



LLOYD'S REGISTER OF SHIPPING

FONDÉ EN 1760 - REORGANISÉ EN 1834

RECONNU PAR LA LOI SUR LA SÉCURITÉ DE LA NAVIGATION MARITIME

(ARRÊTÉ MINISTÉRIEL DU 5 SEPTEMBRE 1900)

AGENCES : LLOYDREG
EUROPE 37-88

80, BOULEVARD HAUSSMANN
PARIS (8^e)

26th April 1948

CONFIDENTIAL

The Secretary
LONDON.

RECEIVED

29 APR 1948

AN8D.....

Dear Sir,

With reference to the T2 tankers recently purchased by the French Government from America, I beg to inform you that, in the cases of some of these vessels, it has been decided by the Government that the classification of these vessels with this Society or with the other recognized Society will be commenced in U.S.A. and completed on the vessels' arrival in France ; the strapping, in any case, being carried out in U.S.A.

Two of these vessels are the "FORTWOOD" (to be renamed "ZANGUEZOUR") and the "MONTEZUMA CASTLE" (to be renamed "ESSO-BRETAGNE") which are now being surveyed or to be surveyed by the Society's Surveyors for classification with this Society.

Saturday last, at his request, I had an interview with Mr. BEGLARIAN, the Managing Director of the Compagnie Les Petroles d'Outre-Mer (Managers and future owners of the "FORTWOOD") who, in the presence of the Assistant to the Directeur of the Marine Branch of the Standard Française des Petroles (Managers and future Owners of the "MONTEZUMA CASTLE") explained to me the following facts : -

Mr. COUREAU, Directeur des Affaires Economiques et du Materiel Naval at the Ministry of the Marine Marchande, in the course of a conversation he had, last week, in his Office, with the Managers of the vessels referred to in the first paragraph of the present letter, and with a Representative of the Bureau Veritas - a conversation at which Mr. COUREAU regretted much I was not present - suggested that the completion in

France of the classification Survey of the above vessels and the repairs (others than the strapping which is to be carried out in U.S.A.) be postponed to the beginning of next year, in order to take advantage of the year of grace granted by the American Bureau for their periodical Survey, this arrangement permitting the vessels to be trading meantime.

Mr. BEGLARIAN told me that the Managers did not appear generally to be very enthusiastic about this procedure and that the Bureau Veritas was somewhat reticent. He added that as far as they are concerned, the Petroles d'Outre-Mer and the Standard Française des Petroles, desire to obtain as soon as possible the class AI, as their commercial contracts are already established subject to the vessels being classed AI; and he wished to know my opinion in the matter.

I replied to Mr. BEGLARIAN that I would refer the matter to you; but, as he desired my personal opinion, I said that, while no objection would be raised by the Society to the Classification survey and repairs of these two vessels being partly held in America and partly in France, it cannot be expected that the class 100 AI would be granted by the Committee before the inspection has been completed, the necessary repairs ^{carried} out; and a satisfactory report, in each case, has been received by them from their Surveyors; and that consequently if the class AI is required as soon as possible, it is the interest of the Managers to arrange for the completion of the classification survey and repairs to take place as soon as possible.

I should be much obliged if you would kindly inform me whether I can confirm the above to Mr. BEGLARIAN, or favour me with your instructions.

Moreover, a point which is not clear to me is whether a Certificate will be issued by the Society's Surveyors in America when the classification survey and repairs have been partly held there, i.e. when the vessels are leaving for France; and, if so, I should be pleased to know, as the concerns may require in the matter, the wording of such a certificate.

I am, Dear Sir,

Yours faithfully,

J. J. J. J.



Lloyd's Register
Foundation

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Also for Mr. Staddon to note
M. J. J.