



**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* ✓  
 What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *protected by galvanized iron wires* ✓  
 What special protection has been provided for the cables near boiler casings *protected by galvanized iron wires* ✓  
 What special protection has been provided for the cables in engine room *protected by galvanized iron wires* ✓  
 How are cables carried through beams *through teak furring* ✓ through bulkheads, &c. *carried through galvanized iron pipes* ✓  
 How are cables carried through decks *through galvanized iron deck tube* ✓  
 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 *by galvanized iron pipe* ✓  
 Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage *few in 3rd class space which may at times be used for cargo* ✓  
 If so, how are the lamp fittings and cable terminals specially protected *Lamps are protected by strong brass guard or carbon cover* ✓  
 Where are the main switches and cut outs for these lights fitted *in water proof box on engine casing of 3rd class space* ✓  
 If in the spaces, how are they specially protected *protected by strong wood case* ✓  
 Are any switches or cut outs fitted in bunkers *no* ✓  
 Cargo light cables, whether portable or permanently fixed *portable* ✓ How fixed *with fibre fork & fibre connectors* ✓  
 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  
 Are any switches, cut outs, 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 installation is supplied with a voltmeter and an amperemeter, fixed  
 The copper used is guaranteed to have a conductivity of *100* ✓ 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.

*A. Kazumis* Electrical Engineers Date *27-4-1910*

**COMPASSES.**

Distance between dynamo or electric motors and standard compass *90 ft*  
 Distance between dynamo or electric motors and steering compass *80 ft*  
 The nearest cables to the compasses are as follows:—  
 A cable carrying *4.48* Amperes *5* feet from standard compass *4* feet from steering compass  
 A cable carrying *.28* Amperes *1* feet from standard compass *1* feet from steering compass  
 A cable carrying \_\_\_\_\_ Amperes \_\_\_\_\_ feet from standard compass \_\_\_\_\_ 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 *no* ✓ degrees on *all* ✓ course in the case of the standard compass and *no* ✓ degrees on *all* ✓ course in the case of the steering compass.

**YAMATO BISHI DOCKYARD & ENGINE WORKS,** Builder's Signature. Date

**GENERAL REMARKS.**

*has been fitted in accordance with the Rules, tested and found satisfactory.*  
*It is submitted that this vessel is eligible for THE RECORD. Elec. light.* *J.W.D. 19/10*  
*A.C. Heron*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *1910. 24 MAY 1910*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

REPORT FORM NO. 13.

