



**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 Lead covered & Armoured cables

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Lead covered & arm cables

What special protection has been provided for the cables near boiler casings Lead covered & Armoured

What special protection has been provided for the cables in engine room Lead covered & Armoured

How are cables carried through beams Through drilled holes through bulkheads, &c. V.T. Glands

How are cables carried through decks Lead deck tubes

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

If so, how are they protected Lead covered & Arm cable thro' Fish holds

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage Fresh Rooms

If so, how are the lamp fittings and cable terminals specially protected Bulk head fittings with covers  
Cable entry sealed with compound.

Where are the main switches and fuses for these lights fitted Engine Room

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 Switch box

**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. H. Holmes & Co Electrical Engineers Date July 22. 15.

**COMPASSES.**

Distance between dynamo or electric motors and standard compass 50 feet

Distance between dynamo or electric motors and steering compass 45 feet

The nearest cables to the compasses are as follows:—

A cable carrying	<u>1.8</u>	Amperes	<u>9</u>	feet from standard compass	<u>4</u>	feet from steering compass
A cable carrying		Amperes		feet from standard compass		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 \_\_\_\_\_ degrees on \_\_\_\_\_ course in the case of the standard compass and \_\_\_\_\_ degrees on \_\_\_\_\_ course in the case of the steering compass.

**FOR COCHRANE & SONS LTD.**

Boothman Builder's Signature. Date

**GENERAL REMARKS.**

This installation of electric light has been well fitted. The materials and workmanship are good. It has been tried under full working conditions & found satisfactory.

It is submitted that this vessel is eligible for

**THE RECORD.**

Elec light 2/11 10.8.15

J. G. Mackillop

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

Committee's Minute

Im. 1113—Transfer.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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