

Report on steamer "CAMOSUN" at San Francisco,

by Capt. Metcalfe, Lloyd's Surveyor.

Lloyd's Register of Shipping.

Head Office: 71, Fenchurch Street, London, E.C.



Port San Francisco.

May 19th, 1905.

This Report must bear only the Signature of Surveyors
to Lloyd's Register of Shipping.

This is to Certify that

I, JOHN METCALFE,

the undersigned Surveyor to this Society did at the request of
Gordon Legge, Esq., Managing Owner of the S.S. "CAMOSUN", No. 78
in Supplement No. 19 to the Register Book, make a survey on
that Vessel for the purpose of ascertaining her present
condition, it being stated in the letter of application for
Survey, that the vessel had put into this port with the decks
throughout in a very leaky condition, it is further stated by
the Master that this defect was not due to stress of weather,
but to defective material and workmanship.

Proceeded to the vessel this date and upon examination
of the vessel found as follows:-

That the caulking of the Main, Upper, and Boat Decks
was extremely defective, seams very open and irregular, varying
from $\frac{1}{4}$ inch to $\frac{7}{8}$ inch in width, and when water was poured on the
decks it ran through in a stream immediately, especially on
the Upper and Boat Decks. The cause of this is apparently due
to the fact that the decks throughout have been laid of green
and unseasoned lumber which has shrunk very much on the outward
voyage.

The caulking of deck over Smoke Room, Captain's Room,
etc., was tested, and found very bad, on pouring water on this
deck it ran through immediately.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood
that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or
certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of
judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."

On examination of the Lincrusta on the ceiling of the Smoke Room and Rooms adjacent, it was found to be hanging loose from the panels to which it was originally attached, and the latter badly warped in many places, the Lincrusta being held in place by mouldings only. This damage is attributable to the serious leaking in the decks, and the Lincrusta is stained in many places.

In the Saloon and State Rooms, at each side of same, a similar condition to the foregoing was found to exist, the Lincrusta being in very bad condition in the Saloon and most of the State Rooms, in after end of Saloon the Lincrusta is badly stained, evidently from oil or other substance from winch above.

In the Dining Room aft the Lincrusta was found in good condition.

On examination of the State Rooms it was found that all bulkheads were badly shrunk, the panels having left the grooves in the styles or pilasters leaving an opening from $\frac{1}{8}$ inch to $\frac{3}{4}$ inch wide, destroying all privacy between rooms, same condition exists in bulkheads of W.C. between State Rooms.

On account of serious leakage through the decks over Saloon and State Room the paintwork is more or less badly damaged, stained with rust and streaked with dirt from above.

The fore and aft bulkheads of Saloon forming division between that and State Rooms was found badly warped and shrunk, and in my opinion it is due to unseasoned lumber and bad workmanship, the styles or pilasters are short, warped, and not properly fastened, and in some instances screws driven from inside have ends coming outside, splintering mouldings. The polish or varnish on the Saloon side of these bulkheads is all more or less dimmed, streaked and damaged by leakage from above.

The Linoleum in Saloon, State Rooms and Smoke Room, etc., is more or less damaged by excessive leakage through the decks.

At the head of the stairs from Saloon to Dining Room, found the deck lifted in an arch, about $\frac{3}{4}$ inch open in middle.

On further examination found that the Mainmast was stepped on this deck, midway between two beams, and is used as a funnel for the galley, the funnel entering at the heel. The heel is stepped midway between two beams and the steel deck is forced down which lifts the deck at head of stairs. This Mainmast has hardwood lagging round it, this is slack and is open at top where mast has settled.

Made an examination of the Foremast (wood), and found it stepped in the same way, on steel plate midway between two beams, found this plate set down.

The woodwork of casing round engines in Saloon is more or less open and defective.

The bannisters of stairs leading from Smoke Room to Saloon are all very loose, badly put together, and stanchions of varying length and the wood work at these and after stairs is more or less shrunk and defective.

The Master stating that a considerable number of Electric Lights in Cabins, Smoke Room, etc., would not light, the Dynamo was run and 20 lights were found useless, the wiring having apparently been destroyed by leakage through deck, water was observed in two or four globes in the ceiling covering the lights

San Francisco,

J. METCALFE,

May 19th, 1905.

