

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 1218

Port of Nantes Date of First Survey 10-3-21 Date of Last Survey 24-6-21 No. of Visits 6  
 No. in Reg. Book 78281 on the Iron Steel S.S. "Capitaine Hilaquer" Port belonging to Nantes  
 Built at Nantes-Crauteauay By whom M. Ch. Dubigeon When built 1921  
 Owners French Government Owners' Address ✓  
 Yard No. 529 Electric Light Installation fitted by The Builders When fitted 1921

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

One single cylinder vertical enclosed steam engine with dynamo by Munetean & Cie. of Nantes for 1050 revs. 3.08 h.p.

Capacity of Dynamo 28 Amperes at 110 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed S. side E.R. on stool at A end Whether single or double wire system is used Double

Position of Main Switch Board A end E.R. on S. bulkhead having switches to groups 5 of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each poop 9 - chart room 10 -  
engineers' passage P. side 10 - engine room S. side 16.

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 ✓

Are the cut outs of non-oxidizable metal Yes and constructed to fuse at an excess of min. 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 No

Are all switches and cut-outs constructed of incombustible materials and fitted on incombustible bases Yes

Total number of lights provided for 93 arranged in the following groups:-

A engine & boilers	lights each of	<u>18</u>	<u>16</u> candle power requiring a total current of	<u>4</u> Amperes
B office	lights each of	<u>42</u>	<u>16</u> candle power requiring a total current of	<u>10</u> Amperes
C wireless	lights each of	<u>✓</u>	candle power requiring a total current of	<u>✓</u> Amperes
D crew	lights each of	<u>23</u>	<u>16</u> candle power requiring a total current of	<u>5</u> Amperes
E compasses, etc	lights each of	<u>10</u>	<u>16</u> candle power requiring a total current of	<u>Amperes</u>
2 Mast head light with	1 lamp each of	<u>32</u>	candle power requiring a total current of	<u>3</u> Amperes
2 Side light with	1 lamp each of	<u>50 &amp; 32</u>	candle power requiring a total current of	<u>Amperes</u>
(plus) 2 Cargo lights of	" " "	<u>32</u>	candle power, whether incandescent or arc lights	<u>NOT SUPPLIED</u>

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	<u>28</u> Amperes, comprised of	<u>24</u> wires, each	<u>6/10</u> <sup>in/mm</sup> L.S.G. diameter,	<u>6.7</u> <sup>in/mm</sup> square inches total sectional area
Branch cables carrying	<u>10</u> Amperes, comprised of	<u>10</u> wires, each	<u>5/10</u> L.S.G. diameter,	<u>2.0</u> square inches total sectional area
Branch cables carrying	<u>4</u> Amperes, comprised of	<u>1</u> wires, each	<u>10/10</u> L.S.G. diameter,	<u>.78</u> square inches total sectional area
Leads to lamps carrying	<u>.3</u> Amperes, comprised of	<u>5</u> wires, each	<u>4/10</u> L.S.G. diameter,	<u>.625</u> square inches total sectional area
Cargo light cables carrying	<u>✓</u> Amperes, comprised of	<u>6</u> wires, each	<u>5/10</u> L.S.G. diameter,	<u>1.2</u> square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

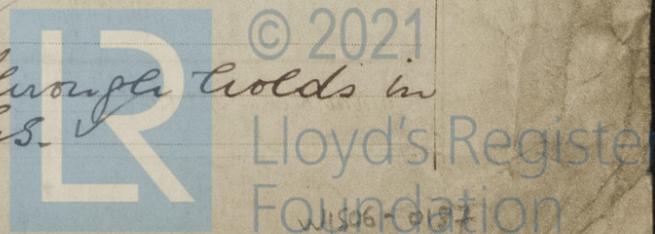
Vulcanized rubber, completely covered & protected by wire plaiting outside.

Joints in cables, how made, insulated, and protected none

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 No

How are the cables led through the ship, and how protected Unarmoured cables led through holds in recess formed by deck & topside timbers.



DESCRIPTION OF INSULATION, PROTECTION, ETC. continued.

Are they in places always accessible *not where passing thru' loaded holds*  
 What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture. *none exposed*  
 What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *Armoured cables*  
 What special protection has been provided for the cables near boiler casings *ditto*  
 What special protection has been provided for the cables in engine room *do.*  
 How are cables carried through beams *Armoured cables* through bulkheads, &c. *armoured & W.T.*  
 How are cables carried through decks *thru' pipes bolted down. Watertight to deck*  
 Are any cables run through coal bunkers *no* or cargo spaces *Yes* or spaces which may be used for carrying cargo, stores, or baggage *Yes*  
 If so, how are they protected *Armoured cables & placed in recess of deck*  
 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 cut outs for these lights fitted   
 If in the spaces, how are they specially protected   
 Are any switches or cut outs fitted in bunkers *no*  
 Cargo light cables, whether portable or permanently fixed *portable* How fixed *plugs on masts*  
 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   
 The installation is \_\_\_\_\_ supplied with a voltmeter and *also* an amperemeter, fixed *on main 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   
 Are any switches, cut outs, 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 \_\_\_\_\_ per cent. that of pure copper.  
 Insulation of cables is guaranteed to have a resistance of not less than *1200* megohms per ~~nile~~ 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 on this date in good order and safe working condition.

Société Anonyme des ANCIENS CHANTIERS DUBIGEON NANTES-CHARENTENAY

*J. Puzos*

Electrical Engineers

Date *4-7-21*

COMPASSES, Ingénieur-Adjoint,

Distance between dynamo or electric motors and standard compass *about 17 metres*  
 Distance between dynamo or electric motors and steering compass *ditto*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	and feet from steering compass
<i>lights</i>	<i>the</i>	<i>feet</i>	<i>and the feet</i>
<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			

Have the compasses been adjusted with and without the electric installation at work at full power *no*

The maximum deviation due to electric currents, etc., was found to be \_\_\_\_\_ degrees on \_\_\_\_\_ course in the case of the standard compass and \_\_\_\_\_ degrees on \_\_\_\_\_ course in the case of the steering compass.

Fee £5 = 235 f.00 *see below* Builder's Signature. Date *4-7-21*

GENERAL REMARKS.

*This installation is satisfactory as to material & workmanship and has been tried under working conditions. It is submitted that this vessel is eligible for THE RECORD.*

Société Anonyme des ANCIENS CHANTIERS DUBIGEON NANTES-CHARENTENAY

*J. Puzos*

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

Committee's Minute



Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.