

Change of Collingwood Shipbuilding Co. Ownership.

H. B. Smith, Owen Sound, Ont.; J. W. Norcross, Montreal; and R. M. Wolvin, Winnipeg, have bought all the assets and undertakings of Collingwood Shipbuilding Co., Ltd. The outstanding capital of the company, which is an Ontario one, is \$1,300,000. A new company, with the same name, will be incorporated under Dominion charter, with a capital of \$2,600,000. H. B. Smith will be President, and Messrs. Norcross and Wolvin Vice Presidents. The old company's shareholders will receive \$1,950,000 of 6% 10 year bonds and \$650,000 paid up stock of the new company at the rate of \$150 in bonds and \$50 in stock for each share of the old company. Included in the purchase is 96% of the outstanding capital of the Kingston Shipbuilding Co., Ltd. J. S. Leitch, Manager, and S. H. Lindsay, Secretary Treasurer, of the old company will receive similar appointments in the new one. The company's stock is firmly held, and there will be no public issue.

The old company owned two dry docks, machine shops and a quantity of land at Collingwood, as well as 96% of the Kingston Shipbuilding Co.'s shares. The directors, according to the last return available, were:—Alex. McDougall, Superior, Wis., President; Thomas Long, Toronto, Vice President; S. H. Lindsay, Secretary-Treasurer; H. B. Smith, S. Dymont, M. P. Byrnes and P. M. Campbell, the last mentioned director having died since. The business was originally established in 1889, under Ontario charter, as Shipbuilding, Dry Dock & Wrecking Co. of Collingwood, Ltd., its name being subsequently changed to the Collingwood Shipbuilding Co., Ltd.

Grounding of s.s. W. B. Morley.

An investigation was held recently into the causes which led to the damage sustained by the s.s. W. B. Morley, whilst in charge of the pilot, G. Perreault, when being swung in the neighborhood of Plum Island, in the St. Lawrence, June 17. Following is a summary of the judgment delivered by Capt. L. A. Demers, Dominion Wreck Commissioner, and concurred in by Capt. C. Koenig and L. R. Demers, as nautical assessors.—The court had contradictory evidence from each of the four witnesses called with regard to the anchoring of the vessel. The casualty having occurred on June 1, it may be expected that the actual happenings were not memorized, and hence the court concludes, that in the absence of any log books, the evidence, though contradictory in the extreme, is not due to any intention to mislead or mystify the court, but rather to forgetfulness. The pilot's action is the only point for the court to discuss. If it was the intention to anchor when fog came on, the pilot should have stopped the vessel, keeping her in the course and letting go his starboard anchor, and the tide of 1½ miles at that place would have swung the vessel gently either one side or the other, or else have canted the head of the vessel slightly to starboard, which would have answered the purpose and assured the pilot and master that the vessel would swing as desired. Instead of this, the vessel was caused to leave midchannel on a starboard helm, and, after a short interval, to evolute under a hard to port helm, and whilst swinging to the starboard side, her heel struck shoals, injuring the keel and rudder, and then she was allowed to

come head to tide before the anchor was let go. From this there is no other conclusion than that the pilot showed lack of judgment in carrying out the evolution. His conduct is not serious enough to cause his license to be dealt with, especially in view of the fact that this is his first trouble in 20 years, but he is condemned to pay the cost of the enquiry, and is cautioned to be more logical and to use better judgment in future. The costs of the investigation are as follows.—Travelling expenses of Wreck Commissioner and stenographer \$70, French stenographer \$18.75, assessors' fees \$20, total \$108.75.

The court deprecates the system which prevails on many lake boats. There is a lack of discipline. It is evident that there was no lookout as required by the Board of Trade and the Rules of the Road, that soundings taken and given were incorrect, whether through lack of care or knowledge the court was unable to ascertain, as the second mate, who was detailed to take soundings, has left the vessel, and his evidence was not available, but in view of the conditions existing and the scarcity of labor, the court feels inclined to view the matter leniently. Though the lack of lookout did not contribute to the casualty, it is nevertheless a breach of the regulations. If some discipline had been observed, there would have been no necessity for the master to relieve the man at the wheel so that he might help the second officer to take soundings, unless the casting of the lead was continuous, and lengthy experience has taught the court that two men are not required. Owing to the investigation being delayed so long, due to no particular fault, and causing incomplete evidence, the court only reprimands the master, H. Larosie, for not maintaining better discipline, and cautions him that though a pilot is on board, it is up to the master, and to him only, to observe the Rules of the Road.

