

GLASGOW REPORT No. 6 3 7 3.6

GLASGOW

30th April, 1941.

S.S. "EMPIRE ZEPHYR"

PARTICULARS OF OFFICIAL TRIALS

Builders' Name:- Charles Connell & Co. Ltd.

Managing Owners' Name:- Kaye Son & Co. Ltd.

Builders' Hull Number:- 432

Builders' Machinery Number:- 1066, David Rowan & Co. Ltd.

H.O.S. Number:- 16

Type of Vessel:- Complete Superstructure (without tonnage opening)

Principal Dimensions:- Length B.P. 40'0" Breadth Mld. 54'6" Depth Mld. 36'6"

Load Draft:- 26'6 $\frac{1}{2}$ "

Gross Tonnage:- 6327

Date and place of dock trial, duration, approx. power and R.P.M.:- Glasgow, 9-4-41, 2 hours at 62 R.P.M.

Deck and engine room auxiliaries and electric installation tested at:- E.R. auxiliaries at Glasgow 12-4-41  
Electric installation at Glasgow 21-4-41

Compasses adjusted without degaussing at Tail of Bank on 22nd April, 1941

Compasses adjusted with degaussing completed at Tail of Bank on 22nd April, 1941

Anchor Trials carried out at Tail of Bank on 22nd April, 1941

Place of Sea Trial:- Firth of Clyde (inside boom)

Trial Drafts:- Forward 12'3" Aft 16'11" Mean 14'7"

Condition /

002427-002431-0032 $\frac{1}{2}$



© 2020

Lloyd's Register  
Foundation

1. 9. 11. 15. 17. 24

5. 27. 29 Dec

19. 20. 24. 25

Condition of Vessel, ballasting,  
bunkering etc:-

Dunker Coal 1640 Tons  
Water Ballast 1637 Tons

Weather conditions:- Wind Light N.E., Sea smooth.

Steering gear trials, also hard  
over to hard over completed at:- P. & S. and S. to P. 27 Seconds.  
(State time taken for hard over to hard over)

If stopping and starting trials are carried  
out, time taken to be stated:- - - -

Main Machinery run for about 3 hours to telegraph orders, during  
degaussing and compass adjusting.

Maximum R.P.M. attained and duration of same:- 2 hours at 74 revs./min.

(If progressive, state times, powers and revolutions of main machinery,  
also maximum revolutions).

Darkening arrangements tested at Princes Dock, Glasgow, 18th April 1941.

Any other trials carried out:- - - (State particulars)

Trials satisfactorily completed and vessel taken over by Mr. Morgan on  
behalf of the Ministry of Shipping.

at Tail of Bank, Greenock at 4.15 P.M. on 22nd April, 1941 (state place  
and time).

The cargo gear, lifeboats, life-saving appliances, electrical  
installation, including lighting and generators &c. have been tested and  
passed before the official trials and certificates issued.

*D. Drummond*

Ship Surveyor to Lloyd's Register.

*J. Morgan*

Engineer Surveyor to Lloyd's Register.

*H. G. Prudal*

Electrical Surveyor to Lloyd's Register.

