

BOARD OF MARINE UNDERWRITERS OF SAN FRANCISCO.

Report of Survey

on British Steamer "Camosun" 793 tons Register, Capt. G. J. Smith.

At the request of Gordon T. Legge, Esq., Managing Owner of the British Steamer "Camosun," I, the undersigned Marine Surveyor, did on the 25th May, 1905, and subsequently, survey this Steamer while lying at the Risdon Iron Works, this city, for the purpose of ascertaining the nature and cause of defects said to exist in her woodwork, etc.

This vessel was built at Paisley, Scotland, and completed about the first of this year. On her way to this Coast where she is intended to run, the decks commenced leaking when the tropics were reached on the Atlantic side, and have leaked badly ever since.

On examination I found the following damage and condition:

MAIN DECK.

This is a continuous steel deck, sheathed with 3 inch Georgia Pine, the seams of which were more or less open, particularly around the engine and boiler spaces, and were leaking. This deck appears to have been laid with unseasoned wood, and the caulking poorly done. The rivets in the beam knees showed no signs of working.

The Donkey Boiler is located on this deck, and there is no asbestos or baffle plate on the under side of upper deck to protect it from heat.

UPPER OR SALOON DECK.

This is a continuous wood deck laid with 2½ inch Georgia or Pitch Pine, and excepting on either end of the vessel, is covered with the Saloon, Passenger accommodations and rooms.

The planking is badly shrunk, particularly over
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and about the fire and engine rooms spaces, and over the galley, started from the beams and insufficiently fastened; the seams are open from $\frac{1}{4}$ inch to $\frac{1}{2}$ inch in places and leaking badly throughout. There is no caulking seam, and is caulked with only two small threads of oakum.

The rivets in the beam knees show no signs of working.

The woodwork in the rooms and bulkheads on this deck is pulled apart at the joints, which would indicate that the lumber was insufficiently seasoned, besides, the workmanship is poor, the joints fitting badly.

The paint and bright work has been damaged by the leaks from above.

The Linerusta on the ceiling is loose and warped in many places, and badly stained by leaks from above, while the panelling to which it was originally attached is also warped and damaged from the same cause.

The banisters of stairs from main to upper deck and from upper deck to smoking room are loose and show evidence of bad workmanship and unseasoned lumber.

The fore and mainmasts step on a light plate between the beams on this deck, and being insufficiently supported have caused the deck to sag immediately under them and raise it at a short distance away.

The mainmast serves as a funnel to the galley and is lagged where it passes through the saloon. This is settled down and opened.

There is no hood fitted over the galley stove to protect the deck above from heat.

The linoleum on the floors of saloon and different rooms had been removed prior to my examination, and was found in a damaged condition.

ELECTRIC WIRING.

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The wiring for the saloon and boat decks is run through the beams of the boat deck and between the deck planking and the ceiling underneath without any protection whatever, it has been badly damaged by the leaky decks. In my opinion the wiring is badly placed, being inaccessible for repairs and liable to set fire to the woodwork.

BOAT DECK.

This deck extends the greater part of the vessel's length, excepting a short distance at bow and stern, and from side to side; forward part of White Pine, the after part of Georgia or Pitch Pine, all 2 inches thick. The after part was covered with canvas which had been removed before my examination. The planking has shrunk and pulled apart, in some places seams are open from $\frac{1}{2}$ inch to $\frac{3}{4}$ inch, several planks defective, butts poorly fitted and insufficiently fastened, in numerous places adrift and started up, also poor shift of butts, leaking badly all over, which has caused above mentioned damage to Linerusta and wiring.

Deck has settled around mainmast. Rivets in beam knees show no sign of working or strain.

CAPTAIN'S ROOM, SMOKING ROOM, ETC.

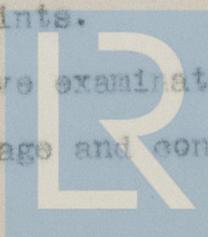
Linerusta in all rooms on this deck wet and badly damaged by leaks from above. Woodwork of rooms shrunken and pulled apart.

BRIDGE DECK.

This deck covering Captain's room, smoking and officer's room is laid with 2 inch white pine, wood shrunken and seams open and leaking.

Toilets leaking at joints.

After making the above examination, I am of opinion that the aforesaid damage and condition has been caused/



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caused by the use of wood insufficiently seasoned, and by poor workmanship in dealing with the woodwork and caulking, but chiefly through the former cause.

San Francisco,

(Signed) A. F. PILLSBURY,

29th May, 1905.

Surveyor to the Board of
Marine Underwriters of San Francisco

RECOMMENDATIONS.

I recommend that bridge deck and top of pilot house be thoroughly caulked and covered with canvas.

That defective planks in boat deck be removed and enough others to wedge plank closely together, spaces filled with wider plank, secured with additional fastening where required. Thoroughly caulk, pitch seams, paint deck and cover exposed part with canvas.

That necessary plank be removed from upper deck to wedge planking closely together, fill spaces with plank of suitable width, secure with additional fastening where required, thoroughly caulk and pitch seams. Should the above decks again give further trouble through shrinkage, it will be necessary to remove them entirely and relay with seasoned lumber.

That main deck be caulked throughout and seams pitched.

That all damaged linocrusta and panels be removed, new panels to be fitted and linocrusta cleaned and used as far as possible, where too badly damaged, new linocrusta to be supplied as near original design as can be obtained in this market.

That woodwork of all rooms, saloon, banisters, etc., be thoroughly repaired, cleaned and given at least two coats of paint or varnish.

That electric wiring be renewed in saloon and rooms
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and placed in battens on bulkheads where it will be accessible.

That masts be jacked up and efficiently supported to main deck, two carlines to be fitted for that purpose between beams under mainmast.

That a suitable hood be fitted over galley range to protect deck from heat.

That asbestos sheets be tacked to under side of upper deck over donkey boiler, and a baffle plate fitted under beams to protect above deck from heat.

That toilets be overhauled.

That new linoleum be laid in saloon, smoking room, and other rooms where required to replace that damaged by leaky decks and through removal to caulk decks.

San Francisco,

(Signed) A. F. PILLSBURY,

May 29th, 1905.

Surveyor to the Board of Marine Underwriters of San Francisco.

FINAL REPORT.

This is to certify, that, with the exceptions noted below, the repairs to the above named steamer recommended in my report dated May 29th, 1905, have been carried out in a satisfactory and workmanlike manner.

The linoleum for saloon, etc., has not been supplied, neither has the deck over the donkey boiler been insulated, but the Superintendent states that the above will be done when the steamer reaches Vancouver, her home port.

She was also placed on dry dock and bottom cleaned and painted.

San Francisco,

(Signed) A. F. PILLSBURY,

June 16th, 1905.

Surveyor for the Board of Marine Underwriters of San Francisco.