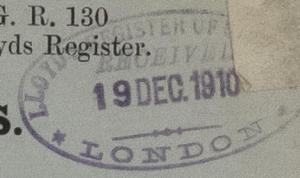


(LLOYDS REGISTER.)

G. R. 130
Lloyds Register.

VESSELS OF 100 TONS AND UPWARDS.



These particulars are supplied by the Registrar General of Shipping and Seamen for the sole use of Lloyds Register of British and Foreign Shipping.

Signal Letters (if any) *A.S.B.C*

Official Number. <i>129.160.</i>	Name of Ship. <i>"London Queen".</i>	No., Date, and Port of Registry. <i>118 in 1910 London.</i>
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No., Date, and Port of Previous Registry (if any). *First Registry.*

Whether British or Foreign Built. <i>Foreign.</i>	Whether a Sailing or Steam Ship; and if a Steam Ship how propelled. <i>Steamship, Screw.</i>	Where Built. <i>Hardinxveld Holland.</i>	When Built. <i>1910.</i>	Name and Address of Builders. <i>Van Nict & Co. Hardinxveld, Holland.</i>
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Number of Decks <i>One</i>	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post	Feet. <i>169</i>	Tenths. <i>5</i>
Number of Masts <i>Two</i>	Length at quarter of depth from top of weather deck at side amidships to bottom of keel		
Rigged <i>Schooner</i>	Main breadth to outside of plank	<i>28</i>	<i>1.5</i>
Stern <i>Elliptical</i>	Depth in hold from tonnage deck to ceiling at midships	<i>11</i>	<i>7</i>
Build <i>Clincher</i>	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards		
Galleries	Depth from top of beam amidships to top of keel		
Head <i>Straight</i>	Depth from top of deck at side amidships to bottom of keel		
Framework and description of vessel <i>Ordinary Frames Steel</i>	Round of beam	<i>—</i>	<i>6</i>
Number of Bulkheads <i>Four</i>	Length of engine room if any	<i>33</i>	<i>2</i>
Number of water ballast tanks, and their capacity in tons <i>Three</i>			

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships } Tons. Ditto per inch immersion at same } Tons.

PARTICULARS OF PROPELLING ENGINES, &c. (if any).

No. of sets of Engines.	Description of Engines.	Whether British or Foreign made.	When made.	Name and address of makers.	Reciprocating Engines.		Rotary Engines.	N. H. P. I. H. P. Speed of Ship.
					No. and Diameter of Cylinders in each set.	Length of Stroke.		
<i>One.</i>	<i>Triple expansion Surface Condensing</i>	<i>Engines.</i>	<i>Engines.</i>	<i>Engines.</i>	<i>Three</i>	<i>14"</i>	<i>27"</i>	<i>75</i>
<i>One.</i>	<i>Particulars of Boilers. Description: <i>Cylindrical multitubular</i> Number: <i>One</i> Iron or Steel: <i>Steel</i> Loaded Pressure: <i>150 lbs.</i></i>	<i>Boilers.</i>	<i>Boilers.</i>	<i>Boilers & Co Ltd</i>	<i>23"</i>	<i>39"</i>	<i>✓</i>	<i>500</i>
		<i>British.</i>	<i>1910.</i>	<i>Middlesbrough.</i>				<i>9 1/2 knots</i>

PARTICULARS OF TONNAGE.

GROSS TONNAGE.		No of Tons.	DEDUCTIONS ALLOWED.		No. of Tons.
Under Tonnage Deck		<i>415.35</i>	On account of space required for propelling power		<i>259.54</i>
Space or spaces between Decks		<i>—</i>	On account of spaces occupied by Seamen or Apprentices, and appropriated to their use, and kept free from goods or stores of every kind, not being the personal property of the Crew		
Turret or Tank		<i>—</i>	These spaces are the following, viz:—		
Forecastle	<i>✓</i>	<i>23.89</i>	<i>Forecastle and Deck House</i>		<i>24.69</i>
Bridge space	<i>✓</i>	<i>21.99</i>			
Break	<i>✓</i>	<i>78.45</i>	Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:—		
Side Houses	<i>✓</i>	<i>18.36</i>	Cubic Metres		
Deck Houses	<i>✓</i>	<i>18.36</i>	<i>Master's Accommodation 3.43</i>		
Chart Houses	<i>✓</i>	<i>18.36</i>	<i>Chart Space —</i>		
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894	<i>✓</i>	<i>25.24</i>	<i>Booms Store 12.57</i>		
Excess of Hatchways	<i>✓</i>	<i>15.72</i>	<i>Water Ballast Spaces 19.41</i>		
Gross Tonnage		<i>599.00</i>	Total		<i>319.64</i>
Deductions, as per Contra		<i>319.64</i>			
Registered Tonnage		<i>279.36</i>			

NOTE.—The only spaces above the Upper Deck not included in the cubical contents forming the Ship's registered tonnage are:—

The tonnage of the engine room spaces below the upper deck is 123.07 tons, and the tonnage of the total space framed in above the upper deck for propelling machinery and for light and air is 27.63 tons.

Name of Master

Certificate of { Service No. Competency No. } *✓*

No. of Owners

Name, Residence, and Description of Managing Owner if there are more owners than one.

London and Channel Islands Steamship Company, Limited, Head Office at St Dunstan's Buildings, St Dunstan's Hill in the City of London } Sixty-four Shares. Matthew Wharton Ford - manager (same address)

Dated *9th* December 1910.

