

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 17480

Port of New York Date of First Survey 9 Sept Date of Last Survey 25 Sept/19 No. of Visits 6  
 No. in Reg. Book on the Iron or Steel Ship St. WINONA COUNTY Port belonging to Kearny, N.J.  
 Built at Kearny, N.J. By whom Federal S. B. Co. When built 1919-  
 Owners U. S. Shipping Board Owners' Address Philadelphia Pa.  
 Yard No. 24 Electric Light Installation fitted by Federal S. B. Co. When fitted 1919-

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two Direct connected Generators, Gen. Electric, Cos. type M.P. 6. 425 R.P.M. Compound wound 15 K.W. Vert. sin. cylinder Engines (8"x6") 125 lbs. steam pressure.

Capacity of Dynamo 80 Amperes at 125 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed St. lower Engine-room Whether single or double wire system is used Double

Position of Main Switch Board Near Generators having switches to groups A. B. C. D. & E. of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each 1-4 bin. panel Aft. quarters under Poop Dk. 1-6 bin. panel Midship Dk. hse. located in passage. 1-6 bin. panel in Ford. Dk. house. 1-8 bin. panel in Engine 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 25 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 Not used

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

Total number of lights provided for 196 arranged in the following groups:—

Group	Description	Watts	Candle Power	Current (Amperes)
A	Panel 38 lights each of 50 Watts.	50	19	19
B	" 54 lights each of " "	"	27	27
C	" 48 lights each of " "	"	24	24
D	" 20 lights each of " "	"	10	10
E	Feeder Ford 36 lights each of " "	"	18	18
	One Mast head light with 2 lamps each of 32	32	1	1
	Two Side light with 2 lamps each of 32	32	1	1
	Nine Cargo lights of 4-50 Watt lamps each.	4-50	Incandescent	

If arc lights, what protection is provided against fire, sparks, &c. Not used

Where are the switches controlling the masthead and side lights placed Pilot house. (Auto. control.)

## DESCRIPTION OF CABLES.

Number	Amperes	Wires	W.G. diameter	Sectional Area
Main cable carrying 90	90	2	70.0	105625 square inches
Branch cables carrying 30	30	2	6	41740 square inches
Branch cables carrying 30	30	2	8	26250 square inches
Leads to lamps carrying 15	15	2	14	10380 square inches
Cargo light cables carrying 4	4	2	10	4107 square inches

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

All conductors are National Electric Code rubber covered, double braid. Twin conductor cables up to 30000 C.M. are used where possible. All conductors larger than 14 A.W.G. are stranded.

Joints in cables, how made, insulated, and protected Joints are soldered using non-corrosive flux, insulated with rubber tape & protected with a wrapping of friction tape & inclosed in approved fittings or junction boxes.

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 All wires with the exception of 6 Volt call bell systems are carried in approved iron conduit.



**DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.**

Are they in places always accessible *Where possible to do so.*

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *Inclosed in rigid iron conduit with W.T. couplings & fittings*

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

What special protection has been provided for the cables near boiler casings *Asbestos covered in iron conduit*

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

How are cables carried through beams *Through holes provided & spaces available* through bulkheads, &c. *W.T. Drilled holes Same as Decks*

How are cables carried through decks *Iron conduit made W.T. with lock-nuts, washers & canvas painted with red lead*

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 *In iron conduit clipped to inside of longitudinal channels.*

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage *No. Portable lamps used*

If so, how are the lamp fittings and cable terminals specially protected *Navy Std. W.T. plugs*

Where are the main switches and fuses for these lights fitted *Inside of W.T. door - Shelter Dk.*

If in the spaces, how are they specially protected *Switches are extra heavy, Navy Std. brass, protected by locating in corners*

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 *✓*

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. Two*, fixed *on main 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 *✓*

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 <sup>AMERICAN INST. ELECTRICAL ENGINEERS</sup> 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 *625* megohms per <sup>1000 FEET</sup> statute mile at 60° Fahrenheit after <sup>24</sup> hours' immersion in water, the test being made after one minute's electrification at not less than <sup>500</sup> volts and while the cable is still immersed. <sub>2000</sub>

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. W. Erickson* Electrical Engineers Date \_\_\_\_\_

**COMPASSES.**

Distance between dynamo or electric motors and standard compass *approx. 110'*

Distance between dynamo or electric motors and steering compass *" 110'*

The nearest cables to the compasses are as follows:—

A cable carrying <i>30 (SEARCHLIGHT)</i> Amperes <i>8</i> feet from standard compass <i>9</i> feet from steering compass
A cable carrying <i>3</i> Amperes <i>6</i> feet from standard compass <i>5</i> feet from steering compass
A cable carrying <i>1/2</i> Amperes <i>8</i> feet from standard compass <i>1.5</i> feet from steering compass

Have the compasses been adjusted with and without the electric installation at work at full power *Yes. on trial.*

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.

*The Federal Shipbuilding Co., Bklyn, N.Y.* Builder's Signature. Date \_\_\_\_\_

**GENERAL REMARKS.**

*The fittings of the wires throughout the vessel is as stated in the Report & appears to be in accordance with the Committees requirements.*

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

*J.W.D. 11/11/19*

*C. J. Macdonald* Surveyor to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_

No. 1,14—Transfer.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

