

# Marine Department

## Government and other Shipbuilding Throughout Canada.

Canadian Railway and Marine World for April and May contained very full particulars of all information then available in regard to shipbuilding in Canada for Canadian and British Governments. As stated in the May issue, the Imperial Munitions Board had then placed orders at various points between Montreal and Victoria, B.C., for 26 steel steamships, ranging from 2,900 to 8,800 tons capacity, and with a total tonnage of 130,000. The board has placed and is still placing orders for wooden steamships, ranging from 3,000 to 3,500 tons capacity, and the number to be ordered will only be limited by the capacity of Canadian shipbuilding yards to complete them within the required time. In consequence, there is unprecedented activity in Canadian shipyards from the Atlantic to the Pacific, and many new shipbuilding industries are starting up.

W. I. Gear, Vice President of the Robert Reford Co., steamship agents, etc., Montreal, has been appointed Director of Steel Shipbuilding, under the Imperial Munitions Board, to deal with all questions relating to the construction of steel merchant vessels in Canada for the British Government. He has an office in the Transportation Building, Ottawa.

Any wooden shipbuilding which may be done in Eastern Canada will be handled from the Imperial Munitions Board office in Ottawa. As stated in our last issue, R. P. Butchart, of Victoria, B.C., has been appointed by the Imperial Munitions Board to take charge of the organization of the wooden shipbuilding industry in British Columbia, with the title of Director, and has established a local office there for that purpose. He was connected with the cement industry in Ontario for a number of years, being associated with Mr. Kilbourne, of Owen Sound. Their interests were sold to the Canada Cement Co. some years ago, after which Mr. Butchart and associates organized the Vancouver Portland Cement Co., which has a plant near Victoria, B.C., and of which he is President and General Manager. J. W. Troup, Manager, B. C. Coast Steamship Service, C.P.R., Victoria, has been loaned by that company to assist Mr. Butchart, and has been appointed Assistant Director. Messrs. Butchart and Troup returned to Victoria, May 15, from Ottawa, accompanied by W. H. Stewart, Assistant Purchasing Agent, Imperial Munitions Board, and gave the following statement to the press:

"The Board has decided upon the building in Canada of a standard type of vessel, 250 ft. long, 43½ ft. beam and 25 ft. deep, with a deadweight capacity of about 2,800 tons, on a draught of 21 ft. The vessels are to be built very strongly, with box girder stelsons. They will have a deep tank forward for water ballast. They are to be propelled by steam with triple expansion engines of about 950 i.h.p. The matter of geared turbines from England is being considered for some of the ships. The vessels are to be built of Douglas fir, to Lloyd's requirements for A1 classification. The authorities are in favor of concentrating on steel shipbuilding in Canada, rather than on wooden ships, it being considered preferable to build boats of steel construction. Messrs. Butchart and Troup have, however, placed the facilities of British Col-

umbia before the Board, and as soon as they have had an opportunity of lining up the situation in B.C., they will report to the Board as to the building that could be undertaken here. The programme that has so far been outlined is not very extensive. It remains to be seen what facilities and what inducements B.C. can offer to the authorities."

The Minister of Trade and Commerce said in the House of Commons on May 11: "I cannot go into particulars, but I can say that today every shipyard in Canada which is able to build ships, and is equipped therefor, has not only the opportunity, but has the actual contracts for building every ship and every vessel it can turn out, and that today the building of vessels for the specific purpose of warding off and fighting the submarine peril is being carried on in all the shipyards in this country. And in regard to the building of wooden ships, an arrangement has been completed and is being carried out whereby anybody or any company that can undertake to build wooden ships and complete them within a certain time will get an opportunity to do so and will be assured that over and above the cost of building the ships they will have a reasonable profit guaranteed to them." In this connection the Finance Minister has agreed to loan the British Government \$10,000,000 to pay for wooden vessels to be built in Canada.

