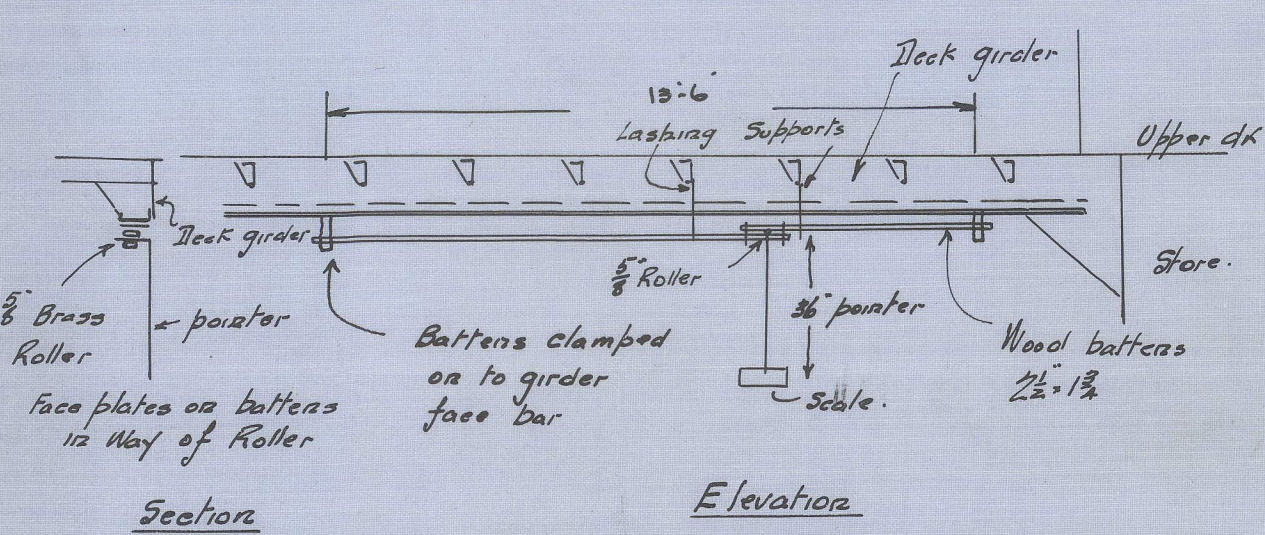
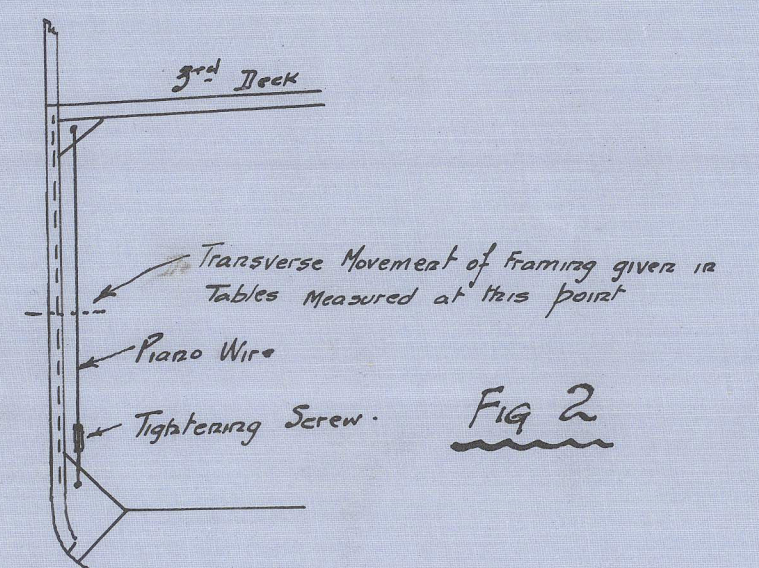


