



LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

RECEIVED

17 Battery Place,

19 MAR 1962

New York 4, N. Y.

AIR MAIL

Ans'd.....

Rec'd H&A 22/3
Classing

March 15, 1962

The Secretary

LONDON

S/S "CONSTITUCION"

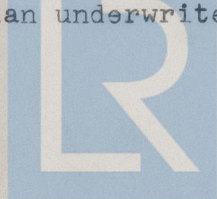
Dear Sir:

I enclose herewith a letter which has been received from Transportacion Maritima Mexicana, S. A. the owners of this vessel stating that they have decided to withdraw her from our class and transfer her to Norske Veritas. I conclude the vessel has the Society's load line certificate, but we have no record of this. Please let me know so that we may ask for its return for cancellation.

I wrote briefly about this matter in my letter of March 5th on my return from Mexico, and you may now be interested in the following information.

Transportacion Maritima Mexicana is a relatively new company, and I believe the "CONSTITUCION" which they purchased about 4 years ago in England was one of their first vessels. They have since chartered a number of ships from the Brovig Company for trade between Mexico and U. S. A. and have now purchased one or two of them. I understand further purchases are contemplated. These vessels are classed with N. V.

The owners informed me that they would have preferred to have their fleet classed with us, but strong pressures brought to bear upon them by Brovig interests have made this difficult. I gather that insurance on these ships is carried in Norway, and that procedures in respect of claims would be simplified by N. V. class. This may be a matter you might like to look into, but I may say that I discussed it with members of the American Committee who confirmed that pressures do seem to be exerted by Norwegian underwriters.



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I got the impression that the N. V. classification surveys would cost less in fees than the normal classification surveys with Lloyd's Register, and was told that interim certificates of surveys recently carried out either by our surveyors or the Lloyd's Agents' surveyors would be credited towards the classification survey without additional opening up of machinery. We have no knowledge of some of the surveys carried out by Lloyd's Agents' surveyors, and although I undertook to look into the matter immediately, if our class were retained, the operating manager was not prepared to wait until I had done so, especially as N. V. were accepting reports on the spot.

Finally I feel I should tell you that the operating manager stated that while his seniors in the company might prefer our class he himself had found the N. V. very easy to work with, and their methods simplified his operating problems. Is it worth while looking into this, in order to discover whether N. V. procedures are in fact simpler than ours?

Yours faithfully,

W. J. Roberts

W. J. Roberts
Chief Representative and
Principal Surveyor

WJR:JHG
Enc.



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CLASSING
GEN. ADMIN.
FREEBOARD

COPIED FOR

10/1

Last paragraph
signature

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Submitted
Class withdrawn at
Owner's request

ENC.
WRE:THG

Principal Surveyor
Chief Representative and
M. J. Roberts

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