

For Mr Tumbull.

R 4

H.

T.S.S. "CERAMIC"

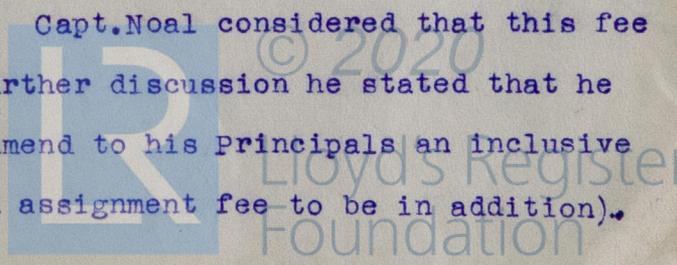
18,495 tons gross. Built in 1913 by Messrs. Harland & Wolff, Belfast. OWNERS: Shaw Savill & Albion Co. Ltd.

Capt. Noal, of the Shaw, Savill & Albion Co., called this afternoon and stated that they are considering classing the above vessel with this Society. He desired to know, if this decision was taken, what fee would be charged.

The ~~first entry~~ fees for the special survey during construction of hull and machinery of a vessel of this size would amount to about £700. It has been the practice, in dealing with the classification of an existing ship not built under survey, to quote a fee equivalent to 40% of that which would have originally been charged, and this in the present instance amounts to £280.

In the case of the ^{Built 1911} "MAMARI" ex "MAMILIUS", however, which was brought into to classification by Messrs. Shaw, Savill & Albion Co. in 1932, the Owners requested that the Committee should treat the case as a special one. The fee first suggested in that case was 60% of the original fee, or £300, but this was later reduced to £150, and it was finally agreed to class the ship for an inclusive fee of 100 guineas, but exclusive of freeboard.

The case was discussed with Capt.Noal, and the fee mentioned above, namely £280, was suggested to him. Capt.Noal requested, however, that the case should be treated as a special one, on the same lines as that of the "MAMARI". It was pointed out to him that the "CERAMIC" was a considerably larger ship, and it was suggested that the Committee might agree to a reduced fee of £200. Capt.Noal considered that this fee was too high, and after further discussion he stated that he would be prepared to recommend to his Principals an inclusive fee of £150 (the freeboard assignment fee to be in addition).



Capt.Noal stated that if this were agreed, plans would be submitted and the vessel would be submitted to survey with a view to classification at Glasgow.

It is submitted for consideration whether a fee of £150 should be accepted for the classification of this vessel in this instance.

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Buck

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8.5.36

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