

General Shipbuilding Matters Throughout Canada.

Steamships for French Government— In reference to the Ottawa press report, to the effect that the French Government was prepared to order 121 steel cargo steamships, to be built in Canada, at \$170 a ton, which was referred to in Canadian Railway and Marine World for December, we are informed by the head of the Technical Department of the Merchant Marine, French High Commissioner's office, New York, that nothing is known there of such an intention, but that M. Falcoz, a representative of the Messageries Maritimes, has been in the United States for the purpose of pricing the construction of several cargo steamships for themselves.

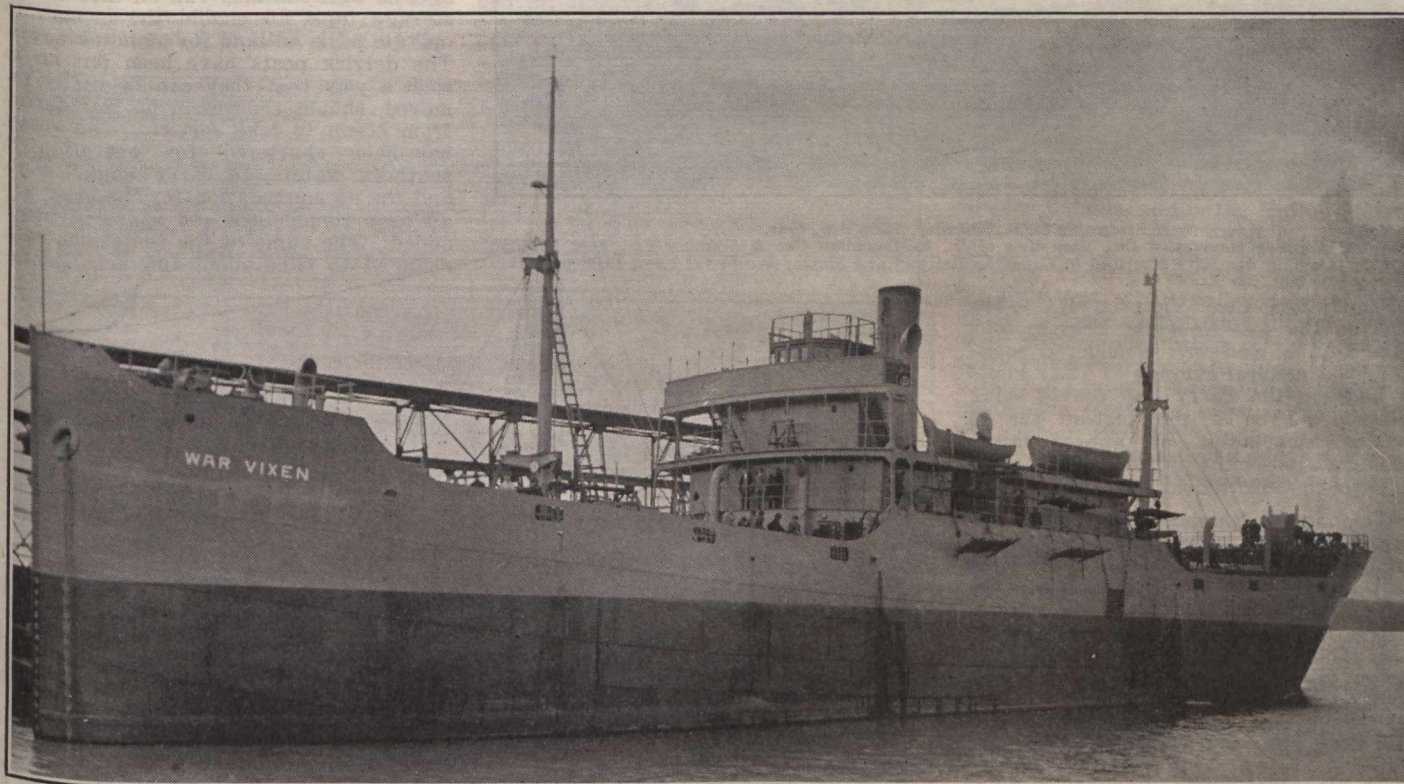
Virtually all of the vessels contracted for in the U.S. are completed, although a few remain to be finished. A question that is still pending between the U.S. and French Governments is said to be preventing a large number of contracts for tank steamships being given to U.S. shipyards.

