

booms, having a lifting capacity of 4 tons to each boom.

Eight 7 x 10 in. steam winches of the latest type are supplied. The steering engine is located on the main deck of the aft end of bridge erection, and is of the usual type for ocean freighters; the control shafting being run alongside the casing top on boat deck to the engine, with rods and chain to the quadrant. The steering engine is supplied from Scotland. There are 2 metallic lifeboats 24 x 7 ft. and 9 x 3 ft. 3 in. deep, each boat being capable of accommodating the entire crew; one 16 ft. working boat is also provided for. The propelling machinery consists of triple expansion engines, with cylinders 20½ x 33 x 54 x 40 in. stroke, steam being supplied by 2 single-ended Scotch boilers 15¼ ft. diameter by 11 ft. long, both engines and boilers being built by John Inglis & Co., Toronto. The vessel will be fitted out in accordance with the latest Board of Trade requirements, and during construction is under the personal supervision of Capt. E. E. Tedford, representing the British Government.

Port Arthur Shipbuilding Co., Port Arthur, Ont., on July 20 launched its steamship 21, War Hathor, a steel cargo vessel, for the British Government, almost

ate room is provided for each officer on the bridge deck amidships. She was completed and ready for sea early in July.

The Pacific Construction Co., Port Coquitlam, B.C., which received an order from the Imperial Munitions Board for 2 wooden steamship hulls, intended, in addition to its wooden shipbuilding yard, to establish berths for the building of steel steamships. We are advised that several contracts were offered for building steel steamships for the French and Norwegian Governments at satisfactory prices. Before these can be accepted, it is necessary to obtain permission from the Dominion Government, which takes the position that it is inadvisable at present to start a new steel shipbuilding yard, as it is considered that the labor and materials available are only sufficient to keep present yards employed. The company is said to be satisfied that it can obtain the necessary labor and materials, but, of necessity, accepts the Government's decision.

The hull of the s.s. War Sumas, the second built by this company for the Imperial Munitions Board, was launched July 12. This completes the order for wooden vessels for the British Government placed with the company.

Quebec Shipbuilding & Repairing Co.,

stalled at the Louise dock tidal basin, and it is expected that the former will be ready for her trial trip about Aug. 15, and the latter about the end of September.

Wallace Shipyards, Ltd., North Vancouver, B.C.—The Dominion Public Works Department's steam tugs Point Ellice and Point Grey, which, as reported in our last issue, have been leased to the Imperial Munitions Board in connection with the transportations of spruce for airplane manufacture, from the Queen Charlotte Islands, are being lengthened at this company's yards. The Point Ellice is to be lengthened 15¼ ft., and the Point Grey 17½ ft. Both vessels use oil fuel and the extra space is to enable them to carry sufficient oil for longer cruises than undertaken heretofore.

Western Canada Shipyards, Ltd., Vancouver.—The s.s. War Nootka, which was launched by Western Canada Shipyards, Ltd., Jan. 4, underwent her trials at the end of June, over a measured course in Parry Bay out of Victoria.

Additional Orders.—There have been persistent rumors recently that the Imperial Munitions Board is about to place additional orders for steel steamships for the British Government, but up to the time of going to press no official information is available.

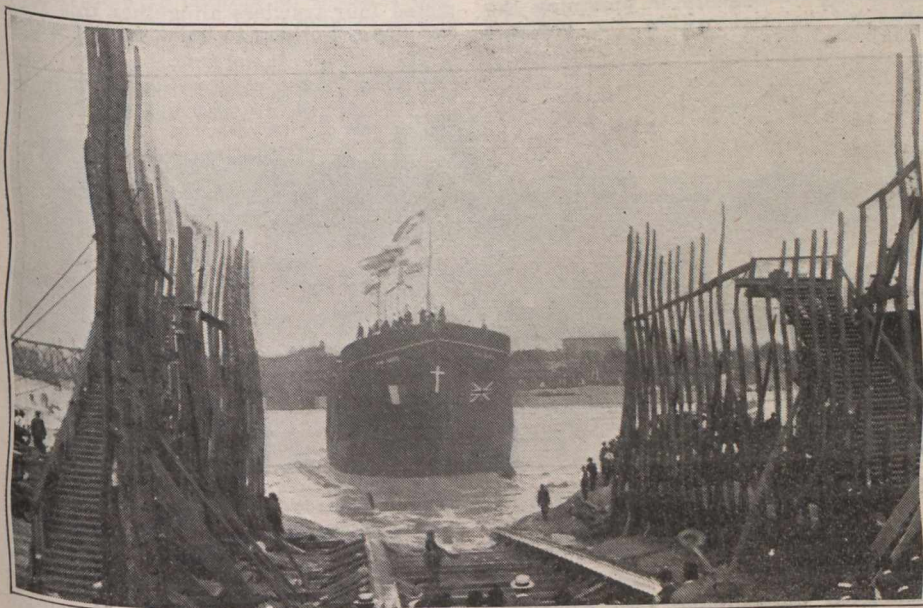
Launchings of Steamships.—Following are particulars of steamships ordered by the Imperial Munitions Board for the British Government, and which had been launched up to July 16, giving in each case the date of the launching, the name of the steamship, the name of the builder and the deadweight tonnage:—

Steel Steamships.

