

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 2360

Port of Yokohama Date of First Survey 14th Feby Date of Last Survey 27th March No. of Visits 6
 No. in on the ~~Iron~~ Steel s/s Shinpo Maru Port belonging to Nishinomiyo
 Reg. Book Built at Uraga By whom Uraga Dock Co Ltd When built 1918
 Owners Kishimoto Kisen Kaisha Owners' Address Kobe
 Yard No. 148 Electric Light Installation fitted by Uraga Dock Co Ltd, When fitted 1918

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One 10 KW set:-D.A.Sing. Cyl.Steam engine coupled to 6 pole Compd. Generator.

One 6.KW.set:- D.A.Single Cyl Steam engine coupled to 6 pole Compd.Generator.

Capacity of Dynamo 91 & 55 Amperes at 110 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed Middle platform Engine Room Whether single or double wire system is used Double

Position of Main Switch Board at Dynamo having switches to groups 4 in number of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each Forecastle I for 12 lamps: Chart Room I for 15: Saloon I for 10: Officer's Room I for 8: Mess Room I for 12: Eng Room I for 12: Eng Room I for 10: Poop I for 8:

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 Tin lead alloy and constructed to fuse at an excess of 80 % per cent over the normal current

Are all fuses fitted in easily accessible positions Yes Are the fuses of standard dimensions Mains only 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

Total number of lights provided for 156 of 16 C.P. arranged in the following groups :-

A	45	lights each of	16.	candle power requiring a total current of	24.5	Amperes
B	33	lights each of	16	candle power requiring a total current of	16.5	Amperes
C	34	lights each of	16	candle power requiring a total current of	17.0	Amperes
D	44	lights each of	16	candle power requiring a total current of	22.	Amperes
E	Wireless	lights each of	Motors,	candle power requiring a total current of	60	Amperes
	2	Mast head light with	1 lamps each of	32	candle power requiring a total current of	2
	2	Side light with	1 lamps each of	32	candle power requiring a total current of	2
	4	Cargo lights of (4 of 32 O.P)	128	candle power, whether incandescent or arc lights	incandescent	

If arc lights, what protection is provided against fire, sparks, &c. No arc lamps fitted

Automatic circuit breaker fitted to Main Switch of Switch Board.

Where are the switches controlling the masthead and side lights placed In Chart Room.

DESCRIPTION OF CABLES.

Main cable carrying	100	Amperes, comprised of	110	wires, each	20	S.W.G. diameter, .110	square inches total sectional area
Branch cables carrying	60	Amperes, comprised of	60	wires, each	20	S.W.G. diameter, .0600	square inches total sectional area
Branch cables carrying	25	Amperes, comprised of	15	wires, each	20	S.W.G. diameter, .0150	square inches total sectional area
Leads to lamps carrying	9	Amperes, comprised of	7	wires, each	20	S.W.G. diameter, .0070	square inches total sectional area
Cargo light cables carrying	8	Amperes, comprised of	7	wires, each	20	S.W.G. diameter, .0070	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Lead covered wiring used throughout.

Joints in cables, how made, insulated, and protected No joints anywhere in the wiring: junction boxes used where wires reduced in size, same being made watertight.

Are all the joints of ~~wires~~ ^{terminals} 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:None

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 Lead covered wires and cables in iron pipings strongly secured to side deck girders.

DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible readily accessible

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture None in open alleyways
where exposed to weather lead covered: where exposed to moisture lead covered in iron pipes.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat lead covered in iron piping

What special protection has been provided for the cables near boiler casings lead covered in iron piping.

What special protection has been provided for the cables in engine room lead covered in iron pipings where exposed to damp

How are cables carried through beams lead linings fitted through bulkheads, &c. lead linings (watertight)

How are cables carried through decks through fibre lined iron deck tubes 12" above decks.

Are any cables run through coal bunkers No or cargo spaces Yes or spaces which may be used for carrying cargo, stores, or baggage Yes

If so, how are they protected lead covered in iron piping strongly secured to deck beams.

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage No

If so, how are the lamp fittings and cable terminals specially protected None

Where are the main switches and fuses for these lights fitted None

If in the spaces, how are they specially protected Not in the spaces.

Are any switches or fuses fitted in bunkers No

Cargo light cables, whether portable or permanently fixed portable How fixed screw connections.

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel Double wire system used throughout.

How are the returns from the lamps connected to the hull None

Are all the joints with the hull in accessible positions None

Is the installation supplied with a voltmeter Yes, and with an amperemeter Yes 2, fixed at Generators.

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 No

Are any switches, fuses, or joints of cables fitted in the pump room or companion XXXX

How are the lamps specially protected in places liable to the accumulation of vapour or gas XXXX

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.

Uraga Dock Co Ltd

Electrical Engineers

Date

COMPASSES.

Distance between dynamo or electric motors and standard compass 96 feet

Distance between dynamo or electric motors and steering compass 100 feet

The nearest cables to the compasses are as follows:—

A cable carrying	<u>10</u>	Amperes	<u>22</u>	feet from standard compass	<u>25</u>	feet from steering compass
A cable carrying	<u>8</u>	Amperes	<u>10</u>	feet from standard compass	<u>8</u>	feet from steering compass
A cable carrying	<u>1/2</u>	Amperes	<u>0</u>	feet from standard compass	<u>0</u>	feet from steering compass

Have the compasses been adjusted with and without the electric installation at work at full power Yes, during preliminary trials.

The maximum deviation due to electric currents, etc., was found to be Nil degrees on All course in the case of the standard compass and Nil degrees on All course in the case of the steering compass.

Y. K. Kaminura

Builder's Signature.

Date 6 - 4 - 18

GENERAL REMARKS.

The Installation of this vessel has been fitted in accordance with the Society's Rules, the materials and workmanship are good and the engines have been satisfactorily tried under steam.

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

WED. 22 MAY. 1918

Jas. Cairns

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

WED. 22 MAY. 1918

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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