

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 19674

Port of New York Date of First Survey 10/20/20 Date of Last Survey 11/2/20 No. of Visits 6
No. in on the Iron or Steel S. S. "ORMES" Port belonging to
Reg. Book Built at Tebo Yacht Basin Company By whom Tebo Yacht Basin Company When built 1920
Owners Donald S. S. Co. Owners' Address
Yard No. # 16 Electric Light Installation fitted by Tebo Yacht Basin Company When fitted 10/20/20

DESCRIPTION OF DYNAMO, ENGINE, ETC.

General electric direct connected to Engine

Capacity of Dynamo 91 Amperes at 110 Volts, whether continuous or alternating current Continuous
Where is Dynamo fixed Engine Room Stbd side Whether single or double wire system is used Double
Position of Main Switch Board Engine Room stbd side having switches to groups 10 of lights, &c., as below
Positions of auxiliary switch boards and numbers of switches on each 1 - 6 circuit Engine passage
1 - 2 circuit chart room

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 10% ✓ 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 127 arranged in the following groups:—

A	<u>60</u>	lights each of	<u>10</u>	candle power requiring a total current of	<u>14</u>	Amperes
B	<u>67</u>	lights each of	<u>16</u>	candle power requiring a total current of	<u>24</u>	Amperes
C		lights each of		candle power requiring a total current of		Amperes
D		lights each of		candle power requiring a total current of		Amperes
E		lights each of		candle power requiring a total current of		Amperes
	<u>1</u>	Mast head light with <u>1</u> lamps each of	<u>32</u>	candle power requiring a total current of	<u>1</u>	Amperes
	<u>2</u>	Side light with <u>1</u> lamps each of	<u>32</u>	candle power requiring a total current of	<u>1</u>	Amperes
	<u>3</u>	Cargo lights of <u>6 lights each</u>		candle power, whether incandescent or arc lights	<u>3 Amps Ea.</u>	

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

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

DESCRIPTION OF CABLES.

Main cable carrying	Amperes, comprised of	wires, each	S.W.G. diameter,	square inches total sectional area
Branch cables carrying <u>54</u>	Amperes, comprised of <u>2</u>	wires, each <u>10</u>	S.W.G. diameter,	square inches total sectional area
Branch cables carrying	Amperes, comprised of <u>2</u>	wires, each <u>14</u>	S.W.G. diameter,	square inches total sectional area
Leads to lamps carrying	Amperes, comprised of <u>2</u>	wires, each <u>14</u>	S.W.G. diameter,	square inches total sectional area
Cargo light cables carrying	Amperes, comprised of <u>2</u>	wires, each <u>14</u>	S.W.G. diameter,	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Joints in cables, how made, insulated, and protected Lugs soldered and tapedAre 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 :Are there any joints in or branches from the cable leading from dynamo to main switch board NoHow are the cables led through the ship, and how protected Conduit

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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 **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**

What special protection has been provided for the cables in engine room **Asbestos wire and conduit**

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

How are cables carried through decks **Conduit**

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

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

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

If so, how are the lamp fittings and cable terminals specially protected **Conduit and watertight boxes**

Where are the main switches and fuses for these lights fitted **Engine Room**

If in the spaces, how are they specially protected **No**

Are any switches or fuses fitted in bunkers **No**

Cargo light cables, whether portable or permanently fixed **No** How fixed **Conduit**

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 **NO**

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 **Watertight fixtures**

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.

Electrical Engineers Date

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
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

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 **23rd December 1920**

GENERAL REMARKS.

The wiring of this vessel appears to have been fitted as above appears to be in accordance with the requirements of the Society

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

Elec Lt. Bell

21/1/21

John H. Robson

Surveyor to Lloyd's Register of Shipping.

New York JAN - 4 1921

Committee's Minute

Elec Lt.



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