

Five New Tank Steamships for Imperial Oil Co.

The Imperial Oil Co. is adding to its fleet five steel oil tank steamships for service on the Great Lakes during the summer and on the ocean during the winter when lake navigation is closed. The following are the dimensions of the first three, viz., s.s. Royalite, s.s. Iocolite and s.s. Sarnolite: Length overall 258 ft.; length b.p., 250 ft.; breadth, moulded, 43 ft.; depth, moulded to main deck, 18 ft.; gross tonnage, 2051.83; net register tonnage 1542.44; deadweight loaded, 2700 long tons; total capacity of oil cargo tanks, 124,500 cu. ft. The expansion trunk is 7½ ft. high and extends the full length of the oil tanks. Each vessel is divided into 10 main oil tanks, 4 lubricating oil tanks and a cross bunker for oil fuel. Side bunkers are fitted for carrying coal, the vessels being designed to work on either coal or oil fuel. The pump room, which is forward of the foremost tank, is equipped with two 18 x 14 x 24 in. duplex oil pumps for handling

stalled, including independent main feed large size general service and fire pump, sanitary and fresh water pumps, surface feed water heater, evaporator and distiller.

The steam steering gear is on the main deck aft and connected directly to a fixed quadrant. The steam windlass is of the patent direct grip type with warping ends. Each vessel has two pole masts with one derrick on each for handling suction hose pipes. Three 6 x 8 single drum winches are carried for mooring purposes and to operate the derricks, 2 on the main deck forward, 1 port, and 1 starboard, and 1 on the poop deck.

Quarters for the captain, the Marconi wireless operator and the wireless instruments, are provided in a house on top of expansion tank. The engineers are housed in the poop, and accommodation for the 1st and 2nd mates, petty officers and seamen is provided in the forecabin. A very complete system of

ing 250 ft. long, 43 ft. 9 in. breadth, moulded, and 25 ft. depth moulded to main deck.

Regulations Respecting Collisions with Navy Vessels.

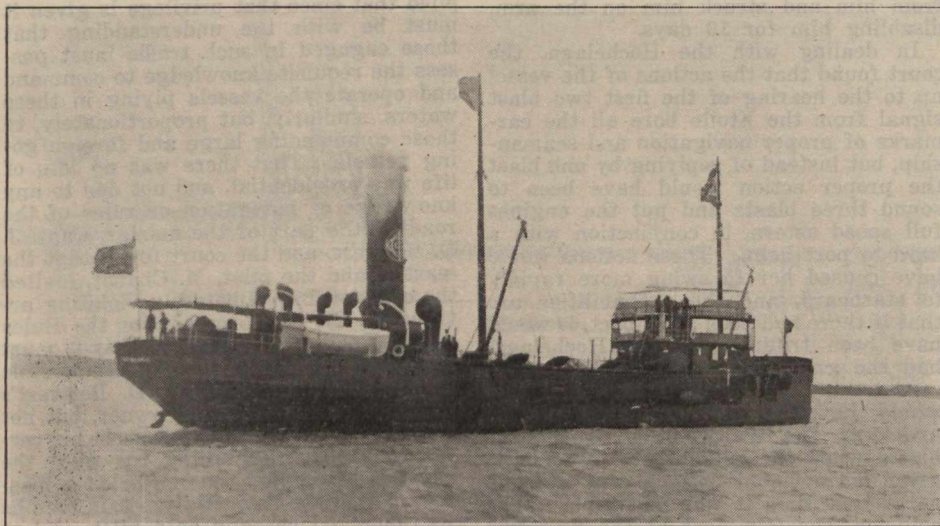
An order in council has been passed providing that if any vessel causes any injury by collision or otherwise to any ship belonging to or engaged in the service of His Majesty, or to any person on board such ship, or is so navigated or managed as to cause danger of collision, the master or person in charge of the vessel shall be guilty of an offence unless it is shown that such injury or danger of collision was not caused or contributed to by any failure on his part to keep or cause to be kept a proper lookout, or to observe any of the regulations for preventing collisions at sea, or any regulations relating to the navigating or mooring of ships in a harbor or the approaches thereto, or to take any precaution required by ordinary practice of seamen, or by the special circumstances of the case.

