

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 covering G.B.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat lead covering G.B.

What special protection has been provided for the cables near boiler casings galvanised G.B.

What special protection has been provided for the cables in engine room " G.B.

How are cables carried through beams filve bushings through bulkheads, &c. bushes (no glands necessary)

How are cables carried through decks deck tubes

Are any cables run through coal bunkers yes or cargo spaces no or spaces which may be used for carrying cargo, stores, or baggage yes

If so, how are they protected stout wood casings between beams.

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 removable How fixed from fixed plugs.

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

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 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

Are any switches, fuses, or joints of cables fitted in the pump room or companion not for such use

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.

G. G. Sherwood

Electrical Engineers

Date 13/12/20

COMPASSES.

Distance between dynamo or electric motors and standard compass } approximately 112 ft

Distance between dynamo or electric motors and steering compass } //

The nearest cables to the compasses are as follows:—

A cable carrying	<u>8</u>	Amperes	<u>24</u>	feet from standard compass	<u>4</u>	feet from steering compass
A cable carrying	<u>4.8</u>	Amperes	<u>24</u>	feet from standard compass	<u>4</u>	feet from steering compass
A cable carrying <u>5 amp fitted in</u>		Amperes	<u>compass.</u>	<u>in</u> feet from standard compass	<u>4</u>	<u>in</u> 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 The Dublin Dockyard Company Ltd degrees on any course in the case of the steering compass.

Robert Crawford Builder's Signature. Date 7th Feb 1921

GENERAL REMARKS.

DIRECTOR

This installation has been fitted in the vessel in an efficient manner. The vessel has proceeded to Glasgow where the fittings throughout the accommodation etc. require to be installed, the wiring in the machinery spaces completed, and the installation tested under working conditions, and the Glasgow Surveyors have been advised.

H. G. Forster & J. S. Rankin
Surveyor to Lloyd's Register of Shipping.

Committee's Minute not for classing
Committee.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

