

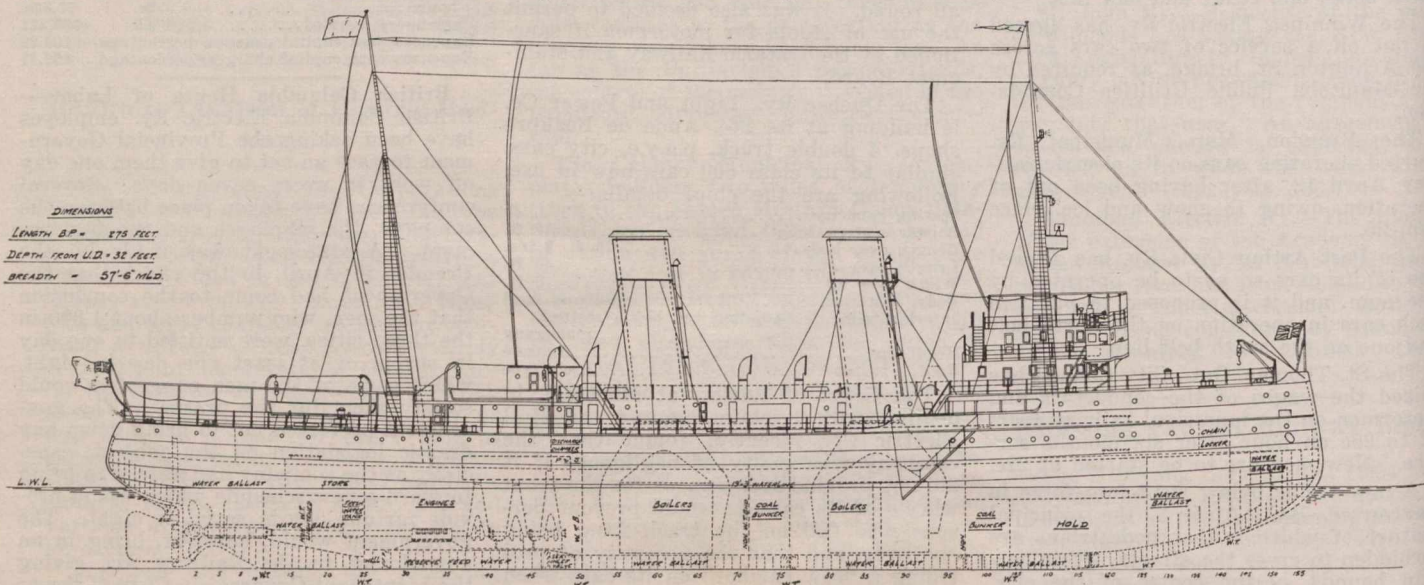
Marine Department

Icebreaking Steamship for the St. Lawrence River.

The Dominion Government icebreaking steamship, which will, it is expected, be launched at Maisonneuve, Montreal, shortly, was ordered early in 1914, from Canadian Vickers Ltd., the contract price being \$998,593, and delivery was required by the autumn of 1915. A considerable

i.h.p. 8,000; speed 15 to 16 knots an hour. She is of the twin screw type designed to work through the ordinary sheet ice formed in the river, from 12 to 30 ins. thick, and packed ice formed in certain parts of the river, particularly at Cap Rouge, will with the displacement and

in conjunction with the double bottom, which extends the full length of the vessel, a double skin extending from the engine and boiler room bulkhead right forward. Access from below to these watertight compartments is provided for by watertight doors. Large trimming



