

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office 26 FEB 1943

Date of writing Report 22nd Dec., 1942 When handed in at Local Office 22nd Dec., 1942 Port of Vancouver, B. C.

No. in Survey held at Vancouver, B. C. 1942 Date, First Survey 13th Nov., Last Survey 21st Dec., 1942
Reg. Book. (Number of Visits 11)

-- on the Steel Single Screw Steamer "FORT LA TRAITÉ" Tons { Gross 7134.05 Net 4243.98

Built at Vancouver, B. C. By whom built West Coast Shipbuilders, Ltd. Yard No. 111 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

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 micanite 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 1°C.

, 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

voltmeters -- 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



current protection devices been tested under working conditions **Not fitted** **Joint Boxes, Section and Distribution Boards**, is the construction, protection, insulation, material, and position of these as per rule **Yes**

Cables: Single, twin, concentric, or multicore **Single and Twin** are the cables insulated and protected as per Tables IV, V, X or XI of the Rules **Yes**

If the cables are insulated otherwise than as per Rule, are they of an approved type **Yes** **Fall of Pressure**, state maximum between bus bars and any point of the installation under maximum load **4 Volts** **Cable Sockets**, are the ends of all cables having a sectional area of 0.04 square inch and above provided with soldering sockets **Yes** **Paper Insulated and Varnished Cambric Insulated Cables**.

If conductors are paper or varnished cambric insulated, is the dielectric at the exposed ends of the conductor protected from moisture by being suitably sealed with insulating compound **--**, or waterproof insulating tape **Yes** **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** Are cables in machinery spaces, galleys, laundries, bathrooms and lavatories lead covered or run in conduit **Lead covered and Conduit.**

Support and Protection of Cables, state how the cables are supported and protected **Clipped to woodwork in accommodation by brass clips spaced as per Rule and run in wood casings, elsewhere run in conduit, all cables protected by metal guards where liable to damage.** If cables are run in wood casings, are the casings and caps secured by screws **Yes**, are the cap screws of brass **Yes**, 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 VIII **Yes**

Refrigerated Chambers, are the cables and fittings in accordance with the special requirements **--**

Joints in Cables, state if any, and how made, insulated, and protected **None except at Junction Boxes**

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 Partitions**, where unarmoured cables pass through beams and non-watertight partitions, are the holes efficiently bushed **Yes** state the material of which the bushes are made **Lead and hardwood collars**

Earthing Connections, state what earthing connections are fitted and their respective sectional areas **Lead covered cables, conduit, and metal trays effectively earthed.** are their connections made as per Rule **Yes**

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 **Not fitted**

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 **Wheelhouse** has each navigation lamp an automatic indicator as per Rule **Yes** **Secondary Batteries**, are they constructed and fitted as per Rule **--**

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 **Cast metal guards around fittings.** are any fittings placed in spaces where inflammable or explosive dust or gases are liable to be present, if so, how are they protected **No** how are the cables led **--** where are the controlling switches situated **--**

are all fittings suitably ventilated **--**, are all switches and lampholders constructed wholly of non-ignitable, non-absorbent materials **Yes**

Heating and Cooking Appliances, are they constructed and fitted as per Rule **Yes**, are air heaters constructed and fitted as per Rule **None fitted**

Searchlight Lamps, No. of **None**, whether fixed or portable **--**, are their fittings as per Rule **--**

Arc Lamps, other than searchlight lamps, No. of **None**, are their live parts insulated from the frame or case **--**, are their fittings as per Rule **--**

Motors, are their working parts readily accessible **Yes**, are the coils self-contained and readily removable for replacement **Yes** are the brushes, brush holders, terminals and lubricating arrangements as per Rule **Yes**, are the motors placed in well-ventilated compartments in which inflammable gases cannot accumulate and clear of all inflammable material **Yes**, are they protected from mechanical injury and damage from water, steam or oil **Yes** are their axes of rotation fore and aft **Where possible**, 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 **Drip Proof** if not of this type, state distance of the combustible material horizontally or vertically above the motors **--** and **--** have machines of over 100 BHP been inspected by the Surveyors during manufacture and testing **Under 100 BHP** **Control Gear and Resistances**, are the generator field and motor speed regulators, starters and controllers constructed and fitted as per Rule **Yes** **Lightning Conductors**, where lightning conductors are required, are these fitted as per Rule **None fitted** **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 **--** are all fuses of the fitted cartridge type **--** are they of an approved type **--** If portable lamps for use in dangerous spaces are supplied, are they of a self-contained, battery-fed type approved by the Home Office **--**

Spare Gear, if the vessel is for open sea service have spares been supplied as per Rule **Yes**

PARTICULARS OF GENERATING PLANT.									
DESCRIPTION OF GENERATOR.	No. of	RATED AT				DRIVEN BY	WHERE DRIVEN BY AN INTERNAL COMBUSTION ENGINE.		HOW PROTECTED.
		Kilowatts.	Volts.	Amperes.	Revs. per Min.		Fuel Used.	Flash Point of Fuel.	
MAIN	Two	15	110	136	575	Steam Reciprocating	--	--	
AUXILIARY									
EMERGENCY									
ROTARY TRANSFORMER									

