

## Reinforced Concrete Vessel Building in Norway.

A letter from the United States Consul-General at Christiania describes the application of reinforced concrete at a plant in Moss to the construction of vessels of relatively large displacement—up to 3,000 tons. The following quotations from the letter indicate the extent of the new development in the concrete field in Norway: "The inventor of this new style of vessel is said to be M. N. Fougner, an engineer, who claims to be able to build a ship of any size demanded. He is now building a lighter for a mining company at Sydvaranger for the oversea export of iron ore and the import of coal. The vessel, having a displacement of 3,000 tons, is to be ready before the end of this year. It is stated that these concrete ships can be sailed or engined like other vessels, and experts consider that a new epoch in shipbuilding has arrived. "The ship, which arrived in Christiania last month, resembles a large barge, and is constructed entirely of concrete, with the exception of the ribs, which are of steel. This new method of constructing ships has attracted much attention. The Swedish Minister of Marine, M. Brostrom, one of Sweden's largest ship owners, immediately ordered a lighter of some thousand tons displacement, and he was present when it was launched at Moss. He was accompanied by four experts, all of whom expressed much satisfaction at the result. Two other lighters are on the stocks, and a large slip for a 4,000 ton craft is nearly completed. More than 200 men are working in the new yards, and five lighters have been contracted for in addition to the one completed and the two on the slips."

**The Storstad-Empress of Ireland Collision.**—The question as to whether the collision between the steamships Storstad and Empress of Ireland, which took place May 29, 1914, off Father Point, in the St. Lawrence, occurred within Canadian coastal waters or on the high seas, was settled by Mr. Justice MacLennan in the Admiralty Court at Montreal, Mar. 17, when he decided that it was more than three miles from the nearest coast line, and therefore on the high seas. This brings the settlement of claims under the Merchants Shipping Act of Great Britain, and the claims for loss of life have preference over all others. These total \$3,069,483. In addition to these there are claims for lost property, and one of \$2,500,000 by the C.P.R. for the loss of the Empress of Ireland and her cargo. The amount available for distribution, resulting from the sale of the Storstad, is \$175,000. The Storstad was engaged in the St. Lawrence coal trade for several years, and subsequent to the Empress of Ireland disaster, and to her sale, she was involved in another collision in the St. Lawrence. Since the commencement of the war she has been chartered for overseas trade, and was torpedoed by Germans, early in March, while en route to Rotterdam with supplies.

**British Insurance of Neutral Vessels.**—It is reported from England that Great Britain is making arrangements to insure all neutral vessels trading with the United Kingdom, for the purpose of stimulating trade. It is stated that a rate of 2 1/10% will be made, comparing with the 10% flat rate charged by underwriters in New York, for vessels sailing for belligerent countries.

## U.S. Water Supply Regulations on Great Lakes Vessels.

The Secretary of the Treasury for the U. S. has issued a circular to owners, agents and masters of vessels operating on the Great Lakes concerning drinking and cooking water on such vessels as follows:

"On and after the official opening of navigation in 1917, any person, firm or corporation operating vessels in interstate traffic on the Great Lakes will be required to furnish on such vessels water for drinking or culinary purposes under one of the following conditions: (a) If water for drinking or culinary purposes is not obtained ashore, it must be treated by an approved method. (b) If water for drinking or culinary purposes is obtained ashore, it must be from an ap-

## The Dominion Marine Association Expresses Its Appreciation.

The following is an extract from the Dominion Marine Association's executive committee's annual report, presented at the annual meeting in Toronto, Feb. 15, 1917, over the signatures of the President, W. E. Burke, Assistant Manager, Canada Steamship Lines, Ltd., and the Counsel, Francis King, M.A., of Kingston, Ont., and which was unanimously adopted:

### "Canadian Railway and Marine World.

"The proprietor of this publication having formally offered the use of its columns for such items of news as the association would care to publish, your committee gratefully accepted the offer and adopted the following resolution:

"That in view of the thorough manner in which Canadian Railway and Marine World covers the marine field throughout Canada, the care which it exercises to secure accuracy, and the way in which its columns are freely at the Dominion Marine Association's disposal, it is hereby appointed the association's official organ."

proved source. On and after the official opening of navigation in 1917, the piping system on all vessels must be so arranged that no connection can be made between the drinking water system and any other water system. On and after the official opening of navigation in 1917, an approved sign, reading 'Do Not Drink This Water,' must be properly placed at every tap or other outlet not connected with the drinking water system."

