THE S.S. KLONDIKE, 1937-55:
A STRUCTURAL HISTORY
by Arnold E. Roos
VOLUME I
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Volume I
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A Structural History
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Abstract

After the sinking of the S.S. Klondike No. I in 1936, a decision was made by the British Yukon Navigation Company, a subsidiary of the WhitePass and Yukon Route, to replace the Klondike with a riverboat of virtually identical design. Work on the second Klondike was started in Whitehorse in 1936 and completed in 1937 in which year she was also launched.

As was the case with Klondike No. I. S.S. Klondike No. II was designed primarily as a freight boat. Specifically, it was built to eliminate the need for barging sacked silver-lead concentrate from Stewart Landing to the railhead at Whitehorse, although as things turned out, the Klondike did not eliminate barging but rather took its place alongside the barges as a means of moving freight along the Yukon River. The carriage of passengers was clearly a secondary function for the Klondike, as a quick glance at her pre-1953 profile or her passenger accommodation will verify, although the company was prepared from the beginning to add more passenger accommodation should this become necessary. During the earlier period of the Klondike's
operations the passenger trade consisted largely of tourist excursions, in which two other British Yukon Navigation Company vessels, the Whitehorse and Casca, specialized, and the carriage of local residents. The Klondike was used, when necessary, to carry tourists that could not be accommodated on the Whitehorse or Casca, and because the atmosphere was more informal on the Klondike than on the tourist boats, the Klondike appears to have been preferred by the local residents.

Klondike No. II underwent very few modifications or additions in its first thirteen years of existence, with the exception of minor changes to facilitate the ship's operation. In 1950, however, the Texas deck cabin housing was extended aft to provide additional berths and the galley was completely remodelled. The decline in freight traffic occasioned by the completion of the highway from Whitehorse to Mayo (1950) and the commencement of construction of an all-weather road from Stewart Crossing to Dawson (1951) led to the conversion of the Klondike to cruise service, under joint arrangement with Canadian Pacific Airlines, in 1953. This resulted in an extension of the saloon deck housing aft and the addition of crews quarters on the freight deck. The operation of the Klondike as a cruise ship was found to be unprofitable and the vessel ceased operation in 1955. The report discusses the structural history of the Klondike No. II, with emphasis on information necessary for the vessel's restoration to the 1937-45 period.
Acknowledgements

The author wishes to acknowledge the assistance given him in the research for this report by the Public Archives of Canada, The Yukon Territorial Archives, the Public Archives of British Columbia, the Vancouver Maritime Museum, the MacBride Museum in Whitehorse, the Geological Survey of Canada, the U.S. Geological Survey and the University of Alaska. The photographs, reports and artifacts held by these institutions were of invaluable assistance.

To all of the former crew members, employees of the White Pass and Yukon Route, some of their descendants and present and former residents of the Yukon who assisted me, there really are no words to express my thanks for the invaluable aid given. As the list is quite extensive, one will have to refer to the introduction for a complete list of these people. Without their photographs, their recollections, their films and those items that they have in their possession that managed to survive the years, all of which they were so kind to show us, this report would have been seriously flawed.

The author would like to acknowledge his two
predecessors on the project, James Weppler and Gordon Bennett. To R. Fairweather, Engineering and Architecture Branch, Indian and Northern Affairs, the author would like to express his thanks concerning his suggestions as to how the report format should be set out; to the two marine engineers A. Barbour and A. Wildsmith of Engineering and Architecture Branch, the author wishes to express his thanks for their guidance and assistance. Finally, the author wishes to thank J. Burgess, the typists who tried valiantly to read this writer's hand writing, and the publication staff of National Historic Parks and Sites Branch, without whose patience this report would have been impossible.
Introduction

In the late 1950s, the Minister of the Department of Northern Affairs and National Resources, acting on the advice of the Historic Sites and Monuments Board of Canada, declared transportation in the Yukon to be a theme of national historical significance. To commemorate this theme, the department acquired the sternwheeler S.S. Klondike No. II, along with three other vessels, in 1960. During the 1960s, it was decided to restore the S.S. Klondike as a national historic site and a project team was established in the 1970s, initially under Western Region, Parks Canada, and subsequently under Prairie Region, Parks Canada, to undertake the restoration.

