

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 Steel wire armouring & braiding, or fitted in conduit as convenient.
 What special protection has been provided for the cables near galleys or oil lamps or other sources of heat These places avoided.
 What special protection has been provided for the cables near boiler casings None so fitted.
 What special protection has been provided for the cables in engine room Armoured or run in conduit.
 How are cables carried through beams Through lead bushed holes through bulkheads, &c. Packed glands or bushed holes
 How are cables carried through decks Watertight 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 Lead covered & armoured
 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 No switches or fuses in room, lamp fittings watertight
 Where are the main switches and fuses for these lights fitted In alleyway
 If in the spaces, how are they specially protected None so fitted
 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 Double wire system.
 How are the returns from the lamps connected to the hull Double wire system
 Are all the joints with the hull in accessible positions No joints
 Is the installation supplied with a voltmeter from 90 to 130 Volts. and with an amperemeter two 0-600 Amps. 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 Yes
 Are any switches, fuses, or joints of cables fitted in the pump room or companion Special gastight fitting fitted above pump room entrance.
 How are the lamps specially protected in places liable to the accumulation of vapour or gas Gastight 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 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 Barr
DIRECTOR

Electrical Engineers

Date 13th December 1921.

COMPASSES.

Distance between dynamo or electric motors and standard compass 250 ft.
 Distance between dynamo or electric motors and steering compass 254 ft.

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<u>7</u>	<u>9</u>	<u>10</u>	<u>10</u>
<u>15</u>	<u>9</u>	<u>17</u>	<u>17</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 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 Barr

Builder's Signature.

Date 13th December 1921.

GENERAL REMARKS.

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

Fee: £31-10-0

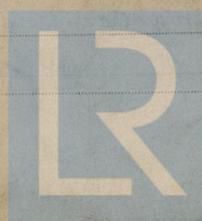
It is submitted that this vessel is eligible for Elec. Light.
 applied for 19/12/21
 paid 22.12.21

L.S. 15/12/21.

John Houston
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

10 DEC 1921



© 2021

Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Im. 7.19.—Transfer.