



Lloyd's Register of Shipping,

8, Rue Montyon,

Nantes, 1st March 1948

Mr. The SECRETARY

Lloyd's Register of Shipping
71, Fenchurch street-LONDON-EC 3

REF.H.

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 Péninsulaire told him the vessel was passed to the Véritas 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 to 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 as called to Brest for being informed the vessel was passed to B.V.

"LA HAGUE" and "LA HEVE", recently delivered by Harland and Wolf, Glasgow to France and put under the management of the Cie Transatlantique, are also passed to the Bureau Véritas.

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

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

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

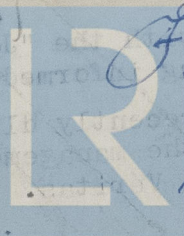
I wrote to Mr. Taxil, on this subject, on the 24th February.

Of course, I personally observe a complete reserve, but I thought was my duty to call your attention on these facts.

Yours very Faithfully:

Referred to the Chief Ship Surveyor,
and the Chief Engineer Surveyor.

Also for Mr. Clatten to inform
also for Mr. Perris to inform



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