

Now named Woldingham

F.E.

Received by Chief Ship Surveyor *29. 8. 05*

Received from Chief Ship Surveyor

VESSEL'S NAME *St. S. S. "Cameron"*

Report *Spel.* No. *12694*

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 . .	<i>1/2" less, but compensated by increased thickness of strake above.</i>	
Spar Sheerstrake . .	<i>4/20"</i>	<i>Proportion 7 in lieu of doubling</i>
Description of Framing:— <i>Deep framing, increased in account of erection and omission of wood main</i> (viz., ordinary, deep, zed, channel or bulb-angle). <i>duke.</i>		

The stream anchor is 8 lbs. less in weight than required by Table 22.

In other respects 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 $\pm 100A1$ ("Steel") *"Spar bulk"* with freeboard," as recommended. The Summer freeboard of *4' 3 1/2"* from centre of disc to top of statutory deck line at *Spar* deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying verification form to be inserted in the certificate of classification.

$\pm 100A1$ ("Steel") *"Spar bulk with freeboard"*

Spar DE (15 dm + 15 St) 25 B & deep framing.

N. B = Cell DB = 106' u E 24' f 138' 654t FPT 100 t APT 42t

FK 5BH Cell. Lloyd's 191P P33' B100' F32'