

SS. "CAMOSUN".

Excerpt from Lloyd's First Entry Report.

No. 22508.

Received at London Office, Tues. 14th Feb., 1905.

1 Dk and Pt. Awng. Dk. STEEL STEAMER. State if Report is also sent on the Machinery of the Vessel, Yes.. Date of completion of Report, 10th February, 1905. Port of Glasgow. Survey held at Paisley. Date, First Survey 10th June, 1904, Last Survey, 1st February, 1905. On the Steel Screw Steamer "Camosun". Rig, Schooner 2 masts. Tonnage under Tonnage Deck, 692.14. Do. of Poop. Do. of Raised Qr. Dk. or Break. Do. of Bridge House! Do. of Forecastle, 249.40. Do. of Houses on Deck. 427.68. Do. of excess of Hatchways. Do. above Crown of Engine Room. Gross Tonnage, 1369.22. Less Crew space, 129.54. Less above Crown of Engine Room. Tonnage for Fees, 1239.68. Less Engine Room, 438.15. Less Navigation Spaces, 7.81. Register Tonnage as out on Beam, 793.72.

ONE OR TWO-DECKED VESSEL. Class, X 100 A 1 Pt. Awning Dk. Half Breadth (moulded), 17.50 feet. Depth from upper part of Keel to top of Main Deck Bms. (with the normal round up of beam), 17.97 feet. Girth of half midship Frame (as per Rule), 31.75 feet. 1st Number, 67.22 feet. Length on deck from after part of stem to fore part of stern post, 191.16 feet. 2nd Number, 128.49 feet. Proportions - Breadths to Length, 5.45 feet. Depths to Length - Main Deck to top of Keel, 10.63 feet.

Master, Year of appointment, (1) As master in service of owner of present vessel:- (2) As master of this vessel

Built at Paisley. When built, 1904 and 1905. Launched, 8th December, 1904. By whom built, Messrs. Bow McLachlan.

Owners, Union SS. Co. of British Columbia, Ltd. Managers, (where necessary to be entered in Reg Book). Residence,

Vancouver/

W1299-0151/15

Vancouver. Port belonging to, Glasgow. Destined voyage,
 Vancouver. If surveyed while Building, Afloat, and in
 Dry Dock, Yes.

Length on Deck as per Rule, 191 feet 2 inches. Breadth
 (moulded) 35 feet 0 inches. Depth, Actual, Top of tank
 to top of Main Deck Beams, 14 feet 11½ inches. No. of
 Decks with Flat laid, one and Pt. Awng. Dk. No. of
 Tiers of Beams, web frames. Dimensions of ship per
 Register, Length, 192.7, breadth, 35.2, depth, 14.9.
 Moulded depth 17 feet 3 inches. Round of Beam, Actual,
 9 inches.

X X X X

BOATS, 6 Life Boats. PUMPS, NUMBER, Six. DIAMETER OF
 BARREL, 5' STATE WHETHER THEY ARE IN EFFICIENT WORKING
 ORDER, Yes. WINDLASS IS by Clarke Chapman. CAPSTAN
 is by G. & J. McOnie. ENGINE ROOM SKYLIGHTS. HOW
 CONSTRUCTED? Teak on Steel castings. WHAT ARRANGEMENT FOR
 DEADLIGHTS IN BAD WEATHER? Teak sashes with brass guards
 over glass. COAL BUNKER OPENINGS, - HOW CONSTRUCTED?
 Plates and angles. HOW ARE LIDS SECURED? Battens and
 cleats. HEIGHT ABOVE DECK? 9" above bridge deck. NO.
 OF SCUPPERS, AND NUMBER AND DIMENSIONS OF FREEING PORTS,
 ETC., 2 scuppers each side aft, and 3 freeing ports 16"
 x 16" each side aft. CEILING IN HOLDS, THICKNESS AND MATER:
 :IAL, 2½ W. P. CARGO BATTENS, THICKNESS AND MATERIAL,
 6 x 2 w. p. CARGO HATCHWAYS, - HOW FORMED? plates and
 angles. HATCHES, - IF STRONG AND EFFICIENT? Yes, 2½.
 STATE SIZE NO. 1 HATCH (FORWARD) 9' 7" x 10' 0". NO. 2
 HATCH. NO. 3 HATCH. NO. 4 HATCH. NUMBER OF WEB
 PLATES, SHIFTING BEAMS, AND FORE AND AFTERS TO EACH HATCH,
 One fore and after. NO. OF BREASTHOOKS, Four. NO.
 OF CRUTCHES, Two and deep floors. PULVARKS, HEIGHT ABOVE
 DECK AND DESCRIPTION, aft 3' 6" 5/20 steel plates. MAIN
 RAIL/

RAIL END STAYS, MATERIAL AND SIZE, Rail 7" x 3" teak.

The above is a correct description.

Builder's signature (here only)

For Bow, McLachlan & Co., Ltd.

(Signed) R. Lockhart.

Surveyor's signature, (Signed) J. D. Mares.

Surveyor to Lloyd's Register of British & Foreign Shipping.

Correspondence. State dates and initials of letters respect:

:ing this case (Reference should be made to any corres:

:pendence connected with the case), M. 23/4/04. E. 15/9/04.

Workmanship. Are the butts of plating planed or otherwise

fitted? Planed. Is the riveted work properly closed?

Yes. Are the liners between the frames and plates solid

single pieces? Joggled plating. Do the holes for riveting

plate to frames, butt straps, or plate to plate, etc.,

conform well to each other? Yes. Are the rivet holes

well and efficiently countersunk in the plate and punched

from the faying surfaces? Yes. Do any rivets break into

or through the seams or butts of the plating? A few. Are

the butts of plating, Stringers, etc., properly shifted

and strapped? Yes. Have all the upper and weather decks

been tested as required by the Rules (Sec. 23 par 24)? Yes.

State results of tests, Satisfactory. General remarks

(State quality or workmanship, etc.), Workmanship good.

This vessel has been built in accordance with the approved

plans, the Secretary's letters of above dated, and in

general conformity to the Rules for the Class contemplated.

3 Plans. 1 Report on Ship Forgings.

X X X X

Order for Special Survey No. 3938. Date, 16/7/04. No.

177 in builder's yard. Dates of surveys held while

building, 1904; June, 10, 14, 20, 28. July; 1, 5, 11, 14,

19, /

19, 22, 26. Aug.; 10, 22, 24, 29, 31. Sept.; 5, 13,
 15, 20, 23, 28. Oct.; 3, 10, 14, 19, 24. Nov.; 1, 4, 9,
 11, 16, 21, 24, 29. Dec.; 2, 8, 13, 21, 27, 30. 1905:-
 Jan.; 10, 17, 20, 23, 28. Feby.; 1. Total No. of
 visits, 47.

The amount of Entry Fee, £4:0:0. Special, £56:0:0.
 Travelling expenses, if any, --- Fees applied for, 13th
 Feby., 1905. Received by me, 16/2/05. Certificate to
 be sent to Glasgow. State whether the vessel has been
 built under Special Survey, Yes. I am of opinion this
 Vessel should be classed X 100 A.1 Part Awning Deck. With,
 or without Freeboard, as condition of class, with.

(Signed) J. D. Mares.

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute, Glasgow, 13th Feb., 1905. Character
 assigned X 100 A.1 (Steel) "pt awng. dk. with freeboard".
 Lloyd's A. & C. P.



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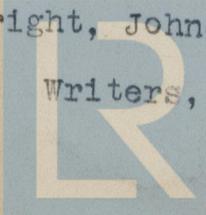
S. S. "CAMOSUN".

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SURVEY REPORTS.

1912.

Wright, Johnston & Mackenzie,
Writers, Glasgow.



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