

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 1887

Port of Montreal Date of First Survey Oct. 16<sup>th</sup> 20 Date of Last Survey July 26<sup>th</sup> 21 No. of Visits 14  
 No. in Reg. Book 53797 on the Iron or Steel S.S. "CANADIAN FORESTER" Port belonging to Montreal  
 Built at Three Rivers P.Q. By whom Lidewater Shipbuilders Ltd. When built 1920  
 Owners Canadian Government Owners' Address St James St. Montreal  
 Yard No. 8 Electric Light Installation fitted by Builders When fitted 1920

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

2 General Electric dynamos direct connected to Goldie McAllock high speed enclosed engines.

Capacity of Dynamos each 10 Kw 91 Amperes at 110 Volts, whether continuous or alternating current continuous.

Where is Dynamo fixed Bottom platform in engine room Whether single or double wire system is used double.

Position of Main Switch Board " " " " having switches to groups 6 of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each 1 in chart room 2 on Bridge deck 5 on upper deck.

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-oxidisable metal yes and constructed to fuse at an excess of 50 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 Cartridge fuses used.

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

Total number of lights provided for 310 arranged in the following groups:—

A Passenger accommodation lights each of <u>120</u>	<u>8</u> candle power requiring a total current of	<u>50</u> Amperes
B Chart room & Bridge <u>40</u> lights each of	<u>8</u> candle power requiring a total current of	<u>19</u> Amperes
C Crew etc <u>26</u> lights each of	<u>8</u> candle power requiring a total current of	<u>13</u> Amperes
D Bridge house & helms <u>38</u> lights each of	<u>8 x 16</u> candle power requiring a total current of	<u>30</u> Amperes
E Machinery space <u>30</u> lights each of	<u>8 x 16</u> candle power requiring a total current of	<u>18</u> Amperes
F Bunkers & spaces under bridge deck lights each of <u>7</u>	<u>8 x 16</u> candle power requiring a total current of	<u>27</u> Amperes
<u>2</u> Mast head light with <u>1</u> lamp each of	<u>32</u> candle power requiring a total current of	<u>3</u> Amperes
<u>2</u> Side light with <u>2</u> lamps each of	<u>32</u> candle power requiring a total current of	<u>4</u> Amperes
<u>14</u> Cargo lights of	<u>32</u> candle power, whether incandescent or arc lights	<u>Incandescent</u>

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

Where are the switches controlling the masthead and side lights placed in wheelhouse

## DESCRIPTION OF CABLES.

Main cable carrying <u>150</u> Amperes, comprised of <u>19</u> wires, each <u>#13</u>	S.W.G. diameter, <u>.0973</u> square inches total sectional area
Branch cables carrying <u>50</u> Amperes, comprised of <u>7</u> wires, each <u>#16</u>	S.W.G. diameter, <u>.0225</u> square inches total sectional area
Branch cables carrying <u>25</u> Amperes, comprised of <u>7</u> wires, each <u>#19</u>	S.W.G. diameter, <u>.0089</u> square inches total sectional area
Leads to lamps carrying <u>15</u> Amperes, comprised of <u>7</u> wires, each <u>#23</u>	S.W.G. diameter, <u>.0034</u> square inches total sectional area
Cargo light cables carrying <u>35</u> Amperes, comprised of <u>7</u> wires, each <u>#18</u>	S.W.G. diameter, <u>.0131</u> square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

Rubber insulated and lead sheathed in accommodation. Armoured with steel wire braid where exposed

Joints in cables, how made, insulated, and protected None.

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

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 Clipped & bulkheads and decks with double ended brass & steel clips. Steel casing fitted where 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 *Lead covered and armoured*

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

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

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

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

How are cables carried through decks *water-tight 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 *Hull casing*

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

If so, how are the lamp fittings and cable terminals specially protected

Where are the main switches and fuses for these lights fitted

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 *Fixed & Portable* How fixed *& in water-tight switch boxes*

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

Is the installation supplied with a voltmeter *Yes*, and with an amperemeter *Yes*, fixed on *Main Switchboard*

**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 *190* 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.

*Sidwani Shipyard Ltd*  
*Demonstrator manager* Electrical Engineers Date *Jan 21 1921*

**COMPASSES.**

Distance between dynamo or electric motors and standard compass *200 ft*

Distance between dynamo or electric motors and steering compass *200 ft*

The nearest cables to the compasses are as follows:—

A cable carrying	<i>6.84</i> Amperes	<i>10</i> feet from standard compass	<i>6</i> feet from steering compass
A cable carrying	<i>12</i> Amperes	<i>12</i> feet from standard compass	<i>8</i> 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

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.

*Sidwani Shipyard Ltd*  
*Demonstrator manager* Builder's Signature. Date *Jan 21 1921*

**GENERAL REMARKS.**

*This installation has been fitted on board and tried out under full working conditions at variable loads with satisfactory results. The materials and workmanship are good*

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

*Roll*  
*11/4/21*

*H. J. Alderson* *Imoot*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. 1 APR. 1921**

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Im. & R. - Printer

