

REPORT ON WORK DONE ON STEAMER "CAMOSUN",
 BY MR. T. WYATT, SUPERINTENDING ENGINEER.

G. T. LEGG, Esq.,

Managing Director Union SS. Co. of B. C.

Dear Sir,

In accordance with your instructions to do such work as was necessary on board SS. "Camosun" to enable her to carry freight and passengers, the following work has been executed under my supervision.

All steam pipes and exhaust pipes for steering engine and capstan aft have been taken down, straightened, rejointed, recovered, and additional hangers put up to support same pipes. The steering gear has been lifted and lead tray fitted under it, and engine replaced. Separate reducing valves have been fitted for steering gear and winches. Winch steam pipes have all been taken down, straightened, reconnected, and additional hangers provided to support pipes. Some of these pipes were so badly bent as to necessitate softening them before straightening. Exhaust pipes on winches altered to allow for exhausting on either side of ship.

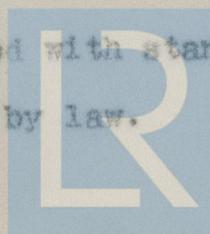
The stop valve bracket on main engine had to be renewed, as the old one was 4 inches out of line.

The drain cocks for H. P. and I. P. cylinders have been altered to exhaust into condenser instead of bilge.

Water way on after main deck scraped and cemented. Four additional stanchions, and strong backs fitted for awning on after deck and new awning, one supplied by builders too small.

Two gang planks fitted with stanchions and hand rope on both sides as required by law.

Suction/



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Suction pipe for port forward engine room bilge connected to main bilge pump. This was connected to feed donkey by mistake.

One companion ladder for passengers landing into boats.

Altering and renewing as required blocks and leads for both sets of derricks, these were found so much out of lead with winch drums, and impracticable for handling cargo.

Rejointing all joints on main boilers and main steam pipes, two blow-off valves and one scum valve renewed and all seats trued up. Blow-off cock on ship's side leaking badly, new plug or new cock complete required at next docking.

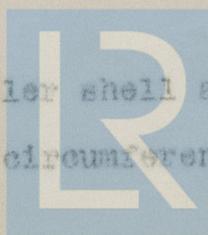
Fitting up new duplex pump in engine room to feed donkey boiler and to keep drinking tanks under wheel house full. These tanks being required to supply bedrooms and fresh water lavatory supply, and all necessary steam, exhaust, suction, and delivery pipes.

Fitting stanchions, deck sockets, and chains round hatches on upper and main decks, one mast band with belaying pine on foremast, two ring plates for lead to wind: class drums, two ring plates on fidley top for back stay for mast.

Altering arrangement of reversing gear for both sets of winches, including new platform for forward winches, all necessary forgings to enable one man to handle both winches.

Lengthening whistle pipe 6 feet to carry height of whistle the necessary height above deck houses as required by law.

Caulking leaks on boiler shell and combustion chambers. Rivets and seams on circumferential seams at bottom/



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bottom of boiler, leaking badly.

Putting new white metal in I. P. stern going guide shoes; metal $\frac{1}{8}$ inch slack and of very inferior quality.

Altering stop valve for reversing engine so that engineer on watch could turn steam on without going on upper platform.

Renewing 8 glass and 1 deadlight in ports of forward quarters.

Making screen so that masthead light would not show on forward deck.

Making and fitting ladder in fidley for firemen to turn ventilators without going on upper deck.

Making ladder from main to boat deck aft so that sailors can handle ropes without going through passenger accommodation.

Fitting connection on feed donkey to blow-off pipe for circulating water raising steam. This took the place of the bilge suction on feed donkey.

Fitting new water gauge columns with double shut off, two new brass cocks for water connection, valves for blast pipe into smoke stack used for steam connection as required by government boiler inspector.

(Signed) T. WYATT,

Superintendent Engineer.



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