

Oct. 24-1919

Received at London Office

REPORT ON ELECTRIC LIGHTING INSTALLATION. No.

Port of Philadelphia Date of First Survey May 8 1917 Date of Last Survey Sept 30 1919 No. of Visits 10
 No. in Reg. Book on the Iron or Steel S.S. Champion Port belonging to Camden N.J.
 Built at Camden N.J. By whom New York Ship Corp. When built 1919
 Owners Emergency Fleet Corp. Owners' Address Philadelphia
 Yard No. 202 Electric Light Installation fitted by New York Ship Corp. When fitted 1919

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two (2) 10 KW. 110V-DC. Generator - Direct Connected to Vertical Marine Engine - Built by B.F. Sturtevant
 Capacity of Dynamo 90.9 Amperes at 110 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed Lower Eng. Rm. Stbd Whether single or double wire system is used Double
 Position of Main Switch Board Lower Eng. Rm. Stbd having switches to groups Eight of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each "A" Shelter 2K. 72 (6)
"B" Shelter 2K. 72 119 Stbd (8)

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 10% 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

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

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

arranged in the following groups :-									
A	12	lights each of	50 WATT	candle power requiring a total current of	5.5	Amperes			
A	34	lights each of	25 "	candle power requiring a total current of	7.7	Amperes			
A	3	lights each of	10 "	candle power requiring a total current of	.3	Amperes			
B	7	lights each of	50 "	candle power requiring a total current of	3.5	Amperes			
B	68	lights each of	25 "	candle power requiring a total current of	15.5	Amperes			
2	Mast head light with	2	lamps each of	32	candle power requiring a total current of	1.1	Amperes		
2	Side light with	2	lamps each of	32	candle power requiring a total current of	1.1	Amperes		
6	Cargo lights of	100 WATT							

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

No Arc Lamps

Where are the switches controlling the masthead and side lights placed

Panel in Wheel House

DESCRIPTION OF CABLES.

Main cable carrying 90.9 Amperes, comprised of 19/13 wires, each .072 B&S S.W.G. diameter, .0729 square inches total sectional area
 Branch cables carrying 62 Amperes, comprised of 19/16 wires, each .051 B&S S.W.G. diameter, .0380 square inches total sectional area
 Branch cables carrying 35 Amperes, comprised of 7/14 wires, each .064 B&S S.W.G. diameter, .0224 square inches total sectional area
 Leads to lamps carrying .5 Amperes, comprised of 7/22 wires, each .025 B&S S.W.G. diameter, .0035 square inches total sectional area
 Cargo light cables carrying 1.8 Amperes, comprised of 7/22 wires, each .025 B&S S.W.G. diameter, .0035 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Lead & Armored Cable Throughout

Points in cables, how made, insulated, and protected

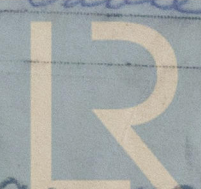
Good Mechanical joints, Soldered, Taped and painted with insulating Compound.

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

Lead & Armored Cable



© 2020

Lloyd's Register

W490-027 Foundation

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 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 yes

If so, how are they protected Lead & 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

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 ☒

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.

Arthur Parker

Electrical Engineers

Date 12 Sept 1919

COMPASSES.

Distance between dynamo or electric motors and standard compass Approx 150 ft

Distance between dynamo or electric motors and steering compass " 140 ft

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<u>.5</u>	<u>3</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 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.

H. A. Magnum

Builder's Signature.

Date 12 Sept 1919

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.

A. T. Thomas & Adamson
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Elec. Lt.

New York OCT. 28 1919



© 2020

Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.