

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 5426

Port of Genoa Date of First Survey July 15th Date of Last Survey Aug 11th No. of Visits 6
 No. in Reg. Book on the Iron or Steel S. S. Splendor Port belonging to Genoa
 Built at Face Genoa By whom H. Odoro fu Moss & Co When built 1913
 Owners Societa' Stalo Americana del Petroles Owners' Address Genoa
 Yard No. 216 Electric Light Installation fitted by Fiepi Rossi & Schmidt When fitted 1913

DESCRIPTION OF DYNAMO, ENGINE, ETC.

The compound short wound dynamo by siemen schuckert - coupled direct to a compound inverted cylinder vertical engine

Capacity of Dynamo 150 Amperes at 110 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed on the starboard side of the 3rd Room middle platform Whether single or double wire system is used Double
 Position of Main Switch Board Just above dynamo having switches to groups 6 of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each None

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 Yes

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-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 189 arranged in the following groups: — Marconi = 30 amperes

A	1	Marconi	45	lights each of	25	candle power requiring a total current of	13.2	Amperes
B	2	Macchina	49	lights each of	16	candle power requiring a total current of	25	Amperes
C	3	Centro	35	lights each of	16	candle power requiring a total current of	41.3	Amperes
D	4	Pavietto	—	lights each of	—	candle power requiring a total current of	40	Amperes
E	5	Pappa	22	lights each of	25	candle power requiring a total current of	24	Amperes
6	2	Mast head light with	4	lamps each of	16	candle power requiring a total current of	2	Amperes
	2	Side light with	4	lamps each of	16	candle power requiring a total current of	2	Amperes

Various Cargo lights of 16 candle power, whether incandescent or are lights are arranged to be attached on to circuits no 1, 3 & 5

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 the Chart room

DESCRIPTION OF CABLES.

Main cable carrying	134	Amperes, comprised of	19	wires, each	18	L.S.G. diameter,	.125	square inches total sectional area
Branch cables carrying	83	Amperes, comprised of	19	wires, each	18	L.S.G. diameter,	.060	square inches total sectional area
Branch cables carrying	44	Amperes, comprised of	19	wires, each	18	L.S.G. diameter,	.034	square inches total sectional area
Leads to lamps carrying	4.2	Amperes, comprised of	1	wires, each	18	L.S.G. diameter,	.018	square inches total sectional area
Cargo light cables carrying	21	Amperes, comprised of	7	wires, each	21	L.S.G. diameter,	.0055	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

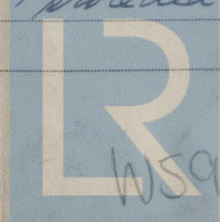
The very best quality of galvanised wire armoured cable, supplied by Fiepi in S. Benley of London & in accordance with the Engineering Standards Committee's Standard

Joints in cables, how made, insulated, and protected In properly constructed water tight junction boxes as per par 7 & 8 of the rules

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 accessible places, protected by galvanised wire armouring, secured by screwed clips



S.S. "Splendor"

No 5726 0532

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 *Be insulated*What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *iron pipes*What special protection has been provided for the cables near boiler casings *in insulated iron pipes*What special protection has been provided for the cables in engine room *galvanised wire armouring*How are cables carried through beams *hard wood blembles* through bulkheads, &c. *water-tight glands*How are cables carried through decks *They do not go through decks. Lead along bulwarks in insulated iron pipes.*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 cut outs for these lights fitted

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, attachable* How fixedIn vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel *double wire system*

How are the returns from the lamps connected to the hull

Are all the joints with the hull in accessible positions

The installation is *yes* supplied with a voltmeter and *yes* an amperemeter, fixed *on switch board*

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 *yes*Are any switches, cut outs, or joints of cables fitted in the pump room or companion *no, none*How are the lamps specially protected in places liable to the accumulation of vapour or gas *no lamps in these places*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.

Robert H. England Electrical Engineers

Date

August 19th 1913

COMPASSES.

Distance between dynamo or electric motors and standard compass *about half the ships length*

Distance between dynamo or electric motors and steering compass

The nearest cables to the compasses are as follows:—

A cable carrying *41.3* Amperes *50* feet from standard compass *50* feet from steering compassA cable carrying *-* Amperes *-* feet from standard compass *-* feet from steering compassA cable carrying *-* Amperes *-* feet from standard compass *-* feet from steering compassHave 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 *no* degrees on *each* course in the case of the standard compass and *no* degrees on *each* course in the case of the steering compass.

Builder's Signature.

Date

GENERAL REMARKS.

This installation has been surveyed during construction, and the materials & workmanship are of the best.

It is submitted that

this vessel is eligible for

THE RECORD, Elec. Light.

Manuel Peterson

See Lit-53.00
to be applied for when hull
report is sent up. *24.*

23.9.13

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

Committee's Minute



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