

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 47593

Port of Newcastle-on-Tyne Date of First Survey Aug 15 Date of Last Survey Sept 04 No. of Visits 6
 No. in Reg. Book on the Iron or Steel S.S. "Catalina" Port belonging to Newcastle
 Built at Low Walker By whom Armstrong Whitworth & Co When built 1904
 Owners Royal Mail S.P.C. Owners' Address Newcastle
 Yard No. 753 Electric Light Installation fitted by Clarke Chapman & Co Ltd When fitted 1904

DESCRIPTION OF DYNAMO, ENGINE, ETC.

One single Cylinder double acting Engine direct coupled to Continuous current compound wound dynamo.

Capacity of Dynamo 66 Amperes at 110 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed Engine Room, Bottom Platform, Starboard Side.

Position of Main Switch Board Bulkhead near Dynamo having switches to groups A. B. C. D. of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each Each light is provided with a switch fitted close to light.

If cut outs are fitted on main switch board to the cables of main circuit Yes and on each auxiliary switch board to the cables of auxiliary circuits Yes and at each position where a cable is branched or reduced in size Yes and to each lamp circuit Yes

If vessel is wired on the double wire system are cut outs fitted to both flow and return wires or cables of all circuits including lamp circuits Yes

Are the cut outs of non-oxidizable metal Yes and constructed to fuse at an excess of 50 per cent over the normal current

Are all cut outs fitted in easily accessible positions Yes Are the fuses of standard dimensions Yes If wire fuses are used are permanent instructions fitted on or near each switch board giving particulars of proper size of fuse for each circuit Yes

Are all switches and cut-outs constructed of incombustible materials and fitted on incombustible bases Yes slate & ambrion

Total number of lights provided for 97 - 16 cp. arranged in the following groups :-

A	22	lights each of	16	candle power requiring a total current of	12	Amperes
B	28	lights each of	16	candle power requiring a total current of	15.3	Amperes
C	30	lights each of	16	candle power requiring a total current of	16.4	Amperes
D	17	lights each of	16	candle power requiring a total current of	9.3	Amperes
E		lights each of		candle power requiring a total current of		Amperes
	2	Mast head light with	1 lamps each of	32	candle power requiring a total current of	2.4
	2	Side light with	1 lamps each of	32	candle power requiring a total current of	2.4
	4	Cargo lights of each	6-16	candle power, whether incandescent or arc lights	incandescent.	

If arc lights, what protection is provided against fire, sparks, &c. No arc lamps fitted.

Where are the switches controlling the masthead and side lights placed Chart Room or Bridge.

DESCRIPTION OF CABLES.

Main cable carrying 53 Amperes, comprised of 19 wires, each 16 L.S.G. diameter, .0603 square inches total sectional area

Branch cables carrying 15.3 Amperes, comprised of 7 wires, each 17 L.S.G. diameter, .017 square inches total sectional area

Branch cables carrying 9.3 Amperes, comprised of 7 wires, each 18 L.S.G. diameter, .0125 square inches total sectional area

Leads to lamps carrying .6 Amperes, comprised of 1 wires, each 18 L.S.G. diameter, .0018 square inches total sectional area

Cargo light cables carrying 3.6 Amperes, comprised of 7 wires, each 20 L.S.G. diameter, .007 square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Vulcanized rubber tapes and Braided and lead covered overall, and where exposed steel armouring over the lead covers.

Joints in cables, how made, insulated, and protected No joints except mechanical ones.

Are all the joints of cables thoroughly soldered, resin only having been used as a flux Yes Are all joints in accessible positions, none being made in bunkers, cargo spaces, or spaces which may at any time be used for carrying cargo, stores, or baggage Yes. No.

Are there any joints in or branches from the cable leading from dynamo to main switch board No.

How are the cables led through the ship, and how protected Lead covered and steel armoured, secured by brass clips & fixed close up to deck.



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DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible no

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture lead covered & steel armoured

What special protection has been provided for the cables near galley, or oil lamps or other sources of heat "

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

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

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

How are cables carried through decks in galvanized iron 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 lead covered and steel armoured & fixed close up to deck

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 portable How fixed in C.I. Watertight Boxes

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel double wire system

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

Are all the joints with the hull in accessible positions —

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 installation is now supplied with a voltmeter and also an amperemeter, fixed on portable board

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 2000 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.

FOR CLARKE, CHAPMAN & CO. LTD.

J. R. Chapman

Electrical Engineers

Date Sept 16/04

COMPASSES.

Distance between dynamo or electric motors and standard compass 80 feet.

Distance between dynamo or electric motors and steering compass 80 "

The nearest cables to the compasses are as follows:—

A cable carrying <u>9</u> Amperes	<u>10</u> feet from standard compass	<u>10</u> feet from steering compass
A cable carrying <u>3</u> Amperes	<u>8</u> feet from standard compass	<u>8</u> feet from steering compass
A cable carrying <u> </u> Amperes	<u> </u> feet from standard compass	<u> </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 nil degrees on all course in the case of the standard compass and nil degrees on all course in the case of the steering compass.

For **SIR W. B. ARMSTRONG, WHITWORTH & CO. LIMITED.**

Builder's Signature.

Date 19th Sept 1904

GENERAL REMARKS.

R. Saxton White

This installation as far as can be seen

appears to be fitted in accordance with Rules requirements and in good and safe working condition

J. J. Hindlay

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

Committee's Minute

It is submitted that this installation appears to be satisfactory.



Lloyd's Register
Foundation
21.9.04

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.