

STATEMENT

We undersigned have examined the electrical cables, connections and the motor of the steering-machine in m/s Vatnajökull.

This examination has given the following results:

1. Cables.

To the steering-machine have originally been laid 8 cables. The insulation of these cables was measured with a Megger - Ohm meter.

There was used trial-current with 2000 volts tension. This measuring, which was done without disturbing the cables, except for disconnecting them from the junctionboxes, gave the following results.

Cable nr.	1	2	3	4	5	6	7	8
	0,7	4	0,7	0,7	0	0,7	0,7	0,7

Both between the cables themselves and the cables and earth.

2. Connections.

These were of glazed porcelain, and seemed quite allright.

3. The motor of the steering-machine.

The motor was measured too, found to be quite in order.

Insulation that has no greater resistance to earth, or to other cables in the vicinity than 0,7 Mega - Ohm, is both according to the rules of the Icelandic Electricity Control, and to international rules, quite illegal, whether on land or aboard a ship, with electric current of 220 volts tension.

These cables, therefore, were quite un-usable and it was necessary to lay in interimistic cables to the steering-machine, as the right cables were not available here in Reykjavik at the moment.