

ventilation and sanitation will be in conformity with the British Board of Trade regulations governing the survey of masters and crew spaces. All the accommodation will be steam heated throughout.

The cold storage compartments will be at the after end of the bridge erection, with the refrigerating engine adjoining.

wood, Ont. The first keels will be laid shortly, and delivery of the first of the type is expected by June, 1919.

Orders for Steamships.—We are officially advised that the Marine Department has given the following orders for steel cargo steamships in addition to those mentioned in our previous issues:

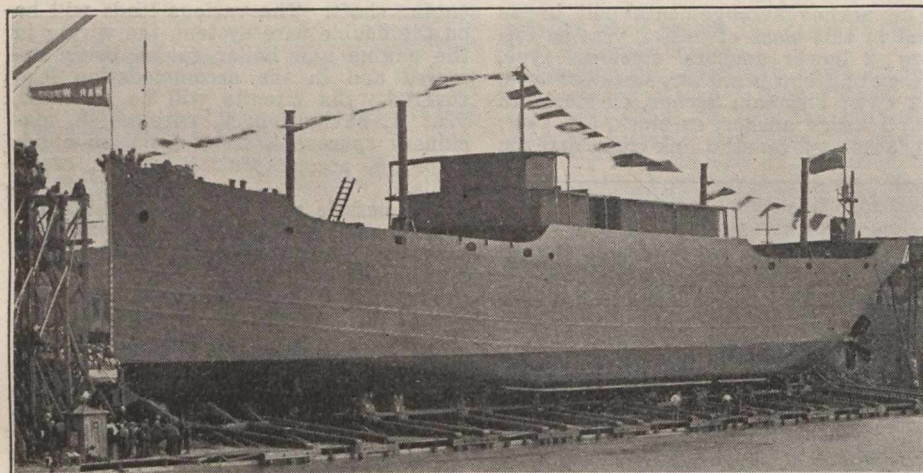
Halifax Shipyards, Ltd., Halifax, N.S.,

have the following dimensions: Length over, all 261 ft., beam 43½ ft., depth moulded, 26 ft. They will be equipped with triple expansion engines, with cylinders 18, 20 and 50 ins. diam. by 36 ins. stroke, supplied with steam by two boilers 14 ft. diam. by 10¾ ft. long, with forced draft, for a speed of about 9½ knots when fully loaded. They will be of the usual poop, bridge and fore-castle design, with four hatches, four collapsible derricks posts and one mast amidships. A full description of this type of vessel was given in our last issue.

Davie Shipbuilding & Repairing Co., Lauzon, Que., intends to lay the keels of the two steel cargo steamships of 5,100 deadweight tons capacity for the Dominion Government during the first half of October, and anticipates launching them about July, 1919. A detailed description of this type of vessel is given in this issue.

Ascania Salvage Co., Ltd., has been incorporated under the Dominion Companies Act, with \$20,000 capital, and office at Montreal, to carry on the business of salvors and wreckers of ships and vessels of all kinds, and in connection therewith to own and operate steam and other vessels. The officers are—President, W. F. Walsh, Purchasing Agent, Halifax Shipyards, Ltd.; Secretary, H. McElliott, secretary to R. M. Wolvin, President, Montreal Transportation Co., and Vice President and General Manager, Halifax Shipyards Ltd.; and Treasurer, Jos. Leonard, chief accountant, Halifax Shipyards, Ltd. The company was incorporated with the intention of salvaging the s.s. *Ascania*, which was wrecked off Newfoundland earlier in the year.

Shipbuilding and Ship Losses.—Washington, D.C., press dispatch:—"Deliveries of completed vessels from shipyards in the U.S. during July and August, were more than enough to offset the submarine losses of the U.S. since the beginning of the war. Ships sunk aggregate 541,925 deadweight tons, while new ones put in service in the two months aggregated 610,779 deadweight tons. The total allied



Steel cargo steamship *War Weasel*, built for British Government by British American Shipbuilding Co., Welland, Ont., just prior to the launching.

The fresh water tanks will have a capacity of 2,200 gallons each, and will be connected to a distiller, having a capacity of 1,000 gallons per 24 hours.

Engines and Boilers.—The propelling machinery will be of the triple expansion, surface condensing type, having cylinders 25 x 41 x 68 in. by 45 in. stroke, the air feed and bilge pumps being worked from the main engine. The air pump will be 21 in. diameter by 24 in. stroke, the feed pumps 3½ in. diameter by 24 in. stroke, and the bilge pumps 3½ in. diameter by 24 in. stroke.

