

## REPORT ON ELECTRIC LIGHTING INSTALLATION. No.

Port of Kobe Date of First Survey 4 March Date of Last Survey 21st Mar. 1919 No. of Visits 9  
 No. in on the Iron or Steel Van couver Maru Port belonging to Kobe  
 Reg. Book Built at Kobe By whom The Kawasaki Dryd. Co Ltd When built 1919  
 Owners The Kawasaki Kisen Kaisha Owners' Address Kobe  
 Yard No. 437 Electric Light Installation fitted by The Kawasaki Dryd Co Ltd When fitted 1919

## 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.

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

Positions of auxiliary switch boards and numbers of switches on each 2 in the engine room, 4 on the shelter deck, 1 on the lower bridge and 1 on the after main having one main switch on each board.

If cut outs 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 cut outs fitted to both flow and return wires or cables of all circuits including lamp circuits Yes.

Are the cut outs of non-oxidizable metal Yes and constructed to fuse at an excess of 100 per cent over the normal current

Are all cut outs 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 cut-outs constructed of incombustible materials and fitted on incombustible bases Yes, porcelain & marble are used.

Total number of lights provided for 164 arranged in the following groups:—

A	116 incandescent lights each of	16	candle power requiring a total current of	52.0	Amperes
B	13 " lights each of	5	candle power requiring a total current of	2.5	Amperes
C	32 " lights each of	32	candle power requiring a total current of	36.0	Amperes
D	2 arc lights each of	1,200	candle power requiring a total current of	9.0	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	2.24	Amperes
	2 Side light with 2 lamps each of	32	candle power requiring a total current of	2.24	Amperes
	2 arc and 5 incandescent Cargo lights of	1,200 & 128	candle power, whether incandescent or arc lights	incandescent and arc light	

Are lights, what protection is provided against fire, sparks, &c. Adequate fuses are inserted and arc is protected with inner and outer globes.

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

## DESCRIPTION OF CABLES.

Main cable carrying	170.0 Amperes, comprised of	37	wires, each	No. 14 L.S.G. diameter,	0.1820 square inches total sectional area
and cables carrying	27.0 Amperes, comprised of	6	wires, each	No. 16 L.S.G. diameter,	0.0192 " " " "
Branch cables carrying	18.5 Amperes, comprised of	6	wires, each	No. 16 L.S.G. diameter,	0.0192 square inches total sectional area
" " " "	14.0 " " " "	2	" " " "	No. 16 L.S.G. diameter,	0.0064 " " " "
Branch cables carrying	15.5 Amperes, comprised of	2	wires, each	No. 16 L.S.G. diameter,	0.0064 square inches total sectional area
" " " "	24.5 " " " "	7	" " " "	No. 16 L.S.G. diameter,	0.0224 " " " "
ads to lamps carrying	0.5 Amperes, comprised of	1	wires, each	No. 18 L.S.G. diameter,	0.0018 square inches total sectional area
argo light cables carrying	4.5 Amperes, comprised of	283	wires, each	No. 38 L.S.G. diameter,	0.0080 square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

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

How are the joints in cables, how made, insulated, and protected Mechanical joints are made throughout and protected with water tight cast iron boxes.

Are all the joints of cables thoroughly soldered, resin only having been used as a flux 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 and without any additional protections 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 lined* through bulkheads, &c. *Pierced through and provided with W.T. glands.*

How are cables carried through decks *Pierced and led through iron pipes*

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 and 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 *None*

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

Where are the main switches and cut outs for these lights fitted

If in the spaces, how are they specially protected

Are any switches or cut outs fitted in bunkers

Cargo light cables, whether portable or permanently fixed *portable* How fixed *In the watertight cast iron boxes*

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

VESSELS BUILT FOR CARRYING PETROLEUM.

In vessels built for carrying petroleum, are all switches and cut-outs fitted in positions not liable to the accumulation of petroleum vapour or gas

Are any switches, cut outs, 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 installation is supplied with a voltmeter and *two amperemeters fixed on a marble switch-board.*

The copper used is guaranteed to have a conductivity of *98* per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than *600* megohms per statute mile after 24 hours' immersion in seawater.

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. Tada*

Electrical Engineers

Date *10th 5.19*

COMPASSES.

Distance between dynamo or electric motors and standard compass *Dynamo to standard compass 115 ft*

Distance between dynamo or electric motors and steering compass *Motor "steering" 110 ft*

*Motor "steering" 105 ft*

*Motor "steering" 100 ft.*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>5.6</i>	<i>6</i>	<i>15</i>	
<i>13.5</i>	<i>17</i>	<i>13</i>	

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.

*Kawasaki Dockyard Co., Ltd.*

Per *S. Tada* Secretary.

Builder's Signature. Date

GENERAL REMARKS.

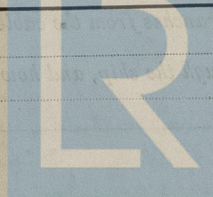
*The installation has been fitted in accordance with the Rule requirements & worked satisfactorily on trial*

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

*23/6/19* Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute.

FRI. 27. JUN. 1919



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