





**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  
V. & B. cable run in Iron Pipe - or Armoured & Braided cable used

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

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

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

How are cables carried through beams holes lashed with fibre through bulkheads, &c. W.T. glands ✓

How are cables carried through decks W.T. Deck Glands ✓

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 Armoured & Braided

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 -

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 Main 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 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.

P. PROUTY SUNDERLAND

Electrical Engineers

Date 23.12.19

**COMPASSES.**

Distance between dynamo or electric motors and standard compass about 90 feet

Distance between dynamo or electric motors and steering compass " 85 "

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
9.5	14	8	feet from steering compass
56	7	led into	feet from steering compass
56	led into	7	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.

W. L. THOMPSON & SONS, LTD.

W. L. Thompson

Builder's Signature.

Date 30 December 1919

**GENERAL REMARKS.**

The installation has been satisfactorily fitted in the vessel. Tested at full load and found good

It is submitted that this vessel is eligible for

THE RECORD Elec. light. JWD 8/1/20

L. Davis

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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