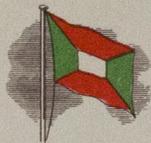


# J. LAURITZEN

Shipowner



Telegraphic address:

Lauritzen

Codes used:

Boe

New Boe

Telephones:

Inland: Central 12900.

From abroad: State Telephone 50

COPENHAGEN, K the 14th February  
HAMMERENSGADE 1.

1939

Tuesday

AC/VT

## REFRIGERATED FRUIT VESSELS

	TONS D. W.	REFRIGERATED
	ALL TONS	SPACE CAP.
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	2350	127000
M/S CHILEAN REEFER	2350	127000
M/S BRAZILIAN REEFER	2350	127000
S/S JONNA	2200	105000
S/S LAURA	2200	103000
S/S ULIA	2300	89000
S/S GRETE	2300	95000
S/S ERNA	2300	94000

## ELECTR. VENTILATED CARGO LINERS

	TONS D. W.	CUB. CAP.
	ABT.	ABT.
S/S LOTTA	2900	185000
S/S MARNA	2900	185000
S/S SESSA	2900	185000
S/S LAIRA	2900	185000
S/S FRIDA	2900	185000
S/S HELGA	2900	185000
S/S JUTTA	2700	165000
S/S PAULA	2700	165000
S/S SELMA	2300	168000
S/S TANJA	2300	168000
S/S BETTY	2300	130000
S/S STELLA	2450	142000
S/S LINDA	1500	112000

## STEAMERS

	TONS D. W.	CUB. CAPACITY	STANDARDS
	ABT.	ABT.	ABT.
HELENE	4150	212000	1100
EISE	3700	205000	1000
NAJADEN	3700	205000	1000
JOHANNE	3400	164000	950
MAJA	3200	155000	950
ILIAN	2000	114500	650
ANNA	2000	111500	650
INGER	2000	112500	650
NERMA	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

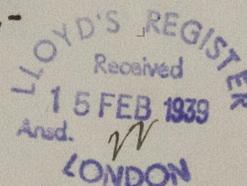
	TONS D. W.	CUB. CAPACITY
	ABT.	ABT.
KARLA	1600	85000
ALFA	1350	77600
BODA	1350	77600
DAGMAR	1350	77600
DORRIT	1350	77600
JENNY	1350	77600

TRAINING-SHIP, M/S K FAIND

Please quote:  
Super Int.  
Department

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

England.-



Dear Sirs,

I beg to thank you for your letter of the 13th inst. regarding the girders made of Bessemer Steel included in the welded bedplate for the No.1 diesel motor made by Messrs. Burmeister & Wain, Copenhagen, for my new-building No.64 at Aalborg Værft A/S.-

I understand that by calculations made in the Society's office and by tests made by the Society's Surveyors on pieces cut from the girders in question, it has proved that there is no risk involved in using the bedplate in spite of the Bessemer Steel.

However, regarding the last paragraph in your letter from which it appears that you accept the engine subject to Owners being made fully aware of the facts and their written consent being obtained, I beg to point out that I know all about the facts, but regarding the last point "and your written consent being obtained" I cannot see that this is needed as it fully depends on Lloyds whether the Bessemer Steel can be accepted or not, and in my opinion the Owners have nothing to do with this.-

Yours faithfully,



*J. Lauritzen*  
*A. Christensen*  
A. CHRISTENSEN

Lloyd's Register  
Foundation

W175-0268

Referred to the Chief Ship Surveyor

*Handwritten signature*

15 FEB 1939

LONDON

1939 FEB 15



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Foundation