

## REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 3887

Port of *Philadelphia* Date of First Survey *24 Feb. 1920* Date of Last Survey *22 July 1920* No. of Visits *33*  
 No. in on the *Iron or Steel* *SS. AGWIMOON* Port belonging to *New York*  
 g. Book Built at *Chester* By whom *Sun Shipbuilding Co* When built *1920*  
 Owners *Atlantic Gulf & West Indies Steamship Line* Owner's Address *New York*  
 ord No. *27* Electric Light Installation fitted by *Sun Shipbuilding Co* When fitted *1920*

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

*Two General Electric Compound wound Continuous current Generators  
 direct connected to two G & E Vertical Engines*

Capacity of Dynamo *136* Amperes at *115* Volts, whether continuous or alternating current *Continuous*

Where is Dynamo fixed *Up engine room platform* Whether single or double wire system is used *Double*

Position of Main Switch Board *Up in Dynamo room* having switches to groups *Seven* of lights, &c., as below

*Positions of auxiliary switch boards and numbers of switches on each*  
*One six circuit panel box in Bridge  
 House, one six circuit panel box in Engine room hatch & one six circuit  
 panel box in Dynamo room.*

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*

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

the fuses of non-oxidizable metal *Yes* and constructed to fuse at an excess of *100* per cent over the normal current

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 *None used*

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

number of lights provided for *216* arranged in the following groups:—

<i>Bridge House</i>	<i>46</i>	lights each of	<i>32</i>	candle power requiring a total current of	<i>14</i>	Amperes
<i>Upper House</i>	<i>62</i>	lights each of	<i>32</i>	candle power requiring a total current of	<i>18</i>	Amperes
<i>Engine Room</i>	<i>50</i>	lights each of	<i>32</i>	candle power requiring a total current of	<i>15</i>	Amperes
<i>Lump Room</i>	<i>11</i>	lights each of	<i>32</i>	candle power requiring a total current of	<i>4</i>	Amperes
<i>Forecastle</i>	<i>30</i>	lights each of	<i>32</i>	candle power requiring a total current of	<i>9</i>	Amperes
Mast head light with	<i>2</i>	lamps each of	<i>40</i>	candle power requiring a total current of	<i>1</i>	Amperes
Side light with	<i>2</i>	lamps each of	<i>40</i>	candle power requiring a total current of	<i>1</i>	Amperes
Cargo lights of	<i>16</i>			candle power, whether incandescent or arc lights	<i>Incandescent</i>	

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

are the switches controlling the masthead and side lights placed *on telt tale panel in Pilot House*

## DESCRIPTION OF CABLES.

Cable carrying *150* Amperes, comprised of *2* wires, each *100* S.W.G. diameter, *0.132* square inches total sectional area

Cables carrying *15* Amperes, comprised of *2* wires, each *5* S.W.G. diameter, *0.0130* square inches total sectional area

Cables carrying *47* Amperes, comprised of *2* wires, each *4* S.W.G. diameter, *0.0325* square inches total sectional area

auto lamps carrying *4* Amperes, comprised of *2* wires, each *14* S.W.G. diameter, *0.00333* square inches total sectional area

light cables carrying *3* Amperes, comprised of *3* wires, each *16* S.W.G. diameter, *0.00203* square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

wiring used is lead and armored cable. Navy standard sheathed  
 of fourteen inches

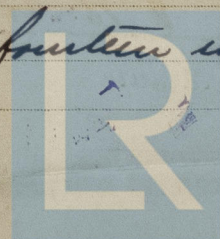
on cables, how made, insulated, and protected *All joints are well made mechanically, soldered  
 wrapped with rubber and linen tape*

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*

any joints in or branches from the cable leading from dynamo to main switch board *No*

the cables led through the ship, and how protected *Sheathed to ship every fourteen inches*





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 & armored cable and watertight fixtures*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *Lead & armored cable*

What special protection has been provided for the cables near boiler casings *Lead & armored cable*

What special protection has been provided for the cables in engine room *Lead & armored cable*

How are cables carried through beams *Through hole* through bulkheads, &c. *Watertight tubes*

How are cables carried through decks *Through kick pipes twenty four inches long*

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

If so, how are they protected *Shipped to deck every fourteen inches*

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 *Water tight fixtures*

Where are the main switches and fuses for these lights fitted *on switch board in Dynamo Room*

If in the spaces, how are they specially protected *None installed*

Are any switches or fuses fitted in bunkers *No*

Cargo light cables, whether portable or permanently fixed *Portable* How fixed *on Cargo clusters*

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 *on switch board*

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 *Water tight & gas proof*

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.

COMPASSES.

Distance between dynamo or electric motors and standard compass *250 ft.*

Distance between dynamo or electric motors and steering compass *250 ft.*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>35</i>	<i>10</i>	<i>4</i>	
<i>2</i>	<i>5</i>	<i>5</i>	

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 *Nil* degrees on *all* course in the case of the standard compass and *Nil* degrees on *all* course in the case of the steering compass.

GENERAL REMARKS.

*This installation has been well fitted aboard and proved satisfactory under trial*

Elec Lt  
Bell  
11/9/20  
Committee's Minute *Elec Lt*

*Robert H. Hall*  
Builder's Signature. Date *23.7.20*

*J. Adamson*  
Surveyor to Lloyd's Register of Shipping.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

