

REC'D NEW YORK AUG 13 1928

27 AUG 1928

Rpt. 13.

No. 282

# REPORT ON ELECTRIC FITTINGS.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

27 AUG 1928

Date of writing Report Aug. 4th 1928 When handed in at Local Office

19

Port of Toronto

No. in Survey held at Collingwood, Ont. Date, First Survey May 12th Last Survey Aug 3 1928  
Reg. Book. (Number of Visits 16)

on the Steel Steam Single Screw Hopper Barge "CHESTERFIELD" Tons { Gross 733.61  
Net 268.09

Built at Collingwood, Ont. By whom built Collingwood Shipyards, Ltd. Yard No. 82 When built 1928

Owners Government of Canada. (Minister of Railways & Canals.) Port belonging to Collingwood.

Electric Light Installation fitted by Collingwood Shipyards, Ltd. Contract No. 82 When fitted 1928

System of Distribution 2 wires ✓

Pressure of supply for Lighting 110 volts, Heating — volts, Power — volts.

Direct or Alternating Current, Lighting Direct Power —

If alternating current system, state frequency of periods per second —

Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off yes

Generators, do they comply with the requirements regarding overload yes, are they compound wound yes

are they over compounded 5 per cent. yes, if not compound wound state distance between each generator —

Where more than one generator is fitted are they arranged to run in parallel —, is an adjustable regulating resistance fitted in series with each shunt field —

Are all terminals accessible and clearly marked yes, are they so spaced or shielded that they cannot be accidentally earthed, or short circuited yes Are the lubricating arrangements of the generators as per Rule yes

Position of Generators Lower Engine Room Starboard side.

is the ventilation in way of the generators satisfactory yes, are they clear of all inflammable material yes

if situated near unprotected woodwork or other combustible material, state distance of same horizontally from or vertically above the generators — and —, are the generators protected from mechanical injury and damage from water, steam or oil yes

are their axis of rotation fore and aft yes

Earthing, are the bedplates and frames of the generating plant efficiently earthed yes are the prime movers and their respective generators in metallic contact yes

Main Switch Boards, where placed Lower Engine Room. Starboard side.

If the generators and main switchboard are not placed in the same compartment, is each generator provided with a fuse on each insulated pole as near as possible to the terminals of the generator, additional to that provided on the main switchboard —

Switchboards, are they placed in accessible positions, free from inflammable gases and acid fumes yes

are they protected from mechanical injury and damage from water, steam or oil yes, if situated near unprotected woodwork or other combustible material, state distance of same horizontally from or vertically above the switchboards — and —

are they constructed wholly of durable, incombustible non-absorbent materials yes, is all insulation of high dielectric strength and permanently high insulation resistance yes, if semi-insulating material is used, are all conducting parts connected to one pole

insulated from the slab with mica or micanite and the slab similarly insulated from its framework yes, and is the frame effectively earthed yes Are the following fittings as per Rule, viz.:— spacing or shielding of live parts

yes, accessibility of all parts yes, absence of fuses on back of board yes, proportion of omnibus bars yes, individual fuses to voltmeter, pilot or earth lamp yes, connections of switches yes

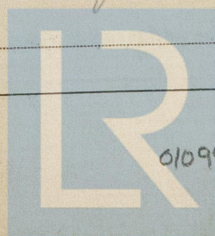
Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches —

Instruments on main switchboard one ammeters one voltmeters — synchronising device for paralleling purposes.

Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system Lamps in series, grounded at neutral

Switches, Circuit Breakers and Fusible Cut-outs, do these comply with the requirements of the Rules yes

Section and Distribution Boards, is the construction, protection, insulation, material, and position of these as per rule yes



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**Insulation of Cables,** state type of cables, single or twin single are the cables insulated and protected as per Tables III or IV of the Rules yes

**Fall of Pressure,** state maximum between bus bars and any point of the installation under maximum load 3 volts

**Cable Sockets and other connections,** are the ends of all cables having a sectional area of 0.007 square inch and above provided with soldering sockets

**Paper Insulated Cables.** If cables are paper covered, is the dielectric at the exposed ends of the conductor protected from moisture by being suitably sealed with insulating compound

**Cable Runs,** are the cables fixed as far as possible in accessible positions not exposed to drip or accumulation of water or oil, or to high temperature from boilers, steam pipes, uptakes or other hot objects, or to avoidable risk of mechanical damage yes

**Support and Protection of Cables,** state how the cables are supported and protected conduit

If cables are run in wood casings, are the casings and caps secured by screws \_\_\_\_\_, are the cap screws of brass \_\_\_\_\_, are the cables run in separate grooves \_\_\_\_\_. If armoured and lead covered cables are secured by metal clips, are the clips spaced as per Table VI \_\_\_\_\_

**Refrigerated Chambers,** if lights are fitted, are the cables and fittings in accordance with the special requirements \_\_\_\_\_

**Joints in Cables,** state if any, and how made, insulated, and protected \_\_\_\_\_

**Watertight Glands and Deck Tubes,** are all cables passing through decks and watertight bulkheads provided with deck tubes or watertight glands yes

