

No. 10134

Port of Rotterdam Date of First Survey June 29 Date of Last Survey 19 July No. of Visits 2
No. in Reg. Book on the ~~Iron~~ or Steel St. Maria Port belonging to Rotterdam
Built at Hendrik Ido Ambacht By whom Janker & Smaas When built 1916
Owners Jos. de Poorter Owners' Address Veerkade 8 Rotterdam
Yard No. 120 Electric Light Installation fitted by H. Croon & Co When fitted 1916

DESCRIPTION OF DYNAMO, ENGINE, ETC.

J. H. P. de Laval Turbine dynamo

Capacity of Dynamo 70 Amperes at 65 Volts, whether continuous or alternating current continuous
Where is Dynamo fixed Engine room Whether single or double wire system is used double wire system
Position of Main Switch Board in engine room having switches to groups 10 groups of lights, &c., as below
Positions of auxiliary switch boards and numbers of switches on each
1 auxiliary switch board in midship with 3 switches
1 " " " " chart room " 10 "

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 No wire fuses

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

Total number of lights provided for		arranged in the following groups:—	
A	1 group Foreship 6 lights each of	16	candle power requiring a total current of 2 Amperes
B	1 " midship 14 lights each of	16	candle power requiring a total current of 5 Amperes
C	2 " Aftership 15 lights each of	16	candle power requiring a total current of 5 Amperes
D	2 " Engine room 9 lights each of	16	candle power requiring a total current of 3 Amperes
E	2 " Cargo lights 20 " " "	16	" " " " " "
	1 " Chart room 12 lights each of	7 & 16 c.p. + 5 & 32	candle power requiring a total current of 7 " "
	1 " Wirel. telegr.		5 Amperes
	2 Mast head light with 2 lamps each of	32	10 " "
			1.5 Amperes
	2 Side light with 2 lamps each of	32	1.5 Amperes
	4 Cargo lights of each 5 x 16		incandescent light

If arc lights, what protection is provided against fire, sparks, &c. *no arc lights*

Where are the switches controlling the masthead and side lights placed in Chart room

DESCRIPTION OF CABLES.

Main cable carrying	40	Amperes, comprised of	7	wires, each	16	S.W.G. diameter,	0,0289	square inches total sectional area
Branch cables carrying	5	Amperes, comprised of	1	wires, each	14	S.W.G. diameter,	0,005	square inches total sectional area
Branch cables carrying	5	Amperes, comprised of	1	wires, each	14	S.W.G. diameter,	0,005	square inches total sectional area
Leads to lamps carrying	2	Amperes, comprised of	1	wires, each	18	S.W.G. diameter,	0,0018	square inches total sectional area
Cargo light cables carrying	3	Amperes, comprised of	1	wires, each	18	S.W.G. diameter,	0,0018	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Pinned copper wires, insulated with vulcanised rubber, taped and lead covered.

Joints in cables, how made, insulated, and protected *no joints*

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances _____ 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. In engine room lead covered and armoured with galvanized wire, fastened to decks with screwed clips. — In cargo spaces protected by galvanized iron pipes. — In cabins lead covered

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 *galvanised iron pipes and lead covered*

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

What special protection has been provided for the cables near boiler casings *lead covered and armoured with galvanised wire*

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

How are cables carried through beams *screwed galvanised iron tubes* through bulkheads, &c.

How are cables carried through decks " " " " " "

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

If so, how are they protected *by galvanised iron pipes*

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 *portable fixed* How fixed *Watertight plugs and sockets*

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 *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

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 *900* 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.

P. P. H. CROON & Co.

Electrical Engineers

Date *18 July 1916*

COMPASSES.

Distance between dynamo or electric motors and standard compass *128'*

Distance between dynamo or electric motors and steering compass *128'*

The nearest cables to the compasses are as follows:—

A cable carrying <i>5</i> Amperes	<i>12'</i> feet from standard compass	<i>5'</i> feet from steering compass
A cable carrying — Amperes	feet from standard compass	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 — degrees on — course in the case of the standard compass and — degrees on — course in the case of the steering compass.

Proker & Shant.

Builder's Signature.

Date *24 July 1916*

GENERAL REMARKS.

The installation has been fitted to Accordance with the Rules, and is satisfactory when this and minute to my opinion the approval of the Committee.

Marine Wireless Telegraph Installation fitted.

THE RECORD Elec light

JWR

28/7/16

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

Committee's Minute TUE 1-AUG 1916

FRI 18 MAY 1917