FORM 101

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM

Further statement taken from Mr. John D. Meredith, Third Officer, Princess Kathleen, taken by H. Tyson, Assistant to Manager, B.C.C.S., in connection with the stranding of Princess Kathleen at Lena Point, Lynn Canal, Alaska, on September 7th, at 2:58k.

Q. On September 11th, 1952 you advised me that Mr. Charles W. Savage, First Officer on the voyage preceding the accident failed to relieve you at the proper time after the vessel had left Juneau?

A. Yes.

Q. As mentioned in your previous statement, he apologized and said that he had taken some sleeping pills which must have knocked him out?

A. Yes.

Q. On September 6th, 1952 did he relieve you at noon?

A. Yes.

Q. What was his condition at that time?

A. Normal.

Q. Did you see him during the fire and boat drill?

A. Yes.

Q. Would you say he conducted it in a perfectly normal manner?

A. Yes.

Q. About what time was the drill?

A. About 16:00k

Q. When did you see Mr. Savage after that?

A. I saw him on deck shortly after supper.

Q. Did you talk to him?

A. No.

Q. What time was that?

A. Approximately 18:15k

Q. Did you have a discussion with him?

A. No.

Q. Did you see him later on that evening?

A. No.

Q. What was the next time you saw him?

A. 24:09k next morning.

Q. Other than one occasion already mentioned, did he inform you he had been taking pills of any kind.

A. No.

Q. On any occasion prior to the accident did any crew member mention to you that Mr. Savage appeared drowsy at any time.

A. No.

Q. After the vessel stranded at 2:58k on September 7th, what were your movements?

A. At 2:58k I was immediately wakened up by the impact of the stranding, I put on my trousers then went to the Second Officer, Fourth Officer and Wireless Operators room to make sure they were up, I then went back to my room to finish dressing and then reported to the bridge, the time while dressing was not more than two minutes.

My first order was to instruct the Purser to announce over the Public Address system to have all passengers dressed

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM

warmly and to put on their life jackets and to stay by their room and that there was no cause for alarm. I reported back to the bridge and was ordered to have the life boats swung out ready for lowering. When that was completed I reported back to the bridge. My next order was to contact Juneau by radio telephone, particulars of which are shown in my previous report. I was in charge of a life boat transporting passengers from the Princess Kathleen to the shore, after the three loads I went ashore and did whatever I could for the comfort of the passengers, such as lighting fires etc. I then went with the radio operator to the wireless station at Juneau Air Port and when I got back the ship had been abandoned.

Signed. G. Meredith

Witness.....

Meredith - no. 2

FORM 102

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM 3-52-4

W. Munson, Esq.

With reference to the attached statement from Mr. John D. MEREDITH, "Princess Kathleen", dated September 11th regarding the accident involving the "Princess Kathleen" on Lena Point at 2.58K on September 7th, 1952.

Mr. Tyson, my Assistant, personally asked Mr. Meredith if he had ever seen Mr. Savage under the influence of liquor on board one of our ships. As will be noted from his statement, he advised that he had not.

He later asked him a further question which is not in the statement, that is, what was the closest he was to Mr. Savage on the morning he was relieved by him. He said that the closest he was at any time was approximately three feet. He did not smell liquor on the breath of Mr. Savage.

O. J. Wilman,
Manager.

VICTORIA, B.C., September 11th, 1952.

Meredith - No 2

FORM 102

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM X-52-4

STATEMENT FROM MR. JOHN D. MEREDITH, THIRD OFFICER, "PRINCESS KATHLEEN", TAKEN BY MR. H. TYSON, ASSISTANT TO MANAGER, B.C.C.S.

Q.: You mentioned in your previous statement that Mr. Savage, when he first reported to the pilot house to relieve you, complained of feeling tired. Is that not right?

A.: Yes.

Q.: What was the approximate time?

A.: Approximately 24.10K.

Q.: Did he complain of a headache?

A.: No, sir.

Q.: Did he mention that he was not feeling well?

A.: No, sir.

Q.: Did he have the appearance that he was ill?

A.: No, sir, although at the time it was dark in the wheelhouse.

