

Do. of space or spaces
between Tonnage Dk.

Length from fore part of stem to after part of stem
not on summer L.W.L. See Sec. 3 (10)

412-25
407-25

ARNESSEN, CHRISTENSEN & CO. A/S

TEKNISKE KONSULENTER

CHR. FRED. CHRISTENSEN, INGENIØR M.I.N.A., M.N.I.F.,
ERLING RØSHOLM, DIPL.ING., M.N.I.F. KARL ARNESEN B.SC., M.N.I.F.

TELEGRAMADR.: „SPECIFIC“

CODES: WATKINS & A. B. C. 5TH ED.
THE BOE CODE

TELEFON: 25977 OG 25978 CFC/H.

REPR. 1 NEWCASTLE:

ARNESSEN, CHRISTENSEN & SMITH LTD.
NO. 90 GREY STREET

TELEGRAMADR.: „SPECIFIC“

TELEFON: NEWCASTLE 28711 - 28712

OG

CARDIFF, 109 WESTVILLE ROAD
TELEGRAMADR.: „SPECIFIC“

PRIVATTELEFONER

ING. CHRISTENSEN 41355
- RØSHOLM 42805
- ARNESEN 40980

Oslo 5. (Norge) 25/11/1939.

SJØFARTSBYGNINGEN 638



Lloyds Register of Shipping,

London, E.C.3.

Dear Sirs, M/S "HAV" - Notations of Register-book.

Your favour of the 16th inst. received today and content duly noted.

We understand you already have been informed by Messrs. Arnesen, Christensen & Smith, Ltd., Newcastle, that the notation "open beams lugged to deck" is accepted.

We thought the notation "open beams system" would have conveyed the necessary meaning, because if the beams are fitted to the deck by lugs or welding otherwise, would be of little interest. The main thing is that the words "open beams" would convey to the Charterers that this vessel are ventilated directly under the deck and better than usual.

Mine faithfully

Arnesen, Christensen & Co. A/S
Cecily Kristiansen



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Lloyd's Register
Foundation

W174-0041

W174-0010

Referred to the Chief Ship Surveyor.

[Handwritten signature]

30 NOV 1939

Referred to Mr. Parsons.

[Handwritten signature]

[Handwritten signature]

LONDON
30 NOV 1939
RECEIVED
BY MR. PARSONS



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