

REPORT ON ELECTRIC LIGHTING INSTALLATION, No. 55

Port of Port Arthur, Ont. Date of First Survey May 25-18 Date of Last Survey Nov. 21-18 No. of Visits 12
 No. in on the Iron or Steel Single Screw Steamer "Sebastopol" Port belonging to Port Arthur, Ontario
 Reg. Book Built at Ft. William, Ontario By whom Canadian Car & Foundry Co. When built 1918
 Owners French Government Owners' Address Naval Department, Paris
 Yard No. 10 Electric Light Installation fitted by Canadian Car & Foundry Co. When fitted 1918

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Direct current dynamo 115 volts, 65 Amperes 525 R.P.M. direct connected to engine. Dynamo & engine made by Eubenger Machine Co., Chicago Ill.

Capacity of Dynamo 7 1/2 Kilowatts 65 Amperes at 115 Volts, whether continuous or alternating current continuous

Where is Dynamo fixed Engine Room Whether single or double wire system is used Double

Position of Main Switch Board Engine Room having switches to groups eight of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each 1 switchboard in Pilot house, with seven switches, 2 switches in crew's quarters, 1 switch in winch house, 1 switch in wash room.

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 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 Cartridge fuses are used

Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases Yes

Total number of lights provided for 37 arranged in the following groups:—

A Crew's quarters 5 lights each of 25 watts candle power requiring a total current of 1 1/2 Amperes

B Fish hold 2 lights each of " " candle power requiring a total current of 1/2 Amperes

C Pilot house 3 lights each of " " candle power requiring a total current of 3/4 Amperes

D Capt. Room & Office 2 lights each of " " candle power requiring a total current of 1/2 Amperes

E Winch Room 1 lights each of " " candle power requiring a total current of 1/4 Amperes

1 Mast head light with 4 lamps each of " " candle power requiring a total current of 1 Amperes

2 Side light with 2 lamps each of " " candle power requiring a total current of 1/2 Amperes

2 cluster Cargo lights of " " candle power, whether incandescent or arc lights Incandescent

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

1 Searchlight 1500 watts, wireless 1000 watts

Where are the switches controlling the masthead and side lights placed In wheel house

DESCRIPTION OF CABLES.

Main cable carrying 3 Amperes, comprised of 2 wires, each #4 B.T.G. S.W.G. diameter, 83468 in mils square inches total sectional area

Branch cables carrying 2 to 10 Amperes, comprised of " wires, each #14 S.W.G. diameter, 4101 square inches total sectional area

Branch cables carrying " Amperes, comprised of " wires, each " S.W.G. diameter, 4101 square inches total sectional area

Leads to lamps carrying " Amperes, comprised of " wires, each " S.W.G. diameter, 4101 square inches total sectional area

Cargo light cables carrying 2 Amperes, comprised of 2 one wires, each " 7 S.W.G. diameter, 66370 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Rubber covered wire used and run in iron conduit. all cables to specification of the National Board of Fire Underwriters.

Joints in cables, how made, insulated, and protected Soldered and taped with Okonite tape and finished with friction tape and compounded over.

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 Cables in iron conduit.



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 all cables in iron conduit and water-tight conduit used in open.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat In iron conduit

What special protection has been provided for the cables near boiler casings In iron conduit

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

How are cables carried through beams In iron conduit through bulkheads, & Iron conduit water-tight

How are cables carried through decks In iron conduits water-tight joints.

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 In iron conduits

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage None in coal bunkers, 2 in fish hold

If so, how are the lamp fittings and cable terminals specially protected Special Steam & watertight with guards

Where are the main switches and fuses for these lights fitted In 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 an amperemeter Yes, fixed In engine Room

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.

Attest Dec 14/1918 Electrical Engineers Date Dec. 14th 1918

COMPASSES.

Distance between dynamo or electric motors and standard compass 40 ft.

Distance between dynamo or electric motors and steering compass 35 ft.

The nearest cables to the compasses are as follows:—

A cable carrying	<u>10</u>	Amperes	<u>5</u>	feet from standard compass	feet from steering compass
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

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.

Attest Dec 14/1918 Builder's Signature. Date Dec. 14th 1918

GENERAL REMARKS.

The above installation has been fitted in a satisfactory manner and proved satisfactory under test.

It is submitted that this vessel is eligible for THE RECORD. Elec. light. JWD 15/1/19. Thos Kirkdale Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI FEB 28 1919



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.