

Lloyd's Register of British & Foreign Shipping

Surveyor's office, Stockholm.

Postal and telegraphic address: Lloyd's Register, Stockholm. Rikstelefon n:o 4161 & 3342.

5th February 1914.

LOYD'S REGISTER
LONDON.

10 FEB 1914

REC'D
ANSW

The Secretary

to the Committee of Lloyd's Register,

L o n d o n .

Sir,

With regard to the enquiry, contained in Your favour of the 27th ult., I have respectfully to intimate, that the way, in which the special survey fees in question were calculated by me, was described in my letter (E.) of the 22nd August 1911 in reply to your letter of the 16th same month (E.), and that the amounts of these fees were accepted as very reasonable by the manager of the Stockholm Diesel Works.

I may add, that the special survey of these two engines involved no less than 52 joint visits for the two engines and 27 additional visits for the second of them at the Diesel Factory, which is situated in the country on some distance from Stockholm (about 20 to 25 minutes by automobile and 10 minutes from the suburb station by the train, which, however run rather irregularly.

The indicated horse power was then estimated by me and the Works Manager at 1176, which would, in accordance with the general

rule in this country, correspond to 294 Nominal Horse Power. The fee, agreed with the works, was thus fixed at $200 \times 3 \text{ sh.} + 94 \text{ sh.} = 694 \text{ sh.}$ or 34 £ 14 sh. for each engine.

As to the apportionment of the fees, collected in this District for the survey of internal combustion engines, this subject was dealt with in Your letter S. of the 20th Oct. 1911 and, consequently, the parts of these fees, which have been remitted to the London Office, amount to 10 Percent or 25 Percent resp. of the whole fees, as for "old work" with the only exception, that for Bolinder motors, ordered by Messrs. James Pollock, Sons & Co., the fees and their apportionment have been regulated by the Assistant Secretary's letter (D) to that Firm, dated the 5th Sept. 1911.

Although this letter may perhaps be said to be overruled by the later rule, laid down in your letter (S) of the 20th following Oct. above mentioned, I have however adhered to remitting $1/3$ rd of the fees, charged on Bolinder engines, ordered by the Firm just mentioned, in consideration of the contents of your letter to the Firm and also because their orders have been more numerous than all the rest..

I may add, that not only the Diesel people but also the Bolinder Firm have explained to me, that they consider the fee charged by me for each engine to be extremely moderate in regard to the work involved, and I have ascertained, that other classifications are charging higher fees, than we do, and that the charges of private consulting Engineers for superintendence of this class of work in this country, although certainly much less efficient than our special survey, are also materially higher than our fees.

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As an instance, Mr. H. Andersson, the B.V. Engineer Surveyor at Stockholm, informs me to-day, that the fees, which will be charged by him under the B.V. Rules for the two similar engines, now building for Mons. Heriot, will be as follows:

Fee	Francs 1675.-
+ 10 %	" 167.50
+ certificate	" 75.-

	= Francs 1917.50

or about 76½ Pounds Sterl. to which is to be added all fees for testing, carried out by Mr. Andersson in Stockholm and estimated to, say, 200 Frcs.

As the fee, charged by me, amounts to only 69 £ 8 Sh. inclusive of the corresponding testing fees, it is apparent, that our Society's Fees for these engines are materially cheaper than the B.V. Fees.

Under these circumstances, and as there appears to be at present a certain slackness in the Swedish marine motor trade with only very few new orders, I would respectfully submit, that as these fees, as they are, give a very moderate net remuneration, relatively to the work involved, an alteration in the present agreed fees for new marine motor work in this District would not be desirable.

As there is a demand for copies of Mr. Milton's suggestions for new Rules for Diesel Engines from the Bergsund Co., who are building the new Government motor-lightship under special survey, and from the Bolinder Firm, I have respectfully to submit, that 4 or 6 extra copies of these very important suggestions be sent to this office for private circulation amongst interested parties.

I am, Sir,

Your most obedient Servant

© 2020
R. Hakson
Lloyd's Register
Foundation

Referred to the Chief Engineer

Referred to the Chief Engineer Surveyor.

Mr. Martin
+
Mr. Redman
to note

FEB 10 1914



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