

# REPORT ON ELECTRIC LIGHTING INSTALLATION.

No. 1099

Port of Middlesbrough Date of First Survey 8<sup>th</sup> Dec Date of Last Survey 15<sup>th</sup> Mar No. of Visits 16  
 No. in Reg. Book 80757 on the ~~Iron~~ Steel As "Louisiana" Port belonging to Lonsberg  
 Built at Haverton Hill on Yess. By whom Furness SB Co. Ltd. When built 1921  
 Owners Acton Forge Insurance Co. Ltd. Owners' Address \_\_\_\_\_  
 Yard No. 22 Electric Light Installation fitted by Furness Shipbuilding Co. Ltd. When fitted 1921

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

Dynamo, Open type, shunt wound by Sunderland Forge Co. No. 30155  
 Engine, Open, single cylinder type " " " " No. 30145 330 R.P.M.  
 Capacity of Dynamo 150 Amperes at 100 Volts, whether continuous or alternating current continuous  
 Where is Dynamo fixed Starboard side of main engine room Whether single or double wire system is used double  
 Position of Main Switch Board Tank room, Tween decks port. having switches to groups A, B, C, D, + E. of lights, &c., as below  
 Positions of auxiliary <sup>FUSE</sup> switch boards and numbers of switches on each "A" Chart House (9 switches), "B" Saloon pantry,  
(no switches) + Engineer's pantry (7 switches), "C" Lower crew space aft. (no switches)  
"D" Engine room (10 switches) "E" Tank room port. (no switches)  
 If fuses are fitted on main switch board to the cables of main circuit Yes and on each auxiliary <sup>FUSE</sup> 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 fuses fitted to both flow and return wires or cables of all circuits including lamp circuits Yes  
 Are the fuses of non-oxidizable metal Yes and constructed to fuse at an excess of 50 per cent over the normal current  
 Are all fuses 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 Lead fuses fitted.  
 Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases Yes

Total number of lights provided for 184 arranged in the following groups:—

A	Navigation	{ 4 lights each of 32	candle power requiring a total current of	8.4	Amperes
B	Midship	{ 60 lights each of 30 watt M.F. 16 C.P.	candle power requiring a total current of	36.6	Amperes
C	Aft	{ 33 lights each of 16	candle power requiring a total current of	21.6	Amperes
D	Engine Room	{ 13 lights each of 32 600	candle power requiring a total current of	25.2	Amperes
E	Cargo	{ 5 lights each of 600 32 C.P.	candle power requiring a total current of	17.	Amperes
2	Main head light with 1 lamp each of	32	candle power requiring a total current of	included in 'A'	Amperes
2	Side light with 1 lamp each of	32	candle power requiring a total current of	" " "	Amperes
5	Cargo lights of	600	candle power, whether incandescent or arc lights	incandescent	

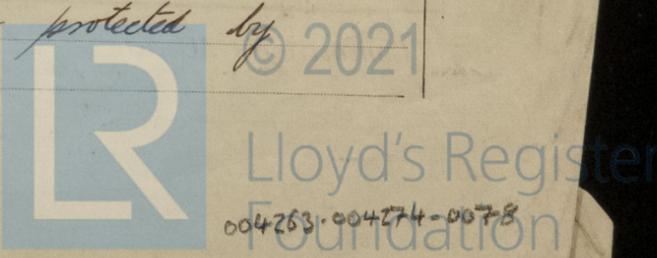
If arc lights, what protection is provided against fire, sparks, &c. \_\_\_\_\_  
 Where are the switches controlling the masthead and side lights placed Chart House

## DESCRIPTION OF CABLES.

Main cable carrying	110	Amperes, comprised of	37	wires, each	14	S.W.G. diameter,	.1824	square inches total sectional area
Branch cables carrying	36.6	Amperes, comprised of	19	wires, each	.064	S.W.G. diameter,	.06	square inches total sectional area
Branch cables carrying	25.2	Amperes, comprised of	7	wires, each	.064	S.W.G. diameter,	.0225	square inches total sectional area
Leads to lamps carrying	3	Amperes, comprised of	3	wires, each	.029	S.W.G. diameter,	.002	square inches total sectional area
Cargo light cables carrying	5	Amperes, comprised of	7	wires, each	.036	S.W.G. diameter,	.007	square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

Lead covered cables in Saloon, cabins, etc. Lead covered, armoured + braided cables in all exposed positions such as Engine room, Tween decks, etc.  
 Joints in cables, how made, insulated, and protected Porcelain extensions protected by iron covers.  
 Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances 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 clipped under stelter deck, - protected by being lead covered + armoured.



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

Are they in places always accessible *Yes, except when tween decks are full of cargo*

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *Armoured cables or iron pipes, to deck lights etc, in open alleyways.*

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

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 *Lead bushes for lead covered cables* through bulkheads, &c. *Watertight glands*

How are cables carried through decks *in lead tubes*

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

If so, how are they protected *Armoured cable used*

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 fuses for these lights fitted

If in the spaces, how are they specially protected

Are any switches or fuses 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

How are the returns from the lamps connected to the hull

Are all the joints with the hull in accessible positions

Is the installation supplied with a voltmeter *Yes* and with an amperemeter *Yes*, fixed on *Switchboard*

**VESSELS BUILT FOR CARRYING PETROLEUM.**

In vessels built for carrying petroleum, are all switches and fuses fitted in positions not liable to the accumulation of petroleum vapour or gas

Are any switches, fuses, 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 not less than that of the Engineering Standards Committee's standard, and the wires are protected by tinning from the sulphur compounds present in the insulating material.

Insulation of cables is guaranteed to have a resistance of not less than *600* megohms per statute mile at 60° Fahrenheit after 24 hours' immersion in water, the test being made after one minute's electrification at not less than 500 volts and while the cable is still immersed.

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.

F. FURNESS SHIPBUILDING CO. LIMITED  
*P.S. Glover* Electrical Engineers Date *30-3-21*

**COMPASSES.**

Distance between dynamo or electric motors and standard compass *approx. 150 ft*

Distance between dynamo or electric motors and steering compass

The nearest cables to the compasses are as follows:—

A cable carrying	<i>3</i>	Amperes	<i>inside</i>	feet from standard compass	<i>10</i>	feet from steering compass
A cable carrying	<i>8.4</i>	Amperes	<i>6</i>	feet from standard compass	<i>10</i>	feet from steering compass
A cable carrying	<i>✓</i>	Amperes	<i>✓</i>	feet from standard compass	<i>✓</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 *all* course in the case of the standard compass and *nil* degrees on *all* course in the case of the steering compass.

*H.M. Quarrie* Builder's Signature. Date *31st March 1921*

**GENERAL REMARKS.**

*This installation has been efficiently fitted on board and proved satisfactory under working conditions*

*It is submitted that this vessel is eligible for THE RECORD. Elec Lt*

*Yes. £16.0.0.*

*P.C.N.* 14/4/21  
*Wm Lewis* Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. APR. 15 1921

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

2m.11.10.—Transfer.

