

No. 5954

# 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 J. Gravenhage  
Built at Amsterdam By whom Ned Olsheepsbouw Maats When built 1914.

Owners Ned Ind Tank Stoomboot Maats Owners' Address J. Gravenhage  
Yard No. 126 Electric Light Installation fitted by Weyssens & Co When fitted 1914.

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

Shunt dynamo driven by a Deutz 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 7 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 10 gr. Bridge deck 1 with 16 gr and 1 with 10 gr, Midship 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 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 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	12	lights each of	16	candle power requiring a total current of	5	Amperes
B	17 of 16 Vent	lights each of	16 & 32	candle power requiring a total current of	11	Amperes
C	23	lights each of	16	candle power requiring a total current of	11 1/2	Amperes
D	14	lights each of	16	candle power requiring a total current of	4	Amperes
E	12	lights each of	16	candle power requiring a total current of	6	Amperes
G	two 5806 Vent	Must head light with 1 lamps each of	32	candle power requiring a total current of	2.2	Amperes
	two	Side light with 1 lamps each of	32	candle power requiring a total current of	1.5	Amperes
	three	Cargo lights of	8 x 16	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 in chart room

## 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 2 1/2 Amperes, comprised of 1 wires, each 25 L.S.G. diameter, .002 square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

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

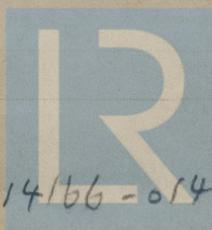
Joints in cables, how made, insulated, and protected

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 Screwed brass tubes*

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 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 *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.** Electrical Engineers Date *31 March 1914*  
**AND ELECTRICITEIT**

**COMPASSES.**

Distance between dynamo or electric motors and standard compass *157'*

Distance between dynamo or electric motors and steering compass *148'*

The nearest cables to the compasses are as follows:—

A cable carrying	<i>22</i>	Amperes	<i>60</i>	feet from standard compass	<i>42</i>	feet from steering compass
A cable carrying	<i>4</i>	Amperes	<i>46</i>	feet from standard compass	<i>32</i>	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 *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 SCHEEPSBOUW-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.*

*J.W.D. 31/3/14*  
*J.H. Albee*  
 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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