

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 4832

Port of Harre Date of First Survey 6 June Date of Last Survey 23 September No. of Visits 5  
 No. in on the Iron or Steel 1/2 Capitaine Henri Rallier Port belonging to Harre  
 Reg. Book Built at Caen By whom Chantiers Navals Francais When built 1922  
 Owners French Government Owners' Address Paris  
 Yard No. 13 Electric Light Installation fitted by Chantiers Navals Francais When fitted 1922

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

Dynamo 5 KWDriven by steam engine 1 cylinder

Capacity of Dynamo 47 Amperes at 110 Volts, whether continuous or alternating current continuous  
 Where is Dynamo fixed Engine room Whether single or double wire system is used double  
 Position of Main Switch Board Engine room having switches to groups 5 of lights, &c., as below  
 Positions of auxiliary switch boards and numbers of switches on each Engine room 3 Crew 4 Officers 4  
Officers 3 chartroom 6

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 1 1/2 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 no

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

Total number of lights provided for 112 arranged in the following groups:—

|                            |                   |         |  |              |         |
|----------------------------|-------------------|---------|--|--------------|---------|
| A Engine room              | 30 lights each of | 16      | candle power requiring a total current of        | 12           | Amperes |
| B Officers                 | 45 lights each of | 16      | candle power requiring a total current of        | 15           | Amperes |
| C Crew                     | 30 lights each of | 16      | candle power requiring a total current of        | 12           | Amperes |
| D Chartroom                | 7 lights each of  | 32      | candle power requiring a total current of        | 11.2         | Amperes |
| E T.S.P.                   | lights each of    |         | candle power requiring a total current of        | 13.6         | Amperes |
| Mast head light with       | 2 lamps each of   | 32      | candle power requiring a total current of        | 0.8          | Amperes |
| Side light with            | 2 lamps each of   | 32 & 50 | candle power requiring a total current of        | 0.8 & 1.35   | Amperes |
| Cargo lights of reflectors | 4 lamps           | 32      | candle power, whether incandescent or arc lights | incandescent |         |

If arc lights, what protection is provided against fire, sparks, &c. none

Where are the switches controlling the masthead and side lights placed Chartroom

## DESCRIPTION OF CABLES.

Main cable carrying 48 Amperes, comprised of 17 wires, each 14/10 S.W.G. diameter, 29.9 square inches total sectional area  
 Branch cables carrying 15 Amperes, comprised of 7 wires, each 12/10 S.W.G. diameter, 7.92 square inches total sectional area  
 Branch cables carrying 1.33 Amperes, comprised of 1 wires, each 12/10 S.W.G. diameter, 1.13 square inches total sectional area  
 Leads to lamps carrying 0.8 Amperes, comprised of 1 wires, each 12/10 S.W.G. diameter, 1.13 square inches total sectional area  
 Cargo light cables carrying 0.4 Amperes, comprised of 1 wires, each 12/10 S.W.G. diameter, 1.13 square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

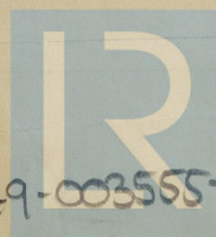
2 coat vulcanized rubber — 2 coat natural rubber — lead or armoured steel

Joints in cables, how made, insulated, and protected Base insulated

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances no 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 no

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 Fixed under beams



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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 Steel tubes — lead  
or armoured steel  
What special protection has been provided for the cables near galleys or oil lamps or other sources of heat armoured steel and far  
What special protection has been provided for the cables near boiler casings Lead or armoured  
What special protection has been provided for the cables in engine room — 2° —  
How are cables carried through beams none through bulkheads, &c. tubes ✓  
How are cables carried through decks Tubes ✓  
Are any cables run through coal bunkers none or cargo spaces none or spaces which may be used for carrying cargo, stores, or baggage none  
If so, how are they protected X  
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 X  
Where are the main switches and fuses for these lights fitted X  
If in the spaces, how are they specially protected X  
Are any switches or fuses fitted in bunkers none  
Cargo light cables, whether portable or permanently fixed portable How fixed on deck  
In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel X  
How are the returns from the lamps connected to the hull X  
Are all the joints with the hull in accessible positions X  
Is the installation supplied with a voltmeter yes, and with an amperemeter yes, fixed switches bar

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 X  
Are any switches, fuses, or joints of cables fitted in the pump room or companion X  
How are the lamps specially protected in places liable to the accumulation of vapour or gas X

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 21 m.  
Distance between dynamo or electric motors and steering compass 32 m.  
The nearest cables to the compasses are as follows:—  
A cable carrying 0.4 Amperes for lighting of compass feet from standard compass for lighting of compass feet from steering compass  
A cable carrying X Amperes X feet from standard compass X feet from steering compass  
A cable carrying X Amperes X feet from standard compass X feet from steering compass  
Have the compasses been adjusted with and without the electric installation at work at full power with  
The maximum deviation due to electric currents, etc., was found to be none degrees on X course in the case of the standard compass and X degrees on X course in the case of the steering compass. X

GENERAL REMARKS.

This electric installation has been verified it has been tried and found conform and in satisfactory condition

It is submitted that  
this vessel is eligible for  
THE RECORD. Elec. light.

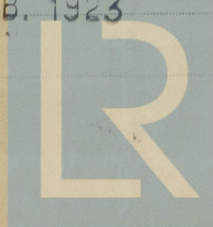
See 290<sup>2</sup>

pd 27/11/22  
Committee's Minute

TUE. 24 OCT. 1922

FRI. 23 FEB. 1923

Surveyor to Lloyd's Register of Shipping.



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