

how
"Bro" 7

Steel Screw Steamer "TELLO"; No.36066 in Register Book. 2478 tons gross
Built 1918 - 6. Port: Oslo.

Owners: A/S Tello. Manager: Johannes Lindvig.

Classed: 100A1.10,29 *LMC.4,27
S.S.Osl.No.2-28. BS.11,30
Cargo battens not fitted. TS.4,28 (OG).

The Special Survey No.3 became due on this vessel in June, 1930, and the Screwshaft survey became due 4,31.

Action in this case has been deferred by the Classing Committee from time to time.

In May last the Owner requested the postponement of the survey until November or December next when the vessel's present charter to Kirkenes would expire. He stated that the vessel was chartered for these round voyages last Spring and if he had to stop her the Charterers would certainly cancel the Charter party.

In order to meet the Owner as far as possible the Classing Committee agreed to give the proposal their favourable consideration provided the Owner would arrange to have the vessel drydocked, the underwater parts examined as part of the Special Survey at an early date, and also to complete the survey of the machinery at the same time.

The Oslo Surveyors duly advised the Owner of the Committee's decision who, however, made a further appeal for the postponement previously desired.

The Classing Committee again had the case before them on the 12th ultimo but were unable to alter their previous decision in the matter,

The year of grace expired June, 1931.

A cablegram was received from the Society's Surveyors at Oslo on the 13th instant stating that the Owner does not wish the class retained, and the Classing Committee who again had the case before them on Tuesday, 14th instant, decided to give

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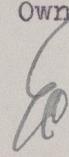
TELLO.

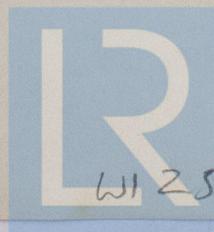
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instructions for the vessel's class to be expunged from the Register Book with a Red Line (7.31), indicating non-compliance with the Rules, and the Surveyors have been requested by cablegram to inform the Owner accordingly.

Since the receipt of the cablegram from the Oslo Surveyors a letter has come to hand from them stating that they had a conference with the Owner on the 11th instant who was very offended because the postponement was not granted and therefore he had not answered their letters. He said that the vessel was now classed with another Society, whose method of managing was more helpful, and due to Lloyd's Register's handling in this case he would not recommend his friends to have their vessels classed by Lloyd's.

We also beg to add that this Owner's influence is very little.


16th July, 1931.



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