**Bushes in Beams and Non-watertight Positions,** where unarmoured cables pass through beams and non-watertight partitions, are the holes efficiently bushed \_\_\_\_\_ state the material of which the bushes are made \_\_\_\_\_

**Earthing Connections,** state what earthing connections are fitted and their respective sectional areas \_\_\_\_\_, are their connections made as per Rule \_\_\_\_\_

**Alternative Lighting,** are the groups of lights in the propelling machinery space arranged as per Rule yes

**Emergency Supply,** state position and method of control of the emergency supply and how the generator is driven \_\_\_\_\_

**Navigation Lamps,** are these separately wired yes, controlled by separate switch and separate fuses yes, are the fuses double pole yes, are the switches and fuses grouped in a position accessible only to the officers on watch yes, has each navigation lamp an automatic indicator as per Rule yes, are separate screens provided for the use of oil and electric side lights no, are separate oil lanterns provided for the mast head lights and side lights yes

**Fittings,** are all fittings on weather decks, in stokeholds and engine rooms and wherever exposed to drip or condensed moisture, watertight yes, are any fittings placed in spaces in which goods are liable to be stacked in close proximity to them; if so, how are they protected \_\_\_\_\_, are any fittings placed in spaces where inflammable or explosive dust or gases are liable to be present, if so, how are they protected \_\_\_\_\_, how are the cables led \_\_\_\_\_, where are the controlling switches situated \_\_\_\_\_

**Searchlight Lamps, No. of** \_\_\_\_\_, whether fixed or portable \_\_\_\_\_, are their fittings as per Rule \_\_\_\_\_

**Are Lamps,** other than searchlight lamps, No. of \_\_\_\_\_, are their live parts insulated from the frame or case \_\_\_\_\_, are their fittings as per Rule \_\_\_\_\_

**Motors,** are their working parts readily accessible \_\_\_\_\_, are the coils self-contained and readily removable for replacement \_\_\_\_\_, are the brushes, brush holders, terminals and lubricating arrangements as per Rule \_\_\_\_\_, are the motors placed in well-ventilated compartments in which inflammable gases cannot accumulate and clear of all inflammable material \_\_\_\_\_, are they protected from mechanical injury and damage from water, steam or oil \_\_\_\_\_, are their axis of rotation fore and aft \_\_\_\_\_, if situated near unprotected woodwork or other combustible material, are the motors of the totally enclosed, pipe ventilated, forced draught, drip or flame proof type \_\_\_\_\_, if not of this type, state distance of the combustible material horizontally or vertically above the motors \_\_\_\_\_ and \_\_\_\_\_

**Control Gear and Resistances,** are the generator field and motor speed regulators, starters and controllers constructed as per Rule \_\_\_\_\_

**Lightning Conductors,** where lightning conductors are required, are these fitted as per Rule \_\_\_\_\_

**Ships carrying Oil having a Flash Point less than 150° F.** Have the special requirements of the Rules been complied with regarding switches, joint boxes, section and distribution boards, protection of cables, method of distribution, lead of cables, lights and fittings \_\_\_\_\_

If portable lamps for use in dangerous spaces are supplied, are they of a type approved by the Home Office \_\_\_\_\_

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All Conductors are of annealed copper conforming to British Standard Specification No. 7.  
The Insulated Conductors are guaranteed to withstand the immersion and resistance tests specified in the Rules.  
The foregoing is a correct description.

COLLINGWOOD SHIPYARDS, LIMITED

*John S. Leitch*  
Vice-President.

Electrical Engineers.

Date *Aug 6 1928*

#### COMPASSES.

Distance between electric generators or motors and standard compass *60 feet*

Distance between electric generators or motors and steering compass *66 feet*

The nearest cables to the compasses are as follows:—

A cable carrying *1/2* Ampères *2* feet from standard compass *2* feet from steering compass.

A cable carrying Ampères feet from standard compass 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*

Has the effect of switching on and off circuits, motors and other electro-magnetic apparatus within the vicinity of the compasses been noted

The maximum deviation due to electric currents was found to be degrees on course in the case of the standard compass, and degrees on course in the case of the steering compass.

COLLINGWOOD SHIPYARDS, LIMITED

*John S. Leitch*  
Vice-President.

Builder's Signature.

Date *Aug 6 1928*

Is this installation a duplicate of a previous case *no* If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

*The workmanship throughout was effected in an efficient and satisfactory manner, in accordance with the Rules of the Society.*

*Under full working conditions the Electrical fittings throughout were found efficient, and in my opinion eligible to be classed in the Register Book.*

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

*Alce Light*  
*25th*

*30/8/28.*

Total Capacity of Generators *7.5* Kilowatts

The amount of Fee ... £ *50.00* : When applied for, *aug 4 1928*

Travelling Expenses (if any) £ *16.00* : When received, *18.10.28*

*John Stephen*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 7 SEP 1928*

Assigned *Alce Light*