

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 *Sc. Dra. tubes*

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 *film terminals* through bulkheads, &c. *Class D*

How are cables carried through decks *Deck tubes* *plugged* *to Deck*

Are any cables run through coal bunkers *no* or cargo spaces *yes* or spaces which may be used for carrying cargo, stores, or baggage *yes*

If so, how are they protected *Armoured & Braided*

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 *Special W.T. connections*

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 *yes*

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

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 1000 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.

Campbell & Shewood & Co. Electrical Engineers

Date *16th June 1917*

COMPASSES.

Distance between dynamo or electric motors and standard compass *about 285 yds.*

Distance between dynamo or electric motors and steering compass *about 200 yds.*

The nearest cables to the compasses are as follows:—

Cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>.55</i>	<i>1</i>	<i>1</i>	<i>1</i>
<i>1.65</i>	<i>3</i>	<i>3</i>	<i>3</i>
<i>10</i>	<i>9</i>	<i>9</i>	<i>9</i>

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 *no* degrees on *any* course in the case of the standard compass and *no* degrees on *every* course in the case of the steering compass.

FORWICKERSOLL & SONS LTD

Builder's Signature. Date *June 20th, 1917*

GENERAL REMARKS.

The installation has been satisfactorily fitted in the vessel, tested at full load and found good.

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

Sh. Davis

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

Committee's Minute



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.