

construction of approved design, to the satisfaction of Bureau Veritas. All necessary davits, life boats, anchors and cable, steering engine, ladders, storerooms, and wireless apparatus are to be furnished and installed. Heating, plumbing to be furnished and installed to the approval of Bureau Veritas.

Electric lighting plant is to be installed, consisting of two 7½ k.w. engine or turbine driven generator sets, complete, all wiring to be furnished and installed; one switchboard with double pole switches, ammeter, voltmeter and short circuit indicator. Entire installation to conform

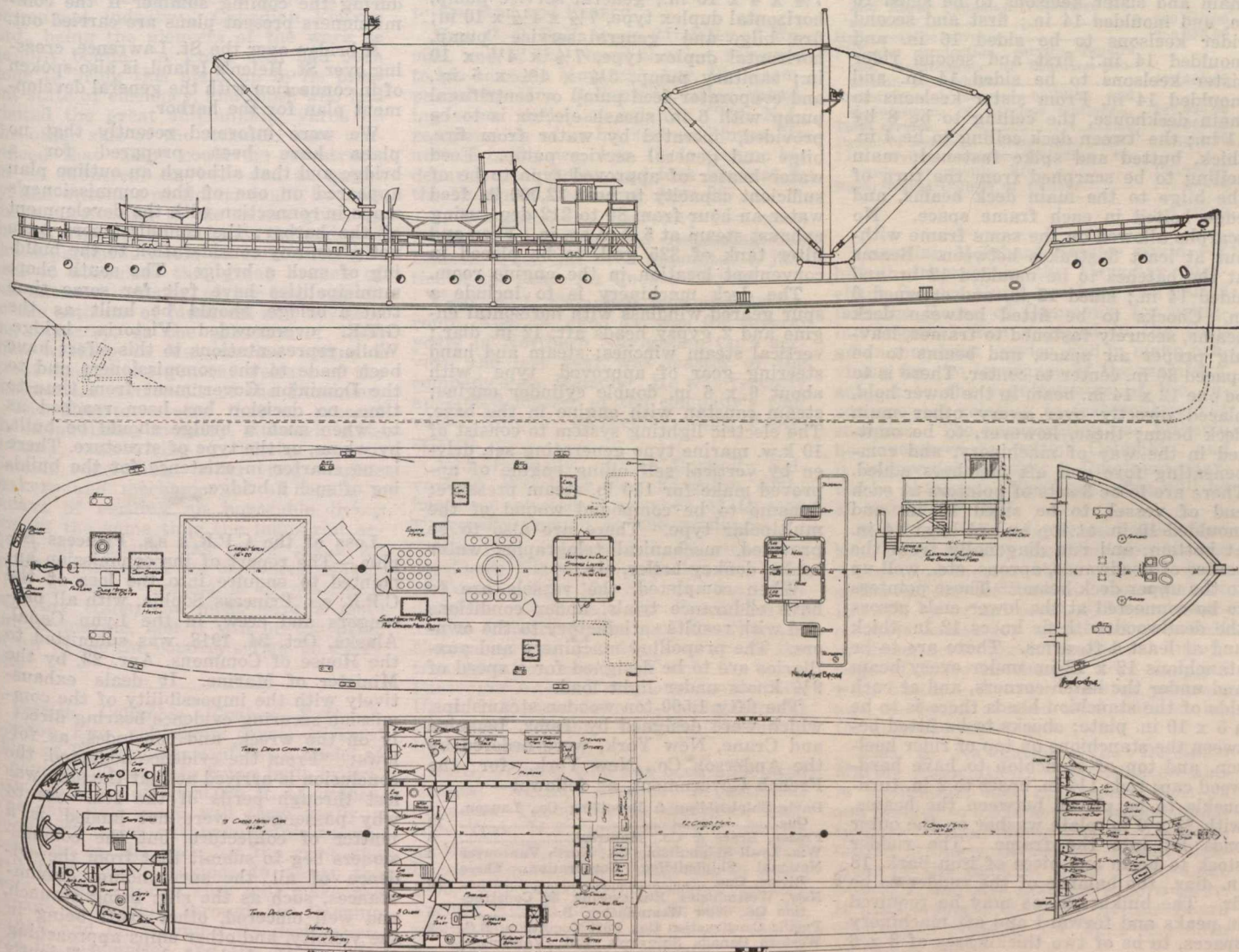
to conform to and meet with requirements of Bureau Veritas for highest classification. The machinery will consist of two 550 h.p. vertical, inverted, direct-acting, three-crank, triple expansion marine engines, each to develop not less than 550 i.h.p. when working under full boiler pressure. The boilers will consist of 2 coal-burning Scotch boilers, with a heating surface of about 3,500 sq. ft., built for a steam working pressure of 225 lb. a sq. in. There will be one each main surface condenser, auxiliary condenser with combined air and circulating pump, steam driven centrifugal circulat-

