

By special bag
No relevant particulars of this vessel are known as she has never been classed with this Society.
This vessel (No. 39222 in Supplement) has never been classed with this Society, but the plans were originally approved although, on account of Italy's entry into the war, it was not possible to survey the ship during her construction.

26th July, 1944.

Dear Sir,

s.s. "FULGOR", m.s. "LAVORO" & m.s. "POZARICA"

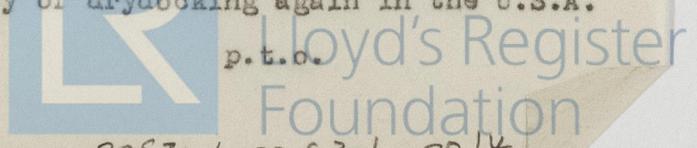
The Anglo Saxon Petroleum Co. have informed me that they have been appointed by the Ministry of War Transport to manage the above-named Italian vessels, all of which it is understood are to remain under the Italian Flag during the period of management.

The Ministry desire the surveys on these vessels to be held under the aegis of this Society with a view to eventual classification, but in order not to delay any of the vessels, it is suggested that a General Examination be held in each instance with a view to the assignment of a notation of "Classification Contemplated" or "Reclassification Contemplated".

The Managers state that the vessels are to proceed to the U.S.A. for any necessary repairs and that the Standard Oil Co. of New Jersey's Technical Organisation will be acting on their behalf. I shall, therefore, be glad if you will get in touch with that organisation with a view to General Examinations being held as soon as possible, and it will doubtless be in the interest of the vessels if any parts seen during the process of repair could be passed for Special Survey for eventual classification and particulars furnished on first entry report forms. Boiler and Screwshaft Surveys should also be carried out unless recently held.

The particulars of the individual cases are given below:-

m.s. "FULGOR". This vessel was originally classed with this Society but her class was withdrawn on Italy's entry into the war. She is at present immobilised at Gibraltar awaiting the arrival of a new cast iron propeller boss. This means she will in any case be drydocked at Gibraltar for the fitting of the boss, and the Surveyor there has been informed of the case with the suggestion that advantage be taken of this opportunity to draw the tailshaft for inspection, thus obviating the necessity of drydocking again in the U.S.A.



005301-005306-0014

m.s. "LAVORO". No relevant particulars of this vessel are known as she has never been classed with this Society.

m.s. "POZARICA". (No. 39322 in Supplement). This vessel has never been classed with this Society, but the plans were originally approved although, on account of Italy's entry into the war, it was not possible to survey the ship during construction.

The Managers state that Load Line Certificates will be required and full particulars on forms Rpt.C.11 and C.11 (Comp.) will therefore be necessary for Freeboard assignment.

In the meantime it will be in order for you to instruct the Surveyors to issue provisional load line certificates, valid for six months, with the present freeboards of the ships if the Surveyors are satisfied with their condition.

The following particulars of the "FULGOR" are sent for their guidance, viz:-

Length 401.92 Breadth 54.79 Depth 31.25.
Forecastle 35.5 Bridge 32. Poop 100.5.
Sheer 73, 24, 3, Nil, 18, 59½, 128 Camber 15.

In view of the fact that two of the vessels are understood to have left for the U.S.A. I have thought it well to cable you as per copy herewith.

I am, Dear Sir,
Yours faithfully,

Clerk to the
Classification Committee

Wm. Bennett, Esq.
NEW YORK.



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Foundation