

Launch of the s.s. Porsanger at Montreal.

A steel freight steamship was launched by Canadian Vickers, Ltd., at Montreal, Nov. 29, and was christened Porsanger, by Mrs. W. H. Lynch, wife of the company's Managing Director. The vessel was launched stern on, instead of the sideway launch customary in Canadian waters. She has been built under Government permit for Norwegian owners, and classed 100 A1 at Lloyd's and Det Norske Veritas. Her dimensions are, length over all 394½ ft., breadth extreme 49¼ ft., depth moulded 30 ft.; deadweight tonnage 7,000; gross tonnage, 4,670; load draft, 24 ft. The hull is fitted with double bottom fore and aft, subdivided into 14 separate water tight compartments, with total water ballast capacity of 1,630 tons. The officers' accommodation is in deck houses in the bridge, and the crew are berthed in the poop deck in separate two-berth rooms. All

United States Government Shipbuilding, Etc.

The following table shows the vessels under contract and pending contract, and vessels which had been requisitioned by the Emergency Fleet Corporation, U. S. Shipping Board, up to Nov. 30.

Type of vessels.	No of vessels	deadweight capacity
Wood	375	1,330,900
Composite	58	207,000
Steel	451	3,186,400
Total contracted for	884	4,724,300
Contracts pending	99	610,000
Total	983	5,334,300
Total requisitioned (all types)*.	426	3,029,508
Grand total	1,409	8,363,808

* This total includes requisitioned vessels completed and released—33 vessels; 257,575 tons, that is requisitioned vessels completed, accepted by the corporation and turned over to the U.S. Shipping Board for operation; requisitioned vessels completed and accepted, but later reconveyed to former owners prior to completion and acceptance by the corporation.

Chairman Hurley, of the U. S. Shipping

Loss of the Dominion Government s.s. Simcoe.

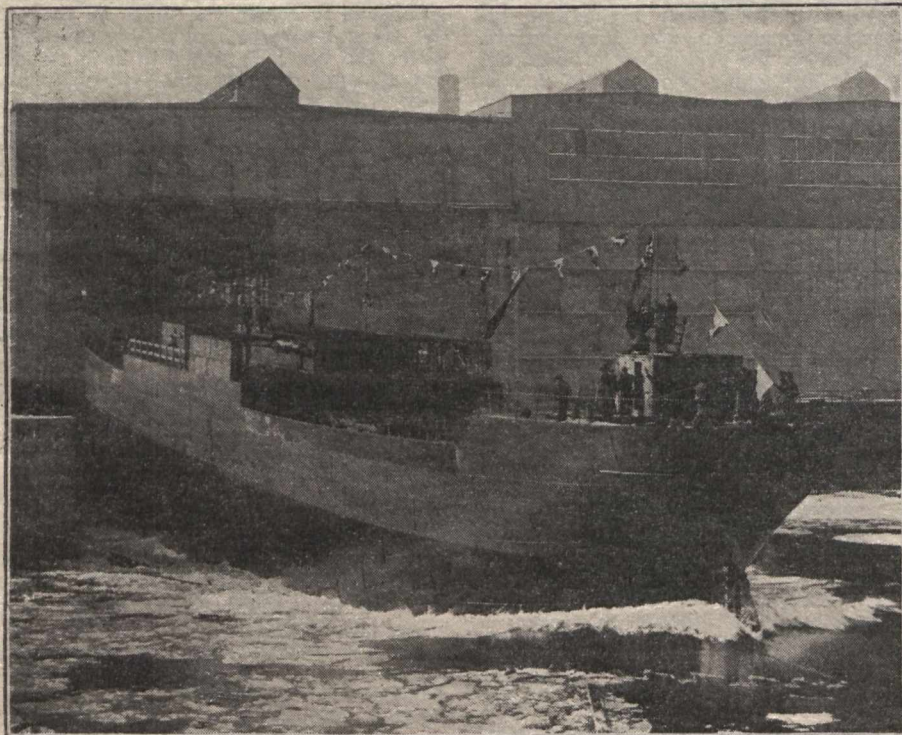
The Dominion Government s.s. Simcoe, which sailed from Quebec about the beginning of November, to remove buoys from the lower St. Lawrence, was lost with the entire crew, about Dec. 6., during a severe storm. A wireless message was received from Fame Point, Dec. 5, that the vessel was in distress and sinking, after which no further message was received. Early on Dec. 5, a message had been received that she had called at Bird Rock, Magdalen Islands, and as she had completed her buoy work in that neighborhood, was bound for Prince Edward Island.

