

## S.S. "SPRINGWAVE"

Dimensions:- 158.5' (approx.) x 25.58' x 12.58'

Numerals:- L X D = 1994      L X (B + D) = 6048

Erections: Poop 48.7' approx. Forecastle 21.4' approx.

44.2%

Proportions:- Length = 12.4 depths.

Plans of General Arrangement, Midship Section and Bulkheads submitted by the Owners for consideration with a view to classing the vessel.

The case has been discussed with Mr. Tsavliris, the Owner, who called at this Office on the 16th instant, and he stated that the service desired was Coasting in Europe, Mediterranean and Black Sea.

*European waters*

This vessel was built in Holland in 1918 and classed 100 A/4 K † with the Germanischer Lloyd, the K signifying Great Coasting Service, the † denoting "deviations from Rules e.g. regarding equipment etc." She is now classed with the British Corporation B.S. (with freeboard). (Draught in B.C. Register Book 11'-6 1/2" the maximum draught)

The vessel is a single deck coaster, having ~~poop~~<sup>poop</sup>, a raised deck at centre between and forecastle and has open floors excepting at the forward part of the hold where a double bottom is fitted.

The scantlings and arrangements as far as shown on the Midship Section and bulkhead plan have been compared with the Rules and while not fully complying with the full scantling standard in respect of shell plating, sheer strake and strake below and the bulkhead plating, ~~are~~ such as can be recommended for approval for the restricted service desired. The bulkhead plan shows a bulkhead forward at 76 frame, but no such bulkhead is indicated on the General Arrangement plan.

It is submitted the Owners be informed that with a view to the vessel being considered for classification with this Society, the scantlings and arrangements, so far as shown on the plans, have been compared with the Rules and provided they be verified, the requirements of the Rules for Vessels Not Built Under Survey, including a Special Survey (D) be complied with, the Surveyors consider the stern frame and rudder also the structural arrangements under the bottom forward and in the panting area are satisfactory, then on receipt of a satisfactory report on the completion of the Special Survey, the vessel could be recommended for the class 100A- "For Coasting Service in European Waters, Mediterranean and Black Sea".

As there is a discrepancy between the Bulkhead plan and the General Arrangement in respect of the position of the collision bulkhead, this will require to be clarified from the ship by the Surveyors.

Particulars of the equipment on board or proposed to be supplied should be forwarded so that they might be compared with the requirements of the Rules for the assignment of the Figure 1.

It is further submitted the plans be photostated and

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forwarded, together with a copy of this endorsement, for the use of the Barry Surveyors.

27th October, 1967.

Copy to Freeboard Dept.

N/T  
JTB  
20.10.67



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