

Cargo Steamship Building in Canada for British Government.

Steamships Launched and Under Construction—Since the information given in our last issue, covering launchings of steamships under construction in Canada for the British Government was published, 2 steel steamships have been launched as follows: May 1, War Magic, Midland Shipbuilding Co., Midland, Ont.; 3,400 tons d.w.; May 3, War Column, J. Coughlan & Sons, Vancouver, B.C., 8,800 tons. This makes a total of 34 steel steamships of 169,300 tons, and 45 wooden steamships of 138,600 tons launched, an aggregate of 79 vessels and 307,900 tons.

Following is a list of the vessels under construction:

Steel Steamships.		Tons d.w.
Builder.		
British American Shipbuilding Co.		
Welland, Ont.—	War Racoon	3,500
Canadian Allis-Chalmers, Ltd.,		
Bridgeburg, Ont.—	War Vixen	3,500
"	War Wallaby	3,500
"	War Wombat	3,500
J. Coughlan & Sons, Vancouver, B.C.—	War Chariot	8,800
"	War Company	8,800
Midland Shipbuilding Co., Midland, Ont.—	War Fury	3,400
Polson Iron Works, Ltd., Toronto, Ont.—	War Algoma	3,500
"	War Halton	3,500
9 steel steamships		53,000
Wooden Steamships.		
Grand & Horne, St. John, N.B.—	War Moncton	3,080
Total—9 steel steamships, 1 wooden steamship,		56,080 tons.

Names of Ships Changed—As stated in Canadian Railway and Marine World for April, Canadian Allis-Chalmers Ltd., Bridgeburg, Ont., launched on March 3 a steel cargo steamship of 3,500 tons d.w., for the British Government, under order from the Imperial Munitions Board, and she was christened War Leveret. Subsequently by order of the I.M.B. the name was changed to War Magic. On May 1 the Midland Shipbuilding Co., Midland, Ont., launched another steel cargo steamship of 3,400 tons d.w., also for the British Government, which was christened War Magic. Subsequently this name was changed to War Leveret.

J. Coughlan & Sons, Vancouver, B.C. Work on vessels under construction for the British Government in this yard was reported May 9, to have been temporarily suspended owing to steel shortage. The vessels under construction affected by this are War Chariot and War Company. The steamships War Convoy and War Cavalry, built at this yard for the British Government, are reported sold to New York interests. The War Convoy sailed from Vancouver early in May for New York, where it is said she is to take on cargo for Greece. The War Cavalry will also go to New York, both vessels taking the Panama route.

Grant & Horne Ltd., St. John, N.B.—The s.s. War Moncton, the last of the wooden steamships to be built in Canada for the British Government under order from the Imperial Munitions Board, was expected to be launched May 29 with boilers installed, and after launching, to be towed to Sandy Point where the engines are to be installed. The launching of this vessel completes the wooden shipbuilding in Canada for the British Government through the Imperial Munitions Board.

The Midland Shipbuilding Co., Midland Ont., launched, May 1, War Magic, the second of three steel cargo steamships

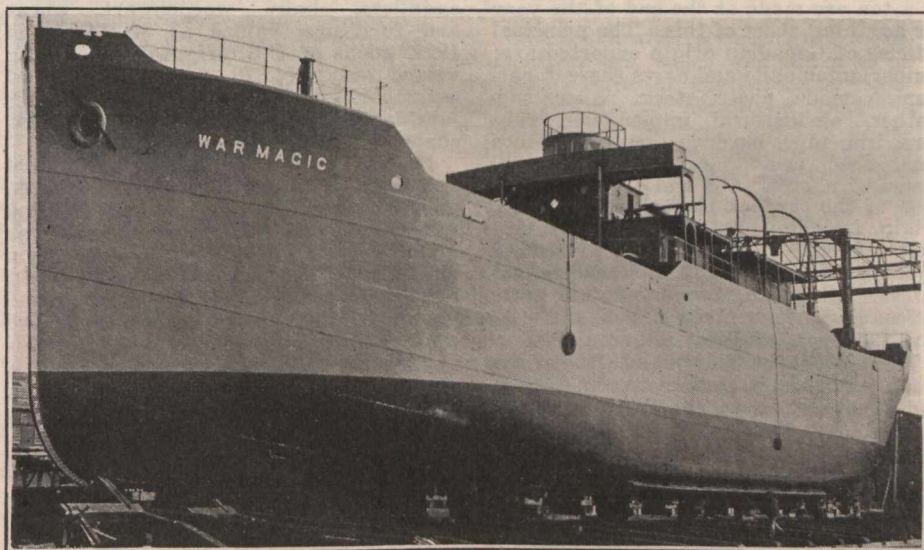
cook and assistant, 2 mess rooms, wash of 3,400 tons each d.w., ordered of it by the Imperial Munitions Board for the British Government. The first ship, War Fiend, was launched Oct. 24, 1918, and the third one, War Fury, is being built. The following are the principal dimensions:

