

10m.11.20.

Now Parcels

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Steel S.S. "TREDENHAM" ex "FALKENFELS" Rpt. Cff. Nos 42466
 Nwc. 42495
 75290

The remarks of the Chief Ship 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.)

Nature of Survey First Entry.

Rule dimensions 476.7 x 62 x 35.75 to upper deck
x 44.75 to bridge deck

Scantling Nos. 97.75 x 46597

Proportions:- Length = 13.33 depths to upper deck.

This vessel was built at Bremen in 1915 and was classed with the Germanischer Lloyd.

Plans of the vessel and preliminary first entry report were forwarded by the Cardiff Surveyors in December 1920, and the scantlings etc. given on same were examined and the vessel approved for the class 100 A1 "With freeboard", subject to some additional strengthening being fitted, and to the Surveyors satisfying themselves regarding the construction of various parts, and the condition and tests of the equipment.

The vessel was examined in dry dock at Cardiff in January 1921, the Surveyors satisfied themselves regarding the construction of various parts, the Requirements of Section 48 of the Rules, ^{were} complied with, a Special Survey No.3 partly carried out and damage and wear and tear repairs effected.

The Newcastle Surveyors now report vessel placed in dry dock, bottom cleaned and coated, web frames have been fitted in the holds as required and additional tank margin connections fitted in way of No.3 and 6 tanks, where not equivalent to the Requirements of the Rules. It is stated the remaining tankside bracket connections

RETAIN

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will be dealt with at the first favourable opportunity.

The Surveyors also report that 270 fathoms of chain cable only are on board instead of 300 fathoms as required by the Rules, and as reported by the Cardiff Surveyors in December 1920.

It is submitted the vessel appears worthy to be classed 100 Al Steel "With Freeboard", subject to the tank side bracket connections to margin plates except in way of Nos. 3 & 6 tanks being made equivalent to the Requirements of the Rules, and to 30 fathoms of chain cable, of suitable size and weight, and of proper test being supplied, ~~as recommended~~.

The Summer freeboard of 8' -6" from centre of disc to top of statutory deck line at upper deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards as shown on the accompanying verification form to be inserted in the certificate of classification.

100 Al (Steel) "With freeboard"

2 Dks (Steel) (U - teak S)

Cell DB 430' 1573t, Tween deck tanks a48' 730t, f 40' 713t, FPT 87t, APT 82t Fk, Intermediate bulkhead in forward and in after holds dispensed with: 6 BH only, Cem., P 66' B 139' F 59'

Date of Build 1915

2,22 Shl.

S.S. Cff No.3 - 1,21.