

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 2823

Port of SAN FRANCISCO Date of First Survey July 9th Date of Last Survey Sept. 3rd No. of Visits 5
 No. in on the Iron or Steel S.S. "WEST GALETA" Port belonging to LOS ANGELES
 Reg. Book Built at San Pedro, Cal. By whom Los Angeles S.B. & D.D. Co When built 1918
 Owners U.S. Shipping Board Owners' Address Washington, D.C.
 Yard No. 6 Electric Light Installation fitted by Los Angeles S.B. & D.D. Co When fitted 1918

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Terry Turbine direct connected to General Electric Co Generator

Capacity of Dynamo 120 Amperes at 125 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed Midship Port Side Whether single or double wire system is used Double
 Position of Main Switch Board Midship Port Side having switches to groups 6 of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each Forecastle 6 Circuit
Bridge Deck House 6 Circuit Midship Deck House 8 Circuit
Poop 6 Circuit Engine Room 8 Circuit
 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 —
 Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases Yes

Total number of lights provided for 190 arranged in the following groups:—

A	28	lights each of	30	candle power requiring a total current of	11.2	Amperes
B	38	lights each of	30	candle power requiring a total current of	15.2	Amperes
C	49	lights each of	30	candle power requiring a total current of	19.6	Amperes
D	35	lights each of	30	candle power requiring a total current of	14.0	Amperes
E	40	lights each of	30	candle power requiring a total current of	16.0	Amperes
Mast head light with		lamps each of		candle power requiring a total current of		Amperes
2	Side light with	1	lamps each of	80	candle power requiring a total current of	2
6	Cargo lights of	200		candle power, whether incandescent or arc lights	In incandescent	

If arc lights, what protection is provided against fire, sparks, &c. —Where are the switches controlling the masthead and side lights placed Pilot House

DESCRIPTION OF CABLES.

Main cable carrying 100 Amperes, comprised of 19 wires, each .324 S.W.G. diameter, .0892 square inches total sectional area
 Branch cables carrying 30 Amperes, comprised of 7 wires, each .192 S.W.G. diameter, .0206 square inches total sectional area
 Branch cables carrying 25 Amperes, comprised of 7 wires, each .160 S.W.G. diameter, .0129 square inches total sectional area
 Leads to lamps carrying 5 Amperes, comprised of 7 wires, each .080 S.W.G. diameter, .0032 square inches total sectional area
 Cargo light cables carrying 2 Amperes, comprised of 7 wires, each .080 S.W.G. diameter, .0032 square inches total sectional area

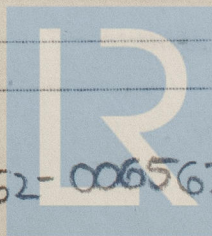
DESCRIPTION OF INSULATION, PROTECTION, ETC.

Rubber Covered Double Braid in Metal or Wood Conduits

Joints in cables, how made, insulated, and protected

Thoroughly soldered taped with Rubber and Friction Tape in Metal or Wood Conduits

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 NoHow are the cables led through the ship, and how protected Metal or Wood Conduits

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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 Metal Conduit

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

What special protection has been provided for the cables near boiler casings Metal Conduit

What special protection has been provided for the cables in engine room Metal Conduit

How are cables carried through beams Metal Conduit through bulkheads, &c. Metal Conduit

How are cables carried through decks Metal Conduits

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

If so, how are they protected

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

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 Main 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 2 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.

LOS ANGELES SHIPBUILDING & DRY DOCK CO.

Electrical Engineers

Date SEPT. 4, 1918

COMPASSES.

Distance between dynamo or electric motors and standard compass 98 Ft.

Distance between dynamo or electric motors and steering compass 90 Ft.

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<u>30</u>	<u>8</u>	<u>8</u>	<u>8</u>
<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>
<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>

Have the compasses been adjusted with and without the electric installation at work at full power

The maximum deviation due to electric currents, etc., was found to be 0 degrees on 0 course in the case of the standard compass and 0 degrees on 0 course in the case of the steering compass.

LOS ANGELES SHIPBUILDING & DRY DOCK CO.

Builder's Signature.

Date SEPT. 4, 1918

(Signed) Fred A. Gardner
General Superintendent & Chief Engineer.

GENERAL REMARKS.

This installation is fitted in accordance with the rules and the workmanship was found good through out and in the opinion of the undersigned the vessel is eligible to have notation of Electric Light in the Register Book.

Committee's Minute

Elec. Lt.

Surveyor to Lloyd's Register of Shipping.