



**DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.**

Are they in places always accessible *They are all accessible places.*

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *Galvanized iron pipes and water-tight iron joint boxes*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *as above.*

What special protection has been provided for the cables near boiler casings *as above.*

What special protection has been provided for the cables in engine room *as above.*

How are cables carried through beams *Pierced through and lead lined* through bulkheads, &c. *water-tight glands.*

How are cables carried through decks *water-tight 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 *Yes*

If so, how are they protected *Galvanized iron steel armored also 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

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 *No*

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 *Yes*, and with an amperemeter *Yes*, fixed *on the 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.

*S. Minagawa* Electrical Engineers Date **JAN 10 1921**

**COMPASSES.**

**KOBE WORKS, MITSUBISHI ZOSEN KAISHA, LTD.**

Distance between dynamo or electric motors and standard compass *100 ft for Radio motor generator and 145 ft for dynamo*

Distance between dynamo or electric motors and steering compass *10 ft for " " " " 155 ft " "*

The nearest cables to the compasses are as follows:—

A cable carrying	<i>0.2</i>	Amperes	<i>1</i>	feet from standard compass	<i>1</i>	feet from steering compass
A cable carrying		Amperes		feet from standard compass		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

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.

*Mototeru Harauishi* Builder's Signature. Date *Jan. 10<sup>th</sup> 1921*  
**KOBE WORKS, MITSUBISHI ZOSEN KAISHA, LTD.**

**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 Log 29<sup>th</sup> 3/21*

*A Watt*  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute **WED 30 MAR. 1921** **FRI AUG. 26 1921**



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Im. 7.19.—Transf. or.