

July 16, 1917

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 924

Port of Boston Date of First Survey 11 June 1917 Date of Last Survey 1 July 1917 No. of Visits 7  
 No. in on the ~~Iron~~ Steel 1/2 PENNSYLVANIA Port belonging to New York  
 Reg. Book Built at Quincy, Mass. By whom Four River S. B. Corporation When built 1917  
 Owners The Texas Co. Owners' Address 17 Battery Place, New York City  
 Card No. 253 Electric Light Installation fitted by Four River S. B. Corporation When fitted 1917

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

2-10 K.W. 6 pole compound wound generators direct driven by 6 1/2 x 5" vertical engines

Capacity of <sup>each</sup> Dynamo 91 Amperes at 110 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed aft end of engine room Whether single or double wire system is used double

Position of Main Switch Board aft end of engine room having switches to groups A, B, C, D, E, F, G, H, J, K, L, M of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each One in forecabin with 4 switches, One in midship house with 6 switches, One in aft quarters with 8 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 no

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 all but lamp circuits

Are the fuses of non-oxidizable metal yes and constructed to fuse at an excess of less than 100 per cent over the normal current

Are all fuses fitted in easily accessible positions yes Are the fuses of standard dimensions enclosed type 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 on fuse cases

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

Total number of lights provided for 306 arranged in the following groups:—

A	Coal Bunker	14	lights each of	16	candle power requiring a total current of	7	Amperes
B	E. R. Upper	28	lights each of	"	candle power requiring a total current of	14	Amperes
C	Boiler room	20	lights each of	"	candle power requiring a total current of	10	Amperes
D	Wireless		lights each of		candle power requiring a total current of	19	Amperes
E	Cargo lights	36	lights each of	16	candle power requiring a total current of	18	Amperes
F	2 Mast head light with	1	lamps each of	32	candle power requiring a total current of	2	Amperes
	2 Side light with	1	lamps each of	32	candle power requiring a total current of	2	Amperes
	6	Cargo lights of	6 lamp clusters		candle power, whether incandescent or arc lights	incandescent	

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

Where are the switches controlling the masthead and side lights placed engine room + pilot house

## DESCRIPTION OF CABLES.

Main cable carrying 91 Amperes, comprised of 61 wires, each .04 S.W.G. diameter, .078 square inches total sectional area

Branch cables carrying 7 Amperes, comprised of 7 wires, each .045 S.W.G. diameter, .011 square inches total sectional area

Branch cables carrying 14 Amperes, comprised of 7 wires, each .05 S.W.G. diameter, .014 square inches total sectional area

Leads to lamps carrying 5 Amperes, comprised of 7 wires, each .025 S.W.G. diameter, .003 square inches total sectional area

Cargo light cables carrying 3 Amperes, comprised of 13 wires, each .01 S.W.G. diameter, .002 square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

Heavy insulation of rubber covered with braided waterproof fibre + carried in steel conduits throughout, except in officers quarters where wooden mouldings are used.

Joints in cables, how made, insulated, and protected Soldered, well taped + made in metal junction 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 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 Steel conduits



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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 Steel Conduits

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

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

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

How are cables carried through beams Steel conduits through bulkheads, &c. Steel conduit made water

How are cables carried through decks Steel conduit made watertight

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

If so, how are they protected Steel conduits made run high up under deck

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage Yes *vessel is intended for oil & but if she should go into a lamp or wiring can be easily terminals protected by non conductive*

If so, how are the lamp fittings and cable terminals specially protected engine room

Where are the main switches and fuses for these lights fitted engine room

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 & Permanent How fixed Attachment boxes provided

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 with 2, fixed on main switches

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 Vapor proof metallic fittings with lens glass globe & 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 600 megohms per statute mile at 60° Farhenh 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.

FORE RIVER SHIPBUILDING CORPORATION

*H. Blower*

Electrical Engineers

Date

COMPASSES.

VICE PRESIDENT

Distance between dynamo or electric motors and standard compass about 200 ft

Distance between dynamo or electric motors and steering compass about 200 ft

The nearest cables to the compasses are as follows:—

A cable carrying 1/4 Amperes close to feet from standard compass close to feet from steering compass

A cable carrying 5 Amperes about 8 feet from standard compass about 8 feet from steering compass

A cable carrying 30 Amperes about 20 feet from standard compass about 20 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 \_\_\_\_\_ degrees on \_\_\_\_\_ course in the case of standard compass and \_\_\_\_\_ degrees on \_\_\_\_\_ course in the case of the steering compass.

FORE RIVER SHIPBUILDING CORPORATION

*H. Blower*

Builder's Signature.

Date

GENERAL REMARKS.

This Electric Light Installation has been fitted in accordance with the Rules & approved plans & the workmanship & material are good. The installation has been satisfactorily tried under full load & the vessel is eligible, in my opinion, to receive the notation "ELECTRIC LIGHT" in the Register Book. This case is a duplicate of S/S Teas, Boston report 836 & S/S New York, Boston report 845.

It is submitted that this vessel is eligible to THE RECORD. Elec. Light *JWD.* 7/8/17.

*John S. Heck*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

*Elec. Light*

Electric Light Installation of the

S/S Pennsylvania of New York

Groups of Lights continued

G	Outside Lights	8	lights each of 16 c.p. requiring a total current of 4 amperes
H	Pump Room	24	" " " " " " " " " " 12 "
J	Engine Room Lower	12	" " " " " " " " " " 6 "
K	Quarters aft	94	" " " " " " " " " " 47 "
L	Search Light		" " " " " " " " " " 30 "
M	Quarters Fore	75	" " " " " " " " " " 37 "

Description of Cables continued

C	Carrying 10 lamps comprised of 7 wires each .045 diameter .011" total sectional area
D	" 19 " " " 19 " " .045 " .031 " " " " "
E	" 18 " " " 19 " " .04 " .028 " " " " "
F	" 5 " " " 7 " " .05 " .014 " " " " "
G	" 4 " " " 7 " " .036 " .007 " " " " "
H	" 12 " " " 7 " " .057 " .018 " " " " "
J	" 6 " " " 7 " " .045 " .011 " " " " "
K	" 47 " " " 37 " " .04 " .047 " " " " "
L	" 30 " " " 19 " " .045 " .031 " " " " "
M	" 37 " " " 61 " " .04 " .078 " " " " "

*John S. Heck*

