

5- JUN 1926

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 5204

Port of KOBE Date of First Survey AND Date of Last Survey 10-5-26 No. of Visits ONE
No. in SS. SEIRYU MARU on the Iron or Steel Port belonging to NISHINOMIYA
Reg. Book Built at INNOSHIMA By whom OSAKA IRON WORKS LTD When built 1926-3
Owners KITA NIPPON KISEN KAB. KAISHA Owners' Address SAKAYE MACHI OHDOMARI KABAUTO
Yard No. 1066 Electric Light Installation fitted by OSAKA IRON WORKS LTD When fitted 1926-3

DESCRIPTION OF DYNAMO, ENGINE, ETC.

See Kobe Report N° 5204.

Capacity of Dynamo _____ Amperes at _____ Volts, whether continuous or alternating current _____
Where is Dynamo fixed _____ Whether single or double wire system is used _____
Position of Main Switch Board _____ having switches to groups _____ of lights, &c., as below _____
Positions of auxiliary switch boards and numbers of switches on each _____
If fuses are fitted on main switch board to the cables of main circuit _____ and on each auxiliary switch board to the cables of auxiliary circuits _____ and at each position where a cable is branched or reduced in size _____ and to each lamp circuit _____
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 _____
Are the fuses of non-oxidizable metal _____ and constructed to fuse at an excess of _____ per cent over the normal current _____
Are all fuses fitted in easily accessible positions _____ Are the fuses of standard dimensions _____ 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 _____
Total number of lights provided for _____ arranged in the following groups:—
A _____ lights each of _____ candle power requiring a total current of _____ Amperes
B _____ lights each of _____ candle power requiring a total current of _____ Amperes
C _____ lights each of _____ candle power requiring a total current of _____ Amperes
D _____ lights each of _____ candle power requiring a total current of _____ Amperes
E _____ lights each of _____ candle power requiring a total current of _____ Amperes
Mast head light with _____ lamps each of _____ candle power requiring a total current of _____ Amperes
Side light with _____ lamps each of _____ candle power requiring a total current of _____ Amperes
Cargo lights of _____ candle power, whether incandescent or are lights _____

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

Where are the switches controlling the masthead and side lights placed _____

DESCRIPTION OF CABLES.

Main cable carrying	Amperes, comprised of	wires, each	S.W.G. diameter,	square inches total sectional area
Branch cables carrying	Amperes, comprised of	wires, each	S.W.G. diameter,	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	Amperes, comprised of	wires, each	S.W.G. diameter,	square inches total sectional area
Cargo light cables carrying	Amperes, comprised of	wires, each	S.W.G. diameter,	square inches total sectional area

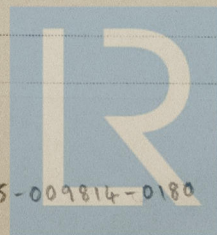
DESCRIPTION OF INSULATION, PROTECTION, ETC.

Joints in cables, how made, insulated, and protected _____

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

Are there any joints in or branches from the cable leading from dynamo to main switch board _____

How are the cables led through the ship, and how protected _____



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DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture

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

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

What special protection has been provided for the cables in engine room

How are cables carried through beams

through bulkheads, &c.

How are cables carried through decks

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

How fixed

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, and with an amperemeter, fixed

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 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.

Electrical Engineers

Date

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:—

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

YES

The maximum deviation due to electric currents, etc., was found to be NIL degrees on ALL courses in the case of the standard compass and NIL degrees on ALL courses in the case of the steering compass.

Builder's Signature.

Date

GENERAL REMARKS.

This installation has been tested under steam and full working conditions on the 10th May 1926 with satisfactory results & is eligible in our opinion to have notation "Electric Light" in Register Book.

*For Fee 94th applied for 11/5/26
Expense 3rd*

For 1/5. Self H.D. Buchanan.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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