

W801-0054 1/2

Supplementary Sheet

No 392 S.S. PERICLES LIST OF CIRCUITS

GROUP	LIGHTS	CANDLEPOWER	TOTAL CURRENT	
A	1st Class Accommodation	94	16	56.4
B	" "	62	16	37.2
C	3rd Class "	91	16	54.6
D	Daylight	94	16	56.5
E	" 3rd Class	60	16	36.0
F	Crew + Signals	71	16	42.6
G	Personnel	136	16	83
H	Engine Room	59	16	35.4
I	Storehold	42	16	25.2
J	Ceiling & Cabin Fans			31.0
K	Largo	48	16	28.0
L	Auxiliary 3rd Class	No lights fitted		
M	10 HP Sirocco Fan			
N	" "			
O	7½ HP "			
P	" "			
Q	" "			
R	2½ HP "			
S	" "			
T	Lathe			
U	Arc Lamps Forward			20
V	" Aft			20



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Lloyd's Register
Foundation

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 6480

Port of Belfast Date of First Survey Feb. 14th Date of Last Survey June 1st No. of Visits 16
 No. in Reg. Book on the Steel SS. Rucles Port belonging to London
 Built at Belfast By whom Holland & Wolff L. When built 1908
 Owners Messrs. J. Thompson & Co. Ltd. Address London
 Yard No. 392 Electric Light Installation fitted by W. H. Allen & Co. L. When fitted 1908

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two 12" x 20" x 12" Compound Engines direct-coupled to two six-pole compound wound dynamos
 Capacity of Dynamo 750 Amperes at 100 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed Rear aft end Eng. Room top platform level Whether single or double wire system is used single wire
 Position of Main Switch Board Aft end Dynamo Room having switches to groups as per attached sheet of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each no auxiliary boards fitted

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
 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 783 + extras etc arranged in the following groups: as per attached sheet

A	lights each of	_____	candle power requiring a total current of	_____	Amperes
B	lights each of	_____	candle power requiring a total current of	_____	Amperes
C	lights each of	_____	candle power requiring a total current of	_____	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
<u>Two</u>	<u>Mast head lights with one lamp each of</u>	<u>32</u>	<u>candle power requiring a total current of</u>	<u>1.2</u>	<u>Amperes</u>
<u>Two</u>	<u>Side lights with one lamp each of</u>	<u>32</u>	<u>candle power requiring a total current of</u>	<u>1.2</u>	<u>Amperes</u>
<u>6</u>	<u>Cargo lights & each of 8 - 16 candle power, ^{and three} whether incandescent or arc lights</u>				

If arc lights, what protection is provided against fire, sparks, &c. by enclosing in wired globes provided with ash trays.

Where are the switches controlling the masthead and side lights placed in wheelhouse under Bridge

DESCRIPTION OF CABLES.

Main cable carrying 750 Amperes, comprised of 91 wires, each 11 S.W.G. L.S.G. diameter, 1.0 square inches total sectional area
 Branch cables carrying 56.5 Amperes, comprised of 19 wires, each 16 L.S.G. diameter, .062 square inches total sectional area
 Branch cables carrying 42.6 Amperes, comprised of 19 wires, each 17 L.S.G. diameter, .047 square inches total sectional area
 Leads to lamps carrying 3.0 Amperes, comprised of 1 wires, each 16 L.S.G. diameter, .0032 square inches total sectional area
 Cargo light cables carrying 4.8 Amperes, comprised of 145 wires, each 38 L.S.G. diameter, .0045 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

The conductor is tinned, insulated with two layers pure rubber & one layer vulcanizing rubber, the whole vulcanized together & finally taped & braided. In Storehold the wiring is run in galv. steel conduit & in Engine Room the cables after vulcanizing are served & spirally armoured with g.S.
 Joints in cables, how made, insulated, and protected wires & braided over all.

Thoroughly soldered, insulated with two layers pure rubber & one layer prepared tape & 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 in strong wood casing & in Storehold in Galv. steel conduit



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 by enclosing in solid drawn galvanized conduit

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat none near undue heat

What special protection has been provided for the cables near boiler casings run in solid drawn galv steel conduit

What special protection has been provided for the cables in engine room spirally armoured with G.I. wires & braided overall

How are cables carried through beams in fibre ferrules through ^{W.T.} bulkheads, &c. in glands lashed with fibre

How are cables carried through decks in G.I. pipes lashed with fibre

Are any cables run through coal bunkers yes or cargo spaces yes or spaces which may be used for carrying cargo, stores, or baggage no

If so, how are they protected By galvanized pipe or channel iron according to position

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage yes, in bundles

If so, how are the lamp fittings and cable terminals specially protected heavy cast iron covers

Where are the main switches and cut outs for these lights fitted in storeroom switch box

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 by a large turned brass nut & shoe bolted to bulkhead

How are the returns from the lamps connected to the hull soldered to brass nut & screws

Are all the joints with the hull in accessible positions yes

The installation is supplied with 2 voltmeters and 2 amperemeters fixed on main switchboard

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 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.

J. W. Lawton
W. H. Allen, Son & Co. Ltd. Electrical Engineers Date 8/6/08

COMPASSES

Distance between dynamo or electric motors and standard compass Dynamo 232 feet, Nearest motor 35 feet

Distance between dynamo or electric motors and steering compass Dynamo 232 feet, Nearest motor 28 feet

The nearest cables to the compasses are as follows:—

A cable carrying	<u>26</u> Amperes	<u>18</u> feet from standard compass	<u>9</u> feet from steering compass
A cable carrying	<u>20</u> Amperes	<u>35</u> feet from standard compass	<u>28</u> feet from steering compass
A cable carrying	<u>18.6</u> Amperes	<u>35</u> feet from standard compass	<u>22</u> feet from steering compass

All the above are double wired.

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 & Co. Builder's Signature. Date 16 June 1908

GENERAL REMARKS.

This installation, in my opinion, is in safe working condition, and is of good description throughout. It has been fitted in accordance with the Rules.

It is submitted that this vessel is eligible for the record "Elec Light"

J.P.R. 20.6.08

R. J. D. Sewell
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

REPORT FORM No. 13.—5m.34.