

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 *Armoured & lead covered*

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

What special protection has been provided for the cables near boiler casings *Armoured & lead covered*

What special protection has been provided for the cables in engine room *Armoured & lead covered*

How are cables carried through beams *Bushed with fibre* through bulkheads, &c. *Slapping boards*

How are cables carried through decks *Through Flanged Iron Deck Tubes made water tight*

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

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage *None*

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 *Socket Connections*

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

The installation is supplied with a voltmeter and an amperemeter, fixed *On main Board*

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 copper used is guaranteed to have a conductivity of *99.99* 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.

COMPASSES.

Distance between dynamo or electric motors and standard compass *105 ft & approximately*

Distance between dynamo or electric motors and steering compass *102 " " "*

The nearest cables to the compasses are as follows:—

A cable carrying	<i>5</i>	Amperes	<i>inside</i>	feet from standard compass	<i>inside</i>	feet from steering compass
A cable carrying	<i>8.2</i>	Amperes	<i>Approx 10</i>	feet from standard compass	<i>Approx 8</i>	feet from steering compass
A cable carrying	<i>19.2</i>	Amperes	<i>" " 22</i>	feet from standard compass	<i>" " 18</i>	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.

ARCHD. McMILLAN & SON, LIMITED.
Barrie DIRECTOR

Builder's Signature. Date *1 JAN 1918*

GENERAL REMARKS. *The fitting of the wires in this vessel are as stated in this report and appear to be in accordance with the Committee's*

requirements
It is submitted that this vessel is eligible for THE RECORD. Elec. light. *JWD* *JMM* *James James*
23/1/18 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *GLASGOW. 22 JAN 1918*
Elec. Light

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.