

of CARDIFF.

20th January 1921.

J.G. Buchanan, and J. Petree,

Mr. Lowdon, representing the Main Steamship Co., Ltd, survey the
steel screw steamer

"TREDENHAM" ex "PAIKERHUIS".

8435 tons gross, of St. Ives, for the purpose of ascertaining
the present condition of Hull and equipment with a view to
Classification.

This vessel examined by Leith Surveyors in April 1919,
by Cardiff Surveyors in January 1920, and in Mount Stuart Dry
Dock, Cardiff, on 2nd December 1920 and subsequently, by the
undersigned, in company with Mr. Dowling representing the new
owners.

The bottom plating and rudder cleaned, examined and
recoated; and a number of indented plates repaired as follows:-
(Cause of damages not known).

Port

One plate No.4 in forecastle sheer renewed.

Two plates Nos. 5 & 6 in forecastle sheer and three plates
Nos. 2, 3 and 4 in strake below removed, faired and refitted:
six shell frames in way faired in place.

One plate No.4 in 4th strake below sheer (main) removed
faired and refitted.



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One plate No.3 in 3rd strake below main sheer faired in place.
Three shell frames in way faired in place.

Starboard.

One plate No.3 in 5th strake below main sheer removed faired and refitted.

One plate No.4 in 4th strake below main sheer faired in place.
Two shell frames and two reverse frames in way faired in place, and intercostal stringer cropped and part renewed.

Port.

One plate, F 10, renewed (bilge keel in way removed and refitted).

Two plates, F.11, and G.8 faired in place.

Three shell frames in way faired in place.

Port.

In way of Tween deck tank and bunkers.

One plate 2nd below main sheer renewed.

One plate in 1st and 2nd strakes below main sheer, removed, faired and refitted.

Two frames and two flanged brackets in tank removed, faired and refitted.

All necessary removals replaced and broken cement renewed.

Cables ranged, examined and found three hundred fathoms 2.10/16" diameter, in good condition.

Anchors on board, Three bowers, one stream, one kedge.

Examination also made in holds (ceiling lifted as necessary and relaid), tween decks, peaks, bunkers, engine and boilers, tank top under boilers, decks, hatches, coamings covers and supports, ventilators, masts and rigging, steering gear and connections, windlass, pumps, watertight doors, and air and sounding pipes.

The double bottom tanks, fore and after peak tanks and tween deck ballast tanks were examined internally and tested by water pressure.

The general condition of plating, frames, beams, etc., internally found good, free from oxidation and well coated: cargo battens complete and in good condition: no ceiling fitted on tank top.



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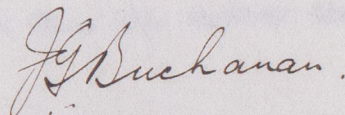
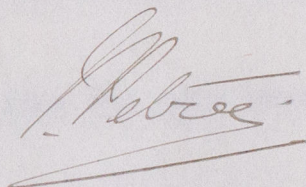
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Cement in double bottom tanks found good, a few leaks in No.1 Tank top caulked, and loose rivets at after end of No.7 tank at margin plate (P & S) renewed. In after 'tween deck tanks angle lugs at foot of ladders reriveted and a few leaky rivets renewed.

One beam on boat deck - faired in place, and a new stanchion fitted under same.

As far as can be judged from the inspection made of the various parts of the vessel now examined, we are of opinion that the vessel appears to be in a fit condition to run for a period of six months.



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