The research for this report was geared to an identification of those aspects of the vessel having to do with the period 1937-45 to which the vessel will be restored and interpreted. The number of personnel available for information, because of the recent history of the vessel, was larger than could be accommodated within the time available for research, although some 20 people were interviewed during the course of the project, some of them
more than once. Historical research involving, as one of its tools, oral histories, can be time consuming at the best of times, because of transcriptions of tapes, verification of information and the sheer amount of time required to set up such sessions with people that are spread throughout the country. There is also the law, if one can call it such, of diminishing returns which has to be taken into account when organizing such sessions. A conscious decision was made, therefore, to restrict the number of personnel that would be interviewed for information to those that at that time were considered to be able to contribute to knowledge of the above noted restoration period.

The information contained with in this report is presented in two forms, a narrative introduction followed by an itemized list of all objects found in that area of the ship covered in the narrative introduction. BOTH OF THESE PARTS MUST BE READ, AS ONE IS INCOMPLETE WITHOUT THE OTHER.

The report begins with a treatment of the wheelhouse and proceeds through the various deck levels to the hull. Each deck level forms a natural division, which has in turn been subdivided into its interior and exterior components. Each of these natural divisions has a narrative section associated with it which points out the salient features of the area. In addition to these narratives, there are narratives associated with some of the more important major subsections that make up the major divisions. For example,
in that section dealing with the saloon deck housing interior, such areas as the Purser's office, observation room, dining room and galley have general discussions associated with them which must be read in addition to the detailed information that follows them.

The major part of the report is set out in a catalogue (or itemized) format. Every bulkhead, deck and deckhead has been dealt with individually. Each one of these subsections deals with all of the furnishings and fittings associated with it. When dealing with the outboard bulkhead of a particular cabin, this subsection would contain information on the door, window and the like. Furthermore, if a particular compartment was used for a specified function, such as the stateroom of the ship's master, a further subsection has been added giving a description (where known) of the contents peculiar to the occupant of that cabin.

IN THE ITEMIZED LISTS, IF THE DATE WHEN AN OBJECT WAS INSTALLED IS NOT GIVEN, IT IS PRESUMED TO BE ORIGINAL, IF NOT TO 1937, AT LEAST TO THE ABOVE NOTED TIME FRAME.

Along side the majority of objects in the itemized lists, a short form reference giving the sources of information for each statement is provided. Examples of these short forms, along with an explanation follows:

1) Transcriptions of interviews with individuals have been noted as:

Tr., (name of person interviewed), (2) II, p. 24.
2) Two group interviews were held during the course of the project, one in Whitehorse in 1975, the other in Vancouver in January 1977. The Whitehorse interviews are cited as:


1975 = The year it was held.

II = Tape upon which the information was recorded

p. = page of the transcript on which the information can be found.

People interviewed were:

W. Bromley

J. Forde
The Vancouver interviews are cited as follows:


Tr. = Transcript of tape
Fri. = Day tape was recorded
I = The number of the tape of the noted day upon which the information referred to can be found
p. = Page of the transcript of the above tape upon which the information can be found

People interviewed were:

W. Bromley
C. Hogg
J. Forde
J. Moran
H. Nicholson

3) Letters received from various sources which contained
pertinent information are cited as follows:

L, (writer of the letter), date letter written.

4) Sketches of the vessel are cited as follows:

    SK, (Originator of sketch), No. 2.

    SK, = Sketch
    No. = Number of sketch referred to, as there may
         be more than one by the articulator person
         noted.

5) Area Surveys of the Vessel are cited as follows:

    AS, (date survey was performed).

    There are two surveys noted. One pertains to the
    survey done in conjunction with the 1975 ship survey
    noted previously. This one was done in conjunction
    with former crew members. The second was done by the
    author of this report to clarify information obtained
    concerning the vessel.

