

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 2367.

Port of Trieste Date of First Survey 28-12-09 Date of Last Survey 23-2-10 No. of Visits 8
 No. in Reg. Book on the Iron or Steel S. Sarajewo Port belonging to Trieste
 Built at Marulone By whom Cantine Navale Tri When built 1910
 Owners Roga Austriaco Owners' Address Trieste
 Yard No. 10 Electric Light Installation fitted by A. G. G. Levin Trieste When fitted 1910

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Continuous current shunt wound dynamo coupled direct to compound engine. Cp No 215 MM dia 150 mm x 45 lbs

Capacity of Dynamo 100 Amperes at 115 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed In Engine Room Whether single or double wire system is used Double

Position of Main Switch Board Adjoining dynamo having switches to groups 6 of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each One in Wheel House with 7 switches
One in Men Room with 2 switches one at top of 1st Room with 4 switches
Also a section box without switches in 1st class pantry & another in 2nd class pantry.

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-oxidisable 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 199 arranged in the following groups:—

A	1 st class cabin	42 lights each of	16	candle power requiring a total current of	21	Amperes
B	2 nd " "	26 lights each of	16	candle power requiring a total current of	13	Amperes
C	Galleyways etc.	39 lights each of	10 + 16	candle power requiring a total current of	11	Amperes
D	Large lights of galleyways	22 lights each of	16	candle power requiring a total current of	11	Amperes
E	1 st class rooms	44 lights each of	16 + 10	candle power requiring a total current of	20	Amperes
	Wheel House	5 lights each of	16	candle power requiring a total current of	2.5	Amperes
	2 Mast head light with	2 lamps each of	16	candle power requiring a total current of	2	Amperes
	2 " Side light with	2 lamps each of	10	candle power requiring a total current of	0.6	Amperes
	12 Cargo lights of		16	candle power, whether incandescent or arc lights	3	Incandescent

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

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

DESCRIPTION OF CABLES.

Main cable carrying	96 Amperes, comprised of	38 wires, each	16/17 L.S.G. diameter,	1074 square inches total sectional area
Branch cables carrying	21 Amperes, comprised of	7 wires, each	15/16 L.S.G. diameter,	02251 square inches total sectional area
Branch cables carrying	13 Amperes, comprised of	7 wires, each	18 L.S.G. diameter,	0260 square inches total sectional area
Leads to lamps carrying	4 Amperes, comprised of	4 wires, each	15 L.S.G. diameter,	01284 square inches total sectional area
Cargo light cables carrying	3 Amperes, comprised of	1 wires, each	15 L.S.G. diameter,	00407 square inches total sectional area

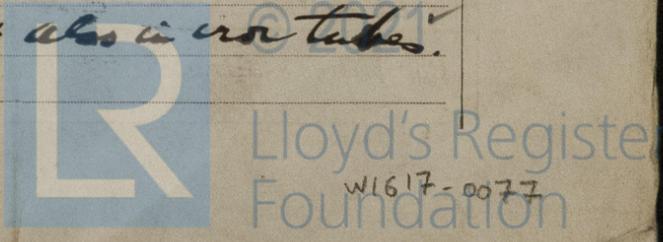
DESCRIPTION OF INSULATION, PROTECTION, ETC.

The wires are insulated with a layer of pure rubber, then with a layer of vulcanised india rubber then with a layer of india rubber coated tape. The whole is then vulcanised & covered.
 Joints in cables, how made, insulated, and protected Joints are soldered & covered with india rubber coated tape & made watertight with insulating tape. In some cases the joints are in tight 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 & also in iron tubes.



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

Lined with fibre

du iron tubes

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

Iron tubes

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

Iron tubes

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

Iron tubes

How are cables carried through beams

Through fibre ferrules

through bulkheads, &c.

Stuffing boxes

How are cables carried through decks

Through iron tubes

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

No

Yes

Yes

If so, how are they protected

Armoured cables

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

Yes

If so, how are the lamp fittings and cable terminals specially protected

Thick glass cases + in wire, + in cases

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

In engine room

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

in engine 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.

A. E. G. UNION SOCIETA ANONIMA DI ELETTRICITA Ufficio Tecnico

Electrical Engineers

Date

23. febr 1910

COMPASSES.

Distance between dynamo or electric motors and standard compass

about 56 feet.

Distance between dynamo or electric motors and steering compass

50.

The nearest cables to the compasses are as follows:—

A cable carrying 8 Amperes 7 feet from standard compass 7 feet from steering compass

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

Yes.

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

Per Capitan Generale Twesten James Stewart

Builder's Signature.

Date

23/2/10

GENERAL REMARKS.

fitted in accordance with the Society's Rules & the workmanship is good. Notification of Elec. light should be under the Register Book

this vessel is eligible for THE RECORD. Elec. light. JWD 9/2/10

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

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

