

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 2778

Port of LOS ANGELES Date of First Survey Mar. 28th, Date of Last Survey June 14th No. of Visits 5
 No. in on the ~~Iron~~ Steel S.S. "ACCOMAC" Port belonging to LOS ANGELES, CAL.
 Reg. Book Built at San Pedro, Cal. By whom Los Angeles Shipbldg. & D.D. Co When built 1918
 Owners United States Shipping Board Owners' Address
 Yard No. 1 Electric Light Installation fitted by Los Angeles S.B. & D.D. Co. When fitted 1918

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Terry Turbine direct connected to 15 K.W. General Electric Generator.

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

Where is Dynamo fixed Midship. Port side. Whether single or double wire system is used Double.

Position of Main Switch Board Midship. Port side. having switches to groups 5 Panel Boxes of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each Forecastle, 6 switches, Midship Deck House, 8 switches. Bridge Deck House, 6 switches. Poop, 6 switches. Engine Room, 8 switches.

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-oxidisable metal Yes and constructed to fuse at an excess of 50 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 162 arranged in the following groups:—

| | | | | | | |
|---|----------------------|----------------|---------------|--|---|---------|
| A | 34 | lights each of | 30 | candle power requiring a total current of | 12.24 | Amperes |
| B | 21 | lights each of | 30 | candle power requiring a total current of | 7.56 | Amperes |
| C | 35 | lights each of | 30 | candle power requiring a total current of | 12.60 | Amperes |
| D | 22 | lights each of | 30 | candle power requiring a total current of | 7.92 | Amperes |
| E | 50 | lights each of | 30 | candle power requiring a total current of | 18.00 | Amperes |
| 1 | Mast head light with | 1 | lamps each of | 30 | candle power requiring a total current of | .36 |
| 2 | Side light with | 1 | lamps each of | 30 | candle power requiring a total current of | .72 |
| 6 | Cargo lights of | | 80 | candle power, whether incandescent or are lights | Incandescent. | |

If arc lights, what protection is provided against fire, sparks, &c. 59.40

Where are the switches controlling the masthead and side lights placed Pilot House.

DESCRIPTION OF CABLES.

Main cable carrying 112.20 Amperes, comprised of 7 wires, each .0746 S.W.G. diameter, .3750 square inches total sectional area
 Branch cables carrying 30 Amperes, comprised of 7 wires, each .0613 S.W.G. diameter, .1839 square inches total sectional area
 Branch cables carrying 18 Amperes, comprised of 7 wires, each .0485 S.W.G. diameter, .1455 square inches total sectional area
 Leads to lamps carrying 4 Amperes, comprised of 1 wires, each .0243 S.W.G. diameter, .0729 square inches total sectional area
 Cargo light cables carrying 4 Amperes, comprised of 7 wires, each .0306 S.W.G. diameter, .0918 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

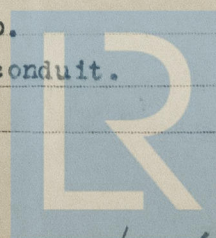
Rubber covered double braid.

Joints in cables, how made, insulated, and protected Spliced, soldered and insulated with rubber & friction tape in conduit fittings made for such purposes.

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 Through galvanized metal conduit.



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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 **In conduit.**

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

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

What special protection has been provided for the cables in engine room **In conduit.**

How are cables carried through beams **In conduit.** through bulkheads, &c. **In conduit.**

How are cables carried through decks **In 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

If so, how are they protected **In 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 **Main swbd.**

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.

(Signed) **LOS ANGELES SHIPBUILDING & DRY DOCK CO.**

C. C. GIFFORD.

Electrical Engineers

Date **June 18, 1918.**

COMPASSES.

Distance between dynamo or electric motors and standard compass **90 ft.**

Distance between dynamo or electric motors and steering compass **82 ft.**

The nearest cables to the compasses are as follows:—

| | | | |
|------------------------------|------------------|-------------------------------------|----------------------------|
| A cable carrying 30 | Amperes 8 | feet from standard compass 8 | feet from steering compass |
| A cable carrying 1/10 | Amperes 3 | feet from standard compass 6 | 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.

(Signed) **LOS ANGELES SHIPBUILDING & DRY DOCK CO.**

By **FRED A. GARDNER**

Builder's Signature.

Date **June 18, 1918.**

GENERAL REMARKS.

This installation has been fitted in accordance with the Rules, tested out under working conditions and found satisfactory and in the opinion of the undersigned is eligible for record of **ELECTRIC LIGHT** in the Register Book.

THE RECORD. *ELEC. LIGHT.*

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

Committee's Minute

Elec. Lt. New York AUG 76 1918



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