

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 Armoured & Braided

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

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

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

How are cables carried through beams Bushed with fibre. through bulkheads, &c. stuffing glands

How are cables carried through decks in lead or iron deck tubes, flanged & made watertight.

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 pipes.

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 Portable. How fixed Socket connection.

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 ✓

Is the installation supplied with a voltmeter yes. and with an amperemeter yes. fixed on main board.

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.

J. G. Holmes & Co

Electrical Engineers

Date January 13th 1921

COMPASSES.

Distance between dynamo or electric motors and standard compass approx 86 ft.

Distance between dynamo or electric motors and steering compass " 82 ft.

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	Location	feet from standard compass	Location	feet from steering compass
<u>.56</u>		<u>inside</u>		<u>inside</u>	
A cable carrying <u>approx 9.5</u>	Amperes	<u>approx 10</u>	feet from standard compass	<u>approx 10</u>	feet from steering compass
A cable carrying <u>" 14.0</u>	Amperes	<u>" 16.</u>	feet from standard compass	<u>" 12.</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 each course in the case of the standard compass and nil degrees on each course in the case of the steering compass.

LEWIS, HUNTER & WISHAM RICHARDSON, LTD.

G. G. Stewart

Builder's Signature.

Date 20 January 1921

GENERAL REMARKS.

This installation appears to have been fitted in a satisfactory manner and in accordance with the rules and on examination was tried under working conditions & found satisfactory.

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

Elec Light Bell 27/1/21

W. H. Stuke

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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