### Measuring Longitudinal to Cool Hatchways ("P")



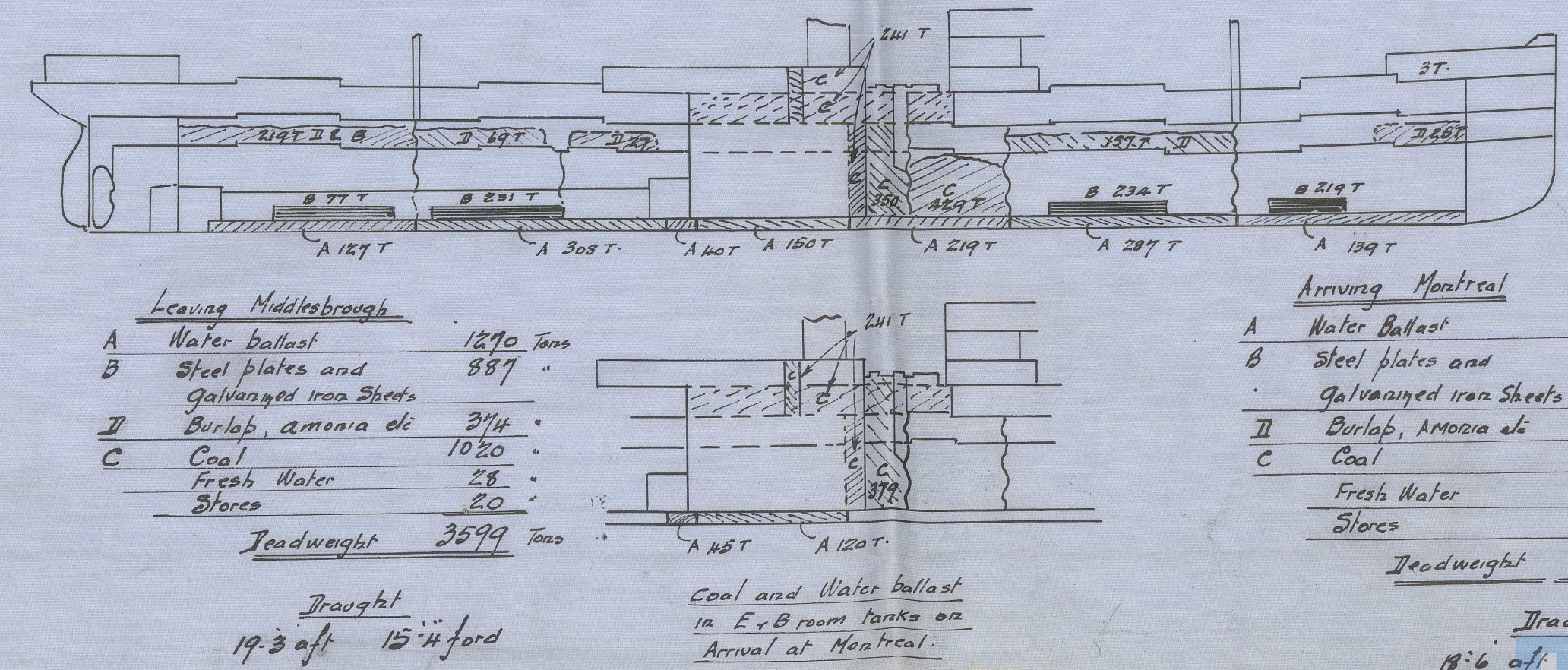
Maximum daily Measured Transverse Movement of Framing etc during the passage Niddlesbrough to Montreal

	Date	April 19 <sup>th</sup>	20 <sup>th</sup>	21 <sup>st</sup>	22 <sup>nd</sup>	23 <sup>rd</sup>	24 <sup>th</sup>	25 <sup>th</sup>	26 <sup>th</sup>	✓
	Extracts from Log regarding Weather etc.	Fresh Wind Slight Sea	Mod. brum Wind Capricious Sea	Mod. brum Wind Capricious Sea	Mod. brum Wind Capricious Sea	Strong brum Wind Rough Capricious Sea	Light brum Wind Buggy Capricious Sea	Strong brum Wind Rough Capricious Sea	Moderate brum Slight Sea	Reduction in deflection of Framing Corresponding to a Change of Loading at Montreal. Maximum of deflection 18" off to 1" fore to 15" aft 12" fore while
		Speed (knots)	12.25	12	11	10.75	10	12.25	10.75	
		Revs.	18.5	18.5	18.5	16	14	16.6	16.7	
↑ Transverse Movement of Framing.	N <sup>o</sup> 1 Hold	Wire N <sup>o</sup> 14 Ret.	$\frac{105}{24}$	$\frac{105}{16}$	$\frac{105}{16}$	$\frac{105}{16}$	$\frac{105}{16}$	$\frac{105}{16}$	$\frac{105}{24}$	105
		" " 15 "	$\frac{20}{24}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{24}$	$\frac{20}{24}$
		" " 16 "	-	$\frac{20}{16}$	( $\frac{20}{16}$ )	( $\frac{20}{16}$ )	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{24}$	$\frac{20}{24}$
		" " 14 Star <sup>d</sup>	-	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{24}$	$\frac{20}{24}$
		" " 15 "	-	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	-	$\frac{20}{24}$
		" " 16 "	-	$\frac{20}{16}$	( $\frac{20}{16}$ )	( $\frac{20}{16}$ )	$\frac{20}{16}$	( $\frac{20}{16}$ )	$\frac{20}{24}$	$\frac{20}{24}$
	N <sup>o</sup> 2 Hold	Wire N <sup>o</sup> 11 Ret.	$\frac{20}{24}$	$\frac{20}{16}$	( $\frac{20}{16}$ )	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{24}$	$\frac{20}{24}$
		" " 12 "	-	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	-	$\frac{20}{24}$
		" " 13 "	-	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	-	$\frac{20}{24}$
		" " 11 Star <sup>d</sup>	-	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	-	$\frac{20}{24}$
		" " 12 "	$\frac{20}{24}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	-	$\frac{20}{24}$
		" " 13 "	$\frac{20}{24}$	$\frac{20}{16}$	$\frac{20}{16}$	( $\frac{20}{16}$ )	$\frac{20}{16}$	$\frac{20}{16}$	-	$\frac{20}{24}$
↓	Leads Main <sup>8</sup> Ret	Wire N <sup>o</sup> 8 Ret	-	-	-	$\frac{20}{16}$	$\frac{20}{16}$	$\frac{20}{16}$	-	-
		" " 8 Star <sup>d</sup>	-	-	-	$\frac{20}{16}$	$\frac{20}{16}$	( $\frac{20}{16}$ )	-	-