Q.: Was it indicated in any of his actions, or remarks, that he was ill?

A.: No.

Q.: The evidence indicates that Mr. Savage was approximately 9 or 10 minutes late in relieving you. Has he been frequently late in relieving you?

A.: Yes, sir, on and off all summer.

Q.: Approximately how many minutes would you say he was late on an average?

A.: On an average about 5 or 10 minutes.

Q.: On any occasion was there a lengthy period on which he was late in relieving you?

A.: Yes, he was late on two occasions.

FORM 102

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM X-52-4

Q.: Please give particulars.

A.: This summer on one occasion he was 20 minutes late and on the trip before the stranding, as he did not report at the proper time and as I remained on his watch for 40 minutes, I called the Master and reported this incident to him. The Master came in the pilot house a few minutes later and officially relieved me.

Q.: Do you know the time Mr. Savage reported for duty that morning, if he did at all?

A.: The Master informed me that morning that Mr. Savage had reported for duty at approximately 1.15 a.m.

Q.: On the occasion he was 20 minutes late, did you ask him the reason why?

A.: No, sir.

Q.: Did he mention to you, or give you any reason why he was late?

A.: I believe he said he had slept in.

Q.: Are you aware, or not, that he is what is termed a heavy sleeper?

A.: At times he sleeps very heavily.

Q.: On the trip prior to the grounding did he inform you why he was late taking over his watch?

A.: The next day he apologized and said he had taken some sleeping pills and they must have knocked him out.

Q.: Have you ever seen Mr. Savage under the influence of liquor on board one of our ships.

A.: No.

Q.: Have you always found Mr. Savage's behaviour normal in every respect?

A.: Yes. He is tardy in relieving and, as I have previously said, this is no doubt because he is a heavy sleeper.

WITNESS: E. Alder

VICTORIA, B.C., September 11th, 1952.

F. Meredith

Meredith - No. 2

FORM 102 PRINTED IN CANADA

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM

Stranding of s.s. "Princess Kathleen" on Lena Point, Lynn Canal, Alaska, Sunday, September 7th, 1952, at 2:50K. Statement from Mr. John D. Meredith, Third Officer, "Princess Kathleen", taken by Mr. H. Tyson, Assistant to Manager, on September 11th in Victoria, B. C.

Q: Who was the Quartermaster on watch at the time you were officially relieved by the First Officer, Mr. Savage?
A: Sam Mitchell.

Q: What were his hours of duty?
A: Twelve to four watch.

Q: Would you say that his condition was normal in every respect?
A: Yes.

Q: How long was Mr. Mitchell quartermaster during the period you were Third Officer on the "Princess Kathleen" this summer?
A: During the entire summer season with exception of two trips that he had off.

Q: Had you experienced any trouble with him at all during this time?
A: No. He is absolutely reliable in all respects.

Q: When was the first time you tried to raise the Alaska Communications Station at Juneau on the morning of September 7th?
A: Approximately 4:00 a.m.

Q: Who instructed you to make the call?
A: Captain Hughes.

Q: Were you able to raise anyone on the radio telephone?
A: No.

Q: I understand that you turned the dial several degrees one way and the other, but still could not contact Juneau. Is that right?
A: Yes.

Q: Is there any reason to your knowledge why you could not contact them?
A: I learned since that Juneau had heard our calls, but I could not pick them up on our receiver. The Radio Operator later on found that the calibration had been upset, no doubt due to the impact of the ship striking the reef, as he managed to get through and get a reply sometime around 8:00 o'clock.

FORM 102

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM

Statement from Mr. John D. Meredith, Third Officer (Cont'd.)

Q: Had you experienced any difficulty with the radio telephone in any way on the voyage from Vancouver to Juneau on the trip in question?
A: No, Sir.

Q: In other words, in your estimation the radio telephone was in a perfect operating condition prior to the accident?
A: Quite correct.

M. M. Robertson
Witness

J. Meredith
Third Officer

VICTORIA, B.C., September 11th, 1952.

Meredith No 1

FORM 102

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM X - 52 - 4

Victoria, B. C., September 10th, 1952 -K.

