

Number of lights provided for

A. 35 lights each of 25 candle power requiring a total current of 10 Amp.

B. 14 " " " 25 " " " " " " 4 "

C. 30 " " " 25 " " " " " " 8.5 "

D. 4 half Watt " " 1000 " " " " " " 19 "

E. 42 " " " 25 " " " " " " 11 "

F. 16 " " " 50 " " " " " " 15 "

G. 23 " " " 25 " " " " " " "

H. 38 " " " 50 " " " " " " 20 "

I. 5 " " " 32 " " " " " " 4 "

J. 72 " " " 16 " " " " " " 29 "

K. 68 " " " 16 " " " " " " 27.5 "

L. Cable to Searchlight 50 "

M. " " Mareoni 20 "

N. " " Meter ballast pump 70 "

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W554-0282 2/3

Description of Cables.

2 M.C. Carr 130 Amp Comp of 19 wires. each 2.17 m/m diam. 70 Sq m/m Sec Are

| | | | | | | | | | | | | | | | | |
|--------|---|------|----|---|---|-----|---|---|------|---|---|------|---|---|---|---|
| 1 B.C. | " | 10 | " | " | " | 1 | " | " | 2.26 | " | " | 4 | " | " | " | " |
| 1 " | " | 4 | " | " | " | 1 | " | " | 2.26 | " | " | 4 | " | " | " | " |
| 1 " | " | 8.5 | " | " | " | 7 | " | " | 1.35 | " | " | 10 | " | " | " | " |
| 1 " | " | 19 | " | " | " | 2x7 | " | " | 1.35 | " | " | 2x10 | " | " | " | " |
| 1 " | " | 11 | " | " | " | 7 | " | " | 1.70 | " | " | 16 | " | " | " | " |
| 1 " | " | 15 | " | " | " | 7 | " | " | 2.14 | " | " | 25 | " | " | " | " |
| 1 " | " | 20 | " | " | " | 7 | " | " | 1.70 | " | " | 16 | " | " | " | " |
| 1 " | " | 4 | " | " | " | 1 | " | " | 1.78 | " | " | 2.5 | " | " | " | " |
| 1 " | " | 29 | " | " | " | 7 | " | " | 1.70 | " | " | 16 | " | " | " | " |
| 1 " | " | 27.5 | " | " | " | 7 | " | " | 1.70 | " | " | 16 | " | " | " | " |
| 1 " | " | 50 | " | " | " | 7 | " | " | 1.70 | " | " | 16 | " | " | " | " |
| 1 " | " | Mc | 20 | " | " | 7 | " | " | 1.35 | " | " | 10 | " | " | " | " |
| 1 " | " | MP | 70 | " | " | 10 | " | " | 2.12 | " | " | 70 | " | " | " | " |

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W 554-0282 13

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 6108.^e

Port of Amsterdam Date of First Survey June 9 Date of Last Survey 7 August No. of Visits 14
 No. in Reg. Book 903 on the Iron or Steel Screw steamer "ROTTI" Port belonging to Amsterdam
 Built at Amsterdam By whom Ned Scheepb. M^t When built 1914
 Owners Stoomvaart M^t Nederland Owners' Address Amsterdam
 Yard No. 120 Electric Light Installation fitted by Ally Elekt. Ges. Int. Bureau Amsterdam When fitted 1913

DESCRIPTION OF DYNAMO, ENGINE, ETC.

