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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 BXL (Leaded and armored Cable)

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat BXL (Leaded and armored Cable)

What special protection has been provided for the cables near boiler casings BXL (Leaded and armored Cable)

What special protection has been provided for the cables in engine room BXL (Leaded and armored Cable)

How are cables carried through beams thru drilled holes & clipped to deck through bulkheads, &c. stuffing boxes. ✓

How are cables carried through decks through iron conduits. ✓

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 clipped to deck overhead

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 main switchboard in Engine room.

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 switchboard

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 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 certify that it is at this date in good order and safe working condition.

Tom Curran

Electrical Engineers

Date May 9

COMPASSES.

Distance between dynamo or electric motors and standard compass 100 ft

Distance between dynamo or electric motors and steering compass 90 ft.

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
1	8	8	8
1	16	8	8
1	16	8	8

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 various course in the case of the standard compass and nil degrees on various course in the case of the steering compass.

SEATTLE CONSTRUCTION AND DRY DOCK COMPANY

Builder's Signature.

Date March 9-1918

GENERAL REMARKS.

The Electric Lighting installation of good quality and workmanship, tested under working conditions and found satisfactory. Eligible, in my opinion, to be noted in the Register Book.

It is submitted that this vessel is eligible for THE RECORD. Elec. light. AWD. 12/4/18.

James Fowler

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Elec. Light



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