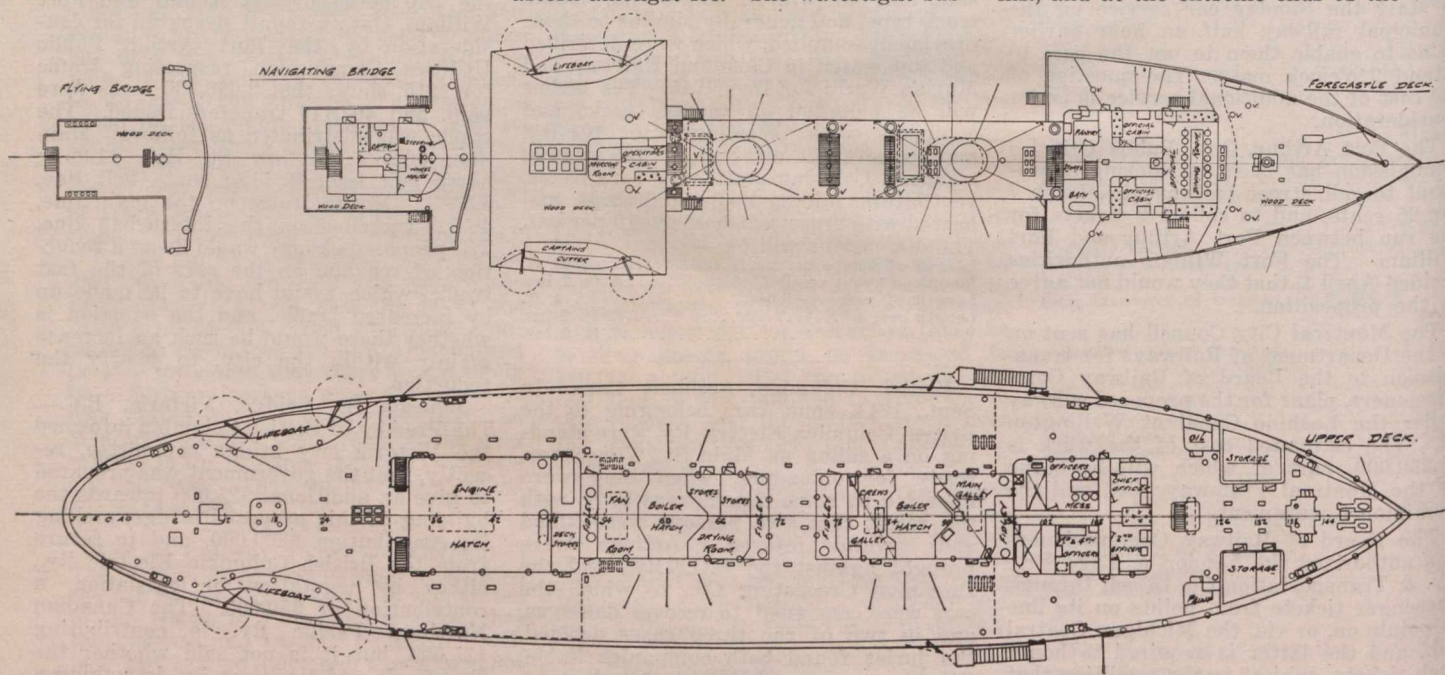
Icebreaking Steamship for St. Lawrence River.

amount of work was done on the hull during the following months of the year, but when war broke out in August, it was found necessary to suspend all outside work, in order to deal with more pressing requirements. Since work on the icebreaker was resumed, very quick progress has been made.

power developed, be successfully coped with. She is of massive construction, built to Lloyd's requirements for class 100 A1. The stem a massive steel casting, is raked aft, and the stern, which is of the cruiser type, will allow of easy propulsion and steering when going astern amongst ice. The watertight sub-

tanks are placed forward and aft, connected with special pumping arrangements, so that the vessel may be trimmed quickly.

The framing amidships and approaching the ends forward and aft, is of heavy channel section 12 ins. deep, spaced 18 ins., and at the extreme ends of the ves-



Icebreaking Steamship. General Arrangement of Upper and Forecastle Decks.

The vessel was designed as an icebreaker only, the intention being that she will lay up during the summer. The principal dimensions are: length over all 292 ft., breadth moulded 57½ ft., depth moulded 32 ft., draught mean 19¼ ft.; sheer forward 4½ ft., sheer aft 2 ft.;

division is very complete, there being seven main transverse watertight bulkheads extending to the upper deck. The side bunker walls are also watertight to the upper deck, and an inner skin is provided between the fore peak and the forward bunker, the bulkheads thus forming,

sel the spacing is reduced to 15 ins. The complete framing is bound in every way practicable in order to form a complete structure, in itself independent of the outer plating. At the icebreaking water line, and running fore and aft for the complete length of the vessel, a special