

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 Armoured & Braided
 What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Ditto
 What special protection has been provided for the cables near boiler casings Ditto
 What special protection has been provided for the cables in engine room Ditto
 How are cables carried through beams Holes lashed with fibre through bulkheads, &c. Watertight glands ✓
 How are cables carried through decks Watertight deck tubes ✓
 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 Iron pipe run in protected places
 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 _____
 Where are the main switches and fuses for these lights fitted _____
 If in the spaces, how are they specially protected _____
 Are any switches or fuses fitted in bunkers _____
 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 Main P.R. & C.

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.

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

Electrical Engineers

Date Mar. 21st 1918

COMPASSES.

Distance between dynamo or electric motors and standard compass Director about 120 feet
 Distance between dynamo or electric motors and steering compass " 114 "
 The nearest cables to the compasses are as follows:—

A cable carrying	<u>9.5</u>	Amperes	<u>30</u>	feet from standard compass	<u>36</u>	feet from steering compass
A cable carrying	<u>.56</u>	Amperes	<u>led into</u>	feet from standard compass	<u>86</u>	feet from steering compass
A cable carrying	<u>.56</u>	Amperes	<u>8</u>	feet from standard compass	<u>led 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 _____ course in the case of the standard compass and nil degrees on _____ course in the case of the steering compass.

FOR JOHN READHEAD & SONS, LIMITED.

John H. Readhead DIRECTOR

Builder's Signature.

Date 5th April 1918

GENERAL REMARKS.

The electric lighting installation of this vessel has been fitted in accordance with the rules and satisfactorily tested with all lights on.

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

JWD 10/4/18

George Murdoch

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.