

TONNAGE (with or without Tonnage Openings)

"CALTEX LIVERPOOL"

When calculating the fees for the survey during construction of the turbines for the above ship, the Newcastle Surveyors overlooked the fact that part of the gearing was made in Glasgow. The fees charged were assessed on the basis of 25% 1947 scale and 75% 1952 scale and the Glasgow Office have charged, in addition, a fee of £14. 5. Od. in respect of gearing.

Messrs. Hawthorn Leslie & Co. have raised objection to this charge as they state that only the cutting of the teeth was carried out by the Fairfield Shipbuilding Co.

In cases where all the gearing is made elsewhere, the 1952 scale provides for 70% of the fee for the turbines and 40% for the gearing and the Newcastle Surveyors have suggested that a corresponding reduction should be made in cases where only part of the gearing is dealt with in another district.

This proposal is considered to be equitable. If applied to the present case the additional charge over and above that already made would be £2.15. Od. only, and as the ship was completed in November last, it is suggested this charge might be waived.

If this is approved the Glasgow Office should be advised and instructed to cancel their account for £14. 5. Od. above referred to.

From the attached correspondence it appears that there are two further turbines building by the same firm and the gearing has been similarly dealt with. It is submitted the Newcastle Surveyors be advised that whilst it is not proposed to ask the engine builders for any additional payment in the case of Engine No. 4090 and the Glasgow Office have been authorised to cancel their account, the proposed method of calculating fees where parts of the gearing are made in other districts is approved and will be applied in the case of Engines Nos. 4091 and 4120.

4102

*M. J. Smith*

12th February, 1953.



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Lloyd's Register  
Foundation

004693-004697-0208

Solid Floors, thickness and spacing 30 sp. 45/50 below Turb/53T. End

Bridge Deck, Angle, E or F