

UNION STEAMSHIP COMPANY
OF BRITISH COLUMBIA
LIMITED

TELG. ADD.: "UNION"
CODE: A.B.C.

VANCOUVER, B.C.,

January 27th 1906

18 added

143 MR

The Secretary

Lloyds Register.

LLOYDS REGISTER
LONDON.

REC: 13 FEB 1906

ANS: *3/3/06* *1572/06*

Dear Sir,

Messrs Bow McLachlan & Co undertook to build us a steamer
"Camosun" to obtain Lloyds highest class, and, in order to save the
appointment of an inspector during construction, we stipulated that
the ship should be built under Lloyds special survey.

On her voyage out the steamer was obliged to put in to San
Francisco for repairs. Among other defects the main and mizzen masts
had sunk through having been stepped in the middle of a plate with no
support below. The electric wiring, where hidden, had been bunched
together and, not being protected by proper insulation, had nearly
caused a fire.

Messrs Bow McLachlan & Co write us "As regards the stepping
of the masts and the electric wiring we beg to inform you that there
are neither Board of Trade requirements nor Lloyds regulations there-
anent, but the work in connection with these things was carried out
efficiently and under their inspection".

We shall be glad to hear from you whether you confirm this
information.

Yours truly,



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Lloyd's Register
Foundation

Union S. S. Company of B. C. Ltd.

Joselyn S. Leggman

W1299-0100

Referred to the Chief Ship Surveyor
and the Chief Engineer Surveyor.

Referred to Mr. Mayne

13 FEB 1906

to Mr. Mayne

J.M.
13/2/06

London 13/2/06

Dear Sir,

We refer to your letter of the 11th inst. in relation to the
existence of a short circuit in the main cable.

The fact that the cable is short circuited at the
point where it enters the hull is a serious matter and
one which must be investigated at once.

It is suggested that you should have the cable
examined by a competent electrician as soon as possible.

Very truly yours,
The Chief Ship Surveyor

On the 13th inst. the vessel was ordered to put to sea
and to proceed to the nearest port.

The fact that the vessel is short circuited at the
point where it enters the hull is a serious matter and
one which must be investigated at once.

Yours faithfully,
The Chief Ship Surveyor



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13 FEB 1906
LONDON
GLOUCESTER

13 FEB 1906
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ENGLISH COLONIAL
TRADING COMPANY

13 FEB 1906