

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 Run in Iron pipes

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

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

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

How are cables carried through beams Through Fibre Bunks through bulkheads, &c. W.T. Glances

How are cables carried through decks W.T. Deck Ladders

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 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 cut outs for these lights fitted —

If in the spaces, how are they specially protected —

Are any switches or cut outs fitted in bunkers —

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 —

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 installation is — supplied with a voltmeter and an ammeter, fixed on Switchboard

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 1000 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 SUNDERLAND FORCE & ENGINEERING CO., LTD.

Electrical Engineers

Date 4/3/01

COMPASSES.

Distance between dynamo or electric motors and standard compass 150 feet

Distance between dynamo or electric motors and steering compass 142 feet

The nearest cables to the compasses are as follows:—

| | | | | | | |
|------------------|----------|---------|-----------|----------------------------|----------|----------------------------|
| A cable carrying | <u>5</u> | Amperes | <u>12</u> | feet from standard compass | <u>4</u> | feet from steering compass |
| A cable carrying | <u>6</u> | Amperes | <u>8</u> | feet from standard compass | <u>m</u> | 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 No (only without installation at work)

The maximum deviation due to electric currents, etc., was found to be not degrees on — course in the case of the standard compass and — degrees on — course in the case of the steering compass.

John James Spring, Esq., Ltd.

Builder's Signature.

Date 8.3.01

GENERAL REMARKS.

This Installation as far as can be seen appears to be in accordance with the requirements of the Rules.

Garth Salmon

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

Committee's Minute

It is submitted that this installation appears to meet the Rule requirements.

WRITTEN.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

REPORT FORM No. 12.

