

Reference

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Lloyds Register of British
and Foreign Shipping.

3. St. Nicholas Buildings, Newcastle-on-Tyne.

12 March 1890

Mr. W. Johnstone, "Hornby Grange"

I have added the winter
freeboard to partial awning deck as you
suggested, and with reference to the difference
in depth of hold I may explain that the
inner bottom of this vessel is 40" in height
except under the engines, the Bed plate
of which is fitted down to a thick plate
forming the top of inner bottom and
in order to meet the centre of shafts,
the floors under the engines are raised
at the after end to 4" 0" and 3" 8" at the
fore end of the engine seating and slopes
down until it meets the ordinary height
of the double bottom at the centre line viz.
40 ins and hence I have taken on

depth

2 Enclosures

depth to the top of double bottom
at the centre of the length of the
Hugo. I have had 2 red lines put on the
midship section showing the height of inner
bottom at the after & fore ends of the
engining seating. On further examination
to-day I find that the depth of hold
at the ~~of~~ flat mark is really 20' 5" owing
to there being about 1 inch rise at that
point & which I have altered accordingly
although I am of opinion that the general
depth of floor throughout the vessel should
be the depth recorded.

With thanks Believe me
Yours very truly
James Sibbald



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