

## General Shipbuilding Matters Throughout Canada.

**B.C. Marine Ltd., Vancouver,** is reported to have been awarded a contract by the Hudson's Bay Co. for an auxiliary powered schooner for carrying supplies to its trading posts in the Arctic circle. The ship is, it is said, to be strongly built, to withstand the severe northern weather and ice, and delivery is to be made about October.

**Canadian Vickers, Ltd., Montreal.**—The s.s. *Tatjana*, the launching of which at this yard was mentioned in our last issue, is the third steamship built by this company for Norwegian interests, and is owned by Winge & Co., Christiania, Norway. She was built under the supervision of Norwegian Veritas, and was expected to be fully completed and ready for her cargo by the end of May. She is fitted with triple expansion engines, and 3 Scotch boilers, adapted for either coal or oil fuel, and the boilers are fitted with Howden's forced draft system. The double bottom tanks, and a deep tank amidships, will carry about 1,500 tons of fuel oil. The cargo handling equipment is thoroughly up to date, the cargo winches

representative, Apr. 23, and sailed from Vancouver, Apr. 24, for Tacoma, Wash., to load grain for Alexandria, Egypt.

The company has under construction for subsidiary companies, 2 steel cargo steamships of approximately 8,800 d. w. tons each, similar to the s.s. *Braheholm*. The keel of the first was laid March 4, and on her launch she will be named *Margaret Coughlan*.

**Harbour Marine Co., Victoria, B.C.**—At a meeting of the company's employees at the end of April, a resolution was passed that the Harbour Marine Veterans Association make a strong appeal to the Dominion Government for further contracts for the company, the granting of which would relieve the unemployment situation among returned soldiers. It was stated that the work carried on at the yard had very materially assisted the work of re-establishment, as many of the men originally taken on as unskilled labor, after demobilization, have developed into skilled workmen. As the work on the two steamships now under construction, Marine Department's con-

April. This is the second ship of this type to be launched by the company, the keel having been laid in January. Her dimensions are,—length overall 100 ft., breadth 18½ ft., depth of hold 9½ ft., draft 6 ft. 10 in. She carries 2,000 gal. of oil in her tanks and has fresh water tanks with capacity of 11 tons. The propelling machinery consists of a 150 h.p. Fairbanks-Morse type C.O. oil engine using about 1/12 of a gallon of fuel oil per h.p. hour with the engine under full load. The auxiliary machinery is operated by a Fairbanks-Morse 6 h.p. type Z engine, driving a line shaft mounted on SKF ball bearings. The hoisting equipment is operated by a Fairbanks-Morse 10 h.p. type Y semi Diesel engine. The speed of the ship is approximately 9½ knots an hour.

**Polson Iron Works, Ltd., Toronto.**—This shipbuilding plant, which was offered for sale by tender by the liquidator recently, under order from the Exchequer Court, is being offered for sale by private treaty, no tenders having been received.

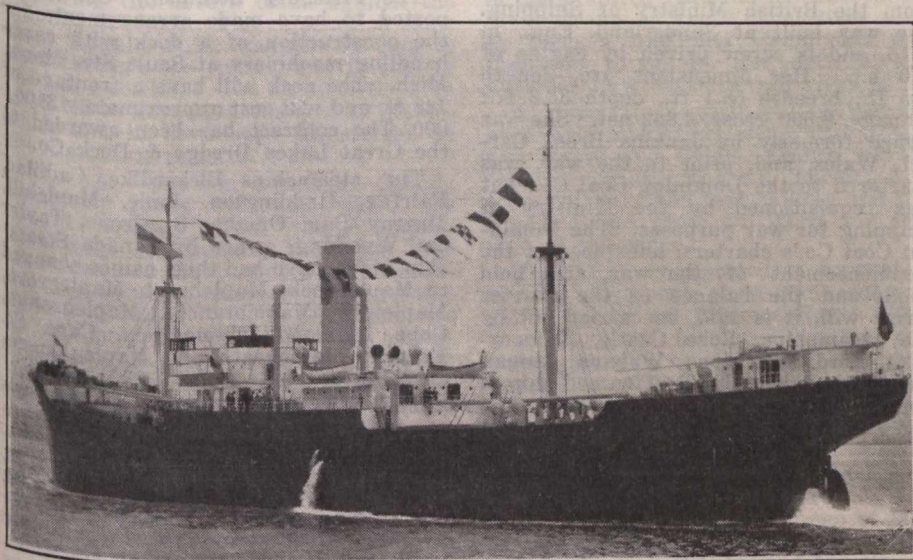
**Shelburne Shipbuilders, Ltd., Shelburne, N.S.,** launched the three masted schooner, *Nellie T. Walters*, May 3, for the trans-Atlantic fish carrying trade. She is owned by T. Walters, Garnish, Nfld., and is of 175 tons registered, and classed for 11 years in Bureau Veritas. The company has another schooner of 190 tons registered, under construction for Newfoundland parties.

