

LLOYD'S REGISTER OF SHIPPING

FONDÉ EN 1760 - RÉORGANISÉ EN 1834

RECONNU PAR LA LOI SUR LA SÉCURITÉ DE LA NAVIGATION MARITIME

(ARRÊTÉ MINISTÉRIEL DU 5 SEPTEMBRE 1908)



GRAMMES : LLOYDREG
PHONE : EUROPE 37-88

80, BOULEVARD HAUSSMANN
PARIS (8^e)

26th April 1948

CONFIDENTIAL

The Secretary
LONDON.

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29 APR 1948

ANSD.....515.....

Dear Sir,

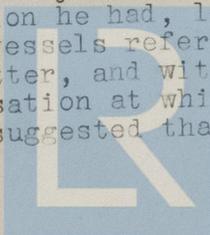
With reference to the T2 tankers recently purchased by the French Government from America, I beg to inform you that, in the cases of some of these vessels, it has been decided by the Government that the classification of these vessels with this Society or with the other recognized Society will be commenced 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

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

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

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

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

Moreover, a point which is not clear to me is whe
Certificate will be issued by the Society's Surveyors
rica when the classification survey and repairs have be
partly held there, i.e. when the vessels are leaving for
and, if so, I should be pleased to know, as the concern
inquire in the matter, the wording of such a certifica

I am, Dear Sir,

Yours faithfully.

J. J. J. J.

Referred to the Chief Ship Surveyors

[Handwritten signature]

Also for Mr. Staden to note
in Paris



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