

Georgia

THU. NOV. 11 1920

Received at London Office

REPORT ON ELECTRIC LIGHTING INSTALLATION.

No. 11495

Port of Port of Raffin Date of First Survey 9/8 Date of Last Survey 2/9 No. of Visits 3
 No. in Reg. Book on the Iron or Steel Screw Steam GEORGIA Port belonging to Rome
 Built at St. Petersburg By whom Wed. C. P. & Co's Shipyard When built 1920
 Owners Giuglielmo Rossi Owners' Address Rome
 Yard No. 565 Electric Light Installation fitted by C. H. van Bevern - Co When fitted 1920

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Compound re-versed dynamo, direct coupled with steam engine

Capacity of Dynamo 40 Amperes at 110 Volts, whether continuous or alternating current continuous
 Where is Dynamo fixed in engine room Whether single or double wire system is used double
 Position of Main Switch Board in engine room having switches to groups 7 of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each chartroom - saloon - fore-castle

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

Total number of lights provided for 79 arranged in the following groups :-

A	7	lights each of	32	candle power requiring a total current of	2.52	Amperes
Aa	5		32		1.8	
B	4	lights each of	32	candle power requiring a total current of	1.44	Amperes
Bb	7		32		2.52	
C	10	lights each of	32	candle power requiring a total current of	3.60	Amperes
Cc	7		32		2.52	
D	7	lights each of	32	candle power requiring a total current of	2.52	Amperes
Dd	7		32		2.52	
E	10	lights each of	32	candle power requiring a total current of	3.60	Amperes
Ee	8		32		2.88	
Eee	7		32		2.52	
2	Mast head light with	1 lamp each of	32	candle power requiring a total current of	0.72	Amperes
2	Side light with	1 lamp each of	32	candle power requiring a total current of	0.72	Amperes
3	Cargo lights of		150	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 in chartroom

DESCRIPTION OF CABLES.

Main cable carrying 40 Amperes, comprised of 7 wires, each 16 S.W.G. diameter, 0.022 square inches total sectional area
 Branch cables carrying 12 Amperes, comprised of 1 wires, each S.W.G. diameter, 0.032 square inches total sectional area
 Branch cables carrying Amperes, comprised of wires, each S.W.G. diameter, square inches total sectional area
 Leads to lamps carrying 3.6 Amperes, comprised of 1 wires, each S.W.G. diameter, 0.032 square inches total sectional area
 Cargo light cables carrying 3 Amperes, comprised of 1 wires, each S.W.G. diameter, 0.025 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Insulation is gummi and protected by steel pipes except in cabins where protected by lead.

Joints in cables, how made, insulated, and protected soldered, insulated with gummi and protected in 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 through iron pipes



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 pipes water-tight fitted*

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

What special protection has been provided for the cables near boiler casings *steel pipes*

What special protection has been provided for the cables in engine room *steel pipes*

How are cables carried through beams *steel pipes* through bulkheads, &c. *steel pipes ✓*

How are cables carried through decks *water-tight steel pipes ✓*

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

If so, how are they protected *no*

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 *no*

Where are the main switches and fuses for these lights fitted *no*

If in the spaces, how are they specially protected *no*

Are any switches or fuses fitted in bunkers *no*

Cargo light cables, whether portable or permanently fixed *portable* How fixed *Plug keys.*

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel *no*

How are the returns from the lamps connected to the hull *no*

Are all the joints with the hull in accessible positions *no*

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 *✓*

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'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.

W. van den Broek Electrical Engineers Date *3 November 1920*

COMPASSES.

Distance between dynamo or electric motors and standard compass *15 feet*

Distance between dynamo or electric motors and steering compass *15 feet*

The nearest cables to the compasses are as follows:—

A cable carrying	<i>0.2</i>	Ampères	feet from standard compass	<i>5</i>	feet from steering compass
A cable carrying		Ampères	feet from standard compass		feet from steering compass
A cable carrying		Ampères	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 in *every* course in the case of the standard compass and *nil* degrees on *every* course in the case of the steering compass.

W. van den Broek Builder's Signature. Date *3 Nov. '20*
W. van den Broek Scheepsbouw-Maatschappij

GENERAL REMARKS.

The installation has been fitted in accordance with the Society's Rules working satisfactorily during a trial and meets in my opinion the approval of the Committee

It is submitted that this vessel is eligible for P.P.B. RECORD Elec light. *J.W.D.*

A. Bijls
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE NOV. 16 1920

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

2m, 11, 19.—Printer.



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