

engines the fees are charged
power in the vessel, and not twice the fee for half the power.
In this case the total indicated horse power is 107 1/2

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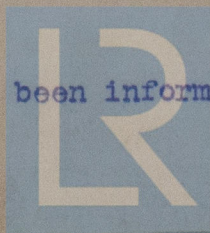
Re the fees charged for survey of the Diesel Oil Engines of
the Twin Screw Vessel "SEBASTIAN".

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The engines of this vessel were constructed in
Stockholm and fitted on board at Dundee. The Stockholm
Surveyor has charged a total fee of £69:8 for his services.
He was asked to explain the basis of his charges. He has
taken an unusually large figure for a nominal horse power of
these engines and has charged for each engine separately
instead of the combined horse power of the two engines in a
twin screw vessel. He explains that he intends the fee
charged to be inclusive of his charges for the extra work he
has had with tests of air bottles and other materials
manufactured out of his district, and he states that the
basis of the fee has been agreed upon by the manufacturer.
He further points out that there has been very considerable
extra surveying work in this case.

With regard to this latter point and the attention
required with the testing of the air bottles, it is recognized
that there have been considerable difficulties experienced.
The first air vessels made were found to be unsuitable. This
led to some correspondence and to considerable extra labour.
The main engines at first presented many difficulties. The
first set was for several months subjected to frequent tests
on the bench and had to have modifications to the shafts and
bearings before they were made satisfactory, and this required
an abnormal amount of attention on the part of the Surveyor.
For all the attention given the total fee charged does not
appear to be unreasonable in the special circumstances of
the case, but it should not be considered to be a precedent,
and future cases of first entry fees for ^{Special} survey of machinery
should be dealt with in Stockholm on the same basis as they
would be in this country.

The Surveyor has already been informed that it is



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usual to consider the nominal horse power of Diesel Engines for the purpose of determining the fees to be one-fifth of the indicated horse power, and that in the case of twin screw engines the fees are charged on the total nominal horse power in the vessel, and not twice the fee for half the power. In this case the total indicated horse power of the engines is stated by the Surveyor in his report to be 2,300, corresponding to a nominal horse power of 460 for which a survey fee of £43 would be charged, as against £69:8 charged at Stockholm. In addition to the £43, however, there would be some fees charged for the services of testing materials and accessories manufactured outside the district.

Further, the Surveyor has been told that when the machinery is built in one district and placed on board in another, one-third of the fee is credited to the port where the machinery is erected on board. Had this been a normal case, in addition to the fees charged for testing etc. outside the district the fee charged would have been £43, of which £14:6:8 would have been credited to Dundee.

It is thought that in the circumstances £14:6:8 out of the fee actually agreed between the Stockholm Surveyor and the Builders should be credited to Dundee for the survey of the erection on board, trials etc.

The Dundee Surveyors should be informed of this and instructed to charge only the first entry fee and the fee for survey of the boiler so far as the machinery is concerned.

JIM

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copies of these very important suggestions be sent to this office

for private circulation amongst interested parties.