

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 8307.

Port of GENOA Date of First Survey 8.4.22 Date of Last Survey 27.12.22 No. of Visits 11
 No. in Reg. Book on the Iron or Steel S.S. "SUPERGA" Port belonging to Genoa
 Built at Riva Trigoso By whom Soc. Esercizio Bacini When built 1922
 Owners Soc. di Nav. Alta Italia Owners' Address
 Yard No. 85 Electric Light Installation fitted by Ing. G. B. Musso Oliva When fitted 1922

DESCRIPTION OF DYNAMO, ENGINE, ETC.

2 sets direct coupled compound wound dynamos driven by single cylinder steam engines each of 6 K.W. Capacity and one direct coupled compound dynamo driven by turbine of 15 K.W. Capacity
 Capacity of Dynamo 54 Amperes at 110 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed Platform aft end engine room Whether single or double wire system is used double
 Position of Main Switch Board Aft E.R. bulkhead having switches to groups 6 of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each 1 in E.R. with 8 switches; 1 in Officers accommodation with 8 switches; 1 mess accommodation with 5 switches; 1 saloon with 8 switches; 1 bridge with 3 switches; 1 forward stores with 3 switches; 1 for navigation lights in chart room with 5 switches
 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 60 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
 Total number of lights provided for 249 arranged in the following groups:—
 A Engine Room 42 lights each of 25 candle power requiring a total current of 11 Amperes
 B Accommodation 86 lights each of 25 candle power requiring a total current of 20 Amperes
 C Saloon & For. 92 lights each of 25 candle power requiring a total current of 24 Amperes
 D Pump room 19 lights each of 25 candle power requiring a total current of 23 Amperes
 E Navigation 10 lights each of 25 candle power requiring a total current of 8 Amperes
Marconi 16 Amperes
 2 Mast head light with 2 lamps each of 32 candle power requiring a total current of 2 Amperes
 2 Side light with 2 lamps each of 32 candle power requiring a total current of 4 Amperes
 8 Cargo lights of 5 lamps in each of 16 candle power, whether incandescent or are lights incandescent
 If arc lights, what protection is provided against fire, sparks, &c. none 108

Where are the switches controlling the masthead and side lights placed Chart room

DESCRIPTION OF CABLES.

Main cables carrying large 136 54 Amperes, comprised of 38 wires, each 1.25 mm S.W.G. diameter, 47.5 square inches total sectional area
 Branch cables carrying 11 Amperes, comprised of 14 wires, each .5 mm S.W.G. diameter, 4.0 square inches total sectional area
 Branch cables carrying 24 Amperes, comprised of 14 wires, each .45 mm S.W.G. diameter, 10.92 square inches total sectional area
 Leads to lamps carrying .5 Amperes, comprised of 1 wires, each .48 mm S.W.G. diameter, .48 square inches total sectional area
 Cargo light cables carrying 1 Amperes, comprised of 81 wires, each ✓ S.W.G. diameter, 2.0 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Main and principal cables: Pure rubber, white & black rubber, tape, lead covered, paper, jute and armoured.
 Lamp Leads: Rubber, tape and lead covered
 Joints in cables, how made, insulated, and protected In water tight boxes.

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances no soldered joints 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 All armoured and in protected places.

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 in protected positions*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *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 *through ferrules* through bulkheads, &c. *water tight glands*

How are cables carried through decks *through tubes*

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

✓

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 *switch 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 *Yes*

Are any switches, fuses, or joints of cables fitted in the pump room or companion

no.

How are the lamps specially protected in places liable to the accumulation of vapour or gas *None. Gas tight lamps in pump room*

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.

By Kinney & Zuercher

Electrical Engineers

Date *12. 10. 22*

COMPASSES.

Distance between dynamo or electric motors and standard compass

distant

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>2</i>	<i>2</i>	<i>8</i>	<i>8</i>
✓	Amperes	✓ feet from standard compass	✓ feet from steering compass
✓	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 *0° 15'* degrees on *NE, SE & WNW* courses in the case of the standard compass and *0° 30'* degrees on *S.S.E* course in the case of the steering compass.

Spidek Ammirante Legato

Builder's Signature.

Date

12. 10. 22

GENERAL REMARKS.

The electric installation of this vessel has been fitted under special survey and in accordance with the Rules for vessels carrying Petroleum. The materials and workmanship are good and the installation is, in my opinion, suitable for a closed vessel.

See Lit 1750.

13/1/23
666
Committee's Minute *FRI. 23 MAR. 1923*

Surveyor to Lloyd's Register of Shipping.



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