

**REPORT ON ELECTRIC FITTINGS.**

(OTHER THAN FOR THE PROPULSION OF THE VESSEL)

Received at London Office 9 JAN 1929

Date of writing Report

19

When handed in at Local Office

8 JAN 1929

Port of *Sunderland*

No. in Survey held at

*Sunderland*

Date, First Survey

*29th Oct*

Last Survey

*24th Nov 1928*

Reg. Book

Supplement

91314

on the

*M.V. "NORTHMOOR"*

(Number of Visits)

Tons

Gross *4392*Net *2649*

Built at

*Sunderland*

By whom built

*W. Duxford & Sons, Ltd.*

Yard No.

*590*

When built

*1928*

Owners

*Moor Line, Ltd*

Port belonging to

*London*

Electric Light Installation fitted by

*Messrs. Campbell & Ingherwood & Co. Ltd.*

Contract No.

*590*

When fitted

*1928*

System of Distribution

*Double wire*

Pressure of supply for Lighting

*110*

volts, Heating

volts, Power

*110*

volts.

Direct or Alternating Current, Lighting

*Direct*

Power

*Direct*

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 overload

*Yes*

, are they compound wound

*yes*

are they over compounded 5 per cent.

*Yes*

, if not compound wound state distance between each generator

Where more than one generator is fitted are they arranged to run in parallel

*No*

, is an adjustable regulating resistance fitted in

series with each shunt field

*No*

Are all terminals accessible and clearly marked

*Yes*

, are they so spaced or shielded that they cannot be accidentally earthed,

or short circuited

*Yes*

Are the lubricating arrangements of the generators as per Rule

*Yes*

Position of Generators

*Engine Room Starboard Side*

is the ventilation in way of the generators satisfactory

*Yes*

, 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 the generators protected from mechanical injury and damage from water, steam or oil

*Yes*

© 2020

Lloyd's Register  
Foundation



**Insulation of Cables,** state type of cables, single or twin *both* are the cables insulated and protected as per Tables III or IV of the Rules *Yes*

**Fall of Pressure,** state maximum between bus bars and any point of the installation under maximum load *4.0 volts.*

**Cable Sockets and other connections,** are the ends of all cables having a sectional area of 0.007 square inch and above provided with soldering sockets *Yes*

**Paper Insulated Cables.** If cables are paper covered, is the dielectric at the exposed ends of the conductor protected from moisture by being suitably sealed with insulating compound \_\_\_\_\_

**Cable Runs,** are the cables fixed as far as possible in accessible positions not exposed to drip or accumulation of water or oil, or to high temperature from boilers, steam pipes, uptakes or other hot objects, or to avoidable risk of mechanical damage *Yes*

**Support and Protection of Cables,** state how the cables are supported and protected *lead covered & armoured in engine room. V.I.R. cables in conduit through holds & cargo spaces. lead covered cables in*

If cables are run in wood casings, are the casings and caps secured by screws \_\_\_\_\_, are the cap screws of brass \_\_\_\_\_, are the cables run in separate grooves \_\_\_\_\_.

If armoured and lead covered cables are secured by metal clips, are the clips spaced as per Table VI *Yes*

**Refrigerated Chambers,** if lights are fitted, are the cables and fittings in accordance with the special requirements \_\_\_\_\_

**Joints in Cables,** state if any, and how made, insulated, and protected *None made*

**Watertight Glands and Deck Tubes,** are all cables passing through decks and watertight bulkheads provided with deck tubes or watertight glands *Yes*

**Bushes in Beams and Non-watertight Positions,** where unarmoured cables pass through beams and non-watertight partitions, are the holes efficiently bushed *Yes* state the material of which the bushes are made *Lead*

**Earthing Connections,** state what earthing connections are fitted and their respective sectional areas \_\_\_\_\_

\_\_\_\_\_, are their connections made as per Rule \_\_\_\_\_

**Alternative Lighting,** are the groups of lights in the propelling machinery space arranged as per Rule *Yes*

**Emergency Supply,** state position and method of control of the emergency supply and how the generator is driven *none fitted*

