

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 Cables run in steel conduit or sheet steel casing.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Lead covered cables in gal-leys, other spaces avoided.

What special protection has been provided for the cables near boiler casings Boiler casings avoided.

What special protection has been provided for the cables in engine room Lead covered + armoured. Conduit + sheet steel where necessary.

How are cables carried through beams Bushed holes through bulkheads, &c. Glands or bushed holes.

How are cables carried through decks Deck tubes

Are any cables run through coal bunkers No or cargo spaces No or spaces which may be used for carrying cargo, stores, or baggage Yes.

If so, how are they protected Run in steel conduit

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage yes in spaces which may at times be used for cargo, i.e. portable 3rd class accommodation

If so, how are the lamp fittings and cable terminals specially protected Fittings + switches in cast iron cases.

Where are the main switches and fuses for these lights fitted On Aux² switchboards Star^d passage "C" deck.

If in the spaces, how are they specially protected Not in the spaces.

Are any switches or fuses fitted in bunkers No.

Cargo light cables, whether portable or permanently fixed Portable How fixed Portable

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel Not single wire system

How are the returns from the lamps connected to the hull Not single wire system.

Are all the joints with the hull in accessible positions Not single wire system.

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.

FOR VICKERS LIMITED

John Perry Electrical Engineers

Date 16th June 1922

COMPASSES.

Distance between dynamo or electric motors and standard compass Dynamos 194 ft. Nearest Motor 36 feet

Distance between dynamo or electric motors and steering compass " 192 " " 31 "

" " after " " 157 " " 18 "

The nearest cables to the compasses are as follows:—

A cable carrying	<u>15</u>	Amperes	<u>14</u>	feet from standard compass	<u>13</u>	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.

FOR VICKERS LIMITED

John Perry

Builder's Signature.

Date 16th June 1922

GENERAL REMARKS.

This installation has been efficiently fitted on board, and on completion it was tried under full load & found satisfactory. Governing tests were carried out on each generator, & the governors were found to be sensitive & efficient when the load was cut out

It is submitted that this vessel is eligible for THE RECORD. Elec. Light. Fee: £47-6-0. Applied for 17/6/22. L.S. 21/6/22. John Houston Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 23 JUN. 1922 FRI. JUL. 21 1922

