

LEASIDE PARK n

s.s. "MOOSE MOUNTAIN PARK", s.s. "CLEARWATER PARK"

s.s. "BRENTWOOD BAY PARK"

In the first entry reports on the electrical installations in the above vessels, it is stated that P.V.C. insulated cables have to be installed in machinery spaces and on deck on the fore and aft raised platform owing to the non-availability of rubber insulated cables, and in the case of the "WILDEWOOD PARK", it is stated that the paper insulated D.G. cables are led in tween deck spaces, and have only been approved by the Surveyor in this position as a war-time emergency. Due to these reasons the Surveyor has recommended that the cables in question be specially examined within two years, and that the degaussing cables should be removed at the end of the war.

With regard to P.V.C. cables, Circular No.1805, states that they are not to be installed in boiler rooms, but raises no objection to their being installed in engine rooms, provided the ambient temperature, or the surfaces in contact with the cables, do not exceed 113°F under service conditions. It would appear, therefore, that unless the condition regarding temperature is violated, there is no necessity to examine the engine room cables in two years' time.

In the case of the paper insulated degaussing cables, such cables are invariably leadsheathed, and in the normal way there would be no objection to these cables and no necessity to make any reservation with regard to their removal.

IT IS SUBMITTED the Vancouver Surveyors be informed of their recommendations requiring the Polyvinyl Chloride insulated cables to be specially examined within two years, before the end of December 1945, have been noted, and, in this connection it should be pointed out that although this type of cable is not permitted in boiler rooms there is no objection to its use in machinery spaces, provided the ambient temperature, or the surfaces in contact with the cable, do not exceed 113°F. In the schedule of cables in the F.E. report, it would appear that P.V.C. or synthetic resin cables have not been installed in the boiler rooms, and the Surveyors should state whether their recommendation was due to a probability that the temperature of 113°F might be exceeded. With regard to the paper insulating degaussing cables in the "WILDEWOOD PARK" Type, it is concluded that these cables are leadsheathed as required by the Rules for all paper insulated cables, and they, therefore, comply with the Society's requirements for cables in tankers, and the Surveyor might be asked to state his reasons for requiring them to be removed at the end of the War Emergency. It might be pointed out that this requirement has not been attached to the classification of any other tanker similarly fitted.

IT IS FURTHER SUBMITTED the vessel's Electrical Installation is eligible to be classed subject to the examination of mast head and side light wiring and all other P.V.C. cables fitted on deck on the fore and aft raised platform in 2 years before December 1945. The question of cables in the machinery spaces and of the paper insulated degaussing cables might remain in abeyance pending the receipt of the Surveyor's comments.

Advise New York Surveyors.

GOW
5.4.44.

It has now been ascertained that all Degaussing cables in new Canadian Tanker Conversions are lead sheathed and accordingly no special condition regarding their removal at the end of the war is necessary.

17.4.44.
Lloyd's Register
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