

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 2355

13. Received at London Office

Port of Baltimore Date of First Survey _____ Date of Last Survey 1.5.18. No. of Visits _____
 in on the ~~Iron~~ or Steel S. S. Ampetco Port belonging to Baltimore, Md.
 Book Built at Spanow's Point Md. By whom Bethlehem Shipbuilding Corp. When built 4-18.
U.S. Shipping Board, Emergency Fleet Corp. Owners' Address Washington D.C.
 No. 172. Electric Light Installation fitted by Bethlehem Shipbuilding Corporation When fitted _____

DESCRIPTION OF DYNAMO, ENGINE, ETC.

1 9"x7" Direct connected engine 400 R.P.M. to General Electric Multipolar Generator
 Capacity of Dynamo 160 Amperes at 125 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed Engine Room Whether single or double wire system is used Double
 Position of Main Switch Board Engine Room having switches to groups Four of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each Bridge Deck House Passage
Engine Room, Upper Deck Passage.

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.
 Where 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 30 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 _____ arranged in the following groups:—

<u>103</u>	lights each of	<u>20</u>	candle power requiring a total current of	<u>23.4</u>	Amperes
<u>81</u>	lights each of	<u>20</u>	candle power requiring a total current of	<u>18.4</u>	Amperes
<u>49</u>	lights each of	<u>20</u>	candle power requiring a total current of	<u>11.1</u>	Amperes
<u>Search-light</u>	lights each of		candle power requiring a total current of	<u>35</u>	Amperes
<u>13</u>	lights each of	<u>20</u>	candle power requiring a total current of	<u>2.9</u>	Amperes
<u>1</u>	Mast head light with <u>2</u> lamps each of	<u>8</u>	candle power requiring a total current of		Amperes
<u>2</u>	Side light with <u>2</u> lamps each of	<u>8</u>	candle power requiring a total current of		Amperes
	Cargo lights of		candle power, whether incandescent or arc lights		

Where arc lights, what protection is provided against fire, sparks, &c. Search light in Metal case.

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

DESCRIPTION OF CABLES.

Main cable carrying 113.8 Amperes, comprised of 19 wires, each .0087 S.W.G. diameter, .1662 square inches total sectional area
 Each cables carrying 23.4 Amperes, comprised of 19 wires, each .0087 S.W.G. diameter, .1662 square inches total sectional area
 Each cables carrying 18.4 Amperes, comprised of 7 wires, each .0037 S.W.G. diameter, .0259 square inches total sectional area
 Cables to lamps carrying 0.2 Amperes, comprised of 1 wires, each .0032 S.W.G. diameter, .0032 square inches total sectional area
 No light cables carrying 0.8 Amperes, comprised of 37 wires, each .00087 S.W.G. diameter, .0032 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Copper conductors tinned. 3/4" rubber wall and covered with double braid, run in enameled and galvanized steel conduits
 How joints in cables, how made, insulated, and protected Joints in cables made in junction boxes with junction box fittings and brass screws. Where joints are spliced they are soldered covered with rubber and linen tapes and shellaced
 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 Through galvanized steel conduits



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 *Cables run through galvanized steel conduits*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *Galvanized steel conduits*

What special protection has been provided for the cables near boiler casings *Galvanized steel conduits*

What special protection has been provided for the cables in engine room *Galvanized steel conduits*

How are cables carried through beams *Galvanized steel conduits* through bulkheads, &c. *Galvanized steel conduits*

How are cables carried through decks *Galvanized 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 *Galvanized steel conduits*

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 *In composition boxes. Lamps guarded with wire caps*

Where are the main switches and fuses for these lights fitted *Engine room and upper deck panels*

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 _____

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 *yes*

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 globes*

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.

BETHLEHEM SHIPBUILDING CORP., LTD.

SPARROWS POINT PLANT

ASS'T GENERAL MANAGER

Electrical Engineers

Date _____

COMPASSES.

Distance between dynamo or electric motors and standard compass *275 feet*

Distance between dynamo or electric motors and steering compass *270 feet*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>30</i>	<i>8</i>	<i>8</i>	<i>8</i>
<i>0.1</i>	<i>0.5</i>	<i>0.5</i>	<i>0.5</i>
<i>0.5</i>	<i>10</i>	<i>8</i>	<i>8</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 _____ course in the case of the _____ standard compass and *nil* degrees on _____ course in the case of the steering compass.

BETHLEHEM SHIPBUILDING CORP., LTD.

SPARROWS POINT PLANT

ASS'T GENERAL MANAGER

Builder's Signature

Date _____

GENERAL REMARKS.

Installation tested under varying loads and found to work in satisfactory manner.

It is submitted that this vessel is eligible for

THE RECORD. Elec. light.

HWJ 2/7/18
Elec. Light

John M. Sheuff

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

New York JUN 4 1918

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

