

# Marine Department

## Launching of Montreal Transportation Co's Steamship Westmount.

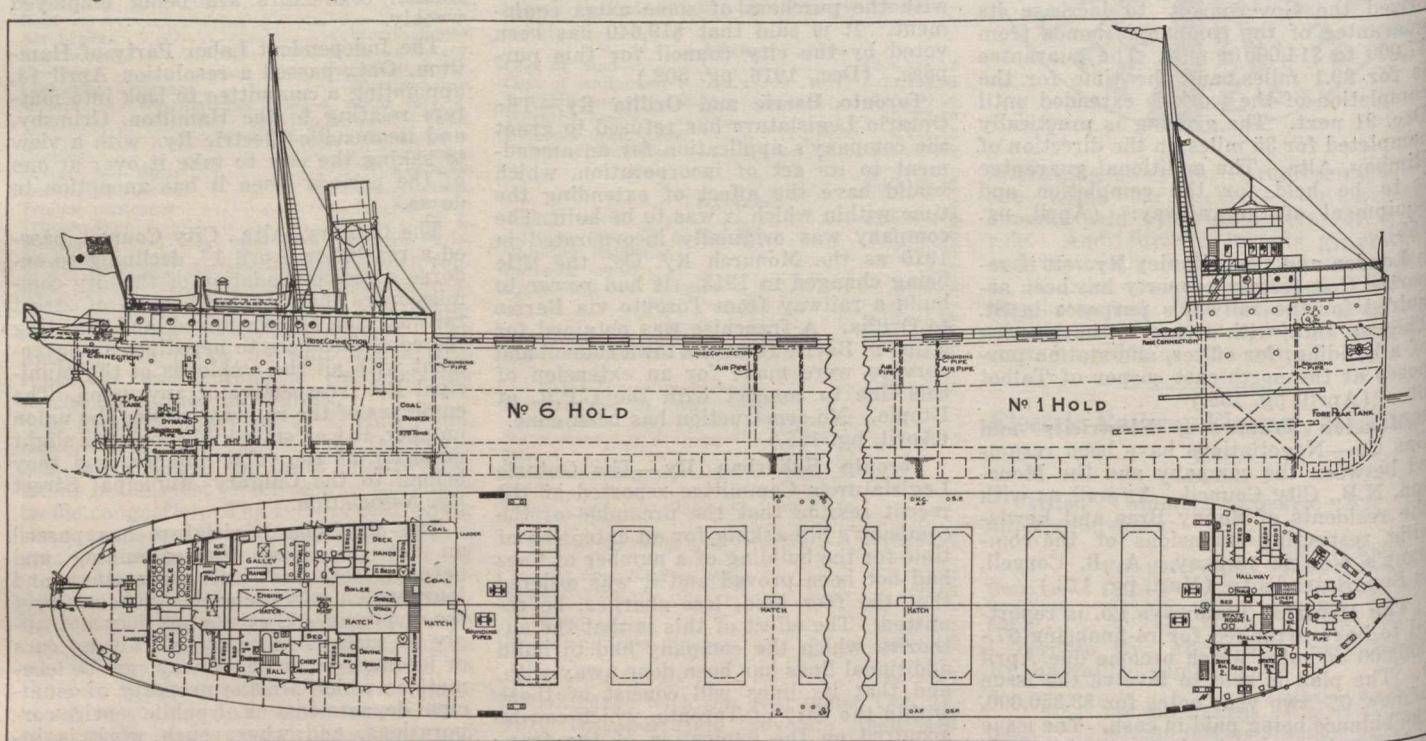
The Montreal Transportation Company's bulk freight steamship, Westmount, was launched at the Collingwood Shipbuilding Co.'s yards, Collingwood, Ont., April 5. Among those on the platform, which had been erected in front of the vessel's bow, were: L. L. Henderson, President, Montreal Transportation Co.; Mrs. Henderson, who christened the vessel; Capt. H. M. McMaster, Marine Superintendent, M. T. Co., Kingston; J. S. Bonar, Tug Superintendent, M. T. Co.; Montreal; E. A. Turner, agent, M. T. Co., Kingston; Capt. S. Hill, appointed master of the vessel; H. B. Smith, President, J. S. Leitch, General Manager, and S. H. Lindsay, Secretary, Collingwood Shipbuilding Co., Mrs. Lindsay, M. McD.

