

Shipbuilding in Canada for the British and Canadian Governments.

The activity in Canadian shipbuilding yards, which has been very marked for the past two years, has been greatly increased by the action of the British and Canadian Governments, which have both taken steps to secure vessels to replace losses of cargo carriers, incurred through German submarine warfare and also to add materially to the number of steam fishing vessels, which are being so largely used for scouting and patrol purposes. Jas. P. Esplen, who came out from

be regarded as a certainty that for some time to come, at least, no more licenses for export will be issued. In addition to the above mentioned vessels, the Port Arthur Shipbuilding Co., which has succeeded the Western Drydock & Shipbuilding Co., is building 3 more of the Norwegian type, making 6 in all for that plant.

Steam Trawlers and Drifters.

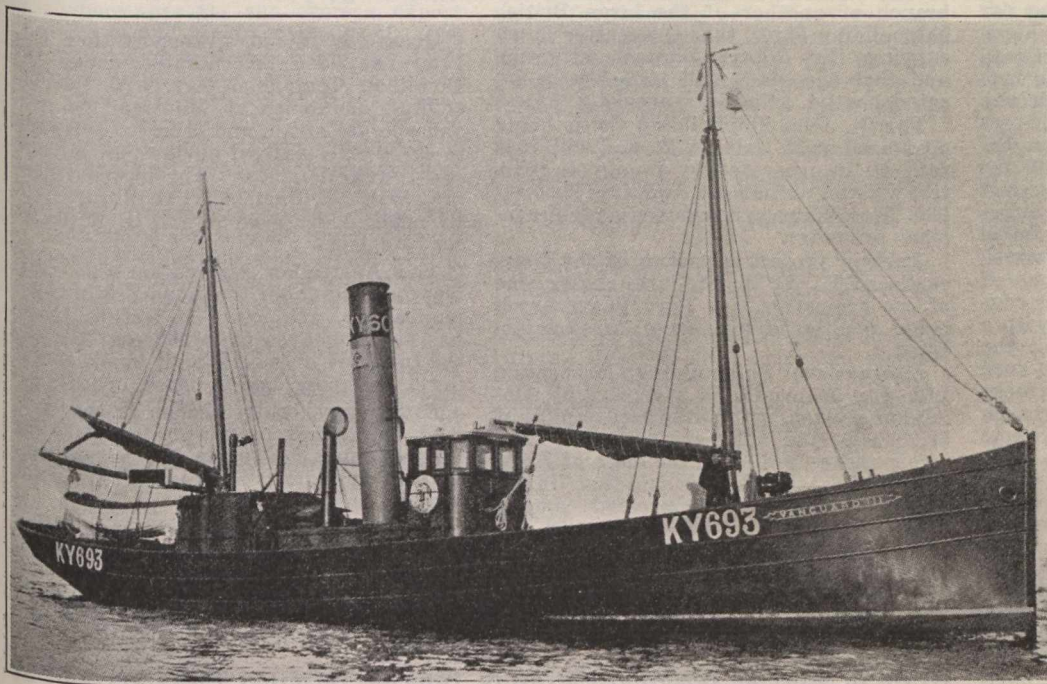
The Dominion Government has undertaken to have built in Canada, 36 steel

troller; and H. W. Cowan, Operating Manager. The orders are being distributed among existing shipbuilding plants from Quebec to Port Arthur, and it is probable that one or more plants which have not been in operation for some time will also be utilized. The materials, including engines and other machinery, are bought by the department and supplied to the builders.

In this connection it is interesting to note that Vice Admiral Sir Charles Coke of the Royal Naval Reserve, has arrived in Ottawa, with a staff of naval officers, to take command of the Canadian Naval Patrol Service on the Atlantic and Pacific. Admiral Coke relinquishes his Royal Navy rank temporarily, and becomes a Commander in the Canadian Naval Reserve, in charge of coast patrol.

