

S/S Camplen

Longitudinal Stress range Calculated from observed Strains during the passage Middlesbrough to Montreal
For points at which Strain was measured See print N° 2

Date		april 19th	20th	21st	22nd	23rd	24th	25th	
		Tons/sq	Tons/sq	Tons/sq	Tons/sq	Tons/sq	Tons/sq	Tons/sq	
Points at which Strain was measured. See print N° 2	"A" Upper Deck Stringer plate about 1/2 h aft port	.31	.45	.61	.51	.72	.14	.72	
	"B" " " " " " " " Starboard	.33	.61	.80	.60	.72	.10	.82	
	"C" " " " " " " " Amidships port	.92	2.45	3.10	1.84	3.06	2.86	1.02	3.10
	"D" " " " " " " " Starboard	.72	1.64	2.1	1.1	1.84	1.84	.62	1.84
	"E" " " " " " " " Port			2.45	1.4		2.0	.72	2.25
	"F" " " " " " " " Port					1.84	.72	1.84	
	"G" " " " " " " " Starboard					1.84	.61		
	"H" " " " " " " " Stringer plate about 1/2 h fwd port	.41	.82	.72	.61	Shipping	.20	Shipping	
	"I" " " " " " " " Starboard	.31	.72	.82	.51	Sea	.16	Sea	
		Upper Deck girder abaft bunker hatch on Port Side (See print N° 2)		.56	.70	.42	.84	.21	.63
	Bunker Hatch Covering B.A. P.S.					.82	.20		

* When an extra heavy wave struck the ship a range of 4.1 tons was recorded at this position

Note Time 3 to 3 1/2 seconds

Print N° 2



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