

7355

REPORT ON ELECTRIC LIGHTING INSTALLATION. No.

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

JUL. 1918

DESCRIPTION OF DYNAMO, ENGINE, ETC.

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

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 - Uffiziale - Manovra.

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-oxidisable 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 Macchina 12 lights each of 16 candle power requiring a total current of 6 Amperes

B Incendi lights each of 16 candle power requiring a total current of 6 to 10 Amperes

C Manali 9 lights each of 16 candle power requiring a total current of 4.5 Amperes

D Maldiva 54 lights each of 16 candle power requiring a total current of 12 Amperes

E lights each of 16 candle power requiring a total current of 12 Amperes

2 Mast head light with 2 lamps each of 16 candle power requiring a total current of 2 Amperes

2 Side light with 2 lamps each of 16 candle power requiring a total current of 2 Amperes

Cargo lights of 16 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 16 Amperes, comprised of 1 wires, each 16 S.W.G. diameter, .0032 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Twined 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.

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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 *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.

Does not carry 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.

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	Amperes	feet from standard compass	feet from steering compass
<i>34</i>	<i>30</i>	<i>30</i>	<i>30</i>
<i>21.4</i>	<i>30</i>	<i>30</i>	<i>30</i>
<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>

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. Vark 30/9

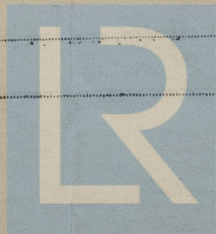
It is submitted that this vessel is eligible for

THE RECORD. Elec. light.

Francis Petron

Surveyor to Lloyd's Register of Shipping.

Committee's Minute



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.