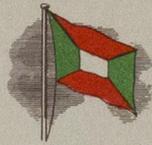


J. LAURITZEN

Shipowner

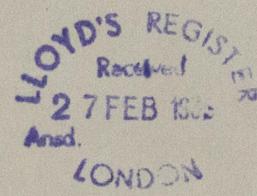


Telegraphic address:
Lauritzen

Codes used:
Boe
New Boe

Telephones:
Inland: Central 12900.
From abroad: State Telephone 50

COPENHAGEN, K 25th February 1939
HAMMERENSGADE 1. Saturday AC/VT



England

REFRIGERATED FRUIT VESSELS

	TONS D.W. ALL TONS	REFRIGERATED SPACE CUB
M/S AMERICAN REEFER	2600	185000
M/S AUSTRALIAN REEFER	2600	185000
M/S EGYPTIAN REEFER	2300	162000
M/S AFRICAN REEFER	2300	127000
M/S CANADIAN REEFER	2300	127000
M/S CHILEAN REEFER	2300	127000
M/S BRAZILIAN REEFER	2300	127000
S/S JONNA	2200	103000
S/S LAURA	2200	103000
S/S ULIA	2200	89000
S/S GRETE	2000	95000
S/S ERNA	2000	94000

ELECTR. VENTILATED CARGO LINERS

	TONS D.W. ALL TONS	CUB CAPACITY CB
S/S LOTTA	2900	185000
S/S MARNA	2900	185000
S/S SESSA	2900	185000
S/S LAILA	2900	185000
S/S FRIDA	2900	185000
S/S HELGA	2900	185000
S/S JUTTA	2700	165000
S/S PAULIA	2700	165000
S/S SELMA	2500	168000
S/S TANJA	2500	168000
S/S BETTY	2400	133000
S/S STELLA	2400	142000
S/S LINDA	1800	112000

STEAMERS

	TONS D.W. ALL TONS	CUB CAPACITY CB	STANDARDS
HELENE	4150	212000	ABT. 1100
EISE	3700	205500	1000
NAJADEN	3700	205500	1000
JOHANNE	3400	164500	950
MAJA	3200	155000	950
ILJIAN	2900	114500	650
ANNA	2000	111500	650
INGER	2000	112500	650
NERVA	2000	112500	650
CARMEN	1950	107500	650
ESTER	1900	112500	650
BRITTA	1750	101000	600
GERDA	1750	101000	600
HARRIET	1750	101000	600
NANCY	1750	101000	600
NIOBE	1750	101000	600

ELECTR. VENTILATED FRUIT STEAMERS

	TONS D.W. ALL TONS	CUB CAPACITY CB
KARLA	1600	85000
ALFA	1350	77600
BODIL	1350	77600
DAGMAR	1350	77600
DORRIT	1350	77600
JENNY	1350	77600

TRAINING-SHIP, M/SK FAJNØ

Please quote:
Super Int.
Department

LLOYD'S REGISTER OF SHIPPING,
71, Fenchurch Street,
LONDON E. C.3

Dear Sirs,

Re/including of Bessemer Steel in welded bedplate and crank case for the diesel motor to be installed in my newbuilding at Aalborg Værft A/S.

I have received a copy of your letter to Messrs. Burmeister & Wain from which I note that you do not want to accept the engine in question in spite of your being aware of the fact that I have been duly informed as to the development of the matter and know that girders of Bessemer Steel have been included in the bedplate and crankcase.

Evidently you do not regard it as sufficient that I know you accept the girders of Bessemer Steel on base of calculations and tests in spite of the Rules which exclude the use of Bessemer Steel, but you also want me to take on a co-responsibility.-

If your last decision in the matter is taken out of consideration to the Owners, this is very praiseworthy, but in this case I am myself able to judge whether the bedplate involves the sufficient security, and I have to ask you, who must be regarded as the technical expert of the Underwriters, to judge the matter from this point of view. As you have already pointed out that you have nothing to object as to the including of the Bessemer Steel, and as my point of view cannot be of interest for the Underwriters, it seems to me that it is quite necessary that you accept the engine without requiring any coresponsibility for my part.

Yours faithfully,

J. Lauritzen

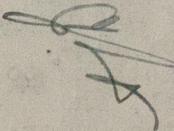
A. Christiansen

A. CHRISTIANSEN

W175-0263

LLOYD'S REGISTER
LONDON
ENGLAND

Referred to the Chief Engineer Signature



27 FEB 1979



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