

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No 29453.

Port of Glasgow Date of First Survey 7<sup>th</sup> Sept/10 Date of Last Survey 2<sup>nd</sup> Nov/10 No. of Visits 10  
 No. in Reg. Book 37 on the Iron or Steel T. S. S. Albion Port belonging to Glasgow  
 Built at Linthouse By whom Alex. Stephen & Sons Ltd When built 1910  
 Owners British India Steam Nav. Co. Owners' Address London  
 Yard No A 39 Electric Light Installation fitted by W. C. Martin & Co. When fitted 1910

**DESCRIPTION OF DYNAMO, ENGINE, ETC.**

Two compound double acting steam engines each direct coupled to compound wound Multipolar Dynamo with carbon brushes.  
 Capacity of Dynamo 380 Amperes at 100 Volts, whether continuous or alternating current continuous  
 Where is Dynamo fixed Thrust recess Whether single or double wire system is used double  
 Position of Main Switch Board near 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 Shade deck port 2-4 way  
Shade deck starb<sup>d</sup>, 1-4 way Upper deck forward 1-3 way Upper deck aft 1-3 way Engine room 1-3 way  
 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  
 Are all switches and cut-outs constructed of incombustible materials and fitted on incombustible bases yes

Total number of lights provided for 498 arranged in the following groups :-

A	120	lights each of	8, 16 & 32	candle power requiring a total current of	60	Amperes
B	103	lights each of	16	candle power requiring a total current of	56.6	Amperes
C	96	lights each of	16	candle power requiring a total current of	52.8	Amperes
D	85	lights each of	16	candle power requiring a total current of	46.75	Amperes
E	89	lights each of	16	candle power requiring a total current of	49	Amperes
2	Mast head light with 1 lamps each of	32		candle power requiring a total current of	2.2	Amperes
2	Side light with 1 lamps each of	32		candle power requiring a total current of	2.2	Amperes
3	Cargo lights of 8 lights each of	16 B.P.		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 In chart room

**DESCRIPTION OF CABLES.**

Main cable carrying 380 Amperes, comprised of 61 wires, each 13 L.S.G. diameter, .4 square inches total sectional area  
 Branch cables carrying 60 Amperes, comprised of 19 wires, each 16 L.S.G. diameter, .06 square inches total sectional area  
 Branch cables carrying 30 Amperes, comprised of 19 wires, each 18 L.S.G. diameter, .033 square inches total sectional area  
 Leads to lamps carrying 3 Amperes, comprised of 1 wires, each L.S.G. diameter, .003 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.**

H. C. Copper wire tinned insulated with pure and vulcanised rubber and tape the whole vulcanised together taped and sheathed with lead or galvanised iron  
 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 no joints 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 no joints  
 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 Lead covered cable clipped openly in rooms  
Thin armoured cables clipped to steelworks in other parts



**DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.**

Are they in places always accessible *Yes except when cargo in holds.*

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture. *Metal tubes*

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

What special protection has been provided for the cables near boiler casings *Steel armour*

What special protection has been provided for the cables in engine room *Steel armour*

How are cables carried through beams *Bushed holes.* through bulkheads, &c. *W. I. Glands.*

How are cables carried through decks *Metal tubes fitted watertight to decks.*

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

If so, how are they protected *Steel Armoured cables clipped under deck protected by beams*

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

If so, how are the lamp fittings and cable terminals specially protected *Strong Iron Shutters*

Where are the main switches and cut outs for these lights fitted *outside - near entrances*

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 *double wired.*

How are the returns from the lamps connected to the hull

Are all the joints with the hull in accessible positions

The installation is *at present* supplied with *2* voltmeter, and *also two* amperemeter, fixed *On 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 *98* 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.

*W. C. Martin* Electrical Engineers Date *9th Nov 1910*

**COMPASSES.**

Distance between dynamo or electric motors and standard compass *140 Feet*

Distance between dynamo or electric motors and steering compass *144 Feet*

The nearest cables to the compasses are as follows:—

A cable carrying	<i>8</i>	Amperes	<i>8</i>	feet from standard compass	<i>20</i>	feet from steering compass
A cable carrying	<i>1</i>	Amperes	<i>8</i>	feet from standard compass	<i>6</i>	feet from steering compass
A cable carrying	<i>25</i>	Amperes	<i>1</i>	feet from standard compass	<i>1</i>	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 *nil* degrees on *a certain* course in the case of the standard compass and *nil* degrees on *the same* course in the case of the steering compass.

*Alex. Stephen & Sons Ltd.*  
*W. W. Small, secretary.* Builder's Signature. Date *10th November, 1910*

**GENERAL REMARKS.** *This installation has been fitted on board under special survey & tested under full working conditions & found satisfactory.*

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

Committee's Minute **GLASGOW 15 NOV. 1910**  
*Elec: Light*



Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

*L. H. F. 12-11-10. E. L.*