

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 2622

Port of KOBE. Date of First Survey Aug 21<sup>st</sup> Date of Last Survey Sept 11<sup>th</sup> No. of Visits 8.  
 No. in Reg. Book on the Iron or Steel S/S CAPE TOWN MARU Port belonging to KOBE  
 Built at KOBE By whom Kawasaki Dockyard Co Ltd When built 1919  
 Owners Kawasaki Kisen Kaisha Ltd Owners' Address KOBE  
 Yard No. 463 Electric Light Installation fitted by Kawasaki Dockyard Co Ltd. When fitted 1919

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two sets of compound dynamo coupled directly to the single cylinder automatic cut-off vertical enclosed engine with forced lubrication. 8" dia 6" stroke x 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-oxidisable 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:—

Group	Number of lights	Candle power	Current (Amperes)
A	114	16	52.0
B	13	5	2.5
C	31	32	35.0
D	2	1,500	10.0
E	2	Must head light with 2 lamps each of 32	2.24
	2	Side light with 2 lamps each of 32	2.24
	7	Cargo lights of 128 x 1,500	2.24

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

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

## DESCRIPTION OF CABLES.

Cable Type	Capacity (Amperes)	Wires	Wire No.	S.W.G. diameter	Total sectional area (square inches)
Main cable carrying	170.0	2500	No. 30	0.3200	0.0110
Branch "	27.0	11	No. 20	0.0110	0.0110
Branch cables carrying	19.0	11	No. 20	0.0110	0.0110
"	14.5	11	No. 20	0.0110	0.0110
Branch cables carrying	14.5	14	No. 20	0.0110	0.0140
"	24.5	14	No. 20	0.0110	0.0140
Leads to lamps carrying	0.5	1	No. 18	0.0018	0.0066
Cargo light cables carrying	5.0	234	No. 38	0.0066	0.0066

## 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. *Pierced through and provided 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 and 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 ammeter *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 *18<sup>th</sup> 9. 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 " " 110 ft.*

*Dynamo " steering " 105 ft.*

*Motor " " 100 ft.*

The nearest cables to the compasses are as follows:—

A cable carrying	<i>5.6</i>	Amperes	<i>6</i>	feet from standard compass	<i>15</i>	feet from steering compass
A cable carrying	<i>13.5</i>	Amperes	<i>17</i>	feet from standard compass	<i>13</i>	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 \_\_\_\_\_ degrees on \_\_\_\_\_ course in the case of the standard compass and \_\_\_\_\_ degrees on \_\_\_\_\_ course in the case of the steering compass.

*S. Tada* Secretary. **Kawasaki Dockyard Co., Ltd.** Builder's Signature. Date *18<sup>th</sup> 9-19*

GENERAL REMARKS.

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

*Alexander Watt.*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *TUE. NOV. 18. 1910*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

