

COPY.

LLOYD'S REGISTER OF SHIPPING,  
VANCOUVER.

March 15th 1933.

Mr. J. French,  
Lloyd's Register of Shipping,  
New York.

Dear Mr. French,

I am enclosing herewith a copy of a letter from Captain Neroutsos, Manager of the Canadian Pacific Coastwise Steamers, and of my reply.

As you are aware it has always been the policy with the coastwise boats to build to class and then withdraw them.

Two years ago owing to the difficulties over the load line and the fact that the Canadian Authorities had no load line regulations, we measured a large number of their ships for freeboard and five of their vessels, which were comparatively new, were retained in class.

These vessels are :-

"PRINCESS ELIZABETH",  
"PRINCESS JOAN",  
"PRINCESS KATHLEEN",  
"PRINCESS MARQUERITE",  
"PRINCESS NORAH".

Now that the Canadian Government Inspectors are undertaking the marking of freeboard under the Convention Rules, Captain Neroutsos has decided to revert to the old system of allowing the class to drop.

I understand that the Canadian Government Inspectors charges for freeboard are very much less than ours.

In the case of the steamer "NORTHHOLM" which is an unclassified ship, I am given to understand that the Canadian Government Inspectors fee will be \$30.00, which appears to be inadequate for the amount of work that has to be done.

Yours very truly,

FOR THE SURVEYORS,

(Sgd.) A. SCOTT.

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Foundation