A question has arisen as to whether this regulation will apply to any Canadian vessel sailing out of a U. S. port. It would appear that it will apply only to vessels engaged in interstate commerce, and that unless the regulation is extended in its operation, it will not affect Canadian vessels which cannot engage in interstate traffic. The Dominion Marine Association is going into the matter with the U. S. authorities.

**St. John Shipbuilding Co.**—It is reported that a company of this name, with a capital of \$1,000,000, is in process of organization at St. John, N.B., and will shortly be incorporated under the Dominion Companies Act, to build, own and operate wooden vessels, and later on steel ones.

## Stranding of the s.s. Prince John.

Following is the judgment of Capt. C. Eddie, Commissioner, concurred in by Capt. J. McLeod and Commander J. T. Shenton, R.N.R., delivered at Vancouver, B.C., Feb. 28, regarding the stranding of the Grand Trunk Pacific Coast Steamship Co.'s s.s. Prince John in Wrangell Narrows, Jan. 26. The court considers that navigation of the Wrangell Narrows must be regarded in the light of pilotage only, and it is quite evident that an intimate knowledge of the tides, buoyage and leading marks is an absolute necessity. From the evidence it would appear that the vessel was navigated with due caution, and the court considers that by keeping in view the water the vessel was drawing, 13½ ft., the state of the tide, and the weather conditions, the master was justified in running the narrows. The immediate cause of the stranding resulted from a slight error of judgment on the master's part in not allowing sufficiently for the strength and set of the tide in negotiating the channel between Green Island and the buoy off Rock Point. The presence of ice in the channel contributed in no small measure towards rendering the aids to navigation ineffective, especially the spar buoys. The conduct of the master and crew, after the stranding, was highly commendable, prompt action being taken to inspire confidence in the passengers and to ensure the vessel's safety. The court considers that there is no ground for dealing with the certificates or the master or first mate and returns them forthwith.

**After War Demands on Atlantic Shipping.**—A London, Eng., press correspondent cabled recently: "That it will take almost two years to return to Canada, troops and stores across the Atlantic, and possibly longer, if arrangements are not made to get Dominion Government control over sufficient present tonnage or to arrange for the building of a standard Canadian Government fleet, is the estimate of a British shipping man who is not unconnected with the trans-Atlantic trade. In view of this fact, I learn that a committee is being formed in London to look into the matter. Long after peace is declared the tonnage on the Atlantic will be enormous. According to my informant, not only the allied countries will have to be looked after, with millions of pounds of goods now stacked up for want of transportation facilities, but Germany and her dupes will also require a large amount of tonnage. It is stated that the authorities will start a campaign shortly to encourage the wives and families of Canadian soldiers who are now resident in Britain to return home while steamship facilities are still available."

**International Shipbuilding Corporation Ltd.** has been incorporated under the Dominion Companies Act, with \$2,000,000 capital, and office at Montreal, to build, own and operate steam and other vessels, wharves, dry docks, docks, elevators, tramways, railways, etc., and to engage in a general navigation business. The incorporators are H. A. Lovett, K.C., G. W. Cole, N. Sheach, B. F. Bowler and P. F. Brown, Montreal.

**Malahat Motorship Co., Ltd.**, has been incorporated under the British Columbia Companies Act, with \$100,000 capital, and office at Victoria, to build, own and operate all kinds of vessels, and to carry on a general vessel owning and navigation business.