

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 245

Port of S. S. "Wakamatsu Maru" Date of First Survey 4th April Date of Last Survey 3rd May 1902 No. of Visits 15
 No. in Reg. Book on the Iron or Steel Port belonging to Nagasaki
 Built at Nagasaki By whom The Niten Bishi D & E Works When built 1902
 Owners The Niten Bishi Goshi Kaisha Owners' Address Tokio
 Yard No. 131 Electric Light Installation fitted by The Niten Bishi D & E Works When fitted 1902

DESCRIPTION OF DYNAMO, ENGINE, ETC.

A combined set of a compound wound continuous current dynamo and a vertical single cylinder engine, both made by Clark Chapman & Co. Ltd.

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

Where is Dynamo fixed in the pit of starboard bunker, on the level of starting platform of engine room

Position of Main Switch Board against bunker casing near dynamo having switches to groups 19 to 47 of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each Entrance to Forecastle, Starboard passage to Saloon, Engine Room starboard casing on the level of middle platform. Steering engine room in poop.
One switch to each auxiliary 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 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 excluding lamp circuit

Are the cut outs of non-oxidizable metal yes and constructed to fuse at an excess of not more than 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, on each board

Are all switches and cut-outs constructed of incombustible materials and fitted on incombustible bases yes

Total number of lights provided for 119 arranged in the following groups:—

A Fore-cabin — 19 lights each of 16 cp & 10 light of 50 candle power requiring a total current of 20.06 Amperes

B amid ship — 21 lights each of 16 cp & 2-22 cp & 10-50 candle power requiring a total current of 30.12 Amperes

C Aft — 9 lights each of 16 cp & 10 & 50 candle power requiring a total current of 20.06 Amperes

D Engine room — 37 lights each of 16 cp & 10 & 50 candle power requiring a total current of 35.72 Amperes

E lights each of candle power requiring a total current of Amperes

one Mast head light with one special double filament lamps each of filament 32 candle power requiring a total current of 1.12 Amperes

one starboard Side light with one lamps each of 1.12 candle power requiring a total current of 1.12 Amperes

one port Side light with one lamps each of 1.12 candle power requiring a total current of 1.12 Amperes

4 Cargo lights of 200 candle power, whether incandescent or arc lights incandescent

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

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

DESCRIPTION OF CABLES.

Main cable carrying 105.92 Amperes, comprised of 27 wires, each 16 L.S.G. diameter, 0.1295 square inches total sectional area

Branch cables carrying 20.06 Amperes, comprised of 19 wires, each 18 L.S.G. diameter, 0.0249 square inches total sectional area

Branch cables carrying 35.72 Amperes, comprised of 19 wires, each 18 L.S.G. diameter, 0.0249 square inches total sectional area

Leads to lamps carrying 25.56 Amperes, comprised of 1 wires, each 18 L.S.G. diameter, 0.0018 square inches total sectional area

Cargo light cables carrying 6 Amperes, comprised of 19 wires, each 22 L.S.G. diameter, 0.01168 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

The whole cables & wires used throughout the installation are covered with pure and vulcanized india rubber which is coated with a layer of white varnished together braided cotton and then covered with a protective compound. The cable which are liable to be exposed to moisture or mechanical injury are protected with iron casings & which are liable to heat are arranged with galvanized iron wire & fastened to bulkhead or deck with clips & screws.

Joints in cables, how made, insulated, and protected All joints are made in brass terminal pieces fitted in extension boxes, distributing boards, & sub-mainboards.

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 no excepting one branch to pilot lamp

How are the cables led through the ship, and how protected by double wired multiple switch board system & they are protected with wood casings, iron pipes or arranged with galvanized iron wires.

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 *are protected by galvanized iron pipes*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *are surrounded with galvanized iron wire*

What special protection has been provided for the cables near boiler casings *are surrounded with galvanized iron wire*

What special protection has been provided for the cables in engine room *are carried thru galv. iron pipes or surrounded galv. iron wire*

How are cables carried through beams *thru teak pencils driven in* through bulkheads, &c. *thru pencils or brass water stuffing glands*

How are cables carried through decks *thru deck tubes made by galv. iron pipe, internally lined with wood*

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 galv. iron pipe carried alongside stanchion frames*

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 connectors in water tight c.s. box*

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 *—*

The copper used is guaranteed to have a conductivity of *100* per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than *1,000* 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.

Samuel Electrical Engineers

Date *12/8/02*

COMPASSES.

Distance between dynamo or electric motors and standard compass *—*

Distance between dynamo or electric motors and steering compass *—*

The nearest cables to the compasses are as follows:—

Double wire

A cable carrying *—* Amperes *—* feet from standard compass *—* 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 *—*

The maximum deviation due to electric currents, etc., was found to be *0* degrees on *—* course in the case of the standard compass and *0* degrees on *—* course in the case of the steering compass.

R. Midzutanani Assist. G. Manager Builder's Signature. Date *12th August 1902*

GENERAL REMARKS.

It is submitted that this installation appears to be satisfactory.

A. H. Jones

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

25.9.02

Committee's Minute *—*



Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.