

11 JUL 1923

Inspected by Chief Ship Surveyor \_\_\_\_\_

Received from Chief Ship Surveyor \_\_\_\_\_

VESSEL'S NAME T.S. Wood Motor Car Ferry "MOTOR PRINCESS" Rpt. Esquimalt, B.C. No. 1047

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Remarks of Surveyor \_\_\_\_\_

Plans of this wood motor car ferry were approved by the American Committee with a view to the class "LOAL "Car Ferry" "For service in the Straits of Georgia and Puget Sound", but at the request of the Owners this was amended to "LOAL "Car Ferry", "For service between Puget Sound and Skagway" "Inside passage", in order that the vessel may run to Skagway if necessary.

The vessel appears to have been built in accordance with the plans approved, and the Rules, except that, on account of the fineness of form forward, pointers have not been fitted as indicated on the approved plan.

The Owners state pointers will be fitted later if found necessary, but in the Surveyor's opinion the vessel has sufficient length forward.

With regard to the equipment, it was pointed out to the New York Surveyors that it was the practice in this Office in the cases of vessels engaged in similar service to that intended for this vessel to carry a stream anchor in addition to two bower anchors.

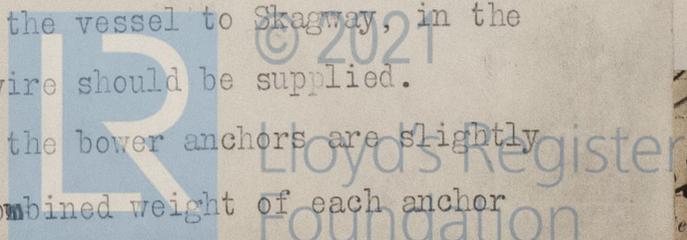
The Vancouver Surveyor states the vessel is now in service between Sydney, Vancouver Island and Bellingham, Wash. U.S.A. and will probably confine her operations between these two ports, and in the Owners' opinion a third anchor is not at present necessary. In the Surveyor's opinion, however, if it is decided to run the vessel to Skagway, in the inside passage, an additional anchor and wire should be supplied.

The weights of the stocks of the bower anchors are slightly less than required by the Rules, but the combined weight of each anchor is in excess of the weight approved, and it is submitted these anchors

Ins:

Copper  
or YM  
in Ship.

Ins.



might be accepted in this instance.

The chain cables do not appear to have been tested at a machine approved by the Committee.

It is submitted the vessel appears worthy to be classed  
✕ IOAI "Car Ferry", "For service between Puget Sound and Skagway",  
"inside passage", subject to a stream anchor and stream chain or  
equivalent steel wire being supplied, and to the chain cables being  
tested at an approved machine.

IOAI "Car Ferry" "For service between Puget  
Sound and Skagway", "inside passage".  
L Dk.  
G.I.B. "Salted"  
Hard wood treenails.

} subject, etc.

*See letter  
rec. 3/19/23.*

*[Signature]*

*aw.j.  
10.7.23.*

*[Signature]*

*The surveyors should be requested to state  
how the frames are bolted, as this is not clear  
from the report.*  
*aw.j.*



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