



**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 Nothing further than the galvanized wire armouring.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat as above

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

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

How are cables carried through beams through lead or fibre ferrules through bulkheads, &c. N.T. bulkhead glands.

How are cables carried through decks in galvanized iron deck tubes.

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

If so, how are they protected armoured with galvanized iron wires

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 The fittings are watertight with C.I. covers

Where are the main switches and fuses for these lights fitted in Engineers Quarters.

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 —

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 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 Yes

Are any switches, fuses, or joints of cables fitted in the pump room or companion No

How are the lamps specially protected in places liable to the accumulation of vapour or gas They are gas tight fittings

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 2500 megohms per statute mile at 60° Farhenh. It 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 ARCHD. WATSON & CO., LTD.,

Electrical Engineers

Date 15<sup>th</sup> March 1917.

**COMPASSES.**

Distance between dynamo or electric motors and standard compass 168 ft.

Distance between dynamo or electric motors and steering compass 160 ft.

The nearest cables to the compasses are as follows:—

A cable carrying	<u>.5</u>	Amperes	<u>3</u>	feet from standard compass	<u>13</u>	feet from steering compass
A cable carrying	<u>23.52</u>	Amperes	<u>20</u>	feet from standard compass	<u>16</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

The maximum deviation due to electric currents, etc., was found to be \_\_\_\_\_ degrees on \_\_\_\_\_ course in the case of the standard compass and \_\_\_\_\_ degrees on \_\_\_\_\_ course in the case of the steering compass.

FOR BARDLAW, CURLE & CO., LTD.

Builder's Signature.

Date 15<sup>th</sup> Mar 1917

**GENERAL REMARKS.**

This installation has been well fitted on board and when tested under full working conditions was satisfactory

It is submitted that this vessel is eligible for

**THE RECORD Elec. Light.**

JWD 5/4/17

A. McLeod

Surveyor to Lloyd's Register of British and Foreign Shipping

Committee's Minute GLASGOW 3-APR-1917

Elec. Light

TUE SER. 25 1917. TUE NOV 12 1917

TUE. 20 MAY. 1918

FRI. 11 OCT. 1918

FRI. 3 JAN. 1919

© 2021

Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE IN THIS MARGIN.

6/13/17