





in places always accessible

yes

Special protection has been provided for the cables in open alleyways or where exposed to weather or moisture

Lead covered +

ternally braided.

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

none near undue heat

Special protection has been provided for the cables near boiler casings

Lead covered served removed with G.I. wire

Special protection has been provided for the cables in engine room

" " " " " "

Carried through beams

in fine ferrules

through bulkheads, &c.

in fine ferrules

Cables carried through decks

in G.I. pipes bushed with fine

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

in strong wood casing

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

screwed to yoke of magnet

How are the returns from the lamps connected to the hull

soldered to 3/8" Brass earth screw

Are all the joints with the hull in accessible positions

yes

#### VESSELS BUILT FOR CARRYING PETROLEUM.

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

—

Switches, cut outs, or joints of cables fitted in the pump room or companion

—

Lamps specially protected in places liable to the accumulation of vapour or gas

—

Installation is

4

supplied with 4 voltmeters and

4

amperemeters fixed on switchboards.

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

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.

For H. H. Hall & Co. Ltd.

J. W. Harrison Electrical Engineers

Date

March 9<sup>th</sup> /06

#### COMPASSES.

Distance between dynamo or electric motors and standard compass

30 main dynamo 196 ft. to 6 magnet dynamo 140 ft. to 6 magnet

140

140

140

Distance between dynamo or electric motors and steering compass

"

"

"

"

"

"

"

"

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"

"

"

The nearest cables to the compasses are as follows:— all double wired forward of engine casing.

A cable carrying 15 Amperes 18 feet from standard compass 16 feet from steering compass

A cable carrying 10 Amperes 14 feet from standard compass 6 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

Yes

The maximum deviation due to electric currents, etc., was found to be

nil

degrees on

every

course in the case of the

standard compass and

nil

degrees on

every

course in the case of the steering compass.

For Harland & Wolff Ltd.

Builder's Signature.

Date

14 March 1906

#### GENERAL REMARKS.

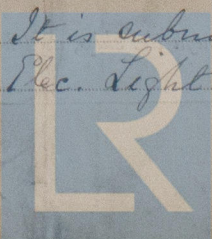
This installation is of good description throughout and has been fitted in accordance with the Rules.

R. J. Beveridge

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

Committee's Minute

It is submitted that the Record Rec. Light be noted in the Reg. Book



Lloyd's Register Foundation

20.3.06

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.