operations being accomplished by the shore plant. There are 16 cargo hatchways, each 38 ft. wide, and 9 ft. long. They are spaced 24 ft. apart, centre to centre, to suit the standard spacing of the loading and unloading devices on shore. Between the hatchways strong arch girders, or web frames, extend right round the sections. By the adoption of these girders, stanchions are dispensed with, and the holds left unobstructed, a necessary feature where coal and ore cargoes are unloaded by clam shell buckets, as is the case on the Great Lakes. For the same reason there are no deckhouses, spars or other obstructions for the length of the cargo holds.

The ordinary transverse bottom and

for water ballast. The remaining bulkheads are a cross bunker screen bulkhead, a screen bulkhead between the engines and boilers, and a watertight after peak bulkhead. The upper deck stringer and plating between the hatch and ship's sides are supported by longitudinal channel girders instead of transverse beams. This arrangement is a new feature in a vessel framed on the transverse system, and has the advantage of introducing additional longitudinal strength at a very desirable part.

A short forecabin is fitted above the upper deck right forward. On the port side, under the forecabin deck, are cabins for the first and second officers, the quartermasters, and watchmen. In a corres-



Montreal Transportation Co's s.s. Westmount

Duff, Manager, Great Lakes Steamship Service, C.P.R., and Acton Burrows, Managing Director Canadian Railway and Marine World. After the launching, which was most successfully performed, the invited guests were entertained at luncheon by the Collingwood Shipbuilding Co.

The Westmount, one of the largest vessels ever built in Canada, is of the large single deck type, which has been evolved to meet the conditions prevailing on the Great Lakes in regard to the transportation of bulk cargoes of coal, ore, and grain. Her leading particulars are: Length over all, 550 ft. 8 in.; length on b. f., 537 ft.; breadth moulded, 58 ft.; depth moulded 31 ft.; load deadweight, 11,000 tons; load draught to suit canals, 19 ft. 6 in.

The vessel, in common with others of her class, embodies a number of features introduced to facilitate loading and unloading operations, the short season for navigation on the lakes making quick dispatch in port a matter of the utmost importance. No loading or discharging appliances are provided on board, these

side frames are of channel sections and are spaced 3 ft. apart. The double bottom, which is 5 ft. deep, extends for the full length between the peak bulkheads. Side tanks of the same width extend on each side up to the level of the main deck stringer, and thus form a double skin to a height well above the deep load line. The side tanks provide large additional capacity for water ballast, and their inner plating transforms the hold into a compartment of hopper form section, eminently suitable for mechanical unloading operations. The tank top plating, which carries the cargo's weight is supported by the centre girder and by 4 continuous longitudinal girders on each side of the centre line. Intercostal deep floor plates are fitted in the transverse direction at every second frame, i.e., 6 ft. apart, there being a deep floor at each arch girder and one between.

There are two complete collision bulkheads forward, the space between these forming a deep tank. The cargo hold is divided by screen bulkheads into 6 compartments, and the double bottom by 4 watertight divisions into 5 compartments

ponding position on the starboard side, are the owners' staterooms. On the forecabin deck above is a large steel deckhouse, containing an observation room and captain's quarters. The top of this house forms the navigating bridge, upon which stands the wheelhouse. The accommodations provided at the after end of the ship are arranged in a large steel house, surrounding the engine and boiler casing, and comprise the engineers' quarters galley, dining rooms for the owner, officers, and crew respectively, and berths for various members of the crew. The firemen's accommodations are on the main deck, at the starboard side, just abaft the engine room casing.

A powerful steam windlass, of quick-warping direct grip type, is located on the upper deck forward under the forecabin. The cables are 2½ in. in diameter, each being attached to a stockless anchor of 8,000 lb. weight. The anchors are stowed in pockets, so that they may not foul lock gates or other obstacles when the vessel is navigating narrow waterways.

The main and emergency steam steer-