

Particulars of Examination and Repairs (if any) *10.29*
(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

10.29
SS OSL N° 2.28

BS 929
TS 428 09

56.12.27. H.

Present to Chief Surveyors _____ Received from Chief Surveyors _____

VESSEL'S NAME Steel Sc. "TELLO" Report Mdb. No. 14366

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

(In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report 24/5/92.)

No. 3 SURVEY PARTLY HELD.

When due 6.30 When proposed to be completed _____

Portion of Survey held, &c., Screw Shaft Survey due 4.31.

The class is subject to indented plating forward being dealt with, the worn deck plate and some defective rivets in way of after well port side being dealt with and a steering gear deck connection being repaired at the special survey.

The vessel requires to be placed in dry dock for examination and necessary repairs on account of grounding.

The 1st S.S. No.3 became due 6.30 and on the 12th May the Oslo Surveyors were informed that as no part of the special survey had been carried out the Committee found it difficult to meet the Owner's wishes but, in the circumstances, with a view to assisting the Owner as far as possible they were prepared to consider his proposal to postpone the survey until November or December when the vessel would complete her charter, provided he would arrange to have the vessel dry docked and the underwater parts examined as part of the special survey at an early date, also to complete the survey of the machinery at the same time and opportunity be taken to make a general examination of the hull, but in the meantime action had been deferred pending information as to what steps were being taken to carry out these requirements.



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Lloyd's Register Foundation

W1251-0153 1/3

ittee's Minute

FRI. 30 MAR 1931

TUE. 12 MAY '31

Deferred

WED.

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10.29
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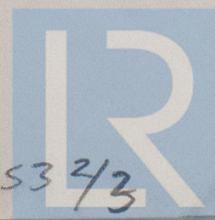
BS 9
TS 42

Steel Sc. "TELLO"

The Owner wrote on the 30th May as follows:- "As far as I have
"been able to learn the charterers will undoubtedly put obstacles in
"our way if the vessel should be laid up at the repairers before the
"expiring of these voyages, or the vessel must in other words at once be
"laid up. So long as the Owners have these voyages which bring a fair
"profit, it appears to me that Lloyd's, on account of the extraordinary
"conditions at present, ought to agree to the postponement of the survey
"until the completion of the Kirkenes voyages, as the Owners otherwise
"undoubtedly will get into the greatest difficulties.

"As no improvement is expected in the freight market for a long
"time yet, the vessel must necessarily on completion of the voyages to
"Kirkenes be laid up and then there will evidently be plenty of time and
"opportunity to pass the survey."

The case is fully stated in endorsement dated 11.6.31 and
received consideration on the 12th June when the Oslo Surveyors were
informed that the Committee could not alter their previous decision as
conveyed in the Secretary's letter of the 12th May, and they were
requested to point out to the Owners that as the year of grace expired
6.31 this decision was a concession from the Rule requirements which was
given in order to meet the special circumstances in which the Owners
had placed themselves by chartering the vessel until November/December
although they must have appreciated the fact at the time the vessel was
fixed, that they were exceeding the period of the expiration of the year
of grace by at least five months.



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W1251-0153 2/3

Committee's Minute

FRI. 20 MAR 1931

TUE. 12 MAY 1931

Register of

-3-

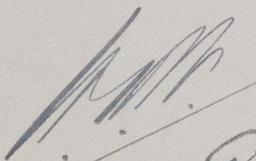
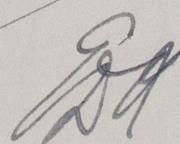
Steel Sc. "TELLO"

In reply to enquiry the Oslo Surveyors now cable as follows:-

"Owners do not wish class retained. Letter follows".

The year of grace expired 6.31.

The case is submitted for the consideration of the Committee.

 *W. M. A.*
W. M. A.
14.7.31.


The Certificate of Classification to
be endorsed "*Cargo battens not
fitted*" and the same notation to be
printed in the Register Book.



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W1251-0153 3/3