

REPORT ON ELECTRIC LIGHTING INSTALLATION.

WED. 2 DEC 1908
No 27236

Port of Glasgow Date of First Survey 26th Oct/08 Date of Last Survey 27th Nov/08 No. of Visits 8
 No. in Reg. Book on the Iron and Steel S.S. REMUS. Port belonging to Globe
 Built at Paisteys By whom J. Fullerton (10207) When built 1908
 Owners L. B. Waburton Owners' Address Globe
 Yard No. 219 Electric Light Installation fitted by J. Charters, Glasgow When fitted 1908

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One open type high speed vertical engine coupled direct to one compound dynamo.
 Capacity of Dynamo 40 Amperes at 100 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed Engine Room aft. Whether single or double wire system is used Double
 Position of Main Switch Board Engine Room having switches to groups five of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each 1 in Engine room 5 switches, one in Chart room 6 switches.

If cut outs are fitted on main switch board to the cables of main circuit no 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
 Are the cut outs of non-oxidizable metal tin 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 wire 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 69 at 16 cp. 4 at 32 cp. arranged in the following groups :-

A Eng Room etc	19 lights each of	16	candle power requiring a total current of	10.6	Amperes
B Fore Hold	6 lights each of	16	candle power requiring a total current of	3.3	Amperes
C Main Hold	16 lights each of	16	candle power requiring a total current of	19.0	Amperes
D aft Hold	16 lights each of	16	candle power requiring a total current of	9.0	Amperes
E Signal etc	16 lights each of <u>4 at 32 + 12 at 16</u>		candle power requiring a total current of	11.2	Amperes
2 Mast head lights with	1 lamp each of	32	candle power requiring a total current of	2.2	Amperes
2 Side light with	1 lamp each of	32	candle power requiring a total current of	2.2	Amperes
5 Cargo lights	<u>3 at 96 + 2 at 160</u>		candle power, whether incandescent or arc lights	<u>Incandescent</u>	

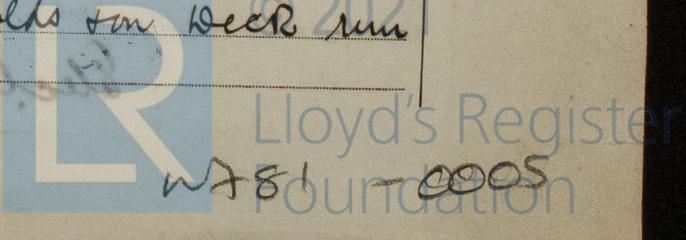
If arc lights, what protection is provided against fire, sparks, &c. ✓
 Where are the switches controlling the masthead and side lights placed In chart room.

DESCRIPTION OF CABLES.

Main cable carrying 40 Amperes, comprised of 19 wires, each 17 L.S.G. diameter, .045 square inches total sectional area
 Branch cables carrying 11.2 Amperes, comprised of 7 wires, each 18 L.S.G. diameter, .012 square inches total sectional area
 Branch cables carrying 3-3 Amperes, comprised of 7 wires, each 20 L.S.G. diameter, .007 square inches total sectional area
 Leads to lamps carrying .56 Amperes, comprised of 1 wires, each 18 L.S.G. diameter, .0018 square inches total sectional area
 Cargo light cables carrying 3-3 Amperes, comprised of - wires, each - L.S.G. diameter, .005 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Pure vulcanised India Rubber, J.R. Coated tape, braiding & compound.
 Joints in cables, how made, insulated, and protected no joints
 Are all the joints of cables thoroughly soldered, resin only having been used as a flux ✓ 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 ✓
 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 Engine Room stockhold, holds on Deck run in iron screwed tubing, elsewhere in wood casing.



DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible yes

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

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

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

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

How are cables carried through beams in fibre tubes through bulkheads, &c. in fibre tubes

How are cables carried through decks in iron 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 no

If so, how are they protected in iron tubes

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage no

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

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

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 portables How fixed ✓

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel Double wire

How are the returns from the lamps connected to the hull ✓

Are all the joints with the hull in accessible positions ✓

The installation is _____ supplied with a voltmeter and _____ an amperemeter, fixed on main board

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 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 600 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. Charters, Glasgow Electrical Engineers Date 20/11/08

COMPASSES.

Distance between dynamo or electric motors and standard compass 103 ft.

Distance between dynamo or electric motors and steering compass 103 ft.

The nearest cables to the compasses are as follows:—

A cable carrying	<u>10</u>	Amperes	<u>6</u>	feet from standard compass	<u>✓</u>	feet from steering compass
A cable carrying	<u>56</u>	Amperes	<u>in</u>	feet from standard compass	<u>✓</u>	feet from steering compass
A cable carrying	<u>✓</u>	Amperes	<u>✓</u>	feet from standard compass	<u>✓</u>	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 no degrees on all courses in the case of the standard compass and no degrees on all courses in the case of the steering compass.

John Fullerton & Co. Builder's Signature. Date 21-11-08

GENERAL REMARKS.

This installation has been well fitted and run well as tried.

Am

William Butler

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

Committee's Minute GLASGOW - 1 DEC 1908

Elect. Light.



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