

158 MK

33


H. A. L. R.

is submitted the Union Steamship Co. of British Columbia should be informed with reference to their letter of 2nd April 1906 that in their former communication, dated 27 January 1906, the alleged defects in the "Camosun" to which they referred were at the supports of the two masts and the insulation of the wires for electric lighting. It is therefore with great surprise the statement is read, contained in their letter of 2nd April, "that such bad material and workmanship were used in the building of this ship that she was, when classed, not fit to carry passengers or freight"; and that "a very large amount had to be spent on her before she could be ~~built~~ employed in the passenger trade for which she was "built". It is understood that whatever repairs were effected were carried out at San Francisco - and the Surveyor's report refers only to leaks in the Pitch Pine ~~wood~~ deck which were probably due to neglect of the proper precautions necessary when a vessel having a ^{seasoned} weather deck of that ^{kind during winter} material, makes her first voyage to a very distant port in the course of which the equator is twice crossed. No other repairs were mentioned by the Surveyor and it cannot therefore be understood what grounds there are for stating that the material and workmanship in the vessel were bad and that when classed she was not fit to carry passengers or freight.

Regarding the Society's requirements for mast supports and electric lighting, the Owners should be informed that the footnotes of Table 9 of the Rules require "the heels of all masts and their steps to be efficiently strengthened". The Society has Rules for Electric Light installations a copy of which should be supplied

Own:-

21/4/06


 18/4/06

© 2020

 Lloyd's Register
 Foundation
 18.4.06

31299-0085