

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 Lead covered

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Lead covered

What special protection has been provided for the cables near boiler casings Lead covered

What special protection has been provided for the cables in engine room Lead covered

How are cables carried through beams Through holes lashed with lead through bulkheads, &c. Through heavy brass W.Y. glands.

How are cables carried through decks Through deck tubes and glands made watertight.

Are any cables run through coal bunkers No or cargo spaces No or spaces which may be used for carrying cargo, stores, or baggage Yes

If so, how are they protected Lead covered and protected by iron plates where necessary

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 Glass well jars and strong brass guards

Where are the main switches and cut outs for these lights fitted In Engine Room

If in the spaces, how are they specially protected —

Are any switches or cut outs fitted in bunkers —

Cargo light cables, whether portable or permanently fixed None How fixed None

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

How are the returns from the lamps connected to the hull —

Are all the joints with the hull in accessible positions —

The installation is supplied with 2 voltmeter^s and 2 amperemeter^s fixed in 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 100 per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than 1000 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.

P. PRO THE GUNTERLAND FORGE & ENGINEERING CO., LTD.

Electrical Engineers

Date 23rd Jan. 1915

COMPASSES.

St. Wright DIRECTOR.

Distance between dynamo or electric motors and standard compass 84 feet

Distance between dynamo or electric motors and steering compass 85

The nearest cables to the compasses are as follows:—

A cable carrying	<u>15</u>	Amperes	<u>6</u>	feet from standard compass	<u>8</u>	feet from steering compass
A cable carrying	<u>0.3</u>	Amperes	<u>3</u>	feet from standard compass	<u>3</u>	feet from steering compass
A cable carrying	<u>—</u>	Amperes	<u>—</u>	feet from standard compass	<u>—</u>	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, CLERK & CO., LIMITED.

Builder's Signature.

Date 25th January 1918

GENERAL REMARKS.

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

It is submitted that this vessel is eligible for THE RECORD. Elec. light.

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

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS MARGIN.

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