

c.11.46.

**1 E**

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

ESSEL'S NAME **BALTIC COAST**

REPORT  
Gls. 72960  
Mch. 72489  
No. 13098  
13100

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of 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.)  
13099  
13126

Type of Engine **Oil engine 2 S.C.S.A.**

*16 cyl.*  
**13<sup>3</sup>/<sub>8</sub>" - 22 7/16"**

**MN 587**

*Oil  
Pole  
Imp*

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner No.

If fitted with an outside gland of approved type **Yes.**

The torsional vibration characteristics have been approved for a service speed of 250 R.P.M. in Secretary's letter of 18.10.46 provided a notice board be placed at the control station stating that the engines should not be run continuously below 85 R.P.M.

*The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S. P. L.*

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed **± LMC 6.48.**

~~The machinery certificate should be endorsed accordingly and a suitable entry made in the S.P.L.~~



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Lloyd's Register  
Foundation  
16.7.48

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What pipes pass through the deep tanks..... **None**

Have they been tested as per Rule.....