

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 1 on the Iron or Steel Boys & Gillies SS No. 3 Port belonging to Glasgow  
 Built at Glasgow By whom Boys & Gillies 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 6" 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 <u>141</u> arranged in the following groups:—			
A	<u>25</u> lights each of <u>16</u>	candle power requiring a total current of <u>12.5</u>	Amperes
B	<u>24</u> lights each of <u>16</u>	candle power requiring a total current of <u>12</u>	Amperes
C	<u>43</u> lights each of <u>16</u>	candle power requiring a total current of <u>21.5</u>	Amperes
D	<u>48</u> lights each of <u>16</u>	candle power requiring a total current of <u>24</u>	Amperes
E	lights each of	candle power requiring a total current of	Amperes
1	Must head light with 1 lamps each of <u>5 or 32</u>	candle power requiring a total current of <u>1</u>	Amperes
2	Side light with 2 lamps each of <u>2 1/2 or 32</u>	candle power requiring a total current of <u>2</u>	Amperes
5	Cargo lights of <u>80</u>	candle power, whether incandescent or arc lights <u>Both</u>	

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

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

## DESCRIPTION OF CABLES.

Main cable carrying <u>100</u> Amperes, comprised of <u>19</u> wires, each <u>14</u> S.W.G. diameter, <u>.00442</u> square inches total sectional area
Branch cables carrying <u>25</u> Amperes, comprised of <u>7</u> wires, each <u>16</u> S.W.G. diameter, <u>.00227</u> square inches total sectional area
Branch cables carrying <u>12</u> Amperes, comprised of <u>7</u> wires, each <u>18</u> S.W.G. diameter, <u>.01254</u> square inches total sectional area
Leads to lamps carrying <u>5</u> Amperes, comprised of <u>1</u> wires, each <u>18</u> S.W.G. diameter, <u>.001870</u> square inches total sectional area
Cargo light cables carrying <u>10</u> Amperes, comprised of <u>7</u> wires, each <u>18</u> S.W.G. diameter, <u>.01254</u> square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

Cable Looming in Grade  
Lead Co. A Braided for main, Engine Room & Stokchald  
Lead Covered 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 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 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 Co. A Braided Cables

An additional shunt driven dynamo fitted 5.41. 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

Are any switches or fuses fitted in bunkers

Cargo light cables, whether portable or permanently fixed

Both

How fixed

Y. connection Coupler on back

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 12<sup>th</sup> 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	30	Ampères	12	feet from standard compass	10	feet from steering compass
A cable carrying	12	Ampères	4	feet from standard compass	4	feet from steering compass
A cable carrying	24	Ampères	20	feet from standard compass	20	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

Shipyard Secretary

Builder's Signature.

Date

6<sup>th</sup> 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

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

Committee's Minute

GLASGOW.

13 AUG 1918

Elec Light



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.