

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 11790

Port of Haiphong Date of First Survey 17/4.10 Date of Last Survey 12/12.10 No. of Visits 5
 No. in Reg. Book 30 out on the Iron or Steel double 1/2" Iron 1 1/2" Port belonging to Lebanon
 Built at Paris By whom Louis William Wright When built 1910
 Owners Societe de navigation a vapeur Owners' Address Lebanon
 Yard No. 335 Electric Light Installation fitted by the builders When fitted 1910

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Single Cylinder Steam Engine coupled direct to Poy's Dynamo
running at 750 revolutions p. minute.

Capacity of Dynamo 80 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

Position of Main Switch Board on deck having switches to groups A, B, C, D, E of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each —

Note: The search and sidelights are fitted double for the vessel to go ahead or astern, but can be switched in one direction only

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 25 per cent over the normal current

Are all cut outs fitted in easily accessible positions yes Are the fuses of standard dimensions — 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 —

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

Total number of lights provided for 14 arranged in the following groups:—

A Fore ship	4 lights each of	16	candle power requiring a total current of	1.8	Amperes
B Engine room	2 lights each of	16	candle power requiring a total current of	1.8	Amperes
C Searchlight	1 light each of	—	candle power requiring a total current of	10.0	Amperes
D Sidelights	2 lights each of	25	candle power requiring a total current of	1.5	Amperes
E Aft ship	4 lights each of	16	candle power requiring a total current of	1.8	Amperes
— Mast head light with	— lamps each of	—	candle power requiring a total current of	—	Amperes
(D) 1 Side light with	1 lamp each of	25	candle power requiring a total current of	1.8	Amperes
— Cargo lights of	—	—	candle power, whether incandescent or arc lights	—	—

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

Where are the switches controlling the masthead and side lights placed Main Switch board

DESCRIPTION OF CABLES.

Main cable carrying 20 Amperes, comprised of 1 wires, each — L.S.G. diameter, 12 square inches total sectional area

Branch cables carrying 10 Amperes, comprised of 1 wires, each — L.S.G. diameter, 8 square inches total sectional area

Branch cables carrying 1.8 Amperes, comprised of 1 wires, each — L.S.G. diameter, 1.5 square inches total sectional area

Leads to lamps carrying 1.5 Amperes, comprised of 1 wires, each — L.S.G. diameter, 1.5 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.

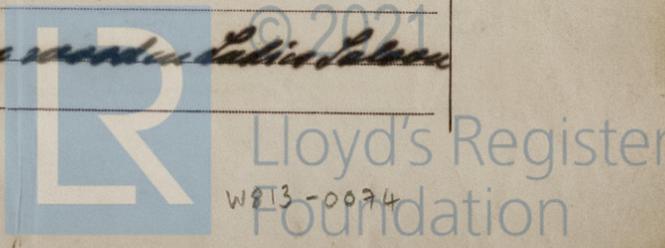
Copper wires twisted, coated with Pure rubber tape backed, covered with varnish and tape, lead covered with hemp spars.

Joints in cables, how made, insulated, and protected soldered and covered with varnish and impregnated hemp tape.

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 unprotected except in wooden bulkheads where they are protected by wood ballees.



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 ✓

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 double insulated lead lined wires

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

How are cables carried through beams ✓ through bulkheads, &c. insulated brass bushes

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 ✓

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 ✓ 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 ✓

The installation is yes supplied with a voltmeter and yes an amperemeter, fixed Handwritten

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 98 per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than 50 Million Siemens Units 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.

The builders are the Electrical Engineers Date ✓

COMPASSES.

Distance between dynamo or electric motors and standard compass no compass

Distance between dynamo or electric motors and steering compass fitted

The nearest cables to the compasses are as follows:—

A cable carrying ✓ Amperes ✓ feet from standard compass ✓ feet from steering compass

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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 ✓

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.

ppa. Caesar Wollheim, Werft und Rhederei

Der Director:

Handwritten Signature

Builder's Signature.

Date

9th December 1900

GENERAL REMARKS.

The electric light installation on board of this vessel is in my opinion fitted in accordance with the Lloyd's Rules and eligible to be recorded "Elec. light".

It is submitted that this vessel is eligible for THE RECORD. Elec. light

Handwritten Signature

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

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

REPORT FORM No. 1. 1-2m.3.4.

