LITHGOWS LIMITED, PORT GLASGOW.   YARD NO. 936

t to Chief Surveyors _____   Received from Chief Surveyors _____

SSEL'S NAME   A I R C R E S T   Report ___Grk___   No. 21128

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

(In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—*Extract from Sub-Committee's Report, 24/5/82.*)

ture of Survey   FIRST ENTRY   ~~When due~~

         This is a complete superstructure vessel with
a tonnage opening, the scantlings being suitable for a draught
not exceeding that contemplated by the Rules for a C.S.S. vessel.

         Ceiling under the hatchways and cargo battens
have not been fitted.

⊕100A1 "With freeboard"

1 Dk and Shelter dk.

Cell DB 370'   1507t   FPT 122t, APT 177t.

FK, 7BH (Coll to Shelter dk,6 to 2nd dk)

                    Cem., Lloyd's A & CP.

F 39'

L.O. 447.6'

E.S.D

         The class is assigned and maintained upon the understanding
that the equipment will be made to accord with the require-
ments of the Rules when the present state of emergency has
passed, and that ceiling under hatchways and cargo battens
will be fitted at the first available opportunity.

                    f.C.D   ....
                                             24.11.40.

Insert in S.R.L:- (1 bower anchor and 45 fathoms of chain cable to
                    be supplied) when the present state of emergency has
passed, and ceiling under hatchways and cargo battens to be fitted
at the first available opportunity).

It is concluded ceiling under the hatchways and cargo battens
will be fitted at a port abroad and that the W.T. bulkheads on
frames 40, 95 and 133 extend to the 2nd deck only and not to the
upper deck as shown on the plan of profile and decks as built, and
that the rudder coupling is horizontal as shown on the approved
plan and not vertical as reported, but this should be confirmed.