

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 2706

Port of *Trieste* Date of First Survey *11/5/11* Date of Last Survey *12/6/11* No. of Visits *2*
 No. in on the ~~Iron~~ *Steel* *Ferry Steamer No. 9* Port belonging to *Constantinople*
 Reg. Book Built at *Negeusburg* By whom *Ch. Rnthof* When built *1911*
 Owners *Soc. di Nav. Anon. d'Ass. la Crida* Owners' Address *Constantinople*
 Yard No. *423* Electric Light Installation fitted by *Siemens-Schuckert Werke* When fitted *1911*

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Compound wound dynamo & geared Laval turbine.

Capacity of Dynamo *10* Amperes at *70* Volts, whether continuous or alternating current *Continuous*
 Where is Dynamo fixed *in Eng. Room.* Whether single or double wire system is used *Double*
 Position of Main Switch Board *in Eng. Room.* having switches to groups *4* of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each *no auxiliary switch boards*

If cut outs 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 cut outs fitted to both flow and return wires or cables of all circuits including lamp circuits *Yes.*

Are the cut outs of non-oxidizable metal *Yes.* and constructed to fuse at an excess of *100* per cent over the normal current

Are all cut outs 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 *no wire fuses.*

Are all switches and cut-outs constructed of incombustible materials and fitted on incombustible bases *Yes.*

Total number of lights provided for *48* arranged in the following groups:—

A	<i>12</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>6</i>	Amperes	
B	<i>13</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>6.5</i>	Amperes	
C	<i>13</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>6.5</i>	Amperes	
D	<i>9</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>4.5</i>	Amperes	
E		lights each of		candle power requiring a total current of		Amperes	
	<i>Forward</i>	lights each of	<i>4</i>	candle power requiring a total current of	<i>Included in group C</i>	Amperes	
	<i>2</i>	Side light with	<i>2</i>	lamps each of	<i>16</i>	candle power requiring a total current of	<i>" " B</i>
		Cargo lights of	<i>no cargo lights</i>	candle power, whether incandescent or are lights			

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

Where are the switches controlling the masthead and side lights placed

In wheel house.

DESCRIPTION OF CABLES.

Main cable carrying *24* Amperes, comprised of *20* wires, each *17* L.S.G. diameter, *.048* square inches total sectional area
 Branch cables carrying *6.62* Amperes, comprised of *1* wires, each *13/4* L.S.G. diameter, *.0063* square inches total sectional area
 Branch cables carrying *4.2* Amperes, comprised of *1* wires, each *14/5* L.S.G. diameter, *.0045* square inches total sectional area
 Leads to lamps carrying *2.5* Amperes, comprised of *1* wires, each *17* L.S.G. diameter, *.0024* square inches total sectional area
 Cargo light cables carrying _____ Amperes, comprised of _____ wires, each _____ L.S.G. diameter, _____ square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

The wires are insulated with a layer of pure rubber then with a layer of vulcanizing india rubber, then with a layer of rubber coated tape, then with cotton water proof covering, some of the cables being armoured & lead covered.

Joints in cables, how made, insulated, and protected

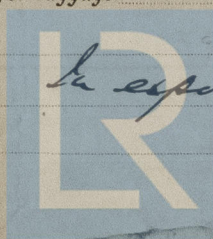
Joints soldered & insulated. Joints of armoured cables in watertight boxes.

Are all the joints of cables thoroughly soldered, resin only having been used as a flux *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 *In wood casings.*

Armoured & lead covered cables are used.



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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

Lead covered

Armoured cable used.

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

Armoured lead covered

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

50

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

50

How are cables carried through beams

Through where accessible through bulkheads, &c.

Stuffing boxes

How are cables carried through decks

Through pipes & stuffing boxes

Are any cables run through coal bunkers or cargo spaces or spaces which may be used for carrying cargo, stores, or baggage

No

No

No

If so, how are they protected

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 cut outs for these lights fitted

If in the spaces, how are they specially protected

Are any switches or cut outs fitted in bunkers

No

Cargo light cables, whether portable or permanently fixed

None

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

The installation is supplied with a voltmeter and

an amperemeter, fixed in Eng Room

VESSELS BUILT FOR CARRYING PETROLEUM.

In vessels built for carrying petroleum, are all switches and cut-outs fitted in positions not liable to the accumulation of petroleum vapour or gas

Are any switches, cut outs, 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 98 per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than 600 megohms per statute mile after 24 hours' immersion in seawater.

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.

Lieutenant Herbert Smith & J. B. Rymer Electrical Engineers
24. Miller

Date 15. June, 1911.

COMPASSES.

Distance between dynamo or electric motors and standard compass

Distance between dynamo or electric motors and steering compass

30 feet

The nearest cables to the compasses are as follows:—

A cable carrying	One	Ampere	feet from standard compass	3	feet from steering compass
A cable carrying		Ampere	feet from standard compass		feet from steering compass
A cable carrying		Ampere	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 0.1 degrees on standard compass and 0.1 degrees on course in the case of the steering compass.

Christoph Ruthof

in Vollmacht

Builder's Signature. Date

GENERAL REMARKS.

This installation has been fitted in accordance with the Rules to my satisfaction.

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

JWD 26/6/11

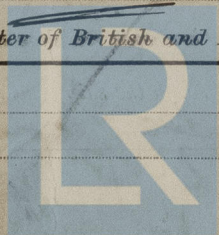
AFR

D. Ritchie

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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