

nt to Chief Surveyors.....

Received from Chief Surveyors.....

VESSEL'S NAME Tw. sc. m.v. "BALTIC COAST" REPORT Gls No. 72960For the CHIEF SHIP SURVEYOR ~~XXXXXXXXXXXXXXXXXXXX~~

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, 24/5/92.)

ture of Survey First Entry ~~XXXXXX~~

This is a full scantling vessel with combined poop and bridge and a forecastle. A tonnage opening is arranged in the former erection.

If the case had been dealt with in this Office, the class ~~100A1~~ and not ~~100A1~~ "With freeboard" would have been recommended.

For further particulars, see endorsements and correspondence.

100A1

5,48 Ard

1 Dk, 2nd dk fwd of mchy space

Cell DB 182' 35lt, tanks in way of tunnels 105t, FPT 4lt, APT 5lt.

FK, 5 BH, pt Cem, Lloyd's A & CP.

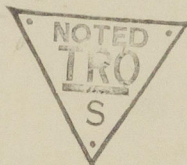
P & B 129' F 35' X

O.L. 279.4'

E.S.D.

Radar.

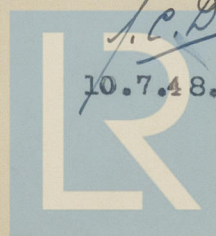
"r"



It is submitted the Surveyors be informed it is concluded the framing from $\frac{1}{2}$ length forward to 15% length from stem includes 8" x $3\frac{1}{2}$ " 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 they 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 this should be confirmed.

They should be requested to 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.



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