

TABLE 1.—Grade, moisture content and weight of the different parcels of wheat.

Parcel.	Grade.	Average Moisture Content.	Weight in Bushels.
		Per cent.	
F.....	1 Hard (Highest Moisture).....	15	5.907
B.....	1 Hard.....	14	9.258
A.....	No. 1 Northern (Highest Moisture).....	15	9.619
E.....	No. 1 Northern.....	13.8	42.482
Y.....	No. 2 Northern (Highest Moisture).....	15	4.062
C.....	No. 2 Northern.....	13.2	14.559
D.....	No. 3 Northern.....	13.6	13.322
			99.209

The vessel which carried this cargo was the SS. War Viceroy, a new steel ship which had just been built on the Pacific Coast. The grain was placed in two of the lower holds, all of it being below the water line when the vessel was fully loaded.

Diagram 1 shows the disposal of the wheat in the vessel.

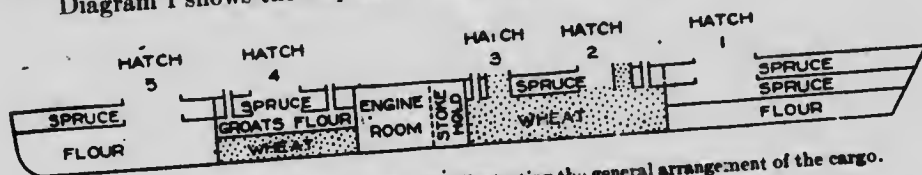


Fig. 1. Diagram showing section of vessel and illustrating the general arrangement of the cargo.

The dimensions of the forward hold into which the main bulk of the wheat was loaded were roughly 100' x 50' x 18' 6". It was prepared for the reception of the wheat by flooring with 3" boards, and lining the sides to a height of 2' 6" with the same material. Above this lining the wheat was in direct contact with the ship's side. A substantial shifting board was erected fore and aft down the centre to the full height of the hold, and a wooden partition was built at the after end so as to allow an air space of 12" between it and the iron bulkhead which separated the hold from the fire room.

The after hold was similarly floored and lined and in this case a wooden partition was placed 9" from the engine room bulkhead. It was unnecessary to build a shifting board in this hold as it was divided to a sufficient height by the propeller shaft tunnel. All the lumber used in the holds had been thoroughly dried.

Each parcel of wheat after being delivered to the vessel was trimmed so that its surface was practically horizontal, and then separating cloths were spread over the top to divide it from the succeeding layer. During the loading average samples of each parcel were again taken for moisture test. It was decided to keep the grain which had been segregated on account of its high moisture content away from the stokehold bulkhead, where the greatest heat might be expected, and with this object a quantity of the dryer grain was placed between the partition near the stokehold and the high moisture 1 Northern, while the high moisture 1 Hard was loaded into the forward end of the hold.