

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 cables lead in solid drawn steel tubing

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat cables are lead covered, served and with G.I. wire braided

What special protection has been provided for the cables near boiler casings cables are lead covered, served and with G.I. wire braided

What special protection has been provided for the cables in engine room cables are lead covered, served and with G.I. wire braided

How are cables carried through beams in fibre bushes through bulkheads, &c. if not in l.t. glands otherwise in fibre bushes

How are cables carried through decks in G.I. Deck pipes bushed with fibre

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

If so, how are they protected —

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 no

Cargo light cables, whether portable or permanently fixed permanently How fixed in casing

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel through saddle plate a dynamo frame

How are the returns from the lamps connected to the hull located to 3/8" turned brass screw secured to beams

Are all the joints with the hull in accessible positions yes

The installation is supplied with 3 voltmeters and 2 amperemeters fixed on main switch board + in Chief Engineer's room

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 2500 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.

For Hauland & Co. Ltd Electrical Engineers Date 12 August 1913

COMPASSES.

Distance between dynamo or electric motors and standard compass 164 feet to Dynamos 51 ft. to nearest motor

Distance between dynamo or electric motors and steering compass 176 - - - 66 - - -

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
14	8	14	feet from steering compass
18	15	32	feet from steering compass
320	51	66	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 nil degrees on any course in the case of the steering compass.

For Hauland & Co. Ltd Builder's Signature. Date 12 August 1913

GENERAL REMARKS.

This installation is 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-
16.8.13

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

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.