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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

7th August, 1929.

Dear Sirs,

I have to acknowledge the receipt of Mr. Bulow's letter of the 31st ultimo in further reference to the equipment of the Steamer "SOLGLIMT", also your telegram of yesterday, reading as follows:-

(Decoded) KUXAL = Referring to my letter
OFLIM = 31st July
KULRO = cable whether
HAOWS = 330 fathoms of chain cable
LAWNY = can be
KYNUM = accepted.

In reply thereto I am directed to inform you that the chain cable required by the Rules for this vessel is 330 fathoms of 2 12/16" diameter, of a minimum weight of 1258 cwts., and as the cable on board the ship is of less diameter and weight than this, an additional length, making 347 fathoms in all, is required, so that the cable may be equivalent to the Rule weight.

With regard to your remark that Dr. Smith, the Owners' Representative, fails to see that the increasing of the length of the cable in any way compensates for the smaller diameter, it may be observed that it is generally conceded that a longer cable of slightly less diameter is as effective as a shorter one

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of greater diameter, provided the weight is the same.
The Committee has approved this principle in many previous similar cases on the ground that generally the greater length of cable tends to a reduction in the stresses produced by shock.

In the circumstances I have cabled you today as follows:-

SOLGLIMT = Vessel's name
MENLEMEJUW = Rules require
OMGUSOLXIC = 330
OMOGTOJMUJ = fathoms $2\frac{3}{4}$ "
LETYDLYGUK = diameter minimum
MOJREOMIRF = weight 1,000
OMGOROJUMD = 258
OMPGIKUKCI = cwts. Stop
LABUDHALKO = As chain cable
LYVNYLUKVO = on board is
EJVANLETYD = less diameter
LYUSCMOJRE = and weight
LYPILLUULG = additional length
MEJYXMISWI = required to
MEFORHALKO = render chain cable
LIFENMENLE = equivalent Rules
LOJRE = weight.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,
GOTHENBURG.



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Foundation

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