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# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 3629.

Port of SAN FRANCISCO, Date of First Survey August 11th Date of Last Survey Sept. 24th, No. of Visits 9  
No. in on the Iron or Steel S/S "AMALTHUS" Port belonging to London  
Reg. Book Built at Oakland, Cal. By whom Union Construction Co. When built 1921  
Owners Anglo Saxon Petroleum Co. Owners' Address  
Yard No. 23 Electric Light Installation fitted by Union Construction Co. When fitted 1921

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

One 12½ K.W. D.C. dynamo . G.E. Compound wound. Vertical Steam Engine.  
One 7 K.W. D.C. dynamo G.E. Compound wound. Vertical steam engine.  
Capacity of Dynamo 100 Amperes at 125 Volts, whether continuous or alternating current Continuous ✓  
Where is Dynamo fixed on generator platform in eng.rm. Whether single or double wire system is used double ✓  
Position of Main Switch Board aft. of dynamos on generator platform having switches to groups A, B, C, D, and E. of lights, &c., as below  
Positions of auxiliary switch boards and numbers of switches on each One switchboard in chartroom having 12 switches.  
One in engine room having 12 switches.

If fuses are fitted on main switch board to the cables of main circuits 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 No and constructed to fuse at an excess of 200 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 No

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

Total number of lights provided for 249 arranged in the following groups:—

|   |                               |                |           |  |                        |         |
|---|-------------------------------|----------------|-----------|--|------------------------|---------|
| A | <u>53</u><br><u>79</u>        | lights each of | <u>32</u> | candle power requiring a total current of        | <u>17</u><br><u>27</u> | Amperes |
| B | <u>26</u>                     | lights each of | <u>32</u> | candle power requiring a total current of        | <u>11</u>              | Amperes |
| C | <u>66</u>                     | lights each of | <u>32</u> | candle power requiring a total current of        | <u>21</u>              | Amperes |
| D | <u>20</u>                     | lights each of | <u>32</u> | candle power requiring a total current of        | <u>7</u>               | Amperes |
| E | <u>5</u>                      | lights each of | <u>32</u> | candle power requiring a total current of        | <u>4</u>               | Amperes |
| 2 | Mast head light with <u>1</u> | lamps each of  | <u>32</u> | candle power requiring a total current of        | <u>1</u>               | Amperes |
| 2 | Side light with <u>1</u>      | lamps each of  | <u>32</u> | candle power requiring a total current of        | <u>1</u>               | Amperes |
| 4 | Cargo lights of <u>225</u>    |                |           | candle power, whether incandescent or arc lights | <u>Incandescent</u>    |         |

If arc lights, what protection is provided against fire, sparks, &c. No arc lights.

Where are the switches controlling the masthead and side lights placed in the wheel house

## DESCRIPTION OF CABLES.

|  |   |
|--|---|
| Main cable carrying <u>100</u> Amperes, comprised of <u>19</u> wires, each <u>0.132</u> ✓    | S.W.G. diameter, <u>0.053</u> ✓ square inches total sectional area  |
| Branch cables carrying <u>27</u> Amperes, comprised of <u>7</u> wires, each <u>0.053</u> ✓   | S.W.G. diameter, <u>0.036</u> ✓ square inches total sectional area  |
| Branch cables carrying <u>11</u> Amperes, comprised of <u>7</u> wires, each <u>0.008</u> ✓   | S.W.G. diameter, <u>0.0021</u> ✓ square inches total sectional area |
| Leads to lamps carrying <u>1½</u> Amperes, comprised of <u>1</u> wires, each <u>0.0032</u> ✓ | S.W.G. diameter, <u>0.0032</u> ✓ square inches total sectional area |
| Cargo light cables carrying <u>4</u> Amperes, comprised of <u>1</u> wires, each              |   |

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

The copper conductor is tinned and covered with rubber insulation of 3/64" minimum thickness -- sheathed with lead and carried in watertight steel conduit wherever exposed to weather and in coal space.

Joints in cables, how made, insulated, and protected Cable ends soldered solid and held in wire connectors insulated by rubber tape and friction tape.

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 by steel conduit pipe.



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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 Carried in steel conduit pipe connected where necessary by watertight iron boxes.

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

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

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

How are cables carried through beams protected by the conduit through bulkheads, &c. in brass expansion tubes.

How are cables carried through decks in brass deck tubes ✓

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 by conduit pipe - as above

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 permanently How fixed in conduit pipe.

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 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 By being enclosed in W.T. Glass globes protected by wire guards.

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 2000 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.

Union Construction Co. by H. G. Peak v.p. Electrical Engineers Date 11-10-21.

**COMPASSES.**

Distance between dynamo or electric motors and standard compass 220 ft.

Distance between dynamo or electric motors and steering compass 210 ft.

The nearest cables to the compasses are as follows:—

| Cable                       | Amperes   | Feet from standard compass | Feet from steering compass |
|-----------------------------|-----------|----------------------------|----------------------------|
| A cable carrying <u>1/3</u> | <u>8</u>  | <u>4</u>                   | <u>4</u>                   |
| A cable carrying <u>1/3</u> | <u>3</u>  | <u>3</u>                   | <u>3</u>                   |
| A cable carrying <u>1/2</u> | <u>18</u> | <u>15</u>                  | <u>15</u>                  |

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

Union Construction Co. by H. G. Peak v.p. Builder's Signature. Date 11-10-21.

**GENERAL REMARKS.** This installation has been fitted in accordance with the Rules, tested under working condition, and found in order and the vessel is eligible, in my opinion, to have notation of "Electric Light" in the Register Book.

Fee \$172.50 applied for Oct. 13, 1921.

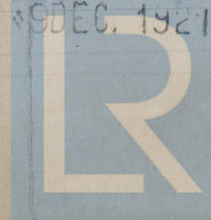
It is submitted that this vessel is eligible for THE RECORD. Elec. Light. 22/11/21. Surveyor to Lloyd's Register of Shipping.

Committee's Minute

New York NOV 1 1921

Elect Light

FRI. 9 DEC. 1921



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