Rpt. 13.

MON. SEP. 27 1920

Received at London Office 19

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 19022

Port of New York Date of First Survey 13 July Date of Last Survey Aug. 11th 1920 No. of Visits 6

No. in Reg. Book — on the Iron or Steel SS Suduroo Port belonging to Newark N.J.

Built at Newark N.J. By whom Submarine Boat Corp When built 1920

Owners Submarine Boat Corp Owners' Address Newark N.J.

Yard No. 124 Electric Light Installation fitted by Submarine Boat Corp When fitted 1920

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two Generators. Each direct-driven by a Vertical reciprocating engine (450 RPM) Each unit capable of handling the load. Generators built by General Electric Co Engines by Ivoy Eng & Mach Co

Capacity of Each Dynamo 90 Amperes at 110 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed Engine room (Starbd Side) Whether single or double wire system is used Double

Position of Main Switch Board Adjacent to dynamo having switches to groups A.B.C.D.E of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each Galley (8 Switches) Officers Kitchen (6 Switches)

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

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 —

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 :—

A	37	lights each of	25	candle power requiring a total current of	8 1/2	Amperes
B	29	lights each of	40	candle power requiring a total current of	10 1/2	Amperes
C	40	lights each of	40	candle power requiring a total current of	14 1/2	Amperes
D	39	lights each of	25	candle power requiring a total current of	9	Amperes
E	1 Search	lights each of	4000	candle power requiring a total current of	35	Amperes
2	Mast head light with 1	lamps each of	40	candle power requiring a total current of	1/3	Amperes
2	Side light with 1	lamps each of	40	candle power requiring a total current of	2/3	Amperes
12	Cargo lights of 4 lamps each 25 Watts			candle power, whether incandescent or arc lights	Incandescent	

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

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

DESCRIPTION OF CABLES.

Main cable carrying 75 Amperes, comprised of 1 wires, each # 2 B.W.G. diameter, .052 square inches total sectional area

Branch cables carrying 30 Amperes, comprised of 1 wires, each # 6 B.W.G. diameter, .020 square inches total sectional area

Branch cables carrying 20 Amperes, comprised of 1 wires, each # 8 B.W.G. diameter, .013 square inches total sectional area

Leads to lamps carrying 1/2 Amperes, comprised of 1 wires, each # 16 B.W.G. diameter, .008 square inches total sectional area

Cargo light cables carrying 10 Amperes, comprised of 7 wires, each # 14 B.W.G. diameter, .003 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

B X L Flexible Steel Cable throughout. Metal mouldings in Officers quarters & wheel house

Joints in cables, how made, insulated, and protected No joints except at terminal boxes

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 none

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 Cables led along under side of deck & securely clamped to same. These cable being armoured require no additional special protection

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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 Terminal boxes only

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat none

What special protection has been provided for the cables near boiler casings Cable carried against grating supports clear of boiler casings

What special protection has been provided for the cables in engine room none

How are cables carried through beams Through clearance holes & securely fastened to prevent chafing *through bulkheads, &c.* none except shaft alley

How are cables carried through decks through threaded bushings & lock nuts both side stuffing glands on top side

Are any cables run through coal bunkers no *or cargo spaces* no *or spaces which may be used for carrying cargo, stores, or baggage* Bridge Enc.

If so, how are they protected Clamped against deck above between beams

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage none except bridge enclosure

If so, how are the lamp fittings and cable terminals specially protected watertight attachment plug receptacles

Where are the main switches and fuses for these lights fitted Switch board

If in the spaces, how are they specially protected watertight boxes

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 yes *, and with an amperemeter* yes *, fixed* main 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

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~~ AIEE'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 ______ 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.

Insulation in accordance with the requirements of the National Board of Underwriters

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.

T. P. Townsend *Electrical Engineers* *Date*

COMPASSES.

Distance between dynamo or electric motors and standard compass about 140 ft

Distance between dynamo or electric motors and steering compass about 135 ft

The nearest cables to the compasses are as follows:—

A cable carrying	35	*Amperes*	10	*feet from standard compass*	*feet from steering compass*
A cable carrying	1/16	*Amperes*	In binnacle	*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.*

SUBMARINE BOAT CORPORATION
BY Geo. A. Anthony
SUPERINTENDING ...

Builder's Signature. *Date*

GENERAL REMARKS.

The insulation has been fitted in the SS SUDURCO under Special Survey. Generators erected on rigid seatings. The wires are stranded. The fittings of the wires throughout are as stated on above report & appear to be in accordance with the Committee's requirements

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

RCM 5/10/20

L. Nosworthy
Surveyor to Lloyd's Register of Shipping.

Committee's Minute Elec Lt New York SEP 14 1920

2m.11.19.—Transfer.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN