

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 2557

Port of Philadelphia Date of First Survey 21<sup>st</sup> March 1917 Date of Last Survey 23<sup>rd</sup> April 1917 No. of Visits 8  
 No. in on the Iron or Steel S.S. Santa Paula Port belonging to New York  
 Reg. Book Built at Philadelphia By whom Wm Cramp & Sons of P.B.C. When built 1917  
 Owners Atlantic & Pacific S.S. Co Owners' Address New York  
 Card No. 439 Electric Light Installation fitted by Wm Cramp & Sons of P.B.C. When fitted 1917

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

S.S. "Santa Paula"  
 There are installed two (2) Generating Sets, Marine type Engine Driven  
 K.W. 425 R.P.M., 110 Volt, Compound Wound with forced lubrication as mfg. by General Elec. Co.  
 Capacity of Dynamo 137 Amperes at 110 Volts, whether continuous or alternating current Continuous  
 Where is Dynamo fixed Engine Room, Starboard Whether single or double wire system is used Double  
 Position of Main Switch Board Engine Room, Starboard Having switches to groups 7 of lights, &c., as below  
 Positions of auxiliary switch boards and numbers of switches on each 1-8 Branch W.W.T. in Pantry, 1-6 Branch W.W.T. in Engine 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 No  
 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 250 arranged in the following groups :-

Group	Number of lights	Each of	Candle power	Requiring a total current of	Amperes
A	6	5		.96	
B	16	16		5.28	
C	111	20		24.12	
D	39	32		14.04	
E	70	50		38.50	
	4	250		20.00	
	30	fuse		15.00	
2	Mast head light with 2 lamps each of 50			.55	
2	Side light with 2 lamps each of 50			.55	
	Cargo lights of _____			_____	

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

Where are the switches controlling the masthead and side lights placed On Tell-tale board in Pilot House

## DESCRIPTION OF CABLES.

Main cable carrying 137 Amperes, comprised of 61 wires, each 17 B.I. S.W.G. diameter, .1525 square inches total sectional area  
 Branch cables carrying 42 Amperes, comprised of 37 wires, each 18 B.I. S.W.G. diameter, .0666 square inches total sectional area  
 Branch cables carrying 6 Amperes, comprised of 1 wires, each 14 B.I. S.W.G. diameter, .0050 square inches total sectional area  
 Leads to lamps carrying 5 Amperes, comprised of 1 wires, each 16 B.I. S.W.G. diameter, .0032 square inches total sectional area  
 Cargo light cables carrying \_\_\_\_\_ Amperes, comprised of \_\_\_\_\_ wires, each \_\_\_\_\_ S.W.G. diameter, \_\_\_\_\_ square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

Insulation: A layer of rubber compound 3/32" thick, then a layer of cotton braid, then a black weatherproof preservative compound. Wire installed in conduit has an additional fibrous braid 1/32" in thickness.

Joints in cables, how made, insulated, and protected Joints are spliced, soldered, covered with rubber compound and tape.

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 Conduit and moulding.

**DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.**

Are they in places always accessible except in cargo space

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture Conduit

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

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

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

How are cables carried through beams Conduit through bulkheads, &c. Conduit + Hard Rubber Bush

How are cables carried through decks Conduit

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

If so, how are they protected Conduit

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 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 on 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 no

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.

G. Ricci Electrical Engineers Date 4-20-17

**COMPASSES.**

Distance between dynamo or electric motors and standard compass 136 feet

Distance between dynamo or electric motors and steering compass 133 feet

The nearest cables to the compasses are as follows:—

A cable carrying	<u>1</u>	Amperes	<u>13</u>	feet from standard compass	<u>6</u>	feet from steering compass
A cable carrying	<u>6</u>	Amperes	<u>13</u>	feet from standard compass	<u>5</u>	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 all course in the case of the standard compass and nil degrees on all course in the case of the steering compass.

Wm. Leramp & Sons Ship and Engine Building Co. Builder's Signature. Date April 23/17

**GENERAL REMARKS.**

This installation has been well fitted, and proved satisfactory on trial

It is submitted that this vessel is eligible to THE RECORD. Elec. Light.

JWD 2/5/17. Elec. Light

A. T. Thomas

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

New York MAY 3 1917



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15,116—Transfer.