

Lloyd's Register of Shipping.

Port YOKOHAMA,9th August, 1933.

This is to Certify that

G. H. Macdonald,

the undersigned Surveyor to this Society did at the request of

Messrs. Fusi Denki Seizo Kabushiki Kaisha attend at their works at Kawasaki, on the 4th August, 1933 and subsequently in order to examine under test (a) one reversible shunt wound, direct current 17 H.P. rudder driving motor No.32415 of 220 volts by 71 amps at 500 R.P.M.

(b) one shunt wound, direct current 15.6 K.W. generator for Leonard control No.32416 of 220 volts by 71 amps at 1500 R.P.M.

(c) one compound wound, direct current 25 H.P. motor for Leonard control No.32417 of 220 volts by 95 amps at 1500 R.P.M.

(d) one spare armature for each of the above motors and generator (3 total).

The two motors and generator and the three armatures were submitted to the following tests.

Full load temperature test of 30 minutes duration.

50% over load test for one minute.

100% overload test for 30 seconds.

The rise of temperature was measured by thermometer and on completion of trials high voltage (2000 volts A.C. for one minute) and insulation tests were carried out and all found satisfactory.

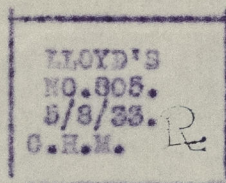
Continued.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

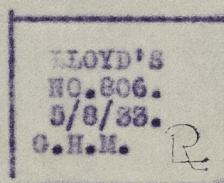
"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."

For the purpose of identification the motors and generator have been stamped on the casing and the three spare armatures on the end of the shafts as follows:-

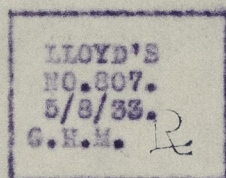
Rudder driving motor.



Generator for Leonard Control.



Motor for Leonard Control.



The three spare armatures.

C.H.M.
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On completion of assembling, the steering gear was tried without load on the test bed, with the tiller secured to a dummy rudder stock, with satisfactory results.

This steering gear is to the order of Messrs. Harima Shipbuilding and Engineering Co., Ltd, Ship No. 189.

Fee.....Yen 120.00

Expenses.. " 4.00

G. H. Macdonald
Surveyor to Lloyd's Register.



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36.

SELECTED
BOND

March 15, 1895



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