

-8 FEB 1934

Rpt. 13.

No. 8467.

# REPORT ON ELECTRIC FITTINGS.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office -8 FEB 1934

Date of writing Report 8-1-34 19 When handed in at Local Office 13-1-34 19 Port of Kobe

No. in Survey held at Tama Date, First Survey 8-11-33 Last Survey 20-12-33 19  
Reg. Book. (Number of Visits 8)

on the Steel Screw Motor Ship "AMAGISAN MARU"

Tons { Gross 7624  
Net

Built at Tama By whom built Inum Mitsui Bussan Kaisha Card No. 196 When built 1933

Owners Inum Mitsui Bussan Kaisha Port belonging to Kobe

Electric Light Installation fitted by Inum Mitsui Bussan Kaisha Contract No. 196 When fitted 1933

System of Distribution Two Wire Closed Circuit ✓

Pressure of supply for Lighting 220 volts, Heating 220 volts, Power 220 volts. ✓

Direct or Alternating Current, Lighting Direct ✓ Power Direct ✓

If alternating current system, state frequency of periods per second -

Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off yes

Generators, do they comply with the requirements regarding overload yes, are they compound wound yes

are they over compounded 5 per cent. yes, if not compound wound state distance between each generator -

Where more than one generator is fitted are they arranged to run in parallel yes, is an adjustable regulating resistance fitted in

series with each shunt field yes

Are all terminals accessible and clearly marked yes, are they so spaced or shielded that they cannot be accidentally earthed,

or short circuited yes Are the lubricating arrangements of the generators as per Rule yes

Position of Generators Bottom platform. Starboard side

is the ventilation in way of the generators satisfactory yes, are they clear of all inflammable material yes

if situated near unprotected woodwork or other combustible material, state distance of same horizontally from or vertically above the generators

and, are the generators protected from mechanical injury and damage from water, steam or oil yes

are their axis of rotation fore and aft yes

Earthing, are the bedplates and frames of the generating plant efficiently earthed yes are the prime movers and

their respective generators in metallic contact yes

Main Switch Boards, where placed Main engine room, bottom platform, fore end, port side

If the generators and main switchboard are not placed in the same compartment, is each generator provided with

a fuse on each insulated pole as near as possible to the terminals of the generator, additional to that provided on the main switchboard -

Switchboards, are they placed in accessible positions, free from inflammable gases and acid fumes yes

are they protected from mechanical injury and damage from water, steam or oil yes, if situated near unprotected

woodwork or other combustible material, state distance of same horizontally from or vertically above the switchboards - and -

are they constructed wholly of durable, incombustible non-absorbent materials yes (Bakelite), is all insulation of high dielectric strength and of

permanently high insulation resistance yes, if semi-insulating material is used, are all conducting parts connected to one pole

insulated from the slab with mica or micanite and the slab similarly insulated from its framework - and is the

frame effectively earthed yes Are the following fittings as per Rule, viz.: - spacing or shielding of live parts

yes, accessibility of all parts yes, absence of fuses on back of board yes, proportion of omnibus

bars yes, individual fuses to voltmeter, pilot or earth lamp yes, connections of switches yes

Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches Each generator

fitted with double pole switch, double pole circuit breaker with overload

& reverse release & equalizer switch suitably connected as per Rule ✓

Instruments on main switchboard 6 ammeters 3 voltmeters synchronising device for paralleling purposes.

Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system

2 Volt meters & switch

Switches, Circuit Breakers and Fusible Cut-outs, do these comply with the requirements of the Rules yes

Section and Distribution Boards, is the construction, protection, insulation, material, and position of these as per rule yes







All Conductors are of annealed copper conforming to British Standard Specification No. 7.  
The Insulated Conductors are guaranteed to withstand the immersion and resistance tests specified in the Rules.  
The foregoing is a correct description.

*J. Targui*

Electrical Engineers.

Date 1934

#### COMPASSES.

Distance between electric generators or motors and standard compass 64 ft for generator; 24 ft. for Wireless motor  
Distance between electric generators or motors and steering compass 72 ft. " " 32 ft. " " "

The nearest cables to the compasses are as follows:—

A cable carrying 2 Ampères 6 feet from standard compass 14 feet from steering compass.

A cable carrying Ampères feet from standard compass feet from steering compass.

A cable carrying Ampères 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*

Has the effect of switching on and off circuits, motors and other electro-magnetic apparatus within the vicinity of the compasses been noted *yes*

The maximum deviation due to electric currents 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.

*J. Targui*

Builder's Signature.

Date

Is this installation a duplicate of a previous case *yes* If so, state name of vessel *M.S. "AZUMASAN MARU"*

General Remarks (State quality of workmanship, opinions as to class, &c.)

*The electrical installation of this vessel has been fitted under Special Survey in accordance with the Rules and approved plans. The materials and workmanship are good. On completion the installation was tested under full working conditions and found to be efficient and eligible, in my opinion, for the use of Electric Light*

*It is submitted that this vessel is eligible for THE RECORD Elec. Light*

*9/2/34.*

*[Signature]*

Total Capacity of Generators 419 Kilowatts

The amount of Fee ... £ 62-19-3: When applied for, 8th Jan 1934

Travelling Expenses (if any) £ : : When received, 12th Jan 1934

*[Signature]*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 13 FEB 1934

Assigned

*Elec. Lt.*



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