

Lloyd's Register of British & Foreign Shipping,

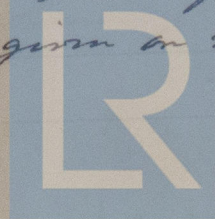
Maritime Buildings, East Dock Street,

Dundee, 26th January, 1914.

LOYDS REGISTER
LONDON
27 JAN 1914

REC'D
ANSP

With reference to Stockholm Reports No. 1239 on the machinery of the twin screw steamer "SEBASTIAN" - The Caledon S.B. & E. Co., Ltd. No. 232 - we note that on each report the survey fee charged is £34-14-0 (£69-8-0 in a note is added in each case that the first fee be charged on completion. There is no indication as to whether the full fee or only fee has been charged, and the amount of first fee is not stated; we presume the latter will be £3-0-0. Horse power as stated on the reports are Port 805 and Starboard Motor 810 B.H.P. at 165 revolutions, computed I.H.P. for both motors = 2300 total. There are two auxiliary boilers fitted which have been constructed by The Caledon S.B. & E. Co., Ltd. the combined surface of which = 1732 sq. ft. The fees on these computed by the rule given on request form would be £5-16-0.



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2.

The machinery has been fitted on board
this boat and we desire your advice as
to the amount of fees, if any, which should be
charged against Messrs. The Caledonian S.P. & S. Co., Ltd.;
also whether this office should be credited
with part of the fees charged by the
Stockholm Surveyors.

The Stockholm Reports No. 1209 & 1239 are
enclosed herewith for reference.

We are, Sir,

Yours obedient servants,

The Surveyors,

Messrs. James Carnegham & Co.,

The Secretary,
London.

(2 enclosures)



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W411-0036(2/2)

Referred to the Chief Engineer Surveyor.

The Caledon M.E. Co's vessel
(Sebastian)

C.S.D.
JAN 27 1914

Mr

Mr

F

+ Mr. Asrough
+ Mr. Mayo
to note

It is submitted that the Stockholm surveyor should be asked to explain in what way the fees were determined by him in this case.

In dealing with Diesel Engines it is usual to consider the Nominal Horse Power for fees to be $\frac{1}{2}$ of the Actual Indicated Horse Power. Also in all cases where machinery is built in one District & placed on board in another the total fee is apportioned $\frac{2}{3}$ to the port of construction & $\frac{1}{3}$ to the port where fitted on board. For twin screw engines the total power is taken in charging the fees, not twice the fee for half the power.

J.M.

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