

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 4355.

Port of Kobe Date of First Survey 22 Feb. 1924 Date of Last Survey 26 March 1924 No. of Visits 5
 No. in on the Iron or Steel S.S. "KOAN MARU" Port belonging to Kobe
 Reg. Book Built at Osaka By whom Osaka Iron Works When built 1924
 Owners Hiroumi Shoji Kabushiki Kaisha Owners' Address Osaka
 Card No. 1057 Electric Light Installation fitted by Osaka Iron Works When fitted 1924

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Compound wound dynamo direct-coupled to vertical, enclosed, single cylinder steam engine.
 Capacity of Dynamo 110 Amperes at 110 Volts, whether continuous or alternating current continuous
 Where is Dynamo fixed Bottom platform in engine room Whether single or double wire system is used Double
 Position of Main Switch Board On bunker bulkhead having switches to groups five of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each On main switch board separate switches for engine & boiler spaces, cargo, navigation lights, crews quarters & mess room, and fan motors and wireless circuit
 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 100 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 Yes
 Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases Yes

Total number of lights provided for 111 arranged in the following groups:—

Group	Description	Number of Lights	Candle Power	Amperes
A	E. & B. Room	35	16	7
B	Men Room	18	16	3.6
C	Main Deck	33	16	6.6
D	Crew Space	13	16	2.6
E	Navigation Lights	7	16 & 10	.9
	2 Mast head light with 2 lamps each of	2	32	.8
	2 Side light with 2 lamps each of	2	32	.8
	6 Cargo lights of <u>4 clusters each 16 c.p. & 2 nitrogen lamps each 500 watts</u>	6		

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

Where are the switches controlling the masthead and side lights placed Chart Room

DESCRIPTION OF CABLES.

Category	Amperes	Wires	Diameter (S.W.G.)	Total Sectional Area (square inches)
Main cable carrying	110	80	18	.14469
Branch cables carrying	7	11	18	.01989
Branch cables carrying	3.6	7	20	.001256
Branch cables carrying	6.6	11	18	.01989
Branch cables carrying	2.6	7	20	.001256
Leads to lamps carrying	2.6	7	20	.001256
Leads to lamps carrying	.9	7	20	.001256
Leads to lamps carrying	.8	7	20	.001256
Cargo light cables carrying	6	7	18	.01266

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Vulcanized rubber, lead covered; and armoured where necessary.
 Joints in cables, how made, insulated, and protected Porcelain junction box or can-ion box with water-tight covers.
 Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances 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 No
 How are the cables led through the ship, and how protected Clipped to under side of deck & armoured.

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 wrought iron pipes.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Armoured wire

What special protection has been provided for the cables near boiler casings Armoured wire

What special protection has been provided for the cables in engine room Armoured wire & galvanized iron pipe.

How are cables carried through beams Lead fitting through bulkheads, &c. gland & rubber packing.

How are cables carried through decks galvanized iron pipe with flange fitted to deck.

Are any cables run through coal bunkers No or cargo spaces Yes or spaces which may be used for carrying cargo, stores, or baggage Yes

If so, how are they protected Armoured wire or through galvanized iron pipes.

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 fuses for these lights fitted ✓

If in the spaces, how are they specially protected ✓

Are any switches or fuses fitted in bunkers No

Cargo light cables, whether portable or permanently fixed portable How fixed plug & socket

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 switchboard.

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 ✓

Are any switches, fuses, 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 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 500 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.

Y. Kiyozumi Electrical Engineers Date 28th March 1924

COMPASSES.

Distance between dynamo or electric motors and standard compass 90 feet

Distance between dynamo or electric motors and steering compass 120 feet

The nearest cables to the compasses are as follows:—

A cable carrying	.53	Amperes	8	feet from standard compass	12	feet from steering compass
A cable carrying	.4	Amperes	9	feet from standard compass	15	feet from steering compass
A cable carrying	.2	Amperes	10	feet from standard compass	11	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

GENERAL REMARKS.

This installation has been fitted in accordance with the requirements of the Rules. The materials & workmanship are good. The installation has been tried under full working conditions and found satisfactory.

It is submitted that this vessel is eligible for THE RECORD. Elec. light. L. A. F. Young Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. MAY. 23 1924

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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