

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 10061

Port of *Rotterdam* Date of First Survey *18 Feb* Date of Last Survey *8 May* No. of Visits *4*
 No. in on the Iron or Steel *5 Kieldrecht* Port belonging to *Rotterdam*
 Reg. Book Built at *Kruppen & Co* By whom *M. C. Za Giesjen* When built *1916*
 Owners *Hoozemay de Maan* Owners' Address *Rotterdam* When fitted *1916*
 Yard No. *466* Electric Light Installation fitted by *.*

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Dynamo Compound wound, protected. Engine vert. Single cylinder enclosed lubricated, suitable for Superheated steam 322° Cels. 100 lbs.

Capacity of Dynamo *60* Amperes at *65* 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 *near dynamo* having switches to groups *4* of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each *Forecastle, Chartroom, Messroom, Pantry, Engine room, Rearcastle.*

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-oxidisable 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 *yes*

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

Total number of lights provided for *69* arranged in the following groups:—

A	Forecastle 6 lights each of	25	candle power requiring a total current of	2,3	Amperes
B	Chartroom 11 lights each of	5 x 32, 3 x 25, 3 x 16, 2 x 8	candle power requiring a total current of	12	Amperes
C	Messroom 12 lights each of	25	candle power requiring a total current of	4,6	Amperes
D	Pantry 12 lights each of	25	candle power requiring a total current of	4,6	Amperes
E	Eng. room 10 lights each of	25	candle power requiring a total current of	6,9	Amperes
	2 Mast head light with 1 lamps each of	32	candle power requiring a total current of	3	Amperes
	2 Side light with 1 lamps each of	32	candle power requiring a total current of	3	Amperes
	2 Cargo lights of	6 x 16	candle power, whether incandescent or arc lights	<i>incandescent.</i>	

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

Where are the switches controlling the masthead and side lights placed *In Chartroom.*

DESCRIPTION OF CABLES.

Main cable carrying	45	Amperes, comprised of	19	wires, each	15	S.W.G. diameter, 0,0773	square inches total sectional area
Branch cables carrying	12	Amperes, comprised of	7	wires, each	19	S.W.G. diameter, 0,0088	square inches total sectional area
Branch cables carrying	6,9	Amperes, comprised of	3	wires, each	19	S.W.G. diameter, 0,0030	square inches total sectional area
Leads to lamps carrying	1	Amperes, comprised of	1	wires, each	17	S.W.G. diameter, 0,0025	square inches total sectional area
Cargo light cables carrying	4,5	Amperes, comprised of	33	wires, each	30	S.W.G. diameter, 0,003406	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Vulcanised rubber insulation, in screwed galvanised iron tubes.

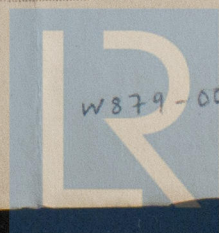
Joints in cables, how made, insulated, and protected

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

How are the cables led through the ship, and how protected *in screwed galvanised iron tubes.*



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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 *Screwed galvanised iron tubes.*

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

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

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

How are cables carried through beams *same* through bulkheads, &c. *same*

How are cables carried through decks *same*

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 *by screwed galvanised iron tubes*

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 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* 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

Is the installation supplied with a voltmeter *yes*, and with an amperemeter *yes*, fixed *main sw. 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 *600* 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.

COMPASSES.

Distance between dynamo or electric motors and standard compass

Electrical Engineers

Date *1 May 1916*

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>9</i>	feet from standard compass	<i>4</i>	feet from steering compass
A cable carrying	<i>3</i>	Ampères	<i>9</i>	feet from standard compass	<i>4</i>	feet from steering compass
A cable carrying		Ampères		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 *nil* degrees on *every* course in the case of the standard compass and *nil* degrees on *every* course in the case of the steering compass.

Builder's Signature.

Date

15-5-16

GENERAL REMARKS.

This installation has been fitted in accordance with the rules and worked good during a trial. I am of opinion that same merit the Committee's approval

It is submitted that this vessel is eligible for

THE RECORD.

Elec light.

JWD 13/5/16

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

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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