

COPY

VICKERS-ARMSTRONGS,
Limited.

Naval Const~~ru~~ction Works,
Barrow-in-Furness.

26th January, 1936.

EL/WA"BU

The Surveyors,
Lloyd's Register of Shipping,
Barrow-in-Furness.

Dear Sirs,

M.V. "SHOAL FISHER" - No.726.

In connection with the question dealt with in your letter of 14th October, 1936, of fitting an automatic voltage regulator to the belt-driven generator, we have discussed this further with the Owners' Superintendent and now offer the following remarks for the consideration of your Register:-

(a)

As previously stated, it is proposed to utilise the belt drive only when conditions are favourable i.e. broad daylight with vessel on a steady course in clear weather and calm sea. Under such conditions it is submitted that the voltage will remain practically steady without any automatic regulator, the usual hand regulator serving for any initial adjustment.

(b)

When conditions are not as above, the generator will be driven by its own oil engine with the belt drive out of action so that it will be independent of variations of speed in the propelling shafting.

(c)

Even if from some unforeseen cause, such as breakage of belt, the voltage should fall away while the generator is belt driven as in (a) the only vital service affected would be the steering gear and this can be instantly changed over from electric to hand operation by the movement of one lever on the pedestal. Subsequent reversion to power steering could quickly be effected by starting any one of the three auxiliary oil engines each driving its own dynamo, which, we submit, is very ample provision against complete failure of current.

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W 81-0104 (1/2)

- (d) Even if an automatic voltage regulator were fitted we are of opinion it would only be found capable of controlling the voltage within a comparatively narrow range of speed and would not meet such a condition as instanced in your letter under reply, viz, a reduction to 75% of the normal r.p.m. In any case if external conditions were such as would be likely to produce a change of speed of this magnitude in the propeller, the belt drive would not be in action. The Engineer has knowledge that the drive referred to can only function satisfactorily at uniform full speed in the "ahead" direction.

We should be glad if you could give the matter further consideration and let us have your approval in due course.

Yours faithfully,

FOR VICKERS-ARMSTRONS LIMITED,

(Signed) T. Sedgewick.



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