STATEMENT FROM MR. JOHN D. MEREDITH, THIRD OFFICER, "PRINCESS KATHLEEN"

Taken by Captain J. T. Hamilton, Marine Superintendent, B.C.C.S.

Q: How long have you been employed by the B. C. Coast Steamship Service?

A: I joined the B. C. C. S. in 1942 but left in 1944 for war service and returned again in 1948.

Q: How long have you been a certificated officer in the B. C. Coast Steamship Service?

A: Since the Spring of 1949.

Q: How long have you been Third Officer on the "Princess Kathleen"?

A: Since April of this year.

Q: You have then made all the trips North on her this Summer?

A: Yes, with the exception of the first special cruise trip.

Q: You were on watch leaving Juneau on the night of September 6th, 1952?

A: Yes, sir.

Q: Until what time?

A: I was officially relieved at approximately ten minutes past midnight by Mr. Savage.

Q: Where was the vessel at this time?

A: We had made the alteration of course at Sheep Creek and were heading down Gastineau Channel toward Marmion Island. The course at the time was E x S ½ S.

FORM 102

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM X - 52 - 4

J. P. Meredith " 2 " Sept. 10/1952 - K.

Q: What was the state of the weather at this time?

A: The wind was light airs and a light rain was falling. Visibility was good.

Q: Was everything normal from a navigational point of view when you handed over the watch to Mr. Savage, the First Officer?

A: Yes, everything was normal and in good order, as regards the navigation of the ship.

Q: When Mr. Savage officially relieved you, how was the change made?

A: When he first came on the bridge, while he was examining the log book, I gave him the course and speed which we were proceeding at so that he could check with the log book. He then went to the Starboard window and for a two minute period there was silence, during which time I gathered he was getting his eyesight and ascertaining the visibility andposition of the ship. I then repeated the course of E x S ¼ S to him and the speed of 100 revolutions. He repeated the course and speed back to me, indicating that he was taking over officially. I then moved over to the Starboard side of the Wheelhouse and stood for about two minutes. I asked, "Are you alright, sir" meaning haveyou got your eyesight and bearings, and he answered, "Yes, I've got her". I then proceeded to my quarters.

Q: Did you engage in any other conversation with Mr. Savage, other than the act of handing over the watch to him?

A: Yes. He remarked that he felt a little tired and I suggested that he put his head out of the open window and get a little fresh air.

Q: Is this the first time he has relieved you late?

A: No, he is a heavy sleeper and has relieved me late on previous occasions.

Q: Did Mr. Savage appear to be in a normal state, other than the fact that he indicated he was tired?

A: Everything appeared quite normal and satisfactory to me.

FORM 102

CANADIAN PACIFIC RAILWAY COMPANY

FILE OR CLAIM X - 52 - 4

J.R.Meredith " 3 " Sept. 10,1952 - K.

Q: Were you quite satisfied to turn the watch over to Mr. Savage at this time?

A: Yes, sir.

Q: Were you quite sure that Mr. Savage had not been drinking?

A: To the best of my knowledge Mr. Savage had not been drinking.

Q: Approximately what time did you then leave the Pilot House?

A: I left the bridge at approximately a quarter after midnight.

Q: What time did Captain Hughes turn the Ship over to you after leaving Juneau?

A: At approximately 23:47, between Red Buoy and Juneau Island.

STATEMENT TAKEN BY:

J.T.Hamilton
Marine Superintendent

I certify that this is a true and correct statement, and that it is taken in a fair manner.

J.R.Meredith

CANADA

COURT OF INVESTIGATION

NOTICE OF INVESTIGATION

To John Douglas Meredith, Third Officer,

2710 East 24th Avenue,

Vancouver, B.C.

I hereby give you notice that the Minister of Transport of Canada has ordered a formal investigation into the circumstances attending the grounding and subsequent loss of the s.s. "PRINCESS KATHLEEN", O.N. 150,908, on 7th September, 1952, near Point Lena, Alaska.

and that subjoined hereto is a copy of a statement of case (or report) upon which the said investigation has been ordered. I further give you notice to produce to the Court your certificate (or licence), the log books of the vessel, and any other documents relevant to this case which may be in your possession.

