

Collision of Ferry Steamboats Dartmouth and Chebucto at Halifax.

The following judgment has been delivered by Commander H. St. G. Lindsay, Dominion Wreck Commissioner, assented to by Capt. N. Hall and J. W. Harrison, as nautical assessors, regarding the collision of the Dartmouth Ferry Commission's steamboats Dartmouth and Chebucto in Halifax harbor, N. S., Oct. 22, 1912:—The court found that the accident was partially caused by an error of judgment on the part of the master of the Chebucto, C. Ozon, for allowing his vessel to run over too close to the Halifax side of the harbor before stopping, knowing as he did that the other vessel had not left her dock, and it severely censures him for running his vessel at full speed considering the weather conditions which prevailed, this being in direct contravention of article 16 of the International Rules of the Road. It also blames J. Allen, master of the Dartmouth, for contributory negligence in bringing his vessel out of the dock at full speed, with the full knowledge that the Chebucto was outside, waiting to dock, and severely censures him for not stopping his engines when he saw the collision was inevitable, and also for not stopping after the impact. He is also severely censured for not seeing that his helm was altered after coming out of the dock, as the court is satisfied that had this been done, his vessel would not have run into the Anita.

The court recommends that a better system of communication between the two ferry docks be established and arrangements made so that during foggy weather the boats will leave their docks at the same time, so as to avoid accidents of a like nature, and also that during fog the time table ought to be so arranged that it would not require the vessels to run at full speed to keep up the regular sailings, a speed which is in direct violation of the regulations for preventing collisions at sea.

Collision of Ferry Steamboat Halifax and Barge Glenville.

The Dominion Wreck Commissioner, Commander H. St. G. Lindsay, delivered judgment recently, assented to by Capt. N. Hall and J. W. Harrison, as nautical assessors, respecting the collision of the Dartmouth Ferry Commission's steamboat Halifax with the barge Glenville, in tow of the tug Scotsman, in Halifax harbor, N.S., Jan. 6. The court found that the collision was caused by the fact that the master of the Halifax, C. Ozon, who was at the wheel at the time, did not actually see the lights of the Scotsman until that vessel and her tow were alongside, owing to the manner in which the windows in his pilot house are fitted, and therefore blames him for not having a better lookout kept under the circumstances. It also censures the master of the Scotsman, N. E. Smith, for not showing the proper lights on his tug while employed in towing, as required by article 3 of the International Rules of the Road, but does not consider the fact of his having only one mast head light instead of two, contributory to the accident. The court recommends that the windows in the pilot house of the Halifax be altered, thereby giving the person in charge a better lookout while at the wheel, and it severely criticizes the custom which seems to be common in Halifax harbor, for vessels to proceed within those limits without exhibiting the lights called for by the regulations.

Stranding of s.s. Uranium.

Following is the text of the judgment delivered, Feb. 8, by Commander H. St. G. Lindsay, Dominion Wreck Commissioner, and assented to by Capt. N. Hall and J. Fleming, as nautical assessors, in connection with the stranding of the Uranium Steamships Co.'s s.s. Uranium, on Chebucto Head, N.S., Jan. 12:—The court found that the master, R. Eustace, after checking his position by that given by the s.s. Empress of Britain, was not justified in proceeding at such a speed as subsequent events proved he must have made, as the distance from that position, which seems to agree within a few miles of his own dead reckoning to the place of stranding, shows that the vessel must have made a speed of over 11 knots. The court considers that he showed culpable negligence in not stopping his vessel, when he had made the distance to his objective point, viz.:—the outer automatic buoy, and in depending on picking up the whistle either on the automatic buoy or at Chebucto Head, as fog signals are well known to be affected by atmospheric conditions, and are therefore not always reliable. He also trusted too much to his mechanical sounding. Had he stopped the vessel and taken an occasional cast with his deep sea lead after running to the westward of the outer buoy, the casualty might have been avoided, and it therefore suspends his certificate for three months from date. The court also severely criticizes the incomplete manner in which the deck log book was kept, with reference to the distance run by the vessel and the movements of the engines prior to the stranding.

Loss of the s.s. Evelyn.

