

Standard Specification for Wooden Steamships for British Government.

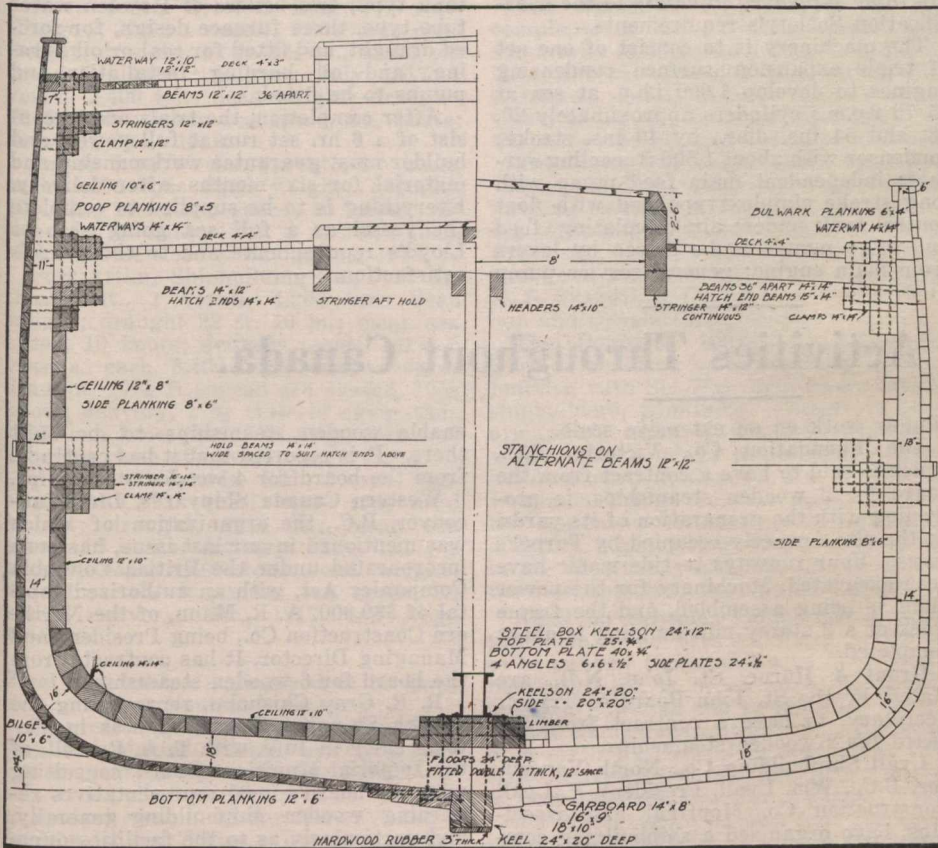
With the demand for immediate and speedy construction of steamships to replace losses due to submarine warfare,

vessels in Canada has been placed in the hands of the Imperial Munitions Board at Ottawa by the British Government and

