

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 2307

Port of **PHILADELPHIA** Date of First Survey **29.9.15** Date of Last Survey **Dec 1-1915** No. of Visits **10**
 No. in Reg. Book on the ~~Iron~~ Steel **S.S. SILVER SHELL** Port belonging to **Wilmington Del**
 Built at **Wilmington** By whom **Harlan Hollupworth** When built **1915-12**
 Owners **Shell Co. California** Owners' Address **San Francisco**
 Yard No. **434** Electric Light Installation fitted by **Harlan Hollupworth** When fitted **1915-12**

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One 12 1/2 KW Sturtevant direct-current generator coupled to steam engine
 Capacity of Dynamo **113** Amperes at **110** Volts, whether continuous or alternating current **Continuous**
 Where is Dynamo fixed **superior mill platform** Whether single or double wire system is used **Double**
 Position of Main Switch Board **having switches to groups A, A', B, B', C, D, E, of lights, &c., as below**
 Positions of auxiliary switch boards and numbers of switches on each **all light circuits except navigating lights operated from main switch 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 **100** 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 **no wire**
 Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases **Yes**

Total number of lights provided for **190** arranged in the following groups :-

A	50	lights each of	25 watt candle power requiring a total current of	12	Amperes
B	48	lights each of	25 candle power requiring a total current of	6.3	Amperes
C	27	lights each of	25 candle power requiring a total current of	6.75	Amperes
D	16	lights each of	25 candle power requiring a total current of	4	Amperes
E	18	lights each of	25 candle power requiring a total current of	4.5	Amperes
	2	Mast head light with 2 lamps each of	32 candle power requiring a total current of	2	Amperes
	2	Side light with 2 lamps each of	32 candle power requiring a total current of	2	Amperes
	16	Cargo lights of	440 watt candle power, whether incandescent or arc lights incandescent		

If arc lights, what protection is provided against fire, sparks, &c. **no arcs.**

Where are the switches controlling the masthead and side lights placed **pilot-house**

DESCRIPTION OF CABLES.

Main cables carrying **65** Amperes, comprised of **49** wires, each **#17** S.W.G. diameter, **120** square inches total sectional area
 Branch cables carrying **12** Amperes, comprised of **7** wires, each **#16** S.W.G. diameter, **022** square inches total sectional area
 Branch cables carrying **6.3** Amperes, comprised of **7** wires, each **#16** S.W.G. diameter, **022** square inches total sectional area
 Leads to lamps carrying **1.5** Amperes, comprised of **1** wires, each **#14** S.W.G. diameter, **005** square inches total sectional area
 Cargo light cables carrying **4** Amperes, comprised of **15** wires, each **#25** S.W.G. diameter, **0745** square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

double rubber, haired lead covered, armored steel conduit.
 Joints in cables, how made, insulated, and protected **good mechanical joint, soldered, taped with vulcanite Grimsshaw tape, coated with insulating compound.**
 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 **armored 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 lead covered
in conduits

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat lead covered & conduits

What special protection has been provided for the cables near boiler casings armoured conduits

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

How are cables carried through beams — through bulkheads, &c. W.T. fittings

How are cables carried through decks none

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

If so, how are they protected conduit - heavy protective casing

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 double wired

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 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 vapor proof lamps

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 500 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.

Harlan Hollingsworth & Co. Inc. Electrical Engineers Date Dec 20 15
by Hendrick Weis Secretary

COMPASSES.

Distance between dynamo or electric motors and standard compass 250 feet

Distance between dynamo or electric motors and steering compass 250 -

The nearest cables to the compasses are as follows:—

A cable carrying $\frac{1}{8}$ Amperes	<u>one</u> feet from standard compass	<u>one</u> feet from steering compass
A cable carrying $\frac{1}{8}$ Amperes	<u>4</u> feet from standard compass	<u>3</u> feet from steering compass
A cable carrying <u>—</u> Amperes	<u>—</u> feet from standard compass	<u>—</u> 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 ✓ degrees on — course in the case of the standard compass and ✓ degrees on — course in the case of the steering compass.

Same Builder's Signature. Date Dec 20 15

GENERAL REMARKS.

This electric lighting installation has been fitted in accordance with the Rules found satisfactory. The lighting system has been tried at full power found to work well.

It is submitted that this vessel is eligible for THE RECORD Elec. light. J.W.D. 3/1/16

Robert Haig
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE.-4 JAN. 1916

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Im. 11, 13.—Transfer.

