

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 3118

Port of Genoa Date of First Survey May 3rd Date of Last Survey May 26th No. of Visits 6
 No. in Reg. Book 4 on the Iron or Steel S. S. "Gerty" Port belonging to Genoa
 Built at South Shields By whom J. Readhead & Sons When built 1903-6
 Owners Genoa S. S. Co Limited Owners' Address Trieste
 Yard No. Electric Light Installation fitted by Imp. Societa Esercizio Rami When fitted 1904-5

DESCRIPTION OF DYNAMO, ENGINE, ETC. One single cylinder engine, coupled to one compound shunt wound dynamo, and attached to the same bed plate.

Capacity of Dynamo 70 Amperes at 110 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed On the starboard side of the E. Room starting platform
 Position of Main Switch Board on bunter bulkhead just above dynamo having switches to groups 8 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. marble

Total number of lights provided for 195 arranged in the following groups:—
 A First Class 25 lights each of 64 16 x 19 of 10 candle power requiring a total current of 9 Amperes
 B Officers quarters 13 lights each of 8 x 10 x 5 = 16 candle power requiring a total current of 4 Amperes
 C G. Room 12 lights each of 5 x 5 x 4 = 16 candle power requiring a total current of 6 Amperes
 D 50 lights each of 16 candle power requiring a total current of 4 Amperes
 E ventilators 5 lights each of 4 Extractor, 1 ventilator candle power requiring a total current of 19 Amperes
 F Lamps 8 lights each of 25 candle power requiring a total current of 18 Amperes
 G 3rd Class 62 lights each of 10 candle power requiring a total current of 75 Total Amperes
 H 52 lights each of 10 candle power requiring a total current of 75 Total Amperes
 I 2 Mast head light with 2 lamps each of 25 candle power requiring a total current of 3 1/2 Amperes
 J 2 Side light with 2 lamps each of 25 candle power requiring a total current of 3 1/2 Amperes
 K no Cargo lights of - candle power, whether incandescent or arc lights -

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

Where are the switches controlling the masthead and side lights placed In the chart room

DESCRIPTION OF CABLES.

Main cable carrying 75 Amperes, comprised of 19 wires, each 15 L.S.G. diameter, .0773585 square inches total sectional area
 Branch cables carrying 16 Amperes, comprised of 4 wires, each 16 1/2 L.S.G. diameter, .01988 square inches total sectional area
 Branch cables carrying 9 Amperes, comprised of 4 wires, each 14 1/2 L.S.G. diameter, .01261 square inches total sectional area
 Branch cables carrying 3 1/2 Amperes, comprised of 1 wires, each 14 L.S.G. diameter, .00503 square inches total sectional area
 Leads to lamps carrying 1.8 Amperes, comprised of 1 wires, each 16 L.S.G. diameter, .001809 square inches total sectional area
 Cargo light cables carrying none Amperes, comprised of - wires, each - L.S.G. diameter, - square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC. Copper wires covered with a layer of pure rubber, then with a separator, then with a layer of vulcanised india rubber, then a layer of india rubber coated tape, the whole vulcanised together and protected with a braided covering of waterproof fibre.

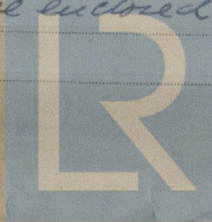
Joints in cables, how made, insulated, and protected Thoroughly soldered & insulated & covered with water-tight junction boxes

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

in bunkers, cargo spaces, or spaces which may at any time be used for carrying cargo, stores, or baggage yes

Are any joints in or branches from the cable leading from dynamo to main switch board no

Are cables led through the ship, and how protected In all cases they are enclosed in galvanised pipes.



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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 *all enclosed in galvanized iron pipes*
What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *as above*
What special protection has been provided for the cables near boiler casings *as above*
What special protection has been provided for the cables in engine room *as above*
How are cables carried through beams *In iron pipes, as above* through bulkheads, &c. *In watertight glands*
How are cables carried through decks *as above, made watertight*
Are any cables run through coal bunkers *No* or cargo spaces *No* or spaces which may be used for carrying *emigrants* cargo, stores, or baggage *Yes*
If so, how are they protected *In galvanized iron pipes*
Are any lamps fitted in coal bunkers or spaces which may at times be used for *emigrants stores or* cargo, coals, or baggage *Yes*—*shields*
If so, how are the lamp fittings and cable terminals specially protected *Removable & properly protected with*
Where are the main switches and cut outs for these lights fitted *In the 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 *none* 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

VESSELS BUILT FOR CARRYING PETROLEUM.

This vessel does not carry 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 installation is *Yes* supplied with a voltmeter and *Yes* an amperemeter, fixed *on the main switch board*

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.

SOCIETA' ESERCIZIO BACINI

OFFICINA ELETTRICA

COMPASSES

Distance between dynamo or electric motors and standard compass *50 feet*

Distance between dynamo or electric motors and steering compass *50*

The nearest cables to the compasses are as follows:—

A cable carrying	16	Amperes	50	feet from standard compass	50	feet from steering compass
A cable carrying	9	Amperes	20	feet from standard compass	20	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 *0* degrees on *each* course in the case of the standard compass and *0* degrees on *each* course in the case of the steering compass.

Builder's Signature. Date

GENERAL REMARKS.

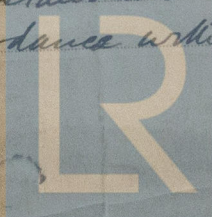
This Electric Light Installation has been examined whilst being fitted, & the materials & workmanship are satisfactory, & in accordance with the rules requirements.

*Fee £ 2-2-0 } applied for
Expenses 2-0 } 30/5/04
2-4-0*

Committee's Minute

Maurice Pitson
Surveyor to Lloyd's Register of British and Foreign Ships

This installation appears to be in accordance with the Rules



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.