

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 1273

Port of Quebec Date of First Survey Messis (5) Date of Last Survey _____ No. of Visits _____
 No. in Reg. Book on the Iron or Steel _____ Port belonging to Quebec
 Built at Laurion By whom G. J. Davis & Sons When built 1910
 Owners Quebec Lewis Ferry Coy Ltd Owners' Address _____
 Card No. _____ Electric Light Installation fitted by Thomas D. Donegan When fitted 1910

DESCRIPTION OF DYNAMO, ENGINE, ETC.

10-K.W. 500-R.P.M. 116/120-volts, Type "NI" direct current Generators, mounted on common base with and direct connected to ; 5 x 6 Robb Armstrong Vertical Engines 500-R.P.M. at 100 lbs. pressure.
 Capacity of Dynamo 10 Kilowatt Amperes at 120 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed In engine room fastened to bottom of Boat
 Position of Main Switch Board along side of dynamo having switches to groups of twelve of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each one switch for each circuit
 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 _____ and at each position where a cable is branched or reduced in size _____ 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 Standard and constructed to fuse at an excess of _____ 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 _____
 Are all switches and cut-outs constructed of incombustible materials and fitted on incombustible bases Yes

Total number of lights provided for 86-16-C.P. arranged in the following groups:

A	12	lights each of	16-C.P.	_____ Amperes
B	12	lights each of	"	_____ Amperes
C	12	lights each of	"	_____ Amperes
D	12	lights each of	"	_____ Amperes
E	12	lights each of	"	_____ Amperes
	1	Mast head light with	2 lamps each of 16-C.P.	_____ Amperes
	2	Side light with	2 lamps each of 16-C.P.	_____ Amperes
		Cargo lights of	_____ candle power, whether incandescent or arc lights <u>Incandescent</u>	

If arc lights, what protection is provided against fire, sparks, &c. XXX

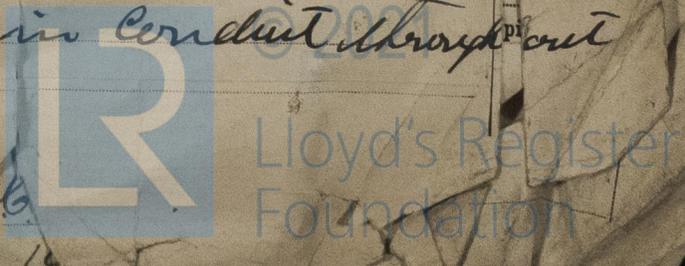
Where are the switches controlling the masthead and side lights placed On switchboard

DESCRIPTION OF CABLES.

Main cable carrying 80 Amperes, comprised of 2 wires, each # 3 L.S.G. diameter, .0997 square inches total sectional area
 Branch cables carrying 32 Amperes, comprised of 2 wires, each # 8 L.S.G. diameter, .0402 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 5 Amperes, comprised of 2 wires, each # 14 L.S.G. diameter, .010 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.

Galvanized iron conduit system, Pyralis wire
 Joints in cables, how made, insulated, and protected ++ wires where spliced are mechanically & electrically secure, soldered & taped with rubber & friction tape, then painted with P.B. compound
 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 in boxes
 Are there any joints in or branches from the cable leading from dynamo to main switch board No
 Are the cables led through the ship, and how protected wires are carried in conduit through out



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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. *The wire used on this boat is known as duplex & is run in galvanized iron conduit through*

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

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 *Conduit* through bulkheads, &c.

How are cables carried through decks

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

If so, how are they protected *X*

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 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 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

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 rheostat and an amperemeter, fixed on *switchboard*

The copper used is guaranteed to have a conductivity of *ninety eight* per cent. that of pure

Insulation of cables is guaranteed to have a resistance of not less than *the wire used is the standard type & approved by nature & Board of* 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. P. Lowry

Electrical Engineers

Date *April 5-19*

COMPASSES.

Distance between dynamo or electric motors and standard compass *43 feet*

Distance between dynamo or electric motors and steering compass

The nearest cables to the compasses are as follows:—

A cable carrying Amperes feet from standard compass feet from steering compass *10 feet*

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 standard compass and degrees on course in the case of the steering compass.

Builder's Signature. Date

GENERAL REMARKS. *This steamer is employed on the Ferry between Quebec & Lewis, which is less than a mile.*

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

JWD 9/2/12

Jos. Samson

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

Committee's Minute

TUE. FEB. 13. 1912



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Committee Assigned

made 1910