6) Photographs are cited as follows:

    P. [,] followed by the number of the photograph
    referred to.

    The number referred to is the accession number assigned
    to each photograph as it was collected. All of the
    photographs cited in the report have been included;
    however, not all of the photographs in the Klondike
    photograph collection have been included, and hence the
    numbering system in the report is not consecutive.
There are also a number of photographs cited which are not of the S.S. Klondike, but which show a clearer view of the topic being discussed. The origin of the photographs has been noted in the "Source of Information" column.

7) M.O.T. 9562-188
- refers to the Ministry of Transport file 9562-188, the official file on the S.S. Klondike held in Ottawa which contains the inspection reports, correspondence and blueprints relating to the S.S. Klondike.

8) AF, 1-2-s3
AF - As-Found Blueprints
1) Blueprints are broken up into 11 sets, excluding the cover sheet and index sheet, each comprised of the following number of pages 2, 3, 5, 20, 10, 42, 13, 47, 36, 13, 10
2) Refers to a particular blueprint of noted set
3) All blueprints have been given a consecutive number starting at 1 and going to 202. The letter s simply means sheet.

When the ship was As-Founded an arbitrary point was chosen to which a majority of the outboard measurements were referred. This point was located on the ship's centerline, 76 feet 4-1/4 inches aft of the foremost part of the vessel and 158 feet 3/4 inches forward of the aft edge of the monkey rudder bar. The notations
used in this report when a measurement is referred to the reference point, which at times is called station are:

A(X) feet (Y) inches and F(X) feet (Y) inches

A = denoting that the measurement is aft of the reference point,
F = denoting that the measurement is forward of the reference point.

The people who contributed reminiscences, photographs, artefacts, etc., both directly and indirectly, are:

C. Beaumont - worked for British Yukon Navigation Co.
H. Breaden - '' '' '' '' ''
W. Bromley - '' '' '' '' ''
G.I. Cameron - RCMP (retired)
F. Coghlan - worked for British Yukon Navigation Co.
A. Courquin - '' '' '' '' ''
W. Crawford - '' '' '' '' ''
H. Denman - public servant
C. Doheny - worked for British Yukon Navigation Co.
F. Dunn - '' '' '' '' ''
J. Dunn - '' '' '' '' ''
H. Farber - '' '' '' '' ''
J. Forde - '' '' '' '' ''
F. Good - '' '' '' '' ''
W. Gordon - '' '' '' '' ''
C. Hogg - '' '' '' '' ''
A. Innes-Taylor
W. Jensen
D. Jones
Alex Keay
Andrew Keay
W. Lesyk
Mrs. H. Lewis - former Dawson resident
J. Moran - worked for British Yukon Navigation Co.
A. Olsen
H. Perchie
Dr. J. Rennie - former Dawson doctor
S. Smith - worked for British Yukon Navigation Co.
H. Steinback
Mrs. D. Wakefield - wife of former British Yukon Navigation Co. employee
S. White - worked for British Yukon Navigation Co.
Wheelhouse

General Statement
As was the case with the vast majority of Yukon riverboats, the Klondike's wheelhouse is a separate structure surmounting the Texas deck. The wheelhouse was the navigation center of the vessel, the place where the master or pilot(s) steered the vessel and gave messages and instructions to the engine room and foredeck. The Klondike's wheelhouse as found is much the same as it was when the vessel was launched in 1937; no major structural changes are known to have taken place, and what modifications there were, have, in the main, been limited to surface treatment (addition of canvas, painting, installation or removal of movable items, etc).

