

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 4180

Port of _____ Date of First Survey 11/11-14 Date of Last Survey 1/3-15 No. of Visits four
 on the ~~Iron~~ or Steel S. S. Rosalia L. Port belonging to Palermo
 No. in _____ Built at Monfalcone By whom Cantiere Navale When built 1914-15
 Owners Comm. Michele Lauria Owners' Address _____
 Card No. 47 Electric Light Installation fitted by Cantiere Navale When fitted 1914-15

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Compound wound dynamo direct coupled to single cylinder engine

Capacity of Dynamo 100 Amperes at 110 Volts, whether continuous or alternating current cont.

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

Position of Main Switch Board near dynamo having switches to groups 7 of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each Engine casing 7 & 12; Saloon 9 & 9, Puff. sec. 10, Chart room 6, Steam steering house 6, Crew acc. 4, Eng. room top 7, Eng. room platform 8.

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 _____

Are the fuses of non-oxidizable metal yes and constructed to fuse at an excess of 100 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 254 arranged in the following groups:—

A	38 metallic lights each of	16	candle power requiring a total current of	9.5	Amperes
B	63 20 lights each of	16	candle power requiring a total current of	16	Amperes
C	10 20 lights each of	16	candle power requiring a total current of	2.5	Amperes
D	14 20 lights each of	16	candle power requiring a total current of	3.5	Amperes
E	28 20 lights each of	16	candle power requiring a total current of	7	Amperes
F	17 20 lights each of	16 & 32	" " " " " "	6	"
	2 Mast head light with 1 lamps each of	32	candle power requiring a total current of	in group	
	2 2 two stern Side light with 1 lamps each of	32	candle power requiring a total current of	in group	

14 gr. of 6 light Cargo lights of each light 16 candle power, whether incandescent or metallic or arc lights 21 Amp.

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

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

DESCRIPTION OF CABLES.

Main cable carrying 655 Amperes, comprised of 19 wires, each 14 S.W.G. diameter, .094 square inches total sectional area

Branch cables carrying 16 Amperes, comprised of 7 wires, each 16 S.W.G. diameter, .022 square inches total sectional area

Branch cables carrying 7 Amperes, comprised of 7 wires, each 19 S.W.G. diameter, .0086 square inches total sectional area

Leads to lamps carrying 1 Amperes, comprised of 1 wires, each 16/18 S.W.G. diameter, .0032 square inches total sectional area

Cargo light cables carrying 21 Amperes, comprised of flex. wires, each 14 S.W.G. diameter, .035 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

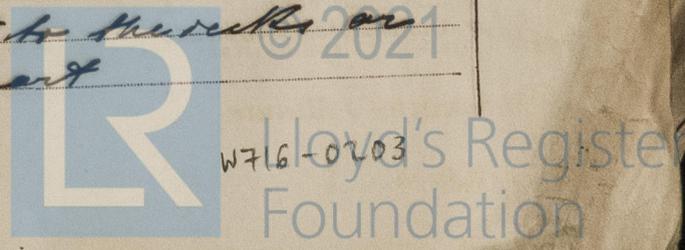
All wire are armoured and strongly secured by screwed clips, and some are led through metal tube

Joints in cables, how made, insulated, and protected Some are in W.T. boxes, others are soldered & insulated

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances 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 Armoured secured by the clips on bulkhead with screwed clips 12 inches apart



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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 armoured

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 LD through metal tubes

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

How are cables carried through beams only armoured cable through bulkheads, &c. none

How are cables carried through decks stuffed over

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

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 Main 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

Are any switches, fuses, 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 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.

COMPASSES.

August 13 1915 Electrical Engineers Date 23/7-15

Distance between dynamo or electric motors and standard compass 100 feet

Distance between dynamo or electric motors and steering compass LD

The nearest cables to the compasses are as follows:—

A cable carrying	<u>5</u>	Amperes	<u>6</u>	feet from standard compass	<u>6</u>	feet from steering compass
A cable carrying	<u>6</u>	Amperes	<u>10</u>	feet from standard compass	<u>10</u>	feet from steering compass
A cable carrying	<u>1/2</u>	Amperes	<u>at compass</u>	feet from standard compass	<u>at compass</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 0 degrees on 0 course in the case of the standard compass and 0 degrees on 0 course in the case of the steering compass.

August 13 1915 Builder's Signature. Date

GENERAL REMARKS. This installation has been fitted in accordance with the Rule; it has been tested at the full load and found satisfactory

It is submitted that this vessel is eligible for

THE BROOD, ELEC. LIGHT.

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

Committee's Minute FRI AUG 13 1915 FRI 8-OCT. 1915

2-8-15 FRI 11 FEB 1916