

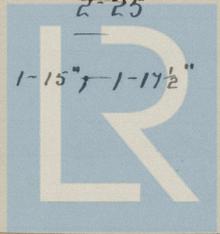
Positions of auxiliary switch boards and numbers of switches on each
 C, 10 way Vestibule Bridge δ^k ; D, 6 way Passage Lining δ^k ; D2, 10 way Passage Upper δ^k ; E, 1 way Vestibule Lining δ^k ; E2, 10 way Passage Upper δ^k ; F, 1 way
 Passage Lower δ^k ; G, 1 way Passage Upper δ^k ; H, 12 way P. Passage Upper δ^k ; K, 12 way Engine Rm; Q, 6

W1474-0099 2/2

board to
 each lam
 including
 per ce

70 Indarra

| Circuits | Lights | Fans | Motors | Amps |
|--|--------|---------------------|---|------|
| A Signals Lights etc | 46 | 3-12" | | 47.4 |
| B1 Public Rms Prom Deck | 111 | 8-36"; 1-18" | | 64.4 |
| B2 " Bridges Lining δ^k s | 137 | 18-36"; 2-12" | | 87 |
| C Staterooms Bridge δ^k | 101 | 34-12" | | 72.2 |
| D1 " Lining δ^k | 53 | 19-12" | | 37.3 |
| D2 " Upper δ^k | 76 | 37-12" | | 61.6 |
| E1 2 nd Bl Deck Bridge δ^k | 69 | 9-36"; 8-12"; 1-18" | | 49.5 |
| E2 " Upper δ^k | 61 | 31-12" | | 50.3 |
| F 3 rd Bl Accommodation | 50 | — | | 25 |
| G Night Lights | 154 | — | | 77 |
| H Engine Rm etc | 140 | 1-36"; 3-12" | | 72.8 |
| J Crews Quarters etc | 106 | — | | 58 |
| K Holds; Bunkers etc | 124 | — | | 62 |
| L Engine Rm etc | 178 | — | 1-1 1/2 H.P + 1-1/2 H.P. | 91.5 |
| M Cargo Lights & 2 Arc Lamps | 72 | — | | 66 |
| N Passenger Lift | 2 | — | 5 H.P. | 35 |
| O Boat Winch | 3 | — | 20 H.P. | 150 |
| P Fans | — | 2-25" | | 60 |
| Q Wireless House | 5 | — | 1 1/2 H.P. | 30 |
| R Power Board | — | 1-15"; 1-17 1/2" | 2-1 1/2 H.P.; 1-3 H.P. 2-1/2 H.P. 1-40 Amp toaster | 78 |



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Main cable carrying 730 Amperes, comprised of 41 wires, each 12 L.S.G. diameter, 12 square
 Branch cables carrying 94 Amperes, comprised of 19 wires, each 14 L.S.G. diameter, .094 square
14 L.S.G. diameter, .035 square

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 (clipped)*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *Lead covered & Armoured*

What special protection has been provided for the cables near boiler casings *Lead covered & Armoured*

What special protection has been provided for the cables in engine room *Lead covered & Armoured*

How are cables carried through beams *Through hardwood plugs* through bulkheads, &c. *Through Watertight Glands*

How are cables carried through decks *Through Lead pipes protected by sheet iron*

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 *Lead covered & Armoured*

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage *yes*

If so, how are the lamp fittings and cable terminals specially protected *Watertight Guarded fittings, Cast iron boxes*

Where are the main switches and cut outs for these lights fitted *In Steward's Passage Port, Upper Deck*

If in the spaces, how are they specially protected *Cast iron Boxes*

Are any switches or cut outs 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 _____

The installation is _____ supplied with a voltmeter and _____ an amperemeter, fixed *main switchboard*

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 *98%* 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.

[Signature] Electrical Engineers Date *18th Nov 1912*

COMPASSES.

Distance between dynamo or electric motors and standard compass *60ft*

Distance between dynamo or electric motors and steering compass *60ft*

The nearest cables to the compasses are as follows:— *Compasses fitted with Electric Light*

| | | |
|--------------------------------|----------------------------------|----------------------------------|
| A cable carrying _____ Amperes | _____ feet from standard compass | _____ feet from steering compass |
| A cable carrying _____ Amperes | _____ feet from standard compass | _____ feet from steering compass |
| A cable carrying _____ Amperes | _____ 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 _____ course in the case of the standard compass and *nil* degrees on _____ course in the case of the steering compass.

[Signature] Builder's Signature. Date *18th Nov 1912*

GENERAL REMARKS.

This installation has been fitted in accordance with the rules and has been seen working satisfactorily.

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

[Signature]

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

Committee's Minute **GLASGOW 26 NOV. 1912**

Elec. light.



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