The wheelhouse is a simple square structure separated from the Texas deck by a crawl space. The bulkheads are of double skin construction with the wall studs on 16 inch centres. The wall studs are continuous from the deckhead to the Texas deck. The outer skin is 3-1/4 inch by 9/16 inch cedar tongue and groove siding. The inner skin is 3/16 inch masonite panelling. The masonite panelling is only applied
to the inside of the wheelhouse and does not extend into the crawl space below as this section only has the outer tongue and groove siding attached to the studs. The deckhead or roof is of single skin construction, again with the exposed ceiling joists on 16 inch centres. The roof covering is the same as the tongue and groove siding found on the exterior bulkheads. The roof has a short lookout or eave all around and a fascia board is attached to the lookout rafters. The roof appears to be flat but is actually slightly crowned so that water flows to the port and starboard sides from the centre and then back to the aft two corners where there are two drain holes that are connected to downspouts that follow the bulkheads down to the Texas deck. The forward, port and starboard windows are all of similar construction. The windows take up the upper half of the bulkheads with the exception of narrow strips of tongue and groove siding along the sides and just above the windows. The forward, port and starboard side windows are simple three sash horizontal sliding windows with each sash having six panes, three upper and three lower. The two windows on the aft bulkhead are fixed and cannot be opened. The one large single sash window on the starboard side of the aft bulkhead has five upper and five lower panes whereas the smaller, single sash window located between the larger window and the door that is located on the aft bulkhead has two panes, one above the other. The whole wheelhouse structure is anchored to the
Texas deck by four anchor rods which extend from the window in the wheelhouse through the deck and crawl space to the Texas deck.

Access to the wheelhouse is gained through a door that is located on the port side of the aft bulkhead. The door is hinged on the port side and its upper section is glazed. A three step stair leads up to the door from the Texas deck. Access can be gained to the crawl space below the wheelhouse through a removable panel located on the starboard side of the aft bulkhead. The crawl space below the wheelhouse was used by the deckboy to store his cleaning equipment and the various flags that were used on board the vessel.

In addition to the outer tongue and groove siding, canvas was applied to some external areas for extra protection against the elements. The canvas appears to have been of standard 22 inch width, unfortunately its weight is not known at this time. The canvas was generally lapped at the edges and stapled at approximately half inch intervals. Canvas has always been applied to the roof and to the tongue and groove siding below the windows on the forward exterior bulkhead. On both of these surfaces the canvas was laid thwartships. Canvas was applied to the starboard and port exterior bulkheads sometime in 1944-45, as all photographs taken before this date show a larger "KLONDIKE" sign on these bulkheads than can be found subsequent to the above date. The size of the lettering will be treated in greater
detail below. The only other canvas associated with the wheelhouse consisted of the canvas dodger and the sun-shade on the forward bulkhead (inside and outside respectively) and the whistle boot on the roof.

The external appearance of the wheelhouse was quite plain. A removable sign board containing the ship's name ("KLONDIKE") was attached to the forward bulkhead, and the word "Klondike" was painted on the port and starboard bulkheads. The removable sign board was originally lozenge shaped. This sign was replaced in 1939 by a rectangularly shaped board that remained in use until the vessel was permanently beached in 1955. The lozenge shaped sign appears to have had buff coloured letters on a black background, with a buff coloured margin (also lozenge shaped) enclosing the letters. The rectangular sign's lettering appears initially to have been white. Sometime later (ca. 1942), the lettering was changed to a buff colour surrounded by a buff coloured, rectangular margin. The port and starboard lettering was painted directly on the bulkheads. The original lettering, that is to say the lettering that was used before canvas was applied to these bulkheads in 1944-45, was slightly longer than the lettering used on the canvas and the letter "O" in "KLONDIKE" was also larger. It is not known whether any other changes in lettering other than those noted above were made during the life of the vessel; such changes, however, would appear to
have been highly unlikely based on the visual evidence.

