

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 2883

Port of *Baltimore, Md.* Date of First Survey *May 6th* Date of Last Survey *June 30th* No. of Visits *4*
 No. in *on the Iron or Steel* *Steamer John R. Gibbons* Port belonging to *Philadelphia*
 No. Book *508* Built at *Baltimore, Md.* By whom *Union Shipbuilding Co.* When built *1920*
 No. *970* Owners *American Brauxite Co.* Owners' Address *Philadelphia, Pa.*
 No. *8* Electric Light Installation fitted by *Union Shipbuilding Co.* When fitted *1920*

DESCRIPTION OF DYNAMO, ENGINE, ETC.

2 Onberg generators direct driven by Onberg engines 6" x 6" 450 RPM.

Capacity of Dynamo *each 87* Amperes at *110* Volts, whether continuous or alternating current *continuous*

There is Dynamo fixed *on Weather deck in engine Room* Whether single or double wire system is used *double*

Position of Main Switch Board *near dynamos* having switches to groups *13* of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each *all lights controlled directly from main switch board with snap switches at lights and fuses at junction boxes only.*

Are fuses 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*

Is vessel 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 *134* arranged in the following groups:—

A	<i>36</i>	lights each of	<i>35 watts</i>	candle power requiring a total current of	<i>7.7</i>	Amperes
B	<i>28</i>	lights each of	<i>25 "</i>	candle power requiring a total current of	<i>14</i>	Amperes
C	<i>54</i>	lights each of	<i>25 "</i>	candle power requiring a total current of	<i>28.5</i>	Amperes
D	<i>26</i>	lights each of	<i>25 "</i>	candle power requiring a total current of	<i>8.2</i>	Amperes
E		lights each of		candle power requiring a total current of		Amperes
<i>2</i>		Mast head light with <i>2</i> lamps each of	<i>40 watts</i>	candle power requiring a total current of	<i>2</i>	Amperes
<i>2</i>		Side light with <i>2</i> lamps each of	<i>40 "</i>	candle power requiring a total current of	<i>2</i>	Amperes
<i>10</i>		<i>clusters (4).</i> Cargo lights of	<i>240 "</i>	candle power, whether incandescent or arc lights	<i>Incandescent</i>	

If arc lights, what protection is provided against fire, sparks, &c. *Searchlight in metal case with glass door.*

Where are the switches controlling the masthead and side lights placed *On telltale board in pilot house.*

DESCRIPTION OF CABLES.

Main cable carrying *127* Amperes, comprised of *4* wires, each *0* S.W.G. diameter, *0.625* square inches total sectional area
 Branch cables carrying *14* Amperes, comprised of *7* wires, each *10* S.W.G. diameter, *0.514* square inches total sectional area
 Branch cables carrying *9.5* Amperes, comprised of *7* wires, each *12* S.W.G. diameter, *0.336* square inches total sectional area
 Leads to lamps carrying *2* Amperes, comprised of *2* wires, each *14* S.W.G. diameter, *0.1225* square inches total sectional area
 Cargo light cables carrying *Amperes*, comprised of *wires*, each *S.W.G. diameter*, *square inches* total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Main wiring in metal conduits. In midships accommodation wires insulated and covered with lead. All wires covered with standard insulation

Joints in cables, how made, insulated, and protected *in junction boxes, some spliced and soldered covered with rubber tape with treated cotton 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 *none*

How are the cables led through the ship, and how protected *In metal conduits*



© 2019

Lloyd's Register
Foundation

W180-0228

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 *Metal Conduits*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat " "

What special protection has been provided for the cables near boiler casings " "

What special protection has been provided for the cables in engine room " "

How are cables carried through beams *In metal conduits* through bulkheads, &c. " "

How are cables carried through decks " "

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 *In metal conduits and air tight fittings*

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 *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 —

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 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.

W.A. Blakeman

Electrical Engineers

Date

COMPASSES.

Distance between dynamo or electric motors and standard compass *118 feet.*

Distance between dynamo or electric motors and steering compass *110 feet.*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>0.5</i>	<i>0.5</i>	<i>0.5</i>	<i>0.5</i>
<i>50</i>	<i>10.0</i>	<i>5.0</i>	<i>5.0</i>
<i>1</i>	<i>0.75</i>	<i>6.0</i>	<i>6.0</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.

UNION SHIPBUILDING CO.

W.A. Blakeman

Builder's Signature. Date

GENERAL REMARKS.

Installation has been fitted in an efficient manner tried out under varying loads and found to work in a satisfactory manner

THE RECORD.

Elec Lt
18/8/20

John. M. Sheriff

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Elec Lt

New York JUL 27 1920



© 2019

Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.