2 Turbo dynamo's direct coupled to turbines

Capacity of Dynamo 130 Amperes at 115 Volts, whether continuous or alternating current continuous
 Where is Dynamo fixed engine room Whether single or double wire system is used double
 Position of Main Switch Board engine room P.S. having switches to groups 13 groups for lights of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each 1 for hospital - 6; after ship 2 with 6 & 7. pantry 1 with 5
office's passage 1 with 4; fore ship 1 with 4 and 1 under headbed with 6 and 2 with 6 in store
rooms

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 34 1/2 lamps & 30 stop conductors arranged in the following groups:—

| | lights each of | candle power requiring a total current of | Amperes |
|-----------|-------------------------------------|--|--|
| A | | | |
| B | | | |
| C | | | |
| D | | | |
| E | | | |
| <u>2</u> | <u>Mast head light with 1</u> | <u>lamps each of 25</u> | <u>candle power requiring a total current of 1.2</u> |
| <u>2</u> | <u>Side light with 1</u> | <u>lamps each of 25</u> | <u>candle power requiring a total current of 1.2</u> |
| <u>15</u> | <u>Cargo lights of 3 of 16 each</u> | <u>candle power, whether incandescent or are light</u> | <u>yes.</u> |

If are lights, what protection is provided against fire, sparks, &c. -

Where are the switches controlling the masthead and side lights placed Chartroom

DESCRIPTION OF CABLES.

| Main cable carrying | Amperes, comprised of | wires, each | L.S.G. diameter, | square inches total sectional area |
|-----------------------------|-----------------------|-------------|------------------|------------------------------------|
| Branch cables carrying | Amperes, comprised of | wires, each | L.S.G. diameter, | square inches total sectional area |
| Branch cables carrying | Amperes, comprised of | wires, each | L.S.G. diameter, | square inches total sectional area |
| Leads to lamps carrying | Amperes, comprised of | wires, each | L.S.G. diameter, | square inches total sectional area |
| Cargo light cables carrying | Amperes, comprised of | wires, each | L.S.G. diameter, | square inches total sectional area |

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Tinned copper wire insulated with one layer of para. & 2 layers of vulcanite rubber one ditto braided cotton altogether vulcanised and protected by a steel armored lead covering
 Joints in cables, how made, insulated, and protected no joints in cable

Are all the joints of cables thoroughly soldered, resin only having been used as a flux 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

galvanized steel tubes.



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W55610282 3/3

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 *galvanized tubes*

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

What special protection has been provided for the cables near boiler casings *armed cables*

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

How are cables carried through beams *through steel tubes* through bulkheads, &c. *water-tight glands*

How are cables carried through decks *by water-tight covered tubes*

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

If so, how are they protected *in steel tubes or armoured*

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 *now*

Cargo light cables, whether portable or permanently fixed *portable*

How fixed *with W.T. connecting boxes*

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 *yes* supplied with *2* voltmeters and

2 an amperemeter, fixed on main bulkhead

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 *90* per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than *600* 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.

Electrical Engineers

Date *August 1st 1914*

ALLOEMME ELEKTRICITEITS-GESELLSCHAFT
INSTALLATIEBUREAU AMSTERDAM

COMPASSES.

Distance between dynamo or electric motors and standard compass

Distance between dynamo or electric motors and steering compass

The nearest cables to the compasses are as follows:—

| | | | | | | |
|------------------|-----------|---------|-----------|----------------------------|-----------|----------------------------|
| A cable carrying | <i>3</i> | Ampères | <i>30</i> | feet from standard compass | <i>25</i> | feet from steering compass |
| A cable carrying | <i>20</i> | Ampères | <i>30</i> | feet from standard compass | <i>25</i> | feet from steering compass |
| A cable carrying | <i>—</i> | Ampères | <i>—</i> | feet from standard compass | <i>—</i> | 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 *0* degrees on *all round* course in the case of the standard compass and *0* degrees on *all round* course in the case of the steering compass.

NEDERLANDSE SCHIPBOUW-MAATSCHAPPIJ.

Builder's Signature.

Date *August 1914*

GENERAL REMARKS.

The electric installation has been fitted in an efficient manner. Dynamo driving the turbo and motors for auxiliary machinery worked satisfactory without heating whatever.
It is submitted that this vessel is eligible for
THE RECORD. Elec. light. *J.W.D.*
25/8/14

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

Committee's Minute

TUE. SEP.-1. 1914



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