The remaining external features of the wheelhouse include the sunshade, flagstaff, lights, whistle control cable boot, chimney and ladder. The sunshade, attached to the forward bulkhead above the windows, provided shade for the helmsman. (See below for further details on the sunshade.) Directly above the sunshade and extending above the wheelhouse roof was the flagstaff used for flying the BYN Co. house flag. On the top of this flagstaff was a running or flagstaff light that was controlled from the electrical panel in the wheelhouse. Unfortunately, it is not known what this light was comprised of. To the port of the flagstaff on the roof stood the spotlight and base. The extant spotlight on the wheelhouse was manufactured by "Ray Line, The Portable Light Co. Inc. N.Y." type 76331. It is not known if this spot light is original to the Klondike; however, it is similar in appearance to the light shown in the historic photographs. Power for the spotlight came from a single, heavy duty plug located under the lookout or eave behind the fascia board on the port side and this was controlled from the electrical panel in the wheelhouse. The controls for this spotlight extended down from the deckhead in the wheelhouse directly below the spotlight. Directly aft of the flagstaff was the whistle control cable boot, which was basically a canvas covered triangular box facing aft to the steam whistle that was attached to the funnel.
Toward the aft starboard corner on the roof stood a Yukon chimney which was directly above the airtight heater in the wheelhouse. The configuration of this chimney changed over the years. The chimney originally had a rain collar flange attached to it that remained in place until 1941, after which the rain collar flange was removed. No other changes appear to have occurred until 1952 when the whole chimney was removed and a circular metal patch was put over the hole in the roof. It seems very likely that the airtight heater was removed at the same time as the chimney. A permanently affixed ladder on the aft side of the wheelhouse provided access to the wheelhouse roof. Pulley wheels to guide the control cables to the main forward search light are located in the centre of the forward exterior bulkhead, just above the Texas deck. Evidence or drawings of objects other than those noted above that are attached to (or that were attached to) the outside of the wheelhouse can be seen on the as-found drawings; however, there is no information presently at hand to elucidate what they were or what they were used for.

The painting scheme of the wheelhouse, both internally and externally, reflected the simple style of the structure. The external bulkheads were painted white, except for the sign lettering and the aft stairs which were painted black. The roof was painted grey as were all the remaining decks. The edgeboard around the lookout may have been painted a
buff colour. The wheelhouse chimney, as would be expected, appears to have been painted black. The wheelhouse flagstaff was originally white; however, this was changed to black when the Klondike was converted to a cruise ship. Internally the wheelhouse seems originally to have been painted a light or pea green throughout. This internal colour scheme appears to have changed over the years for in 1950 the trim around the windows, the moulding on the door and certain sections of the built-in bench were painted a dark green, while all other painted members retained the lighter colour. As no detailed paint analysis has as yet been done of the vessel, the above description of the paint scheme must be considered as tentative.

The interior layout of the wheelhouse was rather spartan. There was a minimal amount of furniture and fixtures. Physically, the interior of the wheelhouse can be roughly divided into two sections, the first containing those items pertaining to the operation of the vessel such as communication and the control of the vessel, the second containing those aspects that can be subsumed under the general heading of working environment.

The primary function of the wheelhouse was the control of the vessel. This was done from the forward end of the wheelhouse where all the controls necessary for the vessel's operation were located in a compact unit. The primary unit was the control panel located just aft of the main steering
wheel, and also functioned as the aft support of the main wheel cable drum. This control panel contained the pulls for the bells which were used to communicate with the engine room and the foredeck, as well as the hydraulic lever, its release, and the controls for the forward search light. The hydraulic lever, which extended aft from the control panel, was used to steer the vessel and acted as a sort of a helm indicator. The hydraulic system could be disengaged if something went wrong with the system by lifting the release pull, at which point resort was had to manual steering using the main steering wheel. Most of the controls on the main control panel were brass and have been removed by vandals.

There were modes of communication between the wheelhouse and the engine room and foredeck other than the bell pulls on the control panel. An engine room telegraph was installed just port and aft of the control panel when the vessel was built which served as the main means of communication with the engine room (the bells were used as a backup system in case the telegraph failed). In addition to these two nonverbal communicating systems, there was a voice system to both the foredeck and the engine room which consisted of speaking tubes. Both of these tubes were equipped with whistles to attract the attention of personnel at the other end and they were so constructed that the whistle could be flipped back for voice communication. The one to the foredeck was located on the starboard side of the
control panel, coming up from the control panel base and terminating about even with the top of the control panel.

