

2

Sent to Chief Surveyors 11. 6. 31 Received from Chief Surveyors \_\_\_\_\_  
 VESSEL'S NAME SM Y. Yello 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 2416/92.)

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 has 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 parts 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.

In reply the Oslo Surveyors wrote that the Owner proposed to

ON THE 15<sup>th</sup> JULY  
 W1251-0160 1/3

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dry dock the vessel for the necessary examination at the completion of the next voyage in about a month.

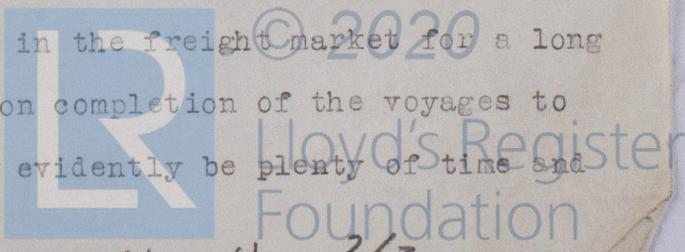
The case received consideration on the 27th ultimo when the proposal to dry dock the vessel for the necessary examination in about a month was agreed to.

The Oslo Surveyors now write that it appeared from a telephone conversation with the Owner that he could arrange for the docking of the vessel in about a month as stated in the Oslo Surveyors' letter of the 19th ultimo, but they afterwards received a letter from the Owner dated the 30th May since receipt of which they have endeavoured to get in touch with the Owner to discuss the matter but he was away and they have now received a further letter from him.

Copies of the letters are attached.

The Owner states in his letter of the 30th ultimo "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."



W1251-0160 2/3

Steel Sc. "TELLO"

In his letter of the 8th instant the Owner states ".... this present letter is forwarded in order to urge Lloyd's to agree to the vessel being examined afloat by Lloyd's Surveyor without further opening up, on passing Aalesund going south or north, as the Owners undoubtedly will get into the greatest difficulties if any time should be lost.

"I cannot state accurately when the vessel will complete her voyages on Kirkenes as this for a great part depends on the port of discharge the vessel is directed to, but I expect it will be ab. November this year. That is, a few months over the time will elapse and when such a big economical question for the Owners is concerned."

The year of grace will expire at the end of the present month. The case is submitted for the consideration of the Committee.

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

  
W. W. M. A.  
11.6.31.



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W1231-0160 3/3