

DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible *There are cables in the holds which are not accessible when the ship is loaded.*

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *armoured cables used and carried in g.i. pipes.*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *lead sheathed & armoured cables*

What special protection has been provided for the cables near boiler casings *ditto ditto*

What special protection has been provided for the cables in engine room *ditto ditto*

Cables carried through beams *holes being bushed with fibre through bulkheads, &c. bulkhead nipples*

Cables carried through decks *galvanized iron duck tubes bushed with fibre and watertight*

Any cables run through coal bunkers *yes* or cargo spaces *yes* or spaces which may be used for carrying cargo, stores, or baggage *yes*

How are they protected *in bunkers armoured cables are run in g.i. pipes and are clipped to duck in cargo spaces*

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 *cast iron fittings with strong c.i. covers*

Where are the main switches and cut outs for these lights fitted *on switchboard in engine room.*

If in the spaces, how are they specially protected *c.i. fittings as in bunkers.*

Are any switches or cut outs fitted in bunkers *no*

Cargo light cables, whether portable or permanently fixed *portable* How fixed *c.i. connection boxes*

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel

Are the returns from the lamps connected to the hull

Are all the joints with the hull in accessible positions

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 installation is *supplied* supplied with a voltmeter and *2* amperemeters *fixed on main switchboard* voltmeter *fixed close to dynamo*

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 *2000* 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 W. H. ALLEN, SON & Compy

for Kempton

Electrical Engineers

Date *June 3rd 1898*

COMPASSES.

Distance between dynamo or electric motors and standard compass *101 feet*

Distance between dynamo or electric motors and steering compass *98 feet*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>2.8</i>	<i>8</i>	<i>2</i>	
<i>1.4</i>	<i>16</i>	<i>12</i>	

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.

PRO WORKMAN, CLARK & CO., LIMITED.

for Kempton

SECRETARY

Builder's Signature.

Date *7th June 1898*

GENERAL REMARKS.

Committee's Minute

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

This installation appears to be fitted in accordance with the Rule.

S. J. Saw

13/6/98

Lloyd's Register

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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