

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 2906

Received at London Office FRI AUG 20 1920

Port of Kobe Date of First Survey Feb. 2nd 1920 Date of Last Survey June 14th 1920 No. of Visits 15
 No. in Reg. Book on the Iron and Steel Single Ser. 51: EASTERN LEADER Port belonging to Osaka
 Built at Osaka By whom Fujinagata Dockyard Co. When built 1920
 Owners U.S. Shipping Board Emergency Fleet Owner's Address Osaka
 Yard No. 37 Electric Light Installation fitted by Fujinagata Dockyard Co. When fitted 1920

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Each generator compound wound with 4 poles for 15 K.W. + with 6 poles for 12 K.W. + is direct coupled to a vertical high speed simple engine
 Capacity of Dynamo 1 - 15 K.W. 136 Amperes at 110 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed Engine Room starting platform Whether single or double wire system is used Double
 Position of Main Switch Board Engine Room having switches to groups A, B, C, D, E + F. of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each Engine Room 1 for forward circuit, 11 for midship circuit, 6 for engine + boiler room circuit, 1 for navigation + bridge circuit.

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 none 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 50 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

Total number of lights provided for 173 arranged in the following groups :-

Group	Description	Candle Power	Total Current (Amperes)
A	Forward circuit 13 lights each of 16	16 C.P.	2.6
B	Amidship " 80 lights each of 75 at 16 C.P.	75 at 16 C.P.	7.4
C	Engine Room " 33 lights each of 32 at 16 C.P. 1 at 100	32 at 16 C.P. 1 at 100	9.9
D	Navigation " 15 lights each of 16	16	1.6 + 7.6
E	Cargo lamp " 32 lights each of 24 at 32 C.P. 8 at 500 WATT	24 at 32 C.P. 8 at 500 WATT	3.0
F	Wireless circuit circuit only		22.8 + 22.8
	2 Mast head light with 2 lamps each of 16	16	.8
	2 Side light with 2 lamps each of 16	16	.8
	4 Cargo lights of 6 at 32	6 at 32	.8

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

78.9 Amperes

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

DESCRIPTION OF CABLES.

Main cable carrying	Amperes, comprised of	Wires, each	S.W.G. diameter	Square inches total sectional area
136	3 parallel	7	16	.066
76	7	7	16	.022
16+26	7	7	18	.0125
7+99	7	7	16	.022
22.6	7	7	16	.022

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Vulcanized rubber of best quality lead covered + armoured.
 Joints in cables, how made, insulated, and protected used joint + Distribution boxes with fuses for lamps are used
 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 No
 How are the cables led through the ship, and how protected Holds + engine room armoured, Saloon + berths lead covered.

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 Lead covered and armoured.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Lead covered + armoured.

What special protection has been provided for the cables near boiler casings Lead covered + armoured.

What special protection has been provided for the cables in engine room Lead covered + armoured.

How are cables carried through beams with fiber tube through bulkheads, &c. Water tight gland.

How are cables carried through decks with deck tube

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

If so, how are they protected Lead covered + armoured

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 no

Where are the main switches and fuses for these lights fitted no

If in the spaces, how are they specially protected no

Are any switches or fuses fitted in bunkers no

Cargo light cables, whether portable or permanently fixed Portable How fixed no

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel no

How are the returns from the lamps connected to the hull no

Are all the joints with the hull in accessible positions no

Is the installation supplied with a voltmeter yes and with an amperemeter yes 2, fixed main 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 no

Are any switches, fuses, or joints of cables fitted in the pump room or companion no

How are the lamps specially protected in places liable to the accumulation of vapour or gas no

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.

Y. Furukawa. Electrical Engineers Date July 10th 1920

COMPASSES.

Distance between dynamo or electric motors and standard compass 80'

Distance between dynamo or electric motors and steering compass 70'

The nearest cables to the compasses are as follows:—

A cable carrying	<u>1.0</u> Amperes	<u>13</u> feet from standard compass	<u>15</u> feet from steering compass
A cable carrying	<u>0.2</u> Amperes	<u>5</u> feet from standard compass	<u>15</u> feet from steering compass
A cable carrying	<u>2.5</u> Amperes	<u>81</u> feet from standard compass	<u>25</u> 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 2.55 degrees on 255 course in the case of the standard compass and no degrees on no course in the case of the steering compass.

Fujinagata Zensho Builder's Signature. Date July 10th 1920

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 REG. RECORDED. Elec Lt.

R. C. M. 21/8/20 W. Lawson.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. AUG. 31 1920

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

