

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	2600	185000
M/S AFRICAN REEFER	2600	185000
M/S CANADIAN REEFER	2600	185000
M/S CHILEAN REEFER	2600	185000
M/S BRAZILIAN REEFER	2600	185000
S/S JONINA	2200	105000
S/S LAURA	2200	105000
S/S ULIA	2200	105000
S/S GRETE	2200	105000
S/S ERNA	2200	105000

ELECTR. VENTILATED CARGO LINERS

	TONS D.W.	CUB. CAP.
	ALL TONS	ALL TONS
S/S LOTTA	2900	185000
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	2900	185000
S/S PAULA	2900	185000
S/S SELMA	2900	185000
S/S TANJA	2900	185000
S/S BETTY	2900	185000
S/S STELLA	2900	185000
S/S LINDA	2900	185000

STEAMERS

	TONS D.W.	CUB. CAP.	STANDARDS
	ALL TONS	ALL TONS	ALL TONS
HELENE	4150	212000	1100
EISE	3700	205000	1000
NAJADEN	3700	205000	1000
JOHANNE	3400	164000	950
MAJA	3200	155000	950
ILIAN	2000	114000	650
ANNA	2000	111000	650
INGER	2000	112000	650
NERMA	2000	112000	650
CARMEN	1950	107000	650
ESTER	1900	112000	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

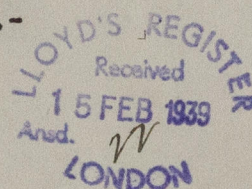
	TONS D.W.	CUB. CAP.
	ALL TONS	ALL TONS
KARLA	1600	85000
ALFA	1350	77600
BODA	1350	77600
DAGMAR	1350	77600
DORRIT	1350	77600
JENNY	1350	77600

TRAINING-SHIP, M/SK FANØ

Please quote:
Super Int.
Department

LLOYD'S REGISTER OF SHIPPING,
71, Fenchurch Street,
L O N D O N 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

10/10/04

10/10/04



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