

Rpt. 13.

Received at London P&O JAN. 18 1921

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 4058

Port of Philadelphia Date of First Survey 26-4-20 Date of Last Survey 10-12-20 No. of Visits 31
 No. in Reg. Book on the ~~Iron~~ Steel S.S. "AGWIMARS" Port belonging to New York
 Built at Chester By whom Sun Shipbuilding Co When built 1920
 Owners Atlantic Gulf & West Indies Steamship Line Owners' Address New York
 Yard No. 31 Electric Light Installation fitted by Sun Shipbuilding Co When fitted 1920

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two General Electric Compound wound continuous current Generator direct connected to two G.E. Vertical Engines

Capacity of Dynamo 136 Amperes at 115 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed Opp. Engine room platform Whether single or double wire system is used double

Position of Main Switch Board Opp. in Dynamo room having switches to groups Low of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each one six circuit panel box in Bridge house, one six circuit panel box in engine room hatch & one six circuit panel box in Dynamo room

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 100 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 216 arranged in the following groups:—

A	Bridge House	46 lights each of	32	candle power requiring a total current of	14	Amperes
B	Aft	68 lights each of	32	candle power requiring a total current of	18	Amperes
C	Eng. Room	50 lights each of	32	candle power requiring a total current of	15	Amperes
D	Pump Room	11 lights each of	32	candle power requiring a total current of	4	Amperes
E	Deck Access	30 lights each of	32	candle power requiring a total current of	9	Amperes
4	Mast head light with	2 lamps each of	40	candle power requiring a total current of	1	Amperes
2	Side light with	2 lamps each of	40	candle power requiring a total current of	1	Amperes
36	Cargo lights of	16		candle power, whether incandescent or arc lights	Incandescent	

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

Where are the switches controlling the masthead and side lights placed on tell tale panel in Pilot House

DESCRIPTION OF CABLES.

Main cable carrying 130 Amperes, comprised of 2 wires, each 500 S.W.G. diameter, 0.132 square inches total sectional area

Branch cables carrying 15 Amperes, comprised of 2 wires, each 5 S.W.G. diameter, 0.0130 square inches total sectional area

Branch cables carrying 47 Amperes, comprised of 2 wires, each 4 S.W.G. diameter, 0.0328 square inches total sectional area

Leads to lamps carrying 4 Amperes, comprised of 2 wires, each 14 S.W.G. diameter, 0.00323 square inches total sectional area

Cargo light cables carrying 3 Amperes, comprised of 2 wires, each 16 S.W.G. diameter, 0.00203 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

All wiring used is lead and armored cable heavy standard strapped every fourteen inches

Joints in cables, how made, insulated, and protected All joints are well made mechanically and soldered and then wrapped with rubber and linen 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 Strapped to ship every fourteen inches



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 armoured cable with watertight fixtures*

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

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

What special protection has been provided for the cables in engine room *Lead armoured cable*

How are cables carried through beams *Through holes* through bulkheads, &c. *watertight tubes*

How are cables carried through decks *Through kick pipes twenty four inches long*

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 *Strapped to deck every fourteen inches*

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 *Watertight fixtures*

Where are the main switches and fuses for these lights fitted *on switchboard in dynamo room*

If in the spaces, how are they specially protected *None installed*

Are any switches or fuses fitted in bunkers *No*

Cargo light cables, whether portable or permanently fixed *Portable* How fixed *on cargo clusters*

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 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 *Water, tight and gas proof*

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.

A. A. Howitz Electrical Engineers Date *14-Dec-20*

COMPASSES.

Distance between dynamo or electric motors and standard compass

Distance between dynamo or electric motors and steering compass

The nearest cables to the compasses are as follows:—

A cable carrying	<i>35</i>	Amperes	<i>10</i>	feet from standard compass	<i>4</i>	feet from steering compass
A cable carrying	<i>2</i>	Amperes	<i>5</i>	feet from standard compass	<i>5</i>	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 *Yes*

The maximum deviation due to electric currents, etc., was found to be *Nil* degrees on *all* course in the case of the standard compass and *Nil* degrees on *all* course in the case of the steering compass.

A. A. Howitz Builder's Signature. Date *14-Dec-20*

GENERAL REMARKS.

This installation has been well fitted aboard and proved satisfactory under trial

It is submitted that this vessel is eligible for THE RECORD. Elec Lt.

Roll 22.1.21

J. Adamson

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Elec Lt

New York DEC 28 1920

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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