

General Shipbuilding Matters Throughout Canada.

British Columbia Marine Railway Ltd., Vancouver, B.C., launched a steamship Dec. 30, 1919, for the Union Steamship Co. of British Columbia, which was christened *Capilano*, by Mrs. E. H. Beazley, wife of the owning company's General Manager. The *Capilano* is 145 ft. long with capacity for about 350 passengers, and it is intended to operate her in the summer excursion traffic. This is the first vessel built by British Columbia Marine Railway Ltd., and it is stated that arrangements are being made by the company for building large vessels.

British Columbia Shipyards—A Vancouver press dispatch of Dec. 31, stated that the total of steel and wooden ships launched at British Columbia yards during 1919, was 10 steel and 46 wood, 170,000 d.w. tons. This is stated to be 14,900 d.w. tons more than in 1918. The yards are also stated to have orders for 65,600 d.w. tons, most of which is well on the way to completion.

Canada Steamship Lines Ltd. is reported to be contemplating building an excursion passenger steamship of somewhat novel design, for its Toronto-Lewiston-Queenston service. It is said that the ship will embody a number of new

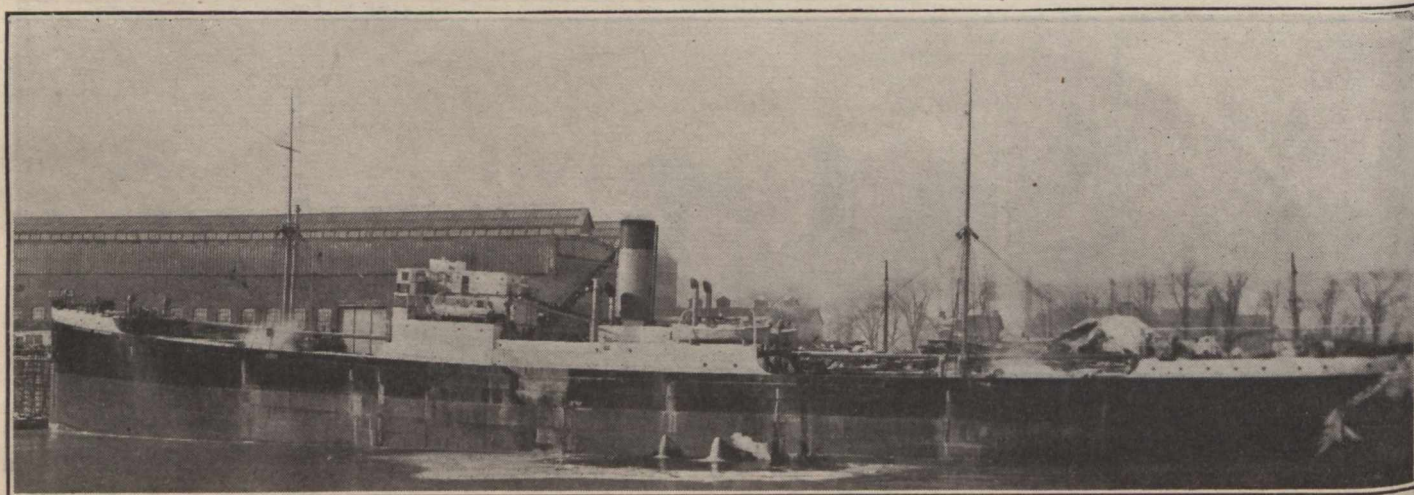
until the end of January or early in February. The damage caused by fire was estimated at \$15,000.

The Collingwood Shipbuilding Co.'s stock advanced in the unlisted section in Toronto in January from 65 to 75 bid and none offering, and 95 was bid for its bonds. The *Toronto Globe* says: "Brokers are at a loss to explain the sudden activity, and two theories were advanced. One was new orders received by the company and the other alleged negotiations by which the company would join up with Dominion Steel and other corporations in a great merger. Collingwood Shipbuilding has issued stock of about \$1,880,000, out of \$2,500,000 authorized. It has plants at Collingwood and Kingston. There is very little of the stock available, and the bonds to be had are said to have been about all picked up in the last few days."

J. Coughlan & Sons, Ltd., has been incorporated under the British Columbia Companies Act, with \$5,000,000 authorized capital, and office at Vancouver, B.C., to take over the stock in trade, plant, contracts, etc., of J. Coughlan &

a few days shut down, during which some financial reorganization was carried through.

