

Capacity of Dynamo *each 210* Amperes at *100* Volts, whether continuous or alternating current *Continuous*

Where ~~is~~ *are* Dynamos fixed *In Dynamo room, middle platform.*

Position of Main Switch Board *4* having switches to groups *ABCDEFGHIJKL* of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each *One Switchboard 1st Saloon Saloon switches*
1 dltts 1st Saloon room enhance switches, 1 dltts 2nd Saloon mt. switches
1 dltts Enhance to engine room switches

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 where double wire*

Are the cut outs of non-oxidizable metal *Yes* and constructed to fuse at an excess of *100* 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*

Total number of lights provided for *605* arranged in the following groups:—

<i>16</i> lights each of	<i>16</i>	candle power requiring a total current of	<i>66</i>	Amperes
<i>16</i> lights each of	<i>16</i>	candle power requiring a total current of	<i>52</i>	Amperes
<i>16</i> lights each of	<i>16</i>	candle power requiring a total current of	<i>42</i>	Amperes
<i>16</i> lights each of	<i>16</i>	candle power requiring a total current of	<i>28</i>	Amperes
<i>16</i> lights each of	<i>16</i>	candle power requiring a total current of	<i>21</i>	Amperes

2 Mast head light with *1* lamp each of *32* candle power requiring a total current of *1.2* Amperes
2 Side light with *1* lamp each of *32* candle power requiring a total current of *1.2* Amperes

6 Cargo lights of *8 x 16 = 128* candle power, whether incandescent or arc lights *incandescent*

If arc lights, what protection is provided against fire, sparks, &c. *Carbon's protected by lanterns with glass panes.*

Where are the switches controlling the masthead and side lights placed *in wheelhouse or bridge*

DESCRIPTION OF CABLES.

Main cable carrying	<i>240</i> Amperes, comprised of	<i>37</i> wires, each	<i>13</i> L.S.G. diameter,	<i>2.50</i> square inches total sectional area
Branch cables carrying	<i>80</i> Amperes, comprised of	<i>19</i> wires, each	<i>15</i> L.S.G. diameter,	<i>1.79</i> square inches total sectional area
Branch cables carrying	<i>35</i> Amperes, comprised of	<i>19</i> wires, each	<i>18</i> L.S.G. diameter,	<i>3.55</i> square inches total sectional area
Leads to lamps carrying	<i>4</i> Amperes, comprised of	<i>7</i> wires, each	<i>22</i> L.S.G. diameter,	<i>1.004</i> square inches total sectional area
Cargo light cables carrying	<i>4.8</i> Amperes, comprised of	<i>145</i> wires, each	<i>38</i> L.S.G. diameter,	<i>1.004</i> square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Wires & cables insulated with layers of prime rubber & vulcanized rubber, protected by lapping of intransmissible crated tape & hemp braiding impregnated with compound. Lead sheaths & necessary joints in cables, how made, insulated, and protected *Spliced joints, soldered & insulated with layers of prime rubber strips & 24 knots tape finally varnished.*

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 *through beams in fore & aft bulkheads*
Cables led through fibre funnels & protected with 8 string wood casing.

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture. *the string*
timber casing, painted, for open deck lights.
What special protection has been provided for the cables near galleys or oil lamps or other sources of heat. *lead sheathed lead lined cables*
What special protection has been provided for the cables near boiler casings. *u u u*
What special protection has been provided for the cables in engine room. *string timber casing for main, branches u u u*
How are cables carried through beams. *through fibre journals through bulkheads, &c. through iron glands*
How are cables carried through decks. *through galvanized iron deck pipes & bushed with*
Are any cables run through coal bunkers *no* or cargo spaces *no* or spaces which may be used for carrying cargo, stores, or baggage *no*
If so, how are they protected *✓*
Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage *yes, in baggage room*
If so, how are the lamp fittings and cable terminals specially protected. *string frayed fittings*
Where are the main switches and cut outs for these lights fitted. *in baggage room*
If in the spaces, how are they specially protected. *switches with flat brass covers.*
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. *brass socket in dynamo pole piece.*
How are the returns from the lamps connected to the hull. *soldered to brass with screw.*
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 *(1)* supplied with a voltmeter and *(2)* amperemeters fixed *main switch*
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 *2500* 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 Hallam Smith & Co
C.P. Smith*

Electrical Engineers

Date *26-3-03*

COMPASSES.

Distance between dynamo or electric motors and standard compass. *about 160 feet*
Distance between dynamo or electric motors and steering compass. *" 160 feet*
The nearest cables to the compasses are as follows:—
A cable carrying *35* Amperes *at 2.5* feet from standard compass *at 32* feet from steering compass
A cable carrying *23* Amperes *"* feet from standard compass *"* feet from steering compass
A cable carrying *all wiring forward of + in vicinity of compasses & 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 *every* course in the case of the standard compass and *nil* degrees on *every* course in the case of the steering compass.

*For Harland & Wolff Ltd
C. G. G. G.*

Builder's Signature.

Date

GENERAL REMARKS.

This installation is of good description throughout and has been fitted in accordance with the Rules.

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.