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No. 1226

Port of **NAGASAKI** Date of First Survey 3rd March Date of Last Survey 22 March 1919 No. of Visits 3
No. in on the Iron or Steel s. s. "Kaian Maru" Port belonging to Mitsugahama
Reg. Book Built at Nagasaki By whom Mitsubishi Zosen Kaisha When built 1919
Owners Kaipuda Steamship Coy. Owners' Address Kobe
Yard No. 282 Electric Light Installation fitted by Mitsubishi Zosen Kaisha When fitted 1919

DESCRIPTION OF DYNAMO, ENGINE, ETC.

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One set of a compound continuous current dynamo on the same bed plate with a vertical engine.

Capacity of Dynamo 120 Amperes at 100 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed On starboard side of Engine room platform.

Position of Main Switch Board On bulkhead aft of dynamo having switches to groups 28 to 71 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; two in fore part, one amidships, and one in after part of Upper deck; three in the Engine room; and 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 3. 60. 8.	candle power requiring a total current of	23.4	Amperes
B	Fore ..	lights each of - 12. 20.	candle power requiring a total current of	29.8	Amperes
C	after ..	lights each of - 4. 24	candle power requiring a total current of	29.9	Amperes
D	Engine room ..	lights each of - 59. -	candle power requiring a total current of	12.5	Amperes
E		lights each of	candle power requiring a total current of		Amperes
Two	Mast head light with ^{one double} lamps each of 32	candle power requiring a total current of	1.12	Amperes	
Two	Side light with do. lamps each of 32	candle power requiring a total current of	1.12	Amperes	
One	Morse code signal lamp 6 cp. x 6	" " " " " "	1.26	"	
Ten	Cargo lights of 4 x 32	candle power, whether incandescent or are lights	Incandescent		
Two	" " 1000	" " (Nite)	"		

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

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

DESCRIPTION OF CABLES.

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Main cable carrying	120	Amperes, comprised of	37	wires, each	15	L.S.G. diameter,	0.1544	square inches total sectional area
Branch cables carrying	29.8	Amperes, comprised of	19	wires, each	18	L.S.G. diameter,	0.0351	square inches total sectional area
Branch cables carrying	12.5	Amperes, comprised of	7	wires, each	16	L.S.G. diameter,	0.0229	square inches total sectional area
Leads to lamps carrying	.56	Amperes, comprised of	1	wires, each	18	L.S.G. diameter,	0.0078	square inches total sectional area
Cargo light cables carrying	4.18	Amperes, comprised of	168	wires, each	38	L.S.G. diameter,	0.005	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

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Wires & cables are composed of tinned copper insulated with pure india rubber, vulcanizing india rubber tape, and the whole vulcanized together, then lead covered, or lead covered and 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 and distributing board in teak case or extension boxes of porcelain base, and some joints in cast iron box 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 one in extension box in cast iron cover 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 armouring or galvanized iron pipes.

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 *Galvanized iron pipe or galvanized iron wire armouring.*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *Galvanized iron wire armouring.*

What special protection has been provided for the cables near boiler casings *Galvanized iron pipe.*

What special protection has been provided for the cables in engine room *Galvanized iron wires, or galvanized iron pipe.*

How are cables carried through beams *Through lead bushes* through bulkheads, &c. *Waterlight packing gland*

How are cables carried through decks *Galvanized iron deck tube*

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 wires, or galvanized iron pipe.*

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage *No.*

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 *No.*

Cargo light cables, whether portable or permanently fixed *Portable* How fixed *With fibre fork & connection*

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* an amperemeter, fixed *on switch board*

The copper used is guaranteed to have a conductivity of *99.6* 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.

NAGASAKI WORKS, MITSUBISHI ZOSSEN KAISHA, LTD.

GENERAL MANAGER

Electrical Engineers

Date *4th April 1919*

COMPASSES.

Distance between dynamo or electric motors and standard compass *103 ft. from dynamo.*

Distance between dynamo or electric motors and steering compass *100 ft. from wireless motor generator.*

The nearest cables to the compasses are as follows:—

Cable	Amperes	Feet from standard compass	Feet from steering compass
A cable carrying <i>5.6</i>	<i>7</i>	<i>144</i>	<i>144</i>
A cable carrying			
A cable carrying			

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.

NAGASAKI WORKS, MITSUBISHI ZOSSEN KAISHA, LTD.

GENERAL MANAGER

Builder's Signature.

Date *4th April 1919*

GENERAL REMARKS.

This Electric Installation has been fitted in accordance with the Rules listed and found satisfactory.

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

JWR *14/5/19*

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *WED. JUN. 11, 1919*



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Nagasaki Office

Certificate (if required) to be sent to

REPORT FORM No. 12.