



High Close,
Wiltshire Road,
Wokingham, Berks.

ENCLOSURES.

16th October, 1943.

Dear Mr. Clement,

I return herewith the papers on the "BRIGHTON" from which you will see that we have made enquiry regarding superheaters. The Glasgow report is quite clear that they are fitted to all boilers but we shall know more about it when the Leith reply comes to hand.

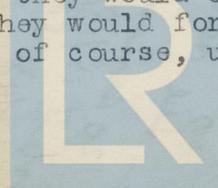
As regards the N.H.P. question, this has long been a source of controversy and after talking it over with the Engineers' Department here (Mr. Ritchie being away) they agree there is much to be said against a system which reduces an N.H.P. from 505 to 339 directly a boat is classed with this Society. It is, of course, true that the explanation is contained in the key but this conveys nothing to the lay mind as it does not point out the reason for the discrepancy except when tried out by the two formulae.

Our own N.H.P. is simply a basis for fees and I feel sure the Chairmen will agree that there is something to be said for Mr. Willan's contention that it is very misleading.

I will let you know the result of my enquiry of Leith on Monday.

At the same time I have attached to the memorandum regarding the steamer "PORT ALMA" the copy of the Loading Port Certificate issued by the New York Surveyors last month. The fee certainly seems to be very heavy but if you will refer to the attached scale of charges for the U.S.A. and Canada you will see that for this large installation the scale fee is 80 dollars. I presume the other 24 dollars was for special attendance and expenses, but as Mr. Ritchie is away doubtless you would prefer to have this dealt with in London.

I have marked the refrig. section in the enclosed U.S.A. Scale List but frankly do not understand the final paragraph relating to extra charges for unclassed vessels as it seems from its wording that they would charge twice as much for classing installation as they would for surveying it during construction. New York were, of course, unaware of the fact



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that it was coming into class but for one visit the fee seems out of all proportion.

Please let me have the List returned here when the case has been dealt with as it is our only copy.

By the way, I have looked out a number of other loading port surveys held in New York for which, although they are not such big installations, the usual fee is anything between 30 to 45 dollars.

With kind regards,

Yours faithfully,

R. J. Shadden

P. Clement Esq.,
LONDON.

Referred to the Chief Engineer Curwen

W.J.B.

18.10.43.

for Mr. Shadden to note

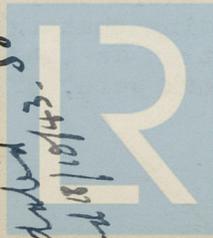
See memorandum

See recorded

no answer

dated 15/10/43

and 18/10/43



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