

The Lloyd S. Porter's Damage to the Welland Canal.

W. H. Sullivan, A.M. Can. Soc. C.E., Superintending Engineer, Welland Canal, has furnished the following particulars of the accident which occurred on Sunday, June 8, about 5 a.m., when all four gates of lock 1, at Port Dalhousie, were carried out and traffic was interrupted for about 36 hours:—

The steamboat Lloyd S. Porter, of the Ontario and Quebec Navigation Co., upbound, had just finished laying up two barges and was proceeding to tie up along the east approach wall about 200 yards below the lock, to await the preparation of the lock to receive her. In the meantime, the Neepawah, also upbound, was about midway in the level between locks 1 and 2. The upper gates were still open and the water in the lock at the level of the upper reach. The engineer of the Porter, misunderstanding the captain's signal to reverse, gave her speed ahead. When she was about 50 ft. from the lower gates, the engines were finally reversed, too late. She struck the west gate a blow sufficient to unmiter the gates. The lift at this lock is 14 ft. and the rush of water tore the two lower gates from their anchorages and they became firmly wedged, one above the other, between the lock walls. The sudden rush of water from the reach above also carried out the upper gates down through the lock and over the two lower gates into the harbor below. The captain of the Neepawah, which was approaching lock 2, became aware of what had happened, and, giving his vessel full speed ahead, succeeded in making lock 2 before the water had lowered enough to ground his boat or for the current to carry her back toward lock 1.

The reaches between locks 1 and 2 of both the old and new canals are connected, and, had it not been for the very large pondage thus afforded, the Neepawah would have been unable to get safely in lock 2 and the accident would have been much more serious.

The pondage above lock 1 is so great that it took fully 12 hours for the water above lock 1 to get down to Lake Ontario level. This also delayed the commencement of making repairs and the resuming of traffic after the repairs had been made.

Four spare gates were put in and navigation resumed about 6 p.m. Monday, June 9. The damage was estimated at about \$6,000. The Porter received very small injury, her rudder being slightly damaged.

Loss of the s.s. Gerald Turnbull.

An enquiry into the loss of the British s.s. Gerald Turnbull, on the Gannet Dry Ledge, in the Bay of Fundy, May 10, was held recently by the Dominion Wreck Commissioner, Commander H. St. G. Lindsay, assisted by Capt. N. Hall and J. W. Harrison, as nautical assessors. The vessel was on her maiden voyage, and was apparently in good order and condition, well equipped and apparently navigated in a proper and seamanlike manner. The court, after hearing the evidence, failed to find any reason for the master, Alex. Willison, mistaking the lighthouse on Seal Island for that on Brier Island, as the distance between the two is about 50 miles, and considered that if he had taken soundings after sighting

the Seal Island light, and taken into consideration the course and distance he had made between the two buoys, on the southwest ledge off Cape Sable, and the second buoy, which appears to have been the Blonde Rock buoy, he would have found out his mistake in ample time to avoid the casualty. After passing Seal Island, and seeing the fishermen and lobster buoys, he ought to have been on his guard, and apparently he was so over confident as to the vessel's position that he did not use the ordinary prudence necessary for safe navigation. The court suspended the master's certificate for six months. The court also criticized the evident want of a large scale chart on the vessel, as the one which the master used was not safe and proper for the navigation of a vessel in such dangerous waters.

Reversal of the s.s. Bellona Judgment.

A British court, according to reports, has returned the certificate of J. Cunningham, master of the s.s. Bellona, which was suspended in Dec., 1912, for three months by the Dominion Wreck Commissioner, and whose judgment was concurred in by two experienced navigators, as nautical assessors.

In each of the three cases, which have recently been dealt with in this manner, the master was below at the time of the accident, so that it would appear, at first sight, that the reasons for the return of the certificates were one and the same in each case, viz., that, being below, the master was not responsible. This was practically the reason given by the Judge of the Admiralty Court, in the case of the Bengore Head, mentioned in our last issue, but in the other two cases, the reasons have not been stated.

