

REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 6811.

Port of Vancouver Date of First Survey _____ Date of Last Survey _____ No. of Visits _____
No. in Reg. Book 175 on the ~~Iron~~ or Steel Self Starting "Wau Chaper" Port belonging to Vancouver B.C.
Built at Vancouver B.C. By whom J. C. Appleton and Sons When built 1918
Owners Raeburn and Veal Owners' Address Esplanade
Yard No. 3 Electric Light Installation fitted by J. C. Appleton & Sons When fitted 1918

DESCRIPTION OF DYNAMO, ENGINE, ETC.

Two Compound Wound Direct Current Generators (Canadian Gen. Ele.) direct
Cabled to two 8 1/2 KW Steam Engines Size 5 x 4 1/2 running at 550 Rev @ 100 lbs Steam Pres.
Capacity of Dynamos 77.7 Amperes at 110 Volts, whether continuous or alternating current Continuous
Where is Dynamo fixed Engine Room, Starboard Whether single or double wire system is used Double
Position of Main Switch Board Engine Room Starboard having switches to groups A, B, C, & D of lights, &c., as below
Positions of auxiliary switch boards and numbers of switches on each A' Wheel house - Six switches. B' Office
Gal. Stbd - Eight switches. C' Engine Room Stbd - Eleven switches D' Crew
Gal. Stbd - Six switches.

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

Total number of lights provided for <u>170</u>		arranged in the following groups:—	
A	<u>14</u>	lights each of <u>16</u>	candle power requiring a total current of <u>8</u> Amperes
B	<u>51</u>	lights each of <u>16</u>	candle power requiring a total current of <u>25.5</u> Amperes
C	<u>60</u>	lights each of <u>16</u>	candle power requiring a total current of <u>30</u> Amperes
D	<u>45</u>	lights each of <u>16</u>	candle power requiring a total current of <u>22.5</u> Amperes
E		lights each of	candle power requiring a total current of Amperes
<u>2</u>	Mast head light with <u>1</u> lamps each of <u>32</u>		candle power requiring a total current of <u>2</u> Amperes
<u>2</u>	Side light with <u>1</u> lamps each of <u>32</u>		candle power requiring a total current of <u>2</u> Amperes
<u>5</u>	Cargo lights of <u>80</u>		candle power, whether incandescent or arc lights <u>Incandescent</u>

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

Where are the switches controlling the masthead and side lights placed In Wheel house

DESCRIPTION OF CABLES.

Main cable carrying <u>75</u> Amperes, comprised of <u>2</u> wires, each <u>#2</u> <u>B&B</u> S.W.G. diameter, <u>.06</u> square inches total sectional area
Branch cables carrying <u>46</u> Amperes, comprised of <u>2</u> wires, each <u>#6</u> S.W.G. diameter, <u>.034</u> square inches total sectional area
Branch cables carrying <u>33</u> Amperes, comprised of <u>2</u> wires, each <u>#8</u> S.W.G. diameter, <u>.022</u> square inches total sectional area
Leads to lamps carrying <u>13</u> Amperes, comprised of <u>2</u> wires, each <u>#12</u> S.W.G. diameter, <u>.00701</u> square inches total sectional area
Cargo light cables carrying <u>10</u> Amperes, comprised of <u>2</u> wires, each <u>#14</u> S.W.G. diameter, <u>.00503</u> square inches total sectional area

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Steel Conduit and Terminate in Water tight Boxes. All Cables are rubber covered run in

Joints in cables, how made, insulated, and protected Joints are all Western Union with two layers of Rubber Tape and no of Thetum Tape coated with D & B Paint.

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 Conduit.

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 *Conduit*

Alumined

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

What special protection has been provided for the cables near boiler casings *Asbestos Covered*

What special protection has been provided for the cables in engine room *In Conduit*

How are cables carried through beams *In Conduit* through bulkheads, &c. *In Conduit*

How are cables carried through decks *In Conduit*

Are any cables run through coal bunkers *yes* or cargo spaces *yes* or spaces which may be used for carrying cargo, stores, or baggage *yes*

If so, how are they protected *In Conduit*

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage *No*

If so, how are the lamp fittings and cable terminals specially protected *✓*

Where are the main switches and fuses for these lights fitted *✓*

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 *Portable* How fixed *✓*

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 *yes*

Is the installation supplied with a voltmeter *yes*, and with an amperemeter *yes (two), fixed in main switch B?*

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 *2,500* 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.

Wm J. Conaghan & Son Electrical Engineers

Date *Nov 21st 1918*

COMPASSES.

Distance between dynamo or electric motors and standard compass *150 ft*

Distance between dynamo or electric motors and steering compass *200 ft*

The nearest cables to the compasses are as follows:—

Cable	Amperes	Distance from standard compass	Distance from steering compass
A cable carrying <i>8</i>	<i>10</i>	<i>100</i>	<i>100</i>
A cable carrying <i>6</i>	<i>100</i>	<i>3</i>	<i>3</i>
A cable carrying <i>—</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>

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 *Nil* degrees on *every* course in the case of the standard compass and *Nil* degrees on *every* course in the case of the steering compass.

John Conaghan

Builder's Signature.

Date *Nov 21st 1918*

GENERAL REMARKS.

The Electric Light Installation is of Good Quality and Workmanship. Tested under Working Conditions and found satisfactory. It is in my opinion to be Noted in the Register Book 11-18

It is submitted that this vessel is eligible for THE RECORD. ELEC LIGHT

James Murdoch & Co. Harter & Co.

Surveyors to Lloyd's Register of Shipping.

Committee's Minute

FRI. 10 JAN. 1919

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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