

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office

30 MAY 1944

Date of writing Report 31st March, 1944 When handed in at Local Office 31st Mar., 1944 Port of Vancouver, B. C.
 No. in Survey held at Vancouver, B. C. Date, First Survey 2nd Mar., 1944 Last Survey 31st Mar., 1944
 Reg. Book. (Number of Visits 12)
 on the Steel Single Screw Tanker Conversion "QUETICO PARK" Tons { Gross 7245.56
 Net 4166.98
 Built at Vancouver, B. C. By whom built West Coast Shipbuilders, Ltd. No. 137 When built 1944
 Owners Minister of Munitions & Supply of Canada. (Mgrs. Park Steamship Co. Ltd.) Port belonging to Montreal, P.Q.
 Electric Light Installation fitted by West Coast Shipbuilders, Ltd. Contract No. When fitted 1944
 Is the Vessel fitted for carrying Homogeneous Cargo of Petroleum in bulk Yes

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 Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing Under 100 K.W.

Ship's Trial Results attached. 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 the ventilation

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 switchboard 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 Yes, individual fuses to voltmeter, pilot or earth lamp Yes, are moving parts of switches alive in the

"off" position Yes 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-

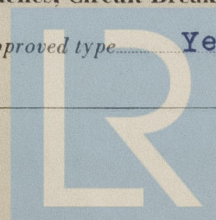
Selector switch on No.2 Generator Voltmeter. meters 1 synchronising device for paralleling purposes. For compound machines is the ammeter connected on the opposite pole to equaliser connection

Yes 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 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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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.

WEST COAST SHIPBUILDERS LTD.

W. S. M. Lane
General Manager

Electrical Engineers.

Date 31st March, 1944

COMPASSES.

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

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

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

WEST COAST SHIPBUILDERS LTD.

W. S. M. Lane
General Manager

Builder's Signature.

Date 31st March, 1944

Is this installation a duplicate of a previous case Yes If so, state name of vessel S.S. "MOUNT BRUCE PARK" (Ver. Report No. 6048)

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 in any sizes 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 as listed on deck and in machinery spaces. Polyvinyl Chloride insulated cables have been used for machinery space lighting circuits in addition to the feeders mentioned. 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 insulated cables installed in machinery spaces and above deck being specially examined within two years before the end of April, 1946 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 Shipbuilding, 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

Travelling Expenses (if any) \$ 10.00

When applied for, 3rd Apr., 1944
When received, 19

W. G. Donald
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

See p. margin of

TUES. 13 JUN 1944



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