

Rpt. 13.

Kobe Rpt No. 5369

# REPORT ON ELECTRIC FITTINGS.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office.....

Date of writing Report **24/8/1926**. When handed in at Local Office **10** Port of **KOBE.**  
 No. in Survey held at **Kobe.** Date, First Survey **12th May '26** Last Survey **16th August 1926.**  
 Reg. Book. (Number of Visits) **Eighteen (18)**  
 on the **Single Screw Motor-ship "CUBA MARU"** Tons { Gross **5950**  
 Net  
 Built at **Kobe** By whom built **Kawasaki Dockyard Co., Ltd.** No. **485** When built **1926.**  
 Owners **Kawasaki Kisen Kaisha (Kawasaki Steamship Co., Ltd.)** Port belonging to **Kobe.**  
 Electric Light Installation fitted by **Kawasaki Dockyard Co., Ltd.** Contract No. **485** When fitted **1926.**

System of Distribution **TWO-CONDUCTOR INSULATED SYSTEM. D.C. CURRENT.** ✓  
 Pressure of supply for Lighting **220** ✓ volts. Heating \_\_\_\_\_ volts. Power **220** ✓ volts.  
 Direct or Alternating Current, Lighting **and** ✓ Power **both D.C.** ✓  
 If alternating current system, state frequency of periods per second **--**  
 Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off **Yes.** ✓  
 Generators, do they comply with the requirements regarding overload **25% for two hours (tested)** ✓ are they compound wound **Flat compound** ✓  
 are they over compounded 5 per cent. \_\_\_\_\_, if not compound wound state distance between each generator **--**  
 Where more than one generator is fitted are they arranged to run in parallel **Yes.** ✓, is an adjustable regulating resistance fitted in series with each shunt field **Yes.** ✓  
 Are all terminals accessible and clearly marked **Yes.** ✓, are they so spaced or shielded that they cannot be accidentally earthed, or short circuited **Yes.** Are the lubricating arrangements of the generators as per Rule **Yes.**  
 Position of Generators **In the lower part of engine room on starboard side.**  
 is the ventilation in way of the generators satisfactory **Yes.** ✓, are they clear of all inflammable material **Yes.**  
 if situated near unprotected woodwork or other combustible material, state distance of same horizontally from or vertically above the generators **--** and **--**, are the generators protected from mechanical injury and damage from water, steam or oil **Yes.**  
 are their axis of rotation fore and aft **Yes.**  
 Earthing, are the bedplates and frames of the generating plant efficiently earthed **Yes.** are the prime movers and their respective generators in metallic contact **Yes.**  
 Main Switch Boards, where placed **in the engine room on starboard side about 8 feet above E.R. working platform.** If the generators and main switchboard are not placed in the same compartment, is each generator provided with a fuse on each insulated pole as near as possible to the terminals of the generator, additional to that provided on the main switchboard **--**  
 Switchboards, are they placed in accessible positions, free from inflammable gases and acid fumes **Yes.**  
 are they protected from mechanical injury and damage from water, steam or oil **Yes.** ✓, if situated near unprotected woodwork or other combustible material, state distance of same horizontally from or vertically above the switchboards **--** and **--**, are they constructed wholly of durable, incombustible non-absorbent materials **Yes.** ✓, is all insulation of high dielectric strength and of permanently high insulation resistance **Yes.** ✓, if semi-insulating material is used, are all conducting parts connected to one pole insulated from the slab with mica or micanite and the slab similarly insulated from its framework \_\_\_\_\_, and is the frame effectively earthed **Yes, as per Rules.** ✓  
 Are the following fittings as per Rule, viz.:— spacing or shielding of live parts **more than 12"** ✓, accessibility of all parts **Yes** ✓, absence of fuses on back of board **none** ✓, proportion of omnibus bars **Yes** ✓, individual fuses to voltmeter, pilot or earth lamp **Yes** ✓, connections of switches **Yes** ✓  
 Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches **Three-double-pole single-throw main knife switches, and triple-pole air break circuit breakers with equalizer arrangement on each dynamo on the main switchboard panel & seven double-pole single-throw knife switches on the feeder panel.**  
 Instruments on main switchboard **Three** ammeters **Two** voltmeters \_\_\_\_\_ synchronising device for paralleling purposes.  
 Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system **by earth lamps.**  
 Switches, Circuit Breakers and Fusible Cut-outs, do these comply with the requirements of the Rules **Yes.**  
 Section and Distribution Boards, is the construction, protection, insulation, material, and position of these as per rule **Yes, all boxes are made of cast iron, & all terminals are fixed on marble plates.**

009182 - 009191 - 0268







All Conductors are of annealed copper conforming to British Standard Specification No. 7.  
The Insulated Conductors are guaranteed to withstand the immersion and resistance tests specified in the Rules.  
The foregoing is a correct description.

S. Tada

Electrical Engineers.

Date 4<sup>th</sup>/9/26.

KAWASAKI DOCKYARD COMPANY, LTD

COMPASSES.

Distance between electric generators or motors and standard compass  
Distance between electric generators or motors and steering compass

Dynamo to standard compass	160 ft.
" " steering	128 ft.
Motor to standard	60 ft.
" " steering	25 ft.

The nearest cables to the compasses are as follows :—

A cable carrying	2	Ampères	12	feet from standard compass	240	feet from steering compass.
A cable carrying	8	Ampères	20	feet from standard compass	240	feet from steering compass.
A cable carrying	1.5	Ampères	240	feet from standard compass	10	feet from steering compass.

Has the compasses been adjusted with and without the electric installation at full power  
Has the effect of switching on and off circuits, motors and other electro-magnetic apparatus within the vicinity of the compasses been noted  
The maximum deviation due to electric currents 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.

Kawasaki Dockyard Co., Ltd.

Per.

Director.

Builder's Signature.

Date 6<sup>th</sup> Sept. 1926.

Is this installation a duplicate of a previous case No. \_\_\_\_\_ If so, state name of vessel M.S. "FLORIDA MARU".

General Remarks (State quality of workmanship, opinions as to class, &c.)

The Electric installation has been fitted in accordance with the Rules and approved plans (Kobe letters dated November 20th 1925 and March 8th and April 20th, 1926) and worked satisfactorily on trial.

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

Total Capacity of Generators 305 Kilowatts

The amount of Fee ... Yen 595

Travelling Expenses (if any) £ See Hull Rpt.

Committee's Minute

Assigned

JWD  
19/10/26

R. Watt

Surveyor to Lloyd's Register of Shipping.



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Foundation