

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 687

Port of Nantes Date of First Survey 16-6-13 Date of Last Survey _____ No. of Visits _____
 No. in Reg. Book on the ~~Iron~~ Steel S.S. SAINT LOUIS Port belonging to Bordeaux
 Built at St. Nazaire By whom Mel. et Chant. de la Loire When built 1913
 Owners Cie. Navale de l'Océanie Owners' Address 77 Rue de Lille - Paris
 Yard No. 212 Electric Light Installation fitted by Mel. et Chant. de la Loire When fitted 1913

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Dynamo is compound latest patent of S. Labou - Single cylinder steam motor from Boult & Labodière.

Capacity of Dynamo 69 Amperes at 80 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed in engine room Whether single or double wire system is used Double
 Position of Main Switch Board near dynamo having switches to groups a, b, c, d of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each Auxiliary Switch Board in wheel house above chart room with 8 switches.

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 cessel 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 101 arranged in the following groups :-

A	Crew space - 11 lights each of	16	candle power requiring a total current of	7.7	Amperes
B	Officers quarters - 31 lights each of	16	candle power requiring a total current of	21.7	Amperes
C	Charlmeney space - 21 lights each of	16	candle power requiring a total current of	14.7	Amperes
D	Masthead & cargo lights 38 lights each of	$\begin{cases} 34 \times 16 \\ 3 \times 32 \\ 1 \times 50 \end{cases}$	candle power requiring a total current of	30.1	Amperes
E	2 Mast head lights with 2 lamps each of	32	candle power requiring a total current of	2.8	Amperes
	one } Side light with {one} lamps each of	$\begin{cases} 32 \\ 50 \end{cases}$	candle power requiring a total current of	3.57	Amperes
	5 Cargo lights of each	16	candle power, whether incandescent or arc lights	Incandescent	

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

Where are the switches controlling the masthead and side lights placed in wheel house above chart-room.

DESCRIPTION OF CABLES.

Main cable carrying	69 Amperes, comprised of	37 wires, each	19/10 mill.	L.S.G. diameter,	65 square inches	total sectional area
Branch cables carrying	12 Amperes, comprised of	7 wires, each	12/10	L.S.G. diameter,	7.92 square inches	total sectional area
Branch cables carrying	14 Amperes, comprised of	7 wires, each	13/10	L.S.G. diameter,	9.29 square inches	total sectional area
Leads to lamps carrying	6/10 Amperes, comprised of	1 wire, each	12/10	L.S.G. diameter,	1.13 square inches	total sectional area
Cargo light cables carrying	3 Amperes, comprised of	32 wires, each	4/10	L.S.G. diameter,	3 square inches	total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

All cables insulated at least equal to Rule requirements & lead-covered throughout. There is only one soldered joint, carefully insulated & protected.

Joints in cables, how made, insulated, and protected Joints made in properly constructed watertight protection boxes, only one being soldered.

Is this Are all the joints of cables thoroughly soldered, resin only having been used as a flux 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 in tween decks under beams thru a reversed channel bar, properly closed in - in E. room & B. room thru wood & steel casing as required. in trunks, cabins, the cables are incased, but are lead covered & secured by screwed clips.



DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible *Yes, except in tween decks where they are strongly protected against damage*

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture... *Lead covered & fitted in metal tubes.*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *None required.*

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

What special protection has been provided for the cables in engine room *Wood casings*

How are cables carried through beams *Thru' hard wood fittings.* through bulkheads, &c. *Thru' WT. screwed glands*

How are cables carried through decks *Thru' metal tubes.*

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

If so, how are they protected *They pass thru' a reversed channel bar under beams, properly closed in.*

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 *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

The installation is supplied with a voltmeter and an amperemeter, fixed *on main 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.

M. Lusk

Electrical Engineers

Date *10 July 1913*

COMPASSES.

Distance between dynamo or electric motors and standard compass *50 metres*

Distance between dynamo or electric motors and steering compass *30 metres*

The nearest cables to the compasses are as follows:— *The compasses are lighted electrically.*

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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.

M. Lusk

Builder's Signature.

Date *10 July 1913*

GENERAL REMARKS.

The above installation has been fitted equal to Rule requirements & is in good safe working condition. The workmanship is of the best description Thru't.

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

J.W.D. 17/7/13.

E. Demarest & W. Kerr.

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

Committee's Minute

FRI. JUL. 25. 1913



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