

## REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 215

Port of *SEATTLE, WASH.* Date of First Survey *OCT. 1907* Date of Last Survey *MARCH 1908* No. of Visits *DAILY*  
 No. in on the ~~Steel~~ *STEAM TRAWL "CHICAGO"* Port belonging to *SEATTLE, WASH., U.S.A.*  
 Reg. Book *99* Built at *SEATTLE, WASH.* By whom *THE MORAN CO* When built *3-1908*  
 in SUPPLEMENT Owners *A. BOOTH & CO* Owners' Address *CHICAGO*  
 Yard No. *44* Electric Light Installation fitted by *THE MORAN CO* When fitted *3-1908*

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

Capacity of Dynamo *41.6* Amperes at *115* Volts, whether continuous or alternating current *Continuous*

Where is Dynamo fixed *Port side middle platform in engine room*

Position of Main Switch Board *at dynamo* having switches to groups of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each *1 in forward quarters*  
*1 in after quarters*

If cut outs 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 *no*

If vessel is wired on the double wire system are cut outs fitted to both flow and return wires or cables of all circuits including lamp circuits *yes*

Are the cut outs of non-oxidizable metal *yes* and constructed to fuse at an excess of *25* per cent over the normal current

Are all cut outs 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 *no wire fuses*

Are all switches and cut-outs constructed of incombustible materials and fitted on incombustible bases *yes*

Total number of lights provided for *60* arranged in the following groups:—

A	<i>9</i>	lights each of	<i>16</i>	candle power req.
B	<i>22</i>	lights each of	<i>16</i>	candle power req.
C	<i>12</i>	lights each of	<i>16</i>	candle power req.

Main boiler safety valves adjusted *B. 174/00* *LLOYD'S R.H. 438 446*  
 Material of Crank shaft *WROT STEEL* Identification Mark on Do. *444 448* Material of Thr. *LLOYD'S R.H.*  
 SHAFTING MADE BY *BETHLEHEM STEEL CO, SOUTH BETHLEHEM, PA.*  
 Material of Tunnel shafts *WROT STEEL* Identification Marks on Do. *447* Material of Scr. *LOOSE COUPLING, WROT STEEL, LLOYD'S*

Material of Steam Pipes *COPPER* Test pressure

## General Remarks (State quality of workmanship, opinions as to class, &amp;c.)

The materials for shafting and boiler were tested. Engines and boiler built and installed under my approval by the Committee. The materials and boiler house and boiler, and details in connection therewith, are complied with in every detail.

In my opinion the vessel is eligible to have record of *+LMC 3.08* in the Register B.

cir mills area	cir mills
L.S.G. diameter, 18061	square inches total sectional area
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L.S.G. diameter, 18061	square inches total sectional area
cir mills	cir mills
L.S.G. diameter, 4107	square inches sectional area
cir mills	cir mills
L.S.G. diameter, 4107	square inches sectional area
L.S.G. diameter	square inches sectional area

It is sub-ach ——— L.S.G. diameter  
 TEC. this vessel  
 braided & covered and are

ected

and full connections, soldered, cleaned with alcohol and tape, 1 rubber and 1 friction

The amount of Entry Fee	£ 2	When as in only having been used as a flux	yes	one being
Special	£ 30	March	may at any time be used for carrying cargo, stores,	accessible
Donkey Boiler Fee	£	When	leading from dynamo to main switch board	no
Travelling Expenses (if any)	£ 8	protected	All wires run in iron	

Committee's Minute

Assigned



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 *Iron conduit and vapor proof receptacles*

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

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

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

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

How are cables carried through decks *Deck 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 *Iron conduit*

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage *Fish hold only*

If so, how are the lamp fittings and cable terminals specially protected *Vapor proof receptacles*

Where are the main switches and cut outs for these lights fitted *After bulkhead of forward quarters*

If in the spaces, how are they specially protected *None in spaces*

Are any switches or cut outs fitted in bunkers *No*

Cargo light cables, whether portable or permanently fixed *No cargo lights* 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 \_\_\_\_\_

VESSELS BUILT FOR CARRYING PETROLEUM.

In vessels built for carrying petroleum, are all switches and cut-outs fitted in positions not liable to the accumulation of petroleum vapour or gas

Are any switches, cut outs, 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 installation is \_\_\_\_\_ supplied with a voltmeter and \_\_\_\_\_ an amperemeter, fixed *on switch board*

The copper used \_\_\_\_\_ conductivity of *99* per cent that of pure copper.

Insulation of cables is guaranteed to have a resistance of \_\_\_\_\_ statute mile after 24 hours' immersion in sea water

The foregoing statements are a correct description of the electrical installation and that it is at this date in good order and safe

COMPASSES.

Distance between dynamo or electric motors and standard compass \_\_\_\_\_

Distance between dynamo or electric motors and steering compass \_\_\_\_\_

The nearest cables to the compasses are as follows:—

A cable carrying *3* Amperes \_\_\_\_\_

A cable carrying *1/2* Amperes \_\_\_\_\_

A cable carrying *1* Amperes \_\_\_\_\_

Have the compasses been adjusted with and without the electric installation at work \_\_\_\_\_

The maximum deviation due to electric currents, etc., was found to be \_\_\_\_\_

standard compass and *nil* degrees on \_\_\_\_\_ course in the case of the st

The *Marine* Company  
BY *W. H. H. H.*  
VICE PRESIDENT

Builder's Signature.

GENERAL REMARKS.

*All material, fittings and workmanship Electric Lighting Installation are first class. In my opinion "Electric Light" in the Register Book*

Surveyor to Lloyd's

Committee's Minute



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DO NOT TO WRITE AGAINST THIS MARGIN