

REPORT ON SURVEY OF STEAMER "CAMOSUN" BY MR. JAMES  
FIRTH, MASTER CARPENTER.

Mr. G. T. Legg, Managing Director,

Union Steamship Company of B. C., Ltd.

Sir,

Having arrived in San Francisco from Vancouver, I began on Wednesday 17th, an examination of S.S. "Camosun" lying in the harbour.

I beg to report that I find the ship in very bad condition. Every room has been damaged more or less by water. The linoleum and backing, the linoleum, and the electric light wires on the boat and upper decks are practically ruined, the wire mattresses are rusted. The painting and decorating is spoiled, the water has come through leaky decks.

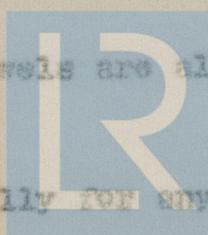
The cause of above leaking is green material used for decking badly laid, the deck planks in some parts of saloon being not even fastened. Water when poured on decks comes straight through, and the oil dripping from steering engine runs through on xhx to the dining room sideboard. The deck plate and deck at top of dining room stairs is sprung up  $\frac{1}{2}$  inch.

Bulkheads are shrunk throughout. In some parts the panels have drawn  $\frac{1}{2}$  inch clear of stiles. The mahogany fore and aft bulkhead has warped out of line everywhere and has opened at every joint.

The cause of above shrinking is green material. Water closets are out of gear owing to bad plumbing and jointing, the supply pipes leak and water runs through the rooms.

The banisters and newels are all adrift through shrinking.

I have looked carefully for any indication that  
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the ship has worked in heavy seas, and can find none. Her condition cannot be attributed to that.

I have attended Lloyd's Surveyors while they were making their surveys.

San Francisco,

May 22nd, 1905.

(Signed) JAMES FIRTH,

Master Carpenter.

Mr. Gordon Legg, Manager.

Dear Sir,

The linoleum and the canvas on the boat deck having been lifted on SS. "Gamoan," I beg to report that I found the boat deck had been laid with inferior pitch pine, many planks showing gum shakes. It was badly laid, the butts sometimes occurring only one or two planks apart, it was badly caulked and payed, several of the butts had never been fastened. The seams were open throughout owing to shrinking and bad caulking.

In addition to the work already in hand it was necessary to unfasten the deck, take out defective planks, put in 262 lineal feet new plank on port side, 221 lineal feet on starboard side, and about 64 feet on saloon deck on each side.

I found the mainmast has been stepped on the middle of a plate which has been cut through and no support below supplied. The mainmast had sunk about two inches. I am informed that the mast had not been used for lifting so it had sunk of its own weight.

It was necessary to remove the deck, jack the mast up to its proper place and put in two partners and 4 inch stanchions.

The foremast had no support below and had sunk about/



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about  $\frac{1}{2}$  inch. It had to be jacked up and a 4 inch stanchion fixed before any cargo could be hoisted out without danger.

When the <sup>7</sup>lignesta backing was removed I found the electric wires had not been laid in battens but were lying loose on top of the backing, and not even stapled. Much of it was chafed through. In one place it had caused the wood to be on fire. None of it was accessible without removing the panelling. I found it necessary to take down the whole of the wiring in saloon and to lay new on ceiling covering same with moulded battens.

When the "Camosun," was in dry dock I examined the hull in company with Lloyd's Surveyor to ascertain whether the vessel had been injured by stranding or strain: ed by driving in heavy seas. We found no signs of any such injury. In my opinion the vessel has not been mishandled in any way. I found several slack rivets which needed caulking, and a leak round the hawse pipes where they had never been properly caulked, also signs of corrosion beginning, and I think the bottom ought to be again painted before winter.

June 20 th, 1905.

(Signed) JAMES FIRTH,  
Master Carpenter.



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