STEEL SCREW STEAMER "TREDENHAM" EX "FALKENFELS"

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

Scantling Nos:- 97.75 and 46597

Proportions:- Length = 13.33 depths to upper deck
= 10.65 " to bridge deck

This ex-German Steamer was built by Messrs. Achien Ges.Wesen at Bremen in 1915, and classed ✠100 A 4 in 1918 with the Germanischer Lloyd. The vessel is of the ~~second~~ two deck type with long poop, long bridge and forecastle, and, at the desire of the present Owners, Messrs. Hain Steamship Co., is now under survey at Cardiff with a view to classification with this Society.

This vessel is similar to the "Weissenfels" plans of which were approved on the 25th ultimo.

Plans of midship section, outline profile and decks, together with First Entry Report, have been forwarded by the Cardiff Surveyors. The information contained in these have been carefully examined and compared with the Rule Requirements and it is found:-

(1) Six watertight bulkheads only are fitted, instead of eight as required by the Rules for a vessel of the above length (for bulkhead omission see separate endorsement)

(2) The framing in the engine and boiler space and in the Peaks is equivalent to the rule requirements, but throughout the holds is slightly deficient in strength. On account of this and of the omission of bulkheads, above referred to, it is considered that a few web frames should be fitted in the holds as indicated on the outline profile plan. The framing in the 'tween decks is equivalent to the Rule Requirements.

(3) The centre girder is 1½" deficient in depth, but the double bottom is of correspondingly increased height at the margin. The material at this part is generally .02" deficient in thickness, but in view of the fact that three side girders are fitted instead of two as required by the Rules for a vessel of the above breadth, it is considered that the double bottom may be considered equivalent. The margin connections are not stated.

(4) The beams, which are supported by two rows of widely spaced pillars and girders, are somewhat in excess of those required by Table 11.

(5) The bottom shell plating is .04" deficient, andthe shell plating from the strake next the flat plate keel to the bridge sheerstrake is on an average .02" deficient in thickness on each strake.

(6) The upper deck plating is equivalent to the requirements of the Rules but the second number is 597 over that requiring a second and a third steel deck, and in the vessel a second steel deck only is fitted and that 11'3" below the Upper Deck, so that from the information given the longitudinal strength derived from the decks is below that required by the Rules.

(7) From the details of construction shewn on the plans it appears that the local strengthening in the double bottom in way of the widely spaced hold pillars is deficient.

(8) The particulars regarding the equipment as indicated on the First Entry Report are generally equivalent to the rule requirements.

It will be seen from the above that the scantlings and arrangements are not fully equal to the requirements of the Rules.

It is therefore submitted that provided a few additional web frames be fitted in the holds, the connexions at the margin plate be found or made satisfactory and equivalent to the rule requirements, additional strengthening be fitted in the double bottom in way of the widely spaced pillars to the satisfaction of the Surveyors, if not already done, the requirements of Section 48 of the Rules for vessels not built under survey be complied with, the scantlings and arrangements where not indicated on the plans (including the panting arrangements and strengthening of the bottom forward) be found or made to the Surveyors satisfaction, the equipment as indicated on the First Entry Report be found to be in a satisfactory condition, and the Surveyors satisfy themselves regarding ~~this~~ the tests on completion of the survey, and on a favourable report being received from the Surveyors, the vessel will be worthy to be favourably recommended to the Committee for the class 100AI "With Freeboard".

The Surveyors should report as quickly as possible regarding the points above mentioned, where further information is required, and also state the principal scantlings of the widely spaced pillars and girders.

6.1.21.

C.T.

31.12.20.

3/1/21.