

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 *Amid!*

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

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

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

How are cables carried through beams *Bushes*

through bulkheads, &c.

Shipping plans

How are cables carried through decks *Deck tubes*

Are any cables run through coal bunkers *yes*

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 *No*

Cargo light cables, whether portable or permanently fixed *_____*

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 *not*

an amperemeter, fixed *In Main board*

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 *600* 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.

J. H. Holmes & Co.

Electrical Engineers

Date

July 8th 1909.

COMPASSES.

Distance between dynamo or electric motors and standard compass *46 ft.*

Distance between dynamo or electric motors and steering compass *42 "*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>56</i>	<i>1</i>	<i>5</i>	<i>5</i>
<i>1456</i>	<i>24</i>	<i>20</i>	<i>20</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 *_____* 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.

This vessel has been fitted with electric light installation as above, and tested found in order except the leads to binocular lamps, these are to be connected & compasses adjusted at London.

It is submitted that this vessel is eligible for notation of Elec. light. *James Barclay*
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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