The main circulating pump will be of the centrifugal type, driven by an enclosed forced lubrication engine. The general service pump and feed donkey will be of the simplex type, with steam cylinders 9½ in. diameter, water cylinder 7 in. diameter, and a stroke of 18 in. The ballast pump, also of the simplex type, will have cylinders 10½ in. diameter, water cylinder 14 in., and a stroke of 18 in.

The reversing gear will be of the all round type and a separate steam engine will be provided for turning in port.

An evaporator of the Weir type, capable of supplying 25 tons of water per 24 hours, will be provided, and there will be the usual filter, heater, auxiliary condenser, drain tank, telegraphs, etc.

Steam will be generated in 3 single ended boilers 14 ft. diameter by 11½ ft. long, designed to work under Howden's system of forced draft and having a working pressure of 180 lb. a square inch.

The forced draft fan will be of the double inlet type, driven by a single cylinder open type engine situated in the engine room.

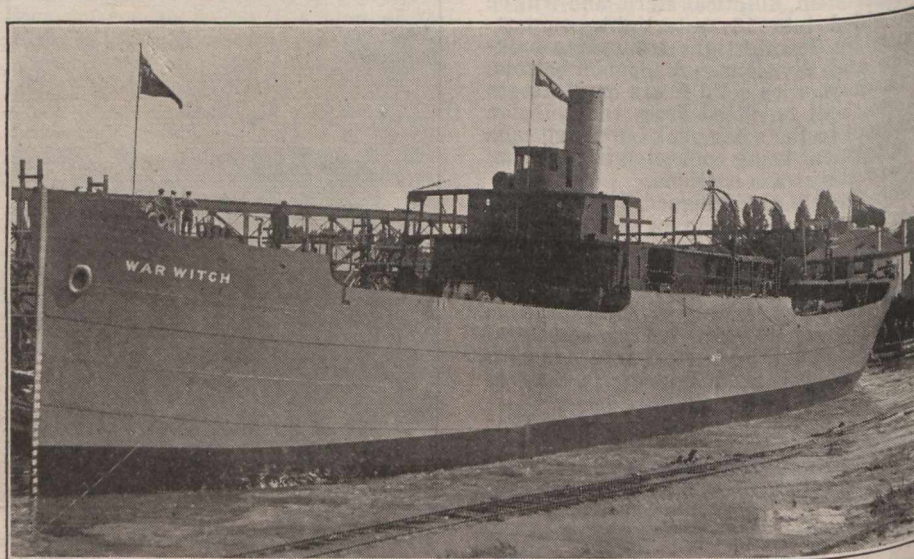
The vessels are designed to Lloyds 100 A1 class and will be built under special survey and the departmental constructors. The trials will consist of a dock trial of 4 hours duration, to be followed later by an official sea trial of 6 hours duration, with the vessels fully loaded.

Orders have been given by the Marine for 12 of these steel vessels, viz., 4 to Wallace Shipyards, North Vancouver, B.C.; 4 to Tidewater Shipbuilders, Ltd., Three Rivers, Que.; and 4 to Collingwood Shipbuilding Co., Colling-

wood, Ont. 2 of 8,100 tons d.w. capacity.

This makes orders for 24 vessels given to date as follows, the tonnage stated being dead weight in each case:—

	No.	Tons each	Total
British-American Shipbuilding Co.	2	4,300	8,600
Canadian Vickers, Ltd.	1	4,300	4,300
Canadian Vickers, Ltd.	1	8,100	8,100
Collingwood Shipbuilding Co.	4	3,750	15,000
Davie Shipbuilding & Repairing Co.	2	5,100	10,200
Halifax Shipyards, Ltd.	2	8,100	16,200
Port Arthur Shipbuilding Co.	2	3,400	6,800
Tidewater Shipbuilders, Ltd.	4	5,100	20,400
Wallace Shipyards, Ltd.	2	4,300	8,600
Wallace Shipyards, Ltd.	4	5,100	20,400
	24		118,600



Steel cargo steamship *War Witch*, built for British Government by Collingwood Shipbuilding Co. From photograph taken immediately after the launching.

It is said that a further order for two vessels of about 10,500 tons d.w. capacity each will probably be given Halifax Shipyards, Ltd., shortly.

Collingwood Shipbuilding Co., Collingwood, Ont.—The steel steamships of 3,750 tons each, which the Dominion Government has ordered from this company will

and neutral losses during the war have amounted to 21,404,913 deadweight tons, while new allied and neutral construction has totalled 14,247,825 tons. With tonnage of enemy ships received by the allies added to this total, the net losses during the entire war period is shown to be 3,362,088 deadweight tons."