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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 protected by galvanized iron pipes or galvanized iron wire armouring.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat protected by galvanized iron wire armouring.

What special protection has been provided for the cables near boiler casings protected by galvanized iron wire armouring.

What special protection has been provided for the cables in engine room protected by galvanized iron wire armouring or galvanized iron pipes.

How are cables carried through beams through lead bushes through bulkheads, &c. through water-tight packing glands.

How are cables carried through decks through galvanized iron deck tubes.

Are any cables run through coal bunkers yes or cargo spaces yes or spaces which may be used for carrying cargo, stores, or baggage /

If so, how are they protected by galvanized iron wire armouring or galvanized iron pipes.

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 nb

Where are the main switches and fuses for these lights fitted nb

If in the spaces, how are they specially protected nb

Are any switches or fuses fitted in bunkers no

Cargo light cables, whether portable or permanently fixed portable How fixed by fibre fork & connector or W.T. combined socket & switch.

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel nb

How are the returns from the lamps connected to the hull nb

Are all the joints with the hull in accessible positions nb

Is the installation supplied with a voltmeter yes, and with an amperemeter yes, fixed on 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 /

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.

NAGASAKI WORKS, MITSUBISHI ZOSEN KAISHA, LTD.

Electrical Engineers

Date 9th Nov. 1921.

COMPASSES.

Distance between dynamo or electric motors and standard compass 108 ft from dynamo & 25 ft from motor generator.

Distance between dynamo or electric motors and steering compass 120 ft " " & 25 ft " " "

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<u>5.6</u>	<u>5</u>	<u>15</u>	<u>15</u>
<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>
<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>

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 any course in the case of the standard compass and nil degrees on any course in the case of the steering compass.

NAGASAKI WORKS, MITSUBISHI ZOSEN KAISHA, LTD.

Builder's Signature.

Date 9th Nov. 1921.

GENERAL REMARKS.

This Electric Light Installation has been fitted in accordance with the Rules, tested under full load and found satisfactory.

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

Fee Yen 75:00

2/11/21 a.s.w.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. DEC. 23 1921

Elec. Lt.



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.