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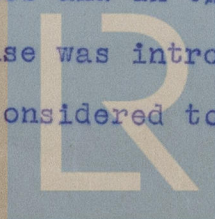
In reply to a classing letter pointing out that the certificates of test supplied as required by the Rules did not contain essential information, the New York Surveyors now state the electrical companies show some resentment on being called on to supply test data and in two or three instances have demanded a fee for supplying such a report.

IT IS SUBMITTED they be informed their difficulties are noted but it should be pointed out the Society's requirements are less stringent than those of the American Bureau in this respect so that it cannot be alleged that the Society's requirements are more onerous. It is concluded the American Bureau enforce their requirements, Section 37, Clause 3, of which reads:-

"For auxiliary machines of less than 100 Kw. the tests may be carried out by the Manufacturer whose certificate of tests will be acceptable. Sufficient tests shall be made to 'insure' that the generators and motors are in accordance with the requirements and for original units of a type shall include rated load heat run, plot of saturation curve, cold resistance measurement, air gap measurement, commutation check, end play setting, insulation resistance, running balance, bearing temperatures and high potential test.

(b) For subsequent duplicate generators and motors the tests shall include plot of saturation curve, cold resistance measurement, air gap measurement, commutation check, end play setting, insulation resistance, running balance, bearing temperature and high potential test"

The New York Surveyors have repeatedly asked to be permitted to work to the requirements of the American Bureau in lieu of the Society's Rules and in the recent revisions to the latter a special clause was introduced to permit this, where the requirements are considered to be equivalent.



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It would now appear that in respect of certificates they wish to waive the requirements of both Societies. Their further comments might be obtained.

It might be stated that in all other shipbuilding countries these certificates are supplied. The certificates are the only means of verifying that the motors comply with important requirements of the Rules.

The documents now furnished are required by the Rules and should be retained.

*Row*

*sd* 14th September, 1939.



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