

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 390.

Port of *Wilmington N.C.* Date of First Survey *18th Feb.* Date of Last Survey *23rd March* No. of Visits *9.*
 No. in on the *SS. San Leon* or Steel *SS. San Leon* Port belonging to *London England*
 Reg. Book Built at *Wilmington N.C.* By whom *George A. Fuller Co.* When built *1921*
 Owners *Bagle Oil Transport Co.* Owners' Address *16 Finsbury Circus, London, E.C. 2.*
 Card No. *55* Electric Light Installation fitted by *George A. Fuller Company.* When fitted *1921*

DESCRIPTION OF DYNAMO, ENGINE, ETC.

2. Enberg D.C. Marine Generating Sets, consisting of Enberg single cylinder, double acting engine and Enberg generator on common base
 Capacity of Dynamo *130* Amperes at *100* Volts, whether continuous or alternating current *continuous*
 Where is Dynamo fixed *Starboard side dynamo flat* Whether single or double wire system is used *double*
 Position of Main Switch Board *Dynamo flat* having switches to groups and sub panels of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each *auxiliary switchboard amidship accommodation 5 circuit and distribution panel. P.O. quarters 4 circuit, engineers quarters 6 circuit and midship accommodation 8 circuit.*
 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 cessel 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 *none used*
 Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases *Yes*
 Total number of lights provided for *210* arranged in the following groups :-

A	<i>7</i>	lights each of	<i>100 Watts</i>	candle power requiring a total current of	Amperes
B	<i>195</i>	lights each of	<i>50 Watts</i>	candle power requiring a total current of	Amperes
C	<i>4</i>	lights each of	<i>15 Watts</i>	candle power requiring a total current of	Amperes
D	<i>4</i>	lights each of	<i>10 Watts</i>	candle power requiring a total current of	Amperes
E		lights each of		candle power requiring a total current of	Amperes
		Must head light with	<i>2</i> lamps each of <i>100 Watts</i>	candle power requiring a total current of	Amperes
		Side light with	<i>2</i> lamps each of <i>100 Watts</i>	candle power requiring a total current of	Amperes
		<i>4x4</i> Cargo lights of	<i>50 Watts</i>	candle power, whether incandescent or arc lights	

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

Where are the switches controlling the masthead and side lights placed *Pilot Room*

DESCRIPTION OF CABLES.

Main cable carrying	<i>130</i>	Amperes, comprised of	<i>2</i>	wires, each	<i>0000 B&S</i>	S.W.G. diameter,	square inches total sectional area
Branch cables carrying	<i>40</i>	Amperes, comprised of	<i>2</i>	wires, each	<i>0 B&S</i>	S.W.G. diameter,	square inches total sectional area
Branch cables carrying	<i>25</i>	Amperes, comprised of	<i>2</i>	wires, each	<i>8 B&S</i>	S.W.G. diameter,	square inches total sectional area
Leads to lamps carrying	<i>5</i>	Amperes, comprised of	<i>2</i>	wires, each	<i>14 B&S</i>	S.W.G. diameter,	square inches total sectional area
Cargo light cables carrying	<i>2</i>	Amperes, comprised of	<i>2</i>	wires, each	<i>14 B&S</i>	S.W.G. diameter,	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

All wires and cables rubber insulated and lead encased. Where exposed to mechanical injury wires are run in steel pipe.

Joints in cables, how made, insulated, and protected *All joints are made under binding pieces of fittings.*

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances — 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

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 *All runs open except where exposed to injury*



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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 *Lead encased*

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

What special protection has been provided for the cables near boiler casings *Lead encased*

What special protection has been provided for the cables in engine room *Lead encased where exposed to injury*

How are cables carried through beams *drilled hole with lead collar* through bulkheads, &c. *stuffing tubes*

How are cables carried through decks *conduit kick pipe*

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

If so, how are they protected *sub. feeder carried through galley coal bunker protected by battens*

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 *2* and with an amperemeter *2* fixed *on Switch board*

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 *Water tight, paper 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 *200* 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.

Jas R Preston Technical *Mr George A Hull* Electrical Engineers
Wilmington NC U.S.A.

Date *28th March 1921*

COMPASSES.

Distance between dynamo or electric motors and standard compass *250'-0"*

Distance between dynamo or electric motors and steering compass *250'-0"*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>20</i>	<i>25</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

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.

Jas R Preston Technical *Mr George A Hull* Builder's Signature.
Wilmington NC

Date *28th March 1921*

GENERAL REMARKS.

This vessel has been fitted with an electric light installation as above and the workmanship is good. On completion it was tried under full working conditions and found satisfactory.

It is submitted that this vessel is eligible for

THE RECORD. Elec Light
See \$225⁰⁰

William Hamilton

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

New York APR -5 1921

TUE. 27 MAR. 1923

FRI. 17 AUG. 1923

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