

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 2834.

Port of Kobe Date of First Survey Feb 28 Date of Last Survey March 30 No. of Visits 5
 No. in Reg. Book on the Iron-Steel Ship Screw Steamer Samarang Port belonging to Kobe
 Built at Kobe By whom Mitsubishi Loan Kaisha When built 1920
 Owners Kanyo Yusen Kaisha Owners' Address
 Yard No. 82 Electric Light Installation fitted by Builders When fitted 1920

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Compound dynamo directly coupled with vertical enclosed engine
 Capacity of Dynamo 150 Amperes at 100 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed 1st Side Engine Room Whether single or double wire system is used Double
 Position of Main Switch Board 1st Side Engine Room having switches to groups ABCDEF of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each Two in Steering Engine Room, Two in Salon Parlor
One in Mess Room, One in Wireless Office, One in Chart Room, One in Forecastle and
One in poop alleyway
 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 Yes
 Are the fuses of non-oxidizable metal Yes and constructed to fuse at an excess of 5 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 arranged in the following groups:—
 A 68 lights each of 24 & 16 candle power requiring a total current of 21.00 Amperes
 B 39 lights each of 24 & 16 candle power requiring a total current of 11.90 Amperes
 C 45 lights each of 24 & 16 candle power requiring a total current of 13.35 Amperes
 D 40 lights each of 24 & 16 candle power requiring a total current of 14.70 Amperes
 E lights each of candle power requiring a total current of Amperes
2 Mast head light with 2 lamps each of 32 candle power requiring a total current of 2.3 Amperes
2 Side light with 2 lamps each of 32 candle power requiring a total current of 2.3 Amperes
40 Cargo lights of 32 candle power, whether incandescent or arc lights Incandescent
 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 154 Amperes, comprised of 37 wires, each 14 S.W.G. diameter, .1824 square inches total sectional area
 Branch cables carrying 33 Amperes, comprised of 19 wires, each 18 S.W.G. diameter, .03375 square inches total sectional area
 Branch cables carrying 7 Amperes, comprised of 7 wires, each 20 S.W.G. diameter, .0070 square inches total sectional area
 Leads to lamps carrying 1 Amperes, comprised of 1 wires, each 18 S.W.G. diameter, .0018 square inches total sectional area
 Cargo light cables carrying 33 Amperes, comprised of 19 wires, each 18 S.W.G. diameter, .03375 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Vulcanized rubber tape. Armoured lines & lines led through iron tubes - as required.
 Joints in cables, how made, insulated, and protected Main cable - hot jointed. branch cables porcelain insulated joint boxes.

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 Cables are clipped to wood secured to beams. Armoured lines are used & wires also led through iron piping

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

Sabangan from piping

Wires led through

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

Wires led through Sabangan from piping

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

do - piping

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

Armoured wires & wires led through from piping

How are cables carried through beams

Wood ferrules are used through bulkheads, &c.

Clamp & nut

How are cables carried through decks

Water tight G. iron deck tube

Are any cables run through coal bunkers

Yes or cargo spaces

Yes or spaces which may be used for carrying cargo, stores, or baggage

If so, how are they protected

Armoured wires & wires led through Sabangan from piping

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

Yes

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

From water tight terminal box with cover

Where are the main switches and fuses for these lights fitted

Engine Room

If in the spaces, how are they specially protected

Are any switches or fuses 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

✓

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.

KOBE WORKS, MITSUBISHI ZOSEN KAISHA, LTD.

COMPASSES.

Distance between dynamo or electric motors and standard compass

89 feet from dynamo

Distance between dynamo or electric motors and steering compass

106 feet from dynamo

The nearest cables to the compasses are as follows:—

A cable carrying 6 Amperes 12 feet from standard compass 22 feet from steering compass

A cable carrying 6 Amperes feet from standard compass feet from steering compass

A cable carrying 6 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

The maximum deviation due to electric currents, etc., was found to be

degrees on

course in the case of the

standard compass and

degrees on

course in the case of the steering compass.

Builder's Signature.

Date

GENERAL REMARKS.

The installation has been made and fitted under special survey in accordance with the requirements of the Rules and worked satisfactorily on trial.

It is submitted that

this vessel is eligible for

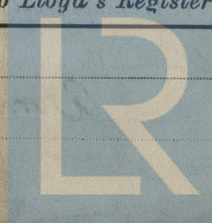
THE RECORD. Elec Lt

Recd 9/8/10

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI AUG. 13 1910



Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.