She was built at Newcastle upon Tyne, Eng., in 1909, and was designed and built specially for lighthouse and buoy work. She was classed 100 A1 at Lloyd's for Canadian lake service, and was constructed with water ballast and double bottom fore and aft, and was capable of being navigated through solid ice 12 in. thick. The hull was designed with straight stem and elliptical stern, with seven water tight bulkheads, and two steel masts, the forward one carrying heavy derrick and gear for buoy service, capable of lifting 27 tons. She carried, when built, a steam launch, 2 surf boats and 2 dinghys.

The s.s. Turbinia, owned by Canada Steamship Lines, Ltd., is reported to have been sold to French interests for salt water navigation, for \$300,000. She was built at Newcastle upon Tyne, Eng., in 1904 and is stated to have cost \$220,000. She was the first steamer of the turbine type to be operated on the Canadian lakes, also the last. The operation of turbine driven steamships on the Great Lakes cannot be a success, as the benefits of the use of the turbine are apparent only in cases of high speed and long distances. By operating turbines at the low speeds necessary for safe navigation on the lakes, and on the comparatively short distances run, there is a large waste of fuel, and useless wear and tear. It has been proved that, up to the present at any rate, for general lake navigation, with its attendant maneuvering in and out of harbors, and for canal traffic the reciprocating engine is the best. The Turbinia, since arriving on the lakes, has passed through several hands, and for some time, was operated in the West Indies service under charter. As a financial venture on the lakes, she was not a success.

The Lake Carriers' Association, acting on the approval of members holding 85% of the tonnage represented in the association, has voted for the mobilization of the Great Lakes steamships next season, for its operation under a single management, on a similar plan to that already adopted by the railways. A committee of management has been selected, consisting of H. Coulby, President, Pittsburg Steamship Co., Cleveland; J. S. Ashley, Manager, Hanna & Co., Cleveland; H. S. Wilkinson, Manager, Great Lakes Steamship Co., Syracuse; C. D. Dyer, Vice President, Shenango Steamship Co., Pittsburg, and C. L. Hutchinson, Manager, Pioneer Steamship Co., Cleveland.

The Coastwise Steamship and Barge Co. has purchased the four masted schooner Coquitlam City, which has been converted into a barge. She was the first vessel to be built by the Coquitlam Shipbuilding and Marine Railway Co., at Coquitlam in 1913.



Launching of s.s. Porsanger at Montreal, Nov. 29, 1917.

accommodation is large and roomy and well ventilated and lighted. The vessel is provided throughout with Chadburn's ship telegraphs, manufactured by Taylor and Arnold, Ltd., Montreal. The propelling machinery consists of triple expansion engines, 2 main boilers and large donkey boiler. There are 5 large cargo hatches, 11 steam winches, powerful steam windlass, steam and hand steering gear, 2 steel masts, the topmasts being made telescopic to suit bridges across the Manchester (Eng.) ship canal. It is stated that the work of equipping the hull will not be proceeded with during the winter, owing to the difficulty of working in the open, but it is expected that the vessel will be ready for service by May.

In launching vessels in Great Britain, there is a custom of presenting the sponsor with some article of personal jewelry, but the lady who acted in the present case, did so on the understanding that this would be a donation for the Y.M.C.A. Hut Fund (France), which was made \$750.

Board, in testifying before the Senate investigating committee in Washington, Dec. 1, read a statement showing among other things, 1,427 ships of 8,573,108 deadweight tons under construction, and contract; 74 new shipyards established in the U. S. since Jan. 1, 1917; 149,270 workmen on merchant ships on Dec. 8, an increase of 45.2% in nine weeks.

Chas. Piez, of Chicago, has been appointed General Manager, Emergency Fleet Corporation, U. S. Shipping Board, succeeding Rear Admiral A. R. Harris, who resigned after having only occupied the position a few weeks in succession to Rear Admiral W. A. Capps. Naval Constructor, U.S.N., who resigned on account of ill health. J. O. Heyworth, M.Am.Can.Soc.C.E., general contractor, Chicago, and President of the International Transit Co., of St. Marie, Ont., has been appointed in full charge of wooden steamship building and Chas. Day has been appointed Manager of the Production Department.