

DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible *no*

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *lead covered and steel armoured*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *lead covered steel armoured*

What special protection has been provided for the cables near boiler casings *lead covered and steel armoured*

What special protection has been provided for the cables in engine room *lead covered and steel armoured*

How are cables carried through beams *in bushes* through bulkheads, &c. *in glands*

How are cables carried through decks *in galvanized iron watertight deck tubes*

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 *lead covered armoured fixed close up to deck*

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage *Yes, cargo spaces only.*

If so, how are the lamp fittings and cable terminals specially protected *terminals in special C.I. boxes. Fittings portable.*

Where are the main switches and cut outs for these lights fitted *in cast iron boxes*

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 C.I. watertight boxes.*

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel *Double wire system.*

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 amperemeter, fixed *in engine room*

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 *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.

For CLARKE, CHAPMAN & Co. LTD.

Electrical Engineers

Date *Oct 1902.*

COMPASSES.

Distance between dynamo or electric motors and standard compass *Director, 85 ft.*

Distance between dynamo or electric motors and steering compass *95*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>6</i>	<i>lighted up</i>	<i>6</i>	<i>electrically lighted</i>
<i>✓</i>	<i>—</i>	<i>—</i>	<i>—</i>
<i>✓</i>	<i>—</i>	<i>—</i>	<i>—</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 *nil* degrees on *the* course in the case of the standard compass and *nil* degrees on *the* course in the case of the steering compass.

B. & W. HAWTHORN, LESLIE & CO. LIMITED

Builder's Signature.

Date *11 Oct 1902.*

GENERAL REMARKS.

The installation examined & found satisfactory.

John H Heck-

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

Committee's Minute

It is submitted that this installation appears to be satisfactory.

Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.