

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

21 JAN 1944

Received at London Office

Date of writing Report **6th Jan. 1943** When handed in at Local Office **6th Jan. 1943** Port of **VANCOUVER B.C.**

Re-typed **15th Sept. 1943**
No. in Survey held at **Vancouver, B. C.** Date, First Survey **3rd Dec. 1942** Last Survey **6th Jan. 1943**

Reg. Book. (Number of Visits **9**)

on the **Steel Single Screw Steamer, "PORT FINLAY"** Tons { Gross **7133.95**
Net **4243.92**

Built at **Vancouver, B.C.** By whom built **West Coast Shipbuilders Limited** Yard No. **112** When built **1942**

Owners **Minister of Munitions & Supply of Canada.** Port belonging to **---**

Electric Light Installation fitted by **West Coast Shipbuilders, Ltd.** Contract No. **---** When fitted **1942**

Is the Vessel fitted for carrying Petroleum in bulk **No**

System of Distribution **constant pressure two-wire direct current**

Pressure of supply for Lighting **110** volts, Heating **---** volts, Power **110** volts.

Direct or Alternating Current, Lighting **direct** Power **direct**

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 temperature rise **Yes**, are they compound wound **Yes**

are they over compounded 5 per cent. **No**, if not compound wound state distance between each generator **---**

Where more than one generator is fitted are they arranged to run in parallel **No**, is an adjustable regulating resistance fitted in series with each shunt field **Yes**

attached, also ship's trial results attached Have certificates of test results for machines under 100 kw. been submitted and approved **under 100 K.W.**

Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing **under 100 K.W.**

Are all terminals accessible, clearly marked, and furnished with sockets **Yes**, are they so spaced or shielded that they cannot be accidentally earthed, short circuited, or touched **Yes**

Are the lubricating arrangements of the generators as per Rule **Yes**

Position of Generators **centre of 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 axes 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 **aft end of engine room, starboard side**

athwartships 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 **same compartment**

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, non-ignitable non-absorbent materials **ebony asbestos**, is all insulation of high dielectric strength and of permanently high insulation resistance **Yes**

is it of an approved type **Yes**, if semi-insulating material is used, are all conducting parts insulated from the slab with mica or micaite or other non-hygroscopic insulating material, and the slab similarly insulated from its framework **---**

is the non-hygroscopic insulating material of an approved type **---**, and is the frame effectively earthed **Yes**

Are the fittings as per Rule regarding:—spacing or shielding of live parts **Yes**

accessibility of all parts **Yes**, absence of fuses on back of board **Yes**, temperature rise of omnibus bars **Nil**

, individual fuses to voltmeter, pilot or earth lamp **Yes**, are moving parts of switches alive in the "off" position **No**

are all screws and nuts securing connections effectively locked **Yes**, are any fuses fitted on the live side of switches **No**

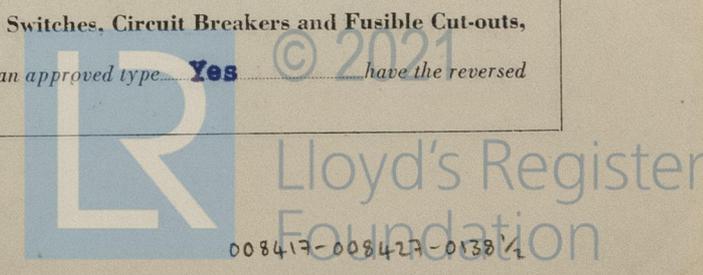
Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches **Double pole linked switch with a fuse on each pole for each generator and a D.P. D.T. linked selector switch with a fuse on each pole for each outgoing circuit.**

Are turbine driven generators fitted with emergency trip switch as per rule **---** Are cupboards or compartments containing switchboards composed of fire-resisting material or lined with approved material **Yes**

Instruments on main switchboard **2** ammeters **2** volt-meters **---** synchronising device for paralleling purposes. For compound machines is the ammeter connected on the opposite pole to equaliser connection **no equaliser connections fitted**

Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system **Positive and negative earth lamps with switches**

Switches, Circuit Breakers and Fusible Cut-outs, do these comply with the requirements of the Rules **Yes**, are the fusible cutouts of an approved type **Yes**, have the reversed



All Conductors are of annealed copper conforming to British Standard Specification No. 7 (or International Electro-technical Commission Publication No. 28).

The Insulated Conductors are guaranteed to withstand the immersion and resistance tests specified in the Rules.

The foregoing is a correct description.

WEST COAST SHIPBUILDERS LTD.

W.D.M. Laven
General Manager

Electrical Engineers.

Date 6th January, 1943

COMPASSES

Distance between electric generators or motors and standard compass 25 feet

Distance between electric generators or motors and steering compass 20 feet

The nearest cables to the compasses are as follows:—

A cable carrying .20 Ampères 1' feet from standard compass 1' feet from steering compass.

A cable carrying .35 Ampères 5' feet from standard compass 3.5' feet from steering compass.

A cable carrying 1.25 Ampères 9.5' feet from standard compass 6' 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 Yes

The maximum deviation due to electric currents 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.

WEST COAST SHIPBUILDERS LTD.

W.D.M. Laven
General Manager

Builder's Signature.

Date 6th January, 1943

Is this installation a duplicate of a previous case Yes If so, state name of vessel S.S. "FORT ST. JAMES"

Ver. Report No. 5718

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

The electrical equipment of this ship has been installed under special survey in accordance with the approved plans, New York Letters and Society's Rules. The material and workmanship are good. The installation has been examined under full working conditions, tested as per Rule and found satisfactory and, in our opinion, is eligible to have the Society's classification without special notation. Copies of particulars of ship's trials on generators attached. Maker's certificates covering steam auxiliary engines (driving generators) and generators attached. As fitted plan of electrical wiring attached. The electrical equipment has also been surveyed during construction and installation on behalf of Wartime Merchant Shipping, Ltd., to ensure that the terms of the specification have been fully complied with and this work has been satisfactorily carried out.

*Noted.
T.J.
25/1/43*

Total Capacity of Generators 30 Kilowatts.

The amount of Fee ... \$125.00

When applied for, 6th Jan. 43

Travelling Expenses (if any) \$ 10.00

When received, 19

A.G. Donald
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 28 JAN 1944

Assigned

See fe machy rpt

1m-4-42.—Transfer. Printed in U.S.A. (The Surveyors are requested not to write on or below the space for Committee's Minute)