**Navigation Lamps,** are these separately wired *Yes*, controlled by separate switch and separate fuses *Yes*

are the fuses double pole *Yes*, are the switches and fuses grouped in a position accessible only to the officers on watch *Yes*

has each navigation lamp an automatic indicator as per Rule *Yes*, are separate screens provided for the use of oil and electric side lights \_\_\_\_\_

are separate oil lanterns provided for the mast head lights and side lights *yes.*

**Fittings,** are all fittings on weather decks, in stokeholds and engine rooms and wherever exposed to drip or condensed moisture, watertight *Yes*

are any fittings placed in spaces in which goods are liable to be stacked in close proximity to them; if so, how are they protected \_\_\_\_\_

are any fittings placed in spaces where inflammable or explosive dust or gases are liable to be present, if so, how are they protected \_\_\_\_\_

\_\_\_\_\_, how are the cables led \_\_\_\_\_

where are the controlling switches situated \_\_\_\_\_

**Searchlight Lamps, No. of** \_\_\_\_\_, whether fixed or portable \_\_\_\_\_, are their fittings as per Rule \_\_\_\_\_

**Are Lamps,** other than searchlight lamps, No. of \_\_\_\_\_, are their live parts insulated from the frame or case \_\_\_\_\_, are their fittings as per Rule \_\_\_\_\_

**Motors,** are their working parts readily accessible *yes*, are the coils self-contained and readily removable for replacement *Yes*

are the brushes, brush holders, terminals and lubricating arrangements as per Rule *yes*, are the motors placed in well-ventilated compartments in which inflammable gases cannot accumulate and clear of all inflammable material *yes*

are they protected from mechanical injury and damage from water, steam or oil *yes* are their axis of rotation fore and aft *yes*

if situated near unprotected woodwork or other combustible material, are the motors of the totally enclosed, pipe ventilated, forced draught, drip or flame proof type \_\_\_\_\_, if not of this type, state distance of the combustible material horizontally or vertically above the motors \_\_\_\_\_ and \_\_\_\_\_

**Control Gear and Resistances,** are the generator field and motor speed regulators, starters and controllers constructed as per Rule *Yes*

**Lightning Conductors,** where lightning conductors are required, are these fitted as per Rule \_\_\_\_\_

**Ships carrying Oil having a Flash Point less than 150° F.** Have the special requirements of the Rules been complied with regarding switches, joint boxes, section and distribution boards, protection of cables, method of distribution, lead of cables, lights and fittings \_\_\_\_\_

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

[illegible]



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.

DOXFORD & SONS, Limited.

Thomas Meade

Electrical Engineers.

Date 17<sup>th</sup> Dec 1928

#### COMPASSES.

Distance between electric generators or motors and standard compass 87 feet ✓

Distance between electric generators or motors and steering compass 80 feet. ✓

The nearest cables to the compasses are as follows:—

A cable carrying .25 Amperes on the feet from standard compass 10 feet from steering compass.

A cable carrying .25 Amperes 10 feet from standard compass on the feet from steering compass.

A cable carrying Amperes 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.

WILLIAM DOXFORD & SONS, Limited.

Builder's Signature.

Date 18/12/28

Hallack Manager.

Is this installation a duplicate of a previous case. Yes If so, state name of vessel M/s. Glenmoor Jedmoor Innemoor

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

The above installation is in accordance with the Society's Rules. The vessel is eligible in my opinion for notation elec light wireless

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

Elec Light

10/1/29

Total Capacity of Generators 25 Kilowatts

The amount of Fee ... £ 20 : : When applied for, 22 Nov 1928

Travelling Expenses (if any) £ : : When received, 26 Nov 1928

W.T. Badger

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

Elec Light



© 2020

Lloyd's Register  
Foundation