

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 3060

Port of Gloucester N.J. Date of First Survey _____ Date of Last Survey _____ No. of Visits _____
 No. in Reg. Book _____ on the Iron or Steel Cargo Vessel Indianapolis Port belonging to Gloucester N.J.
 Built at Gloucester N.J. By whom Pusey and Jones Co When built 1918
 Owners _____ Owners' Address _____
 Yard No. _____ Electric Light Installation fitted by Pusey & Jones When fitted 1918

DESCRIPTION OF DYNAMO, ENGINE, ETC.

2- 15KW. Sturtevant Engine Generating Sets. Direct Current

Capacity of Dynamo 120 Amperes at 125 Volts, whether continuous or alternating current Direct Current
 Where is Dynamo fixed Engine Room Balcony Whether single or double wire system is used Double Wire
 Position of Main Switch Board Engine Room Balcony having switches to groups _____ of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each No Auxiliary Switch board

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 _____ 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 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 None Used

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

Total number of lights provided for 155 arranged in the following groups :-

Group	Number of lights	Watts per light	Total Watts	Current (Amperes)
A	115	40	4600	42
B	28	25	700	5.0
C	12	60	720	5.7
D				
E				
1	Mast head light with 2 lamps	each of 60	120	.9
2	Side light with 2 lamps	each of 60	120	1.8
9	Cargo lights	of 6 lights each 60	360	

If arc lights, what protection is provided against fire, sparks, &c. Arc Searchlight - situated on Chart house top totally inclosed

Where are the switches controlling the masthead and side lights placed Main Switch Board.

DESCRIPTION OF CABLES.

Cable Description	Amperes	Wires	S.W.G. diameter	Total sectional area
Main cable carrying <u>120</u> Amperes, comprised of <u>2</u> wires, each <u>10</u>			<u>1375</u> S.W.G. diameter, <u>1658</u>	<u>0829</u> square inches total sectional area
Branch cables carrying <u>18</u> Amperes, comprised of <u>2</u> wires, each <u>10</u>			<u>1375</u> S.W.G. diameter, <u>0164</u>	<u>0082</u> square inches total sectional area
Branch cables carrying _____ Amperes, comprised of _____ wires, each _____			S.W.G. diameter, <u>0064</u>	square inches total sectional area
Leads to lamps carrying <u>4.8</u> Amperes, comprised of <u>2</u> wires, each <u>14</u>			<u>1375</u> S.W.G. diameter, <u>0032</u>	square inches total sectional area
Cargo light cables carrying <u>3.6</u> Amperes, comprised of <u>2</u> wires, each <u>14</u>			<u>1375</u> S.W.G. diameter, <u>0032</u>	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

All wiring through out ship is composed of lead and armored cable

Joints in cables, how made, insulated, and protected No joints made in cable

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances _____ 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 _____

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 Where cables are lead throug beams etc lead bushings are provided for each hole drilled in beams

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 Lead & Armored Cable

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Lead & Armored Cable

What special protection has been provided for the cables near boiler casings Lead & Armored Cable

What special protection has been provided for the cables in engine room Lead & Armored Cable

How are cables carried through beams Lead Bushings through bulkheads, &c. Stuffing Tubes

How are cables carried through decks Kick Pipes or Stuffing Tubes

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 Lead and Armored Cables

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 Switch & Receptacles

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 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.

Iwin S. Schlesinger Electrical Engineers Date Dec 18-18

COMPASSES.

Distance between dynamo or electric motors and standard compass 175 feet

Distance between dynamo or electric motors and steering compass 125 feet

The nearest cables to the compasses are as follows:—

A cable carrying	<u>14</u>	Amperes	<u>15 feet</u>	feet from standard compass	<u>25 feet</u>	feet from steering compass
A cable carrying	<u>—</u>	Amperes	<u>—</u>	feet from standard compass	<u>—</u>	feet from steering compass
A cable carrying	<u>—</u>	Amperes	<u>—</u>	feet from standard compass	<u>—</u>	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.

Perry & Jones Co. Glasgow Builder's Signature. Date —

GENERAL REMARKS.

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

It is submitted that this vessel is eligible for THE RECORD. Elec. light.

J. Adamson
Surveyor to Lloyd's Register of Shipping.

Committee's Minute Elec. Lt

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

16c, 116—Transfer.



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