

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 1069.

Port of **NAGASAKI.** Date of First Survey 29th March Date of Last Survey 3rd June No. of Visits 5.
 No. in Reg. Book on the ~~Iron or Steel~~ Twin s.s. Souruga Maru Port belonging to Tokio
 Built at Nagasaki By whom Mitsubishi Dockyard & Engine Works When built 1916
 Owners Nippon Yusen Kaisha Owners' Address Tokio
 Yard No. 250 Electric Light Installation fitted by Mitsubishi Dockyard & Engine Works When fitted 1916

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One set of a compound wound continuous current dynamo on the same bed plate with a vee
 Capacity of Dynamo 150 Amperes at 100 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed In thrust recess in engine room.
 Position of Main Switch Board On bulkhead aft of dynamo having switches to groups 31 to 76 of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each Two in fore part and three in after part of Bridge deck; two in fore part, two in middle, and one in after part of Upper deck; three in Engine Room; one in Boiler room.
 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 No.
 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 50 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
 Total number of lights provided for 4 Circuits arranged in the following groups:—

A	Bridge deck Circuit	lights each of	4	16	43	12	—	candle power requiring a total current of	37	Amperes
B	Fore "	"	1	13	—	16	1	"	30	Amperes
C	After "	"	1	23	2	16	1	"	37	Amperes
D	Engine room "	"	—	66	2	—	—	"	41	Amperes
E		lights each of						"	41	Amperes
	Two Mast head lights with ^{one double} filament lamps	each of						"	1.12	Amperes
	Two Side lights with ^{de} lamps	each of						"	1.12	Amperes
	One Morse code signal lamp							"	1.26	Amperes
	Seven Cargo lights of		4 @ 32					"		Amperes
	Two "		1200					"		Amperes

 candle power, whether incandescent or arc lights Incandescent arc
 If arc lights, what protection is provided against fire, sparks, &c. Protected by double globe

Where are the switches controlling the masthead and side lights placed In chart room on pilot bridge.

DESCRIPTION OF CABLES.

Main cable carrying	150	Amperes, comprised of	37	wires, each	14	L.S.G. diameter,	0.1906	square inches total sectional area
Branch cables carrying	41	Amperes, comprised of	19	wires, each	18	L.S.G. diameter,	0.0351	square inches total sectional area
Branch cables carrying	30	Amperes, comprised of	19	wires, each	18	L.S.G. diameter,	0.0351	square inches total sectional area
Leads to lamps carrying	56	Amperes, comprised of	1	wires, each	18	L.S.G. diameter,	0.0018	square inches total sectional area
Cargo light cables carrying	4.48	Amperes, comprised of	168	wires, each	38	L.S.G. diameter,	0.0005	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Wires and cables are composed of tinned copper insulated with pure india rubber vulcanizing india rubber coated tape, and the whole vulcanized together, then lead covered, or lead covered & armoured with galvanized iron wire.
 Joints in cables, how made, insulated, and protected joints in cable are made in brass pieces fitted on porcelain bases in submain board & distributing board in teak case or extension boxes, and some joints in cast iron boxes are soldered and insulated with pure rubber or rubber coated tape.
 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, except 3 in extension box in cast iron covers in the cargo space.
 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 With the double wire distribution system and cables are protected by lead cover or galvanized iron wire armoring, or galvanized iron pipe.

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 Protected by galvanized iron tube or galvanized iron wire armoring.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Protected by galvanized iron wire

What special protection has been provided for the cables near boiler casings Protected by galvanized iron wires

What special protection has been provided for the cables in engine room Protected by galvanized iron wires or galvanized iron pipes.

How are cables carried through beams Through lead bush through bulkheads, &c. Watertight packing gland.

How are cables carried through decks Galvanized iron deck tubes.

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 By galvanized iron wire armoring, or galvanized iron pipes.

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 Lamps are protected by strong cast iron covers.

Where are the main switches and cut outs for these lights fitted On bridge deck passage.

If in the spaces, how are they specially protected In tank case.

Are any switches or cut outs fitted in bunkers No.

Cargo light cables, whether portable or permanently fixed Portable How fixed With fibre fork & fibre connector.

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 ~~an~~ amperemeters fixed on 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.

MITSUBISHI DOCKYARD & ENGINE WORKS
General Manager

Electrical Engineers Date 22nd June 1916

COMPASSES.

Distance between dynamo or electric motors and standard compass 85 feet from wireless motor generator
122 feet from dynamo.

Distance between dynamo or electric motors and steering compass 98 feet from wireless motor generator
136 feet from dynamo.

The nearest cables to the compasses are as follows:—

A cable carrying	<u>5.61</u>	Amperes	<u>10</u>	feet from standard compass	<u>8</u>	feet from steering compass
A cable carrying		Amperes		feet from standard compass		feet from steering compass
A cable carrying		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 Yes.

The maximum deviation due to electric currents, etc., was found to be nil degrees on any course in the case of the standard compass and nil degrees on any course in the case of the steering compass.

MITSUBISHI DOCKYARD & ENGINE WORKS
General Manager

Builder's Signature. Date 22nd June 1916

GENERAL REMARKS.

This Electric Installation has been fitted in accordance with the Rules tested and found satisfactory. APL
It is concluded that this vessel is eligible for THE BROOD ELEC. LIGHT. AWD 19/7/16
a. J. Williamson
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. 21 JUL. 1916



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

REPORT FORM No. 13.