

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 Armoured

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

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

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

How are cables carried through beams Lead pencils through bulkheads, &c. Lead pencils - T.W.T. leads

How are cables carried through decks Iron deck tubes fixed to deck

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 Armoured

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 /

The installation is supplied with a voltmeter and an amperemeter, fixed on Main Turbine

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 100 per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than 2000 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.

Bennett & Rutherford Electrical Engineers

Date 9 August 1913

COMPASSES.

Distance between dynamo or electric motors and standard compass 200 ft

Distance between dynamo or electric motors and steering compass " "

The nearest cables to the compasses are as follows:—

A cable carrying	<u>6</u>	Amperes	<u>one</u>	feet from standard compass	<u>one</u>	feet from steering compass
A cable carrying	<u>1.2</u>	Amperes	<u>four</u>	feet from standard compass	<u>four</u>	feet from steering compass
A cable carrying	<u>10</u>	Amperes	<u>ten</u>	feet from standard compass	<u>four</u>	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.

J. Russell
Builder's Signature

Date 10th Sept 1913

GENERAL REMARKS.

The materials and workmanship are good on completion. The installation was tested and worked satisfactorily. It is submitted that this vessel is eligible for THE RECORD. Elec light.

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

Committee's Minute GLASGOW 16 SEP. 1913
Elec. light



Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.