

C O P Y

REPORT OF SURVEY S/S "CAMOSUN".

THIS IS TO CERTIFY that the undersigned Marine Surveyor, did, at the request of Mr. Legge, Managing Owner of the SS "Camosun", make an examination of that steamer for the purpose of ascertaining the nature and extent of damages stated to exist in her construction and to express an opinion of the cause of same, and if any part is attributable to stress of weather.

Proceeded on board the vessel May 20th, then at anchor in the Bay of San Francisco, and found as follows:-

BRIDGE DECK.

This deck had apparently been laid of unseasoned lumber, badly laid and two planks are defective. The planks have shrunk, seams being unreasonably wide, the result being that caulking done originally was of no use. When half a bucket of water was poured on the decks, they leaked a stream into the wheelhouse, captain's and purser's rooms and office, also smoke room. The lincrusta waltonia is hanging off the panels and the latter are badly buckled and warped. The teak covering board starboard side has bad shake in it. The pitch in seams was not properly tempered, the result being that little or no pitch was in them.

CAPTAIN'S ROOM.

The vertical T & G hard wood is all slack from having shrunk, drawing the tongue out of the groove in many places. The same condition prevails in the others and engineer's rooms.

BOAT DECK.

This deck has been laid of unseasoned lumber badly laid, butts badly spaced, and in places only one plank between butts which are loose and not fastened in many places. The seams are very irregular in width, from  $\frac{1}{4}$  inch to  $\frac{7}{8}$  inch wide, and there is very little oakum and no pitch in them, evidently not been properly tempered.

The caulking was tested, and found very defective, and when a little water was poured on it, same ran through in stream into Saloon.

On removing a portion of the canvas on the boat deck, and testing the seams, little or no oakum was found in them, evidently depending



on the canvas laid ~~for~~<sup>on</sup> it for tightness, but this canvas was of such poor quality and so badly laid it was useless. Deck planks under canvas are very uneven, and several butts are loose not having been properly fastened.

The lincrusta on the under side of this deck, same being ceiling of Saloon and State Rooms, is hanging off in large blisters, and a number of the panels to which it is presumed the lincrusta was originally cemented are very badly warped.

#### UPPER DECK.

This deck has been laid of unseasoned lumber, and has shrunk very materially on the voyage, leaving all the seams very open and slack, leaking badly when water was poured on it. The deck planks are very uneven, and the linoleum on same in consequence is badly chafed and torn in places.

The banisters and stanchions leading from Smoke Room are all adrift very slack and can be moved about in any way, stanchions badly fitted, paneling in this and after companion way shrunk and split.

At the head of the latter stairs <sup>the deck</sup> is not fastened and same has raised up nearly 1 inch in the middle.

#### STATE ROOMS.

The whole of the woodwork in the bulkheads of the state rooms has been built of unseasoned lumber, all the panels have shrunk, and in a large number of cases the panel has left the groove in the styles, leaving openings from  $\frac{1}{2}$  to  $\frac{7}{8}$  inch wide.

The fore and aft bulkheads of the state rooms forming sides of Saloon have been constructed of poor, unseasoned material, and very bad workmanship, the moulding and pilasters are all warped, and out of line, and have never been properly fastened, and in some cases screw nails have been put in from inside, the points projecting through and breaking wood in moulding, etc.

The jointing of sashes and windows poor workmanship.

In the galley the material laid on floor called elastic cement is badly split in several places.

The seams in the deck overhead, and especially over the range, are very open, and the pitch has run through same and is hanging down in



strings. A hood should have been fitted over this galley range.

#### OFFICERS' ROOMS & BATH ROOM.

All the vertical T&G material is very loose, having shrunk badly leaving opening from room to room.

#### MAIN MAST.

This mast acts as galley funnel and is subject to considerable heat, it is lagged in the Saloon, but there does not seem to be any non-conducting material between it and the steel mast. This lagging is shrunk and warped, and the moulding collar under deck loose.

#### BAR ROOM.

The lead pipe to sink has not been properly fitted with flange and connected to shell.

#### ENGINEER'S ROOM AND MESS ROOM.

The vertical T & G bulkheads of these rooms are all shrunk and open from 1 inch to 7/8, and the plating where beams pass through is badly fitted.

#### BATH ROOMS.

The pipes are leaking at joints and valves. Cement at base of pans leaking.

#### ELECTRIC LIGHTING.

This installation was tested, and 20 lights in Smoke Room, saloon, and state rooms were found defective, the wiring having evidently been destroyed by leaks in deck.

#### MAIN DECK.

This deck had been laid of unseasoned lumber. On testing the caulking, found same very slack, seams open.

In conclusion, I have no hesitation in stating that the workmanship and material in the decks and joiner work of this vessel is the worst I have ever seen.

The installation of the electric wiring is of very poor workmanship and absolutely dangerous, being only laid loosely under and between the deck and lincrusta panelling without any cover or casing on it.

None of the foregoing damage is due to stress of weather.

SAN FRANCISCO,  
May 25th, 1905

D. BUCHANAN,  
Marine Surveyor.

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## RECOMMENDATIONS.

I, the undersigned, recommend that on account of the very bad condition in which the decks of the SS "Camosun" have been found, that the whole of the deck throughout viz.: Main deck, upper deck, boat deck, and bridge deck which is top of Captain's room, etc., and smoke room be thoroughly caulked, and in order that it may be properly done, recommend that the canvas be removed from boat deck, and after same is caulked that new canvas be laid of No.2 cotton duck; also that the boat chocks, ventilator, flanges, etc., be removed, and after deck is caulked and new canvas relaid, that they be replaced and well secured.

I further recommend that as I am of opinion that the electric light wiring of this vessel is in a dangerous condition, that it should all be opened up and thoroughly overhauled, and reinstalled and tested, this will necessitate the removal of the lincrusta in the saloon, state rooms, smoke room, and rooms fore side of same and panels of which same is stuck. As the latter is in a badly damaged condition, owing to the excessive leaking of the decks above, it is recommended that it be all overhauled when removed to overhaul electric wires, and repaired and replaced and that all electric wiring be carried outside the lincrusta in proper moulding conduits, as required for first class work, and the safety of ship and passengers.

As it is stated that this vessel is now losing much valuable time on account of the delay due to the defective conditions found, and in order that the vessel may be in the business for which she is intended immediately on her arrival at Vancouver, it is further recommended that the defects in the joiner work in saloon, state rooms, smoke room, officers' quarters, galley, etc., be dealt with at this time before leaving this port, also that all damage to the paint work in saloon, state rooms, smoke rooms and officers' quarters due to excessive leaking and the foregoing repairs be restored to its original condition by giving the same two coats of paint.

That pipes in W.C. and Bar Room be repaired and other sundry repairs enumerated in damage report.

It is further recommended that a hood be made and fitted over galley



range, or that baffle plates be fitted and connected to bottom of beams over same, also that the elastic cement in galley be repaired.

It is also recommended that owing to the excessive heat generation in the lower deck in way of casing over the boilers that a 20 inch ventilator be fitted on each side of the casing, carried well up on deck fitted with appropriate cowls.

San Francisco,  
May 24th 1905.

D. BUCHANAN,  
Marine Surveyor.

The foregoing recommendations have been carried out in a satisfactory condition.

San Francisco,  
June 15th 1905.

D. BUCHANAN,  
Marine Surveyor.