

### Dominion Government Steamboat for St. Lawrence Light and Buoy Service.

The Dominion Government has awarded the contract for the construction of a single screw steamboat for the Department of Marine, for use on the St. Lawrence light and buoy service, to Polson Iron Works, Toronto, for \$173,399.

The principal dimensions are, length between perpendiculars 155 ft., length over all 164½ ft., depth moulded 30 ft., coal capacity full supply, about 100 tons, accommodation, officers and men, 24.

The vessel will be built of steel throughout, except where specially specified, under Government survey and classed 100 A1 at Lloyd's under its special survey. There will be six main transverse watertight bulkheads and a watertight flat at the bow and stern, which, with the bulkheads adjoining, will form trimming tanks. She will have a straight stem and cruiser stern, and lower, main, bridge and fore-castle decks. The steel and other materials, equipment, auxiliaries and stores used in the construction and completion of the vessel, are to be of Canadian or British manufacture throughout. The draught with 183 tons of dead weight on board is not to exceed 9½ ft.

The propelling machinery will consist of one single screw, inverted triple expansion engine, jet condensing, with cylinders 14, 22½ and 38 ins. diam. by 24 ins. stroke, working on cranks at 120 degrees, to develop 900 i. h. p. during a 6 hrs. trial when running at about 185 r. p. m. under a steam pressure of 180 lbs. Steam will be furnished by two Scotch marine boilers of the single ended type arranged to work under Howden's patent system of forced draught.

The auxiliary equipment will include, one 15 ton derrick crane, two 4 ton derrick cranes, two life boats, engine room telegraphs, complete electric light installation, including search light, air, bilge feed, fresh water, sanitary, ballast and general service pumps, windlass, boat hoist, heavy derrick winch, small derrick winch, steam and hand steering gear, etc. The general crew's quarters will be located on the lower deck forward, and the officers' quarters on the main deck, aft.

Delivery is to be made at Prescott, Ont., in nine months from the awarding of the contract, after satisfactory progressive speed trials from six knots upwards, with 100 tons dead weight on board, for six hours.

### Government Dry Dock at Lauzon, Quebec.

The dry dock which has been placed under contract by the Dominion Government, to be built at Lauzon, Que., and which was fully described in Canadian Railway and Marine World for October, will, when completed, be the largest dry dock in the world. Engineering News, in commenting on this, refers to the three largest dry docks, the first two of which are under construction and under design, respectively, the third one being in operation. The dimensions of the three are as follows:—Lauzon, Que., 1,150 ft. clear length, 120 ft. width, 45 ft. maximum depth; Boston, Mass., 1,150 ft. clear length, 120 ft. width, 35 ft. maximum depth; Gladstone Dock, Liverpool, Eng., 1,020 ft. clear length, 120 ft. width, 46 ft. maximum depth.

The press report that E. A. Hoare, M. Can. Soc. C.E., Quebec, has been appointed to supervise the execution of the construction work is, we are officially advised, incorrect.

### Grounding of s.s. Mount Temple.

The Dominion Wreck Commissioner, Commander H. St. G. Lindsay, assisted by Capt. F. Nash, John Mitchell and Joseph Ostens, as assessors, investigated recently the cause of the grounding of the C.P.R. s.s. Mount Temple in Montreal harbor, Sept. 24. The evidence showed that the vessel left her loading berth with a general cargo, drawing 26 ft. 10 ins. forward and 27½ ft. aft, under the direction of Pilot L. Z. Bouille. The weather appears to have been fine and clear, and everything worked satisfactorily while proceeding to the ship channel, and the engines were ordered full speed ahead, with the vessel proceeding down the river. On account of the range lights astern being obscured by smoke from the town and factories, the vessel, after passing the Tarte pier, was being navigated by the buoys marking the south side of the channel, and grounded about 500 ft. below buoy 181M and remained fast until the morning of Sept. 26, when she was pulled off after discharging part of her cargo. She was later drydocked at Montreal, and it was found that considerable damage had been done to the bottom of her hull. The evidence tended to show that the vessel is slow in answering her helm, but this peculiarity was well known to those in charge of the bridge at the time of the accident. The court was unanimous in its

opinion that the cause of the grounding was due to an error in judgment on the part of the pilot in not altering his course to port, knowing that the vessel was slow in answering her helm, and bringing buoy 177M on his starboard bow before getting abreast of buoy 181M, which, in the court's opinion, was passed too close for safe navigation under the circumstance, taking into consideration the speed of the vessel, about 15 knots, and the proximity of the bank to starboard, on which she grounded. Pilot L. Z. Bouille was therefore severely censured. The court attached no blame to the master or officers of the vessel, but considers that the manner in which the entries are written in the engineer's log book is open to criticism. With regard to the positions of buoys 191M and 193M, which were found to be incorrect, the court did not consider that this had any bearing on the stranding, as the pilot having buoy 181M almost alongside and buoy 177M plainly in sight ahead, he had no reason to depend on the buoys westward to assist him in keeping his vessel in the channel.

### Canadian Notices to Mariners.

The Department of Marine has issued the following:—

309. Sept. 18.—Ontario, St. Clair River, lower end, southeast bend, lights established.

310. Sept. 19.—Quebec, Gulf of St. Lawrence, north side, off Great Mekattina Island, Flat Island, lighthouse established.

311. Sept. 19.—Quebec, Gulf of St. Lawrence, north side, St. Mary Island, lighthouse established.

312. Sept. 22.—Nova Scotia, Cape Breton Island, east coast, Sydney harbor entrance, off Cranberry Head, Cran Rock, gas and bell buoy to be established.

