

DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible Generally

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 " "

What special protection has been provided for the cables near boiler casings " "

What special protection has been provided for the cables in engine room " "

How are cables carried through beams Lead bushes through bulkheads, &c. W. T. Glands

How are cables carried through decks Deck Tables

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 Lead Covered in Iron Pipe

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 ---

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 W. T. Sockets

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 in Main Board

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 No

How are the lamps specially protected in places liable to the accumulation of vapour or gas Special Oil Resistant Fittings

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 2000 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.

Galeon Crowder Electrical Engineers Date 14/11/16

COMPASSES.

Distance between dynamo or electric motors and standard compass 27 1/2'

Distance between dynamo or electric motors and steering compass 22 1/2'

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<u>12.7</u>	<u>16</u>	<u>12</u>	<u>12</u>
<u>.64</u>	<u>1</u>	<u>1</u>	<u>1</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 nil course in the case of the standard compass and nil degrees on nil course in the case of the steering compass.

G. F. Mulhern Builder's Signature. Date 15th Novem^r 1916

GENERAL REMARKS.

The above installation has been fitted in accordance with the Rules & in a satisfactory manner.

Im. 112—Transfer.

Elec. light JWD 23/11/16 Thomas Field
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRID. NOV. 24. 1916



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.