

s/s Carrington

Maximum Measured Daily Transverse Movement of Engine and Boiler room framing and
 Strings Measured during the passage Montreal to Newcastle-on-Tyne
 (See print 10?)

Date	9 th	10 th	11 th	12 th	13 th	14 th	15 th	Measured Increase in deflection due to a change of draft 15-11 aft-135 fwd to while boiling at Montreal
Exhibit from Log regarding weather etc	Light breeze Smooth	Do Do	Moderate Wind Smooth	Light Air Smooth	Moderate Wind Smooth			
Transverse Movement of Frames	Wire of 1 Port $\frac{3}{64}$	$\frac{3}{64}$	$\frac{3}{64}$	$\frac{3}{64}$	$\frac{3}{64}$	$\frac{1}{6}$	$\frac{1}{64}$	$\frac{5}{64}$ ins
	2 - $\frac{3}{64}$	$\frac{1}{32}$	$\frac{1}{6}$	$\frac{1}{6}$	$\frac{1}{32}$	$\frac{3}{64}$	-	$\frac{1}{8}$
	1 Starboard $\frac{1}{6}$	$\frac{1}{6}$	$\frac{5}{64}$	$\frac{5}{64}$	$\frac{3}{64}$	$\frac{3}{32}$	$\frac{1}{64}$	$\frac{1}{32}$
	2 - $\frac{3}{64}$	$\frac{3}{64}$	$\frac{1}{6}$	$\frac{1}{6}$	$\frac{3}{64}$	$\frac{1}{6}$	-	$\frac{1}{8}$
Transverse Movement of Strings	Engine Room Stringer Starboard Side measured at Port D See print 10?	$\frac{1}{64}$	$\frac{1}{64}$	$\frac{1}{32}$ Port	$\frac{1}{32}$	$\frac{1}{64}$	$\frac{1}{32}$	-
	Boiler Room Stringer Port Side Measured at 'E' See print 10?	-	-	-	$\frac{1}{64}$	-	$\frac{1}{32}$	-
Elongation of Working Main Spring	-	-	-	-	-	-	-	-
Print of 10 (3) Kers Sketch	74.8 12	74.8 1175	74.2 12.25	74.4 12	75.1 12.25	74.6	75.5	



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