

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 watertight glands.*

How are cables carried through decks *Pierced and led through iron pipes.*

Are any cables run through coal bunkers *YLS or cargo spaces. YLS or spaces which may be used for carrying cargo, stores, or baggage. YLS*

If so, how are they protected *With lead coverings & 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 *None*

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 *YLS*, and with an amperemeter *YLS, 2 ammeters, fixed on a marble 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.

S. Tada

Electrical Engineers

Date *18th 8. 19*

COMPASSES.

Distance between dynamo or electric motors and standard compass *Dynamo to standard compass 76 feet*

Distance between dynamo or electric motors and steering compass *Dynamo to steering compass 71 feet*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>4.0</i>	<i>5</i>	<i>13</i>	<i>13</i>
<i>5.6</i>	<i>6</i>	<i>15</i>	<i>15</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.

Kawasaki Dockyard Co. Ltd.

Builder's Signature.

Date *19th Aug. 1919.*

GENERAL REMARKS.

Per *J. Tada* Secretary.

The Installation has been fitted in accordance with the Rules & Regulations, and worked satisfactorily on trial.

It is submitted that this vessel is eligible for THE RECORD Elec. light. *AWD. 20/9/19.*

Alexander Watt

Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 7-OCT. 1919

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.