

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 12198

Port of Antwerp Date of First Survey 9<sup>th</sup> Sept? Date of Last Survey 21<sup>st</sup> Oct? 1922 No. of Visits 5  
 Name of Ship Irene Maria on the Iron or Steel Port belonging to Esbjerg.  
 Built at Hoboken, Belgium By whom Ant. Eng. Co. N<sup>o</sup> 79. When built 1922.  
 Owners Danskibeslet, Dania Owners' Address Copenhagen, Denmark.  
 Yard No. 79. Electric Light Installation fitted by Etahl Belges Campbell, Isherwood When fitted 1922.

### DESCRIPTION OF DYNAMO, ENGINE, ETC.

Enclosed type single cylinder fitted with crankshaft governor direct coupled to open type compound wound 4 pole dynamo  
 Capacity of Dynamo 68 Amperes at 110 Volts, whether continuous or alternating current continuous  
 Where is Dynamo fixed on platform in E.R. Whether single or double wire system is used double  
 Position of Main Switch Board beside dynamo having switches to groups five of lights, &c., as below  
 Positions of auxiliary switch boards and numbers of switches on each Engine Room 5 - Engineer's Alleyway 3 - Chartroom 6 - Saloon 3 - Forecastle 2.

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 cessel 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 30% 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 yes  
 Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases yes

Total number of lights provided for 98 arranged in the following groups :-

A	<u>18</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>5</u>	Amperes
B	<u>26</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>7</u>	Amperes
C	<u>15</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>3.75</u>	Amperes
D	<u>10</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>2.5</u>	Amperes
E	<u>Wireless</u>	lights each of		candle power requiring a total current of	<u>30</u>	Amperes
	<u>2</u>	Mast head light with <u>1</u> lamps each of	<u>32</u>	candle power requiring a total current of	<u>2</u>	Amperes
	<u>2</u>	Side light with <u>1</u> lamps each of	<u>32</u>	candle power requiring a total current of	<u>2</u>	Amperes
	<u>20</u>	Cargo lights of	<u>25</u>	candle power, whether incandescent or are lights	<u>incandescent</u>	

If arc lights, what protection is provided against fire, sparks, &c. \_\_\_\_\_  
 Where are the switches controlling the masthead and side lights placed in Chartroom

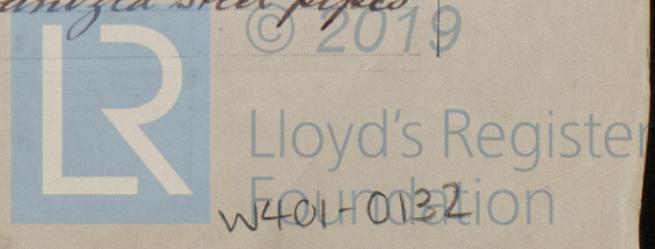
### DESCRIPTION OF CABLES.

Main cable carrying 50 Amperes, comprised of 19 wires, each 0.052 S.W.G. diameter, 0.03960 square inches total sectional area  
 Branch cables carrying 20 Amperes, comprised of 7 wires, each 0.036 S.W.G. diameter, 0.00701 square inches total sectional area  
 Branch cables carrying \_\_\_\_\_ Amperes, comprised of \_\_\_\_\_ wires, each \_\_\_\_\_ S.W.G. diameter, \_\_\_\_\_ square inches total sectional area  
 Leads to lamps carrying 4 Amperes, comprised of 3 wires, each 0.029 S.W.G. diameter, 0.0020 square inches total sectional area  
 Cargo light cables carrying 2.5 Amperes, comprised of 40 wires, each 0.0076 S.W.G. diameter, 0.0017 square inches total sectional area

### DESCRIPTION OF INSULATION, PROTECTION, ETC.

Armoured cables in Engine room - stockhold steel pipes & vulcanized wires in holds & lead covered wires in cabins.

Joints in cables, how made, insulated, and protected none  
 Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances no joints 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 none  
 How are the cables led through the ship, and how protected through holes in galvanized steel pipes



**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 cables & steel pipes*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *have been kept clear*

What special protection has been provided for the cables near boiler casings *have been kept clear.*

What special protection has been provided for the cables in engine room *armoured & lead covered cables*

How are cables carried through beams *through lead bushes through bulkheads, &c. through WT glands*

How are cables carried through decks *through deck pipes*

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 *by galvanized steel pipes*

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 fuses for these lights fitted *—*

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 *—*

How are the returns from the lamps connected to the hull *—*

Are all the joints with the hull in accessible positions *—*

Is the installation supplied with a voltmeter *yes*, and with an amperemeter *yes*, fixed *on switchboard*

**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 *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.*

*Wm Campbell & Sherwood* Electrical Engineers Date *20<sup>th</sup> October 1922*

**COMPASSES.**

*Un administrateur.*

Distance between dynamo or electric motors and standard compass *56*

Distance between dynamo or electric motors and steering compass *54*

The nearest cables to the compasses are as follows:—

A cable carrying	<i>2</i>	Amperes	<i>4</i>	feet from standard compass	<i>3</i>	feet from steering compass
A cable carrying	<i>—</i>	Amperes	<i>—</i>	feet from standard compass	<i>—</i>	feet from steering compass
A cable carrying	<i>—</i>	Amperes	<i>—</i>	feet from standard compass	<i>—</i>	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 *—* course in the case of the standard compass and *—* degrees on *—* course in the case of the steering compass.

THE ANTWERP ENGINEERING COMPANY S.O.C. AN Builder's Signature. Date

**GENERAL REMARKS.**

*W. S. J. G. M.* The workmanship & materials are good. The Installation has been fitted on board, & when tried under full working conditions was found satisfactory. The record of "Electric Light" may, in my opinion be made in the Register Book in the case of this vessel. It is submitted that this vessel is eligible for the RECORD Elec Light.

*H. H. Pidditch.* Surveyor Lloyd's Register of Shipping.

*See 7/11-5 applied for 23/10/22*  
*Pages 781. Paid 25/10/22*

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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