I have further to give you notice that on the information at present obtained by the Department of Transport the questions annexed hereto are those upon which it appears desirable, and upon which it proposes to take the opinion of the Court, but these questions will be subject to alteration, addition, omission or amendment by the Department of Transport, or any officer thereof thereunto authorized by the Minister of Transport, at any time before the hearing of the investigation, or at the hearing of the investigation after the witnesses produced by the Department of Transport have been examined.

Dated at Ottawa, Ontario this 4th day of October 1952.

(signed) J.C. Lessard,
Deputy Minister of Transport

1894

Re:

1. STATEMENT OF THE CASE

This is a formal investigation authorized by the Honourable the Minister of Transport, under the provisions of Part VIII of the Canada Shipping Act, Chapter 44, 1934, and amendments and regulations thereunder, into the circumstances attending the

grounding and subsequent loss of the s.s. "PRINCESS KATHLEEN", O. N. 150,908, on 7th September, 1952, near Point Lena, Alaska

The Court herein has the power to suspend or cancel the Certificate or Licence of such master, mate, pilot or engineer as may be found at fault, and to impose such fines and costs as are provided for in the Statutes hereinabove referred to.

It will depend upon the evidence adduced whether the blame will be laid upon any one or more of the persons mentioned in the last question of the list of questions hereunder for the opinion of the Court, and penalty imposed accordingly, each one of whom is at liberty to secure the services of counsel to look after his respective interests.

2. QUESTIONS FOR THE OPINION OF THE COURT

1. **Who were the owners of the s.s. "PRINCESS KATHLEEN" at the time of grounding and subsequent loss of the vessel, on 7th September, 1952?**
   Canadian Pacific Railway (B.C. Coast Steamship Service)
2. **Where and by whom was the vessel built? Was the vessel classed? If so, in what class was the vessel, and with what Classification Society was the vessel so classed?** Built Brown's Glasgow 1924
3. **What type of vessel is the s.s. "PRINCESS KATHLEEN"? What are her principal dimensions, tonnage, and speed?** Coastal Passenger vessel
   Length Overall 364'1" Length B.P. 350 Net Tons 3007 Gross 5908 Spd May 18½K
4. **How many passengers and crew was the vessel certificated to carry? How many passengers and crew were on board the vessel at the time of the casualty?**
5. **With what compasses was the s.s. "PRINCESS KATHLEEN" equipped? Where were they positioned on board? Was the deviation of the compasses accurately known on all headings and at all times during the last voyage of the vessel?** Azimuth's taken frequently and deviation cards posted
   Magnetic steering compass wheelhouse; Magnetic Standard Compass top bridge.
6. **With what other navigational equipment was the vessel fitted? Was such equipment in good working order? To what extent, if any, was such equipment used from the time the vessel left Juneau, Alaska, on the night of 6th September, 1952, to the time the vessel ran aground in the early morning hours of 7th September, 1952?**
   Marconi Radar (used frequently). Marconi radio direction finder (not used acc't lack of suitable transmitting stations). Marconi radio telephone (used several times)
7. **What type of steering gear was fitted in the s.s. "PRINCESS KATHLEEN"? Was the steering gear in good working order at all times during the last voyage?**
   Hydraulic steering gear with transmission to steering engine aft — in good order
8. **With what lifesaving equipment was the s.s. "PRINCESS KATHLEEN" fitted? Was such equipment in good working order? Did it comply fully with the regulations of the Department of Transport?** Eight lifeboats on each side (two on each side estad) Rafts on wheelhouse deck. Required lifebelts & lifebuoys. All examined and in good order.
9. **Was the s.s. "PRINCESS KATHLEEN" supplied with charts, sailing directions, and similar publications for the safe navigation of the vessel on her last voyage?**
   All charts and sailing directions up to date and in good order.
10. **At what times did the s.s. "PRINCESS KATHLEEN" leave Vancouver and Juneau on her last voyage to Skagway?** Departed Vancouver September 3rd Approx 2004
    Departed Juneau September 6th Approx 2333K.
11. **What cargo was on board the s.s. "PRINCESS KATHLEEN" on departure from Juneau, on the evening of 6th September, 1952? Where and how was the cargo stowed?**
    General Cargo — no mail. Canned beer stowed down each wing. Perishables in cooler. No autos. Cargo for Whitehorse Dawson Mayo
12. **Was the s.s. "PRINCESS KATHLEEN" in a seaworthy condition on departure from Juneau, Alaska, on 6th September, and up to the time the vessel ran aground on 7th September, 1952?**

