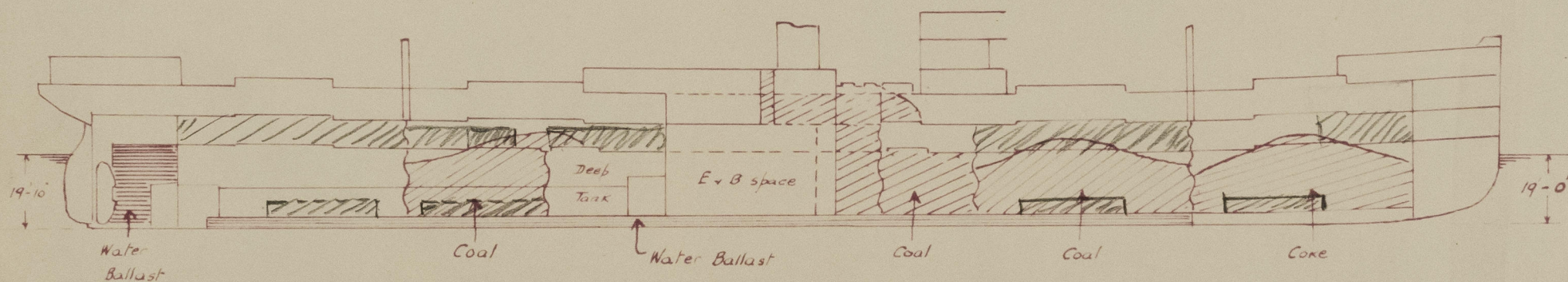


s/s "Cairnglen"

Sto. reg. No. 29293. (F.E.)

Particulars of loading at Commencement
of Voyage Leith to Portland, Maine,



Cargo Coal	1497 Tons
" Coke	400 "
Bunker Coal	1041 "
Water Ballast	1206 "
	<u>4644 Tons</u>

Maximum Winter Load Draught 25'-0 3/4"

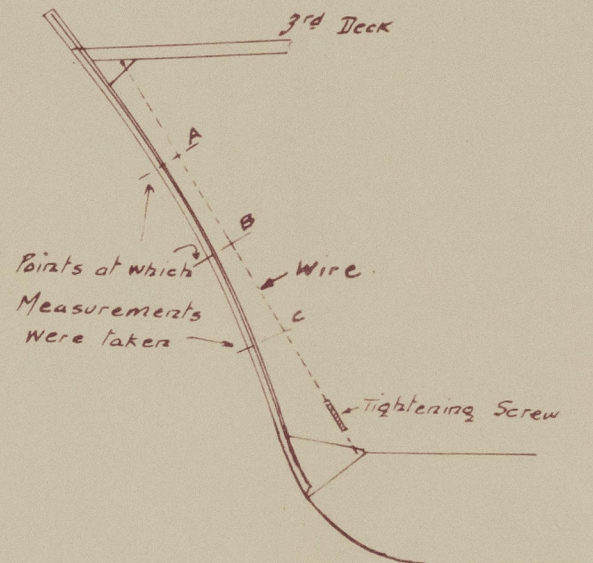
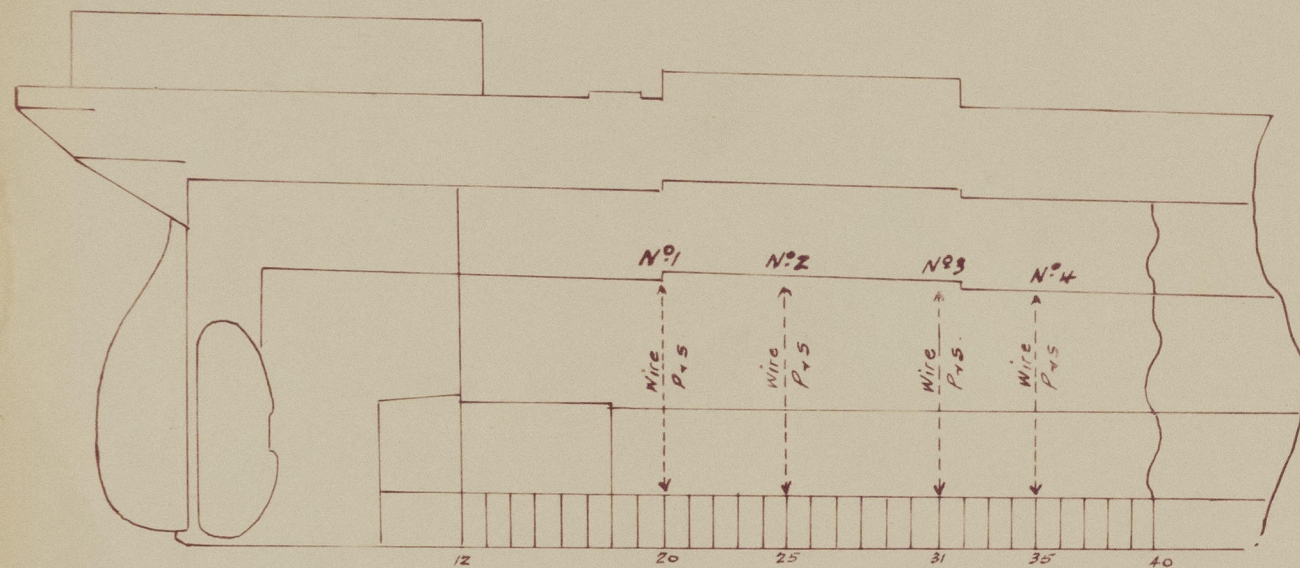