The steam trawlers and drifters will, as before stated, be built on typical British lines, which are described as follows: Steam trawlers range from 110 to 150 ft. long, according to the fishing grounds which it is intended to work. The vessel is rigged with two masts and carries mainsail, mizzen-sail and foresail. The larger type of vessel has a raised quarter deck, extending sufficiently forward of the engine casing and wheel house for the trawl winch to be fitted thereon. There is a sunk fore-castle, or a topgallant fore-castle, under which the crew is berthed, while the captain and officers accommodation is aft, and there is a covered

wheel house fitted with a telegraph communicating with the engine room. In some vessels accommodation is provided for the captain underneath the wheel house, which serves also as a chart room. Every available space on deck, and below

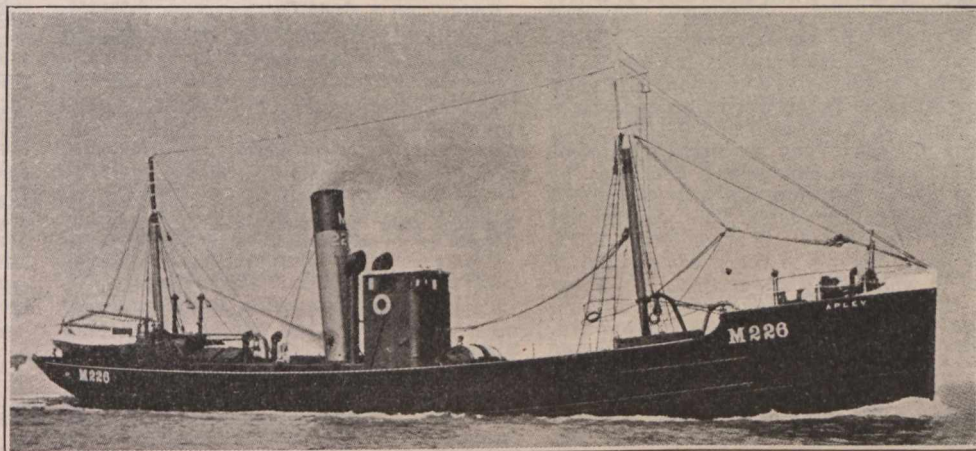


A Steam Trawler, 125 feet long.

Great Britain recently, and who is making his headquarters in New York, as representative of the British Shipping Controller, has arranged with the Imperial Munitions Board, at Ottawa, to secure all cargo vessels that may be available in Canada for delivery by May 31, 1918, and which are now completed, or under construction, or which it may be possible to build before that time. It is said that five vessels have already been arranged for from British Columbia builders and that probably about the same number will be secured from builders in Nova Scotia, Quebec and Ontario. Further orders will doubtless be placed.

Towards the end of last summer, a demand sprang up for freight vessels for Norway. Between Sept. 19 and Nov. 15, 1916, the Dominion Government authorized the exportation to that country on completion, of 18 steel steam steamships, to be built by the following companies: Nova Scotia Steel & Coal Co., New Glasgow, N.S., 2; Canadian Vickers Limited, Montreal, 2; Polson Iron Works, Toronto, 4; Western Drydock & Shipbuilding Company, Port Arthur, 3; Wallace Shipyards, Limited, Vancouver, 4; Coughlan & Sons, Vancouver, 3. In addition to these the Thor Iron Works, Toronto, was authorized to export 2 steel freighters to the United States, on completion. It appears probable that the majority, if not all, of these 20 vessels, for the export of which licenses were granted, will be taken over for the British Government and it may

steam trawlers, and 100 wooden steam drifters, of standard British types. The trawlers will be about 125 ft. long between perpendiculars, 23 ft. beam, and 13½ ft. deep. They will have triple expansion engines of about 500 h.p. The



A Steam Herring Drifter.

work of having these vessels built has been delegated, by the Naval Service Department, to J. W. Norcross, Vice President and Managing Director, Canada Steamship Lines, Ltd., Montreal, who is acting as Director of Naval Construction, and is being assisted by three of the company's other officials, W. E. Burke, Assistant Manager; F. S. Isard, Comp-

deck, of a modern steam trawler is utilized to the greatest advantage, in fact the vessel may be truly termed a multum in parvo. The decks are crowded with contrivances, many of them very ingenious, for the convenient and expeditious working of the trawl gear, while below deck space has to be allotted for carrying the maximum amount of coal, for