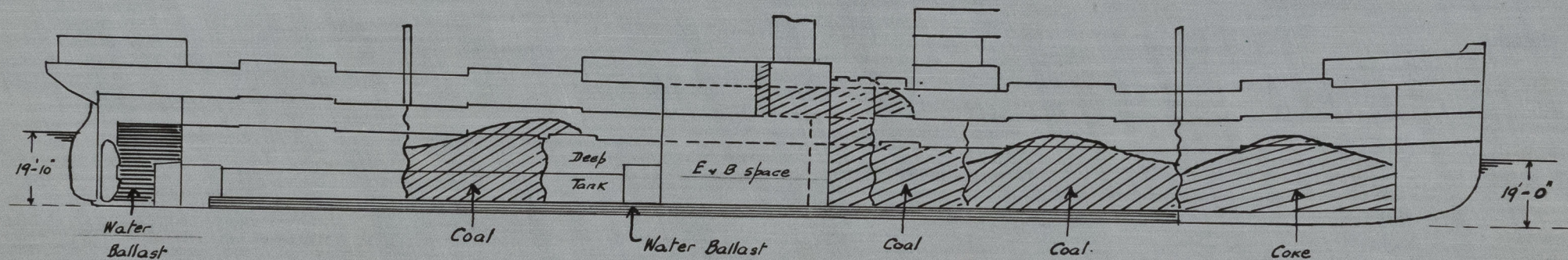


Print I

W1143-0116 1/5

s/s "Cairnglen" *to Capt. No 29393 (FE)*  
Particulars of loading at Commencement  
of Voyage Leith to Portland, Maize,



|               |      |             |
|---------------|------|-------------|
| Cargo Coal    | 1997 | Tons        |
| " Coke        | 400  | "           |
| Bunker Coal   | 1041 | "           |
| Water Ballast | 1206 | "           |
| <u>4644</u>   |      | <u>Tons</u> |

Maximum Winter Load Draught 25'-0 $\frac{3}{4}$ "



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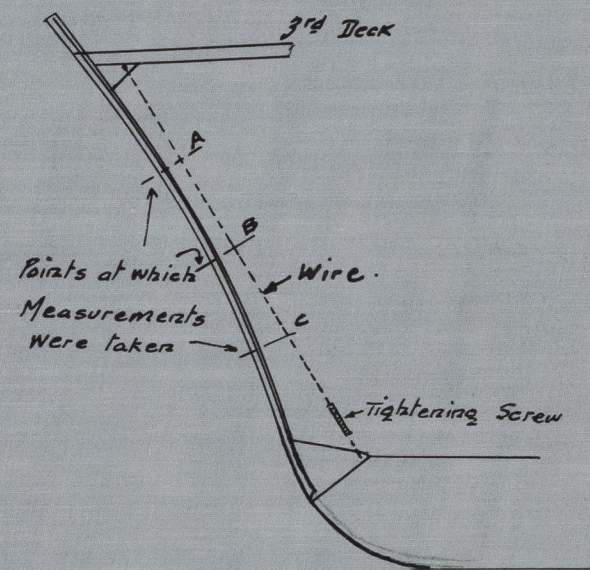
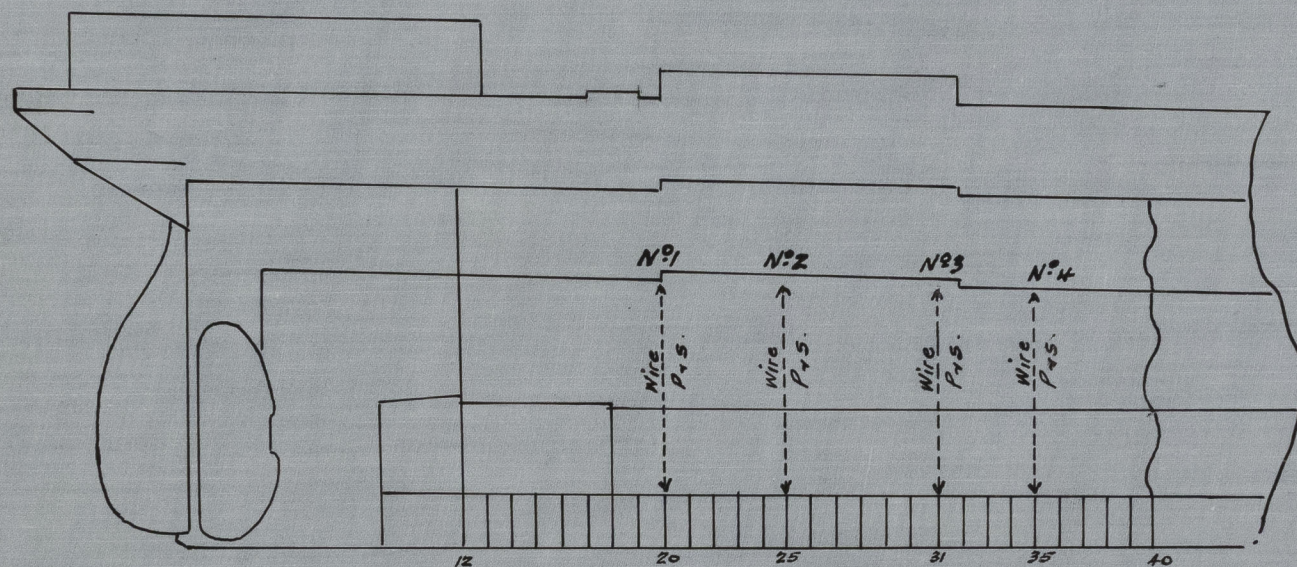


Print II

S/S Cairnglen

Positions of Wires in after hold.

0116 2/5



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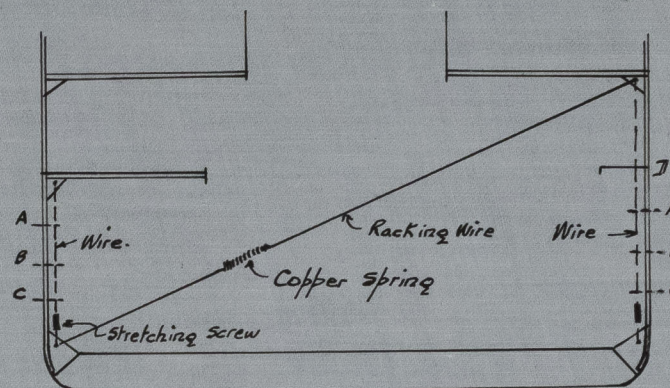
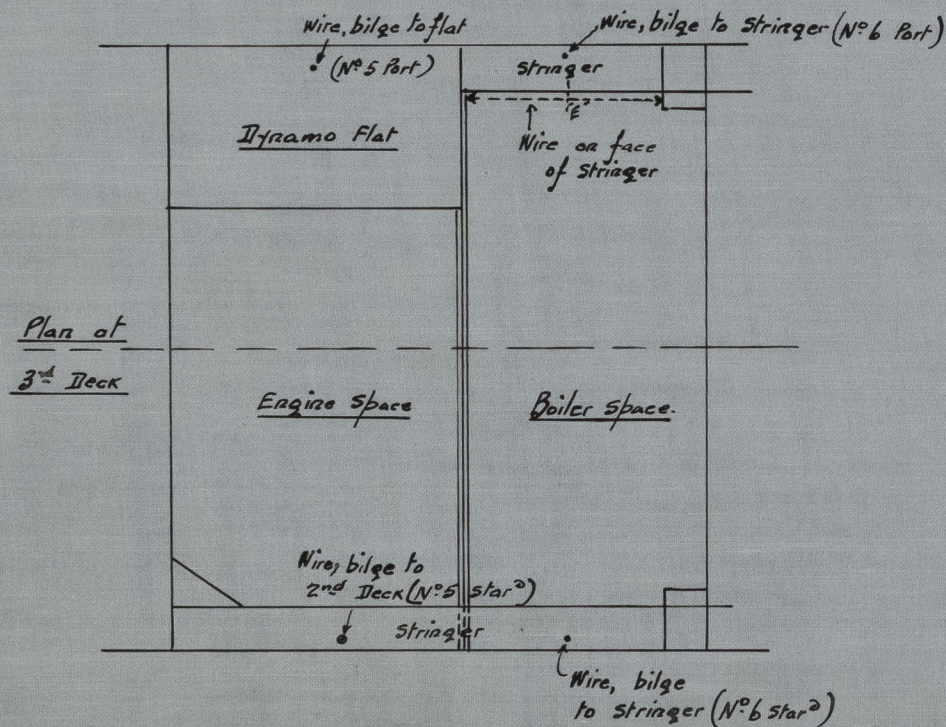
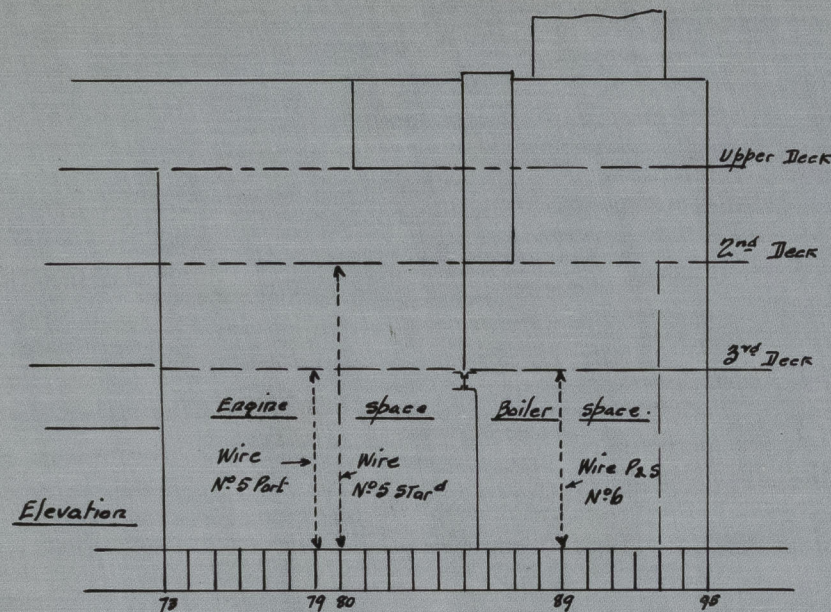
S/S 'Cairnglen'

Maximum daily transverse movement of after hold framing measured during the voyage Leith to Portland, Maine

0116 3/5

| Date Measured                                       | March 1 <sup>st</sup>                                       |                |                | 2 <sup>nd</sup>                          |                |                | 3 <sup>rd</sup>  |                |                | 4 <sup>th</sup>                                  |                |                | 5 <sup>th</sup>   |                |                | 6 <sup>th</sup>                                |                |                | 7 <sup>th</sup>  |                |                | 8 <sup>th</sup>                                   |                |                | 9 <sup>th</sup>                      |                |                |
|---|---|----------------|----------------|--|----------------|----------------|--|----------------|----------------|--|----------------|----------------|---|----------------|----------------|--|----------------|----------------|--|----------------|----------------|---|----------------|----------------|--------------------------------------|----------------|----------------|
| Extract from Log regarding Weather etc.             | Light Wind<br>Moderate Confused Swell<br>Rolling & pitching |                |                | Moderate Wind and Sea<br>Rolling easily. |                |                | Fresh Wind<br>Rough Confused Sea<br>Rolling & pitching |                |                | Light breeze.<br>Moderate Sea<br>Rolling easily. |                |                | Strong & Squally Wind<br>Rough Sea<br>Pitching & spray? |                |                | Strong Wind<br>Rough Sea<br>Rolling & pitching |                |                | Fresh head Wind<br>Mod: Confused Swell<br>Pitching easily. |                |                | Strong head Wind<br>Rough Sea<br>Pitching heavily |                |                | Light to Moderate Wind<br>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  | $\frac{1}{8}$   | $\frac{1}{8}$  | $\frac{1}{8}$  | $\frac{1}{16}$                           | $\frac{1}{8}$  | $\frac{1}{16}$ | $\frac{1}{8}$  | $\frac{1}{4}$  | $\frac{1}{8}$  | $\frac{1}{16}$                                   | $\frac{1}{8}$  | $\frac{1}{16}$ | $\frac{1}{16}$  | $\frac{3}{16}$ | $\frac{1}{16}$ | $\frac{1}{16}$                                 | $\frac{1}{8}$  | $\frac{1}{16}$ | $\frac{1}{32}$   | $\frac{3}{32}$ | $\frac{1}{32}$ | $\frac{1}{16}$                                    | $\frac{3}{32}$ | $\frac{1}{16}$ | $\frac{1}{32}$                       | $\frac{1}{32}$ | $\frac{1}{32}$ |
| " " 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 "   | $\frac{1}{16}$  | $\frac{1}{8}$  | $\frac{1}{16}$ | $\frac{1}{16}$                           | $\frac{1}{8}$  | $\frac{1}{16}$ | $\frac{1}{8}$  | $\frac{3}{16}$ | $\frac{1}{8}$  | $\frac{1}{16}$                                   | $\frac{1}{16}$ | $\frac{1}{16}$ | $\frac{1}{8}$   | $\frac{3}{16}$ | $\frac{1}{8}$  | $\frac{1}{8}$                                  | $\frac{3}{16}$ | $\frac{1}{16}$ | $\frac{1}{8}$  | $\frac{3}{16}$ | $\frac{1}{8}$  | $\frac{1}{16}$                                    | $\frac{1}{8}$  | $\frac{1}{16}$ | $\frac{1}{32}$                       | $\frac{1}{16}$ | $\frac{1}{32}$ |
| " " 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              |





Section through Engine Room about frame 79

s/s 'Cairnler'  
Arrangement of Wires in Engine and Boiler Space.



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 <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>          |                |                | 27 <sup>th</sup>        |                |                |
|---|---|---|----------------|----------------|--------------------------|----------------|----------------|---|----------------|----------------|--|----------------|----------------|---------------------------------|----------------|----------------|-----------------------|----------------|----------------|--|----------------|----------------|---------------------------|----------------|----------------|-------------------------|----------------|----------------|
| Extract from Log regarding Weather etc. |   | Strong Wind<br>Rough Sea<br>Shipping water fore & aft |                |                | Light Airs<br>Slight Sea |                |                | Moderate gale<br>Rough Sea<br>Vessel labouring & straining & shipping water overall |                |                | Mod. beam Wind<br>High Sea<br>Vessel labouring & shipping water fore & aft |                |                | Moderate Wind<br>Confused Swell |                |                | Moderate Wind and Sea |                |                | Fresh to Strong Wind<br>Rough Sea<br>Labouring & shipping water occasionally |                |                | Light Swell<br>Light Wind |                |                | Fresh Wind<br>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 <sup>d</sup> 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)                | -   |                |                | -                        |                |                | $\frac{1}{16}$  |                |                | $\frac{1}{16}$   |                |                | $\frac{1}{32}$                  |                |                | $\frac{1}{32}$        |                |                | $\frac{1}{32}$   |                |                | $\frac{1}{32}$            |                |                | $\frac{1}{32}$          |                |                |
| Elongation of Racking Wire Spring       |   | $\frac{1}{16}$  |                |                | $\frac{1}{32}$           |                |                | $\frac{1}{8}$   |                |                | $\frac{1}{8}$  |                |                | $\frac{1}{16}$                  |                |                | $\frac{1}{16}$        |                |                | $\frac{1}{32}$   |                |                | $\frac{1}{32}$            |                |                | $\frac{1}{32}$          |                |                |