

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 4863

Port of *Harve* Date of First Survey *20 April* Date of Last Survey *12 December* No. of Visits *8*  
 No. in Reg. Book on the *Iron or Steel Oil tank, St Boniface* Port belonging to *Harve*  
 Built at *Caen* By whom *Chantiers Navals Francais* When built *1922*  
 Owners *St Navale de l'Ouest* Owners' Address \_\_\_\_\_  
 Yard No. *21* Electric Light Installation fitted by *Chantiers Navals Francais* When fitted *1922*

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

*2 Groups driven by steam engine 15 KW each*

Capacity of Dynamo *135 each* Amperes at *110* Volts, whether continuous or alternating current *Continuous*

Where is Dynamo fixed *Engine room* Whether single or double wire system is used *double*

Position of Main Switch Board *Engine room* having switches to groups *6 switches* of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each *2 switch boards 2 switch each* <sup>(boiler room)</sup> *2 switch boards* <sup>(cabin)</sup>  
 with *3 switch each* <sup>(crew)</sup> *4 switch board with 4 switch each* <sup>(boiler room)</sup> *4 switch each* <sup>(officers aft)</sup> *4 switch each* <sup>(engine)</sup>

If fuses 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 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 *1 1/2* 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 *X*

Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases *yes*

Total number of lights provided for *212 lights and 8 fan* arranged in the following groups:—

A After circuit	lights each of	<i>58</i>	candle power requiring a total current of	<i>25</i>	Amperes
B Middle circuit	lights each of	<i>94</i>	candle power requiring a total current of	<i>36</i>	Amperes
C Engine circuit	lights each of	<i>42</i>	candle power requiring a total current of	<i>13</i>	Amperes
D Boiler Room circuit	lights each of	<i>18</i>	candle power requiring a total current of	<i>8</i>	Amperes
E T S F	lights each of		candle power requiring a total current of	<i>13</i>	Amperes
<i>Grumberland circuit</i>				<i>18</i>	
Mast head light with <i>2</i> lamps each of		<i>32</i>	candle power requiring a total current of	<i>0.8</i>	Amperes
Side light with <i>2</i> lamps each of		<i>32 &amp; 50</i>	candle power requiring a total current of	<i>0.8 &amp; 1.33</i>	Amperes
Cargo lights of <i>Reflector</i>			candle power, whether incandescent or arc lights	<i>incandescent</i>	

If arc lights, what protection is provided against fire, sparks, &c. *None*

Where are the switches controlling the masthead and side lights placed *Chartroom*

## DESCRIPTION OF CABLES.

Main cable carrying *135* Amperes, comprised of *37* wires, each *20/10* S.W.G. diameter, *116 7/8* square inches total sectional area  
 Branch cables carrying *25* Amperes, comprised of *19* wires, each *13/10* S.W.G. diameter, *25.2* square inches total sectional area  
 Branch cables carrying *55* Amperes, comprised of *19* wires, each *16/10* S.W.G. diameter, *38.2* square inches total sectional area  
 Leads to lamps carrying *0.8* Amperes, comprised of *1* wires, each *12/10* S.W.G. diameter, *1.13* square inches total sectional area  
 Cargo light cables carrying *2* Amperes, comprised of *1* wires, each *12/10* S.W.G. diameter, *1.13* square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

*2 coats vulcanised rubber - 2 rubans rubberised and lead*

Joints in cables, how made, insulated, and protected *Cast iron box insulated and gastight the wire go out by glands*

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances *no* 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 *none*

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 *Under lead and on the deck steel casing*



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 *under lead* ✓  
 What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *far from these sources* ✓  
 What special protection has been provided for the cables near boiler casings *Under lead* ✓  
 What special protection has been provided for the cables in engine room *Under lead* ✓  
 How are cables carried through beams *around lead* ✓ through bulkheads, &c. *none*  
 How are cables carried through decks *steel tubes* ✓  
 Are any cables run through coal bunkers *none* or cargo spaces *none* or spaces which may be used for carrying cargo, stores, or baggage *none*  
 If so, how are they protected *—*  
 Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage *none*  
 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 *—*  
 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 switches *bar*

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 *yes*.  
 Are any switches, fuses, or joints of cables fitted in the pump room or companion *none*  
 How are the lamps specially protected in places liable to the accumulation of vapour or gas *gas-tight lamps*

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 3000 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.

*[Signature]* Electrical Engineers Date *—*

COMPASSES.

Distance between dynamo or electric motors and standard compass *80 m.*  
 Distance between dynamo or electric motors and steering compass *30 m after compass.*  
 The nearest cables to the compasses are as follows:—  
 A cable carrying *0.2* Amperes *compass light* feet from standard compass feet from steering compass  
 A cable carrying *0.3* 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 *with at full power*  
 The maximum deviation due to electric currents, etc., was found to be *none* degrees on *—* course in the case of the standard compass and *—* degrees on *—* course in the case of the steering compass.

*[Signature]* Builder's Signature. Date *—*

GENERAL REMARKS.

*This electric installation has been verified and found correct and in accordance with the rules requirements. It has been tested and the results found very satisfactory.*  
**It is submitted that this vessel is eligible for THE RECORD.** *Elec. Light*

*Fees 945 Pd 24/1/23*  
*29/12/22* Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 4 MAR. 1923

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

