

## REPORT ON ELECTRIC LIGHTING INSTALLATION.

No. 22552

Port of Glasgow Date of First Survey 27 Jan 1905 Date of Last Survey 11 Feb 1905 No. of Visits 4  
 No. in Reg. Book on the Iron or Steel S.S. "Lillebonne" Port belonging to Dublin  
 Built at Dublin By whom The Dublin Dryd Co (No 16) When built 1905  
 Owners J. J. Harrison Owners' Address \_\_\_\_\_  
 Yard No. 46 Electric Light Installation fitted by Blair Hamilton Ltd. When fitted 1905

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

Engine, single cylinder double acting open type direct coupled, on same bedplate, to fourpole dynamo.

Capacity of Dynamo 46 Amperes at 100 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed Engine Room

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

Positions of auxiliary switch boards and numbers of switches on each None

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 50 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, only one size of branch fuse wire used

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

Total number of lights provided for 575 - 16 cp arranged in the following groups:—

A	3	lights each of	25	candle power requiring a total current of	3	Amperes
B	26	lights each of	16	candle power requiring a total current of	15.6	Amperes
C	114	lights each of	16	candle power requiring a total current of	6.6	Amperes
D	16	lights each of	16	candle power requiring a total current of	9.6	Amperes
E		lights each of		candle power requiring a total current of		Amperes
1	Mast head light with 1	lamps each of	25	candle power requiring a total current of		Amperes
2	Side light with 2	lamps each of	25	candle power requiring a total current of		Amperes

5 blue 526 Cargo lights of 16 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 Chart Room

## DESCRIPTION OF CABLES.

Main cable carrying 60.39 Amperes, comprised of 19/16 wires, each 0.064 L.S.G. diameter, .32 square inches total sectional area  
 Branch cables carrying 22.27 Amperes, comprised of 7/16 wires, each .064 L.S.G. diameter, .19 square inches total sectional area  
 Branch cables carrying 3 Amperes, comprised of 3/20 wires, each .03 L.S.G. diameter, .07 square inches total sectional area  
 Leads to lamps carrying 3 Amperes, comprised of 3/20 wires, each .03 L.S.G. diameter, .07 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.

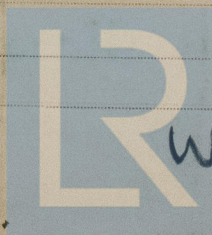
Basing in Engine Rm etc Screwed tubing in Holds and Cargo spaces

Joints in cables, how made, insulated, and protected None

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 \_\_\_\_\_

How are the cables led through the ship, and how protected Iron pipe + casing



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Foundation



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

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

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

How are cables carried through decks

Are any cables run through coal bunkers

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

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

Cargo light cables, whether portable or permanently 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

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 an amperemeter, fixed

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 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.

For CLAUD HAMILTON, Limited.

Electrical Engineers

Date 23/3/05

COMPASSES.

Distance between dynamo or electric motors and standard compass

Distance between dynamo or electric motors and steering compass

The nearest cables to the compasses are as follows:—

A cable carrying 22 Amperes 20 feet from standard compass 20 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.

The Dublin Dockyard Co.

Builder's Signature.

Date 22/3/05.

GENERAL REMARKS.

The installation is satisfactorily fitted.

Arthur L. Jones

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

Committee's Minute

Glasgow 27 MAR 1905

Alcocks Electric Light

It is submitted that the notation Rec. light be recorded in the Reg.

Lloyd's Register Foundation

28.3.05

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.