Also that if a seaman lawfully engaged in accordance with the Merchants Shipping Act, or the Canada Shipping Act, to serve on board any British ship belonging to or chartered or requisitioned by the Admiralty, neglects or refuses without reasonable cause to join his ship or to proceed to sea in his ship, or deserts or is absent without leave from his ship or from his duty at any time, or joins his ship in a state of drunkenness, so that the performance of his duties or the navigation of his ship is thereby impeded, he shall be guilty of an offence. The master, mate or owner of the ship, or his agent, or any naval or militia officer, or any superintendent, as defined by the Merchants Shipping Act or the Canada Shipping Act, may with or without the assistance of a police constable, convey on board his ship any seaman whom he has reason to believe to be guilty of an offence under this paragraph. Police constables and other peace officers shall render such assistance as may be required of them in arresting seamen and conveying them on board under the provisions of these regulations.

Any person violating any of the provisions of these regulations shall be liable upon summary conviction before two or more justices of the peace, to a fine not exceeding \$5,000, or to imprisonment for not exceeding five years, or to both fine and imprisonment.

The Borghild-Oriole Collision.

Judgment in the matter of the collision between the Norwegian s.s. Borghild and the U.S. fishing schooner Oriole, near the entrance to the Bay of Fundy, Aug. 12, when the schooner was sunk and four lives lost, was delivered at Halifax, N.S., recently, by Capt. L. A. Demers, Dominion Wreck Commissioner, with Commander Wyatt, R.N.R., and Capt. A. Cuthbert, nautical assessors, concurring. The court found the master and mate of the s.s. Borghild in default for violating article 16 of the Rules of the Road, and also found the master of the schooner Oriole equally at fault for carrying a press of canvas, violating the first paragraph of article 16 and therefore inviting a collision. As both vessels are of foreign register, the court had no jurisdiction over the officers' certificates.



Imperial Oil Co.'s s.s. Sarnolite.

the cargo quickly and so arranged that either pump can pump out any tank, whether on the port or starboard side; the control valves being operated from the top of the expansion trunk. A steam driven fan is also located in the pump room for the purpose of drawing the foul gases from the various cargo tanks and pump room, or blowing fresh air in as desired. Nos. 1 and 2 tanks have been arranged for carrying gasoline, and a cofferdam has been fitted aft of these so as to separate them from the other oil tanks. Another cofferdam is fitted between the oil fuel bunker and the oil tanks. A small cargo hold is fitted between the fore peak bulkhead and the pump room and will be used occasionally for carrying case oil. The main oil suction is 8 in. diameter with 6 in. branches and are arranged so that the pumps can draw from any tank and discharge into any other. Provision has been made for the carriage of water ballast in the forward and after peaks and in the double bottom under engines and boilers.

The propelling machinery consists of a set of surface condensing engines 16, 26 and 44 x 36 in. stroke, with direct connected air pump and 2 bilge pumps. Steam is supplied by one Scotch boiler 15 ft. diam. x 11 ft. long, working at 180 lbs. pressure under natural draught. A complete set of auxiliaries has been in-

electric lighting has been installed.

Generally speaking, the vessels are of the most up to date character for carrying oil in bulk and everything has been done to ensure that the equipment and workmanship is of the best character.

The Royalite's trials were run on a measured mile course outside of Collingwood harbor on June 14. The principal results are shown below, the designed speed of 9 knots on 14 ft. draught being exceeded.

Boiler pressure	180 lbs.	175 lbs.
Revolutions per minute.	78.8	87
Total i.h.p.	678	937
Speed	9.183 knots	9.863 knots
Draught forward and aft	14 ft.	14 ft.
Admiralty	$D^2/a + S^3$	
Coefficient	255	228
	I.H.P.	

The Iocolite ran trials on Sept. 15, with equally satisfactory results. The Sarnolite was launched on Sept. 27, and is expected to leave the lakes for the ocean late in November. The vessels have been built by the Collingwood Shipbuilding Co. under the supervision of Capt. R. W. Henderson, Commander, U.S. Navy, and now Marine Superintendent, Imperial Oil Co.

In addition to the above, work is about to be commenced at Collingwood on two more steamships for the Imperial Oil Co., viz., s.s. Torontolite and s.s. Tararalite. They will be somewhat larger than the first three described above, be-