from the Cameron-Genoa Mills Shipbuilders, Ltd. These two yards have 8 ways. The contract calls for the delivery of the 20 completed steamships before Jan. 1, 1920. The vessels have been designed by Cox & Stevens, New York, N.Y.

#### The 1,500 Ton Wooden Steamships.

The 4 vessels, which are described as first class full powered barges, will have the following general dimensions:—

Length over all.....	204 ft. 6 in.
Length between perpendiculars.....	195 ft. 8 in.
Beam, moulded.....	39 ft. 8 in.
Beam, extreme.....	40 ft. 6 in.
Depth, moulded.....	17 ft.



1,500 ton Wooden Steamship for French Government.

Plan 1, Out board profile. Plan 2, Forecabin, navigating bridge and poop deck. Plan 3, Main deck.

to the requirements of Bureau Veritas. Complete pumping arrangements to be fitted. Hand pump scuppers, fire service, etc., to be installed to the satisfaction of Bureau Veritas.

Outside planking below load waterline to be painted with 2 coats of copper paint. All above to have 3 coats of lead and finished with color as selected by owner. All interior work to have 3 coats of lead paint. Interior accommodations to be finished with color as selected by owner. All deck work, fittings, etc., to be finished in color as selected by owner. Inside of decks, clamps, etc., to be oiled and all projecting ends of fastenings and visible iron work, including iron work on rider keelson, to be painted with red oxide paint.

The propelling machinery is to be built

ing pump, independent air pump, main feed pump, auxiliary feed pump, fire and bilge pump, sanitary pump, general service pump, bilge pump, fresh water pump, injector, feed water heater, evaporator feed pump, oil filter, induced draft fan, electric generating set and switchboard, ice machine, and evaporators, distiller, waste and soda tanks, engineer's storeroom, workshop, together with such other machinery and outfit as is necessary for the proper operation of the ship.

The Foundation Co. of British Columbia, Ltd., has the contract for these vessels and is building them at Victoria, where it has two yards, the one at which it built five 2,800 ton wooden steamship hulls ordered by the Imperial Munitions Board for the British Government, the other yard adjoining, which it has leased

Depth of hold.....	15 ft.
Draft, loaded.....	16 ft.
Block coefficient.....	73

They are to be built of Douglas fir, all timber in keel, keelsons, stem, apron, stern post, frames, deadwoods, ceiling, deck beams, stanchions, pointers, breast hooks, etc., to be no. 1 merchantable; planking, bulwarks, rails and rail stringers, waterways, coamings and all timber above deck, to be no. 1 select, and the deck is to be clear vertical grain, no. 2 grade. The ceiling from floor to clamps to average 40 ft. lengths, also the clamps, planking above the bilge to deck, and waterways, while the rail is to be in lengths of not less than 40 ft., and the planking and bottom on bilges to average 35 ft. Keel, sided 18 in., moulded 12 in. net; shoe, sided 12 in., moulded 3 in. net;