

5460

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Capacity of Dynamo 14 Amperes at 110 Volts, whether continuous or alternating current D.C.

Position of Main Switch Board near dynamo. having switches to groups A, B, & C. of lights, &c., as below

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 Yes

Are the fuses of non-oxidizable metal Yes and constructed to fuse at an excess of 300 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

Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases Yes

Total number of lights provided for 23 arranged in the following groups:—

A 11 lights each of 100^v - 16 candle power requiring a total current of 3.8 Amperes

B 7 lights each of $12^v - 10$ candle power requiring a total current of 9.0 Amperes

lights each of _____ candle power requiring a total current of _____ Amper

lights each of _____ candle power requiring a total current of _____ Amper

E lights each of _____ candle power requiring a total current of _____ Amper

One Mast head light with Double filament lamps each of 32 candle power requiring a total current of 0.4 Amper

Two Side light with Double filament lamps each of 32 candle power requiring a total current of 0.8 Amperes

One	Stern	" " "	" " "	32		0.4
One	Cargo lights of			500	candle power. weather incandescent xxx xxx lights	5.0

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

Where are the switches controlling the masthead and side lights placed In wheel house. (Signal indicator is fitted.)

DESCRIPTION OF CABLES.

DESCRIPTION OF CABLES:

Main cable carrying 14 Amperes, comprised of 30 wires, each 20 # S.W.G. diameter, 0.0305 square inches total sectional area

Branch cables carrying 1.6 Amperes, comprised of 1 wires, each 18 S.W.G. diameter, 0.0018 square inches total sectional area

Branch cables carrying _____ Amperes, comprised of _____ wires, each _____ S.W.G. diameter, _____ square inches total sectional area

Leads to lamps carrying **0.2** Amperes, comprised of **1** wires, each **18** S.W.G. diameter, **0.0018** square inches total sectional area

Cargo light cables carrying 5 Amperes, comprised of 7 wires, each 20[#] S.W.G. diameter, 0.0071 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Single core armored cables are used.

No lamp receptacle on deck. (deck portable lamp is not fitted.)

Joints in cables, how made, insulated, and protected

Mechanical joints are made, insulated by porcelain fixture.

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances not soldered. Are all joints in access

Are all the joints of cables thoroughly soldered, and the joint does not contain any acids or other
poisons, none being made in hatches, 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.**

U. Are there any joints in or branches from the cable leading from dynamo to main switch board? None.

U. How are the cables led through the ship, and how protected? Steel armored cables are led un-concealed in engine

How are the cables led through the ship, and how protected? Steel armored cables on weather deck are carried through in room and other cabins and steel armored cables on weather deck are carried through in

water tight iron pipe.

DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible **Yes accessible.**

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

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

What special protection has been provided for the cables near boiler casings **--**

What special protection has been provided for the cables in engine room **as above.**

How are cables carried through beams **Pierced through & with lead/liner.** through bulkheads, &c. **Provided lead liner.**

How are cables carried through decks **Pierced through & with iron pipe.**

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

If so, how are they protected **--**

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage **--**

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 **--**

Cargo light cables, whether portable or permanently fixed **Permanently fixed.** How fixed **Armored cable in the water-tight iron pipe.**

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**, and with an amperemeter **Yes**, fixed **On 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 **Yes**

Are any switches, fuses, or joints of cables fitted in the pump room or companion **Not fitted.**

How are the lamps specially protected in places liable to the accumulation of vapour or gas **Lamp globes are packed with rubber washer.**

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 **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.

The Builders

Electrical Engineers

Date **Aug. 1st 1926.**

COMPASSES.

~~Distance between dynamo or steering compass and steering compass~~

Distance between dynamo or ~~steering compass~~ and steering compass **15 ft.**

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
0.2	Amperes	3	feet from steering compass
--	Amperes	feet from standard compass	feet from steering compass
--	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 **--**

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

Mitsui Bussan Kaisha, Ltd.
SHIPBUILDING DEPARTMENT

GENERAL REMARKS. **The Electric Lighting installation of this vessel has been fitted aboard in accordance with the Rule requirements, tried under working condition and found satisfactory.**

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

Elec. light.

Arthur S. W. Kimber.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 14 DEC 1926

Elec. Light



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.