

May 1, 1917

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 2557

Port of Philadelphia Date of First Survey 21st March 1917 Date of Last Survey 23rd 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 P. & B. Co. When built 1917
 Owners Atlantic & Pacific S.S. Co. Owners' Address New York
 Card No. 439 Electric Light Installation fitted by Wm. Cramp & Sons P. & B. Co. 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 lubrications 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:—

A	6	lights each of	5	candle power requiring a total current of	.96	Amperes
B	16	lights each of	16	candle power requiring a total current of	5.28	Amperes
C	111	lights each of	20	candle power requiring a total current of	24.42	Amperes
D	39	lights each of	32	candle power requiring a total current of	14.04	Amperes
E	70	lights each of	50	candle power requiring a total current of	38.50	Amperes
	4	lights each of	250	candle power requiring a total current of	20.00	Amperes
	30	lights each of	50	candle power requiring a total current of	15.00	Amperes
2	Mast head light with	2 lamps each of	50	candle power requiring a total current of	.55	Amperes
2	Side light with	2 lamps each of	50	candle power requiring a total current of	.55	Amperes
	Cargo lights of			candle power, whether incandescent or arc lights		

If are 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 S.W.G. diameter, .1525 square inches total sectional area
 Branch cables carrying 42 Amperes, comprised of 37 wires, each 18 S.W.G. diameter, .0666 square inches total sectional area
 Branch cables carrying 6 Amperes, comprised of 1 wires, each 14 S.W.G. diameter, .0050 square inches total sectional area
 Leads to lamps carrying 5 Amperes, comprised of 1 wires, each 16 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

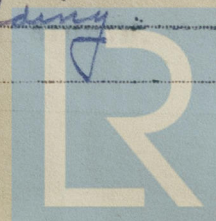
DESCRIPTION OF INSULATION, PROTECTION, ETC.

Inst:— A layer of rubber compound $\frac{3}{32}$ " thick, then a layer of cotton braid; this, a black waterproof preservative compound. Wire installed in conduit has an additional fibrous braid $\frac{1}{32}$ " 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



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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 Bushings
 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 Engineer

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	Amperes	feet from standard compass	feet from steering compass
<u>1</u>	<u>13</u>	<u>6</u>	<u>—</u>
<u>6</u>	<u>13</u>	<u>5</u>	<u>—</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 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 Saw 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: —
 Committee's Minute: —

A. T. Thomas

Surveyor to Lloyd's Register of Shipping.

New York MAY 3 1917



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