

27th July, 1948.

Dear Sir,

Motor Vessel "BALTIC COAST"

S. With reference to Glasgow Report No.72960, it is concluded the framing from $\frac{1}{2}$ length forward to 15% length from stem includes 8" x 3 $\frac{1}{8}$ " x .44" bulb angles as approved, that the spacing of the rivets in the seams of the shell plating is as required by Table 40 of the Rules, and as approved and not as reported, 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, but you should state if this is so.

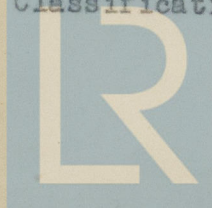
It is further concluded the scantlings as reported for the midship bulkhead refer to bulkhead No.91 and that the thickness of the 7" bulb angles stiffeners on this bulkhead is .40" as approved and not .30" as reported, also that the lengths of the combined poop and bridge and the forecastle, in accordance with the plan of Profile and Decks, as built, and Circular No.1551 are 132' and 34.5' respectively, but I shall be glad if you will confirm this.

At the same time I shall be glad if you will furnish the scantlings of the 2nd deck beams and the thicknesses of the upper deck stringer plating in the well and in way of the bridge clear of the break and forward the latest approved plan of the sternframe and rudder.

Yours faithfully,

Clerk to the
Classification Committee.

The Secretary,
GLASGOW.



Lloyd's Register
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002846-002852-0159