

S. S. Northern Light

22nd Feb 1893

No of frames	1 st condition		2 nd condition		3 rd condition	
	Port	Stbd	Port	Stbd	Port	Stbd.
89 to 91	$\frac{1}{16}$		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$
95 to 97	$\frac{1}{16}$		$\frac{1}{16}$		$\frac{1}{16}$	
97 to 99	$\frac{1}{16}$ hog	$\frac{1}{16}$	$\frac{1}{16}$ hog	$\frac{1}{16}$	$\frac{1}{16}$ hog	$\frac{1}{16}$ b
99 to 101	$\frac{1}{16}$		$\frac{1}{16}$		$\frac{1}{16}$	
101 to 103	$\frac{1}{16}$		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$
103 to 105		$\frac{1}{16}$		$\frac{1}{16}$		$\frac{1}{16}$
105 to 107	$\frac{1}{16}$		$\frac{1}{16}$		$\frac{1}{16}$	
107 to 109	$\frac{1}{16}$		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$
109 to 111	$\frac{1}{16}$		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$
111 to 113	$\frac{1}{16}$	$\frac{1}{16}$ b	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$
113 to 115			$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$
115 to 117			$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$
117 to 119			$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$
119 to 121			$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$
121 to 123			$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$

1st condition No 3 & 4 tanks full to upper deck

2nd do No 2, 3, 4, 5 do do

3rd do No 2, 3, 4, 5 do do

also 177 full, double bottom under boilers
and after cargo hold full, and coffer dam
forward full to lower deck. Also No 1 tank
full to lower deck.

Draft forward 22' 3"
Aft 22' 3"



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Foundation

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