

DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible *always accessible*

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *and canvas*

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

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

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

How are cables carried through beams *through lead and fittings* through bulkheads, &c. *and fittings*

How are cables carried through decks *through special copper fittings*

Are any cables run through coal bunkers *Yes* or cargo spaces *Yes* or spaces which may be used for carrying cargo, stores, or baggage *Yes*

If so, how are they protected *in coal bunkers by galvanised iron pipes in cargo spaces by wooden boards*

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 *by extra strong fittings*

Where are the main switches and fuses for these lights fitted *in engine room*

If in the spaces, how are they specially protected *—*

Are any switches or fuses fitted in bunkers *No*

Cargo light cables, whether portable or permanently fixed *portable* How fixed *—*

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 *—*

Is the installation supplied with a voltmeter *Yes* and with an amperemeter *Yes*, fixed

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 *—*

Are any switches, fuses, 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 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.

Mynssen, & Co Electrical Engineers Date *May 1910*

COMPASSES.

Distance between dynamo or electric motors and standard compass *43' - 0"*

Distance between dynamo or electric motors and steering compass *84' - 0"*

The nearest cables to the compasses are as follows:—

A cable carrying <i>8.5</i> Amperes	<i>123</i> feet from standard compass	<i>123</i> feet from steering compass
A cable carrying <i>16</i> Amperes	<i>16</i> feet from standard compass	<i>16</i> feet from steering compass
A cable carrying <i>20</i> Amperes	<i>123</i> feet from standard compass	<i>123</i> feet from steering compass
	<i>16</i> feet from standard compass	<i>16</i> 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 *—* course in the case of the standard compass and *nil* degrees on *—* course in the case of the steering compass.

Marschappij voor Scheeps- en Werktuigbouw

G. H. M. de Leeuw Builder's Signature. Date *26th September 1910*

GENERAL REMARKS.

The installation has been made in accordance with the Rules, worked satisfactory when tried and merits in my opinion the approval of the Committee *It is submitted that this vessel is eligible for THE RECORD.*

J. H. B. Bunnick Surveyor to Lloyd's Register of Shipping.

Committee's Minute