

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 15044

Port of *Grimsby* Date of First Survey *17.8.26* Date of Last Survey *6.10.26* No. of Visits *5*
 No. in Reg. Book *59299* on the *Iron or Steel* *K. Sussex* Port belonging to *Grimsby*
 Built at *Beverly* By whom *Cook Wilton & Russell* When built *1916-2*
 Owners *Roberts & Ruthven Ltd* Owners' Address *Grimsby*
 Yard No. *✓* Electric Light Installation fitted by *W. H. WEBSTER & CO LTD FISHDOCKS* When fitted *AUGUST 1926*

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Vertical Open Type Engine. Cylinder 5' Dia. x 3' Stroke. crank coupled to 32 KW Multipolar Compound dynamo. Speed 450 R.P.M. 100 lbs. steam pressure

Capacity of Dynamo *35* Amperes at *100* Volts, whether continuous or alternating current *CONTINUOUS.*

Where is Dynamo fixed *For. aft. on platform fixed in engine room*

Position of Main Switch Board *Engine Room* having switches to groups *3 Switchboard lights, &c., as below*

Positions of auxiliary switch boards and numbers of switches on each

Engine room 8 switches 1 per board
Wheel house companion 14 switches 2 per board

If cut outs 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 cut outs fitted to both flow and return wires or cables of all circuits including lamp circuits *Yes*

Are the cut outs of non-oxidizable metal *Yes* and constructed to fuse at an excess of *25%* per cent over the normal current

Are all cut outs 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 cut-outs constructed of incombustible materials and fitted on incombustible bases *Yes*

Total number of lights provided for *54* arranged in the following groups:—

A	<i>5</i>	lights each of	<i>50</i>	candle power requiring a total current of	<i>3.0</i>	Amperes
B	<i>25</i>	lights each of	<i>25</i>	candle power requiring a total current of	<i>7.5</i>	Amperes
C	<i>24</i>	lights each of	<i>25</i>	candle power requiring a total current of	<i>7.2</i>	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
	<i>1</i>	Mast head light with <i>1</i> lamps each of	<i>50</i>	candle power requiring a total current of	<i>.6</i>	Amperes
	<i>2</i>	Side light with <i>2</i> lamps each of	<i>50</i>	candle power requiring a total current of	<i>1.2</i>	Ampere

Port & Starboard Cargo lights of *4 lamps. 25* candle power, whether incandescent or arc lights *Incandescent*

If arc lights, what protection is provided against fire, sparks, &c. *None*

Where are the switches controlling the masthead and side lights placed *Companion in wheelhouse* *Charthouse*

DESCRIPTION OF CABLES.

Main cable carrying	<i>18</i>	Amperes, comprised of	<i>19</i>	wires, each	<i>.024</i>	L.S.G. diameter,	<i>.03</i>	square inches total sectional area
Branch cables carrying	<i>14</i>	Amperes, comprised of	<i>7</i>	wires, each	<i>.024</i>	L.S.G. diameter,	<i>.01</i>	square inches total sectional area
Branch cables carrying	<i>.6</i>	Amperes, comprised of	<i>3</i>	wires, each	<i>.029</i>	L.S.G. diameter,	<i>.002</i>	square inches total sectional area
Leads to lamps carrying	<i>.3</i>	Amperes, comprised of	<i>3</i>	wires, each	<i>.029</i>	L.S.G. diameter,	<i>.002</i>	square inches total sectional area
Cargo light cables carrying	<i>1.2</i>	Amperes, comprised of	<i>40</i>	wires, each	<i>.0046</i>	L.S.G. diameter,	<i>.003</i>	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

MESSRS SIEMENS BROS COUMEGOHY CABLE
Construction of high condenser type. Tinned copper. Insulated with paper & rubberized with paper. The whole being under a jacket. Two conductors, 2 cores twisted together, wound to a common return with paper. Insulated with paper & rubberized with paper.

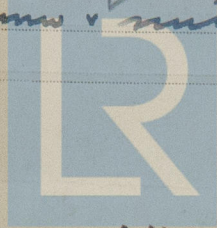
Joints in cables, how made, insulated, and protected *Splice in main*

Cables led from main branch led from switches of ship

Are all the joints of cables thoroughly soldered, resin only having been used as a flux *Yes* 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 *No joints in cables*

Are there any joints in or branches from the cable leading from dynamo to main switch board *No. Cables mounted to terminals in*

How are the cables led through the ship, and how protected *Lead under cover of dynamo & switch gear*
& shield wire arranged



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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 *Mont-hunt cables*

passed through gale tubes. Cables gale wire armoured

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

What special protection has been provided for the cables near boiler casings *Sale wire armoured*

What special protection has been provided for the cables in engine room *Sale wire armoured*

How are cables carried through beams *Drilled to Suit Armoured cable through bulkheads, &c. See gale tubes*

How are cables carried through decks *Through gun metal glands*

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

If so, how are they protected *Gale wire armoured*

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 cut outs for these lights fitted

If in the spaces, how are they specially protected

Are any switches or cut outs fitted in bunkers *No*

Cargo light cables, whether portable or permanently fixed *Portable* How fixed *Clips provided for same*

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

VESSELS BUILT FOR CARRYING PETROLEUM.

In vessels built for carrying petroleum, are all switches and cut-outs fitted in positions not liable to the accumulation of petroleum vapour or gas

Are any switches, cut outs, 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 installation is supplied with a voltmeter and an amperemeter, fixed

The copper used is guaranteed to have a conductivity of per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than *1250* megohms per statute mile after 24 hours' immersion in seawater.

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.

D/P Alfred Ernest Lee
H. H. WEBSTER & CO LTD (TYNOR WORKS) Electrical Engineers
GRIMSBY.

Date *14.8.26*

COMPASSES.

Distance between dynamo or electric motors and standard compass *66 ft.*

Distance between dynamo or electric motors and steering compass *66 ft.*

The nearest cables to the compasses are as follows:—

A cable carrying *3* Amperes *6* feet from standard compass *4* feet from steering compass

A cable carrying *3* Amperes *12* feet from standard compass *18* 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 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 workmanship is good, the installation has been efficiently fitted on board in accordance with the Rules & when tested under working conditions, found satisfactory*

Minimum fee £3 *9/6 6/10/26. Paid 23/12/26*
THE RECORD
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Committee's Minute



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