

Rpt. 8.

(Received at London Office MAY 29 1940)

No. 62389

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22nd MAY 1940 When handed in at Local Office 23.5.40 Port of GLASGOW

Supp 87911 No. in Reg. Book 34899 Survey held at GLASGOW Date First Survey 2nd MAY Last Survey 17th MAY 1940
on the ~~Wood, Iron or Steel~~ S.S. "EMPIRE PENGUIN" (EX TENNESSEAN)
Built at SEATTLE (WASH) By whom SKINNER & EDDY CORP. When 1919
Owners THE MINISTRY OF SHIPPING Owners' Address (if not already recorded in Appendix to Register Book).
Managers RUNCIMAN (LONDON) LD. Port belonging to LONDON.
Tonnage: Gross 6389 Net 5955 Under Deck 3991
Princes Dock & Yorkhill Quay

Laid Afloat or in Dry Dock? AFLOAT Name of Dock YORKHILL QUAY Destined Voyage

Bor DBa feet; uE&B feet; f feet
Capacity tons. FBT tons; APT tons; MT feet tons.Only alterations in the existing records of tanks should be inserted.
All alterations in the existing records should be underlined.

Report No. 40028 Port NYK

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be reported. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of damage. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be recorded in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters received on this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has made a special damage report for this purpose and to whom and why they were declined. YES

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.
As for Special Survey.
Date of last Survey and of Periodical Surveys.Machinery and Boiler
Surveys
(including date of N.B., if any).

100A1.

(CLASS CONTEMPLATED)

EXAMINED 340.

FITTED FOR OIL FUEL.

LONGITUDINAL FRAMING.

Society's Freeboard (if assigned) as 8 ft 1 ins.
painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom? NO.

NOT DESIRED.

OR EXAMINATION AS PER RULE, FOR DAMAGE & S.S. N°3. (PART FOR CONTEMPLATED CLASSIFICATION)

GE: - stated to have been sustained through an overload being placed on N°2 'tween decks.

On examination found Main deck plating abreast N°2 hatch (p+s) set down & buckled, & fractured, fore & aft hatch coaming plates & angles set down & buckled (p+s) & fractured (ps), 4 transverse half beams (2p+2s) set down at inboard end & buckled, and pillar brackets & angle connections at heads of pillars (1p+1s) slightly buckled. Also found 1 hatch shifting beam (sub plate & double angles) buckled at one end.

REPAIRS: - 2 main deck plates abreast N°2 hatch (1p+1s) renewed.
4 " " " adjoining above (2p+2s) faired in place.
(SEE PAGE 2)

DAMAGE REPAIRS: -	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items: -
and Faired or Repaired	-	-	-	-	part 4	-	2	2 hatch coaming plates & angles
Repaired in place	-	-	-	-	-	-	4	

CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
N°2 'tween decks good	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
N°2 'tween decks good	Cement or Asphalt	Oil Bunkers	Boats
N°2 'tween decks good	Rudder	Scuppers	Masts, Yards, &c. good (see Rpt)
way of sidelights	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained by examination (State if wedges removed)
good & spare ones	Windlass	Hatches	Equipment letter
" " " "	Have pumps been examined and found efficient?	Planking	Anchors, No. of
" " " "	Have Shute Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
" " " "	Have Water-tight Doors been examined and found efficient?	Treenails	" length (on board) mean diamr.
" " " "	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
ing good & spare ones	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
examined internally? See Rpt.	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
examined? See Rpt.		" " at other places	Standing and Running Rigging good
		Stringers, Clamps & Shelves	Sails
		Siding (State if examined.)	

Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon survey, thus, for example: "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel, so far as now seen, is in an efficient condition, & eligible in our opinion to be classed 100A1 on the satisfactory completion of the survey & to have fresh record of "Examined 5,40."

Survey Fee (per Section 29) £
Special Damage or Repair Fee (if any) £
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

Note R.B. parts

V.B.S. held

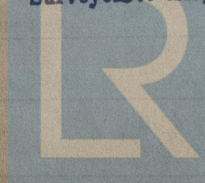
GLASGOW

100A1

Class Contemplated

Examined 5.40

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

005047-005055-0146 (1/3)

S.S. "EMPIRE PENGUIN." (EX "TENNESSEAN")DAMAGE REPAIRS (CONT^d):-

2 hatch coaming plates (1p+1s) - renewed.

