

Great Lakes Vessels for Ocean Service.

Following the lead given by several of the Dominion transportation companies operating on the Great Lakes the United States Emergency Fleet Corporation is arranging for all available U. S. vessels used in Great Lakes service to be transferred to salt water. On Oct. 12, thirteen steamships of 32,768 gross tons, had been ordered to proceed to dry docks, there to be cut in two to allow of passage through the Welland Canal. These vessels are all of the passenger and packet freight type, as the intention is to interfere with the bulk freight traffic as little as possible. Following are the names of the vessels, with the owning companies: Great Lakes Transit Corporation—Codorus, Mahoning, Northern King, Northern Light, Northern Queen, Northern Wave, North Wind; Lehigh Valley Transportation Co.—Bethlehem, Saranac, Seneca, Tuscarora; Crosby Transportation Co.—America; Chicago, Milwaukee and Racine Line—Minnesota.

Some of these vessels have already been, and the others will be, cut in two, at some U. S. port on the Great Lakes, and rejoined at a Canadian port on the St. Lawrence. The Dominion Government, through the Marine Department, is working with the U. S. Shipping Board in transferring the vessels, and it is announced that some of them will be rejoined at the Canadian Vickers yards at Maisonneuve, Montreal, and some at the Dominion Government dockyard at Sorel, Que., and negotiations are in progress with a view to ascertaining whether the dry dock at Quebec will be able to take care of a number of these vessels. It is also stated in a press dispatch from Buffalo, N.Y., that the U.S. Government has taken over the ship repair equipment of the Lake Shipbuilding Co., there, for transfer to Montreal, to assist in joining the vessels there, that a staff of 100 expert ship mechanics will accompany the plant to Montreal, and that the work will be under the general supervision of John Smith, marine surveyor, Cleveland, Ohio.

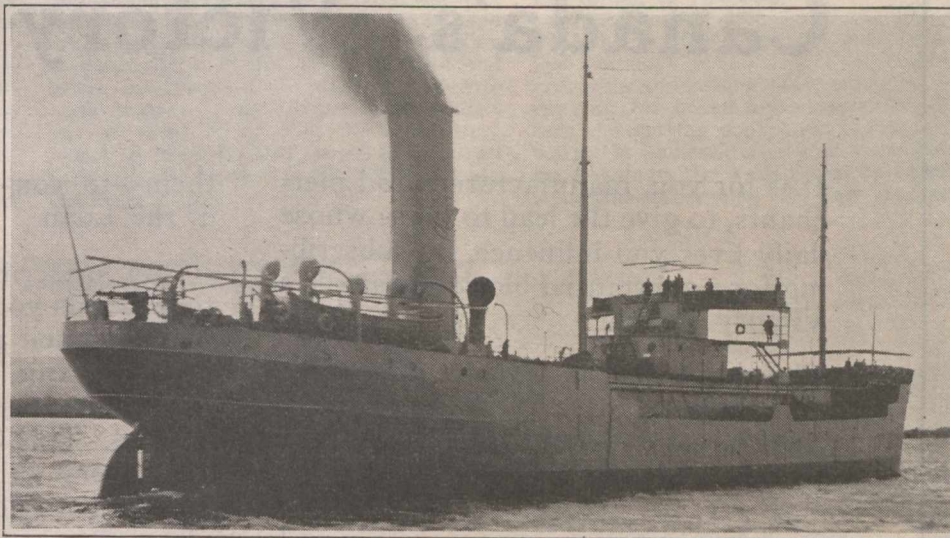
As announced in Canadian Railway and Marine World for October, arrangements have been made for the utilization of several of the steamships under the management of Canada Steamship Lines, Ltd., in ocean service. Three vessels owned by Canadian Northern Steamships Ltd., viz., A. E. Ames, Beaverton and H. M. Pellatt, and managed by Canada Steamship Lines, are practically ready for ocean service. The s.s. H. M. Pellatt was overhauled and strengthened at Kingston, Ont., and then proceeded to Oswego, N.Y., for coal for Montreal, after which she proceeded to the coast. The s.s. A. E. Ames was at Kingston during October for general overhaul and preparation for similar service, and the s.s. Beaverton was handled at Buffalo, N.Y. The steamships Calgarian and Hamiltonian, owned by Canada Steamship Lines Ltd., are also being overhauled for ocean service, and it is stated that all five vessels will be cleared for the ocean before the close of the St. Lawrence season.

