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REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 3552

Port of **SAN FRANCISCO** Date of First Survey **March 10th** Date of Last Survey **May 26th** No. of Visits **11**
 No. in Reg. Book on the **Steel S/S "ACARDO"** Port belonging to **London**
 Built at **Oakland, California.** By whom **Union Construction Company.** When built **1921**
 Owners **Anglo Saxon Petroleum Company** Owners' Address
 Yard No. **15** Electric Light Installation fitted by **Union Construction Co.** When fitted **5 - 1921**

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One 12½ K.W. D.C. dynamo
One 7 K.W. D.C. dynamo
Compound wound. Vertical Steam Engine
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** Dividing 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		arranged in the following groups :-		
53	32			17
A	79 lights each of 32		candle power requiring a total current of	27 Amperes
B	26 lights each of 32		candle power requiring a total current of	11 Amperes
C	66 lights each of 32		candle power requiring a total current of	21 Amperes
D	20 lights each of 32		candle power requiring a total current of	7 Amperes
E	5 lights each of 32		candle power requiring a total current of	4 Amperes
2	Mast head light with 1 lamps each of 32		candle power requiring a total current of	1 Amperes
2	Side light with 1 lamps each of 32		candle power requiring a total current of	1 Amperes
4	Cargo lights of 225		candle power, whether incandescent or arc lights	Incandescent

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 wheelhouse**

DESCRIPTION OF CABLES.

Main cable carrying 100 Amperes, comprised of 7 wires, each 0.091"	19	0.132 square inches total sectional area
Branch cables carrying 27 Amperes, comprised of 7 wires, each 0.092"	7	0.053 square inches total sectional area
Branch cables carrying 11 Amperes, comprised of 7 wires, each 0.081"	7	0.036 square inches total sectional area
Branch cables carrying 7 Amperes, comprised of 7 wires, each	7	0.008 square inches total sectional area
Leads to lamps carrying 1½ Amperes, comprised of 1 wires, each	1	0.0021 square inches total sectional area
Cargo light cables carrying 4 Amperes, comprised of 1 wires, each	1	0.0032 square inches total sectional area

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. Peake*, Pres. Electrical Engineers Date

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:—

A cable carrying	1/3	Amperes	8	feet from standard compass	4	feet from steering compass
A cable carrying	1/3	Amperes	3	feet from standard compass	3	feet from steering compass
A cable carrying	1/2	Amperes	18	feet from standard compass	15	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 **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. Peake*, Pres. Builder's Signature. Date

GENERAL REMARKS. This installation has been fitted in accordance with the rules, tested under working conditions, 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 JUNE 9th, 1921.
 It is submitted that this vessel is eligible for **THE RECORD. Elec Light.** *Kell 11/2/21*

A.W. Lawson
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute **New York JUN 21 1921** **FRI AUG. 26 1921** **FRI SEP. 8 1922**

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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