

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  
IFY  
AMETER

From 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  
cal 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.

In the circumstances, however, as the Rules require this vessel to be  
classified 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  
classification, and the Committee have accordingly classed the vessel 100A1,  
on 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  $150^{\circ}$  F. have also  
been assigned.



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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



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