Dominion Shipbuilding Co., Toronto, launched its tenth steel steamship, Jan. 17, which was named *Torontonian*, the christening being performed by Mrs. C. F. Easson. The ship is of the single deck type, with poop, bridge and fore-castle, steel texas on bridge, wing deck houses, with chart room and pilot house above, and the hull is built on the transverse system. There are 3 decks, main, bridge and boat, arranged on the 3 island plan, and there are 4 cargo hatches, each 22 x 18 ft. She is schooner rigged, with 2 pole masts, and the hull is divided into compartments by 4 water tight bulkheads and 1 screen bulkhead. There are 2 holds, with grain capacity of 151,466 cu. ft. The dimensions are: length, overall, 261 ft.; breadth, moulded, 43½ ft.; depth, moulded, 28 ft. 2 in.; d.w. capacity 4,300 tons. She is to be classed 100 A1 at Lloyd's for ocean service. The propelling machinery which is placed amidships, consists of a triple expansion inverted engine, with cylinders 20, 33 and 54 in. diam. by 40 in. stroke, 1,300 i.h.p., at 87.5 r.p.m., supplied with steam



Steel cargo steamship, *Canadian Spinner*; approximately 8,350 d.w. tons; for Canadian Government Merchant Marine Ltd.; built by Canadian Vickers Ltd., Montreal.

features, such as terraced decks, moving picture theatre, children's playground, dancing pavilion, etc. In addition to this, it is said that the lifeboats will be recessed into the sides of the ship, that the construction will be fireproof, and that the ship will have a speed of 18 knots an hour. No official information is yet available, but it appears probable that such a ship will be built if a satisfactory contract as to price can be secured.

Canadian Concrete Shipbuilding Co., North Sydney, N.S., is reported to have been organized to undertake the building of concrete ships, and to take over the yard operated for this purpose at North Sydney, N.S., by W. N. MacDonald, who is President of the new company. The concrete ship *Permanencia*, under construction there, information concerning which was given in our January issue, also being taken over. It was expected that she would be launched at the end of December, but owing to a fire on board, which destroyed all the wood work which encased the interior of the vessel, this had to be abandoned, and it was not expected that she would be launched

Sons, and to carry on the business of shipbuilding in all its branches, to build, own and operate drydocks, marine railways, etc., and conduct any other business incidental to shipbuilding.

Jos. Crane, New Westminster, B.C.—The New Westminster, B.C., City Council, on Jan. 12, received an application from Jos. Crane for the lease of a portion of the Indian reserve, bordering on the water front, for shipbuilding purposes. The applicant stated that he is building a large barge and scows on his present location, but there is shortage of room, and he is unable to build heavier vessels, owing to the presence of a bar in the vicinity which makes it impossible to launch anything but flat bottom boats. He is planning to build a 700 ton auxiliary schooner, about 200 ft. long. The council decided to lease him a 100 ft. water front lot at \$150 a year, which will be reduced to \$100 a year, when other property in the vicinity is taken up. It is the council's desire to foster boat building along the water front.

Davie Shipbuilding & Repairing Co., Lauzon, Que., resumed work Jan. 7, after

by 2 Scotch boilers, each 14½ ft. diam. by 11 ft. long at 180 lb. under forced draft, built by John Inglis Co., Toronto. The heating surface is 2,730 sq. ft. in each boiler, and there will be an approximate consumption of 20 1-10 tons of coal per 24 hr., with a speed of 10.2 knots an hour. The bunkers are arranged to carry 526.75 tons of coal. The propeller is 13¼ ft. diam., of cast iron, with 4 blades 12 ft. 8 in. pitch. Accommodation for 35 officers and men is arranged on the bridge and in the poop. The ship is to be equipped with steam steering gear 7 x 7 in., 8 reversible single drum, 2 speed, 7 x 12 in. cargo winches, and anchor windlass 8 x 8 in.

The Foundation Co., Victoria, B.C., is, according to B.C. press reports, dismantling its shipbuilding plant at Victoria on instructions from the company's head office in New York. The company has issued statistics covering its operations from Sept., 1918 to Nov., 1919, during which its contract with the French Government for the building of 20 wooden steamships of 3,000 d.w. tons capacity each, was carried through. The number of employees engaged at the