

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 Iron pipes

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

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

What special protection has been provided for the cables in engine room Wood casing or iron pipes

How are cables carried through beams holes hatched with fibre through bulkheads, &c. pipes made watertight

How are cables carried through decks 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 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 portables 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 yes supplied with a voltmeter and no an amperemeter, fixed in 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 99 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.

S. PRO THE SUNDERLAND FORGE & ENGINEERING CO., LTD.

Allyn Man Electrical Engineers Date _____

COMPASSES.

Distance between dynamo or electric motors and standard compass about 110 feet

Distance between dynamo or electric motors and steering compass 100

The nearest cables to the compasses are as follows:—

A cable carrying	<u>7.5</u>	Amperes	<u>8</u>	feet from standard compass	<u>10</u>	feet from steering compass
A cable carrying	<u>5.6</u>	Amperes	<u>led into</u>	feet from standard compass	<u>10</u>	feet from steering compass
A cable carrying	<u>1.12</u>	Amperes	<u>8</u>	feet from standard compass	<u>10</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 no degrees on any course in the case of the standard compass and no degrees on any course in the case of the steering compass.

SIR JAMES LAING & SONS, LIMITED.

James S. Laing Builder's Signature. Date Oct 22/1910

GENERAL REMARKS.

This installation has been well fitted and ran satisfactorily on trial under full load.

William Butler

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

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

Sec Light

Committee's Minute



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

DRP

4-11-10

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