

25 AUG 1945

Translation-Copy.

Copenhagen, 24th May, 1941.

Messrs. A/S. Burmeister & Wain's Maskin- og Skibsbyggeri,  
Local.

Dear Sirs,

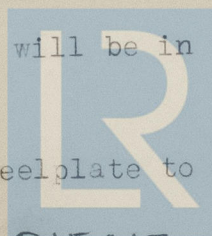
Referring to your letter of the 14th instant we have pleasure in enclosing herewith amended copies of midship section and profile for your proposal No. 1541 - Yard No. 666.

Provided the vessel is built in accordance with the amended plans and the Society's Rules, and the material and workmanship is to our satisfaction, we shall recommend that the vessel be classed "100 A1" with a suitable notation for the electric welding. In case cargo battens are not fitted the notation "Cargo battens not fitted" will be made in the Register Book.

As our Rules require the Owners' written consent to electric arc welding being applied, we should be obliged if a letter to that effect be forwarded, and at the same time it is requested that the Owners' guarantee that the portable pillars on frames Nos. 52½ and 93½ always will be in place when the vessel puts to sea.

Our Rules require the keelplate to be 1020 x 16 m/m,

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but according to conversation on the 21st instant with your subdirector Mr. L. Barfoed the yard has in stock plates 1020 x 15, and as it will be difficult during the present conditions to obtain other material, we shall in this instance approve the keelplate 1020 x 15, subject to a stiffening bracket to the centregirder being fitted between each floor.

With regard to the material with certificates issued by the Norske Veritas and Germanischer Lloyd, we shall in this instance - owing to the present difficulties in obtaining other material - approve of this material being built into the vessel if the certificates produced declare that the material has been made by the open hearth process, the tests not being below the requirements of the Society's Rules and that check tests prove to be satisfactory.

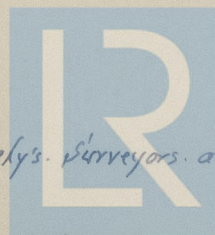
We are, Dear Sirs,

Yours faithfully,

Sign. C. Kruhøffer.

*Brackets dispensed with after consulting the Society's Surveyors at Copenhagen.*

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