

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 Lead covered
or vulcanized wires in heavy Galv iron piping

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Lead covered, and armoured

What special protection has been provided for the cables near boiler casings Lead covered and armoured

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

How are cables carried through beams Fibre tube bushes through bulkheads, &c. watertight glands

How are cables carried through decks Galv iron deck pipes, bushed with fibre tube

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

If so, how are they protected heavy galv iron piping

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coats, 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 Plug connecting in C.I boxes

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 yes 1-130 supplied with a voltmeter and also 1-100 an amperemeter, fixed on 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 2,500 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.

JAMES SCOTT, LONDON.

James Scott Director.

Electrical Engineers

Date 16/5/11.

COMPASSES.

Distance between dynamo or electric motors and standard compass

150 ft

Distance between dynamo or electric motors and steering compass

150 ft

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<u>5</u>	<u>10</u>	<u>10</u>	
<u>1/2</u>	<u>2</u>	<u>2</u>	
<u>A cable carrying</u>	<u>Amperes</u>	<u>feet from standard compass</u>	<u>feet from steering compass</u>

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 all courses in the case of the standard compass and nil degrees on all courses in the case of the steering compass.

SIR W. G. ARMSTRONG, WHITEWORTH & CO. LIMITED.

Edwin L. Rae

Builder's Signature.

Date 23rd May 1911

GENERAL REMARKS.

This electric light installation has been satisfactorily fitted on board & the vessel is eligible in my opinion to have the record "Electric Light" in the Register Book

R.W. Coomber.

Surveyor to Lloyd's Register of British and Foreign Shipping

Committee's Minute



Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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It is submitted that this vessel is eligible for THE RECORD Electric Light.

26/11