



**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 their own covering.

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 where necessary led through iron pipe  
 How are cables carried through beams Pierced & clipped through bulkheads, &c. Water tight glands

How are cables carried through decks Pierced & led through W.T. iron pipe

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

If so, how are they protected By their own armoured covering

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

Where are the main switches and cut outs for these lights fitted

If in the spaces, how are they specially protected

Are any switches or cut outs 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 ✓

**VESSELS BUILT FOR CARRYING PETROLEUM.**

In vessels built for carrying petroleum, are all switches and cut-outs fitted in positions not liable to the accumulation of petroleum vapour or gas yes

Are any switches, cut outs, 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

The installation is supplied with a voltmeter and an amperemeter, fixed on the main switch board.

The copper used is guaranteed to have a conductivity of 99.8 per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than 600 megohms per statute mile after 24 hours' immersion in seawater.

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.

M. Sackei Electrical Engineers

Date July 22<sup>nd</sup> 1920

**COMPASSES.**

Distance between dynamo or electric motors and standard compass 78 ft.

Distance between dynamo or electric motors and steering compass 75 ft.

The nearest cables to the compasses are as follows:—

A cable carrying 5300 Amperes 01 feet from standard compass 08 feet from steering compass

A cable carrying 2510 Amperes 01 feet from standard compass 08 feet from steering compass

A cable carrying 1700 Amperes 01 feet from standard compass 08 feet from steering compass

Have the compasses been adjusted with and without the electric installation at work at full power 51 degrees on 51 course in the case of the

The maximum deviation due to electric currents, etc., was found to be 51 degrees on 51 course in the case of the steering compass.

standard compass FOR MITSUI BUSSAN KAISHA, LTD degrees on

T. Okubo  
 For Manager.  
 SHIP BUILDING DEPARTMENT

Builder's Signature. Date July 23<sup>rd</sup> 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 THE RECORD. See light bell pipe

J. G. F. ref

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

TUE. 7 DEC. 1920

REPORT FORM NO. 13.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

10/10/23



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