



**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 *Galv. Conduit*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *Galv. Conduit*

What special protection has been provided for the cables near boiler casings *Galv. Conduit*

What special protection has been provided for the cables in engine room *Galv. Conduit*

How are cables carried through beams *Galv. Conduit* through bulkheads, &c. *Galv. Conduit*

How are cables carried through decks *Galv. Conduit with water tight bushings*

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 *None*

If so, how are the lamp fittings and cable terminals specially protected *None*

Where are the main switches and fuses for these lights fitted *None*

If in the spaces, how are they specially protected *None*

Are any switches or fuses fitted in bunkers *no*

Cargo light cables, whether portable or permanently fixed *None* 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 *Main Switched 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 *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 *Condulets with vapour globes*

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.

*John A Burns* Electrical Engineers Date *Sept 14/20*

**COMPASSES.**

Distance between dynamo or electric motors and standard compass *116 feet*

Distance between dynamo or electric motors and steering compass *116 feet*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>20</i>	<i>6</i>	<i>6</i>	<i>6</i>
<i>3 1/2</i>	<i>7.5</i>	<i>7.5</i>	<i>7.5</i>
<i>3 3/4</i>	<i>12</i>	<i>12</i>	<i>12</i>

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 \_\_\_\_\_ degrees on \_\_\_\_\_ course in the case of the standard compass and *Nil* degrees on *N 39. W.* course in the case of the steering compass.

THE COLLINGWOOD SHIPBUILDING CO. L'TD.

*John Sheehy* Managing-Director. Builder's Signature. Date *Sept 14/20*

**GENERAL REMARKS.**

*The Electric light installation on this vessel has been fitted in accordance with the Rules, tried out under working conditions and found to be satisfactory*

*It is submitted that this result is due to the fact*

*Elec Lt* *Robert C Blyth*  
*Reel 6/10/20* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *TUE. OCT. 19 1920* *JMM*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Im. 111. 18.—Treasurer.

