

Clyde's Register of Shipping.



Port GLASGOW,

5th September, 1945

M.S. "EMPIRE CAMPDEN"

PARTICULARS OF OFFICIAL TRIALS

Builders' Name: A. & J. Inglis, Ltd. This is to Certify that
Managing Owners' Name: Anglo-Saxon Petroleum Co. Ltd

Builders' Hull Number: 1300P.

the undersigned Surveyor to this Society did at the request of

Builders' Machinery Number: 496 (British Polar Engines, Ltd.)

A/M.S. Number: 1107.

Type of Vessel: Oil Tanker.

Principal Dimensions: Length B.P. 190'0" Breadth Mld. 32'0"
Depth Mld. 14'9"

Load Draft: 13'2-5/8"

Gross Tonnage: 890.45

Date and place of dock trial, duration,
approx. power and R.P.M.:-

9th August, 1945. Kelvin Basin
1/4 power 130 r.p.m 3 hrs.

Deck and engine room auxiliaries and
electric installation tested at:

completed

Firth of Clyde
14.8.45

Compasses adjusted without degaussing at Firth of Clyde on 14.8.45.

Anchor Trials carried out at Firth of Clyde on 14.8.45.

Place of Sea Trial: Firth of Clyde 14.8.45

Trial Drafts: Forward 12'6" Aft 13'11" Mean 13'2-1/2"

Condition of Vessel, ballasting, bunkering &c:

Water ballast in cargo tanks and feed tank	826 tons
oil fuel	27 "
Fresh water and stores	51 "
Total	904 tons

Weather/

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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8. 17/9/45 noted

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M.S. "EMPIRE CAMPDEN"
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Weather conditions: Wind N.E. Force 2. Sea Smooth.

Steering gear trials, also hard over to hard over completed at Firth of Clyde, 14.8.45.

Time taken for hard over to hard over: P to S 13 secs. S to P 15 secs.

Main machinery run for 6 hours at an average of 150 revolutions.

Maximum R.P.M attained and duration of same: 255 for 30 mins.

Darkening arrangements tested at River Kelvin at 11 p.m. on 10.8.45. by Lt. T. Harris, R.N.R.

Trials satisfactorily completed and vessel taken over by Mr. W.F. Bevan on behalf of the Ministry of War Transport off Greenock at 4 p.m. on 14.8.45.

Builders confirm Compass Suppliers consider position of compasses satisfactory for proper working in accordance with Para. 3, M.S. 2770/40 (2) 12.8.42.

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

L. W. B. Smith

Ship Surveyor to Lloyd's Register

M. J. Dale

Engineer Surveyor to Lloyd's Register

E. C. Wright

Electrical Surveyor to Lloyd's Register



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