Note: Circled figures are Maximum Measured Movement in each hold during the passage. Movements of framing are as measured at the mid-height of frame in each case. Period of Movement (Zero-Maximum-Zero) from 6 to 7 seconds.

5/5 Cairnglen  
Particulars of Loading during the passage Middlesbrough to Montreal

		Date	April 1929	20 <sup>th</sup>	21 <sup>st</sup>	22 <sup>nd</sup>	23 <sup>rd</sup>	24 <sup>th</sup>	25 <sup>th</sup>
			Temp/ass	Temp/ass	Temp/ass	Temp/ass	Temp/ass	Temp/ass	Temp/ass
Positions at Watch Street Nos Hours	A	After dark Stage lights about 1/2 light feet	31	26	61	51	72	18	72
	B	" " " " " " " " " " " "	33	61	80	60	72	10	82
	C	" " " " " " " " " " " "			2:25	1:4	2:0	72	x 2:25
	D	" " " " " " " " " " " "	92	2:25	2:10	1:24	2:46	1:02	2:10
	E	" " " " " " " " " " " "	72	1:44	2:1	1:2	1:24	1:02	1:24
	F	" " " " " " " " " " " "	25	82	72	61	26/4000	2:0	5/4000
	G	" " " " " " " " " " " "	31	72	92	51	50	10	50
	H	" " " " " " " " " " " "					182	72	182
	I	" " " " " " " " " " " "					184	61	
	J	" " " " " " " " " " " "		56	70	102	84	21	63
Q	" " " " " " " " " " " "					92	20		

