

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 29268

Port of *Hull* Date of First Survey *6-4-16* Date of Last Survey *11-4-16* No. of Visits *3*
 No. in on the ~~Iron~~ or Steel *trawler Lord Reading* Port belonging to *Hull*
 Reg. Book *Ltpt-23* Built at *Lilby* By whom *Cochrane & Sons Ltd* When built *1916*
 Owners *Pickering & Haldane Tom Harting Co* Owners' Address *Fish Dock, Hull.*
 Yard No. *648* Electric Light Installation fitted by *The Humber Electrical Co Ltd* When fitted *1916-4*

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Lisson's High Pressure inverted engine enclosed type coupled direct to compound wound dynamo

Capacity of Dynamo *70* Amperes at *65* Volts, whether continuous or alternating current *continuous*

Where is Dynamo fixed *Engine Room starboard side* Whether single or double wire system is used *double*

Position of Main Switch Board *near dynamo* having switches to groups *three* of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each *one 3 way D.P. fuse board in Forecabin, 1-10 way ditto & 1-5 way ditto in Wheelhouse 1-5 way ditto in Engine Room, 1-5 way in cabin entrance aft.*

If fuses are fitted on main switch board to the cables of main circuit *no* 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 *25%* 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 *72* arranged in the following groups :-

A	<i>11</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>10</i>	Amperes
B	<i>5</i>	lights each of	<i>32</i>	candle power requiring a total current of	<i>9</i>	Amperes
C	<i>25</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>23</i>	Amperes
D	<i>13</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>12</i>	Amperes
E	<i>18</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>15.7</i>	Amperes
<i>3</i>	Mast head light with <i>1</i> lamps each of	<i>32</i>	candle power requiring a total current of	<i>5.57</i>	Amperes	<i>included in above incandescent</i>
<i>2</i>	Side light with <i>1</i> lamps each of	<i>32</i>	candle power requiring a total current of	<i>3.8</i>	Amperes	
<i>2</i>	Cargo lights of <i>6-16 cp.</i>		candle power, whether incandescent or arc lights			

If arc lights, what protection is provided against fire, sparks, &c. *✓*

Where are the switches controlling the masthead and side lights placed *Wheelhouse*

DESCRIPTION OF CABLES.

Main cable carrying *70* Amperes, comprised of *19* wires, each *16* S.W.G. diameter, *.06* square inches total sectional area
 Branch cables carrying *10* Amperes, comprised of *3* wires, each *20* S.W.G. diameter, *.003* square inches total sectional area
 Branch cables carrying *23* Amperes, comprised of *7* wires, each *20* S.W.G. diameter, *.007* square inches total sectional area
 Leads to lamps carrying *17* Amperes, comprised of *3* wires, each *18* S.W.G. diameter, *.0053* square inches total sectional area
 Cargo light cables carrying *6* Amperes, comprised of *1* wires, each *17* S.W.G. diameter, *.0025* square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

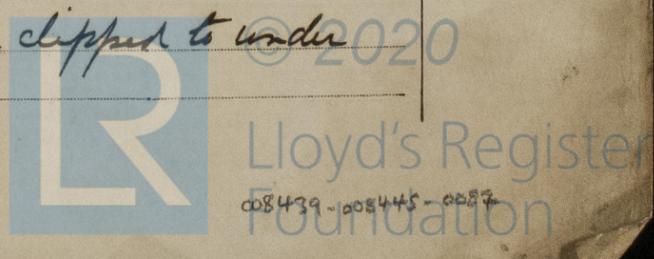
Lead covered & armoured V.I.P. & lead covered V.I.P. cables

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 *—* 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 *no*

How are the cables led through the ship, and how protected *Lead covered & armoured clipped to under side of deck bulkheads with galvanized iron clips.*



DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible no

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

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

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 Lead bushes where not armoured through bulkheads, &c. Buses w. I. Glands.

How are cables carried through decks Deck Pipes

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

If so, how are they protected Lead covered & armoured.

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

If so, how are the lamp fittings and cable terminals specially protected strong C. I. fitting, with thick glass & heavy guards.

Where are the main switches and fuses for these lights fitted Wheel house & stokehold.

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 main switch 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 ✓

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.

FOR THE NUMBER ELECTRICAL ENGINEERING CO. PROPRIETOR

Electrical Engineers

Date

COMPASSES.

Distance between dynamo or electric motors and standard compass about 38 ft

Distance between dynamo or electric motors and steering compass " " "

The nearest cables to the compasses are as follows:—

A cable carrying	<u>2</u>	Amperes	<u>lead to</u>	<u>feet from</u>	standard compass	<u>lead to</u>	<u>feet from</u>	steering compass
A cable carrying	<u>2</u>	Amperes	<u>lead to</u>	<u>feet from</u>	standard compass	<u>lead to</u>	<u>feet from</u>	steering compass
A cable carrying		Amperes		<u>feet from</u>	standard compass		<u>feet from</u>	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 any course in the case of the standard compass and nil degrees on any course in the case of the steering compass.

FOR COCHRANE & SONS LTD. DIRECTOR.

Abochmaveg

Builder's Signature.

Date

GENERAL REMARKS.

This vessel has been fitted with an electric light installation as above & the workmanship is good on completion it was tried under full working conditions & found satisfactory

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

Frank L. Sturgeon

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

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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