



**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 pipe, or galvanized iron wire armouring.*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *Galvanized iron wire armouring.*

What special protection has been provided for the cables near boiler casings *Galvanized iron pipe*

What special protection has been provided for the cables in engine room *Galvanized iron wires or galvanized iron pipe.*

How are cables carried through beams *Through lead bushes* through bulkheads, &c. *Water tight packing gland.*

How are cables carried through decks *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 *By galvanized iron wires, or galvanized 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 cut outs for these lights fitted *✓*

If in the spaces, how are they specially protected *✓*

Are any switches or cut outs fitted in bunkers *No.*

Cargo light cables, whether portable or permanently fixed *Portable* How fixed *With fibre fork connector.*

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 *on switch board*

The copper used is guaranteed to have a conductivity of *99.6* 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.

MITSUBISHI DOCK & ENGINE WORKS

*Shindo*  
General Manager

Electrical Engineers

Date

*13<sup>th</sup> July 1917*

**COMPASSES.**

Distance between dynamo or electric motors and standard compass *103 ft. from dynamo. 80 ft. from wireless motor generator.*

Distance between dynamo or electric motors and steering compass *113 ft. from dynamo. 90 ft. from wireless motor generator.*

The nearest cables to the compasses are as follows:—

A cable carrying <i>5.6</i> Amperes	<i>7</i> feet from standard compass	<i>14</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 *Yes.*

The maximum deviation due to electric currents, etc., was found to be *nil* degrees on *any* course in the case of the standard compass and *nil* degrees on *any* course in the case of the steering compass.

MITSUBISHI DOCK & ENGINE WORKS

*Shindo*  
General Manager

Builder's Signature.

Date

*13<sup>th</sup> July 1917*

**GENERAL REMARKS.**

*This Electric Installation 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.*

*A.S. Williamson*

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

*TUE OCT 23 1917*

REPORT FORM No. 14.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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