

June 3-1920

THE JUL 20 1920

## REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 3863

Port of PHILADELPHIA Date of First Survey May 11<sup>th</sup> Date of Last Survey June 15<sup>th</sup> No. of Visits 6  
 No. in NEW on the Steel SCREW STEAMER JOHN JAY Port belonging to Glover City  
 Reg. Book Built at GLOUCESTER, N.J. By whom PUSEY & JONES CO. When built 1920  
 Owners Emergency Steel Corporation WSS Bd Owners' Address Washington DC.  
 Yard No. 18 Electric Light Installation fitted by PUSEY & JONES CO When fitted 1920

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

2-15 H.W. ENGBERG-ELECTRIC & MECHANICAL WORKS.  
GENERATOR 5-125 VOLTS-D.C.

Capacity of Dynamo 120 Amperes at 125 Volts, whether continuous or alternating current CONTINUOUS

Where is Dynamo fixed ENGINE ROOM PLATFORM Whether single or double wire system is used DOUBLE WIRE

Position of Main Switch Board ENGINE ROOM PLATFORM having switches to groups of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each NO AUXILIARY SWITCHBOARD.

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 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 210 arranged in the following groups:—

A	<u>135</u>	lights each of	<u>40 WATT</u>	<del>candle power</del> requiring a total current of	Amperes
B	<u>50</u>	lights each of	<u>25 WATT</u>	<del>candle power</del> requiring a total current of	Amperes
C	<u>15</u>	lights each of	<u>60 WATT</u>	<del>candle power</del> requiring a total current of	Amperes
D	<u>10</u>	lights each of	<u>100 WATT</u>	<del>candle power</del> requiring a total current of	Amperes
E		lights each of		<del>candle power</del> requiring a total current of	Amperes
	<u>1</u>	Mast head light with	<u>2</u> lamps each of	<u>60 WATT</u>	<del>candle power</del> requiring a total current of
	<u>2</u>	Side light with	<u>2</u> lamps each of	<u>60 WATT</u>	<del>candle power</del> requiring a total current of

Cargo lights of candle power, whether incandescent or arc lights

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

Where are the switches controlling the masthead and side lights placed MAIN SWITCHBOARD

## DESCRIPTION OF CABLES.

See above  
 Main cable carrying 301 Amperes, comprised of 2 wires, each 1/0 B&S S.W.G. diameter, .13118 square inches total sectional area  
 Branch cables carrying 18 Amperes, comprised of 2 wires, each #10 B&S S.W.G. diameter, .01634 square inches total sectional area  
 Branch cables carrying Amperes, comprised of wires, each S.W.G. diameter, square inches total sectional area  
 Leads to lamps carrying 4.8 Amperes, comprised of 2 wires, each #14 B&S S.W.G. diameter, .00642 square inches total sectional area  
 Cargo light cables carrying 3.6 Amperes, comprised of 2 wires, each #14 B&S S.W.G. diameter, .00642 square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

ALL WIRING THROUGHOUT VESSEL  
IS COMPOSED OF LEADED 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 NONE 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 THROUGH 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. BULKHEAD STUFFING TUBES

How are cables carried through decks GLANDS IN STEEL DECKS-STUFFING TUBES & KICK PLATES

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

If so, how are they protected LEADED & ARMORED CABLE.

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 SWITCH & RECEPTACLES & PLUGS.

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 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.

W. Schlessinger

Electrical Engineers

Date June 11-20

COMPASSES.

Distance between dynamo or electric motors and standard compass \_\_\_\_\_

Distance between dynamo or electric motors and steering compass \_\_\_\_\_

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<u>4.8</u>	<u>4.</u>	<u>8.</u>	
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.

Purey Jones & Co. W. Christian

Builder's Signature.

Date June 14 1920

GENERAL REMARKS.

This installation is well fitted & ran satisfactorily on trial under full load.

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

Cell 29/7/20

NEW YORK JUL 6 1920

William B. Bates

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Elec Lt



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