

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 9274

Port of Rotterdam Date of First Survey 23rd April Date of Last Survey 1st June No. of Visits 3
 No. in Reg. Book on the Iron or Steel Screw Tug Almago Port belonging to Rotterdam
 Built at Papendrecht By whom J. A. de Schuyt When built 1914
 Owners N.V. Transport & Keederij My Bando Owners' Address Rotterdam
 Yard No. 65 Electric Light Installation fitted by Coen Seventer & Co. Dordrecht When fitted 1914

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Compound Wound Dynamo, direct coupled with steam engine
 Capacity of Dynamo 45 Amperes at 110 Volts, whether continuous or alternating current continuous
 Where is Dynamo fixed in engine room Whether single or double wire system is used single
 Position of Main Switch Board in engine room having switches to groups 10 of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each none

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 vessel 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-oxidisable metal yes and constructed to fuse at an excess of 100 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 yes

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

Total number of lights provided for 60 arranged in the following groups:—

A	2	lights each of	16	candle power requiring a total current of	4	Amperes	
Aa	5	lights each of	16	candle power requiring a total current of	5	Amperes	
B	2	lights each of	16	candle power requiring a total current of	4	Amperes	
Bb	9	lights each of	16	candle power requiring a total current of	4 1/2	Amperes	
C	6	lights each of	16	candle power requiring a total current of	3	Amperes	
Cc	6	lights each of	16	candle power requiring a total current of	3	Amperes	
D	6	lights each of	16	candle power requiring a total current of	3	Amperes	
Dd	6	lights each of	16	candle power requiring a total current of	3	Amperes	
E	3	Mast head light with	one lamp each of	32	candle power requiring a total current of	3	Amperes
	2	Side light with	one lamp each of	32	candle power requiring a total current of	2	Amperes
		Cargo lights of					

If arc lights, what protection is provided against fire, sparks, &c. two arc lamps made of iron shut by glass

Where are the switches controlling the masthead and side lights placed in wheel house

DESCRIPTION OF CABLES.

Main cable carrying 45 Amperes, comprised of 7 wires, each 16 S.W.G. diameter, 0.024 square inches total sectional area

Branch cables carrying _____ Amperes, comprised of _____ wires, each _____ S.W.G. diameter, _____ square inches total sectional area

Branch cables carrying _____ Amperes, comprised of _____ wires, each _____ S.W.G. diameter, _____ square inches total sectional area

Leads to lamps carrying 224 Amperes, comprised of one wires, each 17 S.W.G. diameter, 0.00225 square inches total sectional area

Cargo light cables carrying 0 Amperes, comprised of one wires, each 3/19 S.W.G. diameter, 0.0037 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Insulation gummi and protected by steel pipes

Joints in cables, how made, insulated, and protected soldered, insulated with gummi, and protected in boxes

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances 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 through steel pipes



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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 steel pipes
waterlight fitted

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

What special protection has been provided for the cables near boiler casings steel pipes

What special protection has been provided for the cables in engine room steel pipes

How are cables carried through beams steel pipes through bulkheads, &c. steel pipes

How are cables carried through decks steel pipes waterlight

Are any cables run through coal bunkers no or cargo spaces no 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 no

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 no

Cargo light cables, whether portable or permanently fixed 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 on dashboard

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

Are any switches, fuses, 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 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 600 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.

W. van der Schuyt Electrical Engineers Date 20 May 1914

COMPASSES.

Distance between dynamo or electric motors and standard compass 40 ft

Distance between dynamo or electric motors and steering compass 36 ft

The nearest cables to the compasses are as follows:—

A cable carrying	<u>0.2</u>	Amperes	feet from standard compass	<u>2</u>	feet from steering compass
A cable carrying	<u>0</u>	Amperes	feet from standard compass	<u>4</u>	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.

J. & A. van der SCHUYT
SHIPBUILDING & ENGINEERING Co.

W. van der Schuyt Builder's Signature. Date 5 June '14

GENERAL REMARKS.

The installation has been fitted in accordance with the Rules, worked satisfactory when tried and merits in my opinion the approval of the committee

It is submitted that this vessel is eligible for **THE RECORD, Elec. light.** J.W.D. ARJ
27/6/14 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. JUN. 23. 1914

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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