

Columbus America
Hull No. 17

		11.1	11.7	14.0	11.9	11.6	11.2	12.4	11.0	08.9	08.6	
Columbus Line		16	15	14	13	12	11	10	09	08	07	
	6	8	24.6	25.3	25.6	22.6	00.1	23.5	25.8	25.2	22.5	16.9
	6	6	26.5	28.9	24.6	27.1	00.1	27.0	27.2	25.1	21.9	20.0
MS COLUMBUS AMERICA	4	4	23.5	26.1	23.2	19.0	00.1	29.0	24.7	24.4	22.3	20.3
	2	2	24.1	25.3	22.0	22.8	00.1	25.1	22.0	21.7	16.9	15.6
Return Air Temperatures (Grad C)												
refrigerated Containers	6	1	24.3	26.1	21.3	20.7	00.1	24.2	22.5	21.9	16.6	14.0
		3	25.7	28.0	23.3	26.8	00.0	30.2	25.6	24.3	20.0	21.2
Year : 1997		5	28.1	28.6	24.5	25.4	00.0	31.4	25.8	24.8	19.7	21.0
		7	28.3	29.0	19.4	25.5	00.0	28.9	20.7	24.7	20.5	19.9
Voyage No. : 127 NB.....	5	8	17.0	21.3	16.9	15.6	-00.0	14.0	13.3	13.7	12.3	12.2
		6	15.7	22.2	16.6	16.2	00.0	12.9	12.9	13.4	12.0	12.1
		4	15.0	21.3	15.6	14.9	00.0	17.1	13.4	13.6	12.1	11.9
		2	15.4	18.9	17.1	14.4	00.0	15.5	15.0	15.6	11.4	09.2
From : MELBOURNE												
	5	1	15.9	17.9	17.0	14.4	00.0	17.5	15.3	15.6	11.5	11.3
		3	16.7	17.5	15.7	13.9	00.0	19.4	13.2	15.4	13.6	13.4
		5	19.5	20.1	16.2	17.1	00.0	21.5	13.9	13.3	11.3	12.4
Via : NEW ZEALAND.....		7	21.8	21.3	16.2	17.9	00.0	23.1	13.2	13.9	12.0	10.2
To : PHILADELPHIA												
	4	8	12.0	12.2	11.1	10.5	09.7	09.8	09.2	08.8	08.5	04.2
		6	10.6	10.6	13.0	10.5	09.7	03.6	08.5	07.5	08.3	07.7
		4	05.6	10.9	09.9	10.5	09.4	10.0	08.4	07.0	08.4	08.1
		2	11.6	10.8	13.2	10.6	09.1	11.2	09.8	10.5	08.2	08.2
	4	1	11.4	10.7	12.9	09.7	08.8	10.1	10.1	10.6	09.8	08.2
		3	11.7	10.3	10.3	10.5	11.2	12.7	09.0	10.4	07.3	07.6
		5	12.9	10.9	12.4	10.1	13.9	10.7	09.0	07.3	07.3	08.0
		7	12.7	11.6	11.4	10.4	11.1	11.3	08.2	07.4	07.1	06.2
	3	8	07.3	02.4	03.7	07.2	07.2	02.0	04.4	07.7	07.1	
		6	05.5	04.3	06.3	08.1	07.0	-00.6	07.2	06.7	06.7	-02.4
		4	08.1	01.5	08.5	07.1	06.9	01.4	05.8	06.4	06.4	-03.2
		2	05.0	05.9	10.6	06.2	02.8	02.7	07.1	08.1	06.1	03.0
	3	1	06.2	06.9	10.5	05.9	01.4	02.6	07.3	08.3	04.6	02.4
		3	04.3	03.8	04.5	05.6	05.7	01.5	05.5	08.2	02.7	-02.3
		5	10.2	03.7	04.9	03.9	01.7	00.2	06.9	06.2	04.6	-00.8
		7	10.7	02.8	09.1	06.4	03.7	00.9	05.3	06.6	02.9	
Test #2												
	2	8	-00.6	01.5	-02.4	01.3	-02.0	01.2	-05.5	07.6		
		6	-00.7	01.1	-04.9	01.9	-01.5	-01.9	-06.1	06.4	03.5	
		4	-01.8	00.8	-04.0	03.8	-00.2	-00.6	-05.8	06.2	02.7	-04.2
PAGE No.....		2	-00.9	02.8	09.5	03.7	00.3	01.9	05.8	07.3	03.3	-00.1
BAY #12 position 5#6												
	2	1	-00.5	03.1	09.6	03.9	01.1	02.5	06.3	07.5	-05.6	-00.5
		3	-01.0	01.7	-02.6	03.2	02.4	00.9	-05.2	07.3	-06.1	-02.6
		5	02.3	02.4	-02.1	01.3	03.5	-00.3	-05.9	05.9	-07.0	
CHIEF-ING J. A. KRANTZ		7	00.1	03.3	-01.8	01.2	12.6	00.0	-05.4	06.8		
	1	8			-03.1	00.9	-03.5	01.4				
		6	-01.0	00.7	-05.2	01.0	-00.2	-02.1	-06.3	06.3		
MASTER L. REHBERG		4	-02.0	-06.7	-04.6	03.4	-00.6	-00.8	-06.0	05.7	02.5	
		2	-01.1	02.5	08.1	03.7	00.9	00.1	03.5	06.8	02.8	-00.7
	1	1	-00.7	02.6	08.3	-04.3	01.1	-00.3	04.1	07.0	-05.9	-00.8
		3	-01.0	01.3	-03.0	02.6	06.2	00.7	-05.7	06.5	-06.7	
		5	00.9	02.0	-02.7	01.1	09.5	-00.4	-06.1	05.2		
		7			-03.1	00.8	10.3	00.1				-00.0

R. J. Blaskovich 6-26-97
PPD Phila PA

John Krantz
MASTER L. REHBERG