

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 IN SOLID DRAWN STEEL TUBES.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat LEAD COVERED & STEEL ARMoured, BRAIDED OVERALL

What special protection has been provided for the cables near boiler casings LEAD COVERED, STEEL ARMoured, BRAIDED OVERALL.

What special protection has been provided for the cables in engine room LEAD COVERED, STEEL ARMoured, BRAIDED OVERALL.

How are cables carried through beams THROUGH FIBRE BUSHES. through bulkheads, &c. (IF W.T. THROUGH W.T. GLANDS, OTHERWISE FIBRE BUSHES.

How are cables carried through decks GAL. IRON PIPES BUSHED WITH FIBRE.

Are any cables run through coal bunkers No or cargo spaces No or spaces which may be used for carrying cargo, stores, or baggage No.

If so, how are they protected

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage IN COAL BUNKERS & BAGGAGE ROOM.

If so, how are the lamp fittings and cable terminals specially protected STRONG CAST IRON FITTINGS WITH HINGED COVERS FOR BUNKER LIGHTS. STRONG GUARDED FITTINGS FOR BAGGAGE ROOM LIGHTS.

Where are the main switches and cut outs for these lights fitted IN STOKESHOLD FOR BUNKER LIGHTS. SWITCH & FUSE BOX IN PORT PASSAGE AT UPPER DEK. FOR BAGGAGE RM. LIGHTS.

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 PERMANENTLY. How fixed STRONG WOOD CASING.

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel EARTHED IN CABLE TRUNK WITH SPECIAL BRASS CLAMPS.

How are the returns from the lamps connected to the hull SWEATED TO 3/8" TINNED BRASS EARTH SCREWS.

Are all the joints with the hull in accessible positions YES.

The installation is YES supplied with 2 voltmeters and YES. 2 amperemeters fixed on MAIN & EMERGENCY SWITCHBOARDS.

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 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.

HARLAND & WOLFF LTD.

Electrical Engineers

Date APRIL 19TH 1917.

COMPASSES.

Distance between dynamo or electric motors and standard compass 20 FT. TO NEAREST MOTOR.

Distance between dynamo or electric motors and steering compass 22 FT. TO NEAREST MOTOR.

The nearest cables to the compasses are as follows:—

A cable carrying	<u>35</u>	Amperes	<u>7</u>	feet from standard compass	<u>12</u>	feet from steering compass
A cable carrying	<u>78</u>	Amperes	<u>19</u>	feet from standard compass	<u>21</u>	feet from steering compass
A cable carrying	<u>21</u>	Amperes	<u>20</u>	feet from standard compass	<u>22</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 2 degrees on E & W. course in the case of the standard compass and 2 degrees on E & W. course in the case of the steering compass.

FOR HARLAND & WOLFF LTD.

Builder's Signature.

Date 19th April 1917.

GENERAL REMARKS.

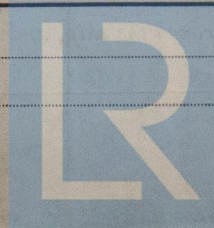
This installation is of good description throughout, and has been fitted in accordance with the Rules.

It is submitted that this vessel is eligible for THE RECORD. Elec. light.

J.W.D.
30/4/17

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

Committee's Minute



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.