2 " " deck angles (1p+1s) - renewed.

4 transverse half beams (2p+2s) - cropped, part removed, faired & replaced, with flanged buttstraps at butts.

Gussets & angle connections of brackets at heads of hold pillars (1p+1s) faired in place.

Bottom angles of 1 hatch shifting beam cropped, part removed, faired & replaced.

Web plate of 1 " " " " & part renewed.

REMOVALS:- Tween deck pillars (1p+1s) removed for access to deck plates & replaced. New & disturbed work cleaned & painted.ADVANCEMENT OF S.S. N^o 3:- (PLEASE SEE NEW YORK RPT. N^o 40028)NOW DONE:- Nos 1, 4 & 5 D.B. tanks examined internally & found satisfactory.

Deep tank (p+s) examined internally & found satisfactory.

Fore & after peaks " " " "

Nos 2, 3, 4, & 5 D.B. tanks (p+s) tested under pressure & found satisfactory.

Spaces under E & B. platforms examined & found satisfactory.

Pipes in above spaces examined & found satisfactory & striking plates found or fitted under sounding pipes.

Masts & rigging examined & now satisfactory. (Report attached herewith)

S.S. REPAIRS:- RIGGING - FORE MAST - 4 shrouds & topmast stay renewed.

" MAIN " - 6 shrouds & main & topmast stays, renewed.

TO COMPLETE THE S.S. N^o 3:- The following items remain to be done to complete the SS N^o 3 -

Nos 2, 3, 6, 7 & 8 D.B. tanks to be examined internally

Nos 1, 6, 7, & 8 D.B. tanks to be tested under pressure.

Deep tank (p+s) to be tested under pressure.

Fore & after peaks to be tested under pressure.

Pipes & striking plates under sounding pipes in above spaces to be examined.

Anchors & cables to be ranged & examined

Chain locker & cable end fastenings to be examined.

Outstanding conditions of freeboard assignment, as given on Page 3, to be complied with.

The Owner's representative stated that the S.S. N^o 3 would be further advanced on the vessel's return to the U.K. from the present voyage in about 2 months.FREEBOARD:- Particulars for Freeboard assignment were forwarded on 13th.May 1940 (SEE GLS. RPT. N^o 62341) & Freeboard figures received by telephone on 15th May 1940, marked & verified, & new Load Linecertificates, valid till 30th November 1940, issued & handed over to

Owner's representative.

(SEE PAGE 3)

11 Feb
D.B.
17-10-40
which
has
P.T.O.

S.S. "EMPIRE PENGUIN" (EX "TENNESSEAN")FREEBOARD (CONT^d): - (PLEASE SEE FREEBOARD ASSIGNMENT LETTER DATED 15/5/40)

The following conditions of freeboard assignment for ordinary cargo freeboards, remain to be complied with viz -

Upper deck ventilator coamings 48" high to be specially supported & secured.
Chains on the upper deck guard rails to be replaced by tubes or rods, in accordance with the Rules, at the earliest opportunity.

The following conditions of freeboard assignment for timber deck cargo freeboards remain to be complied with, viz -

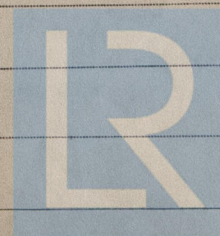
Guard rails to be of specially strong construction.

The Owner's representative stated that outstanding items to comply with conditions of freeboard assignment, would be dealt with on the vessel's return to the U.K. from the present voyage in about 2 months.

REPAIRS IN CONNECTION WITH FREEBOARD: -

NOW DONE: -

- 7 wood hatch covers renewed.
- 7 hatch cleats renewed.
- 3 ventilator plugs & covers renewed.

PARTICULARS FOR REGISTER BOOK: -NAME - "EMPIRE PENGUIN"PORT OF REGISTRY. LONDON.OFFICIAL NO. 167476.SIGNAL LETTERS. G.Q.J.L.NATIONALITY. BRITISH.OWNERS THE MINISTRY OF SHIPPING.MANAGERS. RUNCIMAN (LONDON) LD.REGISTERED DIMENSIONS - 402.0' x 54.8' x 32.0'.GROSS TONNAGE - 6389.UNDERDECK " 5955.NET " 3991.MOULDED DEPTH. 34'-6"FREEBOARD AMIDSHIPS. 8'-1"CORRESPONDING DRAFT. 26'-7"

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Foundation