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REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

12 FEB 1944

Date of writing Report 20th Nov., 1943
Re-typed - 21st Dec., 1943.
No. in Survey held at Victoria, BC
Reg. Book. --
on the Steel Single Screw Tanker Conversion S.S. "MOUNT ROYAL PARK"
Built at Victoria, B. C.
By whom built Victoria Machinery Depot Co. Ltd.
Yard No. 29
When built 1943
Owners Minister of Munitions & Supply of Canada.
(Managers - Park Steamship Co. Ltd.)
Electric Light Installation fitted by Victoria Machinery Depot Co. Ltd.
Homogeneous Cargo of
Is the Vessel fitted for carrying Petroleum in bulk Yes
Port of Vancouver, B. C.
Date, First Survey 19th Aug., 1943
Last Survey 29th Sept., 1943
(Number of Visits 22)
Tons { Gross 7246.39
Net 4260.17
Contract No. When fitted 1943

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 Yes, is an adjustable regulating resistance fitted in series with each shunt field Yes

Have certificates of test results for machines under 100 kw. been submitted and approved. Attached. Also Ship's trial results attached. 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 Engine Room Generator Platform on first grating level Starboard / aft.

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 Generator Platform athwartships.

If the generators and main switch board 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 F., 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 150 Ampere D.P. linked circuit breakers on separate panels with overload and reverse current trips, and a three pole isolating switch for each generator. D.P. switches and fuses 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 3 ammeters 3 volt-

Selector switch on No.2 Generator voltmeter. meters. synchronising device for paralleling purposes. For compound machines is the ammeter connected on the opposite pole to equaliser connection

Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system No.2 Generator voltmeter selector switch wired to give ground readings in addition to Generator and Bus Bar readings, also earth lamps and switch.

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

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Foundation

current protection devices been tested under working conditions **Yes** Joint Boxes, Section and Distribution Boards, is the construction, protection, insulation, material, and position of these as per rule **Yes**
Cables: Single, twin, concentric, multicore on telephones, insulated and protected as per Tables IV, V, X or XI of the Rules **Approved**
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 **5.0** 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 **Yes** 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 **Both**
Support and Protection of Cables, state how the cables are supported and protected In accommodation spaces clipped to woodwork or steel structure as per Rule. On deck cables clipped to hatch coamings, casings, etc., on substantial supports with channel type protection. (No fore and aft gangway).
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 **Yes**
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 and armoured cables 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 **None**
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 **Yes (Wireless)**
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.**
are any fittings placed in spaces where inflammable or explosive dust or gases are liable to be present, if so, how are they protected **Yes in magazines (Admiralty Fittings) and in shaft tunnel (Russell Stoll Explosion Proof Fittings No. 4521).**
Lead covered and steel armoured cables clipped as per Rule in magazines and shaft tunnel.
Degaussing paper insulated cables led through tween deck spaces over cargo tanks.
where are the controlling switches situated **Outside compartments.**
are all fittings suitably ventilated **Yes**, 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 **None**, are air heaters constructed and fitted as per Rule **None**
Searchlight Lamps, No. of **1-12" 1000 Watt metal** Spigot on either side of bridge, are their fittings as per Rule **Yes**
Are Lamps, other than searchlight lamps, No. of **--**, 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** 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 B.H.P.**
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 **Telescopic mast and A.N.D. booms bonded to deck.**
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 **Yes** are all fuses of the filled cartridge type **Yes** are they of an approved type **Yes**
If portable lamps for use in dangerous spaces are supplied, are they of a self-contained, battery-fed type approved by the Home Office **None fitted.**
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. | | | |
| | | Kilowatts. | Volts. | Amperes. | Revs. per Min. | | Fuel Used. | Flash Point of Fuel. | | |
| MAIN | 3 | 15 | 110 | 136 | 575 | Steam Reciprocating | -- | -- | | |
| AUXILIARY | | | | | | | | | | |
| EMERGENCY | | | | | | | | | | |
| ROTARY TRANSFORMER | | | | | | | | | | |