	Tonnage.
May 18, 1917—War Dog, Wallace Shipyards North Vancouver, B.C.	4,500
July 9, 1917—War Wasp, Nova Scotia Steel & Coal Co., New Glasgow, N. S.	1,800
Aug. 19, 1917—War Fish, Port Arthur Shipbuilding Co., Port Arthur, Ont.	4,300
Nov. 3, 1918—War Dance, Port Arthur Shipbuilding Co., Port Arthur, Ont.	3,400
Mar. 16, 1918—War Camp, J. Coughlan & Sons, Vancouver, B.C.	8,800
Mar. 23, 1918—War Power, Wallace Shipyards, North Vancouver, B.C.	4,600
Apr. 3, 1918—War Isis, Port Arthur Shipbuilding Co., Port Arthur, Ont.	3,400
May 8, 1918—War Wizard, Collingwood Shipbuilding Co., Collingwood, Ont.	2,900
May 21, 1918—War Bee, Nova Scotia Steel & Coal Co., New Glasgow, N.S.	2,400
May 27, 1918—War Osiris, Port Arthur Shipbuilding Co., Port Arthur, Ont.	3,400
June 8, 1918—War Earl, Canadian Vickers Ltd., Montreal	7,000
June 29, 1918—War Duchess, Canadian Vickers, Ltd., Montreal	7,000
Total 12 steel steamships	53,500

Wooden Steamships.

Dec. 28, 1917—War Songhee, Foundation Co., Victoria, B.C.	3,080
Jan. 4, 1918—War Nootka, Western Canada Shipyards, Vancouver, B.C.	3,080
Jan. 24, 1918—War Yukon, Cameron-Genoa Mills, Victoria, B.C.	3,080
Feb. 16, 1918—War Puget, Wm. Lyall Shipbuilding Co., Vancouver, B.C.	3,080
Mar. 6, 1918—War Selkirk, Western Canada Shipyards, Vancouver, B.C.	3,080
Apr. 10, 1918—War Caribou, Wm. Lyall Shipbuilding Co., Vancouver, B.C.	3,080
Apr. 11, 1918—War Comox, New Westminster Construction & Engineering Co., New Westminster, B.C.	3,080
Apr. 11, 1918—War Massett, Foundation Co., Victoria, B.C.	3,080
Apr. 13, 1918—War Tyee, Pacific Construction Co., Coquitlam, B.C.	3,080
Apr. 25, 1918—War Haida, Cameron-Genoa Mills, Victoria, B.C.	3,080
Apr. 27, 1918—War Cayuse, Wm. Lyall Shipbuilding Co., Vancouver, B.C.	3,080
May 11, 1918—War Mohawk, Quinlan & Robertson, Ltd., Quebec, Que.	3,080
May 11, 1918—War Sioux, Port Arthur Dredging Co., Port Arthur, Ont.	3,080
May 21, 1918—War Atlin, Wm. Lyall Shipbuilding Co., Vancouver, B.C.	3,080



Launching of wooden cargo steamship War Quebec, for British Government, by Quebec Shipbuilding & Repair Co. at Quebec, Que.

identical with the War Isis, which was described and illustrated in Canadian Railway and Marine World for June, pg. 274. The War Hathor was christened by Miss Hazel Whalen, daughter of the company's President, Jas. Whalen.

Nova Scotia Steel & Coal Co., New Glasgow, N.S.—The s.s. War Bee, the launching of which on May 20, is illustrated in this issue, is the second steel steamship built, under order from the Imperial Munitions Board, for the British Government. She has the following principal dimensions: length 248¼ ft., breadth 35 ft., depth 20 ft., and will carry a cargo of about 2,400 tons deadweight. She is equipped with triple expansion engines, with cylinders 17, 28 and 46 in. diar. by 33 in. stroke, built entirely by the company, with air, feed and bilge pumps directly connected. Steam is supplied by two boilers 11½ ft. diar. by 11 ft. long at 185 lb. working pressure under natural draft. Other equipment includes complete cargo discharging gear, folding masts, four large hatches, complete electric lighting plant, etc. A separ-

Quebec, Que.—The hull of the first of the two wooden steamships under order from the Imperial Munitions Board, was launched June 28, and christened War Quebec, by Mrs. D. McLaughlin, wife of the Superintendent of the yard. The hull was subsequently towed to the deep water pier of the Louise docks, where the machinery is being installed.

Propelling machinery for the War Quebec has been somewhat delayed, but work is proceeding on the installation of the piping.

Quinlan & Robertson, Ltd., Limoilou, Que.—The keel of the fourth vessel to be built under the Imperial Munitions Board's order, was laid May 13, and construction is proceeding satisfactorily. Two vessels have been launched, the War Mohawk on May 11, and the War Seneca on June 13, not June 14, as mentioned in the news item in our last issue. The third vessel was expected to be launched July 25, and the fourth about Sept. 1.

The vessels War Mohawk and War Seneca, launched May 11 and June 13, respectively, are having machinery in-