

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 62102

Port of Newcastle Date of First Survey Aug 1911 Date of Last Survey Mar 30th 1912 No. of Visits 6
 No. in Reg. Book 546 on the Iron or Steel S.S. Queen Louise Port belonging to Glasgow
 Built at Newcastle By whom Northumbrian S.P. Co. When built 1912
 Owners Dunlop S.S. Co. Ltd. Owners' Address Glasgow
 Yard No. Electric Light Installation fitted by Jalvin Bros. Co. When fitted 1912

DESCRIPTION OF DYNAMO, ENGINE, ETC.

8x6 Robey Eng. to work @ 100 lbs Steam Pressure direct coupled to
6.15 Two dynamos 110 Volts 250 R.P.M.
 Capacity of Dynamo 55.9 Amperes at 110 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed Shutting Platform Whether single or double wire system is used Double
 Position of Main Switch Board New dynamo having switches to groups A. B. C. of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each 1x9 Way in 1st Glass Painty
1x9 Way in Wheelhouse 1x5 Way in Messroom 1x2 Way in 1st Eng's Bedk
1x4 - Carpenter's Bedk 1x6 Way in Engine Room
 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 25 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 110 arranged in the following groups:—
 A Machinists 52 lights each of 16 candle power requiring a total current of 26.4 Amperes
 B Officers & Up 36 lights each of 16 candle power requiring a total current of 18.3 Amperes
 C Eng. Room 22 lights each of 16 candle power requiring a total current of 12.1 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
2 Mast head light, with 1 lamps each, of 32 candle power requiring a total current of 2 Amperes
2 Side lights, with 1 lamps each, of 32 candle power requiring a total current of 2 Amperes
5 Cargo lights of 6x16 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 6 Bedroom

DESCRIPTION OF CABLES.

Main cable carrying 55.9 Amperes, comprised of 19 wires, each 16 L.S.G. diameter, .06 square inches total sectional area
 Branch cables carrying 26.4 Amperes, comprised of 7 wires, each 15 L.S.G. diameter, .028 square inches total sectional area
 Branch cables carrying 18.3 Amperes, comprised of 7 wires, each 16 L.S.G. diameter, .022 square inches total sectional area
 Leads to lamps carrying 5 Amperes, comprised of wires, each L.S.G. diameter, .0018 square inches total sectional area
 Cargo light cables carrying 3 Amperes, comprised of wires, each L.S.G. diameter, .0032 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

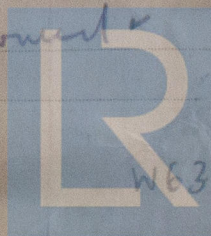
Insulated copper wire I.R. Vulc I.R. Insulated + Lead covered + Armoured overall
in Holds Engine Room

Joints in cables, how made, insulated, and protected None

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

Are there any joints in or branches from the cable leading from dynamo to main switch board

How are the cables led through the ship, and how protected Lead covered + Armoured



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DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible *Generally*

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *Lead covered - Armoured*

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

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 *Fibre bushes* through bulkheads, &c. *Shipping boxes*

How are cables carried through decks *Dark tubes*

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 *Lead covered - Armoured*

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 *No*

Are any switches or cut outs fitted in bunkers *Portable*

Cargo light cables, whether portable or permanently fixed *How fixed* *W.I. sockets*

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 board*

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 compartment */*

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 *100* 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.

Galvanic Corrosion

Electrical Engineers

Date *April 10th 1912*

COMPASSES.

Distance between dynamo or electric motors and standard compass *72 ft*

Distance between dynamo or electric motors and steering compass *64 ft*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>18</i>	<i>16</i>	<i>8</i>	<i>8</i>
<i>15</i>	<i>1</i>	<i>1</i>	<i>1</i>
<i>A cable carrying</i>	<i>Amperes</i>	<i>feet from standard compass</i>	<i>feet from steering compass</i>

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.

For THE NORTHUMBERLAND SHIPBUILDING CO. LTD

Richard Garlick

Builder's Signature.

Date

10 4-12

GENERAL REMARKS.

This installation has been fitted in accordance with the rules, and has been tried under full power. In my opinion it is eligible for record of

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

Charles Cooper *Elc. Light*

19/4/12 *SWD* *AFB*

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

Committee's Minute TUE. APR. 23 1912



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