

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 3076

Port of KOBE Date of First Survey 7th Sept 1920 Date of Last Survey 28th Dec. 1920 No. of Visits 8
No. in Reg. Book on the Iron or Steel S/S TYNE MARU. Port belonging to KOBE
Built at KOBE By whom Kawasaki Dockyard Co Ltd. When built 1920
Owners Kawasaki Dockyard Co Ltd. Owners' Address
Yard No. 503. Electric Light Installation fitted by Kawasaki Dockyard Co Ltd. When fitted 1920

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, 450 R/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 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 aft. 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 170 arranged in the following groups:—

A	13	lights each of	5	candle power requiring a total current of	2.27	Amperes
B	122	lights each of	16	candle power requiring a total current of	41.51	Amperes
C	31	lights each of	32	candle power requiring a total current of	34.72	Amperes
D	2	lights each of	100	candle power requiring a total current of	3.00	Amperes
E	2	lights each of	1500	candle power requiring a total current of	10.00	Amperes
2	Must 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 are 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	170.00 Amperes, comprised of	2,500 wires, each	NO. 30	S. W. G. diameter,	0.3000	square inches total sectional area
Branch "	34.25 "	"	NO. 20	" " "	0.0300	" " "
Branch cables carrying	24.85 Amperes, comprised of	30 wires, each	NO. 20	S. W. G. diameter,	0.0300	square inches total sectional area
" "	18.44 "	"	NO. 30	" " "	0.0190	" " "
Branch cables carrying	13.96 Amperes, comprised of	7 wires, each	NO. 20	S. W. G. diameter,	0.0070	square inches total sectional area
Leads to lamps carrying	0.5 Amperes, comprised of	1 wire, each	NO. 18	S. W. G. diameter,	0.0018	square inches total sectional area
Cargo light cables carrying	5.0 Amperes, comprised of	234 wires, each	NO. 38	S. W. G. diameter,	0.0066	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. *Pierced through provided with water-tight gland.*

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

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, one voltmeter*, and with an amperemeter *Yes, two ammeters*, fixed on a marble switchboard.

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 *28/12/20*

COMPASSES.

Distance between dynamo or electric motors and standard compass *from Dynamo to Standard Compass* *115 feet*

Distance between dynamo or electric motors and steering compass *" Motor " Steering Compass* *110 feet*

105 feet

100 feet

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>5.6</i>	<i>6</i>	<i>15</i>	
<i>13.5</i>	<i>17</i>	<i>13</i>	

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.

Builder's Signature. Date

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.

A Watt

Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 11 MAR. 1921*