

b.h.p. Carels-Diesel motor, built by the Clyde Shipbuilding and Engineering Co., and that she recently started upon her maiden voyage from Glasgow.

"It appears that about a day and a half after the FORDONIAN had put to sea, the engineer on watch allowed the crank-pin bushes of the compressor to become overheated, with the result that the white metal ran out and disabled the main compressor. The engines were stopped, and it was decided to return with the auxiliary compressor, and this machine kept the main engines going until the vessel got into a safe anchorage. There was absolutely nothing the matter with the main engines, nor with any of the auxiliaries, up till the time of this accident, and it can only be thought that the mishap was due to carelessness or neglect on the part of the engineer in charge; this is the reason attributed by the classification surveyor. The main engines themselves were quite satisfactory. Of course, they had to proceed at a lower speed, the auxiliary compressor not being nearly so large as the main compressor. As many people will have put down this accident to defects in the Diesel engines themselves, and it might have the effect of causing prejudice in some quarters, it is as well that these facts, as given above, should be made public."

The May 8, 1913, issue of that same publication reported: "The FORDONIAN, the 800 b.h.p. Carels-Diesel ship built for the Great Lakes trade last year by the Clyde Shipbuilding and Engineering Co., will probably have left for Montreal by the time this appears in print. She has been laid up in dock at Greenock all the winter, as she was completed too late in the season to get up the St. Lawrence. Early last week, the FORDONIAN had a final trial trip in the Firth of Clyde."

We have not been able to determine when FORDONIAN arrived in the lakes. However, the August 1913 issue of "Canadian Railway and Railway World" noted: "The results of the Canada Interlake Line's motor vessel FORDONIAN's first trip to the head of the Great Lakes are reported to be entirely successful, an average speed of 11½ miles an hour having been made. It is stated that the company is considering the question of ordering another similar vessel for the same route." That never happened, and we suspect that the line's directors must have been dismayed by the delay of almost a year in the arrival of FORDONIAN in Canada, and may well have been wondering whether they ought instead to have ordered another steamer like ACADIAN (i), CALGARIAN (i) or HAMILTONIAN (i).

Meanwhile, however, there had been a corporate reorganization of the firm that owned FORDONIAN. The January 1913 issue of "Canadian Railway and Marine World" reported that the Canada Interlake Line Limited "has been formed with head office in Toronto, to take over the business of the Canadian Interlake Line Ltd., incorporated last year as a consolidation of the interests associated with the Merchants Mutual Line. The directors are: M. J. Haney, Toronto, President; R. M. Wolvin, President, Standard Shipping Co., Winnipeg, Vice President; H. Munderloh, Montreal, E. H. Ambrose, Hamilton, Ont., J.F.M. Stewart, T. Bradshaw and J. W. Norcross, Managing Director, Toronto.

"To the vessels operated last season, and now taken over, there have been added eight more, three of which were acquired from the Canadian Lake Transportation Co., viz.: KENORA, REGINA and TAGONA; three have been acquired from the United States, the CADILLAC, MARS and PIONEER; one, CALGARIAN, has been built at Port Arthur, Ont., and one, FORDONIAN, is a Diesel engined vessel, recently built at (Port) Glasgow, Scotland, thus making 14 vessels owned by the new company, which is said to be the largest Canadian company engaged entirely in freight lake transportation..." In addition to the ships already mentioned, to be operated by the new company in the momentous year of 1913 were ACADIAN (i), A. E. McKINSTRY, RENVOYLE (i), D. A. GORDON, HAMILTONIAN (i) and CANADIAN. Appointed to FORDONIAN as master in 1913 was Capt. H. W. LaRush.

The February 1913 issue of C.R.&M.W. gave many details concerning FORDONIAN. "The FORDONIAN has the following leading dimensions: 250 ft. long, 42 1/2 ft. beam, 16 ft. 10 in. moulded depth to the main deck and 26 1/2 ft. to the awning deck. She has a 2 ft. frame pitch, and a deadweight cargo carrying capacity of 3,300 tons on 16 1/2 ft. draught. The draught on service is restricted to 14 ft. and the deadweight capacity is thus reduced to 2,200 tons.

"She is built to Lloyd's highest class for grain carrying on the Great Lakes, and conforms to the standards of Canadian lake practice in that she has a steering pole out forward to make quite handy the control from the forward bridge, a large number (seven) of hatches, and (four sets of) inward opening cargo doors on (each of) the port and starboard sides to facilitate the rapid removal of cargo. The cofferdam at the forward end of the fore hold is unusual in such vessels, and is intended to preserve the cargo from damage should the ship