

## REPORT ON ELECTRIC LIGHTING INSTALLATION. No.

Port of Amsterdam Date of First Survey Feb 21 Date of Last Survey March 19 No. of Visits 4  
 No. on the Iron or Steel Twin Screw steamer "President Gomez" Port belonging to Willemstad  
 Reg. No. 3091 Built at Groningen By whom Scheepman & Gidon When built 1902  
 Owners De Nederlandsche Petroleum Maatschappij Owners' Address 50 Gravenhage  
 Yard No. 54 Electric Light Installation fitted by Greenwood & van der Poll When fitted 1902

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

One dynamo, continuous current, direct coupled

Capacity of Dynamo 54.5 Amperes at 110 Volts, whether continuous or alternating current continuous

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

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

Positions of auxiliary switch boards and numbers of switches on each Engine room, Board deck, passage, Main deck, Port and Stb. Chart room, Forward Ship, Board for charging accumulators in engine room.

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-oxidizable 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 80 arranged in the following groups:—

A <u>Chart room</u> 13 lights each of <u>50 and 32</u>	candle power requiring a total current of	3	Amperes
B <u>Engine room</u> 15 lights each of <u>100 C.P.</u>		7	Amperes
C <u>Board deck</u> 19 lights each of <u>32 C.P.</u>		10	Amperes
D <u>Main deck Port &amp; Stb.</u> 32 lights each of <u>50 C.P.</u>		5	Amperes
E <u>Forward Ship</u> 12 lights each of <u>32</u>		15	Amperes
1 Mast head light with 1 lamps each of <u>32</u>	candle power requiring a total current of	1	Amperes
2 Side light with 2 lamps each of <u>32</u>	candle power requiring a total current of	3	Amperes
4 <u>portable</u> 5 <u>each</u> Cargo lights of <u>16</u>	candle power, whether incandescent or arc lights	<u>portable</u>	

If arc ligs, what protection is provided against fire, sparks, &c.

no arc lamps

Where are the switches controlling the masthead and side lights placed chart room

## DESCRIPTION OF CABLES.

Main cable carrying 42 Amperes, comprised of 19 wires, each 17 S.W.G. diameter, 0.046 square inches total sectional area  
 Branch cables carrying 7 Amperes, comprised of 1 wires, each 14 S.W.G. diameter, 0.050 square inches total sectional area  
 Branch cables carrying 10 Amperes, comprised of 1 wires, each 14 S.W.G. diameter, 0.050 square inches total sectional area  
 Leads to lamps carrying 0.3 Amperes, comprised of 1 wires, each 18 S.W.G. diameter, 0.0010 square inches total sectional area  
 Cargo light cables carrying 10 Amperes, comprised of 1 wires, each 18 S.W.G. diameter, 0.0010 square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

Cables of tinned copper wire, insulated pure and vulcanised india rubber, rubber coated tape, the whole vulcanised together cable-lead wire and steel armoured

Joints in cables, how made, insulated, and protected

No joints in main cables

Are all 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 No

Are there joints in or branches from the cable leading from dynamo to main switch board No

How are cables led through the ship, and how protected. steel armoured, & galvanised iron pipes on deck, and lead covered.



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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 *water-tight tubes*

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

through bulkheads, &c.

How are cables carried through decks

Are any cables run through coal bunkers *No* or cargo spaces *No* or spaces which may be used for carrying cargo, stores, or baggage *No*

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 *No*

Where are the main switches and fuses for these lights fitted *No*

If in the spaces, how are they specially protected *No*

Are any switches or fuses fitted in bunkers *No*

Cargo light cables, whether portable or permanently fixed

*portable*

How fixed

*plugkeys*

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 main switch board*

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 *No*

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 *2000* 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 50<sup>ts</sup> 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.

*p. proc. Groeneveld, Van der Poll & Co.*

Electrical Engineers

Date

COMPASSES.

Distance between dynamo or electric motors and standard compass

*dynamo in engine room*

Distance between dynamo or electric motors and steering compass

The nearest cables to the compasses are as follows:—

A cable carrying

*0.25*

Ampères

*for* feet from standard compass

feet from steering compass

A cable carrying

*0.25*

Ampères

feet from standard compass

*for* feet from steering compass

A cable carrying

Ampères

feet from standard compass

feet from steering compass

Have the compasses been adjusted with and without the electric installation at work at full power

The maximum deviation due to electric currents, etc., was found to be

degrees on

in the case of the

standard compass and

course in the case of the steering compass.

*J. Koster Hzn.*



Builder's Signature.

Date

GENERAL REMARKS.

*This electric light installation has been fitted in a good and efficient manner, and was found during the trial to be in good working order.*

*FEE 60*

*It is submitted that this vessel is eligible for THE RECORD. Etc. Sign. J. G. 5/6/22.*

Surveyor to Lloyd Register of Shipping

Committee's Minute

FRI. 23 FEB. 1923

TUES. 7 APR 1925

TUES. 5 JUL 1927

TUES. 21 FEB 1928

TUES. 22 JUN 1926

FRI. 1 JUN. 1923

FRI. 2 JAN 1925

FRI. 17 SEP 1928



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GROENEVELD, VAN DER POLL & Co.

Electrotechnische Fabriek

DE RIJTERLAAN 41-43-45 - AMSTERDAM

Small 20-Transfer.

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