

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 30103

Port of Hull Date of First Survey 10/7/17 Date of Last Survey 28/6/17 No. of Visits 5
 No. in Reg. Book 1 on the Iron or Steel trawler Olympia Port belonging to Grimsby
 Built at Beverly By whom Coak, Welton & Gemmell When built 1917-7
 Owners Standard Trawling Co. Ltd Owners' Address _____
 Yard No. 354 Electric Light Installation fitted by Humber Electrical Co. Ltd When fitted 1917-7

DESCRIPTION OF DYNAMO, ENGINE, ETC.

H.P. single cylinder engine, open type, by Robey coupled direct to Laté compound wound dynamo

Capacity of Dynamo 50 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 5 way distributor box in forecabin
one 3 way in engine room, one 10 way in wheelhouse & one 5 way in Cabin aft with switches to each

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 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-oxidisable 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 60 arranged in the following groups :-

A	9	lights each of	16	candle power requiring a total current of	8.1	Amperes
B	26	lights each of	16	candle power requiring a total current of	28.4	Amperes
C	12	lights each of	16	candle power requiring a total current of	10.8	Amperes
D	13	lights each of	16	candle power requiring a total current of	11.9	Amperes
E		lights each of		candle power requiring a total current of		Amperes
	3	Mast head light with	1 lamp each of	32	candle power requiring a total current of	included
	2	Side light with	1 lamp each of	32	candle power requiring a total current of	in above
	2	Cargo lights of	10/6 & 10/2	16	candle power, whether incandescent or arc lights	incandescent

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 50 Amperes, comprised of 19 wires, each 18 S.W.G. diameter, .034 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

Branch cables carrying 12 Amperes, comprised of 3 wires, each 20 S.W.G. diameter, .003 square inches total sectional area

Leads to lamps carrying 1 Amperes, comprised of 1 wires, each 18 S.W.G. diameter, .0018 square inches total sectional area

Cargo light cables carrying 5.4 Amperes, comprised of 130 wires, each 40 S.W.G. diameter, .0124 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Henley's V.I.R. cables lead covered & armoured, & lead covered in accommodation

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 Through beams, clipped to underside of deck & to bulkheads with strong galvanised V.I. 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. Bends with tight stands ✓*

How are cables carried through decks *Galvanised W.I. 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~~ spaces which may at times be used for cargo, ~~stores~~, or baggage *yes*

If so, how are the lamp fittings and cable terminals specially protected *C.P. fittings with heavy brasses & strong joints*

Where are the main switches and fuses for these lights fitted *Forecastle*

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 *in Luteboard*

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 insulation 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 *500* 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 HONORABLE ELECTRICAL ENGINEERS OF

W. C. Shuttleworth

Electrical Engineers

Date

COMPASSES.

Distance between dynamo or electric motors and standard compass *about 40 ft-*

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

The nearest cables to the compasses are as follows:—

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

COOK, WELTON & GEMMELL, LTD.

W. Patterson

Builder's Signature.

Date

Aug 31st 1917

GENERAL REMARKS.

DIRECTOR.

This vessel has been fitted with an electric light installation as above & the workmanship is good & complete. It was tested under full power & found satisfactory.

It is submitted that this vessel is eligible to THE RECORD. Elec. light.

J. W. D. 3/9/17

Frank A. Sturgeon

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

REG. 7, 17.—1 master.



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