

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 armouring and steel wire armouring.*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *No such places.*

What special protection has been provided for the cables near boiler casings *Lead armouring & steel wire armouring.*

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

How are cables carried through beams *protected by steel wire armouring* through bulkheads, &c. *watertight brass boxes.*

How are cables carried through decks *galvanized iron tubes and armoured cables.*

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 *Lead armouring and steel wire armouring.*

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 *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 *on main switch 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 *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.

Kockums Mekaniska Werkstads Aktiebolag. Electrical Engineers Date *22 Aug 1924*

COMPASSES.

Distance between dynamo or electric motors and standard compass *Engine room to flying bridge.*

Distance between dynamo or electric motors and steering compass " " " "

The nearest cables to the compasses are as follows:—

A cable carrying ✓	Amperes ✓	feet from standard compass ✓	feet from steering compass ✓
A cable carrying ✓	Amperes ✓	feet from standard compass ✓	feet from steering compass ✓
A cable carrying ✓	Amperes ✓	feet from standard compass ✓	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 ✓ degrees on ✓ course in the case of the standard compass and ✓ degrees on ✓ course in the case of the steering compass.

Builder's Signature. Date

GENERAL REMARKS. This electric lighting installation is in my opinion in accordance with the requirements of the Rules, workmanship and material being good, and it is recommended that a record of "Elec. light" be made in the Register Book in the case of this vessel.

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

JWD Surveyor to Lloyd's Register of Shipping. *28/8/24*

Fre: *Mr. 91:— Paid 30/8/24*

Committee's Minute *FRI 29 AUG 1924*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Im. 719—Transfer.

