

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 17392

Port of New York Date of First Survey 22 Oct 1918 Date of Last Survey 22 August 1919 No. of Visits 46
 No. in Reg. Book 14437 on the Iron or Steel S. S. Glenpool (ex HAGEN) Port belonging to Bayonne N.J.
 Built at Kiel By whom F. Krupp A.G. When built 1913
 Owners Standard Oil Co. of New Jersey Owners' Address Electric Light Installation fitted by Staten Island S.P. Co. When refitted 1919
 Yard No. 7 Extended

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two 20 H.P. direct connected steam driven Generators
 Capacity of Dynamos 180 Amperes at 110 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed Engine room upper platform Whether single or double wire system is used Double
 Position of Main Switch Board upper platform having switches to groups Five of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each Main deck 1-20 Circuit panel board
Lower Engine room 1-18 Circuit panel board Forecastle 1-8
Circuit panel board. Main deck house 1-10 Circuit panel board
for pump room. Main deck aft 1-14 Circuit panel board
 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 5% 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 arranged in the following groups:—
 A Engine Room 58 lights 26 plugs 75 Watts candle power requiring a total current of 14 Amperes
 B Pure Room 28 lights 17 plugs 25 Watts candle power requiring a total current of 5 Amperes
 C After Quarter 45 lights 17 plugs 25 Watts candle power requiring a total current of 10 Amperes
 D Fore castle 36 lights 9 plugs 25 Watts candle power requiring a total current of 8 Amperes
 E Bridge deck 48 lights 21 plugs 25 Watts candle power requiring a total current of 11 Amperes
 One Mast head light with 2 lamps each of 32 cp. candle power requiring a total current of 2 Amperes
 Two Side light with 2 lamps each of 32 cp. candle power requiring a total current of 2 Amperes
12 plugs for Cargo lights of 4 lights each 16 Watts candle power, whether incandescent or arc lights Incandescent
 If arc lights, what protection is provided against fire, sparks, &c. None

Where are the switches controlling the masthead and side lights placed Next to the by the fore-tale

DESCRIPTION OF CABLES.

Main cable carrying 225 Amperes, comprised of 2 wires, each 4/0 B.S. S.W.G. diameter, 423200 square inches total sectional area
 Branch cables carrying 10 Amperes, comprised of 2 wires, each #6 B.S. S.W.G. diameter, 52488 square inches total sectional area
 Branch cables carrying 5 Amperes, comprised of — wires, each #10 B.S. S.W.G. diameter, 10404 square inches total sectional area
 Leads to lamps carrying — Amperes, comprised of — wires, each #14 B.S. S.W.G. diameter, 4096 square inches total sectional area
 Cargo light cables carrying — Amperes, comprised of 2 wires, each #10 B.S. S.W.G. diameter, 10380 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

The wires run in metal mouldings and galvanized conduits. The wires are cable double braid rubber covered. N.E. Code Standard
 Joints in cables, how made, insulated, and protected Spliced, secured, covered with two coats rubber tape and three coats friction tape
 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 Galvanized conduit



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 Steam tight Boxes & Conduit

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

What special protection has been provided for the cables near boiler casings Conduit & Special cover

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

How are cables carried through beams None through beams through bulkheads, &c. Stepping tubes

How are cables carried through decks Stepping tubes

Are any cables run through coal bunkers None or cargo spaces None or spaces which may be used for carrying cargo, stores, or baggage.

If so, how are they protected See run in galvanized conduit

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage None

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 Marine plugs

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 Marine Sensitive

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 Conduit. Steam tight globes and guards

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.

R. Dowling per R. W. Perso Electrical Engineers

Date 9/15/19

COMPASSES.

Distance between dynamo or electric motors and standard compass 150 feet

Distance between dynamo or electric motors and steering compass 150 feet

The nearest cables to the compasses are as follows:—

| A cable carrying | Amperes | feet from standard compass | feet from steering compass |
|------------------|---------|----------------------------|----------------------------|
| 10 | 5 | — | — |
| 10 | — | — | 5 |
| — | — | — | — |

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 one degree on any course in the case of the standard compass and one degrees on any course in the case of the steering compass.

George L. Campbell

Builder's Signature. Date 15 Sept 1919

GENERAL REMARKS.

The installation has been overhauled and extended. The alterations are in conformity with the United States Standard requirements. The vessel is eligible in my opinion to retain the record of "ELEC. LIGHT" as now shown in the Register Book.

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

AWD
5/11/19

Alan Lawrence

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Alc Lf

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