



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 Metal tubes
What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Leak casing
What special protection has been provided for the cables near boiler casings Steel Armour.
What special protection has been provided for the cables in engine room Steel Armour.
How are cables carried through beams Fibre bushes. through bulkheads, &c. W.Y. Glands
How are cables carried through decks Metal tubes fitted watertight to decks.
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 Strong wood casing with tapered edges.
Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage yes.
If so, how are the lamp fittings and cable terminals specially protected Portable metal caps.
Where are the main switches and cut outs for these lights fitted In deck above.
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 Brass Terminals.
In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel No hull connections.
How are the returns from the lamps connected to the hull
Are all the joints with the hull in accessible positions
The installation is supplied with 2 coltmeters and eleven amperemeters fixed on Switchboard and at motors.

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 2500 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.

W.C. Martin & Co. Electrical Engineers Date 24th Nov 1909

COMPASSES.

Distance between dynamo or electric motors and standard compass 220
Distance between dynamo or electric motors and steering compass 230
The nearest cables to the compasses are as follows:—
A cable carrying 10 Amperes 9 feet from standard compass 5 feet from steering compass
A cable carrying 2 Amperes 9 feet from standard compass 5 feet from steering compass
A cable carrying 3 Amperes 1 feet from standard compass 1 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 a certain course in the case of the standard compass, and nil degrees on the same course in the case of the steering compass.

W. Workman, Clark & Co., Limited, Builder's Signature. Date 29th November 1909

GENERAL REMARKS. This installation is of good description, and has been fitted in accordance with the Rules.

It is submitted that this vessel is eligible for THE RECORD, Elec. Light. 11209. Surveyor to Lloyd's Register of British and Foreign Shipping. R.F. Bennett

Committee's Minute

Table with columns: Amps, Lights, Cabin Fans, Blusters, Motors, Grids, Radialors, Are Lamps, Search Light. Rows include A circuit, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

