

4th February, 1927.

EXTRACT FROM CHIEF OFFICER'S LOG BOOK

of

s.s. "EUCLID"

AGE: LIVERPOOL TO NEW YORK.

Saturday, 22nd January, 1927.

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

Sunday, 23rd January, 1927.

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

Monday, 24th January, 1927.

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

Tuesday, 25th January, 1927.

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

Wednesday, 26th January, 1927.

45 a.m. Found leak in Margin Plate No. 5 Tank. 11.48 a.m.
duced speed. Transverse fracture getting worse. Noon.
ole Westerly gale, very high seas, s.s. pitching, pounding,
raining and labouring heavily. B.O.T. Fog Regs. strictly
hered to. 8 p.m. Relieving tackle standard carried away.
p.m. Relieving tackle rigged again. Discovered rivet in
fter Peak Bulkhead leaking in tunnel.

Thursday/



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Thursday, 27th January, 1927.

Whole gale, very high sea s.s. pitching, pounding and rolling heavily. Noon. Ship lying to fierce S'ly gale..
Heavy sea s.s. pitching, pounding and rolling heavily.
Log carried away. 4 p.m. Strong gale, tremendous confused
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
to slow, hauled N.N.E Deck working badly. 10 pm Fierce
gale, tremendous seas breaking on board. Wind and sea
blowing tarpaulin off No.2 Hatch. Blinding rain, sleet and
storm. 11.15 p.m. Hatches at No2 secured. 11.30 p.m.
Hurricane from W.N.W. s.s. scudding E.N.E. steering wildly
rolling violently. Deck fittings washed overboard. Midnight.
Severe fracture amidships getting worse. Nursing s.s. as
best possible.

Friday, 28th January, 1927.

PROCEEDING TO GLASGOW.

Moderate gale very high confused sea, s.s. pitching rolling
raining heavily, violent hail squalls, vessel shipping water
forward 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.
Starboard deck plate fracture opening out. No 4 Hatch combing
Deep Frames No 5 Port and bilge working badly on Margin
No 5 Tank leaking into bilge. Decided to make for port.
All crew mustered with life belts on. Weather too
severe to swing out boats.

Saturday, 29th January, 1927

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

Sunday, 30th January, 1927.

Moderate gale, high following sea, s.s. pitching and
rolling, overcast frequent heavy hail squalls. Board of Trade
inspections/

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. 4.05 p.m. Full ahead to anchor-

age. 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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