

N/N *Canadian Prince*

Cases of five Coasting Steamers, belonging to the Canadian Pacific

Railway Company :-

Number in Register	Name of Vessel	Gross Tons	Date of Build.	Class.
9969	PRINCESS JOAN	5251	1930	100A1 With freeboard. For Channel & Sound Service, Seattle & Skagway. Ftd for oil fuel &c. <span>ELMC.4,3 CL.</span>
No surveys due.				
8054	PRINCESS KATHLEEN	5875	1925	100A1 With Fbd. For Channel & Sound Service, Seattle & Skagway. Ftd. for oil fuel &c. S.S.No.3-8,31 <span>ELMC.4,32 CL.</span>
No Surveys due. Vessel's class withdrawn in 1926. Reclassed: 8,31.				
78051	PRINCESS MARGUERITE	5875	1925	100A1 With Fbd. For Channel & Sound Service, Seattle & Skagway. S.S.No.3-8,31 <span>ELMC.8,31 BS.3,32 TS.9,31 CL. Fitted for oil fuel &amp;c.</span>
Boiler Survey due 3,33. Class withdrawn in 1926, but reclassified in April, 1932.				
69987	<u>PRINCESS NORAH</u>	2731	1928	100A1 With Fbd. Fitted for oil fuel &c. <span>ELMC.11,28 BS.6,32 TS.2,32 CL.</span>
Special Survey No.1, due 11,32, held on hull.				
69974	PRINCESS ELIZABETH	5251	1930	100A1 With Fbd. For Channel & Sound Services, Seattle to Skagway <span>ELMC.3,30 CL. Fitted for oil fuel &amp;c.</span>

Screwshaft Survey due 3,33.

Port of Registry: Victoria, B.C.

The Society's New York Surveyors have forwarded a copy of a letter from the Owners, dated 13th ultimo, addressed to the Vancouver Surveyors, reading as follows :-

"As you are aware of the policy which has been pursued by this branch of the Canadian Pacific Steamship Service in respect to Lloyd's Classification, viz: although new vessels in this portion of the fleet are constructed under classification rules, we do not deem it necessary to retain the classification after the expiration of the first year's certificate. It was only on account of the necessity forced upon us last year on account of the International Conference for Safety of Life at Sea, wherein our vessels plying to United States ports had to be provided with a Load Line, that we undertook to again have the vessels classified, as it was the only means at that time under which we could be protected in respect to the Load Line.

(P.T.O.)

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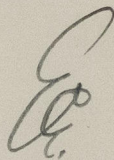


Cases of 5 Coasting Steamers owned by the Canadian Pacific Railway Company (Contd.)

" Inasmuch as the Steamship Inspection Department of the Dominion of Canada are now able to provide a Load Line Certificate and certify to the same annually, coincident with the issuance of the regular hull and boiler Inspection Certificate, it will not be necessary to retain our Classification any longer.

"I take this opportunity to thank you for your assistance during the past year, in reference to the above situation."

The Classing Committee had the cases before them on Tuesday, 4th instant, when they decided to give instructions for the character of each vessel to be withdrawn from the Register Book and three dots (...) inserted in lieu thereof, indicating withdrawal of class at Owners' request.



6th April, 1933.



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