

## REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 18776

Port of **New York** Date of First Survey **June 14th** Date of Last Survey **June 18th** No. of Visits **23**  
No. in on the Iron or Steel **Steel** Port belonging to  
Reg. Book Built at **Yebo Yacht Basin Company** By whom **Todd Shipyard Corporation** When built **1920**  
Owners **Sinclair Oil Co** Owners' Address  
Yard No. **14** Electric Light Installation fitted by **Todd Shipyard Corporation** When fitted **1920**

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

*Englup Engine TYPE V.C. 7" Dia Cylinder 450 Revs. Stroke 6"*

Capacity of Dynamo **86** Amperes at **115** Volts, whether continuous or alternating current **Continuous**  
Where is Dynamo fixed **Engine Room** Whether single or double wire system is used **Double**  
Position of Main Switch Board **Engine Room** having switches to groups **6** of lights, &c., as below  
Positions of auxiliary switch boards and numbers of switches on each *Three Boards, 6 Switches each*  
*Eng Room, Foreach Prop*

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 **---**

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

Are the fuses of non-oxidizable metal **Yes** and constructed to fuse at an excess of **---** 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 **Inclosed Fuses**

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

Total number of lights provided for **88** arranged in the following groups:—

A	Pilot House	lights each of	25 Watt	candle power requiring a total current of	4	Amperes
B	Eng. & Fire Room	lights each of	40 "	candle power requiring a total current of	10	Amperes
C	Midships	lights each of	25 "	candle power requiring a total current of	11	Amperes
D	Poop Deck	lights each of	25 "	candle power requiring a total current of	5	Amperes
E		lights each of		candle power requiring a total current of		Amperes
3	Mast head light with	2 lamps each of	32	candle power requiring a total current of	6	Amperes
2	Side light with	2 lamps each of	32	candle power requiring a total current of	4	Amperes
2	Cargo lights of	5 Lights Each		candle power, whether incandescent or arc lights		

If arc lights, what protection is provided against fire, sparks, &c. **Pipe work**

Where are the switches controlling the masthead and side lights placed **Pilot House**

## DESCRIPTION OF CABLES.

Main-cable carrying	22	Amperes, comprised of	7	wires, each	14	B & S S.W.G. diameter, --- square inches-total sectional area
Branch cables carrying	10	Amperes, comprised of	7	wires, each	18	S.W.G. diameter, --- square inches total sectional area
Branch cables carrying	3-1/2	Amperes, comprised of	1	wires, each	14	S.W.G. diameter, --- square inches total sectional area
Leads to lamps carrying	1/4	Amperes, comprised of	1	wires, each	14	S.W.G. diameter, --- square inches total sectional area
Cargo light cables carrying	1-1/4	Amperes, comprised of	1	wires, each	14	S.W.G. diameter, --- square inches total sectional area

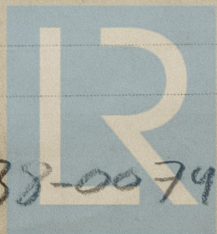
## DESCRIPTION OF INSULATION, PROTECTION, ETC.

Joints in cables, how made, insulated, and protected **Soldered & Taped**

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 **Pipe**



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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 **Pipe**

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

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

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

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

How are cables carried through decks

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

If so, how are they protected **Pipe**

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

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

Cargo light cables, whether portable or permanently fixed 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 **Yes**

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 **Watertight Fittings**

How are the lamps specially protected in places liable to the accumulation of vapour or gas **Watertight 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 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.

*Wm Sweet*

Electrical Engineers

Date *6/18/20*

COMPASSES.

Distance between dynamo or electric motors and standard compass **75'**

Distance between dynamo or electric motors and steering compass **75'**

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<b>1</b>	<b>4'</b>	<b>4"</b>	
<b>2</b>	<b>4'</b>	<b>4"</b>	

Have the compasses been adjusted with and without the electric installation at work at full power

The maximum deviation due to electric currents, etc., was found to be degrees on course in the case of the standard compass and degrees on course in the case of the steering compass.

*James S. Milne*

Builder's Signature.

Date *12<sup>th</sup> July 1920*

GENERAL REMARKS.

*This installation has been well fitted & proved satisfactory under trial & vessel is eligible for notation in my opinion of 'ELECTRIC LIGHT'*

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

*Elec Lt Rem 11/8/20*

*John B. Robson*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

*Elec Lt.*



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