

Rpt. 13.

Received at London Office

19

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 8/3

Port of *Vancouver, B.C.* Date of First Survey *Jan 5/20* Date of Last Survey *10 May* No. of Visits *not recorded*
 No. in Reg. Book *on the Iron or Steel* *S.S. Canadian Inventor* Port belonging to *Montreal*
 Built at *Vancouver, B.C.* By whom *L. Coughland Sons Ltd.* When built *1920*
 Owners *Canadian Government marine* Owners' Address *Ottawa Ont. Canada*
 Yard No. *13* Electric Light Installation fitted by *L. Coughland Sons Ltd.* When fitted *1920*

DESCRIPTION OF DYNAMO, ENGINE, ETC.

1-10 H.W. Continuous current compound 110-120 Volts. Canadian General Electric Co. Dynamo Direct Coupled to a 7x14 Vertical Simple Engine

Capacity of Dynamo *90* Amperes at *110* Volts, whether continuous or alternating current *Continuous*

Where is Dynamo fixed *Engine Room Starboard* Whether single or double wire system is used *Double Wire*

Position of Main Switch Board *Engine Room Starboard* having switches to groups *A, B, C, D, E, F*, of lights, &c., as below

Position of auxiliary switch boards and numbers of switches on each *A. Chart House - 10 circuits, B. Wireless*

1 1/2 H.W. Motor 6 Crew Messroom 10 circuits, D. Engine Room Casing, 8 Circuits

C. Cargo Clusters, 3 Forward accommodation Starboard 10 circuits, Port, 10 circuits

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 *10* 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 *Yes*.

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

Total number of lights provided for *209* arranged in the following groups:—

<i>16</i>	lights each of	<i>16</i>	candle power requiring a total current of	<i>6</i>	Amperes
<i>B. Motor for Wireless</i>	lights each of	<i>1 1/2 H.W.</i>	candle power requiring a total current of	<i>14</i>	Amperes
<i>C</i>	lights each of	<i>32</i>	candle power requiring a total current of	<i>12.5</i>	Amperes
<i>D</i>	lights each of	<i>32</i>	candle power requiring a total current of	<i>19.5</i>	Amperes
<i>E</i>	lights each of	<i>32</i>	candle power requiring a total current of	<i>14</i>	Amperes
<i>2 by Lamp 2 fans,</i>				<i>30</i>	Amperes
<i>2 Mast head light with 1 lamp each of</i>		<i>32</i>	candle power requiring a total current of	<i>2</i>	Amperes
<i>2 Side light with 1 lamp each of</i>		<i>32</i>	candle power requiring a total current of	<i>2</i>	Amperes
<i>5 Cargo lights of</i>		<i>192</i>	candle power, whether incandescent or arc lights	<i>Incandescent</i>	

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

Where are the switches controlling the masthead and side lights placed *Chart House.*

DESCRIPTION OF CABLES.

	#				
Main cable carrying	<i>90</i>	Amperes, comprised of	<i>19</i>	wires, each	<i>14</i> S.W.G. diameter, <i>0.09160</i> square inches total sectional area
Branch cables carrying	<i>38</i>	Amperes, comprised of	<i>7</i>	wires, each	<i>17</i> S.W.G. diameter, <i>0.01758</i> square inches total sectional area
Branch cables carrying	<i>28</i>	Amperes, comprised of	<i>7</i>	wires, each	<i>18</i> S.W.G. diameter, <i>0.01292</i> square inches total sectional area
Leads to lamps carrying	<i>24</i>	Amperes, comprised of	<i>7</i>	wires, each	<i>20</i> S.W.G. diameter, <i>0.00727</i> square inches total sectional area
Cargo light cables carrying	<i>6</i>	Amperes, comprised of		wires, each	<i>16</i> S.W.G. diameter, <i>0.003217</i> square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

All Cables are Rubber Insulated Braided Lead Sheathed and armoured with Steel wire Braid.

Joints in cables, how made, insulated, and protected *No Cables Spliced any joints that are made are in watertight Junction Boxes.*

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 *In Armoured Cable.*

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 Sheathed and Steel armour with watertight fittings*

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 *Lead Bushings* through bulkheads, &c. *Bulkhead Glands*

How are cables carried through decks *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 *Armoured Cable*

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 *Approved Cargo Space Fittings*

Where are the main switches and fuses for these lights fitted *Main Switch Board*

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 *Permanent* How fixed *Brass Straps*

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 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 *2500* 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.

John Coryklaus & Sons Ltd per Mr. Electrical Engineers Date *24 July 1920*

COMPASSES.

Distance between dynamo or electric motors and standard compass *30 ft*

Distance between dynamo or electric motors and steering compass *35 ft*

The nearest cables to the compasses are as follows:—

A cable carrying	Ampères	feet from standard compass	feet from steering compass
<i>10</i>	<i>13</i>	<i>15</i>	
<i>28.5</i>	<i>38</i>	<i>38</i>	
<i>18</i>	<i>38</i>	<i>38</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 *none* degrees on *any* course in the case of the standard compass and *none* degrees on *any* course in the case of the steering compass.

John Coryklaus & Sons Ltd per Mr. Builder's Signature Date *24 July 1920*

GENERAL REMARKS.

The Electric Light Installation is of Good Quality Tested under working conditions and found satisfactory Eligible in my opinion to be noted Electric Light in the Register Book in the case of this vessel.

Ernest Edward

FRI 20 JUN 1924 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE AUG 19 1920
FRI SEP 28 1923
FRI 9 MAR 1923
FRI JUL 6 1923
FRI SEP 21 1923
FRI 17 JUN 1921
TUE JUL 12 1921
TUE 13 SEP 1921
TUE FEB 27 1923
TUE 29 MAY 1923
TUES 3 JUN 1924
WED 23 APR 1924

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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