

# REPORT ON ELECTRIC LIGHTING

Port of *Bristol* Date of First Survey *4th July* Date of Last Survey *1st July*  
 Reg. B. No. *127* on the *Iron* Steel *S.S. War Wicket* Port belonging to *C. Hill & Sons*  
 Built at *Bristol* By whom *C. Hill & Sons*  
 Owners *Managers ailm. Admin. & C. Ltd* Owners Address *Southampton*  
 Yard No. *127* Electric Light Installation fitted by *C. Hill & Sons*

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

*Open Type Vertical Single Phase Dynamo*  
*direct coupled to a multi pole*  
 Capacity of Dynamo *100* Amperes at *100* Volts, whether continuous or alternating  
 Where is Dynamo fixed *Engine Room*

Position of Main Switch Board *Engine Room bulkhead* having switches to groups *5 groups*  
 Positions of auxiliary switch boards and numbers of switches on each *Engine Room 9 switches*  
*Storing way, 25 switches in accommodation.* *Chart room 12 switches*  
*Boop, 21 switches in accommodation*

If cut outs are fitted on main switch board to the cables of main circuit *Yes* and on each auxiliary switch board *Yes*  
 circuits *Yes* and at each position where a cable is branched or reduced in size *Yes* and to each

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 *Yes*  
 Are the cut outs of non-oxidizable metal *Yes* and constructed to fuse at an excess of *50*

Are all cut outs fitted in easily accessible positions *Yes* Are the fuses of standard dimensions *Yes*  
 are permanent instructions fitted on or near each switch board giving particulars of proper size of fuse for each circuit

Are all switches and cut-outs constructed of incombustible materials and fitted on incombustible bases *Yes*  
 Total number of lights provided for *124* arranged in the following groups :-

|                                   |  |   |
|-----------------------------------|--|---|
| A <i>Navigation</i>               | lights each of <i>Admiralty Regulation</i> | candle power requiring a total current of |
| B <i>Cabin &amp; Crew Accom.</i>  | lights each of <i>16</i>                   | candle power requiring a total current of |
| C <i>Engine &amp; Boiler Room</i> | lights each of <i>16</i>                   | candle power requiring a total current of |
| D <i>Cargo</i>                    | lights each of <i>16</i>                   | candle power requiring a total current of |
| E <i>Writers</i>                  | lights each of <i>16</i>                   | candle power requiring a total current of |
| Mast head light with              | lamps each of <i>Admiralty Regulation</i>  | candle power requiring a total current of |
| Side light with                   | lamps each of <i>16</i>                    | candle power requiring a total current of |
| <i>4 Cluster</i> Cargo lights of  | <i>16</i>                                  | candle power, whether incandescent or     |

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

Where are the switches controlling the masthead and side lights placed *Chart room with*

## DESCRIPTION OF CABLES.

|  |
|--|
| Main cable carrying <i>113</i> Amperes, comprised of <i>19</i> wires, each <i>14</i> L.S.G. diameter,    |
| Branch cables carrying <i>46</i> Amperes, comprised of <i>7</i> wires, each <i>16</i> L.S.G. diameter,   |
| Branch cables carrying <i>34</i> Amperes, comprised of <i>7</i> wires, each <i>18</i> L.S.G. diameter,   |
| Leads to lamps carrying <i>7.2</i> Amperes, comprised of <i>3</i> wires, each <i>22</i> L.S.G. diameter, |
| Light cables carrying <i>24</i> Amperes, comprised of <i>7</i> wires, each <i>20</i> L.S.G. diameter.    |

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

*Cable made by Association V. I. R. Antimonial & braided*  
*& Lead covered, 600 Megohm Grade cable*

Joints in cables, how made, insulated, and protected

*Junction boxes protected*

Are all the joints of cables thoroughly soldered, resin only having been used as a *Yes*  
 made in bunkers, cargo spaces, or spaces which may at any time be used

Are there any joints in or branches from the cable leading from dynamo to *Yes*

How are the cables led through the ship, and how protected

*up under decks with galvanizing*

TC.-continued.

Yes in open alleyways or where exposed to weather or moisture Armoured & Braided  
Lead covered & lead covered  
the cables near galleys or oil lamps or other sources of heat Lead covered & armoured  
for the cables near boiler casings Lead covered & armoured  
d for the cables in engine room Lead covered & armoured  
Lead bushed holes through bulkheads, &c. W.T. glands  
decks Iron Tubes  
bunkers Yes or cargo spaces Yes or spaces which may be used for carrying cargo, stores, or baggage Yes  
in Bunkers cables in iron tubing, elsewhere lead covered & armoured  
bunkers or spaces which may at times be used for cargo, coals, or baggage No  
ings and cable terminals specially protected ✓  
s and cut outs for these lights fitted ✓  
y specially protected ✓  
s fitted in bunkers No  
ortable or permanently fixed Portable How fixed ✓  
wire system, how is the dynamo terminal fixed to the hull of vessel ✓  
lamps connected to the hull ✓  
l in accessible positions ✓

#### ARRYING PETROLEUM.

troleum, are all switches and cut-outs fitted in positions not liable to the accumulation of petroleum vapour or gas  
oints of cables fitted in the pump room or companion  
otected in places liable to the accumulation of vapour or gas  
supplied with a voltmeter and an amperemeter, fixed

nteed to have a conductivity of 100 per cent. that of pure copper.  
aranteed to have a resistance of not less than 600 megohms per  
4 hours' immersion in seawater.

re a correct description of the Electric Light installation fitted by us on this vessel and we declare  
n good order and safe working condition.

Electrical Engineers Date

s and standard compass

s and steering compass

ues:-

mperes

feet from standard compass

feet from steering compass

mperes

feet from standard compass

feet from steering compass

Amperes

feet from standard compass

feet from steering compass

out the electric installation at work at full power

was found to be

degrees on

course in the case of the

rees on

course in the case of the steering compass.

Builder's Signature

Date

29 July 1918

Installation has been fitted in accordance with  
approved Specification & has been tried under  
factory results

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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