

No. 2633

Port of Kobe Date of First Survey Aug 27th Date of Last Survey Oct 14th No. of Visits 8
No. in on the Iron or Steel S/S ITALY MARU Port belonging to Kobe
Reg. Book Built at Kobe By whom Kawasaki Dockyard Co. Ltd. When built 1919
Owners Kawasaki Kisen Kaisha Ltd. Owners' Address Kobe
Yard No. 466 Electric Light Installation fitted by Kawasaki Dockyard Co. Ltd. When fitted 1919

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two sets of Compound Airpumps coupled directly to the single Cylinder automatic cut-off vertical enclosed engine with forced lubrication.
8" dia. 6" stroke, 450 R.P.M.

Capacity of Dynamo 170 Amperes at 100 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed In the engine room

Whether single or double wire system is used double

Position of Main Switch Board *In the engine room having switches to groups A, B, C, D & E of lights, &c., as below*

Positions of auxiliary switch boards and numbers of switches on each 2 in the engine room, 4 on the shelter deck, 1 on the lower bridge and 1 on the after main having one main switch on each board.

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, porcelain & marble are used.*

Total number of lights provided for 160 arranged in the following groups:—

A 114 lights each of 16 candle power requiring a total current of 52.0 Amperes

B 13 lights each of 5 candle power requiring a total current of 2.5 Amperes

C 31 lights each of 32 candle power requiring a total current of 35.0 Amperes

D. 2 lights each of 1,500 candle power requiring a total current of 10.0 Amperes

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

2 Mast head light with 2 lamps each of 32 candle power requiring a total current of 2.24 Amperes

2 Side light with 2 lamps each of 32 candle power requiring a total current of 2.24 Amperes

7 Cargo lights of 128 + 1500 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 the chart room*

DESCRIPTION OF CABLES.

Main cable carrying 170.0 Amperes, comprised of 250 wires, each No. 20 S.W.G. diameter, 0.2500 square inches total sectional area

Branch " " 27.0 " " " 15 " " No. 20 " " " 0.0150 " " " "

Branch cables carrying 19.0 Amperes, comprised of 15 wires, each No. 20 S.W.G. diameter, 0.0150 square inches total sectional area

Branch cables carrying 14.5 Amperes, comprised of 7 wires, each No 20 S.W.G. diameter, 0.0070 square inches total sectional area

Leads to lamps carrying 2 Annvers, comprised of 1 wires, each No. 18 S.W.G. diameter, 2.2218 square inches total sectional area

Cable light cables carrying 5.0 Amperes comprised of 234 wires each No 38 S W G diameter .0066 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Conductors are doubly insulated with india rubber and vulcanized rubber and tape. Cables are protected against mechanical injury and chemical action by steel armoring or lead covering according to the requirements.

Joints in cables, how made, insulated, and protected. Mechanical joints are made throughout and protected with water-tight boxes.

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 *None*

How are the cables led through the ship, and how protected. Cables are led unconcealed and without any additional protections beside those on the cables themselves.

DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible *They are all in accessible places.*

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

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

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

What special protection has been provided for the cables in engine room *In some parts where necessary the cables are led through iron pipes.*

How are cables carried through beams *Pierced through & wood lined through bulkheads, &c. with watertight glands.*

How are cables carried through decks *Pierced and led through iron pipes.*

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 *With lead covering & steel armoring on the cables themselves.*

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage *None*

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 *None*

Cargo light cables, whether portable or permanently fixed *Portable* 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 *Yes*, and with an amperemeter *Yes*, 2 ammeters, fixed *on a 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

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 600 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.

S. Tada Electrical Engineers Date *26th 10, 19.*

COMPASSES.

Distance between dynamo or electric motors and standard compass *Dynamo to standard compass 115 ft.*

Distance between dynamo or electric motors and steering compass *Motor "steering" 110 ft.*

Dynamo "steering" 105 ft.

Motor " " 100 ft.

The nearest cables to the compasses are as follows:—

Cable	Amperes	Feet from standard compass	Feet from steering compass
A cable carrying 5.6	Amperes 6	15	feet from steering compass
A cable carrying 13.5	Amperes 17	13	feet from steering compass
A cable carrying	Amperes		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 *Kawasaki Dockyard Co., Ltd.* course in the case of the steering compass.

Per *J. Ota Kane* Secretary. Builder's Signature. Date *Oct 26th 1919*

GENERAL REMARKS.

This Installation has been fitted in accordance with the Requirements of the Rules and worked satisfactorily on trial.

It is submitted that this vessel is eligible for

THE RECORD ELEC. LIGHT.

Alexander Watt.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THE RECORD ELEC. LIGHT.



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