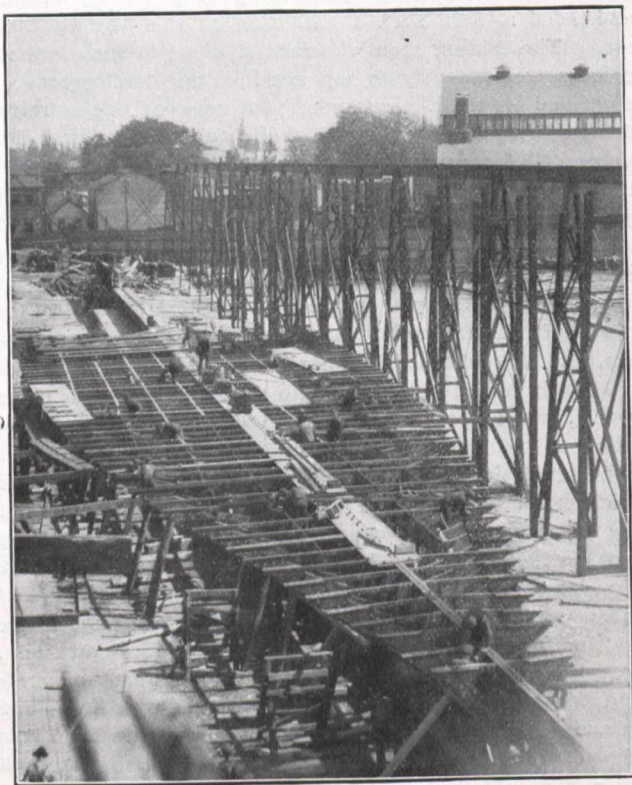


## THE NEW STEAMER "HAMONIC."

When the steamer "Hamonic" of the Northern Navigation Company joins the fleet on the 15th of June, 1909, the great lakes will float one of the finest ships in all the world. The "Hamonic" is now being completed at Collingwood, by the Collingwood Shipbuilding Company.

Not so very long ago, a ship like this one would have been the pride and admiration of any Atlantic service. At the present time no ship on any waters can show more perfect construction, more comfort and luxury. When completed she will be the very highest type of vessels of her class, not



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only as to construction, carrying capacity and speed, but her passenger accommodation will be of a superior order with great beauty in design and ornamentation, while presenting an effect both rich and pleasing, the designer's dominating idea being that a beautifully harmonious scheme is more restful than an extravagantly elaborate plan of decoration.

### The Ship's Dimensions.

The "Hamonic" is a big and capable ship. Her dimensions are:

Length over all .....	365 feet.
Length between perpendiculars .....	341 "
Extreme breadth .....	50 "
Moulded depth .....	27 "
Gross tonnage .....	5,000 tons

### A Canadian Product.

The whole ship, from keel to trucks, is strictly the work of Canadian engineers, designers, and builders. While the Canadian yards have turned out many fine vessels, this one will be the first to combine in one hull the latest, best and most valuable features of modern naval architecture and engineering, ever delivered by Canadian builders from Canadian works.

### The Hull.

The "Hamonic" was designed and is being constructed with strict regard to the rules of the Bureau Veritas and the Great Lakes Register, and under the inspection of the last-named corporation. Her rating therefore will be the highest possible in the lake service.

The hull is modeled with remarkably fine lines forward and a clean run aft, having in view a speed commensurate with the power of her engines.

It is being built on the channel system, with extra heavy frames and steel plates, tested at the mills, strong enough to pass the most rigid requirements in chemical, ductile and tensile qualities. The bottom is double, and fitted with fourteen compartments that will hold fifteen hundred tons of water ballast. The hull itself is divided by water-tight bulkheads into nine compartments, so that she will be unsinkable. To prevent rolling, she is fitted with bilge-keelsons. She will be always a safe ship, and steady in the roughest water.

Steel bulkheads running up to the spar deck completely separate the freight spaces from the part of the ship occupied by the passengers and crew.

### The Machinery.

The engines are quadruple expansion, having a total of 7,006 indicated horse-power, fitted with the Yarrow Slick Tweedy counterbalancing system to prevent vibration. Steam is to be furnished by six single-ended Scotch boilers of 250 pounds pressure to the square inch, with Howden forced draft. Bunker capacity will be provided for 500 tons of coal.

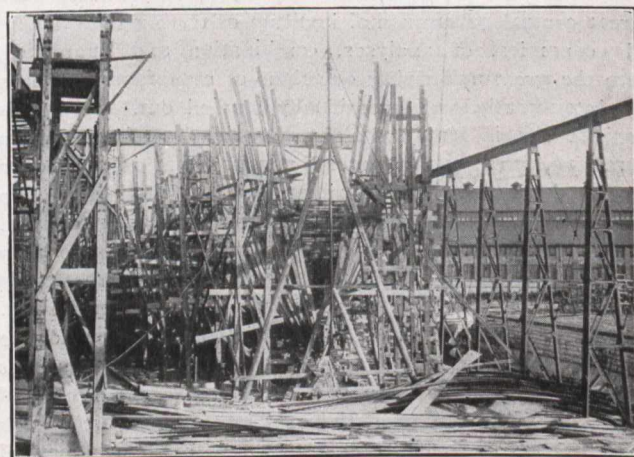
The propelling machinery and boilers are placed very far aft, but the funnel will stand well amidship, between the two masts, so that the view in profile is well proportioned and pleasing. This disposition of the power plant is made with reference first to the comfort of passengers, and next to the best arrangement of freight space. The other machinery is placed forward of the engines and in various parts of the ship, as best will serve their purposes.

She will be supplied with steam steering gear, capstans and windlasses operating patent bow and kedge anchors; a Nicholson Log will also be provided.

As electricity will enter largely into the decoration of the ship she will be brilliantly illuminated. Current will be furnished by Sturtevant generators installed by duplicate.

There is a complete artificial ice and refrigerating plant and a wireless telegraph installation.

The fire apparatus and life-saving equipment is ample, complete and up to the very strictest regulations and requirements of the Canadian and U.S. Governments, in everything about the ship, but in these two features most particularly, all that experience can suggest or forethought provide, will



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be done to assure the safety as well as the comfort of passengers.

### Superintendence During Construction.

The construction is being carried on under the constant and painstaking supervision of the Northern Navigation Company's officers, as well as the inspection of the Great Lakes Register. Supplementing these, the services of Mr. Hugh Calderwood have been secured as Supervising Naval Architect, and in addition Mr. Frank Kirby, of Detroit and