At the formal investigation into the causes of the stranding and subsequent loss of the British s.s. Evelyn, off the coast of Cape Breton Island, N.S., Jan. 9, recently held at Halifax, N.S., before Commander H. St. G. Lindsay, Dominion Wreck Commissioner, assisted by Capt. N. Hall and J. Fleming as nautical assessors, the evidence disclosed that the vessel was thoroughly well found and equipped in every way, with the exception of charts and sailing directions. The court found that the loss of the vessel was due to an error of judgment on the part of the master, G. Higginbotham, for remaining at anchor too long in an exposed position and on a lee shore, and considered that his most prudent action would have been to have gone to sea again on finding that no pilot was available and the weather threatening, but due allowance was made for the fact that he was just off a very long and rough voyage, his vessel making water, and the coal supply exhausted, and therefore the court did not consider it necessary to deal with his certificate, although it severely criticized his action in allowing his chief officer and four men to go away in a lifeboat, thus leaving the vessel short handed, besides taking into consideration the risk of the boat being swamped. It also severely criticized the action of the pilots of Louisburg for their inactivity in not going off to the vessel in the afternoon when her signal whistle appears to have been plainly heard from that place, and suggested that an enquiry into these facts be instituted. The court also condemned the practice of vessels of this class of vessels not being supplied with proper sailing directions and charts.

Trade and Supply Notes.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers of, or dealers in, the articles referred to, and in publishing the same we accept no responsibility. At the same time we wish our readers distinctly to understand that we are not paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

F. H. Allison has been appointed General Purchasing Agent in charge of all office and factory supplies for the American Vanadium Co. and the Flannery Bolt Co., Pittsburgh, Pa.

THE DOMINION COAL CO. is to install at its new coal docks at St. John, N.B., four vertical submerged tubular boilers built for 150 pounds working pressure by the International Engineering Works, Ltd., Amherst, N.S.

THE CANADIAN CAR AND FOUNDRY Co. has recently purchased for its new car shops at Fort William, Ont., a 375 h.p. Robb vertical two crank compound engine for direct connection to a 250 k.w. electric generator. This engine is to operate at 360 revolutions a minute. It is being built by the International Engineering Works, Ltd., Amherst, N.S.

THE AMERICAN VANADIUM CO., Pittsburgh, Pa., announces that 25 heavy mikado type locomotives recently ordered by the Grand Trunk Ry. from the Montreal Locomotive Works, will be equipped with vanadium steel frames. These locomotives are said to be the first of their type purchased by the G.T.R., and will have a total weight in working order of 276,000 lbs.

THE CANADA FORGE CO., Welland, Ont., advised on Feb. 6 that it was rushing to completion a temporary building to replace the one recently burned, and that it would positively have a part of its forge department in operation within a week thereafter, thus enabling it to care for the delivery requirements of its customers. This building will be covered within ninety days by a modern fire proof steel construction forge shop of the most advanced type, which is especially designed for the manufacture of forgings up to 40,000 lbs. The general dimensions of this building will be 100 by 200 ft., with centre bay equipped with 20 ton electric crane, 60 ft. span; with two bays, each to be served with five ton electric crane, 20 ft. span. At the end of this building and continuing 100 ft., there will be a 50 ft. span electric crane runway, 20 ton capacity, for handling raw materials and shipping. This will insure the company against further interruptions in its production, on account of fire, and will greatly increase the scope of its work, equipped as it will be with steam hammers, hydraulic forging presses, annealing and heat treating furnaces.

A Very Large Mine Hoisting Engine is being built in the United States for the Inverness Ry. and Coal Co., of Cape Breton. The two cylinders are 34 in. in diameter with a 72 in. stroke, and the hoist has 2 drums, each equipped with clutches and post brakes enabling either drum to be operated independently. The hoist is designed to be able to lift the following load:—A train of 12 mine cars, each of which weighs 1,150 lb. and contains one long ton of coal. This train of cars has to be hauled up an incline 10,000 ft. long which has a slope of 16 degrees at the surface and 35 degrees at the bottom. The maximum stress on the hoisting cable is about 41,000 lbs.