In connection with shipbuilding in Canada for the British Government, it is interesting to note what is being done in the United States. The U.S. Shipping Board advised Canadian Railway and Marine World on May 1 that it contemplated having 1,000 wooden steamships built, but that it was very likely that number would not be reached, and that the number of wooden vessels which might be built would be augmented by steel ones up to the number of approximately 1,000. We have since been favored with a copy of the specifications for the construction of a standard wood steamship, yellow pine, issued by the U.S. Shipping Board, Emergency Fleet Corporation, which provides the following dimensions: Length over all, 281½ ft.; length, fore side of stem to after side of rudder post, 268 ft.; beam over planking, 46 ft.; depth moulded at side of upper deck, 26 ft.; load draught from bottom of keel shoe, 23½ ft.; total estimated deadweight, 3,500 long tons; sea speed, loaded, 10 knots. The U.S. Shipping Board has also issued standard propelling machinery specifications for single screw reciprocating engine, coal burning, wood steamships; for twin screw reciprocating engine, coal burning, wood steamships, and for single screw geared turbine, coal burning, wood steamships.

Major General Goethals, who is connected with the U.S. shipbuilding work, is reported to have stated at the American Iron and Steel Institute's meeting in New York, May 26, that the proposal to build a thousand 3,000-ton wooden steamships in 18 months is simply hopeless, that he asked permission to change to steel, and that this has been granted.

### Shipbuilding Notes.

A shipbuilding plant is being projected at Port Alberni, B.C.

The Kingston Shipbuilding Co. is reported to have purchased the Kingston Foundry Co.'s property for incorporation in its own plant.

The Shipbuilders' Corporation of Toronto, Ltd., has been incorporated under the Dominion Companies Act, with authorized capital of \$250,000.

The Minister of Marine stated in the House of Commons recently that 48 vessels are being built in Nova Scotia by private individuals.

The Goderich Dry Dock & Shipbuilding Co., Ltd., has been incorporated under the Dominion Companies Act, with office at Toronto, and an authorized capital of \$1,000,000.

The Canadian Car & Foundry Co. erected a car building plant at Fort William a few years ago, which has not been operated. It is said that the company may utilize it for shipbuilding.

The Sydney Foundry & Construction Co., Sydney, N.S., is reported, on the authority of W. E. Clark, an official of the company, to have purchased a floating dry dock suitable for the smaller class of steam and other vessels frequenting the harbor.

Pacific Shipbuilding Co., Ltd., has been incorporated under the Dominion Companies Act with an authorized capital of \$50,000, and office at Vancouver. The incorporators include J. C. Shields, lumberman, Vancouver, and J. T. Robinson, broker, Kamloops.

Alfred Wallace, of Wallace Shipyards, Ltd., North Vancouver, B. C., is reported to have announced on returning there recently from Ottawa that the company had contracts for two steel steamships for British interests and for eight wooden ones for the Imperial Munition Board.

The Tusket Shipbuilding Co. is reported to have completed its organization, and to have acquired several old shipyards at Tusket, N.S., and to be negotiating for other yards. It is stated to have four vessels under construction at Shelburne, and four at Liverpool, N.S.

It is reported that a shipbuilding plant is being built at Catalina, Nfld., at a cost of about \$2,000,000, and that wooden shipbuilding is extremely busy throughout the colony. A number of vessels are being built there under a bounty of \$20 a ton, as provided in the government's act of last year.

The Toronto Board of Control, at a meeting, May 9, adopted a resolution calling upon the Dominion Government to establish, equip, maintain and operate a national shipbuilding plant in Toronto. The Minister of Trade and Commerce replied that it was not the government's intention to do so.

Welland Shipbuilding Co., Ltd., has been incorporated under the Dominion Companies Act, with an authorized capital of \$200,000, and office at St. Catharines, Ont. It will carry on its operations at Welland, where it has leased the shipyard and present boiler shop of M. Beatty & Sons, Ltd., who are carrying on their other business as usual. It is said to have a contract for three cargo steamships of full canal size.

Chester Basin Shipbuilders, Ltd., has been incorporated in Nova Scotia to build