





DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible Accessible

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture Lead covered.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Lead covered Armoured.

What special protection has been provided for the cables near boiler casings Kept clear of Boiler Casings

What special protection has been provided for the cables in engine room Lead covered armoured

How are cables carried through beams Lead Linings fitted through bulkheads, &c. Watertight glands fitted

How are cables carried through decks Iron deck tubes fibre lined 16" above deck.

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

If so, how are they protected Lead covered armoured. strongly secured to deck beams.

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coats, or baggage 2 only in Bridge Space.

If so, how are the lamp fittings and cable terminals specially protected Portables used, connectors in W.T. cast iron boxes.

Where are the main switches and fuses for these lights fitted Engine Room Top Platform.

If in the spaces, how are they specially protected Not in the spaces.

Are any switches or fuses fitted in bunkers NO.

Cargo light cables, whether portable or permanently fixed Portables How fixed Screw Connectors in C.I. Boxes.

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel Double wire system only used.

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

Are all the joints with the hull in accessible positions XXXXXX

Is the installation supplied with a voltmeter YES, and with an amperemeter YES, fixed at Dynamo

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 YES

Are any switches, fuses, or joints of cables fitted in the pump room or companion XXXXXX

How are the lamps specially protected in places liable to the accumulation of vapour or gas XXXX

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.

Electrical Engineers

Date

COMPASSES.

Distance between dynamo or electric motors and standard compass 82 feet

Distance between dynamo or electric motors and steering compass 125 feet

The nearest cables to the compasses are as follows:—

Cable	Amperes	feet from standard compass	feet from steering compass
A cable carrying <u>7</u>	<u>20</u>	<u>25</u>	
A cable carrying <u>One</u>	<u>10</u>	<u>8</u>	
A cable carrying <u>1/2</u>	<u>0</u>	<u>0</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 All course in the case of the standard compass and Nil degrees on All course in the case of the steering compass.

R. Izumi

Builder's Signature.

Date

28-10-18

GENERAL REMARKS. The installation of this vessel has been fitted in accordance with the Society's Rules, the material and workmanship are good, and the engine has been satisfactorily tried under steam.

It is submitted that this vessel is eligible for

THE RECORD. ELEC. LIGHT

28-10-18

Jas. Cairns

Surveyor to Lloyd's Register of Shipping.

Committee's Minute



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN