



LLOYD'S REGISTER OF SHIPPING

Fondé en 1760. Réorganisé en 1834.

RÉUNI AVEC LE BRITISH CORPORATION REGISTER

RECONNU PAR LA LOI SUR LA SÉCURITÉ DE LA NAVIGATION MARITIME

(ARRÊTÉ MINISTÉRIEL DU 5 SEPTEMBRE 1908)

8, Rue de la République, Marseille

Télégrammes: LLOYDREG

Téléphone: COLBERT 3093

29th May, 1956.

Dear Mr. Betts,

With reference to my official letter of even date regarding Fees charged in the case of the Motorship "ZAGORA", I think it well to add the following comments:-

Previous to January 1955 the Bureau Veritas Fees were based on the figure of the Total Gross Tonnage, viz 1678 in the case of the above ship. Since January 1955 and by agreement between the Comité Central des Armateurs de France and the Administration of the Bureau Veritas, the fees are computed on the basis of Gross instead of Total Gross Tonnage and adjusted to the various types of vessels by using appropriate coefficients i.e. Shelter deckers x 1.2 Tankers x 1.5.

In the case of the "ZAGORA" Bureau Veritas Fees would be computed as follows:-

- (1) HULL (1437 gross tons)
Fee at 1000 GT.....Frs.267.000
plus 1001 to 1437=
437 GT at Frs.160,2 = 70.007
337.007
Total HULL (Shelter Decker) X 1.2 = Frs.404.408
- (2) MACHINERY (2600 BHP x 1.25= 3250 IHP)
M.E.: Fee at 1000 IPH.....Frs.106.800)
plus 1001 to 3250 } Frs.226.950
2250 at Frs.53,4= Frs.120.150)
- (3) AUX.MCHY. (150 BHPx3x1.25= 562 IHP)
Fee at 500 IHP.....Frs. 62.300)
plus 501 to 562 } Frs. 67.818
62 at Frs.89.....Frs. 5.518)
- Total..... 294.768
plus 294.768: 100 x 25 73.692
(Coefficient 25% for building and erection at two different ports)Total MCHY: 368.460

Brought forward..... 772.868.-

(4) ELECTRICAL INST. (100 kw x 3 = 300 Kw)
 Fee at 200 kv Frs=28.480)
 plus 100 kw at) 35.600.-
 Frs.7.120.....= 7.120)

(5) LOAD LINE Gross Ton betw.1000 & 1500
 L.23 at 980..... 22.540.-

Total (1) (2) (3) (4) & (5)... 831.008.-
 plus (Approximately) 10% expenses 83.100.-
 Great Total.....Frs: 914.108.-

Bureau Veritas and Lloyd's Register Classification
 Fees (Msl letter submitted 16th April last) would thus compare
 as follows in the case of the "ZAGORA":-

	<u>L.R.</u>	<u>B.V.</u>
(1) <u>Hull</u> (rebate deducted)....Frs: 684.560 (Marseilles)		404.408
(2) <u>Machinery Const:</u> Main Eng: \$ 6I6 at 350: Frs.215.000) Cleveland Rpt.N°.1757) 423.600 Auxy.Generator Frs. 80.400) Vln.Rpts.Nos 1-2-3.		368.460
(3) -D°- Instal. Frs.128.200 (Marseilles)		
(4) <u>Electrical Equipment</u> 139.200 (Marseilles)		35.000

1.247.360 807.868

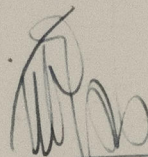
Lloyd's Register Fees appear to be approximately
 50 per cent above Bureau Veritas Fees but it must be noted that
 Bureau Veritas Inspection covers, besides the above, a
 substantial number of items which are not dealt with by L.R.
 as for instance (4) the testing at the Makers' Works of all
 electrical cables, of generators and motors under 100 Kw and
 a great deal of miscellaneous electrical fittings and for (2)
 and (3) the testing of all tubes in addition to pressure pipes, etc.

(3)

"ZAGORA".-

I have not had the opportunity of comparing the great totals of BV and LR Fees for Sister Ships built in France by the same Builder to a repeat specification, but I think it is probable that the total of LR Fees is not higher - if not lower - than the great total of BV Fees when Lloyd's Rules for survey, testing and examination are adhered to.

Yours sincerely.



Pierre FONDEUR

Norman BETTS, Esq.,
London.



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Lloyd's Register
Foundation

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