Of the three other steamships owned by Canadian Northern Steamships Ltd., which it was stated in our last issue would be transferred to ocean service, it is reported that a decision has been arrived at that in the case of the s.s. J. H. Plummer, the cost of the necessary alterations to fit her for ocean service was considered too great, and she has therefore not been taken. The steamships

Mapleton and Saskatoon have been running during the summer between Sydney and Montreal in the coal trade, and as soon as navigation on the St. Lawrence is closed for the winter, they will be placed in ocean service.

Imperial Oil Co's Tank Steamships.

The Imperial Oil Co.'s oil tank s.s. Reginolite was given her trial trip on Sept. 30 by the builders, the Collingwood Shipbuilding Co. The vessel, which is intended for ocean service exclusively, is 250 ft. long, 43¾ ft. broad and 25 ft. deep. Her length is divided into five cargo tanks and a longitudinal centreline bulkhead running the full length making 10 oil tanks in all. A fuel oil bunker is fitted immediately in front of the boiler room and



The Imperial Oil Co.'s Steamship Reginolite on her trial trip, Sept. 30, 1917.

a cofferdam separates this from the main cargo tanks.

The main propelling machinery consists of one set of triple expansion engines, having cylinders 18, 30 and 50 in. by 36 in. stroke, steam being supplied by 2 single-ended Scotch boilers, 13½ ft. diam. by 11 ft. long, the steam pressure being 180 lb. working under natural draft. The oil pumping arrangement is of the most elaborate kind of design to handle the cargo in the most expeditious manner.

The trials, although carried out in stormy weather, were highly successful, the guaranteed speed being exceeded by 1½ knots. This is the fourth oil tank steamer the Imperial Oil Co. has had built at Collingwood. The fifth vessel, the Tal-aralite, precisely similar to the Reginolite, was launched Oct. 18.

Mainly About Marine People.

R. S. Gourlay, one of the Toronto Harbor Commissioners, has been re-appointed for three years, by the Dominion Government.

F. H. Sheppard, M.P. for Nanaimo, B.C., in the last Parliament, has been appointed Inspector of Dredging in British Columbia.

M. Cussen, Assistant to Comptroller, Canada Steamship Lines, Ltd., Montreal, has also been appointed General Traffic Auditor, Northern Navigation Co.

W. J. Connors, of Buffalo, N.Y., will probably be put in charge of unloading U.S. transports and supply ships in

France and to supervise the work of three regiments of stevedores and longshoremen now about organized.

Michael P. Fennell, Jr., who has been appointed Secretary-Treasurer and Comptroller, Montreal Harbor Commission, Montreal, was born there, Mar. 13, 1885, and entered transportation service in 1902, after completing a course at McGill University. He was, from Jan. to Sept., 1902, secretary to Master Mechanic, G.T.R., Montreal; Sept., 1902, to Apr., 1903, secretary to Freight Traffic Manager, G.T.R., Montreal; Apr., 1903, to Jan., 1907, secretary and accountant, Engineering Department, Montreal Harbor Commission; Jan., 1907, to June, 1909, Assistant to President; June, 1909, to Sept. 24, 1917, Assistant Secretary-Treasurer. He is also Hon. Secretary-Treasurer of the Navy League of Canada; Hon. Secre-

tary of the British Sailors' Relief Fund, and Hon. Provincial Naval Recruiting Secretary.

Lights and Signals on the Great Lakes.

All Canadian lights and fog alarms on Lake Superior will be kept in operation until the close of navigation, with the exception of those at Caribou Island, Otter Island, Quebec Harbor, Michipicoten Island, Michipicoten Island east end, Gargantua, Michipicoten Harbor, Corbeil Point and Ile Parisienne, which may be closed Dec. 20; and those at Slate Island, Battle Island, Lamb Island, Shaganash, Point Porphyry, Thunder Cape, Welcome Island, Pie Island and Victoria Island, which will be closed after the last sailing to or from Port Arthur and Fort William.

All Canadian lights and fog alarms on Lake Huron, Georgian Bay, Lake St. Clair, Lake Erie, Lake Ontario and connecting waters, will be maintained in operation until the close of navigation, except the southeast shoal lightship on Lake Erie, which will be removed Dec. 12, and the Lonely Island light, Georgian Bay, which may be closed before the general close of navigation.

All gas buoys and other floating aids to navigation will be maintained in position as long as ice conditions will permit, and in cases where it is necessary to remove gas buoys before the close of navigation, the more important points will be marked by spars.