Omar Blinn, Grosses Coques, N.B., launched a barquentine of 692 net tons for C. E. K. Warren, Halifax, N.S., early in December. She is equipped with gasoline engines for hoisting, and full electric light installation.

Canadian Vickers Ltd., Montreal—In addition to the 4 steel steamships which this company is building for Canadian

Dominion Shipbuilding Co., Toronto—Of the 8 steel steamships delivered during 1919, by this company, as mentioned in our last issue, the first was sold to the Marine Trading Co., New York; 4 have been sold to the Aalesund Steamship Co., of Norway, and the other 3 are being operated by Christoffer Hannevig Inc., New York.

The company launched the steamship T. L. Church, Dec. 20, the christening ceremony being performed by Mrs. L. H. Clarke, wife of the Lieut.-Governor of Ontario. The ship has been designed for ocean service and was built on yard account. Her dimensions are: length, 261 ft.; breadth, moulded, 43½ ft.; depth,



Steamship War Vixen, 3,500 d.w. tons, for British Government.

The s.s. War Vixen, and sister ship, War Magic, were both built by Canadian Allis-Chalmers Ltd., Bridgeburg, Ont., for the British Government, under orders from the Imperial Munitions Board, and went into service in Nov., 1918. Canadian Allis-Chalmers Ltd., are building two precisely similar ships for private account.

A New York press dispatch of Dec. 20 said:—An executive officer of French High Commission states that France has definitely decided not to build ships in United States or Canadian yards. It is stated that the decline in the exchange rates is responsible for the decision. Should the rate of exchange become much more favorable, it is possible that the French Government will change its attitude. Until recently it was anticipated that France would order about 150,000 tons of ships from American yards. An unverified report was current this week to the effect that a French syndicate had placed a contract in U.S. yards for the construction of 11 tank steamers; 9 of large dimensions and 2 of small register. Enquiry at the French High Commission revealed that the tankers had not been ordered by the government, and an executive stated that he knew nothing of private interests having placed this contract. In Canadian yards, the French Government has had a number of oil barges of about 1,500 d.w. tons register built, but these have been completed and are now on their way to French ports.

Government Merchant Marine, Ltd., for delivery during 1920, it has orders for 2 steel steamships, each of approximately 8,350 d.w. tons, for Norwegian interests.

Collingwood Shipbuilding Co., Collingwood, Ont.—The Northern Navigation Co., s.s. Hamonic will be docked by this company during the winter, for wheel repairs.

J. Coughlan & Sons, Vancouver, B.C.—The trial trip of the s.s. War Chariot, the last of the ships built by this firm for the British Government, under orders from the Imperial Munitions Board, made her trial trips in November, completed her cargo at Burrard Inlet and sailed for Great Britain at the end of November. This firm has built 10 steamships of 8,800 d.w. tons each, for the British Government, viz.: War Camp, War Charger, War Chariot, War Chief, War Noble, War Cavalry, War Convoy, War Column, War Company, and one other which was christened Alaska, and was on the stocks at the time the Imperial Munitions Board placed its original order, and was taken over by it on behalf of the British Government.

moulded, 23 ft.; deadweight carrying capacity, 3,350 tons. She is equipped with triple expansion engines of approximately 1,200 h.p.

Grant & Horne, St. John, N.B., launched the 4-masted schooner Cutty Sark, Dec. 8.

Halifax Shipyards Ltd., Halifax, N.S.—The s.s. Troja, which was built by the Dominion Shipbuilding Co., Toronto, and which stranded on the Old Proprietor Ledge, early in 1919, and became almost a total loss, has been practically rebuilt by Halifax Shipyards Ltd. After docking and examination, it was found that all the bottom plating to the bilge strake, floors, intercostals, and 85% of the double bottom, with 11 tank top plates in the fore hold and a large number of frames and hold supports, had to be renewed. The interior fittings were destroyed by fire, while the vessel was on the ledge, and considerable damage was done to the steel plating in connection with the officers' quarters. The engines and boilers had to be completely overhauled and all missing parts replaced. The contract was awarded the Halifax