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S/S Cairn Glen

Positions of Wires in after hold.



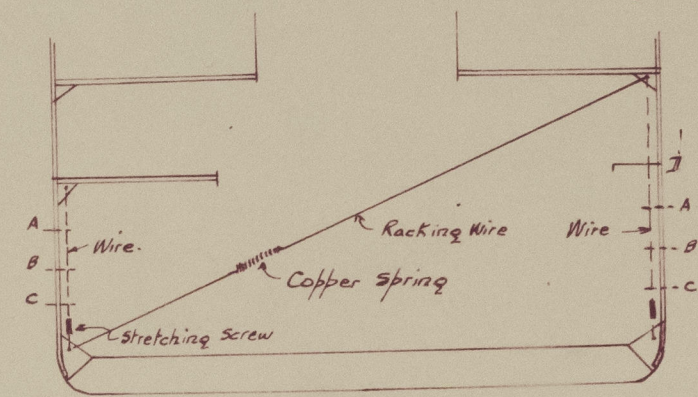
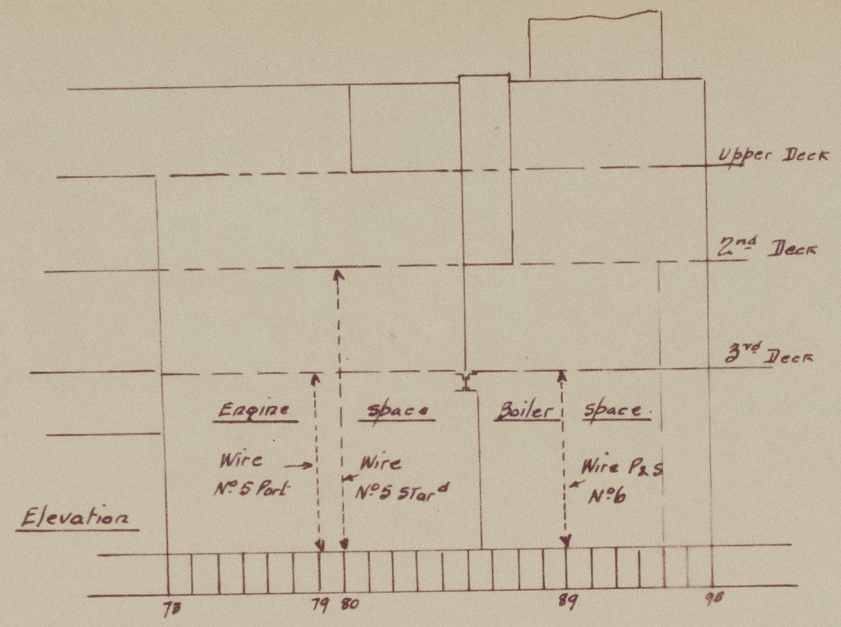
Maximum daily Transverse Movement of after hold framing measured during the Voyage Leith to Portland, Maine

