

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 Lead covered cable in

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Cables run in teak wood casing

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

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

How are cables carried through beams through wood bushes

How are cables carried through decks Watertight lead deck tubes

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 Cables are armoured with galv. iron wires

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage Yes

If so, how are the lamp fittings and cable terminals specially protected In special cast iron W.D. hold fitting with hinged covers

Where are the main switches and cut outs for these lights fitted In main deck and shelter deck passages

If in the spaces, how are they specially protected None in the spaces

Are any switches or cut outs fitted in bunkers No

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

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel How fixed

How are the returns from the lamps connected to the hull How fixed

Are any Yes installation is supplied with 3 voltmeters and 5 amperemeters fixed at Main and Emergency

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 Yes

Are any switches, cut outs, 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 How fixed

The copper used is guaranteed to have a conductivity of 100 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.

John Brown & Company, Limited.

W. Henderson Electrical Engineers

Date 4th March 1913

COMPASSES.

Assistant Secretary.

Distance between dynamo or electric motors and standard compass from dynamo 185 feet. From nearest motor 20 feet.

Distance between dynamo or electric motors and steering compass " " 180 feet " " 18 feet.

The nearest cables to the compasses are as follows:—

A cable carrying	3.5	Amperes	10	feet from standard compass	7	feet from steering compass
A cable carrying	.6	Amperes	Auto into	feet from standard compass	and into	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 every course in the case of the standard compass and Nil degrees on every course in the case of the steering compass.

John Brown & Company, Limited.

W. Henderson Assistant Secretary.

Builder's Signature.

Date 4th March 1913

GENERAL REMARKS.

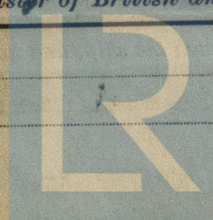
This installation has been fitted in accordance with the rules and has been run working satisfactorily.

It is submitted that this vessel is eligible for THE RECORD Elec. light.

Harry Clarke Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute GLASGOW 11 MAR. 1913

Elec. light.



Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.