

## REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 15558.

Port of *West Hartlepool* Date of First Survey *and* Date of Last Survey *White building* No. of Visits  
 No. in on the Iron or Steel *S.S. "War Simoom"* Port belonging to *London*  
 Reg. Book Built at *West Hartlepool* By whom *Messrs Strines Ltd* When built *1918*  
 Owners *The Shipping Controller* Owners' Address *Nesbitt & Co. Managers.*  
 Yard No. *596* Electric Light Installation fitted by *Messrs. Falconar, Cross & Co.* When fitted *1918*.

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

*Newcastle-on-Tyne.*  
 1. *4 x 5* Open Type Engine coupled direct to a compound wound multipolar Dynamo. Steam pressure *100 lbs per sq. in.* *360 R.P.M.*  
 Capacity of Dynamo *100* Amperes at *100* Volts, whether continuous or alternating current *continuous*  
 Where is Dynamo fixed *In engine room* Whether single or double wire system is used *double*  
 Position of Main Switch Board *In engine room* having switches to groups *A.B.C.D.E* of lights, &c., as below  
 Positions of auxiliary ~~switch~~ <sup>fuse</sup> boards and numbers of ~~switches~~ <sup>fuses</sup> on each *3-way Section Boxes:- Saloon passage 1, steam steer: Gear 2. 10-way Fuse Boards:- Eng: Room 1, Saloon passage 1. 5-way Fuse Boards:- Accom: aft 1, Wheel House 1.*  
 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 *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 *135* arranged in the following groups:-  

A Cargo.	30 lights each of	16	candle power requiring a total current of	15	Amperes
B Accom.	59 lights each of	16	candle power requiring a total current of	29.5	Amperes
C Wireless.	— lights each of	—	candle power requiring a total current of	10.5	Amperes
D Navigation	16 lights each of	16	candle power requiring a total current of	8	Amperes
E Engine and Boiler Rooms	30 lights each of	16	candle power requiring a total current of	15	Amperes
1 Mast head light with	1 lamps each of	32	candle power requiring a total current of	1	Amperes
2 Side light with	1 lamps each of	32	candle power requiring a total current of	2	Amperes
5 Cargo lights of	6 - 16		candle power, whether incandescent or arc lights	<i>incandescent</i>	

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

Where are the switches controlling the masthead and side lights placed *On Bridge*.

## DESCRIPTION OF CABLES.

Main cable carrying	81	Amperes, comprised of	19	wires, each	14	S.W.G. diameter,	.094	square inches total sectional area
Branch cables carrying	29.5	Amperes, comprised of	4	wires, each	16	S.W.G. diameter,	.022	square inches total sectional area
Branch cables carrying	15	Amperes, comprised of	4	wires, each	18	S.W.G. diameter,	.0125	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	3	Amperes, comprised of	114	wires, each	38	S.W.G. diameter,	.0032	square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

*Lead covered and armoured and braided cables. Lined copper conductors insulated with pure para rubber, vulcanised india rubber, taped and braided.*

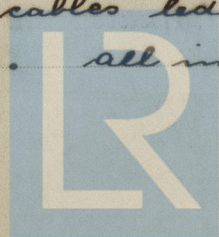
Joints in cables, how made, insulated, and protected

*No joints made.*

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 *Armoured and braided cables led on underside of decks, through beams and on bulkheads. all in sight.*





DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible yes.

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture In open alleyways:-

Armoured + Braided cables. When exposed to weather:- Led through S. V pipes.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Armoured + Braided

What special protection has been provided for the cables near boiler casings Armoured and Braided.

What special protection has been provided for the cables in engine room Armoured and Braided.

How are cables carried through beams Bushed holes through bulkheads, &c. Watertight glands.

How are cables carried through decks Watertight deck tubes.

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 Steel armoured cables led between beams.

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 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 on switchboard

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.

COMPASSES.

Distance between dynamo or electric motors and standard compass 90 ft.

Distance between dynamo or electric motors and steering compass 85 ft.

The nearest cables to the compasses are as follows:—

A cable carrying 8.5 Amperes 12 feet from standard compass 9 feet from steering compass

A cable carrying 5 Amperes 3 feet from standard compass 3 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 no degrees on all course in the case of the

standard compass and no degrees on all course in the case of the steering compass.

FOR IRVINE'S SHIP BUILDING & REPAIR CO., LIMITED.

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Builder's Signature. Date

GENERAL REMARKS.

MANAGING DIRECTOR.

This Electric Light installation has been fitted in accordance with the Requirements of the Rules & worked efficiently rendering this Vessel Eligible in my opinion to be the recipient of Electric Light 1918.

It is submitted that this vessel is eligible for THE RECORD. ELEC. LIGHT

W. J. J.

Surveyor to Lloyd's Register of Shipping.

11-11-18

Committee's Minute



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