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Steel Screw Steamer "ORLA"; No. 80289 in the Register Book;
4032 tons gross; Built in 1914-3 mo; Port of Registry, Bergen.
Owners:- D/S A/S Eidsvold (H. Ostervold, Manager).

Classed:- *100A1 *LMC 6,27
8,28 TS 6,26 CL
s.s.No.3-6,27

The Annual Boiler Survey became due on this vessel
last, and was partly held at Havre in October, the
item remaining to complete the survey being the adjustment
of the safety valves under steam.

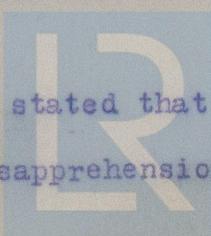
In reply to inquiry, the Bergen Surveyor stated
on the 19th January last he was informed by the Owner that
he wished to discontinue the vessel's class with this Society
and he had transferred her classification to the Norske Veritas,
in view of this, the Classing Committee on the 29th January
decided to give instructions for the vessel's class to be
drawn from the Register Book and three dots inserted,
indicating withdrawal of class at Owner's request. This
decision was confirmed by the General Committee on the 31st
January, on which date the Owner and the Bergen Surveyor
were informed to this effect.

At that time the vessel's class was subject to the
main tube being renewed before the end of January 1929.

No acknowledgment of the letter conveying the
Committee's decision was received from the Owner, but on the
instant a cablegram was received from him, as follows, viz:-
"PLEASE NOTE STEAMER ORLA MAINTAINING LLOYDS CLASS"
"UNTIL ARRIVAL EUROPE AUGUST THIS YEAR CONFIRM"

The case received the consideration of the Classing
Committee on the 5th instant, when it was decided to adhere
to the previous decision to withdraw the class, and the
Owner was informed accordingly.

The Owner subsequently stated that the withdrawal
of class had been made under a misapprehension, and that



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it was without his consent that the Bergen Surveyor had requested the withdrawal of class. He added that the vessel had not yet been transferred to the Norske Veritas class.

In reply it was pointed out to him that over two months had elapsed since he was informed of the Committee's decision, and that any misunderstanding could have been rectified had he at once called attention to the same upon receipt of the Secretary's letter of the 31st January. He was at the same time informed that if he desired to reclass the vessel the stern tube would require to be renewed, the Boiler Survey completed and the vessel at once submitted to a general examination by the Society's Surveyors, and as the Steamer appeared to be on her way to Buenos Ayres, it was suggested that these requirements might be carried out at that port, and cabled instructions sent to the Society's Surveyors there accordingly.

In reply the Owner cabled on the 12th instant, as follows

viz:-
"ORIA YOUR LETTER 9 ALL BOILER DIRECTIONS WILL BE EXECUTED
"BUENOS AYRES BUT AS STERN TUBE IN GOOD CONDITION HOPE YOU
"WILL ALLOW EXTENSION UNTIL ARRIVAL EUROPE AND MEANTIME
"CAN ORDER NEW FROM BUILDERS STOP ESSENTIAL HAVE YOUR
"SANCTION THAT SHIP HAS LLOYDS CLASS IN ORDER TO CHARTER
"HOMEWARDS TELEGRAPH IMMEDIATELY".

On Tuesday, the 16th April, the Classing Committee again had the case before them, together with a submission from the Chief Surveyors that the Buenos Ayres Surveyors might be informed by cable that to entitle the vessel to have her class reinstated all safety valves require to be adjusted under steam, the vessel generally examined and the condition of the stern tube ascertained with a view to its renewal being deferred until the vessel's arrival on this side, and in all the circumstances it was decided by the Classing Committee to recommend this submission for approval by the General Committee.

18th April, 1929.

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