



REPORT ON ELECTRIC LIGHTING INSTALLATION

DESCRIPTION OF BUSINESS ENGINE, ETC.

The engine is a... The lighting system consists of... The following table shows the details of the installation...

DESCRIPTION OF CABLES	Quantity	Weight	Notes
A	100	100	
B	50	50	
C	25	25	
D	10	10	
E	5	5	

DESCRIPTION OF EXHAUSTION PROTECTION, ETC.

The exhaust system is designed to... The protection is provided by... The following details are given for the installation...



DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible *yes except in a space on upper deck that may be used for cargo*
 What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *lead sheathed and armoured cables are clipped to bulkheads and bulwarks.*
 What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *protected in strong wood casing*
 What special protection has been provided for the cables near boiler casings *lead sheathed and armoured cables*
 What special protection has been provided for the cables in engine room *" " " "*
 How are cables carried through beams *holes are bushed with fibre through bulkheads, &c. bulkhead ripples*
 How are cables carried through decks *galvanized iron deck pipes made watertight*
 Are any cables run through coal bunkers *no* or cargo spaces *yes* or spaces which may be used for carrying cargo, stores, or baggage *yes*
 If so, how are they protected *are run in strong wood casing and protected by the cross beams*
 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 *strong cast iron fittings with covers*
 Where are the main switches and cut outs for these lights fitted *on switchboard additional switches placed close to each lamp.*
 If in the spaces, how are they specially protected *" " " "*
 Are any switches or cut-outs fitted in bunkers *no*
 Cargo light cables, whether portable or permanently fixed *Portable* How fixed *by screw coupler*
 In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel *main winding bolted to the field magnets*
 How are the returns from the lamps connected to the hull *soldered to the heads of 3/8" brass screws*
 Are all the joints with the hull in accessible positions *yes*

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 with a voltmeter and an ammeter, fixed on main switchboard*

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 & CO.

W. H. Allen

Electrical Engineers

Date *1st November 98*

COMPASSES.

Distance between dynamo or electric motors and standard compass *137.5 feet*
 Distance between dynamo or electric motors and steering compass *141.5 feet*
 The nearest cables to the compasses are as follows:—
 A cable carrying *8* Amperes *6.5* feet from standard compass *5* feet from steering compass
 A cable carrying *16* Amperes *14* feet from standard compass *13* 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 *nil* degrees on *all* course in the case of the standard compass and *nil* degrees on *all* course in the case of the steering compass.

PRO WORKMAN, CLARK & CO., LIMITED.

W. H. Allen

SECRETARY

Builder's Signature.

Date *4th November 1898*

GENERAL REMARKS.

This installation is in my opinion, of a satisfactory description, and fitted in accordance with our Rules

R. J. B. ...

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

Committee's Minute

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

= so also set



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

REPORT FORM No. 12.