**Victoria (B.C.) Shipowners Ltd., Victoria, B.C.**—The keel of the first of the four wooden barquentines of 2,400 tons capacity each, which are being built under aid by the Dominion Government, in order to relieve unemployment in British Columbia, was laid at the Cholberg shipyard, Victoria, May 1. These ships will be built to Lloyd's specifications, and under the supervision of a marine architect appointed by the Dominion Government. Full details of the agreement under which the ships are being built were published in Canadian Railway and Marine World for May, page 276. The company's directors are:—J. W. Spencer, President and Chairman; C. Hoard, Vice President; J. O. Cameron, Capt. H. C. Hansen, W. Meed, Capt. M. D. Harbord, and F. B. Pemberton. Edwin Tomlin is Secretary-Treasurer.

**G. E. Wagstaff, Port Greville, N.S.,** launched the tern schooner *Burpee L. Tucker* recently. She is 465 tons register, and equipped with auxiliary engine for hoisting sails and anchors. She was chartered to load plaster at Walton, N.S., for New York and is in charge of Capt. S. T. Salter, Parrsboro, N.S.

**Wallace Shipyards, Ltd., North Vancouver, B.C.,** has been given a contract for repairs to the Grand Trunk Pacific Coast Steamship Co.'s s.s. *Prince John*, which was damaged in collision with the same company's s.s. *Prince Albert*, near Dead Tree Point, recently. The contract price is stated to be \$49,000. In addition to the repairs necessary, it is stated that the passenger accommodation will be increased.

**Yarrows, Ltd., Victoria, B.C.,** has been given a contract for repairs to the Grand Trunk Pacific Coast Steamship Co.'s s.s. *Prince Albert*, which was damaged in collision with the same company's s.s. *Prince John*, near Dead Tree Point, recently.



Steel cargo steamship *Braheholm*, approximately 8,800 d.w. tons, built for Swedish-American-Mexican Line, Gothenburg, Sweden, by J. Coughlan & Sons, Ltd., Vancouver, B.C.

and windlass being of Clarke-Chapman design, the steering gear of Bow-McLachlan (Mcintosh patent) direct acting type, all manufactured by Canadian Vickers, Ltd. The steering from the navigating bridge is by means of a MacTaggart & Scott telemotor, and it is also controlled mechanically from the poop deck, where there is also a hand steering arrangement, and a complete equipment of mechanical engine room and steering telegraphs. Her dimensions are,—length over all 413 ft., beam 52 ft., depth 31 ft. 0½ in., and her draft when loaded with 8,300 tons cargo will be 25 1/3 ft. A sister steamship was launched May for A. Monsen, Toensberg, Norway, and this will be followed later in the year by two similar steamships, but of 6,400 tons, for the Norwegian-America Line.

**J. Coughlan & Sons, Ltd., Vancouver, B.C.**—The s.s. *Braheholm*, the launching of which for the Swedish American Mexican Line, Gothenburg, Sweden, was mentioned in our last issue, underwent her trial trip Apr. 22, and maintained a mean speed of 12.6 knots an hour, six times over the measured mile, her highest run being 13.5 knots an hour. She was delivered to J. A. Sturrock, the owners'

tracts 29 and 30, Canadian Winner and Canadian Traveller respectively, each approximately 8,390 d.w. tons, is proceeding, men are being laid off, thus increasing the labor difficulties.

The C.P.R. is reported to have ordered a steel car ferry from this company for service between the mainland and Vancouver Island. It is stated that the price is approximately \$200,000 and that it is to be delivered during October. It will have capacity for 18 cars and will be of the following dimensions,—length 270 ft., breadth 48 ft., depth 12 ft.

**Leclair Shipbuilding Co., Sorel, Que.** P. L. Turgeon, 55 St. Francois Xavier St., Montreal, curator in the insolvency of this company, offered for sale by public auction, May 10, the company's movable assets, including the following,—bills receivable \$5,000, a steam barge with scow named *Richelieu*, a compound marine engine, a tug hull, 2 motor cars, certain lumber rights, shares and sundries and the balance of purchase price, \$5,500, due by virtue of a deed of sale.

**Pacific Construction Co., Coquitlam, B.C.,** launched the motorship *Kiltuish* for the Western Packers Association during