

22nd. March, 1962.

Dear Mr. Walburn,

m.v. "AUGUSTENBURG".

Mr. Siggers has asked me to reply to your letter of the 19th instant regarding Nos. 1 and 2 top ends and guides of the above ship and I must first say that inclusion of "guides" was made in earlier correspondence because we were not aware that these are trunk piston engines as the Kiel First Entry Report on these engines does not state they are trunk piston type. This, however, should have been apparent to the Surveyor who checked the report as he should have noted that under "Particulars of Identification Marks" there was no mention of piston rod certificates.

Although the New Orleans Surveyor has confirmed that he did not examine the "top ends and guides", it is difficult to imagine that he did not make some sort of examination of the gudgeon pins and so we are now crediting Nos. 1 and 2 port and starboard gudgeon pins and connecting rods for CSM. The survey, therefore, was completed as per your report No. 11045 and a new Interim Certificate should be issued giving a record of CS 10.61.

With reference to your P.S., it is observed that the amended Certificate which was sent to this office recommends "CS 10.61 when the survey has been completed". I trust you will not mind if I remark that this is incorrect as, although one may recommend "ES 10.61 (the date by which the major portion of ES has been held) when the survey has been completed", the date for CS



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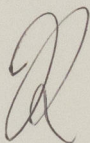
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record is that on which the survey is completed and the recommendation should read "CS (with date) upon completion".

With kindest regards,

Yours sincerely,



D.R. Walburn, Esq.,
Principal Surveyor,
HAMBURG.



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