

## REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 11202.

Port of Southampton Date of First Survey X Date of Last Survey 31<sup>st</sup> March 1922 No. of Visits 1  
No. in Reg. Book 2067 on the Steel Trh. "JOHN JACOB" Port belonging to London  
Built at Selly By whom Cochrane & Sons Ltd When built 1918  
Owners The Admiralty Owners' Address  
Yard No. Electric Light Installation fitted by W. White & Sons When fitted 1921

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

Capacity of Dynamo \_\_\_\_\_ Amperes at \_\_\_\_\_ Volts, whether continuous or alternating current  
Where is Dynamo fixed \_\_\_\_\_ Whether single or double wire system is used \_\_\_\_\_  
Position of Main Switch Board \_\_\_\_\_ having switches to groups \_\_\_\_\_ of lights, &c., as below  
Positions of auxiliary switch boards and numbers of switches on each \_\_\_\_\_  
If fuses are fitted on main switch board to the cables of main circuit \_\_\_\_\_ and on each auxiliary switch board to the cables of auxiliary circuits \_\_\_\_\_ and at each position where a cable is branched or reduced in size \_\_\_\_\_ and to each lamp circuit \_\_\_\_\_  
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 \_\_\_\_\_ and constructed to fuse at an excess of \_\_\_\_\_ per cent over the normal current  
Are all fuses fitted in easily accessible positions \_\_\_\_\_ Are the fuses of standard dimensions \_\_\_\_\_ 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 \_\_\_\_\_  
Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases \_\_\_\_\_  
Total number of lights provided for \_\_\_\_\_ arranged in the following groups:—  
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  
Mast head light with \_\_\_\_\_ lamps each of \_\_\_\_\_ candle power requiring a total current of \_\_\_\_\_ Amperes  
Side light with \_\_\_\_\_ lamps each of \_\_\_\_\_ candle power requiring a total current of \_\_\_\_\_ Amperes  
Cargo lights of \_\_\_\_\_ candle power, whether incandescent or are lights  
If arc lights, what protection is provided against fire, sparks, &c. \_\_\_\_\_

Where are the switches controlling the mast head and side lights placed \_\_\_\_\_

## DESCRIPTION OF CABLES.

Main cable carrying \_\_\_\_\_ Amperes, comprised of \_\_\_\_\_ wires, each \_\_\_\_\_ S.W.G. diameter, \_\_\_\_\_ square inches total sectional area  
Branch cables carrying \_\_\_\_\_ Amperes, comprised of \_\_\_\_\_ wires, each \_\_\_\_\_ S.W.G. diameter, \_\_\_\_\_ 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 \_\_\_\_\_ Amperes, comprised of \_\_\_\_\_ wires, each \_\_\_\_\_ S.W.G. diameter, \_\_\_\_\_ square inches total sectional area  
Cargo light cables carrying \_\_\_\_\_ Amperes, comprised of \_\_\_\_\_ wires, each \_\_\_\_\_ S.W.G. diameter, \_\_\_\_\_ square inches total sectional area

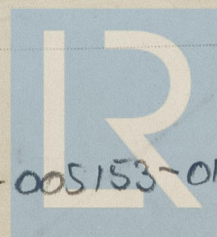
## DESCRIPTION OF INSULATION, PROTECTION, ETC.

Joints in cables, how made, insulated, and protected \_\_\_\_\_

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 \_\_\_\_\_

How are the cables led through the ship, and how protected \_\_\_\_\_



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DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture

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

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

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

How are cables carried through beams

through bulkheads, &c.

How are cables carried through decks

Are any cables run through coal bunkers or cargo spaces or spaces which may be used for carrying cargo, stores, or baggage

If so, how are they protected

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage

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

Cargo light cables, whether portable or permanently fixed

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 and with an amperemeter, fixed

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 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

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

A cable carrying Amperes feet from standard compass feet from steering compass

A cable carrying Amperes feet from standard compass feet from steering compass

Have the compasses been adjusted with and without the electric installation at work at full power

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

GENERAL REMARKS.

The Electrical Installation has now been tried under full load and found satisfactory.

It is submitted that this vessel is eligible to remain as CLASSED.

L. J. 5/4/22.

C. A. Boyle

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. SEP. 11 1922



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