

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 3726.

Port of SAN FRANCISCO, CAL. Date of First Survey 8TH AUG 1921 Date of Last Survey 22ND SEPT 1921 No. of Visits 8
 No. in on the Iron Steel S/S "SEMIRAMIS." Part belonging to S GRAVENHAGE.
 Reg. Book Built at E. SAN PEDRO, CAL. By whom SOUTHWESTERN S. B. CO When built 1921
 Owners NEDEERLANDSCH-INDISCHE TANKSTOOMBOOT MAATSCHAPPIJ. Owners' Address
 Yard No. 26. Electric Light Installation fitted by SOUTHWESTERN S. B. CO. When fitted 1921

DESCRIPTION OF DYNAMO, ENGINE, ETC.

ONE - 13 1/2 H.P. 6 POLE, 350 R.P.M. COMPOUND. ONE FLUX - 6 H.P. 4 POLE, 430 R.P.M. COMPOUND.
 ENGINE 8" x 6" ENGINE 6" x 4"
 BY SUNDERLAND FORGE, ENGLAND.
 Capacity of Dynamo 125 Amperes at 110 Volts, whether continuous or alternating current DIRECT
 Where is Dynamo fixed DYNAMO FLAT, IN ENGINE ROOM. Whether single or double wire system is used DOUBLE
 Position of Main Switch Board DYNAMO FLAT. having switches to groups A, B, C and D. of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each PILOT HOUSE - 5 SWITCHES FOR MIDSHIPS AND FORECASTLE.
DYNAMO FLAT - FOR ENGINE ROOM AND BOILER ROOM. 3 TOP OF ENGINE ROOM, FOR AFTER QUARTERS.
 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 YES.
 Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases YES.
 Total number of lights provided for 219. arranged in the following groups:—

Group	No. of lights	Watts	Candle power	Amperes
A FORECASTLE	23	25	5.06	
A MIDSHIPS	44	30	19.80	2.43
B ENGINE ROOMS	52	50	23.40	
C AFTER QRS	42	50	18.90	
D CARGO	20	50	10.00	
E				
2 Mast head lights with 1 lamps each	32		0.9	Amperes
2 Side lights with 1 lamps each	32		0.9	Amperes
4 Cargo lights of	96			

 candle power, whether incandescent or arc lights INCANDESCENT.
 If arc lights, what protection is provided against fire, sparks, &c. NONE.

Where are the switches controlling the masthead and side lights placed WHEEL HOUSE.

DESCRIPTION OF CABLES.

Cable Type	Amperes	Wires	W.G. diameter	Area
Main cable carrying	24	2	0.162	0.412 square inches total sectional area
Branch cables carrying	10	2	0.128	0.258 square inches total sectional area
Branch cables carrying	9	2	0.102	0.162 square inches total sectional area
Leads to lamps carrying	2	2	0.051	0.02 square inches total sectional area
Cargo light cables carrying	6	2	0.0808	0.05 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

all wire used is standard single conductor and lead covered; where exposed run in conduit.
 Joints in cables, how made, insulated, and protected All joints spliced and soldered, taped first with rubber. Then covered with friction tape and given a heavy coating of insulating compound; all joints in water tight 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 Lead covered cable in 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 *W.T. Conduit*

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

What special protection has been provided for the cables near boiler casings *W.T. Conduit*

What special protection has been provided for the cables in engine room *W.T. Conduit*

How are cables carried through beams *Conduit* through bulkheads, &c. *Conduit with stuffing boxes*

How are cables carried through decks *Conduit with brass deck tubes*

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

If so, how are they protected *W.T. Conduit*

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 *Permanent* How fixed *W.T. Fittings*

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 amperometer *Yes*, fixed *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 *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 *Vapour proof fittings*

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.

South Beach Shipbuilding Co. Electrical Engineers Date

COMPASSES.

Distance between dynamo or electric motors and standard compass *about 260 feet*

Distance between dynamo or electric motors and steering compass *" 250 "*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>.25</i>	<i>1</i>	<i>1</i>	<i>1</i>
A cable carrying	Amperes	feet from standard compass	feet from steering compass
A cable carrying	Amperes	feet from standard compass	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 *Nil* degrees on *True* course in the case of the standard compass and *Nil* degrees on *True* course in the case of the steering compass.

South Beach Shipbuilding Co. Builder's Signature Date

GENERAL REMARKS.

This installation has been fitted in accordance with the Rules, tested under working conditions and found satisfactory, and the vessel is eligible in my opinion to have the notation "Electric Light" in the Register Book.

FEE \$ 173.75 applied for Oct. 11, 1921.

this vessel is eligible for THE RECORD. Elec. Light. 21/11/21.

Wm Smith
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

New York NOV - 1 1921

Elect Light



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