

2m,1,20.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

Steel S.S. "EASTERN CLOUD". Rpt. Kob. No. 2767

of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

ment to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points ed in the endorsement. - Extract from Sub-Committee's Report, 24/5/92.

verse No. <u>79</u>	Depth "d" <u>16.0'</u>
g: Table No. <u>3, page 14.</u>	Description <u>Bulb angle as approved.</u>
udinal No. <u>30415</u>	Proportions <u>Length 10.7</u> <u>Depth</u>

Deck sheerstrake as approved.

Cwts. qrs. lbs.

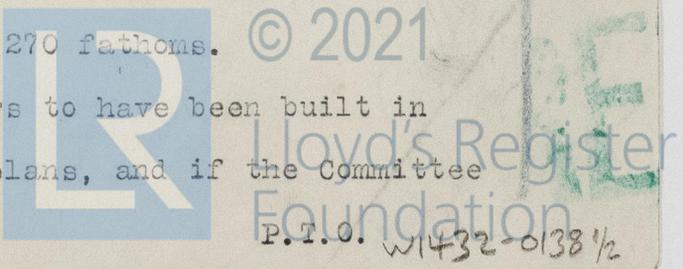
The weight of kedge anchor (incl. stock) is 8. 1. 16. instead s. qrs. lbs.
3. 0. (deficiency 4%), but the collective weight of the anchors excess of that required, and it is submitted the kedge anchor t be accepted.

The chain cables supplied in this case are stated to be 2³/₁₆" ter as required, but the particulars of the statutory and breaking given are those for 2¹/₈" diameter cable, the latter being also the of cable for which chain cable Certificate No. 52696 was issued e Tipton Proving House.

An additional 60 fathoms of cable require to be supplied to the length up to the requirements of Table 31, and it is stated will be done in America.

It is submitted for the consideration of the Committee whether Figure 1 might be assigned, subject to a letter being received from Owners agreeing to accept the chain cables supplied, and also ect to an additional 60 fathoms of cable of correct size being lied to bring the length of cable up to 270 fathoms.

In other respects this vessel appears to have been built in rdance with the rules and the approved plans, and if the Committee



prove, it is submitted she is eligible to be classed 100 A.1. (steel) "Awning Dk. with freeboard", as recommended, subject as above. The former Freeboard of 9'-3½" from centre of disc to top of statutory mark line at Awning Deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards, as shown on accompanying verification form to be inserted in the certificate classification.

* 100 A.1. (Steel) "Awning Dk. with freeboard".)
 2 Dks. (Steel) & Awning Dk. (Steel).) Subject etc.

Cell DB 334' 1129t. FPT 187t. APT 264t.

FK. 2 BH. to Awning Dk., 4 BH. to Upper Dk. *pr. cem.* A. & C.P.

M.
ces.
 19. 5. 20.

It is concluded that collision bulkhead extends to Awning Dk. required, but the Surveyors should be requested to state if this is correct. They should also state whether the record of "Cem." or "Cem." should be made in this case.

W. W. W.
14/7/20

IF



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