

SS EDAM

A.	20	lamps each of 25 candle power requiring a total current of 4 Amps
B.	51	" " " 25 " " " " " " " 13 "
C.	45	" " " 25 " " " " " " " 11 "
D.	53	" " " 25 " " " " " " " 13 "
E.	56	" { 3 à 1000 } " " " " " " " 28 "
		" { 3 à 25 } " " " " " " " " "
F.	10	" { 4 à 2000 } " " " " " " " 49 "
		" { 6 à 1 lamp 25 } " " " " " " " " "
G.	45	" each of 25 " " " " " " " 19 "
H.	70	" " " 25 " " " " " " " 18 "
J.	62	" " " 25 " " " " " " " 16 "
K.	18	" " " 25 " " " " " " " 5 "
L.	30	" " " 25 " " " " " " " 8 "
M.	93	" " " 25 " " " " " " " 23 "
N.	64	" " " 25 " " " " " " " 16 "
O.	110	" " " 25 " " " " " " " 28 "
P.	106	" " " 25 " " " " " " " 27 "
Q.	21	" " " 25 " " " " " " " 5 "
R.	30	" " " 25 " " " " " " " 8 "
S.	63	" " " 25 " " " " " " " 16 "
T.	3	" " " 25 " " " " " " " 1 "
U.	3	" " " 25 " " " " " " " 1 "

J. J. Ochoa



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Lloyd's Register Foundation

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REPORT ON ELECTRIC LIGHTING INSTALLATION. No 12057

Port of Rotterdam Date of First Survey 31-3 Date of Last Survey 18-9 No. of Visits 8
 No. in on the Iron or Steel 5 "EDAM" Port belonging to Rotterdam
 Reg. Book Flushing By whom Hon. M. de Schelde When built 1921
 Owners Holland-Amerika Lijn Owners' Address Rotterdam
 Yard No. Electric Light Installation fitted by Pretschoten & Bouwens When fitted 1921

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two steam & one motordynamo consisting of double acting engines, direct coupled to continuous current dynamos

Capacity of Dynamo two à 225 Amperes at 110 Volts, whether continuous or alternating current continuous

Where is Dynamo fixed one in motorroom Whether single or double wire system is used single wire

Position of Main Switch Board in engine room having switches to groups 20 of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each 25 auxiliary switchboards at different places with 12. 7. 4. 3. 3. 12. 12. 12. 9. 9. 14. 3. 6. 3. 4. 6. 9. 7. 12. 15. 18. 24. 16. 6 and 6 switches, total number of switches 230.

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 —

Are the fuses of non-oxidizable 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 No 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 991 arranged in the following groups: mentioned on separate sheet

A	lights each of	candle power requiring a total current of	Amperes
B	lights each of	candle power requiring a total current of	Amperes
C	lights each of	candle power requiring a total current of	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 25	candle power requiring a total current of	0.25 Amperes
2	Side light with 1 lamps each of 25	candle power requiring a total current of	0.25 Amperes
10	Cargo lights of 6 à 6 lamps of 25 & 4 of 1000	candle power, whether incandescent or arc lights	incandescent.

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	180 Amperes, comprised of	19 wires, each	3.14 m. H ² S.W.G. diameter,	150 square inches total sectional area
Branch cables carrying	49 Amperes, comprised of	19 wires, each	1.53 S.W.G. diameter,	35 square inches total sectional area
Branch cables carrying	28 Amperes, comprised of	7 wires, each	1.71 S.W.G. diameter,	16 square inches total sectional area
Leads to lamps carrying	7.5 Amperes, comprised of	3 wires, each	1.38 S.W.G. diameter,	4 square inches total sectional area
Cargo light cables carrying	10 Amperes, comprised of	24 wires, each	0.45 S.W.G. diameter,	4 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Tinned copper wire, insulated with pure IR, white vulcanised IR, black vulcanised IR, IR coated tape, lead covered and armoured. In cabins not lead covered and not armoured, but cotton banded and compounded

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 No

How are the cables led through the ship, and how protected armoured lead covered cables, partly in galvanized iron pipes or in wood casings; if not arm and lead covered, then all in pipes or casings

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 Lead covered

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Lead covered and armoured

What special protection has been provided for the cables near boiler casings Lead covered and armoured

What special protection has been provided for the cables in engine room Lead covered and armoured

How are cables carried through beams caps through lead tiles or hardwood fittings
the non armoured lead covered through bulkheads, &c. idem

How are cables carried through decks brass casing or galvanized iron tubes

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

If so, how are they protected Lead covered and armoured

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage Yes

If so, how are the lamp fittings and cable terminals specially protected by heavy non gratings

Where are the main switches and fuses for these lights fitted outside spaces in top of engine room

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 secured near main switch board with brass connecting and brass

How are the returns from the lamps connected to the hull with brass screws

Are all the joints with the hull in accessible positions Yes

Is the installation supplied with a voltmeter Yes, and with an amperemeter Yes, fixed on main 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 2000 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.

Er N. V. Van Rietschoten & Houwens' Electrical Engineers Date —

COMPASSES. Technisch - Industriële Mij
Distance between dynamo or electric motors and standard compass 42.50 ell
Distance between dynamo or electric motors and steering compass 45.50 ell

The nearest cables to the compasses are as follows:—

A cable carrying	<u>0.1</u>	Amperes	<u>1</u>	feet from standard compass	<u>5</u>	feet from steering compass
A cable carrying	<u>0.1</u>	Amperes	<u>5</u>	feet from standard compass	<u>1</u>	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 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.

KONINKLYKE MAATSCHAPPY "DE SCHELDE"
Scheepsbouw- en Werktuigenfabriek Builder's Signature. Date 16 Nov. 1921.

GENERAL REMARKS.
This installation has been fitted in accordance with the Rules and was found in a good working condition when tried and merits in my opinion the Committee's approval.

It is submitted that this vessel is eligible for THE RECORD, Elec. Light. 23/11/21
J. H. Ochoa
Manager to Lloyd's Register of Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.