

# REPORT ON ELECTRIC FITTINGS.

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Date of writing Report 20. 1. 1930 When handed in at Local Office 20. 1. 1930 Port of Middlebrough

No. in Survey held at Harton Hall on Tees Date, First Survey 8. 11. 29. Last Survey 7. 1. 1930  
Reg. Book. 40639 Supn the S. S. "Hadleigh" (Number of Visits 3)

Tons { Gross 5222  
Net 3151

Built at Harton Hall on Tees By whom built Furness Shipbuilding Co Ltd and No. 150 When built 1929-30

Owners Atlantic Shipping & Trading Co Ltd Port belonging to London

Electric Light Installation fitted by Furness Shipbuilding Co Ltd Contract No. 150 When fitted 1929-30

## System of Distribution

Double Wire

Pressure of supply for Lighting 110 volts, Heating - volts, Power - volts.

Direct or Alternating Current, Lighting Direct Power

If alternating current system, state frequency of periods per second

Has the Automatic Governor been tested and found efficient when the whole load is suddenly thrown on or off yes

Generators, do they comply with the requirements regarding rating yes, are they compound wound yes  
are they over compounded 5 per cent. Level, if not compound wound state distance between each generator

Where more than one generator is fitted are they arranged to run in parallel - , is an adjustable regulating resistance fitted in series with each shunt field yes

Are all terminals accessible, clearly marked, and furnished with sockets yes, are they so spaced or shielded that they cannot be accidentally earthed, short circuited, or touched yes

Position of Generators Starboard side of Engine Room, are they clear of all inflammable material yes

if situated near unprotected woodwork or other combustible material, state distance of same horizontally from or vertically above the generators and , are the generators protected from mechanical injury and damage from water, steam or oil yes

are their axes of rotation fore and aft yes

Earthing, are the bedplates and frames of the generating plant efficiently earthed yes, are the prime movers and their respective generators in metallic contact yes

Main Switch Boards, where placed Starboard side of Engine Room

If the generators and main switchboard are not placed in the same compartment, is each generator provided with a fuse on each insulated pole as near as possible to the terminals of the generator, additional to that provided on the main switchboard -

Switchboards, are they placed in accessible positions, free from inflammable gases and acid fumes yes

are they protected from mechanical injury and damage from water, steam or oil yes, if situated near unprotected woodwork or other combustible material, state distance of same horizontally from or vertically above the switchboards - and -

are they constructed wholly of durable, non-ignitable non-absorbent materials yes, is all insulation of high dielectric strength and of permanently high insulation resistance yes

if semi-insulating material is used, are all conducting parts insulated from the slab with mica or micanite or other non-hygroscopic insulating material, and the slab similarly insulated from its framework yes

and is the frame effectively earthed yes. Are the fittings as per Rule regarding: - spacing or shielding of live parts

yes, accessibility of all parts yes, absence of fuses on back of board yes, proportion of omnibus

bars yes, individual fuses to voltmeter, pilot or earth lamp yes, connections of switches yes

Main Switchgear, description of switchgear for each generator and each outgoing circuit, and arrangement of equalizer switches

Double pole switch fuses for Generator & each outgoing circuit

Instruments on main switchboard / ammeters / voltmeters - synchronising device for paralleling purposes.

Earth Testing, state what means are provided at the main switchboard for indicating the state of the insulation of the system

2. 10 watt lamps in series across bus bars & middle point earthed

Switches, Circuit Breakers and Fusible Cut-outs, do these comply with the requirements of the Rules yes

Joint Boxes Section and Distribution Boards, is the construction, protection, insulation, material, and position of these as per rule yes



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*If portable lamps for use in dangerous spaces are supplied, are they of a type approved by the Home Office?*

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All Conductors are of annealed copper conforming to British Standard Specification No. 7.

The Insulated Conductors are guaranteed to withstand the immersion and resistance tests specified in the Rules.

The foregoing is a correct description.

*P. S. Glover*  
Electrical Engineers  
for FURNESS SHIPBUILDING Co. LIMITED

Date *16th Jan 1930*

#### COMPASSES.

Distance between electric generators or motors and standard compass *110'*

Distance between electric generators or motors and steering compass *95'*

The nearest cables to the compasses are as follows:—

A cable carrying *1* Ampères *3* feet from standard compass *3* feet from steering compass.

A cable carrying \_\_\_\_\_ Ampères \_\_\_\_\_ feet from standard compass \_\_\_\_\_ feet from steering compass.

A cable carrying \_\_\_\_\_ Ampères \_\_\_\_\_ feet from standard compass \_\_\_\_\_ 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 *nil* degrees on *all* course in the case of the standard compass, and *nil* degrees on *all* course in the case of the steering compass.

*For Furness Shipbuilding Co. Ltd.*  
*R. Boardman* Builder's Signature.

Date *16 Jan 1930.*

Is this installation a duplicate of a previous case *Yes*. If so, state name of vessel *Everleigh - Appledore*

General Remarks (State quality of workmanship, opinions as to class, &c.)

*The materials and workmanship are good.  
This electric light installation has been fitted under  
special survey and in accordance with the Rules.  
It has been tested under working conditions with satisfactory  
results and is, in my opinion, suitable for a vessel  
classed with this Society.*

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

*See Light*

*2/1/30*

Total Capacity of Generators *12.* Kilowatts.

The amount of Fee ... £ *12-0-0* When applied for, *14/1/30*

Travelling Expenses (if any) £ : : *1. 2. 30* When received, *19. 30*

*P. J. Man*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned *See Light*