

COPY

8th February, 1927.

EXTRACT FROM CHIEF ENGINEER'S LOG BOOK

of

S.S. "EUCLID".

VOYAGE: LIVERPOOL TO NEW YORK.

Saturday, 22nd January 1927.

Leaving Liverpool. Stand by 11.31 a.m. and working to orders.

Full away 2.16 p.m.

Monday, 24th January 1927.

Engines starting to race, speed reduced midnight. Speed further reduced 4 a.m. Shelter deck plating forepart of Fiddley found buckling 8.30 a.m. Stopped 10 a.m. Away 10.45 a.m. To tighten up slack stud nut of Feed Pump valve and guard.

Tuesday, 25th January 1927.

Engines not racing so badly. Speed increased to 53 revolutions. Slight fracture showing in Shelter Deck Plating forepart of Fiddley 8 a.m. Continually throttling Engines.

Wednesday, 26th January 1927.

Weather getting worse. Speed further reduced at 12 noon & 4 p.m. Continually throttling Engines. Fracture in Shelter Deck plating increasing and opening.

Thursday, 27th January 1927.

Bad weather. Continually throttling Engines.

Friday, 28th January 1927.

Bad weather. Continually throttling Engines. Buckling and cracks showing in ships side plates 9 a.m. Decided to put back 9.30 a.m.

(Signed) HERBERT PRATT, MASTER.

(Signed) E. BLACKBURNE, CHIEF ENGINEER.

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Lloyd's Register  
Foundation



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(Signed) E. BLACKBURN, CHIEF ENGINEER.  
(Signed) HERBERT PRATT, MASTER.

Friday, 21st January 1935.

Weather. Continually throttling Engines.

Thursday, 20th January 1935.

Reaming and opening.

Usually throttling Engines. Fracture in Shelter Deck plating

top getting worse. Speed further reduced at 12 noon to 4 p.m.

Wednesday, 19th January 1935.

Continually throttling Engines.

The fracture showing in Shelter Deck plating forepart of Middle  
then not rising so badly. Speed increased to 16 revolutions.

Tuesday, 18th January 1935.

Black and out of feed pump valve and Gland.

At 10.30 a.m. Stopped at 9 a.m. Away 10.45 a.m. to 11.15 a.m.

At 11.15 a.m. Shelter Deck plating forepart of Middle found  
then starting to rise, speed reduced slightly. Speed further

Monday, 17th January 1935.

At 11.15 a.m.

At 11.15 a.m. and working to engine.

Sunday, 16th January 1935.

At 11.15 a.m. to New York.

S.S. "ENCLOSURE".

of

RECEIVED FROM CHIEF ENGINEER'S LOG BOOK

COPY

2nd February, 1935.