

Ypresville

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REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 17327.

Port of Glasgow Date of First Survey 17th May 1918 Date of Last Survey 5th July 1918 No. of Visits 16
 No. in Reg. Book on the Iron or Steel Pros & Gylben's SS No. 3 Port belonging to Glasgow
 Built at Glasgow By whom Pros & Gylben When built 1918
 Owners The Clan Line Steamers Ltd Owners' Address 109 Hope St Glasgow
 Yard No. 3 Electric Light Installation fitted by Campbell & Sherwood Ltd When fitted 1918

DESCRIPTION OF DYNAMO, ENGINE, ETC.

1. Campbell & Sherwood Ltd 10 Kw. Dynamos direct coupled to
1. 8" x 5" Robey engine. 350 R.P.M.
 Capacity of Dynamo 100 Amperes at 100 Volts, whether continuous or alternating current Continuous
 Where is Dynamo fixed Engine Room Whether single or double wire system is used Double
 Position of Main Switch Board ditto having switches to groups 5 of lights, &c., as below
 Positions of auxiliary switch boards and numbers of switches on each Engine Room 6 switches
Wheel House 8 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 80% 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 141 arranged in the following groups:—

Group	Description	Number of Lights	Candle Power	Amperes
A	lights each of	16	12.5	Amperes
B	lights each of	16	12	Amperes
C	lights each of	16	21.5	Amperes
D	lights each of	16	24	Amperes
E	lights each of			Amperes
1	Must head light with 1 lamps each of	5 or 32		1 Amperes
2	Side light with 2 lamps each of	2 1/2 or 32		2 Amperes
5	Cargo lights of	80		

If arc lights, what protection is provided against fire, sparks, &c. Encland Globes and Lantorns

Where are the switches controlling the masthead and side lights placed Wheel House

DESCRIPTION OF CABLES.

Description	Amperes	Wires	S.W.G. diameter	Square inches total sectional area
Main cable carrying	100	19	14	.00442
Branch cables carrying	25	7	16	.02227
Branch cables carrying	12	7	18	.01254
Leads to lamps carrying	5	1	18	.001870
Cargo light cables carrying	10	7	18	.01254

DESCRIPTION OF INSULATION, PROTECTION, ETC.

Cable Looching An Grade
Lead Cov. A Braided for main, Engine Room & St. Kilda
Lead Cov. cable in Cabin
 Joints in cables, how made, insulated, and protected No. Joints
 Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances No. 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 No.
 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 Hold Lead Cov. A Braided Cables.

An additional steam driven dynamo fitted 5.4.18. 25 KW. 110 volts, 227 amps. 450 R.P.M. This dynamo cannot be paralleled with existing one.

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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 L. 600 A.B. cable

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

What special protection has been provided for the cables near boiler casings ditto

What special protection has been provided for the cables in engine room ditto

How are cables carried through beams Fibre Ferrules through bulkheads, &c. Brass Glands

How are cables carried through decks Deck Pipes 18" to 3 ft Long

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 Lead Co. A Braided Cable

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 No

Are any switches or fuses fitted in bunkers ---

Cargo light cables, whether portable or permanently fixed Both How fixed To connection box on deck

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 Switch board

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 No

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 600 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.

Campbell & Isherwood Ltd. **CAMPBELL & ISHERWOOD, LTD.** Electrical Engineers Date 12th July 1918.

COMPASSES.

Distance between dynamo or electric motors and standard compass ---

Distance between dynamo or electric motors and steering compass ---

The nearest cables to the compasses are as follows:—

A cable carrying	<u>30</u>	Amperes	<u>12</u>	feet from standard compass	<u>10</u>	feet from steering compass
A cable carrying	<u>12</u>	Amperes	<u>4</u>	feet from standard compass	<u>4</u>	feet from steering compass
A cable carrying	<u>24</u>	Amperes	<u>20</u>	feet from standard compass	<u>20</u>	feet from steering compass

Have the compasses been adjusted with and without the electric installation at work at full power ---

The maximum deviation due to electric currents, etc., was found to be Nil degrees on --- course in the case of the standard compass and Nil degrees on --- course in the case of the steering compass.

LLOYD ROYAL BELGE (Great Britain) Ltd. James B. Whyte Builder's Signature. Date 6th Aug. 1918

GENERAL REMARKS.

The materials & workmanship are good on completion. The installation was tried under full working conditions with satisfactory results.

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

J. Charlotte

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **GLASGOW. 13 AUG 1918**

Elec Light

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.