

engineers, steward, firemen, saloon, galley, pantries, etc.

"Water ballast in (the) cellular double bottom is fitted all fore and aft; the 2 peaks are also arranged for water ballast. Electric lighting is fitted throughout the ship both in accommodation and in the holds. The propelling machinery is placed as far aft as possible to obtain the maximum length of holds. It consists of a set of triple expansion surface condensing engines, having cylinders of 17, 28 46 x 33 in. stroke, with two main boilers each 12 ft. internal diameter by 11 ft. total length, with a working pressure of 180 lbs. per sq. in. This machinery is capable of driving the ship at a speed of about 12 miles an hour.

"Five powerful steam winches are fitted for manoeuvring purposes and working the breast and stern ropes. A powerful steam windlass is fitted on the fore-castle deck for working the anchors and steam snubbing winch reel for hauling in the snubbing wire. Refrigeration machine for (the) provision room is placed aft, also a steam steering engine.

"The ship has been completed to the requirements of the British Corporation rules for steamships trading on the Great Lakes and St. Lawrence, and in accordance with the Board of Trade requirements for cargo steamships. S. E. Moore, of Springhill, N.S., was in residence in Hull during the building of the ship and her machinery, superintending the building on behalf of the owners, and is returning with the ship on her passage across the Atlantic. He will continue to have charge of her machinery on her arrival in Canada, having been appointed (as Chief Engineer) by her owners. The CASCO underwent her trial trip on (Wednesday) June 1, and was then handed over to the owner."

CASCO, her name being a commonly-used acronym representing the name of her owner, was registered at Montreal, her Canadian official number being 160046. A separate company was set up to own the steamer, this being the Lakes and St. Lawrence Navigation Company Limited, Montreal, which was formed on March 28, 1927. It had authorized capital of \$200,000. (Another firm, the Holcomb Navigation Company Limited, was created at the same time to assume ownership of the RALPH T. HOLCOMB.) Lloyd's register showed Lake and St. Lawrence as the owner of CASCO, and the Canada Starch Company as manager of the ship.

The "Canadian Railway and Marine World" article hit the high points of the construction of CASCO, but there is some additional information and also some corrections that we should provide. According to Lloyd's Register and also the American Bureau of Shipping, CASCO was 252.7 feet in length between perpendiculars, 43.2 feet in the beam, and 17.8 feet in depth, while her tonnage was 1831 Gross and 1153 Net. Her half-topgallant (or "sunk") fore-castle was 35 feet in length, while her raised quarterdeck was 94 feet long and thus created a "step" in her deck which was a feature typical of canal-lers built during that period. There were three cargo holds and seven hatches, each measuring 12 feet by 29 feet, and spaced on 23-foot centres. Five of the hatches were positioned on the spar deck, while the final two were atop the forward end of the quarterdeck. The first two hatches gave entry to the forward hold, hatches 3, 4 and 5 to the midships hold, and hatches 6 and 7 to the after hold.

The engine was, indeed, a triple, whose cylinders were 17", 28" and 46" in diameter, and the stroke was 33 inches. This plant produced 122 Nominal Horsepower or 1,000 Indicated Horsepower, and was built for the ship in 1927 by Earle's shipyard. Steam at 180 p.s.i. was created by two single-ended, coal-fired, Scotch boilers which measured 12 feet by 11 feet, and which were equipped with forced draft. They had a total of 76 square feet of grate surface and 2,940 square feet of heating surface. The boilers also were built for the ship in 1927 by the Earle's shipyard's own boiler shop.

CASCO was a rather different-looking canal-ler, but very handsome, and there was none other quite like her. She had a straight stem and counter stern