

ANOTHER TRIP FOR BRULIN

(Ed. Note: We originally featured BRULIN as Ship of the Month No. 61 in the issue of December 1976. We have updated quite a few of our early features, and we now have so much more to say about BRULIN that she, too, deserves another visit.)

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The steam canallers of the 1920s generally were a pretty hardy breed. They had to be in order to withstand the bumps and scrapes of their frequent passages up and down the small locks of the old Welland and St. Lawrence canals. Most of the canallers never sustained any serious damage during their travels, apart from a few damaged plates from time to time. But some of them did get involved in serious problems and a few actually proved to be downright accident prone. One of these is our Ship of the Month.

During the twenties, things were booming for Canadian lake shippers, and British shipyards turned out dozens of steam-powered canallers for these operators. One of those who attempted to cash in on the bonanza was R. A. Carter, of Montreal, who managed the Carter-Wood Company Ltd. This concern obtained the bulk carriers CHEMONG and DRUMAHOE, which were built in Londonderry by the North of Ireland Shipbuilding Company Ltd. under sub-contract from Swan, Hunter and Wigham Richardson Ltd. These steamers were completed in 1924.

Carter-Wood also came to represent two other vessel owners, one being the Montreal Forwarding Company (an enterprise of Bruce Lindsay Brothers Ltd., of Leith, Scotland, together with Crawford & Co. Registered, Montreal) and the other being the Rahane Steamship Company Ltd., Montreal (Canadian Terminal Systems Ltd., Montreal, also connected with Crawford & Co.). Each of these firms contracted in the United Kingdom for the construction of a canal-sized steel bulk carrier in 1924, the vessels being christened BRULIN and RAHANE respectively. They were very similar in appearance to three other canallers, namely NORTHTON, GLENROSS and BELVOIR (i) which were built during 1924 and 1925 for other operators. Four of the ships were constructed at Wallsend-on-Tyne by Swan, Hunter and Wigham Richardson Ltd., but BRULIN was built at Hebburn-on-Tyne (Newcastle) by Palmer's Shipbuilding and Iron Company Ltd. as its Hull 949. BRULIN was launched on July 31, 1924, and was completed during August.

BRULIN (Br.148087), registered at Newcastle, measured 248.0 feet in length, 43.1 feet in the beam and 22.8 feet in depth. Her tonnage was registered as 2241 Gross and 1576 Net. She had a 42-foot-long, fully-topgallant fore-castle. There were six hatches and three watertight bulkheads, with two additional intermediate bulkheads in the holds with watertight lower sections. She was powered by a triple-expansion engine with cylinders of 18", 30" and 49" and a stroke of 36", this machinery being constructed by MacColl and Pollock of Sunderland. Steam was provided by two single-ended, coal-fired Scotch boilers manufactured by the same firm and measuring 10'6" by 13'3". There were 3,112 square feet of heating surface and 89 square feet of grate surface. On 180 lbs. of steam pressure, the engine developed 1,050 i.h.p.

BRULIN and her near-sisters were particularly substantial in appearance, unlike some of the canallers which seemed rather flimsy in construction. They were high in the bows and all carried a full fore-castle. BRULIN was given a texas cabin with a squared front, a round-faced pilothouse and a very substantial after cabin set on a flush quarterdeck. The ship carried two masts, both being rather light poles but quite tall, the main being stepped well aft of the steamer's tall and fairly heavy funnel. After she had been on the lakes a short while, she also was given two very heavy kingposts on each of which were mounted cargo booms designed to assist in the handling of pulpwood cargoes.

BRULIN's name came, of course, from a contraction of Bruce Lindsay. She was