

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 4186

Port of *Kobe*. Date of First Survey *Nov 17<sup>th</sup> 1923* Date of Last Survey *Dec. 20<sup>th</sup> 1923* No. of Visits *9*.  
 No. in on the ~~Iron or Steel~~ *3/5 BORDEAUX MARU* Port belonging to *Kobe*.  
 Reg. Book Built at *Kobe*. By whom *Kawasaki Dockyard Co Ltd* When built *1923*  
 Owners *Kawasaki Dockyard Co Ltd* Owners' Address  
 Yard No. *483* Electric Light Installation fitted by *Kawasaki Dockyard Co Ltd*. When fitted *1923*

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

*Two sets of compound dynamo coupled directly to the single cylinder automatic cut off vertical enclosed engine with forced lubrication, 8" dia 6" stroke and 450 r.p.m.*

Capacity of Dynamo *170* ✓ Amperes at *100* ✓ Volts, whether continuous or alternating current *Continuous* ✓

Where is Dynamo fixed *in the engine room* Whether single or double wire system is used *double* ✓

Position of Main Switch Board *in the engine room* having switches to groups *A, B, C & D*. of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each *4 in the engine room, 1 in the boiler room, 9 on the awning deck, 1 on the bridge deck, and 1 on the navigation bridge having one main switch on each board.*

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, porcelain & marble are used.*

Total number of lights provided for *231* arranged in the following groups:—

A	<i>15</i>	lights each of	<i>5</i>	candle power requiring a total current of	<i>2.63</i>	Amperes
B	<i>148</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>35.52</i>	Amperes
C	<i>61</i>	lights each of	<i>32</i>	candle power requiring a total current of	<i>68.32</i>	Amperes
D	<i>5</i>	lights each of	<i>100</i>	candle power requiring a total current of	<i>7.5</i>	Amperes
E	<i>2</i>	lights each of	<i>1,500</i>	candle power requiring a total current of	<i>10.00</i>	Amperes
<i>2</i>	Mast head light with <i>2</i> lamps each of	<i>32</i>	candle power requiring a total current of	<i>2.24</i>	Amperes	
<i>2</i>	Side light with <i>2</i> lamps each of	<i>32</i>	candle power requiring a total current of	<i>2.24</i>	Amperes	
<i>14</i>	Cargo lights of <i>128 &amp; 1500</i>		candle power, whether incandescent or are lights <i>incandescent.</i>			

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

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

## DESCRIPTION OF CABLES.

Main cable carrying *170.00* Amperes, comprised of *2500* wires, each *No 30* S.W.G. diameter, *0.3000* square inches total sectional area  
 Branch cables carrying *18.3* " " " " *No 20* " " " " *0.0070* " " " " " "  
 Branch cables carrying *41.91* Amperes, comprised of *30* wires, each *No 20* S.W.G. diameter, *0.0300* square inches total sectional area  
 Branch cables carrying *31.88* " " " " *No 20* " " " " *0.0190* " " " " " "  
 Branch cables carrying *31.88* Amperes, comprised of *19* wires, each *No 20* S.W.G. diameter, *0.0190* square inches total sectional area  
 Leads to lamps carrying *0.5* Amperes, comprised of *1* wires, each *No 18* S.W.G. diameter, *0.0018* square inches total sectional area  
 Cargo light cables carrying *5.0* Amperes, comprised of *234* wires, each *No 38* S.W.G. diameter, *0.0066* square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

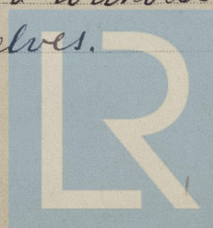
Conductors are doubly insulated with india rubber & vulcanized rubber & tape. Cables are protected against mechanical injury & chemical action by steel armoring or lead covering according to the requirements.

Joints in cables, how made, insulated, and protected *mechanical joints are made through and protected with water-tight cast iron 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 *none*

How are the cables led through the ship, and how protected *Cables are led unconcealed & without any additional protections beside those on the cables themselves.*



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DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible *they are all in accessible places.*

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *without any additional protections beside those on the cables themselves.*

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

What special protection has been provided for the cables near boiler casings *as before.*

What special protection has been provided for the cables in engine room *in some parts where necessary the cables are led through iron pipes.*

How are cables carried through beams *pierced through & wood line* through bulkheads, &c. *pierced through & provided with water tight glands.*

How are cables carried through decks *pierced & led through iron pipe* ✓

Are any cables run through coal bunkers *yes* or cargo spaces *yes* or spaces which may be used for carrying cargo, stores, or baggage *yes*

If so, how are they protected *with lead covering & steel armoring on the cables themselves.*

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 \_\_\_\_\_

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 *none*

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, one voltmeter*, and with an amperemeter *yes, two ammeters*, fixed *on a marble 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.

*S. Pade*

Electrical Engineers

Date *Dec. 23, 1923*

COMPASSES.

Distance between dynamo or electric motors and standard compass	<i>Dynamo to Standard compass</i>	<i>110 ft</i>
	<i>motor " "</i>	<i>115 ft</i>
Distance between dynamo or electric motors and steering compass	<i>Dynamo to steering compass</i>	<i>165 ft</i>
	<i>motor " "</i>	<i>160 ft</i>

The nearest cables to the compasses are as follows:—

A cable carrying	<i>3.5</i>	Amperes	<i>8</i>	feet from standard compass	<i>245</i>	feet from steering compass
A cable carrying	<i>13.</i>	Amperes	<i>15</i>	feet from standard compass	<i>245</i>	feet from steering compass
A cable carrying	<i>4.</i>	Amperes	<i>240</i>	feet from standard compass	<i>7</i>	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.

*This Installation has been fitted in accordance with the requirements of the Rules and worked satisfactorily on trial.*

*Elec Light Fee Yen 240<sup>00</sup>*

Appd For *Dec 20<sup>th</sup> 1923*

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

Recd *Dec. 28<sup>th</sup> 1923.*

*[Signature]* *9/1/24*

*[Signature]*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

*Elec Lt* *FRI. FEB 1 1924*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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