



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

Are they in places always accessible readily accessible

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture None in open alleyways where exposed to weather lead covered: where exposed to moisture lead covered in iron pipes.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat lead covered in iron casings

What special protection has been provided for the cables near boiler casings lead covered in iron casings, with shims

What special protection has been provided for the cables in engine room lead covered in iron casings where exposed to damp

How are cables carried through beams lead linings fitted through bulkheads, &c. lead linings (watertight)

How are cables carried through decks through fibre lined iron deck tubes 12" above decks.

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 in wood casings strongly secured to deck.

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 None

Where are the main switches and fuses for these lights fitted None

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 Portable How fixed Screw connections.

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

How are the returns from the lamps connected to the hull None

Are all the joints with the hull in accessible positions None

Is the installation supplied with a voltmeter Yes, and with an amperemeter Yes, fixed at Generators.

**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 XXXXXX

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

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.

Uruga Dock Co. Ltd.

Electrical Engineers

Date 4-10-17.

**COMPASSES.**

Distance between dynamo or electric motors and standard compass 96 feet

Distance between dynamo or electric motors and steering compass 100 feet.

The nearest cables to the compasses are as follows:—

A cable carrying	<u>17</u>	Amperes	<u>22</u>	feet from standard compass	<u>25</u>	feet from steering compass
A cable carrying	<u>One</u>	Amperes	<u>10</u>	feet from standard compass	<u>8</u>	feet from steering compass
A cable carrying	<u>1/2</u>	Amperes	<u>0</u>	feet from standard compass	<u>0</u>	feet from steering compass

Have the compasses been adjusted with and without the electric installation at work at full power Yes, during preliminary trials

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.

G. Kamimura

Builder's Signature.

Date

**GENERAL REMARKS.**

The installation of this Vessel has been fitted in accordance with the Rules, the materials and workmanship are good and the Engines have been satisfactorily tried under steam.

It is submitted that this vessel is eligible for THE RECORD. Elec. light.

J.W.D. 14/11/17

Jas. Cairns

Surveyor to Lloyd's Register of Shipping.

110.116.—Transfer.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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