Regulations Regarding Vessels' Lights on East Coast.

Vice Admiral C. E. Kingsmill, who signs as Competent Naval Authority, issued the following notice, dated Nov. 24,—“By virtue of the authority conferred upon me by orders in council of Sept. 12, 1914, and Mar. 25, 1915, the following orders regarding ships' lights on the East Coast of Canada are hereby made to come into force forthwith,—

1. Anchor lights—No electrically lit lanterns shall be employed as anchor lights. The normal brilliancy of all other anchor lanterns shall be reduced by 50%.

2. Bow and steaming lights—Vessels are not to use electrically lit lanterns as bow or steaming lights in the vicinity of the harbor.

3. Other lights—No lights, either aloft, on deck or below, except those required by the Regulations for the Prevention of Collisions at Sea, and such as may be necessary for authorized signalling purposes, shall be permitted to be visible from outboard. This shall apply to all vessels whether under way or at anchor.

4. The above orders shall apply to vessels of every description, other than H.M. ships, within the waters of Canada on the East Coast, and extending up the St. Lawrence River as far as the Port of Quebec.

Masters of ships not complying with these orders render themselves liable to a penalty not exceeding \$5,000 or imprisonment not exceeding 5 years, or to both fine and imprisonment.

Stranding of the Japanese s.s. Shintsu Maru.

Judgment was delivered recently, at Victoria, B.C., by Capt. J. D. Macpherson, Wreck Commissioner for British Columbia, and which was concurred in by Capt. S. W. Bucknam and C. Clarke as assessors, in the matter of the stranding of the Japanese s.s. Shintsu Maru, near Point Roberts in the Gulf of Georgia, Sept. 22. Following is a summary: After studying the evidence, which was fairly satisfactory throughout, the court can come to no other opinion than that the sole blame for the stranding must be imputed to the pilot, H. R. Jones, belonging to the Vancouver Pilotage District, and that no blame can be attached to any members of the crew. In the court's opinion there is no doubt that the night, though dark, was clear, and that there was no fog nor any signs of it at the time, though it was probably misty over Point Roberts. The evidence of the master and crew of the vessel, the log book, as well as the log book of the Fraser River light vessel, clearly substantiate this, as also does the fact that the light of the Sand Heads gas buoy, 4 miles to the north of the stranding, was clearly visible. The court is therefore confident that the accident was due to two causes, the first being that the pilot set the vessel on much too fine a course to be safe, after rounding East point, and the second, that he made no allowance for easterly deviation, due to retained magnetism, which from his long experience he should have suspected to exist, after the vessel had been steering east from Japanese ports for several days. In addition to these two cases there is every probability that the tide, small as it was on that night, had a tendency to set the vessel over toward Roberts Bank.

Owing to the fact that the pilot has already been suspended for three months by the Vancouver Pilotage Authority, for the stranding, the court refrains from dealing with him in any manner, and makes no comment other than that in its opinion, the Vancouver Pilotage Authority dealt with him most leniently, especially in view of the fact that this is the second serious accident to large ocean going vessels under his charge within three months. The Court regrets that the pilot took up the somewhat defiant attitude he did in refusing to appear and give evidence, until forced to do so, thus causing not only considerable delay and inconvenience, but also unnecessary expense. The court being of opinion that public money is certainly not for the purpose of being needlessly wasted, more especially at the present time, therefore orders under Sec. 794, part 10, cap. 113 of the Canada Shipping Act, that the pilot pay all costs for the two extra and unnecessary days which the court was forced to sit, such costs being \$70. This will not only be a lesson to him, but a deterrent to others who might in future cases feel inclined to take up a similar attitude. The court wished to place on record the appreciation of the courtesy, characteristic of their nation, shown by the Japanese master, officers and crew of the s.s. Shintsu Maru, in coming over voluntarily from a U. S. port, knowing that they could not be compelled to, to give evidence when requested to do so, and also to convey its thanks to the British Consul at Seattle, Wash., and to Frank Waterhouse & Co., agents for the vessel, for the interest they took and the help they gave in the matter.