As we have pointed out in previous issues the matter is perfectly clear so far as the Dominion Courts are concerned, that the master is responsible for everything that may happen in the course of navigation, even though a pilot be on board, the latter being there merely in an advisory capacity on account of his local knowledge. If there is anything in the British act, or general practice, covering this point, it would perhaps be as well for the matter to be set right forthwith.

For several years a dead set has been made by a number of interested British and U.S. papers on the St. Lawrence route and its difficulties have been magnified considerably, and yet the conduct of certain ships' masters, with whom is supposed to rest the responsibility for the safety of their passengers and vessels, in spending the period of what they assert to be most difficult and dangerous navigation, below, and leaving their vessel in charge of the pilot and another officer, who, though qualified, may not be sufficiently experienced, is condoned.

We have no desire to convey the impression that the route is without difficulties or dangers, but the many improvements and aids to navigation which have been provided by the Dominion Government during the past few years, have minimized these to a very great extent, and the number of vessels which have been navigating the entire route for years without accident, is sufficient proof that with ordinary care and judgment, the natural concomitants of good seamanship, the navigation of the waterway from the open sea to Montreal is as safe as any other similar channel in the world.

Examination of Water Levels on the St. Lawrence River.

As previously announced in Canadian Railway and Marine World, Prof. E. E. Haskell, Dean of the School of Engineering, Cornell University, Ithaca, N.Y.; W. J. Stewart, Chief Geographer of the Naval Service Department, Ottawa; and V. W. Forneret, Superintending Engineer of the St. Lawrence River Ship Channel, have been appointed a board to investigate and report to the Minister of Marine on the whole question of the water levels of the St. Lawrence at and below Montreal.

The Minister's report, on which the order in council appointing the board was passed states that Prof. Haskell is universally regarded as one of the foremost experts on this continent on all questions relating to water levels. He is to be paid \$25 a day, in addition to travelling and living expenses, during the time he is actually engaged in Canada as a member of the Board.

The Loss of the Ship Freia.

The enquiry into the loss of the Norwegian ship Freia, at Sunday Point, Yarmouth, N.S., May 30, was enquired into recently by the Dominion Wreck Commissioner, Commander H. St. G. Lindsay, assisted by Capt. Neil Hall and J. W. Harrison as nautical assessors. This vessel, having taken on her cargo of lumber at Yarmouth, was towed outside the harbor and anchored, with two mates and a seaman aboard. It appears to be the practice at this port to anchor vessels outside the harbor after loading and while waiting for a complete crew. Members of the crew were taken on board from time to time, and on May 29 there were 13 on board. Later, heavy seas arose, and the vessel dragged at her anchors, toward the shore. Unsuccessful attempts to cut away the masts and rigging to ease the ship were made, and she struck on the rocks and disappeared in 15 minutes, the crew being successful in getting on to the rocks. The court was of opinion that everything possible was done under the circumstances to save the vessel, and no blame was attributed to anyone, but considered that the custom of the port in sending vessels into the open with no crew aboard and no sails bent, and leaving them exposed for days to bad weather and strong currents with poor holding ground, is open to criticism.

Dangerous Goods in Public Harbors.—

An order in council recently passed for regulating the storing of dangerous goods within the limits of any public harbor, when such goods are not intended for shipment on any vessel, provides that no explosive, inflammable or dangerous goods of any kind may be kept on any pier, or in any bulk scow or floating stage in any harbor without the written permission of the harbor master, under penalty of \$100 for each offence. The harbor master may decide, subject to appeal to the Department of Marine, what goods are included under these regulations, and may order their removal whenever permission has or has not been granted.

A passenger on the Quebec and Lake St. John Ry., who refused to give up his ticket recently, on the ground that there was not an available seat on the train, and who was subsequently put off, is suing the company for \$1,000.