

8403  
REPORT ON ELECTRIC LIGHTING INSTALLATION. No.

Port of Genoa Date of First Survey 21/11/22 Date of Last Survey 9/5/23 No. of Visits TEN  
 No. in Reg. Book 70567 on the ~~Iron or Steel~~ SC. "PRENESTE" Port belonging to Genoa  
 Built at Sestri Ponente By whom G. Ausaldo & Co. When built 1920  
 Owners Roma Soc. de. Navigazione Owners' Address  
 Yard No. 232 Electric Light Installation fitted by Messa Camisassa & Co. Spezia When fitted 1920

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

2 generating sets each consisting of one single cylinder reciprocating engine driving a compound dynamo. One set sufficient for total load & only one in use at a time.

Capacity of Dynamo Each 45 Amperes at 110 Volts, whether continuous or alternating current continuous

Where is Dynamo fixed Engine Room Lower Platform Whether single or double wire system is used double

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

Positions of auxiliary switch boards and numbers of switches on each 1 in Engine Room, 2 in Poop Accommodation

1 Forward, 1 for Navigating Light in Chart Room, 1 in Bridge.

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 50 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 —

Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases Yes

Total number of lights provided for about 220 arranged in the following groups:—

A E&B Space 22 lights each of 16 candle power requiring a total current of under 3 Amperes

B Decks & Room 180 lights each of 16 candle power requiring a total current of " 20 Amperes

C Navig. Lights 13 lights each of 25 candle power requiring a total current of " 2 Amperes

D Wireless lights each of candle power requiring a total current of " 5 Amperes

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

2 Mast head light with 2 lamps each of 25 candle power requiring a total current of " 1 Amperes

2 Side light with 2 lamps each of 25 candle power requiring a total current of " 1 Amperes

8 Cargo lights of Each 200 candle power, whether incandescent or arc lights Incandescent.

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

Where are the switches controlling the masthead and side lights placed Chart Room.

## DESCRIPTION OF CABLES.

Main cable carrying 35 Amperes, comprised of 18 wires, each 4.80 S.W.G. diameter, .028 square inches total sectional area

Branch cables carrying 36.5 Amperes, comprised of 15 wires, each 4.2 S.W.G. diameter, .019 square inches total sectional area

Branch cables carrying 2 Amperes, comprised of 1 wires, each 1.65 S.W.G. diameter, .003 square inches total sectional area

Leads to lamps carrying 4 Amperes, comprised of 1 wires, each 1.50 S.W.G. diameter, .0018 square inches total sectional area

Cargo light cables carrying 2 Amperes, comprised of 35 wires, each 1.50 S.W.G. diameter, .0018 square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

2 layers linen tape, rubber, Jute tape, lead and where exposed, armoured

Joints in cables, how made, insulated, and protected All in junction boxes, watertight where exposed.

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 Lead covered & armoured where exposed.



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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 *Armonised*

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

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

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

How are cables carried through beams *Lead bushes* through bulkheads, &c. *W. T. stand.*

How are cables carried through decks *None*

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 *Run up close under beams & protected by hatch coaming*

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 *—*

Are any switches or fuses fitted in bunkers *No*

Cargo light cables, whether portable or permanently fixed *Portable* How fixed *W. T. Junction Box.*

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 *—*

Is the installation supplied with a voltmeter *Yes*, and with an amperemeter *Yes*, fixed *Main 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 *—*

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 \_\_\_\_\_ 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.

Electrical Engineers Date \_\_\_\_\_

COMPASSES.

Distance between dynamo or electric motors and standard compass *About 200 ft*

Distance between dynamo or electric motors and steering compass *" " "*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>less than 1</i>	<i>about 45' 0"</i>	<i>about 45' 0"</i>	<i>about 45' 0"</i>
A cable carrying	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

The maximum deviation due to electric currents, etc., was found to be \_\_\_\_\_ degrees on \_\_\_\_\_ course in the case of the standard compass and \_\_\_\_\_ degrees on \_\_\_\_\_ course in the case of the steering compass.

Builder's Signature. Date \_\_\_\_\_

GENERAL REMARKS.

*The installation has been examined & found to be in satisfactory condition. Materials & workmanship are good. Plant tried under working conditions and found satisfactory. In our opinion the vessel is eligible for the notation "Elec. Light."*

*It is submitted that this vessel is eligible for the notation "Elec. Light."*

*For 500 applying for 11/6/23 with machinery fees.*

*Surveyor to Lloyd's Register of Shipping.*

*Committee's Minute FRI 22 JUN 1923*

*18/6/23 TUE OCT. 23 1923*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.