

# S.S. "Victoria"

Sunder Pkt no 6851

10-10-1000'9

Circuit	Cables		Current amps	Lamps		Position of Distribution box	Branch cables		Current amps	Maxm No of Lamps on one circuit
	No	Size Area		No	C.P		No IN	Size Area		
Main	37/13	.246	206	368	16	Main S.B. in Eng Room	8	All A.B.C.D.E.F.G.H		
A - Fore hold	7/16	.0225	19	10 16 12 32		Star ally. (Fore)	6	1/18 .0018	1.12	2
B - Aft hold	7/16	.0225	10.64	11 16 4 32		Engine Room	5	1/18 .0032	2.24	2
C - 2 <sup>nd</sup> Class	19/17	.0467	40.88	43 16 30 16		2 <sup>nd</sup> Class Pantry	7	1/18 .0018	1.68	3
D - Officers Rooms	7/15	.0285	22.4	40 16 32 16		Star allyway	7	"	"	"
E - 1 <sup>st</sup> Class State Room	19/17	.0467	44.8	24 16 24 16		Star allyway (aft)	5	"	"	"
F - 1 <sup>st</sup> Class Saloon	7/15	.0285	22.96	16 16 25 16		Pan- 85 80	5	"	"	"
G - Smoke Room	7/16	.0225	18.48	27 16 12 16		1 <sup>st</sup> Class Pantry	4	1/18 .0018	1.68	3
						Smoke Room	4	"	"	"
							4	"	"	"
H - Engn Room	7/18	.0127	8.96	8 32		Star ally. (Fore)	4	1/16 .0032	2.24	2
	7/16	.0225	17.92	20 16 12 16		Engine Room	6	1/18 .0018	1.68	3
						to (aft B.H)	4	"	"	"

Wm Morrison

Lloyd's Register  
Foundation

2/2 7410-804600-104600



## REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 6851

Port of *Dundee* Date of First Survey *21<sup>st</sup> July* Date of Last Survey *19<sup>th</sup> Sept* No. of Visits *20*  
 No. in Reg. Book *218* on the ~~Iron~~ Steel *S. S. "Victoria"* Port belonging to *Melbourne*  
 Built at *Dundee* By whom *Gourlay Bros & Co* When built *1902*  
 Owners *Messrs Huddart Parker & Co* Owners' Address *Melbourne*  
 Yard No. *203* Electric Light Installation fitted by *J Charters* *Glasgow* When fitted *1902*

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

*Compound wound, Parker's Dynamo, coupled direct to Chandler's High speed engine - Speed 476 Rev per Minute*

Capacity of Dynamo *210* Amperes at *100* Volts, whether continuous or alternating current *continuous*

Where is Dynamo fixed *in Engine Room*

Position of Main Switch Board *Engine Room* having switches to groups *A B C D E F G + H* of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each *see list attached*

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 *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 *368 @ 16 c.p.* arranged in the following groups *as per list attached*

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
<i>no</i>	Mast head light with <input checked="" type="checkbox"/> lamps each of <input checked="" type="checkbox"/>	candle power requiring a total current of	Amperes
<i>no</i>	Side light with <input checked="" type="checkbox"/> lamps each of <input checked="" type="checkbox"/>	candle power requiring a total current of	Amperes
<i>4</i>	Cargo lights of <i>eight</i> - <i>16</i>	<i>each</i> candle power, whether incandescent or are lights <i>incandescent</i>	

If are lights, what protection is provided against fire, sparks, &c. ☒

Where are the switches controlling the masthead and side lights placed ☒

DESCRIPTION OF CABLES. *see list attached*

Main cable carrying	Amperes, comprised of	wires, each	L.S.G. diameter,	square inches total sectional area
Branch cables carrying	Amperes, comprised of	wires, each	L.S.G. diameter,	square inches total sectional area
Branch cables carrying	Amperes, comprised of	wires, each	L.S.G. diameter,	square inches total sectional area
Leads to lamps carrying	Amperes, comprised of	wires, each	L.S.G. diameter,	square inches total sectional area
Cargo light cables carrying <i>portable</i>	Amperes, comprised of	<i>45</i> wires, each <i>30</i>	L.S.G. diameter, <i>5.57</i>	square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

*Pure and vulcanized india rubber; India rubber coated tape, the whole vulcanized together, strongly braided and coated with preservative compound*

Joints in cables, how made, insulated, and protected *none*: *all junctions made at brass terminals in distributing boxes*

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 *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 *through iron pipes in holds & stowage*  
*in wood casings at all other parts*



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

Are they in places always accessible *yes, except in holds when filled with cargo*  
 What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *wood casings*  
 What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *iron pipes*  
 What special protection has been provided for the cables near boiler casings *iron pipes*  
 What special protection has been provided for the cables in engine room *Leak casings*  
 How are cables carried through beams *iron pipes and fibre* through bulkheads, &c. *Iron pipes*  
 How are cables carried through decks *iron pipes and 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 *yes*  
 If so, how are they protected *iron pipes*  
 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 boxes*  
 Where are the main switches and cut outs for these lights fitted *in engine room*  
 If in the spaces, how are they specially protected *not in spaces*  
 Are any switches or cut outs fitted in bunkers *no*  
 Cargo light cables, whether portable or permanently fixed *portable* How fixed *to brass terminals*  
 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 *✓*

**VESSELS BUILT FOR CARRYING PETROLEUM. — *not to carry 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 *also with* an amperemeter, fixed *Main A Board*

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.

*J. Charters*

Electrical Engineers

Date *15 Sept 1902*

**COMPASSES.**

Distance between dynamo or electric motors and standard compass *91 ft*  
 Distance between dynamo or electric motors and steering compass *88 ft + 90 ft*  
 The nearest cables to the compasses are as follows:— *all double wiring*  
 A cable carrying *1.2* Amperes *5* feet from standard compass *5* 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 *yes*  
 The maximum deviation due to electric currents, etc., was found to be *nil* degrees on \_\_\_\_\_ course in the case of the standard compass and *nil* degrees on \_\_\_\_\_ course in the case of the steering compass.

*Goodley Brothers & Co*

Builder's Signature.

Date *28 Sept 1902*

**GENERAL REMARKS.**

*This installation has been fitted in accordance with the Rules; the materials and workmanship are sound and good and under the usual eligible in my opinion to have the notation of "Electric Light" in the Register Book*

*Wm Morrison*

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

Committee's Minute

*It is submitted that this installation appears to meet the Rule requirements.*

Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

REPORT FORM No. 1.