

Steel Screw Steamer "ORLA"; No.80289 in the Register Book;  
32 tons gross; Built in 1914-5 mo.; Port - Bergen:

Agents: D/S A/S Eidsvold (H.Ostervold, Mgr.)

Classed: 100A1 LMC 6.27  
8.28 TS 6.26 (CL)  
s.s.No.3-6.27

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The Annual Boiler Survey of this vessel, which  
came due in June last, has been partly held. To complete  
the survey, the safety valves require to be adjusted under  
steam.

In reply to an enquiry which was addressed to the  
Bergen Surveyor on the 9th January last regarding the completion  
of this survey, he stated that on receipt of the notice regarding  
the Boiler Survey he conferred with the Owner, who told him  
that "this vessel's class has been transferred to Det Norske  
Veritas, and he wishes to discontinue the vessel's class  
with this Society. I asked him to write me respecting this  
and I have so far received no letter from him".

At that time the vessel retained her class subject  
the stern tube being renewed before the end of January  
1915.

On receipt of this intimation from the Surveyor, the  
Society received the consideration of the Classing Committee on  
29th January, when instructions were given for the vessel's  
class to be withdrawn and three dots (...) inserted in lieu  
thereof, and this decision was confirmed by the General Committee  
on Thursday, 31st January, on which date the Owner was informed  
of the Committee's decision, as also was the Society's  
Surveyor at Bergen.

No acknowledgment of this letter was received from the  
Owner and nothing further was heard from him, until the 3rd  
instant, when he telegraphed as follows:-

"PLEASE NOTE STEAMER ORLA MAINTAINING LLOYDS CLASS  
UNTIL ARRIVAL EUROPE AUGUST THIS YEAR CONFIRM"

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and on the same date the London Agents of the Owner (Messrs. McDonald, Bellingham & Olsen) wrote stating

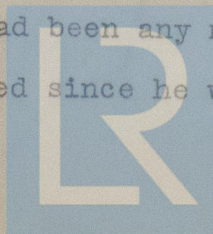
"there must have been a misunderstanding, as it was not  
 "the Owner's intention that the vessel should yet be  
 "actually withdrawn from Lloyd's class; she is eventually  
 "to be transferred to Norwegian Veritas but only at the  
 "conclusion of the round voyage on which she is now about  
 "to start.....Steamer is at present loading lumber  
 "in the Gulf of Mexico for the River Plate, and we  
 "understand the present situation is causing shippers  
 "difficulty with their Underwriters; also it is holding  
 "up negotiations for a homeward cargo from the River Plate".

The case was again brought to the notice of the  
 Assessing Committee on the 5th instant, when they decided to  
 adhere to their previous decision.

The Owner, as well as his London Agents, were informed  
 of this effect on the 5th instant. On the 8th instant, a  
 letter was received from the Owner, in which he states that

"I am sorry to learn having caused you great trouble with  
 "the class question. The fact is that I have not yet  
 "withdrawn the steamer from your register. Some time ago  
 "I saw your surveyor of this town and informed him that it  
 "was my intention to pass this steamer over to Det Norske  
 "Veritas when convenient to me. Hereon, the surveyor, Mr.  
 "S.A.Eide, without my consent, sent you a letter requesting  
 "the withdrawal of the steamer from your Register. I have  
 "been of the opinion that the steamer still was maintained  
 "in your Register and on application from the Master in  
 "this matter, I answered that she was not yet transferred  
 "to Det Norske Veritas".

In reply to this letter, it was pointed out that  
 the Committee regretted if there had been any misunderstanding,  
 as at over two months had elapsed since he was advised of





the Committee's decision, and that any misunderstanding could have been rectified had he at once called attention to the matter on receipt of the Secretary's letter of the 31st January.

He was also informed, at the same time, that if it was his desire to reclass the vessel, the stern tube would require to be renewed and the Boiler Survey completed, and that provided these matters were at once attended to and the vessel submitted to a general examination by the Society's Surveyors and satisfactorily reported upon, the Committee would be prepared to reinstate the vessel's class on receipt of a report from the Society's Surveyors on the matter.

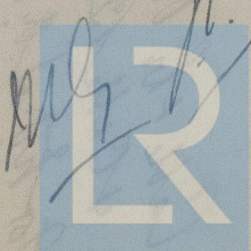
As the vessel appeared to be bound for Buenos Aires, he was advised that if he desired the class to be reinstated the Society's Surveyors at that port could be instructed by cablegram to give the case their attention.

The following cablegram has now been received from the Owners:-

"ORLA YOUR LETTER 9 ALL BOILER DIRECTIONS WILL BE EXECUTED BUENOS AIRES 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".

It is submitted the Buenos Aires Surveyors 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.

*as recommended  
thruval to G.C. by  
acting Comdr 16/4/29  
14/4 for B. A's*



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Special General Committee

Thursday 18<sup>th</sup> April 1929

Recommendation of  
Classing Committee

adopted

Cable Lbr Mon 18/4/29  
& Cable B.A.

For Mr. S.A. Hill  
to write B.A.  
E

AS



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