

Rpt. 13.

No. 5781

REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office.....

Date of writing Report... 22nd, Dec. 1942 When handed in at Local Office..... 19..... Port of... QUEBEC, P.Q.

No. in Survey held at LAUZON, P.Q. Date, First Survey 23rd, June Last Survey 15th, Dec 1942
Reg. Book. (Number of Visits..... 25.....)on the Single Screw Steamer "FORT ST. FRANCOIS" Tons { Gross 7124.84
Net 4242.99

Built at Lauzon, P.Q. By whom built Davie Shipbuilding & Repairing Co. Ltd. Yard No. 540 When built 1942

Owners Ministry of War Transport Port belonging to.....

Electrical Installation fitted by Davie Shipbuilding & Repairing Co. Ltd. Contract No. 540 When fitted 1942

Is vessel fitted for carrying Petroleum in bulk No Is vessel equipped with D.F. Yes E.S.D. Yes Gy.C. - Sub.Sig. -

Have plans been submitted and approved Yes System of Distribution 2 wire D.C. Voltage of supply for Lighting 110

Heating - Power - Direct or Alternating Current, Lighting D.C. Power - If Alternating Current state periodicity - Prime Movers,

has the governing been tested and found as per Rule when full load is suddenly thrown on and off Yes Are turbine emergency governors fitted with a

trip switch as per Rule - Generators, are they compound wound Yes, are they level compounded under working conditions Yes

if not compound wound state distance between generators - and from switchboard - Where more than one generator is fitted are they

arranged to run in parallel No, are shunt field regulators provided Yes Is the compound winding connected to the negative or positive pole

Negative Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing - Have certificates of

test for machines under 100 kw. been supplied Yes and the results found as per rule Yes Are the lubricating arrangements and the construction

of the generators as per rule Yes Position of Generators Both fitted on starb'd side in Engine Room

is the ventilation in way of generators satisfactory Yes are they clear of inflammable material Yes, if situated

near unprotected combustible material state distance from same horizontally - and vertically - are the generators protected from mechanical

injury and damage from water, steam and oil Yes, are the bedplates and frames earthed Yes and the prime movers and generators in metallic

contact Yes Switchboards, where are main switchboards placed Starb'd side in Engine Room.

are they in accessible positions, free from inflammable gases and acid fumes Yes, are they protected from mechanical injury and damage from water, steam

and oil Yes, if situated near unprotected combustible material state distance from same horizontally - and vertically - what insulation

material is used for the panels Ebony asbestos 1/2" thick, if of synthetic insulating material is it an Approved Type - if of

semi-insulating material (slate or marble) are all conducting parts insulated therefrom as per Rule - Is the frame effectually earthed Yes

Is the construction as per Rule Yes, including accessibility of parts Yes, absence of fuses on the back of the board None, individual fuses

to pilot and earth lamps, voltmeters, etc., Yes locking of screws and nuts Yes, labelling of apparatus and fuses Yes, fuses on the "dead"

side of switches Yes Description of Main Switchgear for each generator and arrangement of equaliser switches One 200 A.M.P. quick

break double pole single throw switch.

and for each outgoing circuit two 60 AMP and one 30 AMP fused quick break DPDT switches each board

for'd board one 200 AMP aft board one 100 AMP fused Q.B. DPDT quick-break switches.

Are compartments containing switchboards composed of fire-resisting material or lined as per Rule - Instruments on main switchboard 2

ammeters 2 voltmeters - synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to the

equaliser connection - Earth Testing, state means provided Earth lamps

Switches, Circuit Breakers and Fuses, are they as per Rule Yes, are the fuses an approved type Yes, are all fuses labelled as

per Rule Yes If circuit breakers are provided for the generators, at what overload current did they open when tested - are the reversed current

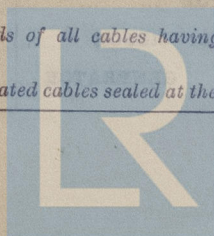
protection devices connected on the pole opposite to the equaliser connection - have they been tested under working conditions, and at what current

did they operate - Joint Boxes, Section Boards and Distribution Boards, is the construction and position as per Rule Yes

Cables, are they insulated and protected as per the appropriate Tables of the Rules Yes, if otherwise than as per Rule are they of an approved type -

state maximum fall of pressure between bus bars and any point under maximum load - are the ends of all cables having a sectional area of 0.04

square inch and above provided with soldering sockets Yes Are paper insulated and varnished cambric insulated cables sealed at the ends None fitted.

Lloyd's Register
Foundation

009962-009975-0175 1/2

and found satisfactory.....Yes.....

DESCRIPTION.	KILOWATTS.	CONDUCTORS.		MAXIMUM CURRENT IN AMPERES.		APPROX. LENGTH (lead plus return feet).	INSULATED WITH.	— HOW PROTECTED.
		No. in Parallel Per Pole.	Sectional Area or No. and Dia. of Strands. Sq. ins. or sq. mm.	In the Circuit.	Rule.			
MAIN GENERATOR	15		19/1320	136	142	30	RCDB	Conduit
" " EQUALISER	—							
EMERGENCY GENERATOR	—							
ROTARY TRANSFORMER: MOTOR	—							
" " GENERATOR	—							

[illegible]

The Electrical Equipment is installed in accordance with the approved plans and the requirements of the Rules.

All Insulated Conductors are guaranteed to have been tested at the maker's works as specified in the Rules.

The foregoing is a correct description.

DAVIE SHIPBUILDING & REPAIRING CO. LTD.

Alex. C. Campbell

Electrical Engineers.

Date Dec. 23rd 42

NAVAL ARCHITECT

COMPASSES.

Minimum distance between electric generators or motors and standard compass 73' - 0"

Minimum distance between electric generators or motors and steering compass 65' - 0"

The nearest cables to the compasses are as follows:—

A cable carrying 2 Ampères 10' - 0" feet from standard compass 7' - 0" feet from steering compass.

A cable carrying 3 Ampères 12' - 0" feet from standard compass 8' - 0" feet from steering compass.

A cable carrying 1 Ampères 4' - 0" feet from standard compass 4' - 0" feet from steering compass.

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 1° W degrees on S.E. course in the case of the standard compass, and 4° W degrees on S.E. course in the case of the steering compass.

DAVIE SHIPBUILDING & REPAIRING CO. LTD.

Builder's Signature.

Date Dec. 23rd 42

Alex. C. Campbell

NAVAL ARCHITECT

S.S. "FORT TADOUSSAC"

Is this installation a duplicate of a previous case Yes If so, state name of vessel S.S. "PRINCE ALBERT PARK"

Plans. Are approved plans forwarded herewith 4 - If not, state date of approval.

Certificates. Are certificates of test for motors engaged on essential services and generators forwarded herewith Yes

General Remarks (State quality of workmanship, whether insulation tests, etc., have been made, opinions as to class, etc.)

The electrical equipment of this vessel has been fitted on board under Special Survey and in accordance with the approved plans and tested under full working conditions and found satisfactory.

The materials and workmanship are good and sound

Noted
L.H.
16/2/43

Total Capacity of Generators 30 Kilowatts.

The amount of Fee ... \$125⁰⁰ : When applied for, Jan. 16. 1943

Travelling Expenses (if any) \$ chgd. with Huel Rpt. : When received, 19....

Committee's Minute

TUE 23 FEB 1943

Assigned

See Msl. 26 5781

D. Halkett
Surveyor to Lloyd's Register of Shipping.