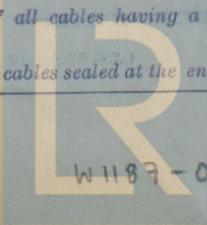


# REPORT ON ELECTRICAL EQUIPMENT.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

28 DEC 1942

Received at London Office.....

Date of writing Report.....19..... When handed in at Local Office.....19..... Port of QUEBEC P.Q.No. in Survey held at LAUZON P.Q. Date, First Survey 21st. May Last Survey 18th. Nov. 1942  
Reg. Book. (Number of Visits...26.....)on the Single Screw Steamer "FORT CONCORD" Tons {Gross. 7138.31  
Net. 4245.41Built at Lauzon, P.Q. By whom built Davie Shipbuilding & Repairing Co. Ltd. Yard No. 539 When built 1942Owners Ministry of War Transport Port belonging to Montreal.Electrical Installation fitted by Davie Shipbuilding & Repairing Co. Contract No. 539 When fitted 1942Is 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 110Heating - 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 atrip 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 theyarranged to run in parallel No, are shunt field regulators provided Yes Is the compound winding connected to the negative or positive poleNegative Have machines over 100 kw. been inspected by the Surveyors during manufacture and testing - Have certificates oftest for machines under 100 kw. been supplied Yes and the results found as per rule Yes Are the lubricating arrangements and the constructionof the generators as per rule Yes Position of Generators Both fitted on starb'd side in Engine Roomis the ventilation in way of generators satisfactory Yes are they clear of inflammable material Yes, if situatednear unprotected combustible material state distance from same horizontally - and vertically -, are the generators protected from mechanicalinjury and damage from water, steam and oil Yes, are the bedplates and frames earthed Yes and the prime movers and generators in metalliccontact Yes Switchboards, where are main switchboards placed Starb'd side in Engine Roomare they in accessible positions, free from inflammable gases and acid fumes Yes, are they protected from mechanical injury and damage from water, steamand oil Yes, if situated near unprotected combustible material state distance from same horizontally - and vertically -, what insulationmaterial is used for the panels Ebony asbestos 2" thick, if of synthetic insulating material is it an Approved Type -, if ofsemi-insulating material (slate or marble) are all conducting parts insulated therefrom as per Rule - Is the frame effectually earthed YesIs the construction as per Rule Yes, including accessibility of parts Yes, absence of fuses on the back of the board None, individual fusesto 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 amp. quick breakdouble pole single throw switchand for each outgoing circuit Two 60 AMP and one 30 AMP fused quick break DPDT switches each board for'dboard one 200 AMP-aft board one 100 AMP fused QB? DPDT quick break switches.Are compartments containing switchboards composed of fire-resisting material or lined as per Rule - Instruments on main switchboard 2ammeters 2 voltmeters - synchronising devices. For compound machines in parallel is the ammeter connected on the pole opposite to theequaliser connection - Earth Testing, state means provided Earth LampsSwitches, Circuit Breakers and Fuses, are they as per Rule Yes, are the fuses an approved type Yes, are all fuses labelled asper Rule Yes If circuit breakers are provided for the generators, at what overload current did they open when tested -, are the reversed currentprotection devices connected on the pole opposite to the equaliser connection -, have they been tested under working conditions, and at what currentdid they operate - Joint Boxes, Section Boards and Distribution Boards, is the construction and position as per Rule YesCables, 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 0.04square inch and above provided with soldering sockets Yes Are paper insulated and varnished cambric insulated cables sealed at the ends none fitted



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. G. Campbell*  
 NAVAL ARCHITECT

Electrical Engineers.

Date *Nov. 25<sup>th</sup> 42*

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 ..... feet from standard compass *4' - 0"* *above* 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° E* degrees on *N.E.* course in the case of the standard compass, and *1° E* degrees on *S.W.* course in the case of the steering compass.

DAVIE SHIPBUILDING & REPAIRING CO. LTD.

*Alex. G. Campbell*  
 NAVAL ARCHITECT

Builder's Signature.

Date *Nov. 25<sup>th</sup> 42*

Is this installation a duplicate of a previous case ..... *Yes*

If so, state name of vessel

*S.S. "FORT TADOUSSAC"*

*S.S. "PRINCE ALBERT PARK"*

Plans. Are approved plans forwarded herewith ..... *-*

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  
 14  
 11/1/43.*

Total Capacity of Generators ..... *30* Kilowatts.

The amount of Fee ...

*£ 125<sup>00</sup>*

When applied for, *Nov. 28<sup>th</sup> 42*

Travelling Expenses (if any) £

*inc. in Hull Rpt.*

When received, ..... 19.....

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

Committee's Minute

*TUE 12 JAN 1943*

Assigned

*See Hull 26 5758*

5m. 4.3. — Transfer. (MADE AND PRINTED IN ENGLAND.)  
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)



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