

8th February, 1927.

EXTRACT FROM CHIEF ENGINEER'S LOG BOOK

of

S.S. "EUCLID"

RE: LIVERPOOL TO NEW YORK

Saturday, 22nd January, 1927.

Left Liverpool. Stand by 11.31 a.m. and working to orders.  
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  
loose 8.30 a.m. Stopped 10 a.m. Away 10.45 a.m. To tighten  
black stud nut of Feed Pump valve and guard.

Tuesday, 25th January, 1927.

Engines not racing so badly. Speed increased to 58 revolutions.  
Fracture showing in Shelter Deck Plating forepart of Fiddley  
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.

Weather. Continually throttling engines.

Friday, 28th January, 1927.

Weather. Continually throttling engines. Buckling and  
cracks showing in ships side plates 9 a.m. Decided to put back  
10 a.m.

(Signed) HERBERT PRATT, MASTER.

(Signed) E. BLACKBURNE, CHIEF ENGINEER.

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