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KEARFOTT ENGINEERING CO. INC.

117 LIBERTY STREET

NEW YORK

CABLE ADDRESS KEARFOTT

4188E

LIGHTHOUSES

OCT 32 9 20 AM '38

October 31, 1938

Mr. R. R. Tinkham, Chief Engineer
Bureau of Lighthouses
Department of Commerce
Washington, D. C.

ALL QUOTATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE AND ARE F.O.B. SHIPPING POINT UNLESS OTHERWISE SPECIFIED. ALL CONTRACTS AND AGREEMENTS ARE CONTINGENT UPON OCCURRENCES BEYOND OUR CONTROL.

Ans'd 11-3-38

Dear Mr. Tinkham:

We have yours of October 25th with reference to installing a marine type of window in the masonry openings in lighthouses.

Since receiving your letter we have given this matter quite some thought. It is obviously impractical to use one of our cranking, drop type, water-tight windows in such a location. We feel that the pocket would be a nuisance and that nothing particularly would be gained.

A double sash type of window such as we are installing on the Panama Railroad Company's vessels also has objections from various points of view. The chief one of which is that in fully exposed conditions there is apt to be some slight leakage at the meeting bars of such sash. Those that we have installed are in spaces where they are somewhat protected by other decks.

Our consideration of the matter leads us to believe that an outswinging casement would be most advantageous. The type shown in our drawing K-3025 herewith could easily have the bronze frame modified for masonry use. The window is very powerfully made and with the double felt seal plus the metal to metal joint achieves a dead air space completely around the sash, which is very efficacious as far as leakage is concerned. We have had similar windows on various ships that have been through hurricanes and located in most exposed positions. No leakage has been reported and the windows have stood up very well indeed.

You will notice that this window does not resemble the ordinary commercial casement for residential purposes. The sections are very much heavier, they are glazed from the outside and are designed for sea going. We have installed many hundreds of these on the U.S. Liners, Grace Liners, Matson Liners, United Fruit Steamers, etc.

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The great problem however would lie with cleaning. If the windows are big enough to warrant a double casement with a meeting bar as shown in section "D", the cleaning is obviously easy, but to clean a single casement if the width is greater than could be reached by putting the arm through the opening when the window is ajar is a problem. The windows all have loose pin hinges, i.e., stainless steel pins in bronze housings and could easily by taken down in case reglazing is necessary.

If this suggestion does not meet with what you had in mind, please give us a few additional details of the proposed installation. We feel sure that some design in our very extensive line would solve your problem.

If you agree with some of the ideas expressed and can give us some idea of the size of window involved, we would be very glad to have a design prepared showing this window revamped for the purpose intended.

Very truly yours,

KEARFOTT ENGINEERING CO. INC.

W. L. Kraemer

W. L. Kraemer
Treasurer

WLK:BW
ENC: