



**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 in screwed iron pipe

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

What special protection has been provided for the cables near boiler casings AsB in screwed iron pipe

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

How are cables carried through beams 3/16c females through bulkheads, &c. W.T. brass glands

How are cables carried through decks Deck pipes 2 ft long

Are any cables run through coal bunkers yes or cargo spaces yes or spaces which may be used for carrying cargo, stores, or baggage

If so, how are they protected 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 cut outs for these lights fitted \_\_\_\_\_

If in the spaces, how are they specially protected \_\_\_\_\_

Are any switches or cut outs fitted in bunkers \_\_\_\_\_

Cargo light cables, whether portable or permanently fixed both How fixed connection boxes on deck housings

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 \_\_\_\_\_

The installation is \_\_\_\_\_ supplied with a voltmeter and \_\_\_\_\_ an amperemeter, fixed on switchboard

**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 \_\_\_\_\_

Are any switches, cut outs, 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 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.

Campbell + Isherwood Ltd Electrical Engineers Date July 6/16

**COMPASSES.**

Distance between dynamo or electric motors and standard compass 60'

Distance between dynamo or electric motors and steering compass 54'

The nearest cables to the compasses are as follows:—

A cable carrying <u>5</u> Amperes	<u>1</u> feet from standard compass	<u>1</u> feet from steering compass
A cable carrying <u>1 1/2</u> Amperes	<u>6</u> feet from standard compass	<u>6</u> 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 N. 68° E. course in the case of the standard compass and nil. degrees on N. 64° E. course in the case of the steering compass.

**THE NORTH OF IRELAND SHIPBUILDING Co. Ltd.**

A.E. Fletcher Secretary, Builder's Signature. Date \_\_\_\_\_

**GENERAL REMARKS.**

This installation appears to be of good description, and has been fitted in accordance with the Rules

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

R.F. Beveridge  
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute \_\_\_\_\_

REFORM FORM No. 13.—9m, 5d.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.