

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

Your Ref:
ENGINE

18th January, 1949.

Dear Sirs,

T.2 TANKERS - ELECTRICAL ARRANGEMENTS

*See S. Dept file
84186*

I am in receipt of your letter of the 13th instant on the above mentioned subject and am obliged to you for your comments.

It is noted that in the case of the steamer "CHISHOLM TRAIL" and possibly in other similar cases, the interlock contacts in the starters are connected to the 120 volt D.C. system and that no alterations to these arrangements are contemplated.

In this connexion I would remark that the Society's Rules require an isolating switch entirely to isolate all circuits in motor starters. From the practical point of view, although 120 volts D.C. is a relatively safe voltage, nevertheless under certain conditions shock from this voltage might produce undesirable results, and furthermore, there is danger that an engineer working on the apparatus who might be unaware that certain parts are alive might cause a short circuit which would result in personal burns and injury to the apparatus.

No details of the isolator are available in this Office but it may be found practicable to include in the isolator some additional interlock contacts which could be connected in the 120 volt D.C. pilot lamp circuits for the purpose of isolating them.

It will therefore be appreciated if you will kindly bear the above points in mind, and as it is noted that the "CHISHOLM TRAIL" is about to sail today, perhaps you will arrange for this matter to be dealt with at some later opportunity.

Yours faithfully,

The British Tanker Co. Ltd.,
Britannic House,
Finsbury Circus, E.C.2.

Clerk to the
Classification Committee