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REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 268.

Port of Cleveland O. Date of First Survey 20/5/20 Date of Last Survey 24/6/20 No. of Visits 8
 No. in Reg. Book 95 "ROMAGNE" Port belonging to Wyandotte Mich.
 Built at Cleveland Ohio. By whom American Shipbuilding Co. When built 1920
 Owners Not yet stated Owners' Address ✓
 Yard No. 494 Electric Light Installation fitted by American Shipbuilding Co. When fitted 1920

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One 6 pole dynamo. Direct-Connected to reciprocating engine R.P.M. 450 (3757)
 Capacity of Dynamo 90 Amperes at 110 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed Engine Room, Bottom Platform Whether single or double wire system is used ✓
 Position of Main Switch Board " having switches to groups ✓ of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each Two on Bridge Deck, one in Pop
spaces, 5 circuits each

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 no

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 50 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. (Std. fuses)

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

Total number of lights provided for 154 arranged in the following groups:—

| | | | |
|---------------------------------------------------------|--------------------------|----------------------------------------------------------------------|---------|
| A Bridge Spaces | lights each of <u>55</u> | " " candle power requiring a total current of <u>14.5</u> | Amperes |
| B Machinery " | lights each of <u>50</u> | " " candle power requiring a total current of <u>17.2</u> | Amperes |
| C Forecastle " | lights each of <u>16</u> | " " candle power requiring a total current of <u>4.2</u> | Amperes |
| D Pop " | lights each of <u>78</u> | " " candle power requiring a total current of <u>7.0</u> | Amperes |
| E Portable lights | lights each of <u>16</u> | " " candle power requiring a total current of <u>8.7</u> | Amperes |
| 2 Mast head light with 2 lamps each of <u>120 Watts</u> | | candle power requiring a total current of <u>2.2</u> | Amperes |
| 2 Side light with 2 lamps each of <u>"</u> | | " " candle power requiring a total current of <u>2.2</u> | Amperes |
| above Cargo lights of <u>as stated</u> | | candle power, whether incandescent or arc lights <u>incandescent</u> | |

If arc lights, what protection is provided against fire, sparks, &c. None used for cargo. Wireless fitted on independent circuit.

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

DESCRIPTION OF CABLES.

| Cable | Capacity | Amperes | Comprised of | Wires | Each | S.W.G. diameter | Area | Total sectional area |
|-----------------------------|------------|---------|--------------|-----------|------|-----------------|--------------|---------------------------|
| Main cable carrying | <u>110</u> | | | <u>19</u> | | <u>13 BS.</u> | <u>98496</u> | <u>13.5</u> square inches |
| Branch cables carrying | <u>45</u> | | | <u>11</u> | | <u>14</u> | <u>45045</u> | <u>17.2</u> square inches |
| Branch cables carrying | <u>21</u> | | | <u>7</u> | | <u>18</u> | <u>11670</u> | <u>4.2</u> square inches |
| Leads to lamps carrying | <u>5</u> | | | <u>1</u> | | <u>14</u> | <u>4095</u> | <u>7.0</u> square inches |
| Cargo light cables carrying | <u>16</u> | | | <u>17</u> | | <u>25</u> | <u>3256</u> | <u>8.7</u> square inches |

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Vulcanized rubber double braided to specifications & tests of National Board of Fire Underwriters.

Joints in cables, how made, insulated, and protected Soldered, rubbered & 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 Steel conduits where exposed, wood moulding in cabins.



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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 Steel Conduits

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

What special protection has been provided for the cables near boiler casings Steel Conduits

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

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

How are cables carried through decks Steel Conduits

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 Steel Conduits run thru deck beams or clipped thru Safe from (damage)

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 Plug boxes

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 Eng. Room

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 ✓

Are any switches, fuses, 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 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.

The American Ship Bldg Co. Electrical Engineers Date Nov 1920

COMPASSES.

Distance between dynamo or electric motors and standard compass about 50 feet

Distance between dynamo or electric motors and steering compass about 50 feet

The nearest cables to the compasses are as follows:—

| A cable carrying | Amperes | feet from standard compass | feet from steering compass |
|------------------|----------|----------------------------|----------------------------|
| <u>25</u> | <u>✓</u> | <u>✓</u> | <u>✓</u> |
| <u>✓</u> | <u>✓</u> | <u>✓</u> | <u>✓</u> |
| <u>✓</u> | <u>✓</u> | <u>✓</u> | <u>✓</u> |

Have the compasses been adjusted with and without the electric installation at work at full power not yet adjusted

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.

Builder's Signature. Date

GENERAL REMARKS.

The above installation has been fitted in a satisfactory manner. The materials & workmanship employed therein so far as can be seen are sound & good.

It is submitted that this vessel is eligible for THE RECORD. Elec Lt. Roll 1/10/20

G. Dammone
Surveyor to Lloyd's Register of Shipping.

Committee's Minute Elec Lt. New York OCT 19 1920

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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