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 ARMOURED CABLE, IN STEEL CONDUITS FOR MAST HEAD LIGHTS, TO INDICATOR IN PILOTHOUSE, DITTO.

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat ARMOURED CABLE USED.

What special protection has been provided for the cables near boiler casings ARMOURED CABLE USED.

What special protection has been provided for the cables in engine room ARMOURED CABLE USED.

How are cables carried through beams WITH LEAD BUSHINGS through bulkheads, &c. WATERTIGHT FITTINGS.

How are cables carried through decks WATER TIGHT FITTINGS.

Are any cables run through coal bunkers YES. 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 TO RUN UNDER DECK PLATES, AND BEAMS for from Damage

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage NO.

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 PORTABLE. How fixed PLUG 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 SWITCH BOARD

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 stand 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 600. megohms per statute mile at 60° Fahren after 24 hours' immersion in water, the test being made after one minute's electrification at not less than 500 v 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 de that it is at this date in good order and safe working condition.

Canadian Constrk Co Electrical Engineers Date 15th Jan 1920.
R A Foster

COMPASSES.

Distance between dynamo or electric motors and standard compass ABOUT 70 FEET.

Distance between dynamo or electric motors and steering compass " " "

The nearest cables to the compasses are as follows:—

A cable carrying 25. Amperes 15. feet from standard compass 10. feet from steering co

A cable carrying ✓ Amperes ✓ feet from standard compass ✓ feet from steering co

A cable carrying ✓ Amperes ✓ feet from standard compass ✓ feet from steering co

Have the compasses been adjusted with and without the electric installation at work at full power NOT YET ADJUSTED.

The maximum deviation due to electric currents, etc., was found to be degrees on course in the case standard compass and degrees on course in the case of the steering compass.

Canadian Allis Chalmers Ltd
per C. F. Guin Builder's Signature. Date Jan 15th 19

GENERAL REMARKS. (The above Electric Light Installation has been fitted on board the above steamer to prevent to hostilities. Canada, as far as completed, the work was satisfactorily secured and protected, on deck bulkheads, Bridge space and underdeck beams. The material is sound and good, as far as could be seen. Complete survey cables to be fastened on trusses to be fitted under fuel bunk. The above recommendations have been complete d in a satisfactory ma and the installation tried under working conditions and found satisfac

W. O. Scott Buffalo L.S. W. Smith Halifax N.S.
Surveyors to Lloyd's Register of Shipping.

It is recommended that this vessel is eligible for TITLE RECORD. ELEC: LIGHT. 2/3/20.

Committee's Minute Elec Lt New York FEB 3 1920

Im.l.l.—Transfer.

No. 1222.

Report of Survey for Repairs, &c., of Engines and Boilers.

REC'D NEW YORK Jan. 22-1920 (Received at London Office)

Date of writing Report 18th JANUARY 1920 When handed in at Local Office 18 JANUARY 1920 Port of HALIFAX, N.S.

Place of Survey held at HALIFAX, N.S. Date, First Survey 18th Dec 19 Last Survey 18th JAN 1920 (No. of Visits 8)

No. 7 on the Machinery of the ~~Wood, Iron or~~ Steel SINGLE SCREW STEAMER "WAR VIXEN" Master JARVIS.

Gross 2523 Net

Registered Power 67H

Main Boilers 2 S.B.

Donkey Boilers ✓

Pressure— Main Boilers 180

Donkey Boilers ✓

Vessel built at BRIDGBURG ONT. By whom CANADIAN ALLIS CHALMERS LTD When (YEAR. MONTH.)

Engines made at TORONTO By whom " When

Boilers, when made (Main) (Donkey)

Owners IMPERIAL MUNITIONS BOARD Port Voyage U.K.

If Surveyed Afloat or in Dry Dock H.S. DRY DOCK AND WHARF (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
CLASS. CONTEMPLATED.		
FE not yet desired		

Report No. Port

Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? PORT BOILER.

" " Donkey " " "

If not, why not, state for what reasons? STARBD UNDER STEAM.

Did any parts of the Boilers could not be thus thoroughly examined? ✓

Did any special means, in the absence of internal examination, were adopted by the or to assure himself of the thorough efficiency of those parts of each Boiler? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Has the shaft now been drawn and examined? YES Is it fitted with continuous liner? YES or two liners? ✓ or is it without liners? ✓

Has it been changed? NO If so, state reasons ✓

Is the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

What distance between lignum vitæ of stern bush and top of after bearing of screw shaft? 4 FT.

If survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Survey at Halifax:- The vessel was placed in dry dock and a new stern tube fitted, supplied by the builders, as per Montreal No. 1773 herewith. All the cocks and propeller fastenings examined and found in order

Completed at Halifax:- The furnace flanges connected to combustion chambers in Port Boiler were dealt with as recommended in Halifax Report No. 118 herewith, with the exception of the caulking at the lower part of the flanges. This was E.N. after consultation with surveyor, parties interested. The water gauge was fitted with an extension tube, raising the water height as recommended. Machinery on steam and found satisfactory. These engines and boilers are now in my opinion, eligible to be classed ✠ L.M.C.

Electric Light Installation:- This was completed at this port in accordance with the rules and in a satisfactory manner. The details and workmanship are good. It has been tried under working conditions, with full load and found satisfactory

S.S. "War Vixen"

reports are dated previous to completion of
entry.
HG
6/3/20

W563-0029

Fees (per Section 28) £ : : Fees applied for 19

Damage or Repair Fee (if any) (per Section 28) £ : : Received by me, 19

Expenses (if chargeable) £ : :

Committee's Minute

Signed

W. Smith
Engineer Surveyor to Lloyd's Register of Shipping.

Insert character of Ship and Machinery precisely as in the Register Book.

Book, consequent upon this survey, and also ale, B.S. 9,11, B.&M.S. 9,11, or ✠ L.M.C. 9.11,

Certificate required? If so, to be sent to

© 2021 Lloyd's Register Foundation