

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 screwed galvanised iron tubes

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

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

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

How are cables carried through beams same through bulkheads, &c. same

How are cables carried through decks same

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 by screwed galvanised iron tubes

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage None

If so, how are the lamp fittings and cable terminals specially protected _____

Where are the main switches and fuses for these lights fitted _____

If in the spaces, how are they specially protected _____

Are any switches or fuses 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 _____

How are the returns from the lamps connected to the hull _____

Are all the joints with the hull in accessible positions _____

Is the installation supplied with a voltmeter yes, and with an amperemeter yes, fixed main sw. board

VESSELS BUILT FOR CARRYING PETROLEUM.

In vessels built for carrying petroleum, are all switches and fuses fitted in positions not liable to the accumulation of petroleum vapour or gas _____

Are any switches, fuses, 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 not less than that of the Engineering Standards Committee's standard, and the wires are protected by tinning from the sulphur compounds present in the insulating material.

Insulation of cables is guaranteed to have a resistance of not less than 600 megohms per statute mile at 60° Fahrenheit after 24 hours' immersion in water, the test being made after one minute's electrification at not less than 500 volts and while the cable is still immersed.

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.

Adenoo

Electrical Engineers

Date 1 May 1916

COMPASSES.

Distance between dynamo or electric motors and standard compass

64 feet.

Distance between dynamo or electric motors and steering compass

64 "

The nearest cables to the compasses are as follows:—

A cable carrying	<u>3</u>	Ampères	<u>9</u>	feet from standard compass	<u>4</u>	feet from steering compass
A cable carrying	<u>3</u>	Ampères	<u>9</u>	feet from standard compass	<u>4</u>	feet from steering compass
A cable carrying		Ampères		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.

J. J. G. J.

Builder's Signature.

Date 15-5-16

GENERAL REMARKS.

This installation has been fitted in accordance with the rules and worked good during a trial. I am of opinion that same merit the Committee's approval

It is submitted that this vessel is eligible for

THE RECORD. Elec light.

J. W. D. 13/5/16

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

Committee's Minute

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Im. 9.14.—Transfer.



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