

No. 10467

Owners

DESCRIPTION OF DYNAMO, ENGINE, ETC.

If arc lights, what protection is provided against fire, sparks, &c.

Where are the switches controlling the masthead and side lights placed in chartroom

DESCRIPTION OF CABLES.

Cargo light cables carrying 25 Amperes, comprised of 37 wires, each

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Saped and lead covered

Joints in cables, how made, insulated, and protected

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances _____ Are all joints in accessible positions, none being made in bunkers, cargo spaces, or spaces which may at any time be used for carrying cargo, stores, or baggage _____

Are there any joints in or branches from the cable leading from dynamo to main switch board no

How are the cables led through the ship, and how protected In engine room lead covered, in batteries with covers screwed on; In cargospace and stoke hold protected by galvanised iron pipes; In cabins lead covered.

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 *galvanised iron pipes*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *lead covered and galvanised iron pipes*

What special protection has been provided for the cables near boiler casings *galvanised iron pipes*

What special protection has been provided for the cables in engine room *cables lead covered, in battens with covers screwed*

How are cables carried through beams *through bulkheads, &c. watertight packings*

How are cables carried through decks *galvanised iron pipes*

Are any cables run through coal bunkers *yes* or cargo spaces *yes* or spaces which may be used for carrying cargo, stores, or baggage

If so, how are they protected *galvanised iron pipes*

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 fixed* How fixed *with watertight plugs*

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 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 *800* 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.

Electrical Engineers

Date *9 Aug. 1917*

COMPASSES.

Distance between dynamo or electric motors and standard compass *± 140'*

Distance between dynamo or electric motors and steering compass *± 136'*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>± 20</i>	<i>8</i>	<i>6</i>	
<i>± 5</i>	<i>8</i>	<i>6</i>	

Have the compasses been adjusted with and without the electric installation at work at full power

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.

The installation has been made in accordance with the rules worked satisfactory when tried and merits in my opinion the approval of the Committee

It is submitted that

this vessel is eligible for

THE RECORD. Elec light

JWD
17/9/17

T. W. Bunker

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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