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Rpt. 13.

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# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 782.

Port of *Vancouver B.C.* Date of First Survey *Nov 3/19* Date of Last Survey *Feb 9/20* No. of Visits *15*  
 No. in *SS. Canadian Importer* Port belonging to *Montreal*  
 on the *Iron* or Steel  
 Built at *Vancouver, B.C.* By whom *J. Coughlan & Sons Ltd.* When built *1920*  
 Owners *Canadian Government* Department *Marine* Owners' Address *Ottawa, Ont., Canada*  
 Yard No. *11.* Electric Light Installation fitted by *J. Coughlan & Sons Ltd.* When fitted *1920*

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

*1-10 H. V. Continuous Compound, 110-120 Volt. Canadian General Electric Dynamo, Direct Coupled, to a 7x4 Vertical Simple Engine, Forced Lubrication*

Capacity of Dynamo *90* Amperes at *110* Volts, whether continuous or alternating current *Continuous*

Where is Dynamo fixed *Over Engine Room Stairs Starboard* Whether single or double wire system is used *Double Wire*

Position of Main Switch Board *Engine Room, Starboard* having switches to groups *A, B, C, D, E & F*, of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each *A. Chart house, 10 circuits. B. Wireless*

*room 1 1/2 H. V. Motor, 6. Crews Messroom, 10 circuits. D. Engine Room Casings 8 Circuits, E. Cargo Cluster Plugs, F. Forward Accommodation 10 Circuits, Port 10 Circuits, Starboard*

If fuses are fitted on main switch board to the cables of main circuit *Yes*, and on each auxiliary switch board to the cables of auxiliary circuits *Yes*, and at each position where a cable is branched or reduced in size *Yes*, and to each lamp circuit *Yes*,

If vessel is wired on the double wire system are fuses fitted to both flow and return wires or cables of all circuits including lamp circuits *Yes*,

Are the fuses of non-oxidizable metal *Yes*, and constructed to fuse at an excess of *10* per cent over the normal current

Are all fuses fitted in easily accessible positions *Yes*. Are the fuses of standard dimensions *Yes*. If wire fuses are used

are permanent instructions fitted on or near each switch board giving particulars of proper size of fuse for each circuit *✓*

Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases *Yes*,

Total number of lights provided for *209*, arranged in the following groups:—

A *16* lights each of *16* candle power requiring a total current of *6* Amperes

B *Mast Wireless* lights each of *1 1/2 H. V.* candle power requiring a total current of *14* Amperes

C *33* lights each of *32* candle power requiring a total current of *12.5* Amperes

D *42* lights each of *32* candle power requiring a total current of *19.5* Amperes

E *14* lights each of *32* candle power requiring a total current of *14.0* Amperes

F *67 lamps, 42 fuses* candle power requiring a total current of *30.0* Amperes

*2* Mast head light with *1* lamps each of *32* candle power requiring a total current of *2* Amperes

*2* Side light with *1* lamps each of *32* candle power requiring a total current of *2* Amperes

*5* Cargo lights of *192* candle power, whether incandescent or arc lights *Incandescent*,

If arc lights, what protection is provided against fire, sparks, &c. *✓*

Where are the switches controlling the masthead and side lights placed *Chart House*,

## DESCRIPTION OF CABLES.

Main cable carrying *90* Amperes, comprised of *19* wires, each *#14* S.W.G. diameter, *.09160* square inches total sectional area

Branch cables carrying *38* Amperes, comprised of *7* wires, each *#17* S.W.G. diameter, *.01758* square inches total sectional area

Branch cables carrying *28* Amperes, comprised of *7* wires, each *#18* S.W.G. diameter, *.01292* square inches total sectional area

Leads to lamps carrying *24* Amperes, comprised of *7* wires, each *#20* S.W.G. diameter, *.00727* square inches total sectional area

Cargo light cables carrying *6* Amperes, comprised of *7* wires, each *#16* S.W.G. diameter, *.003217* square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

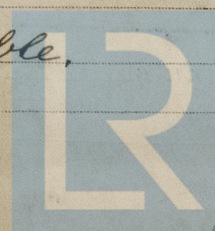
*All Cables are Rubber Insulated, Braided and Lead Sheathed and Armoured with Steel wire Braid.*

Joints in cables, how made, insulated, and protected *No Cables Spliced any joints that are made are in watertight junction Boxes,*

