



Lloyd's Register of Shipping.

Enclosure

RECEIVED

9 AUG 1948

95. Bothwell Street,

Glasgow, C.2.

5th August, 1948.

Dear Sir,

M.V. "BALTIC COAST"

With reference to the London letter 27th July, 1948 regarding Glasgow Report No. 72960, I have to state that the framing from $1/2$ length forward to 15% length from stem includes $8" \times 3\frac{1}{2}" \times .44$ B.A. as approved, the spacing of the rivets of shell plating seams is as required by Table 40 of the Rules and as approved i.e., $3"$ apart for $3/4"$ dia. and $3\frac{1}{2}"$ apart for $7/8"$ dia. and that the weights of the bower anchor heads including their fittings are not less than three-fifths of the total weight of the anchor.

The scantlings reported for midship bulkhead refer to bulkhead No. 91, the stiffeners being $7" \times 3" \times .40$ B.A. as approved; the length of the combined poop and bridge was compiled as follows, from A.P. to $1'-0"$ forward of frame 64 at ships side = $129'-0"$ and the forecastle, from frame 118 (lamp room bulkhead) to free side of stem = $30'-5\frac{7}{8}"$, I would be glad to learn whether this is in accordance with Circular No. 1551.

The scantlings of the 2nd deck beams are $10" \times 3\frac{1}{2}" \times .46$ B.A., $9" \times 3\frac{1}{2}" \times .38$ B.A. and $7" \times 3" \times .33$ B.A. spaced $48"$ apart, and the thickness of the upper deck stringer plate in well is .62, .54 and .50 and within the Bridge .50, .38 and .34.

Copy of the latest approved plan of the sternframe and rudder is enclosed.

I am, Dear Sir,
Yours faithfully,

J. Semp.

TRANSMITTED TO LONDON

The Secretary,
GLASGOW.

Secretary to the Glasgow Committee

002846-002852-0158

Referred to the Chief Ship Surveyor

RD

also for Mr. Perris to note, *i.e.D.*

Ship Surveyors (F. E. D.)



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Foundation