

COPY.
PORT OF

21st May, 1920.

K O B E.

pro
"EASTERN CLOUD". I have to acknowledge your cablegram of the instant, as follows :-

EASTERN CLOUD - Vessel's name
AV - Length
OG - chain cables

RESPONDS

BU - 2"
NI (?VELNI) - Diameter

NOT
RIFY
METER

From a review of the above message it is concluded that the diameter of the cable as given on your First Entry Report, namely $2 \frac{3}{16}$ " is a clerical error, this being confirmed by the fact that on enquiry being made of the Tipton Proving House it is found that Certificate No. 52696 issued for 210 fathoms of $2 \frac{3}{16}$ " cable as stated in my letter of the 13th instant and my cablegram of the 13th instant.

Under the circumstances, however, as the Rules require this vessel to be classed with cable of $2 \frac{3}{16}$ " diameter, I am directed to say that the Committee will be prepared in this instance to accept the cable of $2 \frac{3}{16}$ " diameter for the figure "I" for equipment in the vessel's class, subject to the written consent of the Owners being obtained to the effect that the vessel, and the Committee have accordingly classed the vessel 100A1, fitted with deck with Freeboard, subject to a letter being received from the Owners agreeing to accept the chain cable supplied and also subject to an additional 60 fathoms of cable of correct size being supplied bringing the length of cable up to 270 fathoms. Notations of A&CP +LMC 3,20, Fitted for Oil fuel 3,20 F.P. above 150° F. have also been assigned.



© 2021

Lloyd's Register
Foundation 1/2

~~2~~ COPY.

PORT OF

concluded that the collision bulkhead extends to the awning
as required, but you will be good enough to let me know
is is so and whether the record of "Cem" should be made in
case.

to add that I have written to the Society's New York Office
a view of obtaining the necessary written consent of the
s to the chain cable supplied and on receipt of the same
classification Certificates will be prepared and forwarded
ou



© 2021

Lloyd's Register
Foundation

0137 2/2