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances *Yes* Are all joints in accessible positions, none being made in bunkers, cargo spaces, or spaces which may at any time be used for carrying cargo, stores, or baggage *Yes*,

Are there any joints in or branches from the cable leading from dynamo to main switch board *No*

How are the cables led through the ship, and how protected *in Armoured Cable*,



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DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible *Yes.*

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *Lead Sheathing*  
*And Steel armour with watertight fittings.*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *Armoured Cable*

What special protection has been provided for the cables near boiler casings *Armoured Cable*

What special protection has been provided for the cables in engine room *Armoured Cable*

How are cables carried through beams *Lead Bushings* through bulkheads, &c. *Bulkhead Glands*

How are cables carried through decks *Deck Tubes.*

Are any cables run through coal bunkers *No* or cargo spaces *Yes* or spaces which may be used for carrying cargo, stores, or baggage *Yes.*

If so, how are they protected *Armoured Cables*

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage *Yes.*

If so, how are the lamp fittings and cable terminals specially protected *Approved Cargo Space Fitting*

Where are the main switches and fuses for these lights fitted *Main Switch Board.*

If in the spaces, how are they specially protected *✓*

Are any switches or fuses fitted in bunkers *No.*

Cargo light cables, whether portable or permanently fixed *Permanently Fixed* How fixed *Brass Straps*

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel *✓*

How are the returns from the lamps connected to the hull *✓*

Are all the joints with the hull in accessible positions *✓*

Is the installation supplied with a voltmeter *Yes.* and with an amperemeter *Yes.* fixed *in Switchboard*

VESSELS BUILT FOR CARRYING PETROLEUM.

In vessels built for carrying petroleum, are all switches and fuses fitted in positions not liable to the accumulation of petroleum vapour or gas *✓*

Are any switches, fuses, or joints of cables fitted in the pump room or companion *✓*

How are the lamps specially protected in places liable to the accumulation of vapour or gas *✓*

The copper used is guaranteed to have a conductivity of not less than that of the Engineering Standards Committee's standard and the wires are protected by tinning from the sulphur compounds present in the insulating material.

Insulation of cables is guaranteed to have a resistance of not less than *2500* megohms per statute mile at 60° Fahrenheit after 24 hours' immersion in water, the test being made after one minute's electrification at not less than 500 volts and while the cable is still immersed.

The foregoing statements are a correct description of the Electric Light installation fitted by us on this vessel and we declare that it is at this date in good order and safe working condition.

*J. COUGHLAN & SONS LIMITED*

*John Coughlan*

Electrical Engineers

Date *July 5 1920*

COMPASSES.

Distance between dynamo or electric motors and standard compass *30 feet.*

Distance between dynamo or electric motors and steering compass *35 feet.*

The nearest cables to the compasses are as follows:—

A cable carrying	<i>10</i>	Ampères	<i>13.</i>	feet from standard compass	<i>15</i>	feet from steering compass
A cable carrying	<i>28.5</i>	Ampères	<i>38</i>	feet from standard compass	<i>38</i>	feet from steering compass
A cable carrying	<i>18</i>	Ampères	<i>38</i>	feet from standard compass	<i>38.</i>	feet from steering compass

Have the compasses been adjusted with and without the electric installation at work at full power *Yes.*

The maximum deviation due to electric currents, etc., was found to be *None* degrees on *any* course in the case of the standard compass and *None.* degrees on *any* course in the case of the steering compass.

*J. COUGHLAN & SONS LIMITED*

*John Coughlan*

Builder's Signature.

Date *July 5 1920*

GENERAL REMARKS.

*The Electric Light Installation is of Good Quality and Workmanship Tested under working conditions and found Satisfactory. Eligible in my opinion to be noted Electric Light in Register Book.*

*It is submitted that this vessel is eligible for*

*THE RECORD. ELEC. LIGHT 30/3/20*

*Geo. C. M. Goun*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

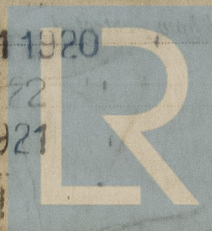
FRI. JUN. 4 1920

FRI. DEC. 31 1920

FRI. TOMAR 1922

TUE. MAR. 15 1921

TUE. 17 JUN. 1921



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