

TUE JUN 22 1920

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 1270

Port of *New Glasgow N.S.* Date of First Survey *March 12/20* Date of Last Survey *May 5/20* No. of Visits *18*
 No. in *on the* *Canadian Steel Screw Steamer "Canadian Miner"* Port belonging to *Montreal*
 g. Book Built at *New Glasgow N.S.* By whom *Nova Scotia Steel & Coal Co. Ltd.* When built *1919-1920*
 Owners *Canadian Government Merch. Mar.* Owners' Address *Montreal*
 Ord No. *6* Electric Light Installation fitted by *Nova Scotia Steel & Coal Co. Ltd.* When fitted *1920.*

DESCRIPTION OF DYNAMO, ENGINE, ETC. *Dynamo: - 4 pole Compound wound: 10 K.W. 110 volts*
Engine: - Single Cylinder, Vertical, open type, direct connected to Dynamo.

Capacity of Dynamo *85* Amperes at *110* Volts, whether continuous or alternating current *Continuous*

Where is Dynamo fixed *Starboard side of Engine-room* Whether single or double wire system is used *Double wire*

Position of Main Switch Board *4 feet aft of dynamo* having switches to groups *6* of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each *Eng. room 1-5 switches, Galley 1-3 switches*
Forward's pantry 1-3 switches, Crew's quarters aft 1-3 switches, Crew's quarters forward 1-2 switches,
Wheelhouse 1-4 switches.

If fuses 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 fuses fitted to both flow and return wires or cables of all circuits including lamp circuits *Yes*

Are the fuses of non-oxidizable metal *Yes* and constructed to fuse at an excess of *3* per cent over the normal current

Are all fuses 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 *no wire fuses*

Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases *Yes*

Total number of lights provided for *125* arranged in the following groups:—

A	18	lights each of	25 watts	candle power requiring a total current of	3.5	Amperes
B	18	lights each of	25 "	candle power requiring a total current of	3.5	Amperes
C	18	lights each of	25 "	candle power requiring a total current of	3.5	Amperes
D	36	lights each of	15 "	candle power requiring a total current of	5	Amperes
E	14	lights each of	25 "	candle power requiring a total current of	3.5	Amperes
	2	Mast head light with	2 lamps each of 60	candle power requiring a total current of	1	Amperes
	2	Side light with	2 lamps each of 60	candle power requiring a total current of	2	Amperes
	12	Cargo lights of	140	candle power, whether incandescent or arc lights	incandescent	

If arc lights, what protection is provided against fire, sparks, &c. *✓*

Where are the switches controlling the masthead and side lights placed *On "Jell tale" switchboard in wheelhouse*

DESCRIPTION OF CABLES.

Main cable carrying	125	Amperes, comprised of	19	wires, each	14	S.W.G. diameter,	.094	square inches total sectional area
Branch cables carrying	14	Amperes, comprised of	7	wires, each	18	S.W.G. diameter,	.0125	square inches total sectional area
Branch cables carrying	10	Amperes, comprised of	7	wires, each	18	S.W.G. diameter,	.0125	square inches total sectional area
Leads to lamps carrying	5	Amperes, comprised of	1	wires, each	14	S.W.G. diameter,	.0107	square inches total sectional area
Cargo light cables carrying	14	Amperes, comprised of	7	wires, each	18	S.W.G. diameter,	.0125	square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

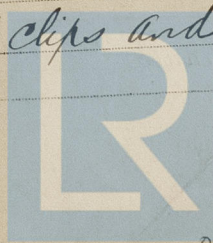
All wire in machinery spaces holds and other exposed places are lead covered and armoured with wire-braid galvanised iron wire, cabins have lead covered wire.

Joints in cables, how made, insulated, and protected *Made in cast iron junction boxes insulated with two plies of rubber splicing tape and two plies of black tape.*

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances *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*

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 *Clamped with double end clips and covered with wood where exposed and liable to injury.*



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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 *All are lead-covered and protected with wood.*

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

What special protection has been provided for the cables near boiler casings *Armoured cable*

What special protection has been provided for the cables in engine room *Armoured cable*

How are cables carried through beams *in lead bushings* through bulkheads, &c. *with water-tight glass*

How are cables carried through decks *with deck plates, 18" long bushed with wood.*

Are any cables run through coal bunkers *yes* or cargo spaces *yes* or spaces which may be used for carrying cargo, stores, or baggage *✓*

If so, how are they protected *All have wood casings*

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 *with wood casings*

Where are the main switches and fuses for these lights fitted *in Engine room.*

If in the spaces, how are they specially protected *✓*

Are any switches or fuses fitted in bunkers *no*

Cargo light cables, whether portable or permanently fixed *permanently* How fixed *with double end clips and cased with wood.*

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 *yes*

Is the installation supplied with a voltmeter *yes* and with an amperemeter *yes*, fixed on switch-board *✓*

VESSELS BUILT FOR CARRYING PETROLEUM.

In vessels built for carrying petroleum, are all switches and fuses fitted in positions not liable to the accumulation of petroleum vapour or gas *✓*

Are any switches, fuses, 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 not less than that of the Engineering Standards Committee's standard, and the wires are protected by tinning from the sulphur compounds present in the insulating material.

Insulation of cables is guaranteed to have a resistance of not less than *✓* megohms per statute mile at 60° Fahrenheit after 24 hours' immersion in water, the test being made after one minute's electrification at not less than 500 volts and while the cable is still immersed.

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.

North Scotia Steel & Coal Co. Limited

George McInnes

Electrical Engineers

Date

COMPASSES.

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

Distance between dynamo or electric motors and steering compass *75 feet*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>1/2</i>	<i>1</i>	<i>1</i>	<i>1</i>
<i>1/2</i>	<i>7</i>	<i>5</i>	<i>5</i>
<i>1/2</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>

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 *✓* degrees on *✓* course in the case of the standard compass and *✓* degrees on *✓* course in the case of the steering compass.

North Scotia Steel & Coal Co. Limited

George McInnes

Builder's Signature.

Date *May 26/20*

GENERAL REMARKS.

The Electric-light installation has been satisfactorily fitted on board of this vessel, tried and found in good order and safe condition, the qualities of workmanship and material efficient.

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

24/6/20

Surveyor to Lloyd's Register of Shipping.

Im. 11.13.—Transfer.

Committee's Minute

TUE. JUN. 29 1920



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