

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 231

Port of DETROIT MICH. Date of First Survey 24<sup>th</sup> Oct 1919 Date of Last Survey 25<sup>th</sup> Nov 1919 No. of Visits \_\_\_\_\_  
 No. in Reg. Book on the ~~Iron~~ Steel SINGLE SCREW STEAMER "LAKE FAIRPORT" Port belonging to WYANDOTTE MICH. U.S.A.  
 Built at WYANDOTTE MICH. By whom DETROIT SHIPBUILDING Co. When built 1919  
 Owners U.S. SHIPPING BOARD EMERGENCY FLEET CORP Owners' Address WASHINGTON D.C.  
 Yard No. 270 Electric Light Installation fitted by DETROIT SHIPBUILDING Co. When fitted 1919

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

~~2-10 kW~~ Engberg Generators, each compound, multipole & direct coupled to its own engine, of the single cylinder, vertical, enclosed type. 6" x 6" x 4.50 R.P.M.

Capacity of Dynamos EACH 90 Amperes at 110 Volts, whether continuous or alternating current CONTINUOUS

Where is Dynamo fixed ENGINE ROOM PLATFORM Whether single or double wire system is used DOUBLE

Position of Main Switch Board " " " having switches to groups 14 of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each PORT CABIN 5

" ALLEYWAY 5

CREW'S QUARTERS AFT 5

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 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 170 arranged in the following groups:—

A PORT CABIN lights each of 25 WATTS candle power requiring a total current of 7 Amperes

B " ALLEYWAY lights each of 25 " candle power requiring a total current of 7 Amperes

C CREW'S QTRS AFT lights each of 25 " candle power requiring a total current of 6 Amperes

D MACHINERY SPACE lights each of 50 " candle power requiring a total current of 19 Amperes

E lights each of \_\_\_\_\_ candle power requiring a total current of \_\_\_\_\_ Amperes

2 Mast head lights with 1 lamp each of 50 " candle power requiring a total current of 1 Amperes

2 Side lights with 1 lamp each of 50 " candle power requiring a total current of 1 Amperes

4 (4 LAMP) Cargo lights of 200 " candle power, whether incandescent or arc lights INCANDESCENT

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

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

## DESCRIPTION OF CABLES.

Main cable carrying 90 Amperes, comprised of 2 wires, each N<sup>o</sup> 2 B. & S. S.W.G. diameter, 66,370 <sup>133128 CIRC. MILS.</sup> square inches total sectional area

Branch cables carrying 24 Amperes, comprised of 2 wires, each " 10 S.W.G. diameter, 10,380 <sup>104040</sup> square inches total sectional area

Branch cables carrying 24 Amperes, comprised of 2 wires, each " 10 S.W.G. diameter, 10,380 <sup>104040</sup> square inches total sectional area

Leads to lamps carrying 10 Amperes, comprised of 2 wires, each " 14 S.W.G. diameter, 4,107 <sup>8192</sup> square inches total sectional area

Cargo light cables carrying 10 Amperes, comprised of 2 wires, each " 14 S.W.G. diameter, 4,107 <sup>8192</sup> square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

Cabins: Vulcanized rubber, double braided, led through wood mouldings.  
 Elsewhere: led through galvanized steel conduits

Joints in cables, how made, insulated, and protected All joints soldered, taped first with rubber, then covered with friction tape and given a heavy coating of P. & S. solution.

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, except in cabins, where wood moulding is used.



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**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 STEEL CONDUITS

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

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

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

How are cables carried through beams STEEL CONDUITS through bulkheads, &c. W.T. STEEL CONDUITS

How are cables carried through decks W.T. STEEL CONDUITS

Are any cables run through coal bunkers NO or cargo spaces YES or spaces which may be used for carrying cargo, stores, or baggage NO

If so, how are they protected STEEL CONDUITS

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 PLUGS ON DECK HOUSES

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 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

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.

ROIT SHIPBUILDING CO. Jeffrey Geo Smith Electrical Engineers Date \_\_\_\_\_

**COMPASSES.**

Distance between dynamo or electric motors and standard compass ABOUT 68 FEET

Distance between dynamo or electric motors and steering compass " 64 "

The nearest cables to the compasses are as follows:—

A cable carrying	$\frac{1}{4}$	Ampere	<u>.25</u>	feet from standard compass	<u>4.5</u>	feet from steering compass
A cable carrying	$\frac{1}{4}$	Ampere	<u>7</u>	feet from standard compass	<u>.25</u>	feet from steering compass
A cable carrying		Ampere		feet from standard compass		feet from steering compass

Have the compasses been adjusted with and without the electric installation at work at full power \_\_\_\_\_

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.

ROIT SHIPBUILDING CO. Jeffrey Geo Smith Builder's Signature. Date \_\_\_\_\_

**GENERAL REMARKS.** This installation has been fitted in accordance with the Rules and in a satisfactory manner; the material & workmanship are sound & good. It has been tried under working conditions and found satisfactory.

It is submitted that this vessel is eligible for THE RECORD. ELEC. LIGHT. 1/1/20. Wm R. Mitchell Surveyor to Lloyd's Register of Shipping.

Committee's Minute Elec L New York DEC 9 1919

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

No. 118—Transfer.



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