

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 2940

Port of Melford Date of First Survey 2 Aug Date of Last Survey 16 Oct No. of Visits 9
 No. in Reg. Book 61.747 on the Trawler James Capell Post belonging to Geo Brown, & Co
 Built at Greenwich By whom Geo Brown, & Co When built 1918
 Owners _____ Owners' Address _____
 Yard No. _____ Electric Light Installation fitted by _____ When fitted _____

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Single Cylinder Robey Engine, & Dynamo

Capacity of Dynamo 1 RD 10 Amperes at 100 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed Engine room Whether single or double wire system is used double
 Position of Main Switch Board Engine room having switches to groups Ordinary & hazardous lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each None

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 of cables of all circuits including lamp circuits Yes
 Are the fuses of non-oxidizable metal Yes and constructed to fuse at an excess of 100 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 32 arranged in the following groups:—

A	<u>14</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>1.5.2</u>	Amperes
B	<u>18</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>2</u>	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 arc lights		

If arc lights, what protection is provided against fire, sparks, &c. No Arc Lights fitted

Where are the switches controlling the masthead and side lights placed Wheel house

DESCRIPTION OF CABLES.

Main cable carrying 15 Amperes, comprised of 3 wires, each 20 S.W.G. diameter, .00555 square inches total sectional area
 Branch cables carrying 5 Amperes, comprised of 1 wires, each 17 S.W.G. diameter, .00345 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.

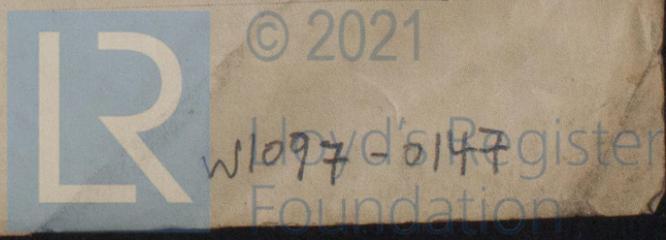
Vulcanised Rubber insulation, Lead sheathed

Joints in cables, how made, insulated, and protected None cones used in every instance

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances None 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 None

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 Bunkers all in heavy ganged galvanised conduit other parts of vessel clipped direct



DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible *Yes except in bunks when full*

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

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

What special protection has been provided for the cables near boiler casings *None near*

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

How are cables carried through beams *Backed leaded holes* through bulkheads, &c. *Water tight glands*

How are cables carried through decks *Water tight 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 *Cable run in Conduit pipe through bunks, & in lead sheath*

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

If so, how are the lamp fittings and cable terminals specially protected *Water tight fittings with guards*

Where are the main switches and fuses for these lights fitted *In distribution box in Galley*

If in the spaces, how are they specially protected *No*

Are any switches or fuses fitted in bunkers *None*

Cargo light cables, whether portable or permanently fixed *None* 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 *Engine room*

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. *Yes*

Insulation of cables is guaranteed to have a resistance of not less than *1600* 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 ~~and standard~~ and standard compass *43 feet*

Distance between dynamo or electric motors and steering compass *38 "*

The nearest cables to the compasses are as follows:—

A cable carrying	<i>2</i>	Amperes	<i>10</i>	feet from standard compass	<i>6</i>	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.

All wiring, switches, fuses, guards, and fittings are Admiralty Standard pattern

It is submitted that this vessel is safe for Elec Lt. not completed see correspondence. J.W. Hutchinson

Kell 17/11/20

Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. NOV. 19 1920**

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

200,1110—Transfer.