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RECOMMEND:-

That, as in my opinion this vessel is not fit to proceed with her decks in the condition they were found, it is recommended that the Main, Upper, and Boat Decks be properly caulked, fore and aft, removing all linoleum, canvas covering deck and other fittings, and such cabin furniture and fittings as may be necessary to make a good job, and all to be again replaced as before.

That the deck over Smoke Room and Rooms adjacent,

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also Wheel House, be caulked, removing covering boards, rails, etc., and replace after caulking is completed.

That, as a considerable amount of Lincrusta has to be removed to get fitting adrift, and as it is necessary, in my opinion, that the Electric Wiring should be overhauled and put in good order, which will necessitate further removal of the Lincrusta and panels for same, it is recommended that the whole of the damaged Lincrusta be removed, overhauled, and replaced in good order when wiring has been dealt with, at this time before leaving port, and that whole of the Saloon and State Rooms be given two good coats of paint of original colors, for damage due to leaks and repairs.

That the bright wood in other rooms be repolished.

That the Officers' and Engineers' quarters be cleaned and given two coats of paint.

That new Linoleum be laid in the Saloon, and that removed from Saloon be used to repair that which may be damaged in State Rooms.

That pipes in the W.C. be repaired and put in order.

That a hood be fitted over the Galley range of sufficient dimensions to protect deck above.

That elastic cement in Galley be repaired.

That the steel deck under Donkey Boiler be covered with cement to protect and insulate from heat from boiler.

That on account of excessive heat generated in 'tween decks in way of casing over boilers, recommend that two 20 inch Ventilators be fitted from the bevelled casing carried up and fitted with cowls.

San Francisco,
May 20th, 1905.

J. METCALFE,
Surveyor to Lloyd's Register.



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SUPPLEMENTARY REPORT.

In the process of repairs which had been previously recommended, the Linoleum having been removed from Saloon and State Rooms, a further examination was made as requested May 25th and 26th, it was then found that the conditions were considerably worse than reported previously, the seams in deck above Engines and Boilers were very wide open, same width top and bottom, making it an impossibility to caulk this deck in its present condition, very little oakum was found in the seam, which had stuck on one plank leaving a clear opening through seam of $\frac{1}{4}$ inch to $\frac{1}{2}$ inch, and in one place $\frac{7}{8}$ inch.

The canvas having been removed from Boat deck the same conditions as above, were found, seams wide open, so that the panel below was clearly visible. On removal of one plank, as directed, it was found that the electric light wires were lying on top of the panels loose and unprotected.

SUPPLEMENTARY RECOMMENDATIONS.

That the Mainmast be jacked up to proper position, raising up the rigging, etc., for that purpose, and that two carlings be fitted to beams under mast, one each side of galley funnel, connected to beams by double lugs, and that a 4 inch stanchion be fitted on one carling to next deck below, which will be over a bulkhead in lower hold, lifting such portions of the wood deck as may be necessary to do the work and replace same, renew any necessary, fair deck at head of stairs and stiffening it as required.

That the Foremast be jacked up in place, raising rigging for that purpose, fit a 4 inch stanchion under heel of Foremast to next deck below, over beam in lower hold.

That the bannisters in both Companionways be repaired and all repolished. That lagging round ^{Main} mast be repaired.

May 26th, 1905.

J. METCALFE.

Surveyor to Lloyd's Register.

SUPPLEMENTARY REPORT.

The above vessel having been placed on the 16th St. Dry Dock, proceeded to the vessel and upon examination found the plating in good order and condition, some slight pitting was observed in the bilge strakes both sides. One rivet in upper landing of D.strake starboard side leaking slightly. Upper seam of C.strake starboard side in way of fore peak leaking slightly.

Recommend, that the leaking rivet and seam be caulked, that the pitted parts in plating of bilge be given an extra coat of anti-corrosive paint.

A careful examination has been made of the hull of this vessel, internally and externally, and the same has been found in good order and condition, without any sign of strain from stress of weather.

The foregoing recommendations have been carried out in a satisfactory manner, and the vessel given the usual coats of anti-corrosive and anti-fouling compositions.

San Francisco,

June 15th, 1905.

J.METCALFE.

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