

REPORT ON ELECTRIC LIGHTING INSTALLATION.

Port of *Trieste*

Received at London Office

TUES. 28 SEP 1897

No. *344* *

No. in

Name of Ship

Trieste

Built at

Austrian Lloyd's Arsenal

When built *1897*

Reg. Book.

Electric Light Installation fitted by

Austrian Lloyd's Arsenal

when fitted *1897*

DESCRIPTION OF DYNAMO AND ENGINE.—

Four-pole Dynamo, Kodolitsch's system

Capacity of Dynamo *25000 Watt* Amperes at *250* Volts, whether continuous or alternating current *100*

Where is Dynamo fixed *Engine room, lower platform*

LAMPS.—

Is vessel wired on single or double wire system *double* Total number of lights *249* arranged in the following groups:—

A *51* lights each of *16* candle power requiring a total current of *27* Amperes

B *36* lights each of *10* candle power requiring a total current of *14* Amperes

C *86* lights each of *10* candle power requiring a total current of *34* Amperes

D *36* lights each of *16* candle power requiring a total current of *19* Amperes

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

1 Mast head light with *1* lamps each of *32* candle power requiring a total current of Amperes

2 Side light with *2* lamps each of *32* candle power requiring a total current of Amperes

4 Cargo lights of *16* candle power, whether incandescent or arc lights *10 incandescents*

If arc lights, what protection is provided against fire, sparks, &c. *no arc lights*

SWITCHES AND CUT-OUTS.—

Position of Main Switch Board *Engine room* having switches to groups *A. B. C. D.* of lights as above

Positions of other switch boards and numbers of switches on each *2 A. B. I. class anteroom*

If cut outs are fitted to main circuit *yes* and to each auxiliary circuit *yes*

and at each position where cable is branched or reduced in size *no*

If vessel is wired on the double wire system are cut outs fitted on each wire *yes*

Are the cut outs of non-oxidizable metal *yes* and constructed to fuse at an excess of *30%* per cent over the normal current

Are all cut outs fitted in easily accessible positions *yes*

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

How are the lamps specially protected in places liable to the accumulation of vapour or gas *With glasses*

Are all switches and cut-outs constructed of unflammable materials and fitted on unflammable bases *yes*

DESCRIPTION OF CABLES.—

Main cable carrying *117* Amperes, comprised of *19* wires, each *2 mm* legal standard wire gauge diameter *093*

Branch cables carrying *27* Amperes, comprised of *19* wires, each *1.2 mm* legal standard wire gauge diameter *035*

Branch cables carrying *14* Amperes, comprised of *19* wires, each *1.2 mm* legal standard wire gauge diameter *035*

Cables to lamps *34* Amperes, comprised of *37* wires, each *1.2 mm* legal standard wire gauge diameter *065*

Cargo light cables carrying *21* Amperes, comprised of *19* wires, each *1.1 mm* legal standard wire gauge diameter *028*

The copper used has a conductivity of *95* per cent. that of pure copper.

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

DESCRIPTION OF INSULATION, PROTECTION, &c.—

With wooden covering, with double canals not less than 2½" apart covered with liquid glass.

Joints in cables, how made, insulated, and protected soldered and covered with India rubber

Are all the joints of cables thoroughly soldered, resin only having been used as a flux yes

How are cables led throughout the ship trough boxwood tubes boiled in paraffine

What special protection has been provided for the cables in open alleyways

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Wire better insulated in iron tubes

What special protection has been provided for the cables near boiler casings Specially insulated and iron tubes

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

How are cables carried through decks wooden and brass tubes and through bulkheads wooden tubes

Are any cables run through coal bunkers non or cargo spaces yes If so, how are they protected with wooden boxes

Are any lamps fitted in coal bunkers or spaces which may be used for cargo

If so, how are they specially protected

Cargo light cables, whether portable or permanently fixed portable How fixed movable screws

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

TESTING, &c.—

Has the installation been thoroughly tested to its full capacity during a trial of yes hours' duration 10

The insulation resistance of the whole installation was not less than ohms

The installation is yes supplied with a voltmeter and yes an amperemeter, fixed Engineer room

General Remarks.—

First class workmanship and materials.

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.

F. v. Kodoletsch Electrical Engineers

Date 23rd September 1897

COMPASSES.—

Distance between dynamo and standard compass 160'

Distance between dynamo and steering compass 128

The nearest cables to the compasses are as follows:— Inside of compass

A cable carrying ½ Amperes feet from standard compass feet from steering compass

A cable carrying ½ Amperes feet from standard compass feet from steering compass

A cable carrying Amperes 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 non degrees on non course in the case of the standard compass

and non degrees on non course in the case of the steering compass.

AUSTRIAN LLOYD'S
STEAM NAVIGATION COMPANY

F. v. Kodoletsch Builder's Signature

Date 23rd September 1897

Frederic Schmorl Surveyor's Signature

Date 18th September 1897

This installation appears to be satisfactory

Lloyd's Register
Foundation