

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 3320

Port of Philadelphia Date of First Survey 23rd Oct '18 Date of Last Survey 3rd July No. of Visits 31
 No. in Reg. Book on the ~~Iron or Steel~~ "SALVATION LASS" Port belonging to Philadelphia
 Built at Philadelphia By whom American International Corp When built 1919
 Owners United States Shipping Board Emergency Fleet Corporation Owners' Address Washington D.C.
 Yard No. 530 Electric Light Installation fitted by American International Corp When fitted 1919

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Dynamo-two-15 K.W. 125 Volts, compound wound, direct connected, to vertical marine type steam engine, operating at 80-125 lbs. Pressure General Electric Co.

Capacity of Dynamos 2 of 120 Amperes at each at 125 Volts, whether continuous or alternating current continuous

Where is Dynamo fixed Flat Starboard side of engine Room ~~Whether~~ single or double wire system is used double wire

Position of Main Switch Board Dynamo Flat near Blkd 109 having switches to groups 7 lighting panels of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each Panel G-Engine and Boiler room-8circuits, D-Bridge Deck Port-6circuits; C-Bridge deck starboard-4-circuits; B Officers Qtrs-9circuits A- Forecastle-4 circuits; Panel F-Poop-6 circuits; H-Pilot House -6cir

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 125 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 Cartridge fuses used

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

Total number of lights provided for 245 arranged in the following groups :-

Location	Lights	Watts	Amperes
A Forecastle	lights each of 13-25 to 200	candle power requiring a total current of 8.0	Amperes
B Officers Qtrs	lights each of 61-10 to 200	" candle power requiring a total current of 28.7	Amperes
C Starboard "	lights each of 25-25 to 200	" candle power requiring a total current of 12.5	Amperes
D Port Qtrs	lights each of 43-25 to 200	" candle power requiring a total current of 20.5	Amperes
E Poop	lights each of 35-10 to 200	" candle power requiring a total current of 17.7	Amperes
F G-Engine & Boiler Rm.	lights each of 62-25 to 200	" candle power requiring a total current of 33.0	Amperes
H Pilot House	lights each of 3-50 to 4000	" candle power requiring a total current of 37.3	Amperes
1 Mast head light with 1 lamps each of 50		" candle power requiring a total current of 0.9	Amperes
2 Side light with 1 lamps each of 50		" candle power requiring a total current of 0.9	Amperes
13 Cargo lights of 200		" candle power, whether incandescent or arc lights <u>Incandescent</u>	

If arc lights, what protection is provided against fire, sparks, &c. Arc light with enclosed carbons for search light

Where are the switches controlling the masthead and side lights placed Panel H. Wheel House

DESCRIPTION OF CABLES.

Main cable carrying <u>120</u> Amperes, comprised of <u>stranded</u> wires, each <u>#00</u> S.W.G. diameter, <u>0.104</u> square inches total sectional area
Branch cables carrying <u>50</u> Amperes, comprised of <u>"</u> wires, each <u>#2</u> S.W.G. diameter, <u>0.052</u> square inches total sectional area
Branch cables carrying <u>35</u> Amperes, comprised of <u>"</u> wires, each <u>#6</u> S.W.G. diameter, <u>0.021</u> square inches total sectional area
Branch cables carrying <u>22</u> Amperes, comprised of <u>"</u> wires, each <u>#10</u> S.W.G. diameter, <u>0.0082</u> square inches total sectional area
Leads to lamps carrying <u>18</u> Amperes, comprised of <u>Solid</u> wires, each <u>#12</u> S.W.G. diameter, <u>0.0051</u> square inches total sectional area
Leads to lamps carrying <u>10</u> Amperes, comprised of <u>"</u> wires, each <u>#14</u> S.W.G. diameter, <u>0.0032</u> square inches total sectional area
Cargo light cables carrying <u>10</u> Amperes, comprised of <u>"</u> wires, each <u>#12</u> S.W.G. diameter, <u>0.0051</u> square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

All lighting wires in galvanized conduit $\frac{1}{2}$ in to $1\frac{1}{2}$ in dia.

#00, #2, #6 Rubber covered Tape and braid code wire

#10, #12 and #14 " " single braid code wire

Joints in cables, how made, insulated, and protected

In boxes at conduit junction (Benj. C. I. Box)

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 Galvanized conduit from switchboard to fixture



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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 water tight conduit with locknuts and washers at Bulkheads

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

What special protection has been provided for the cables near boiler casings Galvanized iron conduit

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

How are cables carried through beams Steel conduit in drilled holes through bulkheads, &c. with locknuts and washers

How are cables carried through decks " " with locknuts and washers

Are any cables run through coal bunkers or cargo spaces or spaces which may be used for carrying cargo, stores, or baggage steel conduit with guards

If so, how are they protected in steel conduit

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage not in cargo space

If so, how are the lamp fittings and cable terminals specially protected no lamps in cargo space or coal bunkers

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 not fixed

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel double wire system used

How are the returns from the lamps connected to the hull double wire system with no grounds

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 yes

Are any switches, fuses, or joints of cables fitted in the pump room or companion not oil carrier

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.

L. O. Murphy

Electrical Engineers

Date June 5, 1919.

COMPASSES.

Distance between dynamo or electric motors and standard compass 100 ft.

Distance between dynamo or electric motors and steering compass 110 "

The nearest cables to the compasses are as follows:—

A cable carrying 40 Amperes 6 feet from standard compass 5 feet from steering compass

A cable carrying 4 Amperes 6 feet from standard compass 5 feet from steering compass

A cable carrying 2 Amperes 4 feet from standard compass 4 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 0 degrees on 0 course in the case of the

standard compass and 0 degrees on 0 course in the case of the steering compass.

J. J. James

Builder's Signature.

Date June, 5, 1919.

GENERAL REMARKS.

This electric lighting installation has been well fitted and proved satisfactory on trial

It is submitted that this vessel is eligible for

THE RECORD. ELEC. LIGHT. Roll 12/8/19

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

Committee's Minute

Elec Lt

New York JUL 1 5 1919

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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