

Lloyd's Register of Shipping,

Union Bank Chambers,

230, Chapel Street, Salford,

Manchester, 18th May, 1933.



Reference

Dear Sir,

With reference to our letter of the 28th ultimo we now beg to submit for the consideration of the Committee plans, in duplicate, of the exhaust turbo-electric installation proposed by Messrs. Metropolitan Vickers Electrical Co., Ltd., for the s.s. "CITY OF VENICE".

Turbine	Sk. 800845.	✓
Turbine FS. Wheels (S.H.P. of turbine 1680.)	D. 652028.	✓
Gears	Sk. 800853.	✓
Gear Wheel Rims	Sk. 800743.	✓
Details of Bibby gear coupling	Sk. 800852.	✓
Main propulsion generator outline	A. 869026.	✓
Generator shaft (proposed)	G. 812685/1.	✓
Main propulsion motor outline	A. 869031/1.	✓
Main propulsion motor shaft	A. 869067/1.	✓

also a print of the proposed arrangement of cables ... 15707/15.

CABLE PARTICULARS.

Main Current 2,500 amp., 455 volts.

The following is a brief summary of cable particulars and to simplify the schedule the connections between the generator and motor can be considered as consisting of three sections.

- (a) Between generator and switch cubicle.
- (b) Between switch cubicle and motor junction box.
- (c) Between Motor junction box and motor terminals.

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S.S. "CITY OF VENICE".

For section "a" the switch cubicle is only a few feet away and therefore it is proposed to use copper strap connections for the main leads and copper rod for the field leads. The copper strap will be run in a watertight trough above the deck and each lead will consist of 4 - 4" x $\frac{1}{4}$ " copper so that the temperature rise will be negligible.

For section "b" it is proposed to use 3 - 1 sq. in. varnish cambric lead covered S.W.A. and braided cable per pole. These cables will be carried in wooden racks in the Engine Room and on hangers in the tunnel to the motor.

For section "c", copper strap will again be used as for section "a".

The remaining connections will not carry more than 25 amps. and will be run V.I.R., L.C. S.W.A. and braided cable.

Where the cables pass from the Engine Room to the shaft tunnel through the aft Engine Room watertight bulkhead, a multiple watertight bulkhead gland of the Plasticine type will be used. All the cable work etc., will be carried out in accordance with B.O.T and Lloyds requirements and to the regulations for the electrical equipment of ships as published by the I.E.E.

We are, Dear Sir,

Yours faithfully,

The Surveyors.

per:-



The Secretary.
LONDON.

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W236-0062

LONDON.
The Secretary.

Dear Sir,

W. G. ...

19 MAY 1933

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