

## REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 5426

Port of Genoa Date of First Survey July 15<sup>th</sup> Date of Last Survey Aug 11<sup>th</sup> 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 Aless & Co When built 1913  
 Owners Societa' Stalo Americana pel Petroles Owners' Address Genoa  
 Yard No. 2/6 Electric Light Installation fitted by Fiepi - Bossi & Schmidt When fitted 1913

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

One compound shunt 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 5<sup>th</sup> 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: — Morconi = 30 amperes

A 1 Morconi 15 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 15 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 Poppa 8 lights each of 16 candle power requiring a total current of 24 Amperes

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 arc 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 59 Amperes, comprised of 19 wires, each 18 L.S.G. diameter, .034 square inches total sectional area

Branch cables carrying 44 Amperes, comprised of 19 wires, each 18 L.S.G. diameter, .023 square inches total sectional area

Leads to lamps carrying 43 Amperes, comprised of 19 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 galvanized wire armoured cable, supplied by Fiepi - M. 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 galvanized wire armouring, secured by screw clips



S.S. "Splendor"

No 5726 0582

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 iron pipes

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

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

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

How are cables carried through beams hard wood blembles through bulkheads, &c. Watertight glands

How are cables carried through decks They do not go through decks. Lead along bulkheads 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 fixed "

In 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 M. England Electrical Engineers Date August 19<sup>th</sup> 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 <u>41.3</u> Amperes	<u>50</u> feet from standard compass	<u>50</u> feet from steering compass
A cable carrying <u>-</u> Amperes	<u>-</u> feet from standard compass	<u>-</u> feet from steering compass
A cable carrying <u>-</u> Amperes	<u>-</u> feet from standard compass	<u>-</u> 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 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 runnyed during construction, and the materials & workmanship are of the best.

It is submitted that this vessel is eligible for THE RECORD, Elec. Light. Mannie Peterson  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
 Fee Ltd. = 53.00  
 to be applied for when hull report is sent up. 24.  
 23-9-13

Committee's Minute

THE SUPERVISORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

REPORT FORM No. 13.—2m.34.

