

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. *Iron bound leads covered cables, protected by iron casings where exposed to heat and moisture.*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *Iron bound cables.*

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

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

How are cables carried through beams *hard wood bushes* through bulkheads, &c. *screwed brass bushes*

How are cables carried through decks *Iron galvanized stand pipes 10" high fitted with non-conducting as-plast.*

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

If so, how are they protected —

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 cut outs for these lights fitted —

If in the spaces, how are they specially protected —

Are any switches or cut outs 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 —

The installation is *yes* supplied with a voltmeter and *yes* an amperemeter, fixed *Main Switchboard*

VESSELS BUILT FOR CARRYING PETROLEUM.

In vessels built for carrying petroleum, are all switches and cut-outs fitted in positions not liable to the accumulation of petroleum vapour or gas

Are any switches, cut outs, 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 *98* per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than *50 millions Siemens units* megohms per statute mile after 24 hours' immersion in seawater.

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.

The Builders are the *Electrical Engineers* Date —

COMPASSES.

Distance between dynamo or electric motors and standard compass *150 ft.*

Distance between dynamo or electric motors and steering compass *140 ft.*

The nearest cables to the compasses are as follows:—

| A cable carrying | Amperes | feet from standard compass | feet from steering compass |
|------------------|-----------------|----------------------------|----------------------------|
| <i>.5</i> | <i>close to</i> | <i>close to</i> | <i>close to</i> |
| <i>—</i> | <i>—</i> | <i>—</i> | <i>—</i> |
| <i>—</i> | <i>—</i> | <i>—</i> | <i>—</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 *imperceptible* degrees on *—* course in the case of the standard compass and *imperceptible* degrees on *—* course in the case of the steering compass.

Flensburger Schiffsbau-Gesellschaft

Builder's Signature. Date —

GENERAL REMARKS.

The Elec. Light installation on board of this Vessel is in my opinion fitted in accordance with the Society's Rules and eligible to be recorded "Elec. Light" in the Society's Register Book.

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

J.W.D. 9/12/12

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

Committee's Minute FRI. DEC. 13. 1912



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