GENERATOR, LIGHTING AND HEATING CONDUCTORS.									
DESCRIPTION.	CONDUCTORS.		COMPOSITION OF STRAND.		TOTAL MAXIMUM CURRENT, AMPERES.		Approximate Length (Lead and Return) Feet.	Insulated with	HOW PROTECTED.
	No. per Pole.	Total Nominal Area per Pole Sq. Ins.	No.	Diameter.	Circuit.	Rule.			
MAIN GENERATOR No. 1 Fwd	1	.15	37	.072	136	152	46	Rubber Insulated	Lead covered in Conduit
AUXILIARY GENERATOR No. 2 Aft	1	.15	37	.072	136	152	30	" "	" "
AUXILIARY GENERATOR									
EMERGENCY GENERATOR									
ROTARY TRANSFORMER MOTOR GENERATOR									
ENGINE ROOM & Boiler Rm. Lighting D8	1	.032	7	.077	20	55	50	" "	Double Braided in Conduit.
BOILER ROOM									
AUXILIARY SWITCHBOARDS									
Sec. Box S (D.D.D.)	1	.104	19	.083	66	118	280	" "	" "
" " S (D.D.D.) 24567	1	.065	19	.066	80.8	87	86	" "	" "
Degaussing Panel	1	.131	19	.094	65	138	50	Rubber Insulated	Double Braided in Conduit
Dist. Box D10	1	.032	7	.077	8.9	55	48	" "	" "
ACCOMMODATION Eng. D4	1	.032	7	.077	24.8	55	4	" "	" "
" Crew Aft D7	1	.032	7	.077	28.5	55	338	" "	" "
" Saloon D2	1	.032	7	.077	18.0	55	4	" "	" "
" Cap't. & Bridge D1	1	.032	7	.077	20.0	55	98	" "	Double Braided in Conduit & Lead Covered.
WIRELESS Navigation	1	.052	7	.097	22.5	75	336	" "	" "
SEARCHLIGHT	1	.0081	7	.038	2.5	27	370	" "	" "
MASTHEAD LIGHT	1	.0032	7	.024	.3	10	300	" "	Double Braided in Conduit.
SIDE LIGHTS	1	.0032	7	.024	.6	10	80	" "	Lead Covered.
COMPASS LIGHTS	1	.0032	7	.024	.2	10	44	" "	" "
CARGO LIGHTS Aft D6	1	.032	7	.077	11.5	55	180	" "	Double Braided in Conduit.
CARGO LIGHTS Amidships	1	.032	7	.077	16.0	55	4	" "	" "
ALCO LIGHTS For'd. D3	1	.032	7	.077	28.0	55	200	" "	" "
Refrig. Dist. D9	1	.020	7	.061	23.5	43	320	" "	" "

MOTOR CONDUCTORS.										
DESCRIPTION.	No. of Motors.	CONDUCTORS.		COMPOSITION OF STRAND.		TOTAL MAXIMUM CURRENT, AMPERES.		Approximate Length (Lead and Return) Feet.	Insulated with	HOW PROTECTED.
		No. Per Pole.	Total Nominal Area per Pole Sq. Ins.	No.	Diameter.	In Circuit.	Rule.			
BALLAST PUMP										
MAIN BILGE LINE PUMPS										
GENERAL SERVICE PUMP										
EMERGENCY BILGE PUMP										
SANITARY PUMP										
(Refrig. CIRC. SEA WATER PUMPS	1	1	.005	7	.030	3.4	16	470	Rubber Insulated	Double Braided in Conduit.
CIRC. FRESH WATER PUMPS										
AIR COMPRESSOR										
FRESH WATER PUMP										
ENGINE TURNING GEAR										
ENGINE REVERSING GEAR										
LUBRICATING OIL PUMPS										
OIL FUEL TRANSFER PUMP										
WINDLASS										
WINCHES, FORWARD										
WINCHES, AFT										
STEERING GEAR—										
(a) MOTOR GENERATOR										
(b) MAIN MOTOR										
WORKSHOP MOTOR										
VENTILATING FANS	1	1	.005	7	.030	2.0	16	16	Rubber Insulated	Double Braided in Conduit.
Refrig. Motor	1	1	.008	7	.038	16.0	27	10	" "	" "
Eng. Room Fan	1	1	.008	7	.038	8.9	27	112	" "	" "

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. M. Lane
General Manager

Electrical Engineers.

Date 22nd Dec., 1942

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. M. Lane
General Manager

Builder's Signature.

Date 22nd Dec., 1942

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

Vancouver 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.

Notes
1/3/43

Total Capacity of Generators 30 Kilowatts.

The amount of Fee ... \$125.00 : 22nd Dec. 42

Travelling Expenses (if any) \$ 10.00 : When received.

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

Committee's Minute

TUES. 2 MAR 1943

Assigned

See Ver. 26. 5856

2m. 584. — Transfer. The Surveyors are requested not to write on or below the space for Committee's Minute.



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