

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 1256

Port of Nantes Date of First Survey 19-10-21 Date of Last Survey 10-2-22 No. of Visits 4
 No. in Reg. Book 36835 on the ~~Iron~~ Steel S.S. Capitaine Winckler Port belonging to Nantes
 Built at Nantes - Chantenay By whom Anc. Ch. Dubigeon When built 1921
 Owners The French Government Owners' Address ✓
 Yard No. 530 Electric Light Installation fitted by Anc. Ch. Dubigeon When fitted 1921

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One dynamo for 1050 revs. by Bruckman et Cie of Nantes driven by single cylinder steam engine, vertical type enclosed, by Larodiére.

Capacity of Dynamo 28 Amperes at 110 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed S. side of S.R. on stool at A end Whether single or double wire system is used double

Position of Main Switch Board S. side of S.R. after B.H. having switches to groups 5 of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each prop 9 - chart room 9 -
engineers' passage port side 10 - engine room S. side 18 - Saloon
passage P. side 6 - HC passage 8 - S. passage in bridge 12 -

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 him. 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 84 arranged in the following groups:—

A engine & boilers lights each of 19 - 16 candle power requiring a total current of 2.43 Amperes

B officers lights each of 24 - 16 candle power requiring a total current of 3.36 Amperes

C wireless teleg. lights each of ✓ candle power requiring a total current of 4.34 Amperes

D crew lights each of 31 - 16 candle power requiring a total current of ✓ Amperes

E navigation lights each of 9 - 16 candle power requiring a total current of 1.26 Amperes

2 Mast head light with one lamp each of 32 candle power requiring a total current of .58 Amperes

2 Side lights with one lamp each of 1-50 & 1-32 candle power requiring a total current of .73 Amperes

plus for 4 Cargo lights not supplied - 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 in chart room

DESCRIPTION OF CABLES.

Main cable carrying 28 Amperes, comprised of 24 wires, each 6/10 m/m S.W.G. diameter, 6.7 square inches total sectional area

Branch cables carrying 10 Amperes, comprised of 10 wires, each 5/10 m/m S.W.G. diameter, 2.0 square inches total sectional area

Branch cables carrying 4 Amperes, comprised of 1 wires, each 10/10 m/m S.W.G. diameter, .78 square inches total sectional area

Leads to lamps carrying 3 Amperes, comprised of 5 wires, each 4/10 m/m S.W.G. diameter, .625 square inches total sectional area

Cargo light cables carrying ✓ Amperes, comprised of 6 wires, each 5/10 m/m S.W.G. diameter, 1.2 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

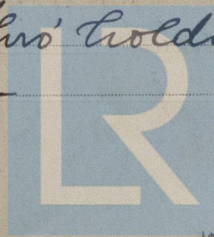
Vulcanized rubber, hump covered & protected outside by wire plaiting -

Joints in cables, how made, insulated, and protected none

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 Armoured cables led thro' holds in recess formed by deck and topside tanks -



DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible *Yes, except where passing through loaded holds.*
 What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *none exposed.*
 What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *Armoured cables*
 What special protection has been provided for the cables near boiler casings *ditto*
 What special protection has been provided for the cables in engine room *do.*
 How are cables carried through beams *Armoured cables.* through bulkheads, &c. *Armoured cables.*
 How are cables carried through decks *through pipes bolted down watertight to deck.*
 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 *Armoured cables placed in protected places.*
 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* How fixed *to plugs on masts*
 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 *on the 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 *1200* megohms per ^{kilometre} 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.

Electrical Engineers

Date

COMPASSES.

Distance between dynamo or electric motors and standard compass *about 17 metres*

Distance between dynamo or electric motors and steering compass *do.*

The nearest cables to the compasses are as follows:—

A cable carrying ☐ Amperes *lights the* feet from standard compass *and the* 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 ☒

standard compass and ☒ degrees on ☒ course in the case of the steering compass.

Builder's Signature.

Date

*Societe Anonyme
des ANCIENS CHANTIERS
NANTES-CHANTENA.
Pour le Directeur
Ingénieur-Adjoint,*

GENERAL REMARKS.

This installation is satisfactory as to material and workmanship and has been tried under working conditions.

*It is submitted that
this vessel is eligible for
THE RECORD*

Fee - £5 = 255 f.00

Elec. Light.

G. Demarest

21/3/22. Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute



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Foundation

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