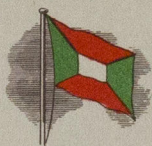


J. LAURITZEN

Shipowner



REFRIGERATED FRUIT VESSELS

	TONS D.W.	REFRIGERATED
	ALL TONS	SPACE CUB
M/S AMERICAN REEFER	ABT. 2600	ABT. 185000
M/S AUSTRALIAN REEFER	" 2600	" 185000
M/S EGYPTIAN REEFER	" 3000	" 160000
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	" 105000
S/S LAURA	" 2200	" 105000
S/S ULIA	" 2300	" 89000
S/S GRETE	" 2300	" 95000
S/S ERNA	" 2300	" 94000

ELECTR. VENTILATED CARGO LINERS

	TONS D.W.	CUB. CAPACITY
	ALL TONS	ABT.
S/S LOTTA	ABT. 3400	ABT. 197000
S/S MARNA	" 2900	" 185000
S/S SESA	" 2900	" 185000
S/S LAIA	" 2900	" 185000
S/S FRIDA	" 2900	" 185000
S/S HELGA	" 2900	" 185000
S/S JULIA	" 2700	" 165000
S/S PAULA	" 2700	" 165000
S/S SELMA	" 2300	" 168000
S/S TANJA	" 2300	" 168000
S/S BETTY	" 2400	" 130000
S/S STELLA	" 2400	" 142000
S/S UNDA	" 1300	" 112000

STEAMERS

	TONS D.W.	CUB. CAPACITY	STANDARDS
	ALL TONS	ABT.	ABT.
HELENE	ABT. 4150	ABT. 212000	ABT. 1100
ELSE	" 3700	" 205500	" 1000
NAJADEN	" 3700	" 205500	" 1000
JOHANNE	" 3400	" 164500	" 950
MAJA	" 3200	" 155000	" 950
ILIAN	" 2000	" 114500	" 650
ANINA	" 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
	ALL TONS	ABT.
KARLA	ABT. 1600	ABT. 85000
ALFA	" 1350	" 77600
BODIL	" 1350	" 77600
DAGMAR	" 1350	" 77600
DOKRIT	" 1350	" 77600
JENNY	" 1350	" 77600

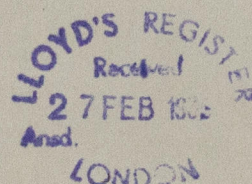
TRAINING-SHIP, M/SK FAN2

Please quote:
Super Int.
Department

LLOYD'S REGISTER OF SHIPPING,
71, Fenchurch Street,
L O N D O N E. C.3

England

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



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.

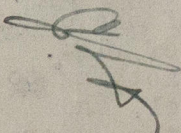
Yours faithfully,

J. Lauritzen

A. Christiansen

W/175-0263

Referred to the Chief Engineer Signature



27 FEB 1979



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Lloyd's Register
Foundation