

F.E.

Received by Chief Ship Surveyor *22/12/10*

Received from Chief Ship Surveyor

VESSEL'S NAME *Stl. S.S. London Queen* Rpt. *Kot. Indl. No. 6855, 6569*  
*8 Dun. 8 7567*

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

## CLASSIFICATION.

Items.	Additions (if any) required by Rules, or as approved.	On account of:—
Main Sheerstrake . .	$\frac{2}{30}$	Proportions.
Spar Sheerstrake . .	✓	
Description of Framing:— <i>Single angle, increased in size as compensation for omission of reverse frames.</i>		

*The machinery has been placed on board at Middlesbrough, casings and tunnel plating replaced & partly riveted. The Dundee Surveyors report that the engine and boiler casings have been riveted up, the tunnel & hold pillars completed & the tunnel tested. The engine seating was rebuilt at Dundee.*

This vessel appears to have been built in accordance with the

Rules and the approved plans, and it is submitted she is eligible to be classed **✱ 100A1 ("Steel")** as recommended.

**✱ 100A1 ("Steel")**

*1 Dr (stl.) "Well deck"*

*WB = DB a 30' 33". F.P.T. 45". A.P.T. 14".*

*FK. 4 B.H. Lem. Lloyds A.B.C.P. Q. 84'. B. 14'. F. 25'*



Lloyd's Register  
Foundation

009702-009710-0057

FRAMES, In Fore Body, No. and Spacing

Brdth. & Thickness

*side as per profile*

\* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon

Number.

STIFFENERS.

Vertical