

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

13 MAR 1931

DATE OF WRITING REPORT 9-3-1931 When handed in at Local Office 9-3-1931 Port of Middlesbrough

No. in Reg. Book. 6167 Survey held at Middlesbrough Date, First Survey 3-3-31. Last Survey 9-3-1931 (No. of Visits 2)

6096 on the Machinery of the Wood, Iron or Steel "TELLO"

Tonnage Gross 2478 Vessel built at Toronto By whom Dominion SBC Co When 1918-6  
Net 1476 Engines made at Toronto By whom John Inglis Ltd. When 1918

Nominal Horse Power 253 Boilers, when made (Main) 1918 (Donkey) -

No. of Main Boilers 2SB Owners A/S Tello Owners' Address (if not already recorded in Appendix to Register Book.)  
Johannes Lindvig Port Oslo Voyage Scantzig

No. of Donkey Boilers - Managers Johannes Lindvig

Steam Pressure Main Boilers 185 lb If Surveyed Afloat or in Dry Dock Normanby Whf Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. of Donkey Boilers - (State name of Dock.)

Last Report No. 907 Port Oslo

Particulars of Examination and Repairs (if any) Comp. B.S.

Periodical Surveys, when held, must be reported in detail and seriatim 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 details 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.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined?

as a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Starb only

Do. " " Donkey " " " "

Was this not done, state for what reasons? Port Boilers stated to have been surveyed at Barrow

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler? Starb only To what pressure were they afterwards adjusted under steam? 185 lb sq

Did the Surveyor examine the Safety Valves of Donkey Boiler?  To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Starb only, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Starb only, and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner?  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed?  If so, state reasons -

Has the shaft now fitted been previously used?  Has it a continuous liner?  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Afloat

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Now done! The Starb. Boiler & its mountings examined throughout placed in good order & all safety valves adjusted under steam as above.

Repairs 2- C. Chamber stays renewed & a number caulked. A number of rivets in centre comb chamber at bottom renewed. Centre furnace front reinforced by E.C. at bottom seam. Main Stop Valve renewed. & after collision chock renewed.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.11, B.M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

as far as now seen is in good & efficient condition & eligible in my opinion to remain as classed with fresh record of B.S. 11.30 as previously recommended. This vessel's name may now be deleted from Spec. Reason List in respect of B.S.

Survey Fee (per Section 28).....	£	:		Fees applied for
Special Damage or Repair Fee (if any).....	£	:		19
Travelling expenses (if chargeable).....	£	:		Received by me,
				19

Committee's Minute Deferred for No 3 11.30

Assigned Deferred 12/5/31 comp

Subod. © 2020  
Engineer Surveyor to Lloyd's Register of Shipping.  
TUE. 12 MAY '31  
WED. 27 MAY 1931  
Lloyd's Register  
Foundations

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to WIZSI-0172

FRI. 12 JUN 1931

Deferred

Mitchell  
Arthur  
Williams  
Gibby

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

TUE. 14 JUL 1931  
Expunged class with  
Red Line No

General Committee,  
Thursday, 16th July, 1931.

Decision of Classing  
Committee confirmed

W. Brown  
A. L. (copy)

NOTED FOR POSTING

AM  
H.S.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation