

S.S. "NORONIC"

Report of Inquiry

The blowman

1. From available published particulars in the Press it would appear that the Society is in no way affected. The Principal Surveyor, Montreal, has been requested to obtain and forward a copy of the Transport Minister's Report, which will permit a more thorough investigation of this question.
 2. Canada is a signatory to the 1929 Convention. However, this vessel, which was built in 1913, was engaged in Great Lakes Cruise Service, and therefore, being on "inland waters" according to the Canada Shipping Act 1934, the Convention Rules would not be applicable.
(Convention applies only to passenger ships on international voyages).
- Regulations respecting Fire Extinguishing Equipment (1947) only require fire alarm or fire detecting system for vessels engaged in international voyages, which again excludes "NORONIC".
- It may be of interest to note that vessels of this type operate for only about 16 weeks per year. Except for certificated officers and certain key personnel, the crews are made up from casual labour, students, etc. and even with this type of crew the labour turnover per season is high. A breakdown of fire fighting organisation such as occurred, could therefore not be unexpected.

*SEB*23rd November, 1949

Vessel was classed as follows:

+ 100A- 10.48

For service on the Great Lakes.

S.S. Tto. No. 4 - 5,38 LMC 1,44

S.S. Tto. No. 1 - 45 S.S. 4,49

T.S. 9,48

No outstanding survey items.

S.S. due 5,50

B.S. due 4,50

Load Line Certificate issued 18.7.48 valid until 31.5.51

Last Annual Load Line Survey held 22.4.49

*12/11/49**MS. 11/12*

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