

LONDON

COPY

PORT OF GLASGOW

August 25, 1949.

Ref: E.1.  
FOR THE ATTENTION OF MR. W. LOCHRIDGE

Dear Sirs,

T.S.F.V. "FAIRFREE"

With reference to your letter of July 25 and previous correspondence regarding the classification of the refrigerated installation of this vessel, we have to inform you as follows:-

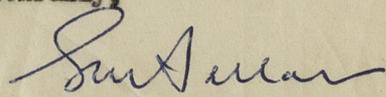
It is understood that this vessel is to be engaged in the carriage of "Quick Frozen" fish at a temperature of minus 5° F between the Newfoundland Banks or Bear Island, and Glasgow or Leith. From calculations made it would appear that whilst the larger of the two refrigerating units installed in the vessel is of ample capacity, the smaller unit is capable of holding the temperature in temperate climates only. Further as the machinery parts are not interchangeable, the following additional spare gear for the larger unit should be supplied.

- (1) One crankshaft complete for steam engine and compressor.
- (2) One piston and rod of each type for steam and compressor cylinders.
- (3) One valve and rod of each type complete with nuts.
- (4) One eccentric strap and rod of each type.
- (5) One cylinder cover of each type for steam cylinders.
- (6) One spare bottom end bearing and main bearing of each type.

On satisfactory completion of the survey and the <sup>COOLING</sup> carrying down trials, the installation will be eligible for British Corporation class with the notation RMC (in black with date) "For Frozen Cargoes at minus 5° F with sea temperature not exceeding 70° F."

It is understood from the surveyors concerned with the recent survey, that this vessel is now engaged on a fishing expedition but that the survey of the refrigerating plant will be completed on the vessel's return to the U.K.

Yours faithfully,

  
For the Surveyors.

Messrs. Chas. Salvesen & Co.,  
14 Hope Street,  
GLASGOW C.2.

CC - L.R. London.  
Surveyors, Glasgow.  
" Greenock.

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