

Messrs. HAWTHORN LESLIE & CO. No. 499.

Standard Type "B", S.S. "TYMERIC"

Owners - Messrs. Andrew Weir & Co.

A letter has been received from the Builders stating that when this vessel was contracted for by the Shipping Controller, it was arranged that she should be classed with Lloyd's Register and a certain quantity of steel was tested by the Society's Surveyors. Subsequently the vessel was transferred to Bureau Veritas classification. The vessel has now been acquired by the above Owners who state they prefer that the vessel be classed with Lloyd's Register.

The machinery allocated to the vessel is building by Messrs. Palmers' Shipbuilding Co., under the survey of this Society and is well advanced.

On reference to the Newcastle Surveyors, they state that the vessel is now plated and riveted with part of the launchways under her, the Bureau Veritas freeboard marks are on the sides and it is intended to launch on Wednesday, the 2nd April, and complete the vessel six weeks after.

The Builders wish to be informed whether the Owners' wishes for Lloyd's Register classification can be met and a certificate for the 100 A.1 class be issued for the ship as a whole.

They further state that the owners desire to know whether this can be done by the payment of the one classification fee - a division of this fee to be decided upon between Lloyd's Register and the Bureau Veritas.

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The Newcastle Surveyors say they have seen Mr. Gravell, the Chief Surveyor for the Bureau Veritas, who states that that Society will complete and provide a Certificate in accordance with arrangements made with the Controller of Shipping.

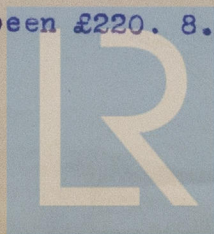
The Newcastle Surveyors submit that the Bureau Veritas are entitled to the fees on hull and that the machinery fee be paid to Lloyd's Register.

It is considered that the arrangement come to with the Shipping Controller is not intended to cover a case like the present one where it is desired that a vessel that is nearly completed shall be taken over from another classification Society and classed by this Society without any fee being paid for the hull.

It is submitted that in order that this vessel may be classed with this Society it is necessary that the Society's Surveyors first survey the ship in order to satisfy themselves that she has been built in accordance with the plans approved by this Society for the "B" type of Standard Vessel. If this is found to be the case they should take up the survey of the vessel until completion and then forward their report on a First Entry Report form.

This case is somewhat similar to that of the "WAR HECUBA" and "WAR CHARON", "G" Type Standard Vessels built by Messrs. Workman Clarke & Co., under the survey of the British Corporation, and recently taken over by Lloyd's Register at the request of the Owners when near completion.

In these vessels the Rule fee for classification for the hull would have been £220. 8. 6 and a fee of £133. 6. 8 was charged.



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In the present case the Rule fee for classification of the hull would be approximately £155, and it is considered that a fee of £100 would be a reasonable one for the Survey, completion and classification of the vessel. *This to be in addition to The Machinery Fee.*

4/3/4Ct. WPA
ARRTo W

22.3.19.



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