Length over all	261 ft.
Length between perpendiculars.....	251 ft.
Depth moulded to main deck.....	23 ft.
Load draft	19½ ft.

The vessels are built to Lloyd's highest class and are of the ocean going type, with raised forecastle, bridge and poop decks, the propelling machinery being placed amidships. The deckhouse containing the officers' quarters is on the bridge deck, accommodation being provided for the chief officer, second and third mates, chief engineer and assistants, wireless operators and steward. The saloon, dining room, pantry, storeroom, galley and other offices are also contained in this house. Above these quarters are the captain's cabin and chart room, which are surmounted in turn by the pilot house and the navigating bridge. The layout of accommodations under the poop deck provide for 6 seamen, 6 firemen,

cargo, the whole of the working gear is of the most modern type. Four steel derrick posts, 30 ft. high, are provided, each with 2 cargo 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 on the main deck at 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. There are 2 metallic lifeboats 24 ft. x 3¼ ft. 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, 33, 54 x 40 in. stroke, steam being supplied by 2 single-ended Scotch boilers 15¾ ft. diameter by 11 ft. long, built by John Inglis Co., Toronto. The War Magic will be fitted out in accordance with the latest Board of Trade requirements. Her construction has been under the personal supervision of Capt. E. E. Tedford, representing the British Government.



Steel cargo steamship, War Magic, 3,400 tons d.w., for British Government just before launching by Midland Shipbuilding Co., Midland, Ont., May 1, 1919.
(The name of this vessel was subsequently changed to War Leveret).

room and shower, while the boatswain and the donkey-man are located in the forecastle, as is also the hospital. Coal bunkers are fitted along side the engines and boilers, with coal chute above, and three coaling hatches each side on main deck; the space in 'tween decks can also be utilized for bunker coal.

A complete double bottom of the cellular type, 42 in. deep, runs for the entire length of the ship, constructed with solid floors on every frame, and one longitudinal girder on each side of the center line. Four watertight bulkheads, all extending to the main deck, divide the peaks and machinery space from the cargo holds of which there are two. There are 4 main cargo hatches, two 26 x 18 ft., one 22 x 18 ft., and one 18 ft. square. The hatch coamings are 42 in. high, with extra stiffening to withstand heavy water; the web beams are spaced about 4½ ft. apart, and fitted 'thwartship with fore and aft hatch covers. For loading and discharging

Victoria Machinery Depot Co., Victoria, B.C. Work is progressing satisfactorily on the laying out of the shipbuilding yard for the Harbor Marine Co. Ltd., on the south side of the Songhees Reserve, where 2 steel steamships of 8,100 tons each will be built for Canadian Government Merchant Marine Ltd. It was expected that the plant would be ready for the laying of the first keel by the end of May, when delivery of steel was expected. The outbuildings are nearly completed, but have been somewhat delayed owing to non delivery of lumber, the first shipway is completed with the exception of the keel blocks and considerable progress has been made on the second shipway.

Spier Ship Co., has been incorporated under the Dominion Companies Act, with \$30,000 authorized capital and office at Montreal, to carry on a general steamship and navigation business and to own and operate steam and other vessels.