

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 624

Port of Seattle Wash USA Date of First Survey Dec 5 - 1917 Date of Last Survey May 18 1918 No. of Visits 15
 No. in on the Steel Steam Steamer "WESTMOUNT" Port belonging to Seattle
 Reg. Book FIRST ENTRY Built at Seattle By whom Ames Shipbuilding & Drydock Co When built 1918
 Owners US Shipping Board Emergency Fleet Corporation Owners' Address
 Yard No. 6 Electric Light Installation fitted by Ames Shipbuilding & Drydock Co When fitted 1918

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two 15 KW - 120 Volt Compound wound Dynamos direct connected to single cylinder reciprocating Engines
 Capacity of Dynamo 155 Amperes at 120 Volts, whether continuous or alternating current continuous
 Where is Dynamo fixed Engine room platform Whether single or double wire system is used double
 Position of Main Switch Board Engine room near Dynamos having switches to groups of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each 2 Engine room 316 switches. 1 passage way off deck house 6 switches. 1 passage way forward deck house 8 switches. 1 passage way cross quarters 4 switches

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 — 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 25 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 —
 Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases yes

Total number of lights provided for 161 arranged in the following groups:—

| | | | | |
|----|--|--|-------------|---------|
| A | <u>58</u> | lights each of <u>48-40</u> <u>10-25</u> Watts candle power requiring a total current of | <u>18.0</u> | Amperes |
| B | <u>20</u> | lights each of <u>25</u> " candle power requiring a total current of | <u>4.8</u> | Amperes |
| C | <u>32</u> | lights each of <u>25</u> " candle power requiring a total current of | <u>6.7</u> | Amperes |
| D | <u>24</u> | lights each of <u>40</u> " candle power requiring a total current of | <u>8.0</u> | Amperes |
| E | <u>15</u> | lights each of <u>40</u> " candle power requiring a total current of | <u>6.0</u> | Amperes |
| 1 | Mast head light with <u>1</u> lamps each of <u>40</u> " candle power requiring a total current of | <u>.32</u> | Amperes | |
| 2 | Side light with <u>1</u> lamps each of <u>40</u> " candle power requiring a total current of | <u>.64</u> | Amperes | |
| 12 | Cargo lights of <u>4-40</u> " candle power, whether incandescent or arc lights <u>incandescent</u> | <u>18.16</u> | | |

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

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

DESCRIPTION OF CABLES.

Main cable carrying 160 Amperes, comprised of 19 wires, each .0746 BSC S.W.G. diameter, .0829 square inches total sectional area
 Branch cables carrying 50 Amperes, comprised of 7 wires, each .0486 BSC S.W.G. diameter, .01286 square inches total sectional area
 Branch cables carrying 30 Amperes, comprised of 7 wires, each .0386 BSC S.W.G. diameter, .00815 square inches total sectional area
 Leads to lamps carrying 20 Amperes, comprised of 1 wires, each .0641 BSC S.W.G. diameter, .00322 square inches total sectional area
 Cargo light cables carrying 2.6 Amperes, comprised of 1 wires, each .0641 BSC S.W.G. diameter, .00322 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

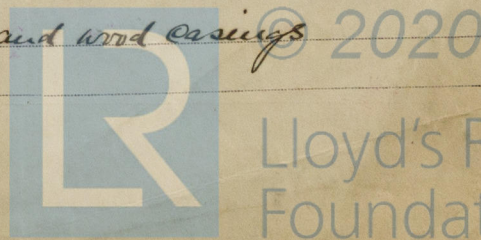
National Electric Code Standard

Joints in cables, how made, insulated, and protected Soldered, taped and painted with P.B. Electric paint

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 No

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 In galvanized iron conduits and wood casings



DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible No

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture In galvanized iron conduits and water tight fittings

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

What special protection has been provided for the cables near boiler casings Iron conduits

What special protection has been provided for the cables in engine room Iron conduits

How are cables carried through beams Iron conduits through bulkheads, &c. Iron conduits

How are cables carried through decks Iron conduits and fibre tubes

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 Iron conduits with water tight joints

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage No but fitted with water tight switches and receptacles

If so, how are the lamp fittings and cable terminals specially protected Water tight switches and receptacles

Where are the main switches and fuses for these lights fitted Engine room

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 ^{two} amperemeters yes, fixed 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.

H. P. Babler

Electrical Engineers

Date June 27, 1918

COMPASSES.

Distance between dynamo or electric motors and standard compass —

Distance between dynamo or electric motors and steering compass —

The nearest cables to the compasses are as follows:—

| A cable carrying | Amperes | feet from standard compass | feet from steering compass |
|------------------|----------|----------------------------|----------------------------|
| <u>35</u> | <u>5</u> | <u>5</u> | <u>—</u> |
| 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 yes

The maximum deviation due to electric currents, etc., was found to be Nil degrees on Various course in the case of the standard compass and Nil degrees on Various course in the case of the steering compass.

Ames Ship Building Dry Dock Co.
10 N. 1st St. New York City

Builder's Signature.

Date 6/24/18

GENERAL REMARKS.

The Electric lighting installation of good quality and workmanship, tested under working conditions and found satisfactory. Eligible, in my opinion, to be noted in the Register Book.

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

James Fowler
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Elec. Lt.

New York JUL - 9 1918