

Tandik

IMO/off nr	5404794
Call Signal	JXKZ
Flag	NOR
Ship type	Dampskip, stykkgoods steam ship, general cargo.
Year Built	1949/01
Shipyard	S. P. Austin & Son Ltd, Wear Dock, Sunderland, England.
Sno	394
Cargo Handling	3 luker. 3 bommer.
Tonnage	1.354 brt, 1.264 nrt.
Size	Loa: 252,1f-Lbp: 242,2f-B: 36,6f-D: 16,6f-Dypg.: 15f 7¼f.
Propulsion	1 x stempel dampmaskin (steam reciprocating), type triple exp., 3-sylindret, syl. diam.: 15,5"–25,0"–44,0", slag/stroke: 33,0". Bygget av North Eastern Marine Engineering Co. Ltd, Sunderland, England.
Boiler	2 x dampkjeler (boilers), hver med 3 fyrganger. Total heteflate 2.696 ft². Arbeidstrykk 220 psi. Bygget av North Eastern Marine Engineering Co. Ltd, Sunderland, England.
Class	Lloyds +100A1
Vessel:	DRA45519601
Manager	Tandberg & Møinichen, Drammen.
Owner	Rederi-A/S Orion, Drammen.
Speed	10,0 knop.
Port	Drammen
Year (y)	1960



DRA45519600120001 TANDIK som HAMEN. Bilde via Steinar Norheim.

History in Norwegian

1948 Bygget som D/S POMPEY POWER av S. P. Austin & Son, Ltd, Wear Dock, Sunderland, England for The Lord Mayor, Aldermen and Citizens of the City of Portsmouth, England. Sjø satt 21/06. 1949 Levert i januar. Skipet gikk inn i den såkalte collier-fleet, som fraktet kull fra Nord-England til de kullfyrte elektisitetssverkene i Portsmouth, England. Elektrisitetindustrien ble nasjonalisert og skipet overtatt av The British Electricity Authority (Stephenson Clarke Ltd), Portsmouth, England. 1954 Overtatt av Central Electricity Authority, Portsmouth. Samme manager. 1958 Overtatt av Central Electricity Generating Board, Portsmouth. Samme manager. 1960 Det oljefyrte kraftverket Marchwood Power Station ved Southampton, England ble åpnet og behovet for kull falt bort. POMPEY POWER ble da solgt til Rederi-A/S Orion (Tandberg & Møinichen), Drammen. Omdøpt til TANDIK. 1962 Solgt for NOK 650.000 til Hans Utkilen, Bergen. Ombygget til motorskip og oppgradert i Stavanger og Rubbestadneset. Ny motor installert: Wichmann type 9ACAT, 2- takt/enkeltv., 9-sylindret, syl. dim.: 280 x 420 mm. 1.200 BHK. Bygget ved Wichmann Motorfabrikk A/S, Rubbestadneset. 1963 Skipet gikk prøvetur i juni. Omdøpt til HAMEN. Ommålt: 1.780 tdw, 1.364 brt, 649 nrt. 1986 Lagt opp nord for Bergen. 1996 Solgt til Lupin Shipping Ltd (Alvar Olsson, Varberg, Sverige), Kingstown, St. Vincent & the Grenadines. Slept til Iddefjorden i nærheten av Strømstad og lagt opp. 2004 Overtatt av Stiftelsen MS "Hamen" ex. DS "Tandik". Fartøyet er en singeldekker, midtskipsbåt med maskin akter. MS "Hamen" var i norsk eie fra 1960 til 1996 og i svensk eie fra 1996 til 2004. I 1993 innvilget Riksantikvaren søknaden om formell status som verneverdig skip. I 1994 initierte NFF bevaring av M/S "Hamen" med formål å sikre et eksemplar fra Utenriksfarten, men dette var uten hell. Stiftelsen MS "Hamen" ex. DS "Tandik" ble opprettet i 2003 for å hindre opphugging av fartøyet. Fartøyet fremstår i dag som den gang det gikk i opplag i 1986. MS "Hamen" representerer en fartøytype fra utenriksflåten som seilte i nordeuropeisk, Nordsjø og Østensjøfart, først som dampskip senere som motorskip. MS "Hamen" skal være den eneste av nordsjøtraderne som fortsatt eksisterer. Riksantikvaren har i 2005 gjenopprettet statusen som verneverdig skip. 2012 Slept i desember til Hirtshals, Danmark. 2013 Dokksatt i januar. Skrog og overbygg er undersøkt og delvis utbedret, og videre arbeider planlegges.

History

1948 Built as POMPEY POWER by S. P. Austin & Son Ltd, Wear Dock, Sunderland, England for The Lord Mayor, Aldermen and Citizens of the City of Portsmouth, England. Launched 21/06. 1949 Delivered in January. The ship entered the collier-fleet, carrying coal from North of England to the coal-fired power-plants in Portsmouth, England. Just after the first delivery of coal to Portsmouth, the electricity industry was nationalised and the ships taken over by The British Electricity Authority (Stephenson, Clarke Ltd), Portsmouth. 1954 Taken over by Central Electricity Authority, Portsmouth. Same manager. 1958 Taken over by Central Electricity Generating Board, same manager. 1960 The oil-fired Marchwood Power Station near Southampton, England opened. The need for coal was reduced. Subsequently POMPEY POWER was sold to Rederi-A/S Orion (Tandberg & Møinichen), Drammen. Renamed TANDIK. 1962 Sold for NOK 650.000 to Hans Utkilen, Bergen. Converted to motorship and upgraded at Stavanger and Rubbestadneset. New engine: Wichmann type 9ACAT, 2CY/SA, 9-cylinder, cyl. dim.: 280 x 420 mm. 1.200 BHP. Built by Wichmann Motorfabrikk A/S, Rubbestadneset. 1963 Trials in June. Renamed HAMEN. Re-measured: 1.780 tdw, 1.364 brt, 649 nrt. 1986 Laid up north of Bergen. 1996 Sold to Lupin Shipping Ltd (Alvar Olsson, Varberg, Sweden), Kingstown, St Vincent & the Grenadines. Towed to Iddefjorden near Strömstad, Sweden. And HAMEN was nearly forgotten for years. 2004 Taken over by Stiftelsen M/S "Hamen" ex. D/S "Tandik". The foundation is established to secure and preserve HAMEN as a stationary historic vessel and museum. The foundation bought the ship in 2004, and it is now temporarily secured. We have received economic and political support from different sources, for instance from the Norwegian Council for Cultural Heritage, a private trust, from the Norwegian Parliament, and from some private companies. The ship is still laid up in Sweden. At present, the working conditions are very, very difficult. HAMEN should definitely be docked as soon as possible, to secure the underwater hull. The decks and the roofs of the deckhouses are leaking and in poor conditions. However, under the present economic conditions, it is not possible for the foundation to tow the ship to a yard for docking. We are in urgent need of money, and the situation for HAMEN may be critical and impossible for the foundation to handle within a short time. We are therefore in need of any kind of help, as economical, practical, political and moral, to save the ship from this present situation. It is still possible to secure and preserve HAMEN if the recourses are available, but there is not much time to do it! 2012 Towed in December to Hirtshals, Denmark. 2013 Dry-docked in January. Hull and superstructure surveyed and partly repaired. Further upgrading planned.