



Please address
further communications
on this subject to
THE PRINCIPAL SURVEYOR

Lloyd's Register of Shipping,

17 Battery Place,

New York.

VIA AIR MAIL

24th December, 1942



Dear Sir:

S.S. "POINT PELEE PARK"
Electric Cables

I have to confirm cables exchanged as follows:-

Received: "POINT PELEE PARK CABLE WHETHER ALL ELECTRIC
CABLES LEAD SHEATHED AND ARMoured WHERE REQUIRED
BY RULES"

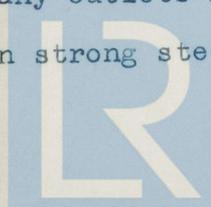
Sent: "POINT PELEE PARK CABLES IN TWEEN DECK H R TYPE
DOUBLE BRAIDED IN HEAVY STEEL GAS TIGHT PIPES
D G CABLES CAB TIRE IN STEAM PIPE QUALITY GAS
TIGHT PIPING STOP SPECIAL VENTILATION ARRANGED
IN TWEEN DECKS STOP FULL CIRCUMSTANCES EXPLAINED
IN LETTER FOLLOWING"

I think it well to explain the circumstances fully because, while the installation does not comply precisely with the requirements of the Rules, in my opinion, it is safe.

This vessel was almost completed as a cargo vessel built under the special survey of the British Corporation when it was decided, for urgent military reasons, to convert 12 vessels of this type into oil fuel tankers and to put the vessels under this Society's Classification. The proposals for doing this were well advanced and the structural work on this, the first hull, was almost completely erected when it was intimated that the vessel would be required to carry occasional cargoes of crude petroleum and the desired class was for carrying petroleum in bulk.

The Owners were informed that, in these circumstances, all electric cables should be removed from the tween decks and shaft tunnel. Mr. H. J. Rahlves (of Imperial Oil Co., Ltd.), representing the Owners, agreed to the latter but with regard to the former pointed out that

- (1) the cables were all fitted and merely passed through the tween decks without any outlets in these spaces;
- (2) the cables were fitted in strong steel piping, well supported and gas tight;



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(P.T.O.)
Foundation

CABLES
The Secretary, London.

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24th December, 1942

- (3) it was not possible to obtain lead-covered and armoured cable in Canada without delaying the ship for a long time; and
- (4) the head of oil in the cargo tanks on the second deck would not exceed 24" in practice.

The matter was carefully considered and, in all the circumstances, it was decided that Mr. Rahlves' proposal could be accepted provided extra ventilators were fitted to give a current of air through each of the tween deck spaces, either fore and aft or athwartships and this was done by fitting four ventilators to each tween deck space.

With regard to the de-gaussing cables, the Canadian Navy Officer in charge of this work desired to have these led on deck but it was found that, owing to obstructions, it would be necessary to have so many bends in the cable that the resultant magnetic field would be far from satisfactory. After many discussions it was decided to retain these cables in the tween decks and to fit them in heavy gauge steam pipe quality gas tight piping.

It was recognized by all concerned that while this would provide protection against all sparking inside the tube it would not be a complete guard against a major electrical fire. However, it was pointed out by the D. G. Officer that this was a risk being taken every day by ordinary cargo vessels with explosives loaded in the tween decks in close proximity to the D. G. cables.

I think it well to mention that all of the defence crew's quarters is situated immediately above the cargo tanks, while one frame space of the after tanks is immediately under the tonnage well which is used as a passageway, and thus the whole of the crew's quarters (in which naked lights are used and men smoke) are open to spaces which might, in certain circumstances, become dangerous. Moreover, the ventilation in these spaces will probably be closed down in cold weather and therefore it appears that, potentially, the crew's quarters are more dangerous than the other tween deck spaces.

I might mention that, owing to the difficulties experienced with the conversion of the above vessel, the projected conversion of a further 11 vessels was abandoned.

Trusting that this information will make the matter clear,

I am, Dear Sir

Yours faithfully,

e. macpherson 2020

The Secretary,
LONDON.



Lloyd's Register
Foundation
0235 2/2

Request to the Civil Engineer, 24th Dec 1942

LONDON

The Secretary,

29 JAN 1943

P.B.C.

Yours faithfully,

I am, Dear Sir

Regarding the information which you have given me in your letter of the 23rd inst. I am sorry to hear that the proposed conversion of the ship is being delayed.

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Referred to the Chief Engineer Survey

29th December, 1943

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London, 29th December, 1943

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