

NET
Surv
A
4th February, 1927.

COPY

EXTRACT FROM CHIEF OFFICER'S LOG BOOK

of

s.s. "EUCLID".

VOYAGE: LIVERPOOL TO NEW YORK.

Saturday, 22nd January 1927.

11.0 a.m. Singled vessel in. 11.31 a.m. Rang stand by and made fast Tugs fore and aft. 11.35 a.m. Cast off from Canada Coal Tips. 0.42 p.m. Entered River. 0.46 p.m. Cast off Tugs, full ahead. 8 p.m. Strong winds, moderate sea.

Sunday, 23rd January 1927.

Noon. Old Head Kinsale abeam 5' reset patent log. 8 p.m. Strong to fresh winds, heavy sea, s.s. pitching heavily at times.

Monday, 24th January 1927.

8 a.m. Discovered transverse fracture in weather deck amidships. / Whole N.S.W. Gale high confused sea, s.s. pitching, rolling heavily and shipping water fore and aft. 8.30 a.m. Reduced speed, weather deck amidships badly buckled.

Tuesday, 25th January 1927.

8 a.m. Moderate gale, high seas, s.s. pitching and pounding heavily. Cloudy, violent hail squalls at intervals. 10 a.m. Stopped for Engine repair. 10.45 a.m. Repairs completed, full ahead.

Wednesday, 26th January 1927.

7.45 a.m. Found leak in Margin Plate No. 5 Tank. 11.43 a.m. Reduced speed. Transverse fracture getting worse. Noon. Whole Westerly gale, very high seas, s.s. pitching, pounding, straining and labouring heavily. B.O.T. Fog Regs. strictly adhered to.



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EXTRACT FROM CHIEF OFFICER'S LOG BOOK OF s.s. "EUCLID" (CONTD):

8 p.m. Relieving tackle standard carried away. 11 p.m. Relieving tackle rigged again. Discovered rivet in After Peak Bulkhead leaking in tunnel.

Thursday, 27th January 1927.

8 a.m. Whole gale, very high sea s.s. pitching, pounding and straining heavily. Noon. Ship lying to fierce S'ly gale. Tremendous sea s.s. pitching, pounding and rolling heavily. Noon. Log carried away. 4 p.m. Strong gale, tremendous confused sea. B.O.T. Fog Regs. adhered to. 8 p.m. Similar weather and conditions prevailing. 9.30 p.m. Hurricane from W.S.W. Reduced speed to slow, hauled N.N.E. Deck working badly. 10 p.m. Fierce hurricane, tremendous seas breaking on board. Wind and sea stripped tarpaulin off No. 2 Hatch. Blinding rain, sleet and hail storm. 11.15 p.m. Hatches at No. 2 secured. 11.30 p.m. Fierce hurricane from W.N.W. s.s. scudding E.N.E. steering wildly and sending violently. Deck fittings washed overboard. Midnight. Transverse fracture amidships getting worse. Nursing s.s. as much as possible.

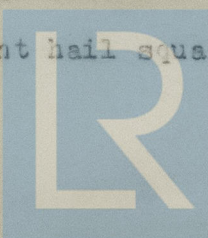
Friday, 28th January 1927.

RETURNING TO GLASGOW.

4 a.m. Moderate gale very high confused sea, s.s. pitching rolling and straining heavily, violent hail squalls, vessel shipping water fore and aft. Put tarpaulins on No. 2 Hatch and secured same. Starboard Sheer Strake buckled and cracked and plate below buckled amidships. Port Sheer Strake buckled on butt straps amidships. Transverse deck plate fracture opening out. No. 4 Hatch combing started. Deep Frames No. 5 Port and bilge working badly on Margin plate. No. 5 Tank leaking into bilge. Decided to make for port. 4.30 p.m. All crew mustered with life belts on. Weather too heavy to

Saturday, 29th January 1927. swing out boats.

8 a.m. Moderate to strong gale, high confused sea. s.s. pitching and rolling heavily, cloudy, violent hail squalls.



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EXTRACT FROM CHIEF OFFICER'S LOG BOOK OF S.S. "EUCLID" (CONTD):

Sunday, 30th January 1927.

4 a.m. Moderate gale, high following sea, s.s. pitching and rolling, overcast frequent heavy hail squalls. Board of Trade Regulations strictly adhered to during squalls.

Monday, 31st January 1927.

4 a.m. Strong winds, rough following sea, s.s. rolling easily.

Tuesday, 1st February 1927.

4 a.m. Fresh winds, moderate sea. Noon. a/c reset patent log.

3.47 p.m. Reduced speed approaching Greenock. 3.59 p.m. Stop for Pilot. 4 p.m. Pilot on board. 4.03 p.m. Full ahead to anchorage.

4.18 p.m. Stop. 4.20 p.m. Full astern. 4.25 p.m. Let go Starboard Anchor using 60 fathoms chain in 7 fathoms water and stopped Engines. 4.30 p.m. Vessel brought up rang off Engines.

Wednesday, 2nd February 1927.

7.45 a.m. Pilot on board and Tugs "Flying Falcon" and "Flying Swallow" in attendance. 7.56 a.m. Rang stand by and commenced to heave aweigh. 8.01 a.m. Anchor aweigh. 8.04 a.m. Full ahead.

8.15 a.m. Made Tug fast aft. 8.18 a.m. Entered buoyed channel.

9.16 a.m. Passing Bowling made fast tug forward. 10.34 a.m. Passing Meadowside. 10.55 a.m. Arrived off berth. 10.57 a.m. Vessel in berth, proceeded to make fast. 11.07 a.m. Vessel secured in berth. Rang off Engines.

(Signed) HERBERT PRATT, MASTER.

(Signed) S.M. LESLIE, MATE.

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