

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 cov'd in Galv'd Tubes

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Lead & Arm'd.

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 Compo Bushes through bulkheads, &c. W/T Glands

How are cables carried through decks Galv'd Iron Deck Pipes

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 cov'd.

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 Portable How fixed Adapters

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 Yes

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 Double Enclosure

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.

A. S. Robertson & Co. Electrical Engineers Date 25th Oct '21

COMPASSES.

Distance between dynamo or electric motors and standard compass 150 ft

Distance between dynamo or electric motors and steering compass 150 ft

The nearest cables to the compasses are as follows:—

A cable carrying <u>25</u> Amperes	<u>10</u> feet from standard compass	<u>10</u> feet from steering compass
A cable carrying <u>—</u> Amperes	<u>—</u> feet from standard compass	<u>—</u> feet from steering compass
A cable carrying <u>.3</u> Amperes	<u>into</u> feet from standard compass	<u>4.3 into</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 every course in the case of the standard compass and Nil degrees on every course in the case of the steering compass.

LITHGOWS LIMITED. Builder's Signature. Date 28th October /21

GENERAL REMARKS.

The above installation has been fitted in a satisfactory manner. The workmanship and materials, so far as can be seen, are sound and good and found satisfactory on test.

7.5 K.W. It is submitted that this vessel is suitable for THE RECORD. Elec. Light. L. W. Lane Surveyor to Lloyd's Register of Shipping. Date 12/11/21

Committee's Minute GLASGOW 1 NOV 1921
Elec. Light

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

