

Mar. 27 1920

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Received at London Office

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 933

at of Seattle Wash USA Date of First Survey January 12th Date of Last Survey February 7th 1920 No. of Visits 8
 on the Iron or Steel SS "ROBIN GOODFELLOW" Port belonging to San Francisco
 Built at Seattle By whom Skinner & Eddy Corp. When built 1920
 is North Line Steamship Co. (S & S Skinner Inc) Owners' Address L. C. Smith Building, Seattle Wash.
 No. D-76 Electric Light Installation fitted by Skinner & Eddy Corp. When fitted 1920

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Dynamos 15 KW each. Compound wound, direct connected to single
inverted reciprocating steam engine
 Capacity of Dynamo 136 Amperes at 115 Volts, whether continuous or alternating current Continuous
 Is Dynamo fixed Engine Room platform Whether single or double wire system is used double
 Location of Main Switch Board Beside Dynamos having switches to groups A-B-C-D-E of lights, &c., as below
 Locations of auxiliary switch boards and numbers of switches on each Engine room 10 - Aft deck house 10 - Truckhouse
passage, port side, 4 and starboard passage 6 - Forward deck house 10 - Crews
quarters aft 8

Are fuses 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
 Is a fuse fitted 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 -
 Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases yes

Number of lights provided for arranged in the following groups:—

78	lights each of	32	candle power requiring a total current of	26.5	Amperes
93	lights each of	32	candle power requiring a total current of	31.2	Amperes
63	lights each of	32	candle power requiring a total current of	21.0	Amperes
93	lights each of	32	candle power requiring a total current of	31.2	Amperes
66	lights each of	32	candle power requiring a total current of	22.6	Amperes
Mast head light with 2	lamps each of	32	candle power requiring a total current of	7.5	Amperes
Side light with 2	lamps each of	32	candle power requiring a total current of	7.5	Amperes
5	Cargo lights of 4 Light Clusters	128	candle power, whether incandescent or arc lights	Incandescent	

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

Are the switches controlling the masthead and side lights placed Wheel house front of Chart room

DESCRIPTION OF CABLES.

Cable carrying	136 Amperes, comprised of	19 wires, each #	11	S.W.G. diameter,	12350 @ 11	156446 square inches total sectional area
Cables carrying	26.5 Amperes, comprised of	7 wires, each #	14	S.W.G. diameter,	102247 @ 14	28742 square inches total sectional area
Cables carrying	31.2 Amperes, comprised of	7 wires, each #	14	S.W.G. diameter,	102247 @ 14	28742 square inches total sectional area
Lamps carrying	21 Amperes, comprised of	7 wires, each #	16	S.W.G. diameter,	101428 @ 16	18074 square inches total sectional area
Light cables carrying	2 Amperes, comprised of	26 wires, each #	30	S.W.G. diameter,	100204 @ 30	2613 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

National Electric Code standard, double braid.

Are cables, how made, insulated, and protected Soldered, bound with rubber and friction tape and
painted with water proof paint

Are 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 any joints in or branches from the cable leading from dynamo to main switch board Yes

Are the cables led through the ship, and how protected Metal conduits

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 Metal Conduits

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Metal Conduits

What special protection has been provided for the cables near boiler casings Metal Conduits

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

How are cables carried through beams Metal Conduits through bulkheads, &c. Water-tight fittings

How are cables carried through decks Water-tight tubes

Are any cables run through coal bunkers yes or cargo spaces yes or spaces which may be used for carrying cargo, stores, or baggage yes

If so, how are they protected Metal Conduits

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 _____ 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.

Skinner & Eddy Corporation
by *E. N. McCallum - Ch. Engr.*

Electrical Engineers

Date Feb. 26 - 1920

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 <u>3</u> Amperes	<u>10</u> feet from standard compass	<u>5</u> feet from steering compass
A cable carrying <u>4</u> Amperes	<u>6</u> feet from standard compass	<u>6</u> 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 Various course in the case of the standard compass and Nil degrees on Various course in the case of the steering compass.

Skinner & Eddy Corporation
by *E. N. McCallum - Ch. Engr.*

Builder's Signature.

Date Feb. 26 - 1920

GENERAL REMARKS.

The Electric Lighting Installation of good quality and workmanship, tested under working conditions and found satisfactory. Eligible, in my opinion, to be noted in the Register Book.

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

ELEC. LIGHT. 9/4/20

Committee's Minute

Elec Lt

New York MAR - 9 1920

James Fowler

Surveyor to Lloyd's Register of Shipping.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.