

ven compressor is of half the capacity of the main compressor, and runs normally at 300 revolutions a minute. Air storage for starting purposes is provided by four welded steel bottles of 23 5/8 ins. diameter by 8 ft. long, and that for trial fuel injection by one bottle, 1 ft. in diameter by 3 ft. long. The pressure of the fuel injection air and the starting air is 850 lb. per sq. in. The time taken by the auxiliary compressor to fill up the air storage provided is about one hour. The remainder of the auxiliaries are similar to steam practice.

"The weight of the main engine alone is about 100 tons, and if the auxiliaries are included, all ready for work, 150 tons is the weight of machinery aboard. There is fuel storage in two oil tanks placed on both sides of the oil fired donkey boiler, and two ready use tanks are placed aft of the engine room, and are provided with steam heating coils, while the oil is filtered, on its way to the fuel pumps of the main engines, through 15 gallon filters in the engine room. In all, 105 tons of oil fuel is carried, whereas with the sister steamships 250 tons of coal is required. The consumption per day for all purposes is 5 tons of oil fuel, against 14 tons of coal. The fuel consumption of this engine is 0.47 lb. per brake horsepower per hour.

"On the trials, it was shown that the indicated horsepower at 102 revolutions per minute and 90 lbs. per sq. in. is 970; 10 knots were achieved with the engines doing 128 revolutions per minute. The maximum revolutions were 140, the normal about 102, and the minimum 46. The results undoubtedly will be improved upon when the engines are finally tuned up, as prior to the trial trip they had only been run in dock trials for twelve hours in all.

"The general arrangement of the engines and auxiliaries is well thought out to give the greatest possible immunity from breakdown. This type of engine seems quite suited to the propulsion of cargo boats, and the saving in space consequent upon the adoption of the Diesel engine for this ship is five frame spaces, aggregating 10 ft., or about 33% of the machinery space. -'Shipping Illustrated'."

FORDONIAN (Br.133077), registered at Glasgow, was her builder's Hull 298, although we have no record of her launch date. She was a ship of interesting appearance, with the usual straight stem and bluff bows of a canaller, together with a counter stern and a good sheer to her decks. She had a fully topgallant forecastle, 37 feet long, with a closed steel bulwark for most of the length of its head, and a flush quarterdeck with closed steel taffrail. The anchors were carried in deep pockets on either side of the stem at the level of the "awning" or spar deck.

On the forecastle head was set a large steel texas cabin with a rounded front, and on the navigation deck above was placed a large wooden pilothouse, with nine windows in its curved face and a door on either side. Indented decorative panels were set in the lower part of the pilothouse front, two such panels below each window. An open navigation bridge was provided on the monkey's island atop the pilothouse, accessed via a companionway set on the starboard side abaft the pilothouse door. There was a high open pipe rail around the monkey's island, with nameboards on each side, and awning stretchers were provided for shelter from the sun in hot summer weather.

There was an open post-and-wire rail down either side of the spar deck. The foremast, set immediately abaft the break of the forecastle, was a tall pole with one cargo boom (sometimes two) slung aft from it. The mainmast was stepped between the fifth and sixth hatches and at one time carried four cargo booms, although for most of her years there were only two booms. There were four sets of double cargo doors on each side at the level of the tween deck, plus a further set of doors back in the engine room.

If FORDONIAN was good-looking forward, she was anything but aft. Her after accommodations cabin was almost hidden behind the tall and bald-looking house enclosing the donkey boiler, while the funnel was a spindly little thing which had little rake. A lifeboat was carried on either side of the upper deck aft, each worked by radial steel davits.

We know of only one photograph showing FORDONIAN when she first entered service. Her hull and forecastle were black, her cabins were white (except for the teak pilothouse which was varnished), and her puny little stack was all black. Her masts were buff. On her bow was the white ball with a black 'M', the logo of the Merchants Mutual Line, under which name Canada Interlake Line continued to operate. As far as we know, there was no coloured trim.

The 1913 season was a truly momentous one on the Great Lakes. Not only did the autumn bring the greatest series of storms ever to hit the lakes, but the season also saw the largest