

## REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 1218

Port of *Nantes* Date of First Survey *10-3-21* Date of Last Survey *24-6-21* No. of Visits *6*  
 No. in Reg. Book *78281* on the ~~Iron~~ *Steel* *S.S. "Capitaine Iliaguer"* Port belonging to *Nantes*  
 Built at *Nantes-Crauteau* By whom *M. Ch. Dubigeon* When built *1921*  
 Owners *French Government* Owners' Address *✓*  
 Yard No. *529* Electric Light Installation fitted by *The Builders* When fitted *1921*

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

*One single cylinder vertical enclosed steam engine with dynamo by Brunetean & Cie. of Nantes - for 1050 revs. 3.08 H.P.*

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

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

Position of Main Switch Board *A end E.R. on S. bulkhead* having switches to groups *5* of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each *poop 9 - chart room 10 -  
 engineers' passage P. side 10 - engine room S. side 16.*

If cut outs 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 cut outs fitted to both flow and return wires or cables of all circuits including lamp circuits

Are the cut outs of non-oxidizable metal *Yes* and constructed to fuse at an excess of *min. 100* per cent over the normal current

Are all cut outs 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 cut-outs constructed of incombustible materials and fitted on incombustible bases *Yes*

Total number of lights provided for *93* arranged in the following groups :-

A *engine & boilers* lights each of *18* *16* candle power requiring a total current of *4* Amperes

B *office* lights each of *42* *16* candle power requiring a total current of *10* Amperes

C *wireless* lights each of *✓* candle power requiring a total current of *✓* Amperes

D *crew* lights each of *23* *16* candle power requiring a total current of *5* Amperes

E *compasses, etc* lights each of *10* *16* candle power requiring a total current of *Amperes*

*2* Mast head light with *1* lamp each of *32* candle power requiring a total current of *3* Amperes

*2* Side light with *1* lamp each of *50 & 32* candle power requiring a total current of *Amperes*

*(plus) 2* Cargo lights of *" "* *32* candle power, whether incandescent or arc lights *Not supplied*

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* *in/m* L.S.G. diameter, *6.7* *in/m* square inches total sectional area

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

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

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

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

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

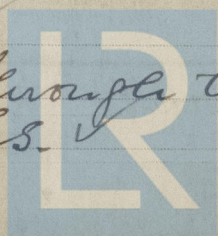
*Vulcanized rubber, completely covered & protected by wire plaiting outside.*

Joints in cables, how made, insulated, and protected *None*

Are all the joints of cables thoroughly soldered, resin only having been used as a flux *✓* Are all joints in accessible positions, none being made in bunks, 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 *Unarmoured cables led through holds in recess formed by deck & topside timbers.*



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DESCRIPTION OF INSULATION, PROTECTION, ETC. continued.

Are they in places always accessible *not where passing thru' 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 & W.T.*  
 How are cables carried through decks *thru' 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 recess of deck*  
 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 cut outs for these lights fitted ☒  
 If in the spaces, how are they specially protected ☒  
 Are any switches or cut outs fitted in bunkers *no*  
 Cargo light cables, whether portable or permanently fixed *portables* How fixed *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 ☒  
 The installation is *also* supplied with a voltmeter and *also* an amperemeter, fixed *on main board*

VESSELS BUILT FOR CARRYING PETROLEUM.

In vessels built for carrying petroleum, are all switches and cut-outs fitted in positions not liable to the accumulation of petroleum vapour or gas ☒  
 Are any switches, cut outs, 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 ☒ per cent. that of pure copper.  
 Insulation of cables is guaranteed to have a resistance of not less than *1200* megohms per *statute mile* after 24 hours' immersion in seawater.

The foregoing statements are a correct description of the Electric Light installation fitted by us on this vessel and we declare that it is on this date in good order and safe working condition.

Société Anonyme  
 des ANCIENS CHANTIERS DUBIGEON  
 NANTES-CHARENTENAY

Pour le Directeur,

COMPASSES, Ingénieur-Adjoint,

Distance between dynamo or electric motors and standard compass

Distance between dynamo or electric motors and steering compass

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>lights</i>	<i>the</i>	<i>about 14 inches</i>	<i>ditto</i>
<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			

Have the compasses been adjusted with and without the electric installation at work at full power *no*

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.

Fee £5 = £35 f.00 See below Builder's Signature. Date *4-7-21*

GENERAL REMARKS.

*This installation is satisfactory as to material & workmanship and has been tried under working conditions. It is submitted that this vessel is eligible for THE RECORD.*

Société Anonyme  
 des ANCIENS CHANTIERS DUBIGEON  
 NANTES-CHARENTENAY

Pour le Directeur,

Committee's Minute

Surveyor to Lloyd's Register of British and Foreign Shipping.



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