

REPORT ON ELECTRIC LIGHTING INSTALLATION. No 28911

Port of Hull Date of First Survey 28.9.15 Date of Last Survey Oct 12th 15 No. of Visits 6
 No. in on the ~~Iron or Steel~~ 1 trawler Grand Duke Port belonging to Grimsey
 Reg. Book 728 Built at Leby By whom Cochrane & Sons Ltd When built 1915-10
 Owners F Barrett Owners' Address Grimsey
 Yard No. 642 Electric Light Installation fitted by Northern Electrical Co When fitted 1915-10

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Vertical Inverted High Pressure Engine Enclosed type coupled direct to compound wound dynamo

Capacity of Dynamo 44 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 in wheel house with switches as required

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 ✓ 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 50 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 42 arranged in the following groups:—

A	<u>21</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>21</u>	Amperes
B	<u>5</u>	lights each of	<u>32</u>	candle power requiring a total current of	<u>2</u>	Amperes
C	<u>16</u>	lights each of	<u>16 + 25 (mast & side)</u>	candle power requiring a total current of	<u>17</u>	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
<u>3</u>	Mast head light with	<u>1</u>	lamps each of	<u>32</u>	candle power requiring a total current of	<u>3</u> included 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> in above Amperes
<u>1</u>	Cargo lights of	<u>4</u>	<u>16</u>	candle power, whether incandescent or arc 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 wheel house

DESCRIPTION OF CABLES.

Main cable carrying 38 Amperes, comprised of 7 wires, each 16 S.W.G. diameter, .022 square inches total sectional area

Branch cables carrying 17 Amperes, comprised of 7 wires, each 18 S.W.G. diameter, .0125 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 3 Amperes, comprised of 1 wires, each 18 S.W.G. diameter, .0018 square inches total sectional area

Cargo light cables carrying 4 Amperes, comprised of 110 wires, each 38 S.W.G. diameter, .0032 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Vulcanized India Rubber Taped & Braided run in Galvanized Steel Tubing

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 In Galvanized Steel Tubing

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 Galvanized steel tubing

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

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 Galvanized steel tubing through bulkheads, &c. " made watertight

How are cables carried through decks

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 Galvanized steel tubing

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

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.

The Northern Electrical Co.
Percy Watson

Electrical Engineers

Date

19 Oct 1915

COMPASSES.

Distance between dynamo or electric motors and standard compass

Distance between dynamo or electric motors and steering compass

about 36 ft

The nearest cables to the compasses are as follows:—

A cable carrying 1 Amperes about 5 feet from standard compass 0 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 yes

The maximum deviation due to electric currents, etc., was found to be nil degrees on all course in the case of the

standard compass and nil degrees on all course in the case of the steering compass.

COCHRANE & SONS LTD.

J. M. Cochrane

Builder's Signature.

Date

23/10/1915

GENERAL REMARKS.

This vessel has been fitted with an electric light installation on 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 RECORD. Elec. light.

JW 11/11/15

Frank A. Stanger

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

Committee's Minute

10 NOV - 2. 1915