

REPORT ON ELECTRIC LIGHTING INSTALLATION. No.

Port of *Amsterdam* Date of First Survey *15 Nov 1913* Date of Last Survey *19 March 1914* No. of Visits *18*
 No. in Reg. Book *1472* on the ~~Iron~~ *Steel* *Motor Vessel Artemis* Port belonging to *S. Gravenhage*
 Built at *Amsterdam* By whom *Ned Oliepompbouw Maats* When built *1914*.
 Owners *Ned Ind Tank Stoomboot Maats* Owners' Address *S. Gravenhage*
 Yard No. *126* Electric Light Installation fitted by *Weynsen & Co* When fitted *1914*.

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Shunt dynamo driven by a Deltz oil motor

Capacity of Dynamo *80* Amperes at *110* Volts, whether continuous or alternating current *Continuous*
 Where is Dynamo fixed *in motor room* Whether single or double wire system is used *Double system*
 Position of Main Switch Board *in motor room near dynamo* having switches to groups *main & 12 auxiliary* of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each *Motor room 5 with 3 groups & 1 with 14 groups. Upper deck 1 with 6 gr. Upper bridge 1 with 18 gr. Bridge deck 1 with 16 gr and 1 with 10 gr. Midships 1 with 12 gr. Poop deck 1 with 5 gr. 1 with 16 gr and 1 with 14 gr. Poop deck 1 with 12 gr and 2 with 6 gr & 1 Vent. in*
 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 *100%* 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 *160 and 14 Vent.* arranged in the following groups:—

A	<i>12</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>5</i>	Amperes
B	<i>17 & 1 Vent.</i>	lights each of	<i>16 & 32</i>	candle power requiring a total current of	<i>11</i>	Amperes
C	<i>23</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>11 1/2</i>	Amperes
D	<i>14</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>4</i>	Amperes
E	<i>12</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>6</i>	Amperes
G	<i>38 & 6 Vent.</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>2.2</i>	Amperes
	<i>two</i>	Mast head light with	<i>1</i>	lamps each of	<i>32</i>	Amperes
	<i>two</i>	Side light with	<i>1</i>	lamps each of	<i>32</i>	Amperes
	<i>three</i>	Cargo lights of	<i>8 x 16</i>	candle power, whether incandescent or arc lights	<i>Incandescent</i>	

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

Where are the switches controlling the masthead and side lights placed *in chartroom*.

DESCRIPTION OF CABLES.

Main cable carrying *80* Amperes, comprised of *19* wires, each *16* L.S.G. diameter, *.06* square inches total sectional area
 Branch cables carrying *11* Amperes, comprised of *4* wires, each *17* L.S.G. diameter, *.02* square inches total sectional area
 Branch cables carrying *11 1/2* Amperes, comprised of *4* wires, each *17* L.S.G. diameter, *.02* square inches total sectional area
 Leads to lamps carrying *7* Amperes, comprised of *4* wires, each *17* L.S.G. diameter, *.02* square inches total sectional area
 Cargo light cables carrying *12 1/2* Amperes, comprised of *7* wires, each *25* L.S.G. diameter, *.002* square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Insulated, pure india rubber, two sheets vulcanized india rubber protected with braided cotton resp. an extra protection of galv iron wire and lead covered.

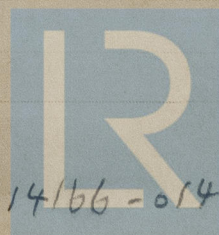
Joints in cables, how made, insulated, and protected

No joints

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 *✓*

Are there any joints in or branches from the cable leading from dynamo to main switch board *None*

How are the cables led through the ship, and how protected *In galvanized tubes*



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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 *iron tubing*

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

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

What special protection has been provided for the cables in engine room *Armoured cable*

How are cables carried through beams *✓* through bulkheads, &c. *✓*

How are cables carried through decks *10.5 Screws brass tube*

Are any cables run through coal bunkers *✓* or cargo spaces *✓* or spaces which may be used for carrying cargo, stores, or baggage *✓*

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 *✓*

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 *double wire system*

How are the returns from the lamps connected to the hull *✓*

Are all the joints with the hull in accessible positions *✓*

The installation is *being* supplied with a voltmeter and *One* an amperemeter, fixed *Main switch 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 *Yes*

Are any switches, cut outs, 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 *✓*

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 *2000* 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.

LIJNDEN & Co.
AND ELECTRICITEIT
AMSTERDAM

Electrical Engineers

Date

COMPASSES.

Distance between dynamo or electric motors and standard compass *15'*

Distance between dynamo or electric motors and steering compass *140'*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>22</i>	<i>60</i>	<i>42</i>	
<i>4</i>	<i>46</i>	<i>32</i>	
<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</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 *✓* degrees on *✓* course in the case of the steering compass.

NEDERLANDSCHE SKEPERSBOUW-MAATSCHAPPIJ.

Builder's Signature. Date *31 March 1914*

GENERAL REMARKS.

The Electric light installation in this vessel has been fitted in an efficient manner and proved to be during a constant run of 24 hours in a good and safe working condition. It is submitted that this vessel is eligible for THE RECORD. Elec. light.

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

Committee's Minute

TUE APR. - 7. 1914

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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