

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 3504.

Port of *Haare* Date of First Survey *20th August 1914* Date of Last Survey *8th December* No. of Visits *10*
 No. in Reg. Book on the *Steel Screw Steamer "Ohio"* Port belonging to *Haare*
 Built at *Rouen* By whom *Chantiers de Normandie* When built *1914*
 Owners *Chantiers de Normandie* Owners' Address *Grand-Jacoville*
 Yard No. *146* Electric Light Installation fitted by *Chantiers de Normandie* When fitted *1914*

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Dynamo Boulle & Laroche of Paris, coupled with a Vertical engine single cylinder working pressure 7.50-500 revolutions

Capacity of Dynamo *62* Amperes at *180* Volts, whether continuous or alternating current *continuous*.

Where is Dynamo fixed *in engine Room* Whether single or double wire system is used *double wire*

Position of Main Switch Board *in engine Room* having switches to groups *4* of *179* of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each - *on auxiliary switch-board on bridge, and then switches on it, on chart Room, mast heads, side light & Compass*

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 *-*

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

Total number of lights provided for *179* arranged in the following groups:—

A *Engine & Boiler* *42* lights each of *16* candle power requiring a total current of *19* Amperes

B *Masthead* *35* lights each of *16* candle power requiring a total current of *16.30* Amperes

C *Midd. & aft* *94* lights each of *16* candle power requiring a total current of *23.50* Amperes

D *lights each of* *-* candle power requiring a total current of *-* Amperes

E *lights each of* *-* candle power requiring a total current of *-* Amperes

2 Mast head light with *1* lamps each of *32* candle power requiring a total current of *1.85* Amperes

2 Side light with *1* lamps each of *32* candle power requiring a total current of *1.85* Amperes

4 Cargo lights of *8* lamps each of *16* candle power, whether incandescent or arc lights

If arc lights, what protection is provided against fire, sparks, &c. *none used* Total = *62.50*

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

DESCRIPTION OF CABLES.

Main cable carrying *62.5* Amperes, comprised of *19* wires, each *20/10* L.S.G. diameter, *59.7* square inches total sectional area

Branch cables carrying *23.5* Amperes, comprised of *19* wires, each *14/10* L.S.G. diameter, *23.8* 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 *.5* Amperes, comprised of *1* wires, each *9/10* L.S.G. diameter, *.63* square inches total sectional area

Cargo light cables carrying *3.5* Amperes, comprised of *7* wires, each *9/10* L.S.G. diameter, *4.4* square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

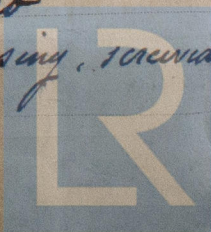
The Cables are insulated with rubber, under lead, & protected by wood casing, or by iron tubes, according to the place & manner

Joints in cables, how made, insulated, and protected *joints made in water-tight junction, & properly insulated*

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 *by iron tubes & in wood casing, secured on covers*



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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 *iron tube or wood casing*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *wood casing or iron tube*

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

wood casing

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

- d - - d - or metallic case

How are cables carried through beams

taken in fibrous

through bulkheads, &c.

Water-tight passage

How are cables carried through decks

iron tube / plating of height 0.250

Are any cables run through coal bunkers

No

or cargo spaces

No

or spaces which may be used for carrying cargo, stores, or baggage

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

None

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

Cargo light cables, whether portable or permanently fixed

portable

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 *Conveniently* supplied with a voltmeter and

with

an amperemeter, fixed

in Engine Room

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 *1200.* 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 *20th January 1915*

COMPASSES.

Distance between dynamo or electric motors and standard compass

39. Meters

Distance between dynamo or electric motors and steering compass

36.5

The nearest cables to the compasses are as follows:—

A cable carrying	<i>3.7</i>	Amperes	<i>13.</i>	feet from standard compass	<i>6.6</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

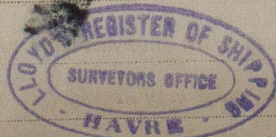
Have the compasses been adjusted with and without the electric installation at work at full power

The maximum deviation due to electric currents, etc., was found to be *negligible* as degrees on *no appreciable* course in the case of standard compass and *degrees on* course in the case of the steering compass.

Builder's Signature.

Date *22nd January 1915*

GENERAL REMARKS.



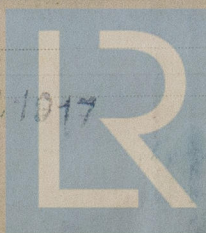
Surveyor to Lloyd's Register of British and Foreign Shipping.

Marking

Committee's Minute

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TUE JAN. 23. 1917



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