13. At what time was the s.s. "PRINCESS KATHLEEN" abeam of the light on Portland Island at the northern end of Stephens Passage? What was the estimated position of the vessel when abeam of the light? Was the position accurate?

14. At what time was the s.s. "PRINCESS KATHLEEN" abeam of the light on Shelter Island? What was the estimated position of the vessel when abeam of the light? Was the position accurate?

15. What was the state of (a) the wind; (b) the sea; (c) the tide; (d) the current, and (e) the visibility at the time the s.s. "PRINCESS KATHLEEN" was abeam of the light on Portland Island? What change, if any occurred in these conditions from the time the vessel was abeam of the light on Portland Island to the time of the grounding?

16. What courses were steered by the s.s. "PRINCESS KATHLEEN" from the position when abeam of the light on Portland Island to the position when abeam of Shelter Island light? What was the speed of the vessel during this interval?

17. From the position off Shelter Island light, what courses were steered and at what speed did the s.s. "PRINCESS KATHLEEN" proceed up to the time of the grounding?

18. Who was in charge of the navigation of the s.s. "PRINCESS KATHLEEN" from midnight, 6th September, 1952, to the time of the grounding? Was a good and proper lookout kept on the s.s. "PRINCESS KATHLEEN" during this period? If not, to what extent did the lookout fail? Chief Officer Savage. Lookoutman George Kramer

19. What was the heading by compass of the s.s. "PRINCESS KATHLEEN" run aground on 7th September, 1952?

20. Where and at what time did the s.s. "PRINCESS KATHLEEN" run aground on 7th September, 1952?

21. Did negligence occur in the taking of proper action by rudder and engines to avoid the grounding? If so, to what extent did negligence occur?

22. What damage was sustained by the s.s. "PRINCESS KATHLEEN" as a result of the grounding on 7th September, 1952?

23. What action was taken by the Master of the s.s. "PRINCESS KATHLEEN" after the vessel grounded to save the lives of the passengers and crew? Was such action right and proper having regard to all the conditions then prevailing?

24. What action was taken by the Master of the s.s. "PRINCESS KATHLEEN" to save the vessel from the time of the grounding to the time the vessel sank? Was such action right and proper having regard to all the conditions then prevailing?

25. What was the cause of the grounding and subsequent loss of the s.s. "PRINCESS KATHLEEN" on 7th September, 1952?

26. Was the grounding and subsequent loss of the s.s. "PRINCESS KATHLEEN" caused or contributed to by the wrongful act or default of the Master, Captain Graham Otis Hughes; the First Officer, Charles William Savage, or any other person or persons?

rrived on bridge three or four minutes after crash. Learned from Master's
Chief Officers conversation that position of vessel was unknown. Ordered,
Master (about ~~0410~~ 0310K) to have Purser inform passengers to dress warmly, put
lifejackets, standby staterooms and that there was no cause for alarm.
bout 0415 ordered to have lifeboats swung out and readied for lowering. About 0355K
dered by Master to contact Juneau on radio telephone (this was after attempt
ade to get off rocks with engines and before wheel relieved). Asked Adams
ere to get Juneau on radio phone. Advised transmit Channel 5. Listen 89
old not get Juneau. Advised Master who ordered to try again. and gave
mission to use "MAYDAY" to alert them. No answer and advised Master.
rdered to have Wireless Operator get Coast Guard at Juneau advised that we
re in distress. About 0455K ordered to lower boats to water and
bambarking of passengers commenced.