

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 *iron armoured india rubber lead cables*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *as above*

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

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

How are cables carried through beams *liguums vitae bushes* through bulkheads, &c. *water tight stuffing boxes*

How are cables carried through decks *water tight branches*

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 *iron armoured india rubber lead cables*

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

If so, how are the lamp fittings and cable terminals specially protected *—*

Where are the main switches and cut outs for these lights fitted *—*

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

on deck

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

wooden base

How are the returns from the lamps connected to the hull

by means of screw couplings

Are all the joints with the hull in accessible positions

Yes

The installation is

1

supplied with a rollmeter and

1

an amperemeter, fixed

engine room

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 copper used is guaranteed to have a conductivity of *98* per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than *600* 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.

ALLGEMEINE ELEKTRICITÄTS-GESELLSCHAFT.

/s/

W. Meyer

Electrical Engineers

Date *6. April 1906*

COMPASSES.

Distance between dynamo or electric motors and standard compass

Distance between dynamo or electric motors and steering compass

about 130 feet

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>10</i>	<i>16 ÷ 0</i>	<i>16 ÷ 0</i>	
<i>6</i>	<i>60</i>	<i>20 ÷ 0</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 *none* degrees on

course in the case of the

standard compass and *none* degrees on

course in the case of the steering compass.

ACTION-GESELLSCHAFT "WESER"

Meyer

Builder's Signature.

Date *12. 4. 1906.*

GENERAL REMARKS. *This Installation has been tried on a six hours trial trip and found to work well in every respect, so that in my opinion the notation "Electric Lighted" can be added to the class in the Register Book.*

F. Thomssen.

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

Committee's Minute

It is submitted that the Record Elec. Light be noted in the Reg. Book.

Lloyd's Register Foundation

23. 4. 06

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.