

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 *Run in conduit where lead sheathed; no extra protection where armoured & braided.*

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 *Lead covered & steel wire armoured & braided.*

What special protection has been provided for the cables in engine room *Lead covered & steel wire armoured & braided.*

How are cables carried through beams *Lead bushed holes* ✓ through bulkheads, &c. *watertight glands* ✓

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 & steel wire armoured and braided.*

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 *Special armoured fittings between beams*

Where are the main switches and fuses for these lights fitted *In same compartment*

If in the spaces, how are they specially protected *In sheet steel casing with lock*

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 *Double wire system*

Is the installation supplied with a voltmeter *yes*, and with an amperemeter *yes*, fixed On main & emergency switchboards.

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.

FOR VICKERS LIMITED.

John B. R. M. Electrical Engineers

Date *25th Nov^r 1921*

COMPASSES.

Distance between dynamo or electric motors and standard compass *Electric motor 19 feet*

Distance between dynamo or electric motors and steering compass " " *23 feet*

The nearest cables to the compasses are as follows:—

A cable carrying	<i>20</i>	Amperes	<i>6</i>	feet from standard compass	<i>8</i>	feet from steering compass
A cable carrying	<i>3</i>	Amperes	<i>11</i>	feet from standard compass	<i>4</i>	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.

FOR VICKERS LIMITED.

John B. R. M. Builder's Signature.

Date *25th Nov^r 1921*

GENERAL REMARKS.

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

Fee: £ 38-12-6 Applied for 23/11/21. Elec. Light.

John Houston.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute