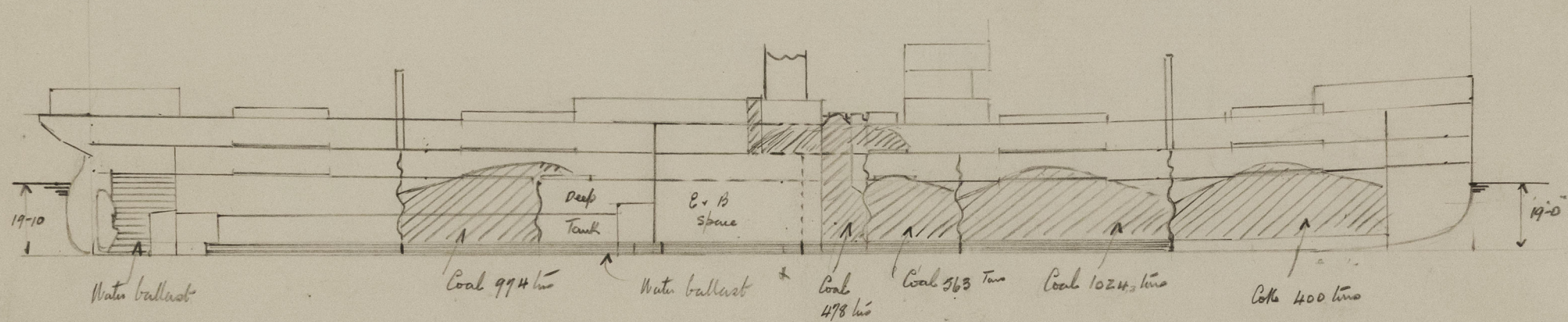


Sheet I

W1143-0119 1/6

s/s Camplen No. reg. No. 29393. (F.E.)
Particulars of Loading at Commencement of
Voyage Reth to Portland Maine

19-0
 19-10



2 286.84
 3 219.78
 4 213.40
 5 308.61
 6 127.00
 51.78
 A.P. 1206.44

Cargo Coal - 1997 tons
 " Coal 400 "
 Bunker Coal 1041 - 1042
 Water ballast 1206
4644 tons

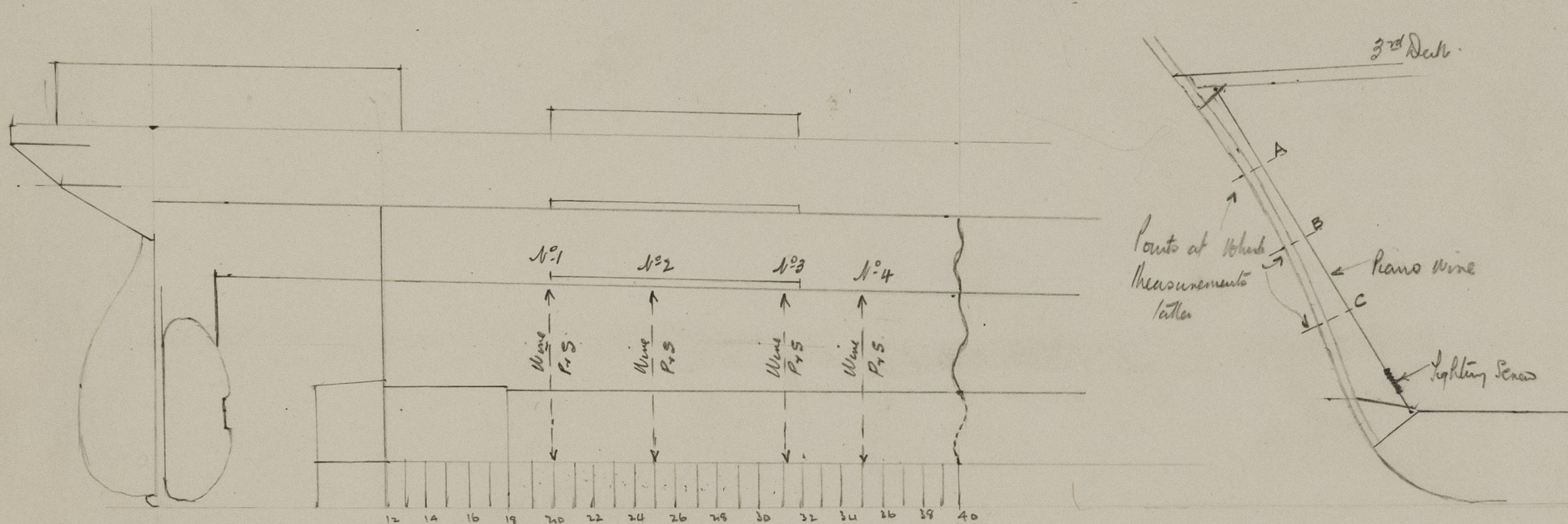
1041
 76

Maximum Summer load draught 25-6 3/4 "

Sheet II

S/S Camoglen
Position of Wires in after hold.

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Sheet III

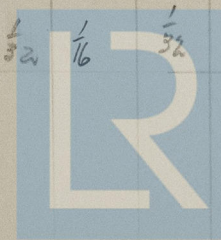
Maximum daily

3/5 Canning

0119 3/6

Transverse Movement of after Rod framing Measured during Voyage from Reeth to Portland Marine. Partially loaded.

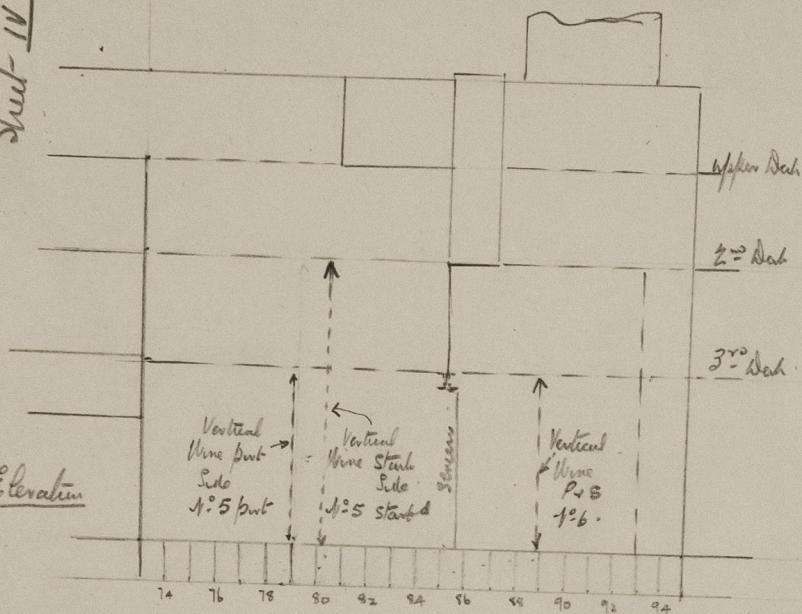
Date Measurements Taken	March 1 st			2 nd			3 rd			4 th			5 th			6 th			7 th			8 th			9 th		
Excerpt from Log regarding Weather etc	Right Wind Moderate Confused Small Rolling & pitching			Moderate Wind and Sea Rolling easily			Fresh Wind Rough Confused Sea Rolling & pitching			Right breeze Moderate Sea Rolling easily			Strong & squally Wind Rough Sea Pitching & Sprunging			Strong Wind Rough Sea Rolling & pitching			Fresh head Wind Mod. Confused Swell Pitching easily			Strong head Wind Rough Sea Pitching heavily			Right to Moderate Wind Slight Sea.		
Point at Which Measurement Taken (See Sketch)	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
	ms	ms	ms	ms	ms	ms	ms	ms	ms	ms	ms	ms	ms	ms	ms	ms	ms	ms	ms	ms	ms	ms	ms	ms	ms	ms	
Wire No 1 Port	8	3/16	8	1/16	8	1/32	8	1/4	8	1/16	8	1/16	8	8	8	8	3/16	8	1/32	8	1/32	1/16	8	1/16	1/32	1/16	1/32
2 "	8	3/16	1/16	8	8	1/16	5/16	(3/8)	3/16	3/16	1/4	8	3/16	3/16	3/16	5/16	8	3/16	1/16	8	1/16	5/32	3/16	8	1/32	1/16	1/32
3 "	0	1/16	1/16	8	8	8	8	5/16	8	8	3/16	1/16	8	3/16	1/16	1/4	1/4	3/16	3/32	8	1/16	1/16	3/32	8	1/32	1/16	1/32
4 "	0	1/16	0	0	1/16	0	1/16	8	1/16	1/16	1/16	1/16	1/16	8	1/16	1/16	8	1/16	0	0	0	0	1/32	0	0	1/32	0
" 1 Starboard	8	8	8	1/16	8	1/16	8	1/4	8	1/16	8	1/16	1/16	3/16	1/16	1/16	8	1/16	1/32	3/32	1/32	1/16	3/32	1/16	1/32	1/32	1/32
" 2 "	1/16	8	1/16	8	3/16	8	3/16	5/16	8	3/32	3/16	1/16	8	5/16	8	3/16	5/16	8	8	3/16	8	1/16	3/32	1/16	1/32	8	1/32
" 3 "	1/16	8	1/16	1/16	8	1/16	8	3/16	8	1/16	1/16	1/16	8	3/16	8	8	3/16	1/16	8	3/16	8	1/16	8	1/16	1/32	1/16	1/32
" 4 "	0	1/16	0	1/16	8	1/16	1/16	8	1/16	1/32	1/32	1/32	1/16	8	1/16	1/16	8	1/16	1/32	1/16	1/32	1/16	1/32	0	1/32	0	



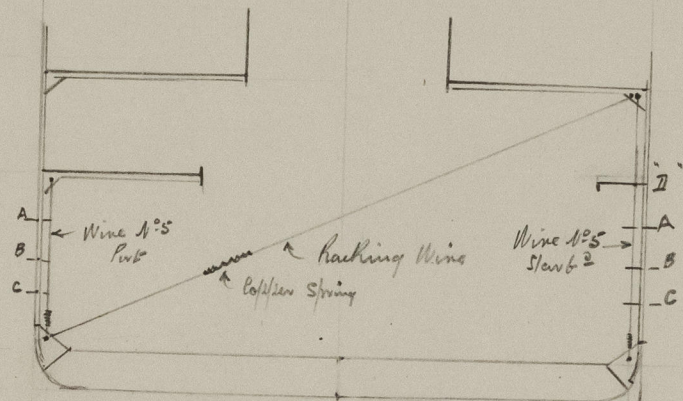
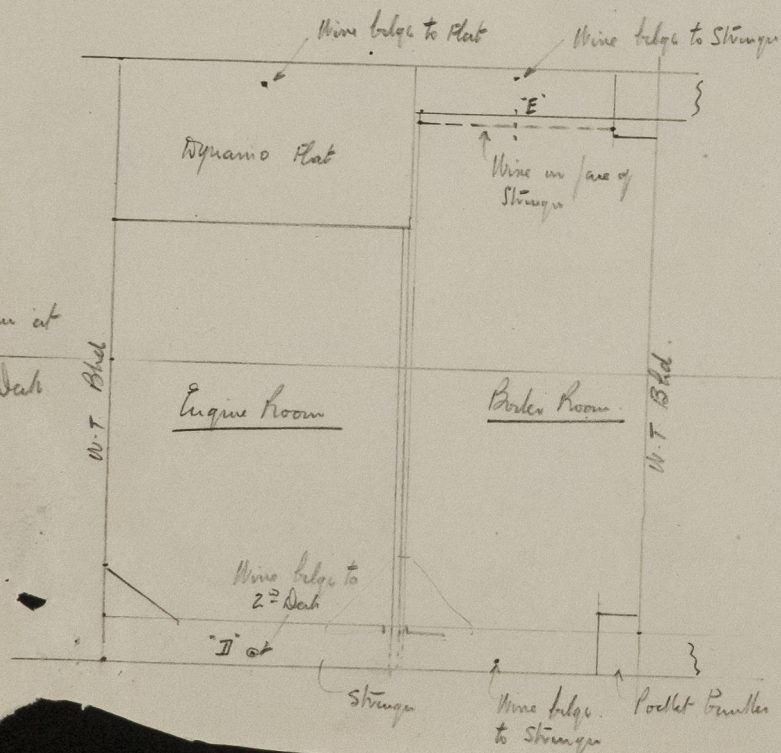
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Sheet IV

Elevation



Plan at
3rd Deck



Section through Engine Room
about frame 79

S.S. Carnglen

Arrangement of Wires in
Engine and boiler space

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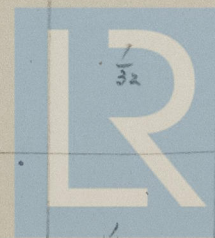
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Sub-IV

Maximum Daily Transverse Movement of Engine and Boiler Room framing and Stringers Measured during
Voyage from Portland, Maine, to Newcastle-on-Tyne Fully Loaded

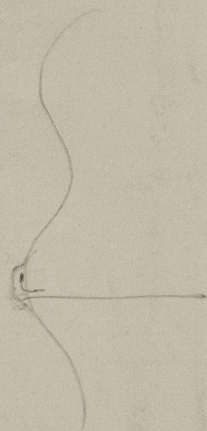
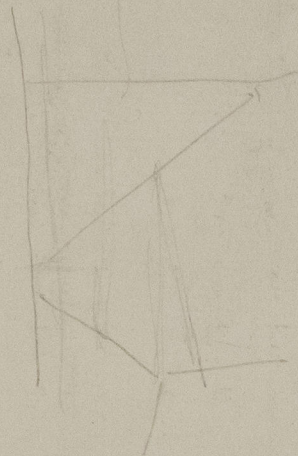
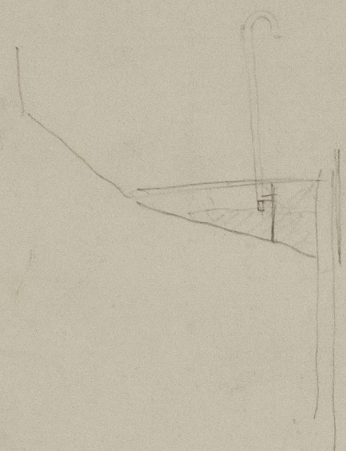
9/5 6110

Date Measurement taken	March 19 th	20 th	21 st	22 nd	23 rd	24 th	25 th	26 th	27 th	28 th
Extract from Log regarding Weather etc	Strong Wind Rough Sea Shipping Water for raft	Light airs Slight Sea	Moderate gale Rough Sea Heavily labouring Shipping Water overall	Moderate heavy Wind High Sea Vessel labouring Shipping Water P.M. & off	Moderate Wind Compensated Swell	Moderate Wind and Sea	Fresh to Strong Wind Rough Sea Labouring, Shipping Water occasionally	Light South " " "	Fresh Wind " " "	
Transverse Movement of Frames	Point at Which Measurement Taken	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
Wine No 5 Port	ms $\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	ms $\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	ms $\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	ms $\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	ms $\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	ms $\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	ms $\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	ms $\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	ms $\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	ms $\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$
" - 6 -	$\frac{1}{32}$ $\frac{1}{8}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$
" - 5 Starboard	$\frac{1}{8}$ $\frac{3}{16}$ $\frac{1}{16}$	$\frac{1}{16}$ $\frac{1}{8}$ $\frac{1}{32}$	$\frac{3}{16}$ $\frac{3}{16}$ $\frac{1}{8}$	$\frac{1}{8}$ $\frac{5}{32}$ $\frac{1}{16}$	$\frac{5}{32}$ $\frac{3}{16}$ $\frac{1}{8}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{8}$	$\frac{1}{16}$ $\frac{1}{8}$ $\frac{1}{32}$	$\frac{1}{8}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{16}$ $\frac{1}{8}$ $\frac{1}{32}$	$\frac{3}{32}$ $\frac{1}{16}$ $\frac{1}{32}$
" - 6 -	$\frac{1}{32}$ $\frac{1}{8}$ $\frac{1}{32}$	$\frac{1}{16}$ $\frac{3}{32}$ $\frac{1}{16}$	$\frac{1}{32}$ $\frac{3}{32}$ $\frac{1}{16}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{8}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{32}$ $\frac{1}{16}$ $\frac{1}{32}$	$\frac{1}{64}$ $\frac{1}{32}$ $\frac{1}{64}$
Transverse Movement of Stringers	Engine Room	ms	ms	ms	ms	ms	ms	ms	ms	
Stringer Starboard Side Measured at "I" (See sketch)	$\frac{1}{8}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{32}$	$\frac{1}{32}$	$\frac{1}{32}$	$\frac{1}{32}$	
Boiler Room Stringer Port Side Measured at "E" (See sketch)	-	-	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{32}$	$\frac{1}{32}$	$\frac{1}{64}$	$\frac{1}{32}$		
Elongation of Racking Main 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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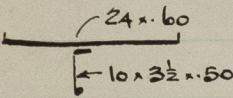

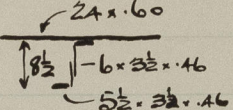

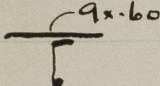
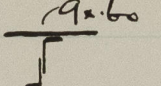
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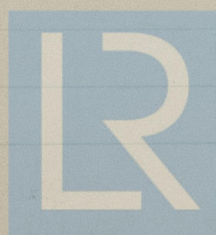
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Table 4 Frames

$$D = 36.75'$$

$$d = 16.6$$

①		I		218.5	25.5		I		179.5	25.1
②				173	23.45				138.5	22.9
<div>②</div> <div>①</div>	79.2%	92%	77.2%	91.3%						



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