

REPORT ON ELECTRIC LIGHTING INSTALLATION.

No. 15164

Port of Belfast Date of First Survey 13th Jan'y Date of Last Survey 4th May No. of Visits
No. in on the Iron or Steel Scr. Sln. Kama Kura Maru Port belonging to Tokio
Reg. Book Built at Belfast By whom Wor Kman Clark & Co Lm When built 1897
Owners Nippon Yusen Kaisha Owners Address 97 11 Church Avenue - London
Yard No. 134 Electric Light Installation fitted by W. C. Martin & Co - Glasgow When fitted 1897

DESCRIPTION OF DYNAMO, ENGINE, ETC.

2 Compound wound Dynamos Coupled direct to 2 Compounds
Beed's Vertical Engines

Capacity of Dynamo each 340 Amperes at 65 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed In Engine room recess between Thrust Blocks

Position of Main Switch Board Mid platform having switches to groups A. B. C. D. E. F. G. H. lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each Engine room Port & Starboard Side,
Saloon Entrance, Forecastle Lamp room & 2nd Cabin Pantry

If cut outs are fitted on main switch board to the cables of main circuit yes and on each auxiliary switch boards 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 cut outs fitted to both flow and return wires of cables of all circuits including lamp circuits yes

Are the cut outs of non-oxidizable metal yes and constructed to fuse at an excess of 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

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

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

A	<u>41</u>	lights each of <u>16</u>	candle power requiring a total current of <u>41</u>	Amperes
B	<u>42</u>	lights each of <u>16</u>	candle power requiring a total current of <u>42</u>	Amperes
C	<u>39</u>	lights each of <u>16</u>	candle power requiring a total current of <u>31</u>	Amperes
D	<u>26</u>	lights each of <u>16</u>	candle power requiring a total current of <u>23</u>	Amperes
E	<u>40</u>	lights each of <u>16</u>	candle power requiring a total current of <u>40</u>	Amperes
F	<u>12</u>	lights each of <u>50</u>	candle power requiring a total current of <u>36</u>	Amperes
G	<u>8</u>	lights each of <u>50</u>	candle power requiring a total current of <u>24</u>	Amperes
H	<u>6</u>	lights each of <u>50</u>	candle power, whether incandescent or arc lights <u>Incandescent</u>	
<u>1 Mast head light with 9.7 lamps each of 32</u> <u>2 Each Side light with 9.7 lamps each of 32</u> <u>1 Projector for Suez Canal</u> <u>6 Cargo lights of 200</u>				

If arc lights, what protection is provided against fire, sparks, &c. An Arc lamp fitted with lantern
for navigating Suez Canal, also Search light projector

Where are the switches controlling the masthead and side lights placed In Lamp room

DESCRIPTION OF CABLES.

2 Main cable carrying 313 Amperes, comprised of 34 wires, each 12 L.S.G. diameter, 3/4 square inches total sectional area
Branch cables carrying 59 Amperes, comprised of 19 wires, each 16 L.S.G. diameter, 0.612 square inches total sectional area
Branch cables carrying 24 Amperes, comprised of 19 wires, each 18 L.S.G. diameter, 0.344 square inches total sectional area
Leads to lamps carrying 1 Amperes, comprised of 1 wires, each 18 L.S.G. diameter, square inches total sectional area
Cargo light cables carrying 12 Amperes, comprised of 154 wires, each 38 L.S.G. diameter, square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Pure india rubber, Vulcanised india rubber coated Tape, the
whole vulcanised together then braided cotton preservative
Compound

Joints in cables, how made, insulated, and protected No joints

Are all the joints of cables thoroughly soldered, resin only having been used as a flux None 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 none

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 Galvanized iron pipes thro the
Two Decks to Forecastle & aft to 2nd Cabin

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 iron pipe*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *None near undue heat*

What special protection has been provided for the cables near boiler casings *None near Boiler Casing*

What special protection has been provided for the cables in engine room *Armour Sheathed wire*

How are cables carried through beams *Holes bushed with Teak through bulkheads, &c. Teak or Glands*

How are cables carried through decks *2 in Lead Tubes or Iron Tubes bushed with Fibre*

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 *Iron Tubes & Armour Sheathed wire & clamps*

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage *Yes*

If so, how are the lamp fittings and cable terminals specially protected *Cast iron Fittings with Cast Covers*

Where are the main switches and cut outs for these lights fitted *Main Deck Port Alleyway*

If in the spaces, how are they specially protected *Cast iron covers*

Are any switches or cut outs fitted in bunkers *No*

Cargo light cables, whether portable or permanently fixed *Portable* How fixed *By forked Connectors*

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 *with 2* *an* amperemeters fixed *on Switch-board*

The copper used is guaranteed to have a conductivity of *98* per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than *2000* 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.

W. C. Martin & Co Electrical Engineers

Date *2nd June 1897*

COMPASSES.

Distance between dynamo or electric motors and standard compass *130 ft.*

Distance between dynamo or electric motors and steering compass *120 ft.*

The nearest cables to the compasses are as follows:—

Cable	Amperes	Distance from standard compass	Distance from steering compass
A cable carrying	about 60	about 40 feet	about 30 feet
A cable carrying	"	50 feet	40 feet
A cable carrying	"	60 feet	50 feet

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 *every* course in the case of the standard compass and *nil* degrees on *every* course in the case of the steering compass.

PRO WORKMAN, CLARK & CO., LIMITED

Mr. H. Bell

Builder's Signature

Date *June 17th/97*

GENERAL REMARKS.

The workmanship and arrangement in connection with the Electric Lighting of this vessel are of good description and when tried at full power found satisfactory

James Morrison *A. L. Jones*

19/6/97 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

This installation appears to be fitted in accordance with the Rule

Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN