

THU. SEP. 4 - 1913

## REPORT ON ELECTRIC LIGHTING INSTALLATION.

No. 3518

Port of Trieste Date of First Survey 15/8/13 Date of Last Survey 26/8/13 No. of Visits the  
 No. in Reg. Book 475 on the ~~Iron~~ Steel Sc. Sc. Belvedere Port belonging to Trieste  
 Built at Monfalcone By whom Cantiere Navale Triestino When built 1913  
 Owners Unione Aust. di Navig. Owners' Address Trieste  
 Yard No. 34 Electric Light Installation fitted by Builders When fitted 1913

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

2 Compound wound dynamos direct coupled to compound engines each dynamo & engine being capable of the whole work  
 Capacity of Dynamo 400 amp. each Amperes at 110 Volts, whether continuous or alternating current Continuous  
 Where is Dynamo fixed Bottom Platform Whether single or double wire system is used Double  
 Position of Main Switch Board Near Dynamos having switches to groups 10 of lights, &c., as below  
 Positions of auxiliary switch boards and numbers of switches on each In Eng Room 9 switches; 1 in Deckhouse aft 7 switches; 2 in 2nd class passages 6 boards without switches; 2 in 2nd class entrance with 13 each; 2 in 1st class with 11 switches; 4 in crew space with 6, 6, 4 & 3 switches; 1 in chartroom with 8 switches  
 If cut outs are fitted on main switch board to the cables of main circuit no 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 cessel 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 yes  
 Are all switches and cut-outs constructed of incombustible materials and fitted on incombustible bases yes

Total number of lights provided for about 700 arranged in the following groups:—

A	104	lights each of	16	candle power requiring a total current of	52 Amperes
A'	133	" " "	16	" " "	67
B	12 fans & 155	lights each of	16	candle power requiring a total current of	83 Amperes
B'	5 fans & 56	" " "	16	" " "	31
C	2 motors & 34	lights each of	16	candle power requiring a total current of	24 Amperes
C'	28	" " "	16	" " "	14
D	33	lights each of	16	candle power requiring a total current of	19 Amperes
D'	33	" " "	16 & 32	" " "	48
E	3-5 H Sirocco fans	lights each of	16	candle power requiring a total current of	Amperes
E'	2 Mast head light with 1 lamps each of	32	candle power requiring a total current of	In Group D	Amperes
	2 Side light with 1 lamps each of	32	candle power requiring a total current of	Amperes	

In Group E → 14 Cargo lights of 6-16 Cl lamps each candle power, whether incandescent or arc lights Incandescent

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

The Sirocco fans have not been fitted but the cable are in place

Where are the switches controlling the masthead and side lights placed In wheel house

## DESCRIPTION OF CABLES.

Main cable carrying 355 Amperes, comprised of 61 wires, each 118 L.S.G. diameter, 650 square inches total sectional area  
 Branch cables carrying 67 Amperes, comprised of 19 wires, each 17 L.S.G. diameter, 046 square inches total sectional area  
 Branch cables carrying 83 Amperes, comprised of 19 wires, each 16 L.S.G. diameter, 060 square inches total sectional area  
 Leads to lamps carrying 2 Amperes, comprised of 1 wires, each 18 L.S.G. diameter, 0018 square inches total sectional area  
 Cargo light cables carrying 3 Amperes, comprised of flexible wires, each L.S.G. diameter, square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

The Conductors are tinned, coated with layers of vulcanised rubber, taped & lead covered

Joints in cables, how made, insulated, and protected no soldered joints; Junctions are in watertight junction boxes

Are all the joints of cables thoroughly soldered, resin only having been used as a flux ✓ 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 Junction boxes accessible

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 accommodation, lead covered cables not in wood casings, where necessary cables are armoured & lead covered.

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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 cables

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

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

Do

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

Do

How are cables carried through beams armoured cables only pass through bulkheads, &c. Stuffing Boxes

How are cables carried through decks In watertight tubes

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

If so, how are they protected armoured cables strongly clipped under decks

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage yes

If so, how are the lamp fittings and cable terminals specially protected Cast Iron fittings with iron covers

Where are the main switches and cut outs for these lights fitted Outside the spaces

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

Portable

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 for each dynamo fixed at main switchboard

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.

The Cantieri Navale Triestino

Electrical Engineers

Date 26/8/13

COMPASSES.

Distance between dynamo or electric motors and standard compass

110 feet

Distance between dynamo or electric motors and steering compass

The nearest cables to the compasses are as follows:—

A cable carrying 19 Amperes 10 feet from standard compass feet from steering compass

A cable carrying 1 Amperes 6 feet from standard compass feet from steering compass

A cable carrying 1/2 Amperes at 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 on varying course in the case of the standard compass and degrees on course in the case of the steering compass.

Builder's Signature.

Date

26/8/13.

GENERAL REMARKS.

This installation has been fitted in accordance with the Rules.

The Cantieri Navale Triestino

It is submitted that this vessel is eligible for

THE RECORD. Elec light. JWD 4/9/13 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

SEP 12 1913



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