



**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 Run in Piping

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Armoured + Braided

What special protection has been provided for the cables near boiler casings Armoured + Braided

What special protection has been provided for the cables in engine room Armoured + Braided

How are cables carried through beams Lead or Fibre lushes used through bulkheads, &c. in bands if 10% otherwise lead or Fibre lushes used.

How are cables carried through decks In Iron deck pipes lushed or fitted with band.

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 no.

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage no.

If so, how are the lamp fittings and cable terminals specially protected no.

Where are the main switches and fuses for these lights fitted no.

If in the spaces, how are they specially protected no.

Are any switches or fuses fitted in bunkers no.

Cargo light cables, whether portable or permanently fixed permanently How fixed Clipped direct to bulkhead.

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel no.

How are the returns from the lamps connected to the hull no.

Are all the joints with the hull in accessible positions no.

Is the installation supplied with a voltmeter yes, and with an amperemeter yes, fixed on Switchboard

**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 no.

Are any switches, fuses, or joints of cables fitted in the pump room or companion no.

How are the lamps specially protected in places liable to the accumulation of vapour or gas no.

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.



Electrical Engineers Date 16/3/20

**COMPASSES.**

Distance between dynamo or electric motor and standard compass 114 ft. from Dynamo, 108 ft. from Wireless Rotary.

Distance between dynamo or electric motor and steering compass 119 " " 110 " " " "

The nearest cables to the compasses are as follows:—

A cable carrying	<u>9.6</u>	Amperes	<u>10</u>	feet from standard compass	<u>6</u>	feet from steering compass
A cable carrying	<u>15.0</u>	Amperes	<u>22</u>	feet from standard compass	<u>16</u>	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.



Builder's Signature. Date 16/3/20

**GENERAL REMARKS.**

This installation is of good description, and has been fitted in accordance with the Rules

It is submitted that this vessel is eligible for THE RECORD ELEC. LIGHT 22/3/20

R.J. Bennett  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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