

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 17064

Port of New York, U.S.A. Date of First Survey 14 June Date of Last Survey 10 July No. of Visits 7
 No. in Reg. Book on the Iron or Steel Ship, Ser. No. "CLAIRTON" Port belonging to Kearny, N.J. U.S.A.
 Built at Kearny, N.J. U.S.A. By whom Federal S. B. Co. When built 1919-7.
 Owners U.S. Shipping Board Owners' Address Philadelphia, Pa. U.S.A.
 Yard No. 16. Electric Light Installation fitted by Federal S. B. Co. When fitted 1919-7.

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two direct-connected Generators, Gen. Electric Cos. type, M. P. 6 Pole, 475 R.P.M. compound wound, 10 K.W. Vertical, Six, cyl. Engines (6 1/2" x 5"). 125 lbs. Steam pressure.

Capacity of Dynamo 90/80 Amperes at 110/125. Volts, whether continuous or alternating current Continuous.

Where is Dynamo fixed St. side 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 Cir. panel, Aft. quarters Poop Deck. 1-6 Cir. panel Mid-ship Deck house, located in passage. 1-4 Cir. panel Ford Deck house. 1-6 Cir. panel 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:—

A	Panel	38	lights each of	50	Watts.	candle power requiring a total current of	19	Amperes
B	"	54	lights each of	50	"	candle power requiring a total current of	27	Amperes
C	"	48	lights each of	50	"	candle power requiring a total current of	24	Amperes
D	"	20	lights each of	50	"	candle power requiring a total current of	10	Amperes
E	Feeder Ford	36	lights each of	50	"	candle power requiring a total current of	18	Amperes
ONLY ONE LAMP CAN OPERATE AT SAME INSTANT.								
	One.	Mast head light with	2	lamps each of	32	candle power requiring a total current of each	1	Amperes
	Two	Side light with	2	lamps each of	32	candle power requiring a total current of	1	Amperes

Nine. Cargo lights of 4 50 Watt Lamps, each. candle power, whether incandescent or arc lights 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. Indicators.)

DESCRIPTION OF CABLES.

				21250		EACH CABLE.	
Main cable carrying	90	Amperes, comprised of	2	wires, each	No. 4 Radio	S.W.G. diameter,	165500 C.M. square inches total sectional area
Branch cables carrying	40	Amperes, comprised of	2	wires, each	" 4 Radio	S.W.G. diameter,	41740 " " square inches total sectional area
Branch cables carrying	30	Amperes, comprised of	2	wires, each	" 6 Sch. 10	S.W.G. diameter,	26250 " " square inches total sectional area
Branch cables carrying	30	Amperes, comprised of	2	wires, each	" 8	S.W.G. diameter,	16510 " " square inches total sectional area
Leads to lamps carrying	20	Amperes, comprised of	2	wires, each	" 10	S.W.G. diameter,	10380 " " square inches total sectional area
Cargo light cables carrying	15	Amperes, comprised of	2	wires, each	" 11	S.W.G. diameter,	4107 " " square inches total sectional area
Cargo light cables carrying	4	Amperes, comprised of	2	wires, each	" 10	S.W.G. diameter,	10380 " " square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

All conductors are National Electric Code rubber covered, double braid.

Twin conductor cables up to 30,000 C.M. are used where possible.

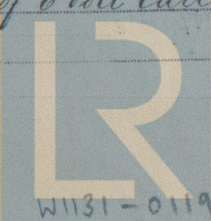
All conductors larger than 14. A.W.G. are stranded.

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, all joints are 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.



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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 *All cables 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 avail- through bulkheads, &c. N.W.T. " W.T. BLK HDS. Same as Decks. Drilled holes*

How are cables carried through decks *In 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 *Iron conduit clipped to inside of longitudinal channel.*

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage *Two lamps in Cargo space Shlth. Deck*

If so, how are the lamp fittings and cable terminals specially protected *With brass fixtures fitted with extra globe & guard.*

Where are the main switches and fuses for these lights fitted *Inside of W.T. door Shlth. 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* *on main Switchboard*, fixed ☒

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 AMERICAN INSTITUTE ELECTRICAL ENGINEERS 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 statute mile at 60° Farhenheit 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. *1000 FEET 2000*

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.

M. W. Smith, Ch. Eng. R. W. Enckhouse Electrical Engineers Date *July 14th 1919*

COMPASSES.

Distance between dynamo or electric motors and standard compass *Approx. 110 ft.*

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

The nearest cables to the compasses are as follows:—

Cable	Amperes	Feet from standard compass	Feet from steering compass
A cable carrying <i>30 Searchlight</i>	<i>3</i>	<i>9'6"</i>	<i>9'6"</i>
A cable carrying <i>3</i>	<i>6</i>	<i>5</i>	<i>5</i>
A cable carrying <i>1/2</i>	<i>8</i>	<i>1'5</i>	<i>1'5</i>

EL. TELE. METER REAR. IN 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.

The Federal Shipbuilding Co. M. W. Smith, Ch. Eng. Builder's Signature. Date *July 14th 1919*

GENERAL REMARKS.

The fitting of the wires throughout the vessel is as stated in the Report & appears to be in accordance with the Committee's Requirements

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

C. F. Macdonald,

Surveyor to Lloyd's Register of Shipping.

Committee's Minute



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.