

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 4603

Port of Haare Date of First Survey 14 Oct Date of Last Survey 2 April No. of Visits 4
 No. in Reg. Book on the Iron or Steel Depute René Rœlle Port belonging to Haare
 Built at Caen By whom Chantiers Navals Brecaux (CNB) When built 1920
 Owners French Government (Crausit Maritime) Owners' Address _____
 Yard No. CNF Electric Light Installation fitted by Chantiers Navals Brecaux When fitted 1920

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Dynamo 4,830 K. W
Group dynamo driven by steam engine and constructed by Ateliers d'Automobile et d'Aviation à Paris
 Capacity of Dynamo 42 Amperes at 115 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 4 of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each
2 in Bridge each 1 Switch
2 Between deck - 8
1 in fore castle - 8
1 poop - 8
1 chartroom with 7 switches
 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 no 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 oxidizable and constructed to fuse at an excess of 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 constructed of incombustible materials
 Total number of lights provided for 98 arranged in the following groups:—
 A Engine & Boiler space 22 lights each of 16 candle power requiring a total current of 8 Amperes
 B Between deck Port side 6 lights each of 16 candle power requiring a total current of 3 Amperes
 C Between deck Starboard 9 lights each of 16 candle power requiring a total current of 4.5 Amperes
 D fore castle 11 lights each of 16 candle power requiring a total current of 5.5 Amperes
 E Bridge 13 lights each of 16 candle power requiring a total current of 6.5 Amperes
 F Bridge fore 9 lights each of 16 candle power requiring a total current of 3.5 Amperes
 G Mast head light with 1 lamp each of 32 candle power requiring a total current of 2 Amperes
2 Side light with 1 lamp each of 1 of 50 candle power requiring a total current of 2.5 Amperes
1 of 32
No Cargo lights of < candle power, whether incandescent or arc lights <
 If arc lights, what protection is provided against fire, sparks, &c. no

Where are the switches controlling the masthead and side lights placed in chartroom

DESCRIPTION OF CABLES.

Main cable carrying 32.3 Amperes, comprised of 19 wires, each 12/10 S.W.G. diameter, 2.15 square inches total sectional area
 Branch cables carrying 4 to 11.8 Amperes, comprised of 7 wires, each 7/10 S.W.G. diameter, 8 square inches total sectional area
 Branch cables carrying 2 Amperes, comprised of 4 wires, each 8 S.W.G. diameter, 6 square inches total sectional area
 Leads to lamps carrying 2, 26 Amperes, comprised of 1 wires, each 12/10 S.W.G. diameter, 1.13 square inches total sectional area
 Cargo light cables carrying no Amperes, comprised of < wires, each < S.W.G. diameter, < square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

on decks tubes Bergmann
crew and Engine Boiler room lead coating
officers under lattice
 Joints in cables, how made, insulated, and protected in splice and splice box insulated and protected in the same manner of the cable
 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 beam by collars protected by lead coating

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 Bergmann weldless steel tubes

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

What special protection has been provided for the cables near boiler casings lead coating

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

How are cables carried through beams no through bulkheads, &c. yes

How are cables carried through decks in Bergmann weldless steel tubes

Are any cables run through coal bunkers No or cargo spaces No or spaces which may be used for carrying cargo, stores, or baggage no

If so, how are they protected do

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 do

Where are the main switches and fuses for these lights fitted do

If in the spaces, how are they specially protected do

Are any switches or fuses fitted in bunkers no

Cargo light cables, whether portable or permanently fixed do How fixed do

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel do

How are the returns from the lamps connected to the hull do

Are all the joints with the hull in accessible positions do

Is the installation supplied with a voltmeter 1, and with an amperemeter 1, fixed main switches 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 do

Are any switches, fuses, or joints of cables fitted in the pump room or companion do

How are the lamps specially protected in places liable to the accumulation of vapour or gas do

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 _____ 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.

Electrical Engineers Date _____

COMPASSES.

Distance between dynamo or electric motors and standard compass 59'-0"

Distance between dynamo or electric motors and steering compass 60'-9"

The nearest cables to the compasses are as follows:—

A cable carrying <u>1/2</u> Amperes	<u>3'-0</u> feet from standard compass	<u>4'-0"</u> feet from steering compass
A cable carrying <u>12</u> Amperes	<u>5'-0</u> feet from standard compass	<u>6'-0"</u> feet from steering compass
A cable carrying <u>do</u> Amperes	<u>do</u> feet from standard compass	<u>do</u> 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 _____ course in the case of the standard compass and _____ degrees on _____ course in the case of the steering compass.

Builder's Signature. Date 23 December 1920 Thom

GENERAL REMARKS.

The electric engine has been tried under working conditions and found satisfactory.

See 279^d

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. APR. 19 1921



Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

160,110—Transfer.