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REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 355

Port of Jacksonville, Fla. Date of First Survey Nov. 11th 1920 Date of Last Survey 28 Mar. 1921 No. of Visits 23
 No. in CONCRETE on the Iron or Steel Screw Steamer "MOFFITT" Port belonging to Jacksonville, Fla.
 Reg. Book 66874 Built at Jacksonville, Fla. By whom A. Bentley Sons Co. When built 1921
 Owners United States Shipping Board. Owners' Address _____
 Yard No. 1708 Electric Light Installation fitted by Jacksonville Ship Outfitting Yard. When fitted 1921

DESCRIPTION OF DYNAMO, ENGINE, ETC.

General Electric Co. Direct connected Reciprocating engine 6x8. Two 15 K.W.

Capacity of Dynamo 260 Amperes at 115 Volts, whether continuous or alternating current continuous
 Where is Dynamo fixed Engine Room (Star side) Whether single or double wire system is used double
 Position of Main Switch Board Engine Room having switches to groups A. B. C. D. & E. of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each Engine Room lower galley 8 switches. Passage upper Deck 8 switches. Bridge Deck Passage 6 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-oxidizable metal Yes. and constructed to fuse at an excess of 25 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 190 arranged in the following groups:—

A	<u>37</u>	lights each of	<u>40 watt.</u>	candle power requiring a total current of	<u>13.5</u>	Amperes
B	<u>25</u>	lights each of	<u>40 watt.</u>	candle power requiring a total current of	<u>9.1</u>	Amperes
C	<u>101</u>	lights each of	<u>40 watt.</u>	candle power requiring a total current of	<u>36.7</u>	Amperes
D	<u>13</u>	lights each of	<u>40 watt.</u>	candle power requiring a total current of	<u>4.7</u>	Amperes
E	<u>14</u>	lights each of	<u>40 watt.</u>	candle power requiring a total current of	<u>5</u>	Amperes
1	<u>Mast head light with 2 lamps each of 60 watt.</u>			candle power requiring a total current of	<u>1</u>	Amperes
2	<u>Side light with 2 lamps each of 60 watt.</u>			candle power requiring a total current of	<u>2</u>	Amperes
6	<u>Cargo lights of 5-60 watt.</u>			candle power, whether incandescent or arc lights <u>incandescent.</u>		

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

Where are the switches controlling the masthead and side lights placed wheel house.

DESCRIPTION OF CABLES.

Main cable carrying	<u>150</u>	Amperes, comprised of	<u>19</u>	wires, each	<u>12</u>	S.W.G. diameter,	<u>.104</u>	square inches total sectional area
Branch cables carrying	<u>20 46</u>	Amperes, comprised of		wires, each	<u>14</u>	S.W.G. diameter,	<u>.080</u>	square inches total sectional area
Branch cables carrying	<u>20 36</u>	Amperes, comprised of		wires, each	<u>18</u>	S.W.G. diameter,	<u>.064</u>	square inches total sectional area
Branch cables carrying	<u>20 13</u>	Amperes, comprised of		wires, each	<u>20</u>	S.W.G. diameter,	<u>.048</u>	square inches total sectional area
Leads to lamps carrying	<u>6</u>	Amperes, comprised of		wires, each	<u>14</u>	S.W.G. diameter,	<u>.086</u>	square inches total sectional area
Cargo light cables carrying	<u>6</u>	Amperes, comprised of		wires, each	<u>14</u>	S.W.G. diameter,	<u>.080</u>	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Insulated for 600 volts encased in lead sheathing and protected by steel wire braid.

Joints in cables, how made, insulated, and protected no joints

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances no joints 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 Arranged cables in yellow pine baling



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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 *none.*

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

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

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

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

How are cables carried through decks *fuse boxes.*

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

If so, how are they protected *✓*

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 *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 *no.*

How are the lamps specially protected in places liable to the accumulation of vapour or gas *steam light fittings*

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 *250* 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.

Jacksonville Ship Duffing Yards. Electrical Engineers Date *2 April 1921*
W. J. Brown, Supt.

COMPASSES.

Distance between dynamo or electric motors and standard compass *100 feet*

Distance between dynamo or electric motors and steering compass *100 feet.*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>2</i>	<i>4</i>	<i>4</i>	
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 *✓* course in the case of the standard compass and *no* degrees on *✓* course in the case of the steering compass.

Builder's Signature. Date *2 April 1921*

GENERAL REMARKS. *This vessel has been fitted with an electric lighting installation as above, and the workmanship is good. On completion it was tried under full working conditions & found satisfactory.*

S. Hugh Boyle.
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

New York APR 12 1921

FRI. 16 SEP. 1921



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