

on basis of reclassification
 for SS for reclass Hull = 1/2 x 55 (B) = 29 1/2 = 7310-0

Lloyd's Register of Shipping,

14, Cross-shore Street,

Greenock, 15th April, 1948.

Confidential.

RECEIVED

16 APR 1948

ANSD.....

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Dear Sir,

S.S. "MARGARET CLUNIES" ex "MULLION COVE".

In view of the Head Office private and confidential letter of the 13th January, 1947 regarding the re-classification fees for existing ships, I would like to submit proposals for consideration in respect of the S.S. "MARGARET CLUNIES" ex "MULLION COVE".

This is an unusual case the vessel being partly built under the Society's supervision but taken by the Admiralty prior to completion and converted to a depot ship and consequently never classed. Presumably, however, the main part of the initial new construction fee will have been earned and paid. The ship has been in hand during reconversion work at this Port during the past six months and difficulty has been experienced in obtaining material for the work and in effecting the necessary alterations on account of these not being done by any of the main local Repairers.

On the basis of 35% of new construction fee approximate figures of £136, £161 and £254 would result by using the three scales.

It has not been possible to effect a complete Special Survey or recommendation for full Classification, a considerable amount of reconstruction and examination work has been done nevertheless and approval for several alternative arrangements and scantlings obtained. It is proposed, therefore, that the following fees be charged:-
Work at Greenock.

Special General Examination & Interim Certificate	(say twice scale)	£44: --	-
Reconversion & Alteration Work		£200: --	-
Issue of Freeboard Certificate		£ 18: --	-
Late and Sunday Attendance Fees		£ 13:13	-
Boiler Survey		£ 13: --	-
<u>To be collected for Glasgow</u>			
Electrical Survey Fee		£30: --	-
" " Expenses		--:15:6.	-
Tailshaft Survey		3: --	-
Hull Damage		10: --	-
Total		£332:18:6.	



Lloyd's Register of Shipping Foundation

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For existing ships that have undergone Special Survey and large structural repairs covering about six months, fees of this order have recently been charged and it is thought that they are quite reasonable.

The "MARGARET CLUNIES" has already completed one voyage and returned to this country with iron ore.

Similar reconversion cases are also in hand including the "JAMES CLUNIES".

An indication of the approximate fee has been given to the Owners to-day who think it reasonable.

Yours faithfully,

A. S. A. R. Clark

The Secretary,
LONDON.



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