Date Measured	March 1 st			2 nd			3 rd			4 th			5 th			6 th			7 th			8 th			9 th		
Extract from Log regarding Weather etc.	Light Wind Moderate Confused Swell Rolling & pitching			Moderate Wind and Sea Rolling easily.			Fresh Wind Rough Confused Sea Rolling & pitching			Light breeze Moderate Sea Rolling easily.			Strong & Squally Wind Rough Sea Pitching & spray?			Strong Wind Rough Sea Rolling & pitching			Fresh head Wind Mod: Confused Swell Pitching easily.			Strong head Wind Rough Sea Pitching heavily			Light to Moderate Wind Slight Sea		
Point at which Measurement was Taken (See print II)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
Wire No 1 Port	$\frac{1}{8}$	$\frac{3}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{32}$	$\frac{1}{8}$	$\frac{1}{4}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	$\frac{1}{8}$	$\frac{1}{32}$	$\frac{1}{8}$	$\frac{1}{32}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{32}$	$\frac{1}{16}$	$\frac{1}{32}$
" " 2 "	$\frac{1}{8}$	$\frac{3}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{5}{16}$	$\frac{3}{8}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{1}{4}$	$\frac{1}{8}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{3}{16}$	$\frac{5}{16}$	$\frac{3}{8}$	$\frac{3}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{5}{32}$	$\frac{3}{16}$	$\frac{1}{8}$	$\frac{1}{32}$	$\frac{1}{16}$	$\frac{1}{32}$
" " 3 "	0	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{5}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{3}{16}$	$\frac{1}{16}$	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{3}{16}$	$\frac{3}{32}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{3}{32}$	$\frac{1}{8}$	$\frac{1}{32}$	$\frac{1}{16}$	$\frac{1}{32}$
" " 4 "	0	$\frac{1}{16}$	0	0	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	0	0	0	$\frac{1}{32}$	0	0	$\frac{1}{32}$	0
" " 1 Star ^d	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{4}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{3}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{32}$	$\frac{3}{32}$	$\frac{1}{32}$	$\frac{1}{16}$	$\frac{3}{32}$	$\frac{1}{16}$	$\frac{1}{32}$	$\frac{1}{32}$	$\frac{1}{32}$
" " 2 "	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{3}{16}$	$\frac{1}{8}$	$\frac{3}{16}$	$\frac{5}{16}$	$\frac{1}{8}$	$\frac{3}{32}$	$\frac{3}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{5}{16}$	$\frac{1}{8}$	$\frac{3}{16}$	$\frac{5}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{3}{32}$	$\frac{1}{16}$	$\frac{1}{32}$	$\frac{1}{8}$	$\frac{1}{32}$
" " 3 "	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{3}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{3}{16}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{3}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{3}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{3}{32}$	$\frac{1}{16}$	$\frac{1}{32}$	$\frac{1}{8}$	$\frac{1}{32}$
" " 4 "	0	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{32}$	$\frac{1}{32}$	$\frac{1}{32}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{32}$	$\frac{1}{16}$	$\frac{1}{32}$	$\frac{1}{32}$	$\frac{1}{16}$	$\frac{1}{32}$	0	$\frac{1}{32}$	0

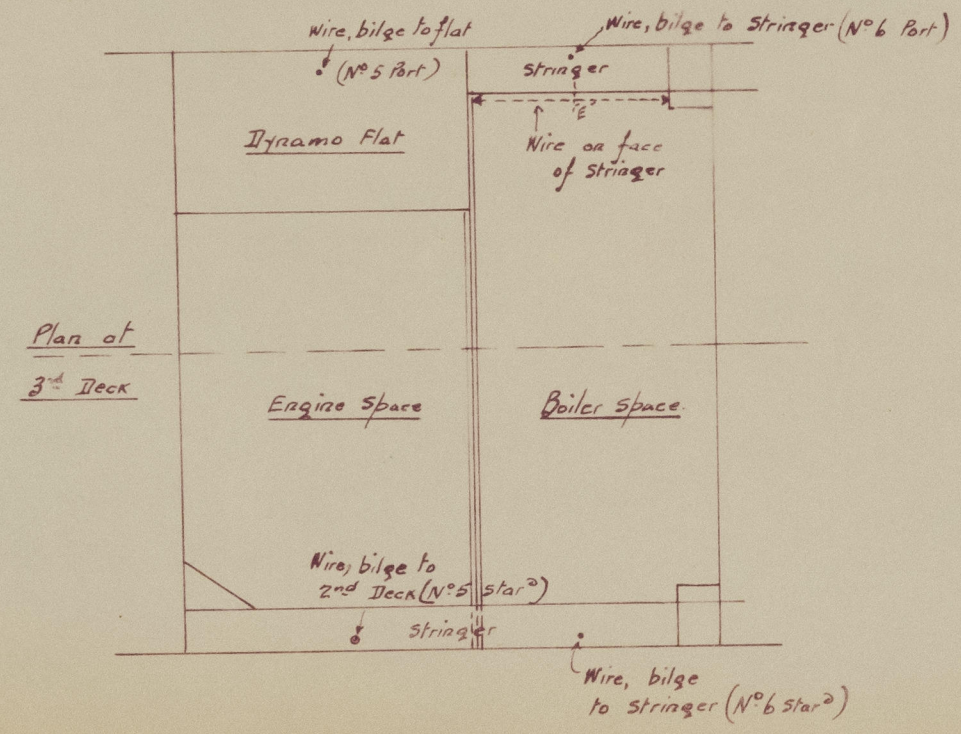
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Pier IV



