

365

REPORT ON ELECTRIC LIGHTING INSTALLATION. No.

JUL. 1918

Port of Genoa Date of First Survey May 30th Date of Last Survey June 15th No. of Visits 3
 No. in 1142 on the Iron or Steel A. D. Riccio Port belonging to Naples
 Reg. Book 1142 Built at Leghorn By whom Frattelli Placido When built 1905-5
 Owners Leandroionica Soc. di Navigazione Owners' Address _____
 Yard No. _____ Electric Light Installation fitted by Imp. Oliva & Revilacqua When fitted 1918-6

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One compound shunt wound dynamo coupled to an inverted cylinder vertical engine, both by Clark Chapman & Co of Gatehead

Capacity of Dynamo 59 Amperes at 110 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed on the star side of the engine room platform Whether single or double wire system is used double

Position of Main Switch Board above the dynamo having switches to groups 4 of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each Close to the main switch board with other four switches - macchina - tunnel -uffizioli - manowca.

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. Marble.

Total number of lights provided for 65 arranged in the following groups :-

A	<u>Macchina</u>	<u>12</u> lights each of	<u>16</u>	candle power requiring a total current of	<u>6</u>	Amperes
B	<u>Manowca</u>	lights each of		candle power requiring a total current of	<u>6 to 10</u>	Amperes
C	<u>uffizioli</u>	<u>9</u> lights each of	<u>16</u>	candle power requiring a total current of	<u>4.5</u>	Amperes
D	<u>Macchine, conve</u>	<u>54</u> lights each of	<u>16</u>	candle power requiring a total current of	<u>12</u>	Amperes
E		lights each of		candle power requiring a total current of		Amperes
	<u>2 Mast head light with</u>	<u>2</u> lamps each of	<u>16</u>	candle power requiring a total current of	<u>2</u>	Amperes
	<u>2 Side light with</u>	<u>2</u> lamps each of	<u>16</u>	candle power requiring a total current of	<u>2</u>	Amperes
	Cargo lights of			candle power, whether incandescent or arc lights		

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 chart house.

DESCRIPTION OF CABLES.

Main cable carrying 59 Amperes, comprised of 19 wires, each 18 S.W.G. diameter, .034 square inches total sectional area

Branch cables carrying 34 Amperes, comprised of 7 wires, each 18 S.W.G. diameter, .0125 square inches total sectional area

Branch cables carrying 21.4 Amperes, comprised of 5 wires, each 14 S.W.G. diameter, .0061 square inches total sectional area

Leads to lamps carrying 12.9 Amperes, comprised of 1 wires, each 16 S.W.G. diameter, .0032 square inches total sectional area

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

DESCRIPTION OF INSULATION, PROTECTION, ETC.

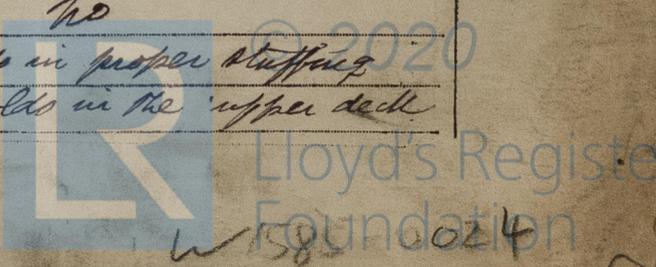
Insulated copper wire insulated with vulcanised rubber of the best quality and neatly armoured in accordance with the Engineering Standards Committee's requirements

Joints in cables, how made, insulated, and protected properly soldered, insulation carefully covered out & covered in properly constructed watertight 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 where through bulkheads in proper stuffing boxes & glands, through decks in iron pipes, through holds in the upper deck beams, armoured cables.



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 Armoured cables

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

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

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

How are cables carried through beams In armoured cables through bulkheads, &c. Watertight glands ✓

How are cables carried through decks In insulated iron pipes ✓

Are any cables run through coal bunkers None or cargo spaces as or spaces which may be used for carrying cargo, stores, or baggage as

If so, how are they protected Armoured cables through beams

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 No

Are any switches or fuses fitted in bunkers No

Cargo light cables, whether portable or permanently fixed Permanently fixed How fixed To deck houses

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel Double wire system

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 the 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 Does not carry petroleum

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.

OLIVA & BEVILACQUA
ELETTOTECNICO INDUSTRIALE
VIA S. PIETRO 11 N. 3
GENOVA

Eug. Oliva e Bevilacqua Electrical Engineers Date June 25th 1918.

COMPASSES.

Distance between dynamo or electric motors and standard compass 50 feet

Distance between dynamo or electric motors and steering compass 50 feet

The nearest cables to the compasses are as follows:—

A cable carrying	<u>34</u>	Ampere	<u>30</u>	feet from standard compass	<u>30</u>	feet from steering compass
A cable carrying	<u>21.4</u>	Ampere	<u>30</u>	feet from standard compass	<u>30</u>	feet from steering compass
A cable carrying	<u>-</u>	Ampere	<u>-</u>	feet from standard compass	<u>-</u>	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 No degrees on each course in the case of the standard compass and No degrees on each course in the case of the steering compass.

Builder's Signature. Date -

GENERAL REMARKS.

This electric light installation is fitted in accordance with the rules requirements, and the materials and workmanship are of the best, and eligible to be fitted on a closed ship.

Fee £2 = 84.00 applied for 25/6/18. Vard 30/19

It is submitted that this vessel is eligible for THE RECORD. Elec. light. JWD 4/7/18

Francis Petron
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2020

Lloyd's Register Foundation