

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 2260

Port of YOKOHAMA Date of First Survey 29th April Date of Last Survey 20th May No. of Visits 4
 No. in Reg. Book XXXX on the XXXX Steel S/S SHINGO MARU Port belonging to NISHINOMIYA
 Built at Uraga By whom Uraga Dock Co. When built 1917.
 Owners Nishimoto Nisem Kaisha Owners' Address Kobe
 Yard No. 180 Electric Light Installation fitted by Uraga Dock Co. When fitted 1917.

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Single Cylinder 6" dia X 5" stroke. 450 R.P.M. Open Inverted Cylinder Direct Coupled type.

Dynamo:- 6.K.W. 6 pole Continuous Current, 100 Volt

Capacity of Dynamo Sixty Amperes at One Hundred 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 Engine Room 2, Saloon 2, Chart Room 1, Forecastle 1, Poop 1. One switch controlling each group of 10 (approximate)

If fuses are fitted on main switch board to the cables of main circuit Fitted and on each auxiliary switch board to the cables of auxiliary circuits Fitted 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 50. 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 103 arranged in the following groups :-

Group	Number of lights	Each of	Candle power	Requiring a total current of	Amperes
A	11	lights each of	16	5.5	Amperes
B	25	lights each of	16	5.0	Amperes
C	27	lights each of	16	13.5	Amperes
D	20	lights each of	16	5.5	Amperes
E		lights each of			Amperes
	2	Mast head light with 1 lamps each of	32	2.0	Amperes
	2	Side light with 1 lamps each of	32	2.0	Amperes
	4.	Cargo lights of 4 each 32		16.0	Amperes
				Total Amps.	49.5.

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

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

DESCRIPTION OF CABLES.

Description	Amperes	Wires	Each	No	S.W.G. diameter	Square inches total sectional area
Main cable carrying	49.0	30	wires, each	No 20	0.030	0.015
Branch cables carrying	9.5	15	wires, each	No 20	0.015	0.015
Branch cables carrying	13.0	15	wires, each	No 20	0.015	0.015
Branch cables carrying	13.5	15	wires, each	No 20	0.015	0.015
Leads to lamps carrying	0.2	1	wires, each	No 18	0.0018	0.0018
Leads to lamps carrying	0.5	1	wires, each	No 18	0.0018	0.0018
Cargo light cables carrying	4.	7	wires, each	No 20	0.007	0.007

DESCRIPTION OF INSULATION, PROTECTION, ETC.

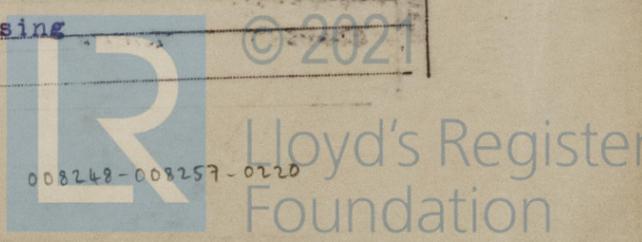
Vulcanised rubber and lead covered wire

Joints in cables, how made, insulated, and protected Properly soldered and in water tight cast iron 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: 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 in wood casing



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.

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

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

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

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

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

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 wood casings, strongly secured to deck.

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage 2 only in Bridge Space.

If so, how are the lamp fittings and cable terminals specially protected Portables used, connections in W.T. cast iron boxes

Where are the main switches and fuses for these lights fitted In Engine Room, top platform.

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

Are any switches or fuses fitted in bunkers None.

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 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, fixed at Dynamo

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 XXX

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

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.

Electrical Engineers

Date _____

COMPASSES.

Distance between dynamo or electric motors and standard compass 95 feet

Distance between dynamo or electric motors and steering compass 100 feet.

The nearest cables to the compasses are as follows:—

Cable Description	Amperes	Feet from Standard Compass	Feet from Steering Compass
A cable carrying <u>13</u>	<u>20</u>	<u>25</u>	feet from steering compass
A cable carrying <u>4</u>	<u>15</u>	<u>4</u>	feet from steering compass
A cable carrying <u>1/2</u>	<u>0</u>	<u>0</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 nil degrees on course in the case of the standard compass and degrees on course in the case of the steering compass.

Y. K. Kumura Builder's Signature.

Date 21-5-17

GENERAL REMARKS.

The materials and workmanship are

good

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

Y. K. Kumura
11.7.17

Justino

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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