Section through Engine Room
about frame 79



s/s "Cairn" 1872
Arrangement of Wires in
Engine and Boiler Space.



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S/S "Cairnlea"

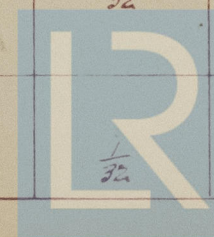
S/S 9010

Print V

Maximum daily transverse Movement of Engine and Boiler Room framing and stringers etc measured during

Voyage from Portland, Maine, to Newcastle-on-Tyne Fully Loaded

Date Measured.		March 19 th	20 th	21 st	22 nd	23 rd	24 th	25 th	26 th	27 th
Extract from Log regarding Weather etc		Strong Wind Rough Sea Shipping Water fore & aft	Light Airs Slight Sea	Moderate gale Rough Sea Vessel labouring & Straining & Shipping Water overboard	Mod. beam Wind High Sea Vessel labouring & Shipping Water fore & aft	Moderate Wind Confused Swell	Moderate Wind and Sea	Fresh to Strong Wind Rough Sea Labouring & Shipping Water occasionally	Light Swell Light Wind	Fresh Wind Fresh Sea
Transverse Movement of Frames	Point at which Measurement Taken (See print IV)	A B C	A B C	A B C	A B C	A B C	A B C	A B C	A B C	A B C
	Wire N° 5 Port	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{16}$ $\frac{1}{8}$ $\frac{1}{16}$	$\frac{1}{32}$ $\frac{1}{8}$ $\frac{1}{16}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{3}{32}$ $\frac{1}{32}$	$\frac{1}{16}$ $\frac{3}{32}$ $\frac{1}{16}$
	" " 6 "	$\frac{1}{32}$ $\frac{1}{8}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{3}{32}$ $\frac{1}{32}$	$\frac{1}{16}$ $\frac{1}{8}$ $\frac{1}{16}$	$\frac{1}{32}$ $\frac{3}{32}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{3}{32}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{3}{32}$ $\frac{1}{32}$
	" " 5 Star	$\frac{1}{8}$ $\frac{3}{16}$ $\frac{1}{16}$	$\frac{1}{16}$ $\frac{1}{8}$ $\frac{1}{32}$	$\frac{3}{16}$ $\frac{3}{16}$ $\frac{1}{8}$	$\frac{1}{8}$ $\frac{5}{32}$ $\frac{1}{16}$	$\frac{5}{32}$ $\frac{3}{16}$ $\frac{1}{32}$	$\frac{1}{16}$ $\frac{1}{8}$ $\frac{1}{32}$	$\frac{1}{16}$ $\frac{1}{8}$ $\frac{1}{32}$	$\frac{1}{16}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{16}$ $\frac{3}{32}$ $\frac{1}{32}$
	" " 6 "	$\frac{1}{32}$ $\frac{1}{8}$ $\frac{1}{32}$	$\frac{1}{16}$ $\frac{3}{32}$ $\frac{1}{16}$	$\frac{1}{32}$ $\frac{3}{32}$ $\frac{1}{32}$	$\frac{1}{16}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{3}{32}$ $\frac{1}{32}$	$\frac{1}{16}$ $\frac{1}{8}$ $\frac{1}{16}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{32}$ $\frac{1}{32}$
Transverse Movement of Stringers	Engine Room Stringer Star Side Measured at II (See print IV)	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{32}$	$\frac{1}{32}$	$\frac{1}{32}$	$\frac{1}{32}$
	Boiler Room Stringer Port Side Measured at E (See print IV)	-	-	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{32}$	$\frac{1}{32}$	$\frac{1}{32}$	$\frac{1}{32}$	-
Elongation of Racking Wire Spring		$\frac{1}{16}$	$\frac{1}{32}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{32}$	$\frac{1}{32}$	$\frac{1}{32}$



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