

J. & E. HALL, LTD.,

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Established 1785.



ENGINEERS AND FOUNDERS,
MAKERS OF REFRIGERATING MACHINERY,
MAKERS OF COMMERCIAL MOTOR VEHICLES,
CONTRACTORS TO H.M. AND FOREIGN GOVERNMENTS.

Telegrams:—HALLFORD, DARTFORD.
HALLFORD, PHONE, LONDON
(two words).
Telephone:—DARTFORD, 201 (five lines).
LONDON, 845 BANK (two lines).
—A B C, SCOTT'S, & WESTERN UNION.
—10, ST. SWITHIN'S LANE, E.C. 4.

ALSO MEMBERS OF
A.B.M.M., S.M.M.T.,
F.B.I. AND B.E.A.

*Dartford Ironworks,
Kent.*

OUR
REFERENCE: JP/27a.

23rd November, 1922.

TO SUPPLY A NEW PART, F.O.R. DARTFORD, FREE OF CHARGE, FOR ANY PART WHICH WITHIN SIX MONTHS OF DELIVERY IS FOUND TO BE DEFECTIVE IN MATERIAL
SHIP, IF RETURNED CARRIAGE PAID TO DARTFORD. THIS DOES NOT APPLY TO PARTS DAMAGED BY IMPROPER LUBRICATION, MISUSE, OR NEGLIGENCE, NOR TO ACCESSORIES
TURED BY US. WE DO NOT ACCEPT ANY RESPONSIBILITY FOR THE CONSEQUENCES OF LABOUR DISPUTES, FIRES, ACCIDENTS AND OTHER UNFORESEEN CONTINGENCIES
EXCEPT ACCIDENTS TO OUR WORKMEN WHOM WE INSURE. OUR STAFF DRIVE MOTOR VEHICLES ONLY AT OWNERS' RISK AND RESPONSIBILITY.

LLOYD'S REGISTER,
LONDON.

REC'D 24 NOV 1922

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s Register of Shipping,
Surveyor's Department,
71, Fenchurch Street,
London. E.C.3.

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S.S. "Cameronia".

Additional Refrigerating Installation for Cargo Purposes.

In reference to the outfit of spare gear for the
additional refrigerating machinery intended for the transport
of refrigerated cargo which we are instructed to supply for
the above ship and which machinery is to be constructed and
fitted under your supervision, we beg to call your attention
to the following proposal.

In view of the fact that two identical machines,
each of our No. 10a. size, are now to be fitted for the transport
of refrigerated cargo, each of which machines we estimate as
being capable of performing the required refrigerating duty
in from 20/22 hours daily working under normal conditions,
and also bearing in mind that there is another refrigerating
installation fitted on board this ship comprising two of our
machines, each No. 9 size, intended for maintaining the ship's
provision chambers, one of which No. 9 machines is capable
of doing the refrigerating work of the provision chambers under
normal conditions in from 20/22 hours of daily working; and seeing
further that the No. 9 plants are to be cross-connected, so far
as the brine circulation is concerned, with the No. 10a plants,
so that if necessary one No. 9 machine could maintain the
provision chambers while the other No. 9 machine replaced one
of the No. 10a machines working on the cargo chambers in case

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the Chief Engineer Surveyor.

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Referred to the Chief Engineer Surveyor.

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Lloyd's Register of Shipping.

of a break down of the latter machine, it is now suggested by the Owners that it is unnecessary to provide the full list of spare parts for the two No. 10a machines as set out in the regulations of your Society governing the supply of spare parts for your special R.M. Certificate.

We are therefore submitting herewith a list of spare gear as per separate sheet attached which we propose to supply for the two No. 10a size machines to be used for cargo purposes, and for your better information we beg to give you the following particulars of this refrigerating machinery.

The refrigerating installation will consist of two independent CO₂ machines, each having twin double-acting CO₂ compressors of forged steel driven by two lines of motion work through a two throw steel crankshaft by means of an electric motor, the power of the motors being transmitted to the crankshafts of the refrigerating machines by means of spur gearing consisting of a rawhide pinion with steel shrouds and centre, engaging with a spur driven wheel having machine cut teeth fixed to the machine crankshaft. Each machine has its own set of copper condenser coils contained in a separate cast iron casing. A single centrifugal water circulating pump direct coupled to an independent electric motor is supplied for the two machines as well as auxiliary water connections to each condenser from one of the ship's pumps. Two sets of evaporator coils made of hydraulic piping and contained in a single casing made in two compartments. Two centrifugal brine pumps, each direct coupled to its own electric motor, either pump being capable of maintaining the full circulation of brine, will be supplied together with the usual outfit of accessories and tools for the refrigerating

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machinery.

We have omitted from our proposed list of spare gear the following items which under ordinary circumstances are required by your regulations :-

Spare Crankshaft

Seeing that there are two identical machines comprised in the installation it is suggested that a spare crankshaft is not necessary.

Lubricator piston leathers

There are 6 of these leathers supplied with the spare gear for the No. 9 machines.

Lubricator gland leathers

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CO2 gauge valve with
3 spare pips.

One of these valves is supplied with the spare gear for the No. 9 machines.

ELECTRICAL SPARES:-

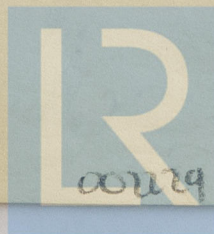
It will be noticed on reading our list attached that we propose to supply a spare armature for each electric motor, but that we have only included one set of carbon brushes and one set of bearing bushes for all pump motors. These fittings are identical on the motors for both brine and water pumps and we, therefore, propose to supply only the one set which would be common to all these pump motors.

We shall be much obliged by your comments on the above proposal at your early convenience in order that we may come to a final arrangement with the Owners and complete our specifications of the refrigerating plant.

Yours faithfully,

FOR J. & E. HALL, LTD

Ch.
DIRECTOR



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