

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 2101

Port of Robe Date of First Survey 8 Sept Date of Last Survey 16 Oct 1917 No. of Visits 8  
 No. in on the ~~Rome~~ Steel S. S. "War Hero" Port belonging to London  
 Reg. Book Built at Robe By whom The Kawasaki Dry Dock & Shipbuilding Co. Ltd. When built 1917  
 Owners Messrs. J. & W. Wilson & Co. Ltd. Owners' Address London  
 Yard No. 400 Electric Light Installation fitted by The Kawasaki Dry Dock & Shipbuilding Co. Ltd. When fitted 1917

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

The generating sets consist of two 17 K.W. open multipole compound wound D.C. dynamos, directly coupled with two automatic cut off vertical single cylinder enclosed engines, with forced lubrication.

Capacity of Dynamo 170 Amperes at 100 Volts, whether continuous or alternating current ☒

Where is Dynamo fixed In engine room. Whether single or double wire system is used ☒

Position of Main Switch Board In engine room. having switches to groups 5 switches of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each Distribution boxes, a switch on each:  
1 on lower bridge, 4 on shelter deck, 2 on upper deck, 2 in engine & boiler rooms.

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-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 164 lights arranged in the following groups:—

A	73	lights each of	5, 16 & 32	candle power requiring a total current of	27.0	Amperes
B	1 arc & 12	lights each of	500 & 32	candle power requiring a total current of	18.5	Amperes
C	1 arc & 8	lights each of	500 & 32	candle power requiring a total current of	14.0	Amperes
D	27	lights each of	16 & 32	candle power requiring a total current of	15.5	Amperes
E	42	lights each of	16	candle power requiring a total current of	22.5	Amperes
2*	Mast head light with	2	lamps each of	32	candle power requiring a total current of	2.2
2	Side light with	2	lamps each of	32	candle power requiring a total current of	2.2
2 arc	incandescent cargo lights of	500 & 128	candle power, whether incandescent or arc lights	are light.		

If arc lights, what protection is provided against fire, sparks, &c. Water proof enclosed type.

Where are the switches controlling the masthead and side lights placed In chart room.

## DESCRIPTION OF CABLES.

Main cable carrying 170 Amperes, comprised of 37 wires, each #14 S.W.G. diameter, 0.1857 square inches total sectional area

Branch cables carrying 27 Amperes, comprised of 7 wires, each #16 S.W.G. diameter, 0.0224 square inches total sectional area

Branch cables carrying 12 Amperes, comprised of 7 wires, each #20 S.W.G. diameter, 0.0071 square inches total sectional area

Leads to lamps carrying 0.55 Amperes, comprised of 1 wires, each #18 S.W.G. diameter, 0.0018 square inches total sectional area

Cargo light cables carrying 5 Amperes, comprised of 283 wires, each #38 S.W.G. diameter, 0.0080 square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

Armoured rubber insulated lead covered wire, lead covered rubber insulated wire, & cotton braided rubber insulated wire are used.

Joints in cables, how made, insulated, and protected Joints in cables are made on small marble plates in water proof junction boxes.

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances 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 Yes.

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 Cables are led unencased and without any additional protection those on cables themselves.



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**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 Galvanized steel armoured lead covered wires are used.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Ditto.

What special protection has been provided for the cables near boiler casings Ditto.

What special protection has been provided for the cables in engine room Ditto.

How are cables carried through beams Through lead tubes through bulkheads, &c. Through lead glands

How are cables carried through decks Through water tight iron pipes.

Are any cables run through coal bunkers Yes or cargo spaces No or spaces which may be used for carrying cargo, stores, or baggage Yes

If so, how are they protected Galvanized steel armoured lead covered wires are used, and in bunkers through iron tubes

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

If so, how are the lamp fittings and cable terminals specially protected With iron covers or brass guards.

Where are the main switches and fuses for these lights fitted In distribution boxes outside of these spaces.

If in the spaces, how are they specially protected None.

Are any switches or fuses fitted in bunkers None.

Cargo light cables, whether portable or permanently fixed How fixed By sockets in cargo light boxes

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel None.

How are the returns from the lamps connected to the hull None.

Are all the joints with the hull in accessible positions None.

Is the installation supplied with a voltmeter Yes. and with 2 amperemeters Yes, fixed On main switch

**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 Yes.

Are any switches, fuses, or joints of cables fitted in the pump room or companion Yes.

How are the lamps specially protected in places liable to the accumulation of vapour or gas Yes.

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.

S. Tada

Electrical Engineers

Date 20/10/17

**COMPASSES.**

Distance between dynamo or electric motors and standard compass 115 ft from dynamos & 24 ft from converter.

Distance between dynamo or electric motors and steering compass 105 ft from dynamos & 20.5 ft from converter.

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<u>5.6</u>	<u>6</u>	<u>15</u>	<u>15</u>
<u>13.5</u>	<u>17</u>	<u>13</u>	<u>13</u>
<u></u>	<u></u>	<u></u>	<u></u>

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.

Kawasaki Dockyard Co. Ltd.

Builder's Signature.

Date

**GENERAL REMARKS.**

This installation has been fitted in accordance with the requirements of the Rules & worked satisfactorily on trial. In my opinion the vessel is eligible for the record "Electric Light" in the Register.

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

Arthur H. Jones

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 28 DEC 1917



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