313. Sept. 22.—Quebec, Gulf of St. Lawrence, Magdalen Islands, Alright Island, extension to Pointe Bass wharf.

314. Sept. 22.—Quebec, Richelieu River, St. Denis, lighted buoy established.

315. Sept. 22.—Quebec, River St. Lawrence, ship channel between Quebec and Montreal, Varennes Traverse, change in character of buoy, Ile aux Vaches Traverse, change in character of buoy.

316. Sept. 25.—Quebec, Ottawa River, Lake of Two Mountains, Hudson, buoy established.

317. Sept. 25.—Ontario, Lake Ontario,

### List of Steam Vessels Registered in Canada during September, 1913.

| No.    | Name          | Port of Registry  | When and Where Built |      | Length | Breadth | Depth | Gross Tons | Reg. Tons | Engines, Etc. | Owner or Managing Owner                           |
|--------|---------------|-------------------|----------------------|------|--------|---------|-------|------------|-----------|---------------|---------------------------------------------------|
| 133756 | G. S. Mayes   | St. John, N.B.    | St. John, N.B.       | 1913 | 79 6   | 19 8    | 10 1  | 110        | 74        | 37n.h.p. sc.  | Beaver Dredging Co., St. John, N.B.               |
| 131017 | Ha-Ha         | Quebec, Que.      | Isle St. Louis, Que. | 1913 | 51 2   | 15 0    | 6 0   | 38         | 22        | 17 " "        | J. Page, Alphonse, Que.                           |
| 133936 | I. S. Rayside | Ottawa            | Montebello, Que.     | 1913 | 66 0   | 17 8    | 6 6   | 49         | 23        | 17 " "        | Owens Lumber Co., Montreal.                       |
| 13 975 | Lynn B.       | Collingwood, Ont. | Midland, Ont.        | 1913 | 80 0   | 20 0    | 9 1   | 124        | 84        | 37 " "        | C. S. Boone Dredging & Construction Co., Toronto. |
| 85075  | Selma         | Vancouver, B.C.   | Glasgow, Scotland    | 1881 | 141 8  | 22 1    | 11 6  | 203        | 96        | 80 " "        | The All Red Line, Vancouver, B.C.                 |

### List of Sailing Vessels and Barges Registered in Canada during September, 1913.

| No     | Name              | Port of Registry | Rig    | When and Where Built |      | Length | Breadth | Depth | Reg. Tons | Owner or Managing Owner                                             |
|--------|-------------------|------------------|--------|----------------------|------|--------|---------|-------|-----------|---------------------------------------------------------------------|
| 132886 | A. M. G. No. 1    | Vancouver, B.C.  | Scow   | North Vancouver      | 1913 | 81 0   | 30 9    | 8 2   | 193       | A. M. Garnett, Cobble Hill, B.C.                                    |
| 133746 | Cara Mia          | Toronto          | Cutter | Bristol, R.I.        | 1910 | 50 0   | 10 0    | 5 5   | 13        | M. L. Gordon, Toronto.                                              |
| 134141 | Dorval Ferry      | Montreal         | Scow   | Sorel, Que.          | 1913 | 50 2   | 25 0    | 2 4   | 45        | Dorval Island Park Co., Montreal.                                   |
| 133908 | Fowle             | Chatham, N.B.    | Dredge | Little Branch, N.B.  | 1913 | 34 0   | 14 5    | 3 8   | 20        | F. A. Fowle, Little Branch, N.B.                                    |
| 133097 | Hibbert C.        | "                | Schr.  | Miminegash, P.E.I.   | 1913 | 60 0   | 18 2    | 7 0   | 56        | P. T. Costain, Miminegash, P.E.I.                                   |
| 133819 | James Burton Cook | Lunenburg, N.S.  | "      | Lunenburg, N.S.      | 1913 | 109 8  | 26 3    | 10 4  | 100       | W. Smith, M.O., Lunenburg, N.S.                                     |
| 133889 | John C. Potter    | Vancouver, B.C.  | Barge  | Seersport, Me.       | 1869 | 190 0  | 36 7    | 24 0  | 1145      | Granby Consolidated Mining, Smelting & Power Co., Grand Forks, B.C. |
| 133820 | Lobelia L.        | Lunenburg, N.S.  | Schr.  | Little Tancook, N.S. | 1913 | 48 8   | 13 0    | 7 8   | 25        | C. Levy, M.O., Little Tancook, N.S.                                 |
| 122614 | Menesetung        | Goderich, Ont.   | Dredge | Goderich, Ont.       | 1913 | 73 0   | 27 0    | 7 0   | 205       | W. Marlton and W. L. Horton, J.O., Goderich, Ont.                   |
| 133838 | Philomene C.      | Montreal         | Sloop  | St. Aime, Que.       | 1913 | 54 1   | 15 9    | 4 4   | 25        | B. Caron, St. Aime, Que.                                            |
| 134061 | Puget Sound       | Vancouver, B.C.  | Dredge | U.S.                 |      | 107 0  | 41 0    | 12 0  | 61        | West Coast Bridge & Dredging Co., Vancouver, B.C.                   |
| 131019 | St. Stanislas     | Quebec, Que.     | Yawl   | Lotbiniere, Que.     | 1907 | 76 7   | 23 2    | 6 5   | 54        | X. Marion, Lotbiniere, Que.                                         |