| GENERATOR, LIGHTING AND HEATING CONDUCTORS. | | | | | | | | | | |
|---|---------------|--------------------------------------|------------------------|-----------|---|-------|--|--------------------|--------------------------------|--|
| DESCRIPTION. | No. of Poles. | Total Nominal Area per Pole Sq. Ins. | COMPOSITION OF STRAND. | | TOTAL MAXIMUM CURRENT. AMPERES. | | Approximate Length. (Lead and Return.) Feet. | Insulated with | HOW PROTECTED | |
| | | | No. | Diameter. | Circuit. | Rule. | | | | |
| MAIN GENERATOR Nos. 1, 2 & 3. | 1 | .166 | 19 | .105 | 136 | 162 | 40 | Rubber | In Conduit | |
| EQUALISER CONNECTIONS | 1 | .104 | 19 | .083 | - | 118 | 40 | " | " " | |
| Final Distribution Circuits mostly. | | | | | | | | | | |
| EMERGENCY GENERATOR | | | 7 | .024 | Insulated with either rubber or synthetic resin Lead covered and lead covered steel armoured. | | | | | |
| ROTARY MOTOR | | | | | | | | | | |
| TRANSFORMER GENERATOR | | | | | | | | | | |
| Boiler and Engine Room Ltg. D8. | 1 | .020 | 7 | .061 | 34 | 43 | 30 | Rubber | Lead covered & Steel armoured. | |
| Boiler Room | 1 | .104 | 19 | .083 | 100 | 196 | 80 | Varnished Cambric. | " " " | |
| AUXILIARY SWITCHBOARDS | | | | | | | | | | |
| Refrigerator | 1 | .082 | 19 | .074 | 75 | 166 | 200 | Varnished Cambric. | Lead covered & Steel armoured. | |
| Degaussing Panel | 1 | .131 | 19 | .094 | 65 | 225 | 30 | " " | " " " | |
| Power Panel P1 | 1 | .020 | 7 | .061 | 14 | 43 | 40 | Rubber | In Conduit. | |
| Section Box S1 (D.D.) | 1 | .082 | 19 | .074 | 90 | 166 | 250 | Varnished Cambric | Lead Covered & Steel armoured. | |
| " " S2 (D.D.) | 1 | .104 | 19 | .083 | 60.5 | 196 | 80 | " " | " " " | |
| Accommodation Bridge D1 | 1 | .020 | 7 | .061 | 33 | 43 | 60 | Rubber | " " " | |
| " Saloon House D2 | 1 | .020 | 7 | .061 | 37.5 | 43 | 6 | " | " " " | |
| Cargo Lighting Fwd D3 | 1 | .020 | 7 | .061 | 19.5 | 43 | 200 | " | " " " | |
| Accommodation Midships. " D4 | 1 | .020 | 7 | .061 | 39.5 | 43 | 80 | " | " " " | |
| " " D5 | 1 | .020 | 7 | .061 | 31 | 43 | 80 | " | " " " | |
| WIRELESS | 1 | .052 | 7 | .097 | 30 | 122 | 360 | Varnished Cambric | " " " | |
| SEARCHLIGHT | 1 | .0081 | 7 | .038 | 10 | 27 | 450 | Rubber | " " " | |
| MASTHEAD LIGHT | 1 | .003 | 7 | .024 | .3 | 10 | 360 | Synthetic Resin. | " " " | |
| SIDE LIGHTS | 1 | .003 | 7 | .024 | .3 | 10 | 70 | " | " " " | |
| COMPASS LIGHTS | | | | | | | | | | |
| Accommodation Deck Lights Aft D7 | 1 | .082 | 19 | .074 | 43.5 | 166 | 400 | Varnished Cambric | Lead Covered & Steel armoured. | |
| CARGO LIGHTS Aft. D6 | 1 | .020 | 7 | .061 | 17 | 43 | 200 | Rubber | " " " | |
| Navigation and Lamps | 1 | .0081 | 7 | .038 | 2 | 27 | 400 | Rubber | Lead Covered & Steel armoured. | |
| Gyro Heaters | 1 | .020 | 7 | .061 | 10 | 43 | 400 | Rubber | " " " | |

| 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 | | | | | | | | | | |
| CIRC. SEA WATER PUMPS | | | | | | | | | | |
| CIRC. FRESH WATER PUMPS. | | | | | | | | | | |
| AIR COMPRESSOR | | | | | | | | | | |
| FRESH WATER PUMP | 1 | 1 | .005 | 7 | .030 | 6.5 | 16 | 24 | Rubber | Lead Covered & Steel armoured. |
| 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 | | | | | | | | | | |
| Engine Room VENTILATING FAN | 1 | 1 | .005 | 7 | .030 | 6.5 | 16 | 100 | Rubber | Lead Covered & Steel armoured. |

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.

Victoria Machinery Depot Company, Limited

T. Moffett Shipyard Manager

Electrical Engineers.

Date 20th Nov., 1943

COMPASSES.

Distance between electric generators or motors and standard compass 19' (Wireless Alternator)

Distance between electric generators or motors and steering compass 16' (")

The nearest cables to the compasses are as follows:—

A cable carrying .25 Ampères 9" feet from standard compass 9" feet from steering compass. (Compass Light)

A cable carrying .3 Ampères 1'-4" feet from standard compass 1'-4" feet from steering compass. (Compass Correction Coils)

A cable carrying .3 Ampères 5 feet from standard compass 3 feet from steering compass. (Wheelhouse Light)

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 degrees on All courses in the case of the standard compass, and Nil degrees on All course in the case of the steering compass.

Victoria Machinery Depot Company, Limited

T. Moffett Shipyard Manager

Builder's Signature.

Date 20th Nov., 1943

Is this installation a duplicate of a previous case No If so, state name of vessel.

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 except as noted hereafter. As rubber insulated cables are not now available and Varnished Cambric cables are not available in sizes smaller than No. 3 B&S gauge in this country, Polyvinyl Chloride cables, contrary to Notice No. 1805 have had to be accepted for Masthead and Side Lights wiring. Special attention was given to the installation of such cables and they are kept at least 1" clear of all steelwork to allow for air circulation.

The paper insulated degaussing cables are led through tween deck spaces and have only been approved in this position as a wartime emergency.

The materials and workmanship are good and 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 subject to Polyvinyl Chloride cables being specially examined within two years before the end of October, 1945, and to degaussing cables being removed from tween deck spaces at end of war emergency.

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.

Total Capacity of Generators 45 Kilowatts.

The amount of Fee ... £125.00 : When applied for, 5th Oct., 1943
Travelling Expenses (if any) £25.00 : When received, 19

R. H. Boomer & A. G. Dwyer
Surveyors to Lloyd's Register of Shipping.

Committee's Minute TUES. 22 FEB 1944

Assigned See A. marks, etc.



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Not to be made a condition of class per Mr. Dwyer 30.3.44