

SS EDAM

A.	28	lamps each of 25 candle power requiring a total current of 4 Amperes	
B.	51	" " " 25 " " " " " " " 13 "	
C.	45	" " " 25 " " " " " " " 11 "	
D.	53	" " " 25 " " " " " " " 13 "	
E.	56	" { 3 à 1000 } " " " " " " " 28 "	
F.	10	" { 4 à 2000 } " " " " " " " 49 "	
G.	45	" { 6 à 1 lamp. 25 } " " " " " " " 19 "	
H.	70	" each of 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 "	

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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 5 on the Iron or Steel "EDAM" Port belonging to Rotterdam
 Reg. Book Flushing By whom Hon. Mr. de Schelde When built 1921
 Owners Holland-Amerika Lijn Owners' Address Rotterdam
 Yard No. Electric Light Installation fitted by Pietsehoten & Bouwens When fitted 1921

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two steam & one motordynamo consisting of double acting engines, direct coupled to continuous current dynamos
one dynamo of 90

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

Where is Dynamo fixed Two in engine room 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. 4. 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 & 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	1.31 S.W.G. diameter,	16 square inches total sectional area
Leads to lamps carrying	8.5 Amperes, comprised of	7 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 *cables through lead tubes or hardwood fittings* ~~the non armoured lead covered~~ through bulkheads, &c. *idem*

How are cables carried through decks *brass casings 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 grating*

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 Rietstoten & 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	Amperes	feet from standard compass	feet from steering compass
0.1	1	5	
0.1	5	1	

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.

24 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.



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