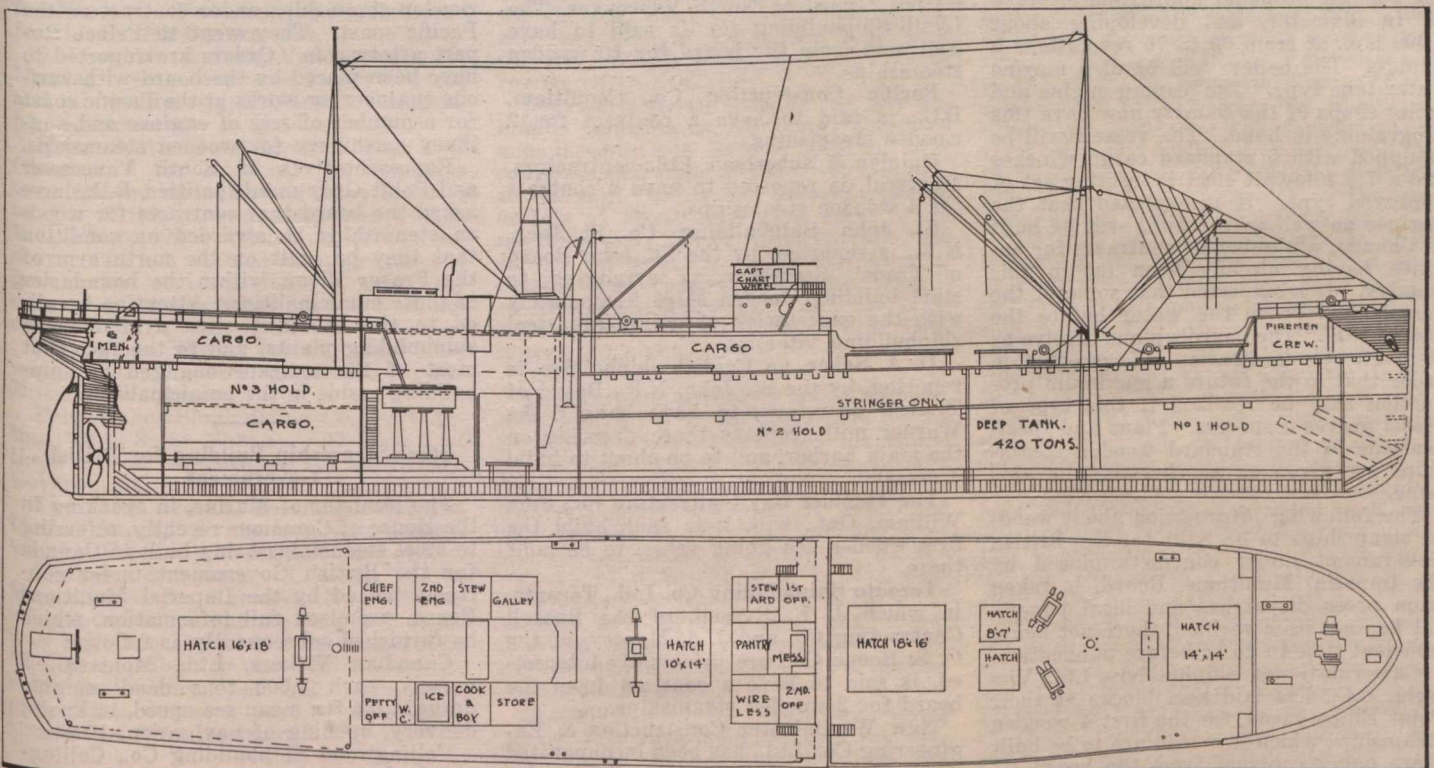
but for the wooden vessels a general specification, with plans of general arrangement and amidship section, have been prepared. They are not intended to furnish working details, but are to be treated as general data intended to indicate in outline the class and construction of vessel required. The details of hull construction, fastening, etc., in specification are such as will meet in general with the approval of Lloyd's and the board's technical advisers, but nothing in the specification will relieve the contractor from the responsibility of employing a skilled staff to work out detail drawings and submit proposals for such details to the Classification Society and to the board's advisers, who will however, give all assistance in their power to help contractors, without accepting responsibility for the proper carrying out of the contract. The vessels are to be built to Lloyd's requirements for A1 classification and to the British Board of Trade requirements as far as necessary for cargo steamers. The hull's dimensions are to be as follows—

Length between perpendiculars	250 ft.
Breadth, extreme	43½ ft.
Breadth, molded	42½ ft.
Depth, molded	25 ft.
Depth over keel	27 ft.
Draught for displacement	22 ft.
Draught over keel	21 ft.
Deadweight on 20 ft. max. draught to Lloyd's summer freeboard, approx.	2,500 tons
Deadweight on 21 ft. max. draught, approx.	2,800 tons

The hull is to be divided by 4 bulkheads in addition to deep tank bulkheads, viz., collision and aft peak bulkheads, and bulkheads at fore and aft ends of machinery space. All lumber used in construction is to be Douglas fir, unless otherwise specified, but in the case of yards in the Eastern and Maritime Pro-



Cross section, standard wooden steamships, for British Government.



Standard wooden steamships being built in Canada for British Government.

and to enhance the merchant service equipment generally, came the necessity for the adoption of a standard specification. The whole question of securing

orders have been given for a large number of both wooden and steel steamships. For the steel steamships it has not been possible to have a standard specification,

vinces, the lumber may be such as can be easily obtained, but it must be approved by the board. Owing to the danger of corrosion arising in the steel work