

AIR LETTER.

3rd February, 1950.

Dear Sirs,

S. I have to acquaint you that the vessels named in your reports of survey numbered below have been classed as against the same expressed.

Keelung Report No.8 "MING CHUNG" This vessel has to-day been classed 100A- With freeboard with notations as recommended by you.

It is concluded the beams at the uppermost continuous deck are of bulb angle section and not ordinary angle as reported, but I shall be glad if you will confirm this.

I shall also be glad if you will confirm that the uppermost continuous deck stringer angle is as shown on the approved plan and not as reported.

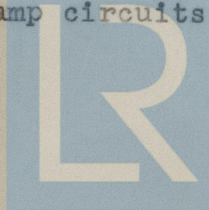
Also, it is assumed from the Report 1 that no evidence of test for the anchors and chain cables could be obtained, and I shall accordingly be glad if you will advise the Owners that if the figure '1' is desired, this equipment should be subjected to the tests as required by the Rules.

Yours faithfully,

Clerk to the
Classification Committee

The Surveyors,
HONG KONG.

P.S. Assignment of the above classification is subject to the main cables from the 16½ KW generator being replaced by V.I.R. cables of 37/.072 or equivalent, and to the pilot light and earth indicating lamp circuits being fitted with fuses.



Lloyd's Register
Foundation

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