

Steel Twin screw Motor Yacht (126ft. long) building by Fried.
Krupp Aktiengesellschaft Germaniawerft, Kiel.

A letter has been received from the New York Office relating to a steel yacht designed by Mr. Daniel Cox, of Messrs. Cox and Stevens, Naval Architects, of New York, which vessel is now under construction by Fried. Krupp Aktiengesellschaft Germaniawerft, at Kiel, and stating that it is desired to have the yacht inspected on completion by this Society's Surveyors with a view to a certificate being issued by the latter.

The form of certificate to be used is contained on page 4 Clause 7, of an Agreement between the Builders and Owners, a copy of which agreement is enclosed for reference, together with five plans and a specification of the yacht.

The specification embodies not only constructional details relating to the hull and machinery, but also details of the fittings, electric installation, etc.

Mr. French has already informed Mr. Daniel Cox that the Committee would probably agree to the inspection being undertaken as desired, and suggests that the fee to be charged should not be less than the ordinary classification survey fee, or possibly rather more.

For a yacht of this size the fee for the special survey on the hull during construction would be approximately £36, and for the machinery, based on the Brake Horsepower, about the same amount.

A certificate of the nature desired would — depending upon the stage reached in the construction of the yacht — probably involve the requirements of the Special Survey No. 1, and it is considered that such additional work should be covered by any fee charged.

In view of the very detailed specification, and that the Society's classification is not desired, it is suggested the hull survey fee should be increased by 50 per cent., and that an additional sum of £15 (£10 for hull and £5 for machinery) should

be charged for additional survey work, the total fee to be charged being:-

£64 for Hull

£41 for Machinery

£105 .. Total fee.

It is submitted the Hamburg Surveyors be informed in the terms of this endorsement, and they should be requested to notify this Office as early as possible as to the stage of completion at present reached in the construction of the vessel. and when they anticipate it is likely the yacht will be completed.

It is further submitted the New York Surveyors be informed by cablegram as desired as soon as the report is received from the Society's Surveyors at Hamburg that the vessel is completed, to enable the New York Office to issue the certificate as desired.

It is considered that the certificate should bear the signature of the Surveyor or Surveyors actually concerned in the work of inspection, ^{and} it is submitted the Hamburg Surveyors should prepare the certificate for transmission to New York in good time in order that upon receipt of the cablegram notifying satisfactory completion of the survey, the certificate might be issued by the New York Office without any delay. For this purpose, therefore, the New York Office would require to forward a few sheets of the Official New York headed Notepaper upon which the certificate could be drafted, and they should be requested to do this.

Some better
method
this can be
arranged

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