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4/3/48

LLOYD'S REGISTER OF SHIPPING,

NANTES. 1st, March, 1948.

Dear Sir,

I have received your letter of the 25th February concerning the s.s. "COLONEL VIELJEUX", just as I was going to write to you about her.

All the plans for the conversion to oil burning were sent to me and submitted for approval to London, my son went to St. Nazaire on the 28.1 on call from the Chantiers de Penhoet, for testing a W.B. tank, but the Agent of the Cie Havraise Peninsulaire told him the vessel was passed to the Veritas on request from the Ministry of Transport.

My son asked for an official intimation of the fact, and I did not receive anything until now; the same Agent said recently that he was sorry and that his Cie would agree to pay some fees for what has been done.

I ask you kindly tell me what I must charge for the approval of the plans, and I have to invoice I 550 frs for travelling expenses, telephone and stamps.

We had the same incident with the "JACQUES BINGEN", when Mr. Pilditch was called to Brest for being informed the vessel was passed to B.V.

~~"LA HAGUE"~~ add "LA HEVE", recently delivered by Harland & Wolff, Glasgow to France and put under the management of the Cie Transatlantique, are also passed to the Bureau Veritas.

The s.s. "CASSARD" is being repaired, under my survey, since July 1946, the Ministry asked the Owners to convert her for carrying wine in bulk, but specified the conversion should be surveyed by the Veritas; the Owners told me that the vessel would remain classed by Lloyds, except the tanks, I replied that I was sorry but that the building of the tanks affecting the structure of the vessel, we had to approve the plans and survey the building as well, they agreed.

Recently the Ministry insisted for the vessel being classed by the B.V. I had a conversation with the Owners about it, and they decided that the vessel would remain at Lloyd's and surveyed, from now, by both Society's.

These proceedings of the Ministry are not fair, and, as a Frenchman I feel ashamed of the; I know personally the Minister Mr. Ch. Pineau, and I am sure he has no responsibility in it, but I suspect one of the Officials of the Ministry could be "specially" connected with the B.V.

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LOYD'S REGISTER OF SHIPPING

HAMBURG, 1st, March, 1948.

- 2 -

I have received your letter of the 24th February concerning the s.s. "COLONIAL VIKING", just as I was going to write to you about her.

I wrote Mr. Taxil on this subject on the 24th February. Of course, I personally observe a complete reserve, but I thought it was my duty to call your attention on these facts.

Yours faithfully,

(Sgd). F. Y. BRUNELLIERE.

We had the same incident with the "JANUS RIGBY" when Mr. Pichard was called to report for being informed the vessel was passed to H.V. "LA RIGBY" and "LA RIGBY" recently delivered by Harland & Wolff, Glasgow to France and put under the management of the Die Transatlantique, are also passed to the French Vortan.

This s.s. "CASSANDRA" is being repaired, under my survey, since July 1946, the Ministry asked the Owners to cover her for carrying wine in bulk, but specified the conversion should be surveyed by the Vortan; the Owners told me that the vessel would remain classed by Lloyd's, except the tanks.

I replied that I was sorry but that the building of the tanks affecting the structure of the vessel, we had to approve the plans and survey the building as well, they agreed.

Recently the Ministry insisted for the vessel being classed by Lloyd's and a conversation with the Owners took place at Lloyd's.

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