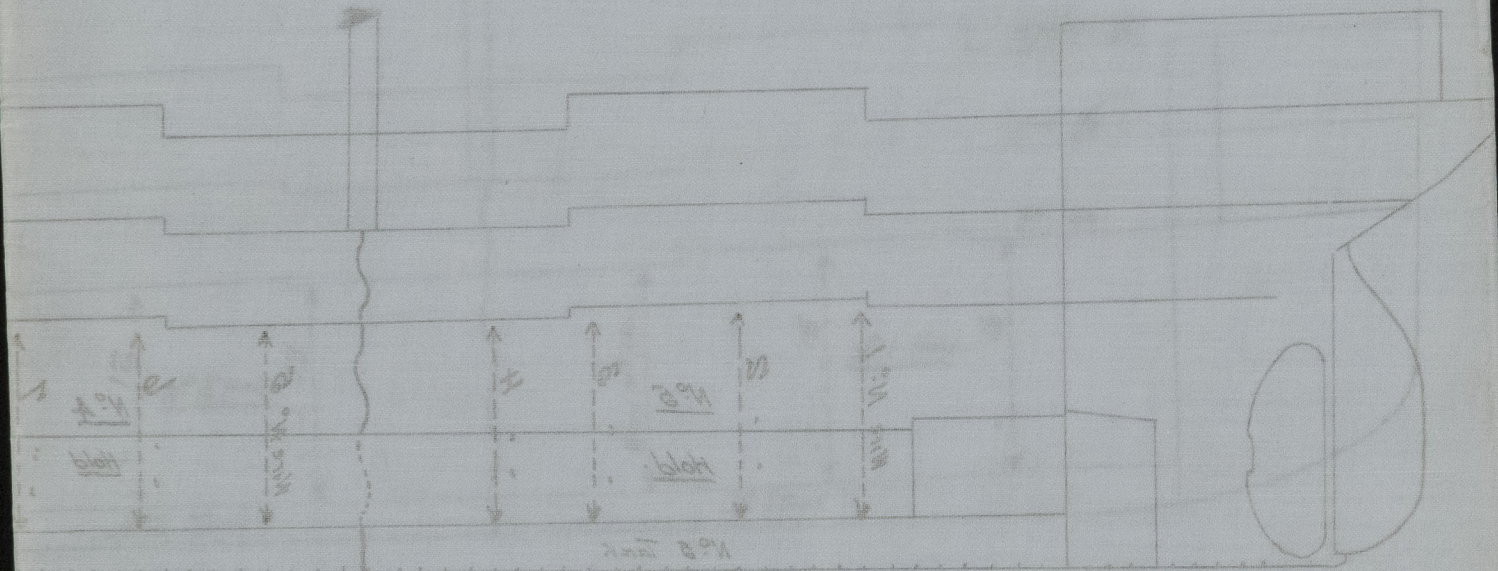




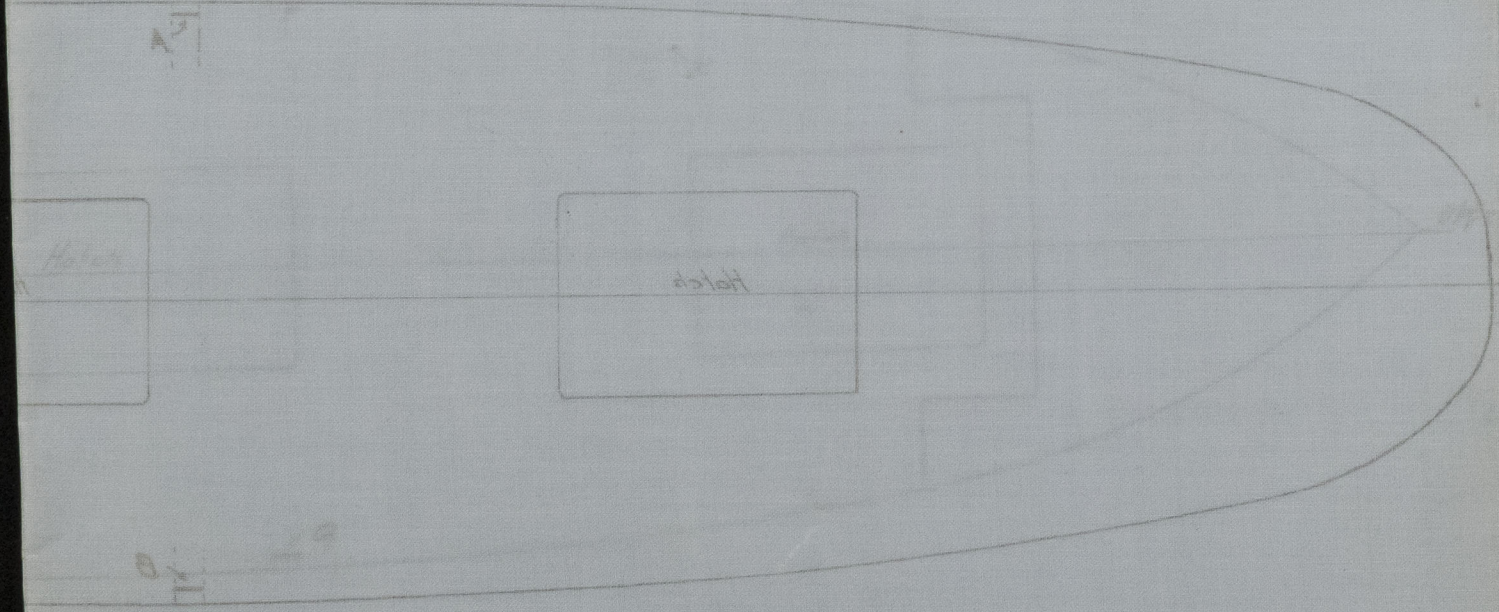
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J. S. Lamm. Dec 1926

(File with Mr. Dickinson's notes  
with F.B. Vol. 114-0114)



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