This speaking tube appears to have been removed sometime after 1950. The reason for its removal is not known. The speaking tube to the engine room came up forward of and on the starboard side of the main steering wheel. The actual tube came up about even with the window sill and to this was attached a flexible hose about two feet in length which terminated in the whistle-mouthpiece combination. It was found that because of the length of the Klondike the speaking tube to the engine room kept on breaking and a telephone of some sort may have been installed. The date of installation and the appearance of the telephone are not known. (In appearance the telephone has been described as being similar to a CB mouth piece). There was apparently one other electrical means of communication with the engine room, namely an electric button, which was only used in emergencies to obtain full power in a tight situation. The position of this button in the wheelhouse is not known. The steam whistle attached to the funnel rounded out the communications network. This was controlled by a wooden lever attached to the deckhead directly above the main control panel.

Most of the electrical functions of the wheelhouse that have been identified appear to have been controlled from an electrical panel located on the forward bulkhead just port
of the windows. The panel appears to have controlled the power for the main forward search light, the spot light on the wheelhouse roof and the wheelhouse lights, the engine room telegraph light and the wheelhouse flagstaff light. This panel may also have contained the emergency electrical button; however, this is pure supposition and is not supported by any firm evidence. Artificial light was supplied by two bare bulbs screwed into sockets that hung from twisted electrical wire anchored to porcelain fixtures located on the deckhead. One light bulb was located above the main wheel and one aft above the built-in bench.

The two search lights, namely the main searchlight forward of the wheelhouse and the smaller searchlight or spotlight on the wheelhouse roof, were manipulated from the wheelhouse. The main searchlight controls were located on the main control panel and were comprised of two wheels, one for vertical and the other for lateral movement. The spotlight on the roof was operated by controls that extended through the roof into the wheelhouse directly below the light itself; however, what the control mechanism of the spotlight on the roof was comprised of is not known at this time.

The wheelhouse also contained the ship's compass. The compass had its own little stand which was in the form of a low table or stool with a raised edge around the outside in which the compass sat. The stand was not fixed to the deck
and hence was easily movable. It could have been located anywhere in the wheelhouse, probably in an out of the way area as it was seldom if ever used. This compass, according to personnel who worked in the wheelhouse, was carried because of government regulations and not because of any necessity.

The windows gave the wheelhouse a very open feeling and virtually a 360 degree view of the surroundings, which, considering the river the ship had to navigate, would almost seem to have been a necessity; however, the presence of the windows required two additions to the wheelhouse both of which were attached to the forward bulkhead. One of these was the sunshade that was attached by butt hinges just above the windows on the outer bulkhead. This was of a very simple construction and consisted of a canvas covered rectangular wood frame. The frame could be raised or lowered to various angles by two movable side braces. The other addition was a canvas dodger inside the wheelhouse that extended over the middle and port windows. The main canvas section of the dodger was attached at its bottom side to the window sill and extended upwards and backwards terminating just forward of the main steering wheel at which location it was attached to a dowel from whose ends ropes extended up to the deckhead. Toggles were attached to the ropes that extended up to the deckhead so that the height of the dodger could be adjusted. Two triangular sections of
canvas were inserted between the vertical edges of the windows and the sides of the main canvas. The dodger was used to divert wind above the helmsman's head when the forward windows were open for ventilation or visibility.

The furniture consisted of a built-in bench on the aft bulkhead and a captain's chair just forward of it. There may have been a wicker chair in the wheelhouse (similar to the observation lounge chairs); however, considering the space in the wheelhouse and the presence of the built-in bench that could accommodate most visitors, the presence of such a chair seems unlikely. The built-in bench had a magazine rack attached to the port side of it which contained reading material that passengers had left behind when they left the vessel. The captain's chair, basically a high chair with arms and a back, was raised even higher through the addition of a glass electrical pole insulator to each of its feet. Both the built-in bench and captain's chair appear to have had leather covered cushions.

As the pilot or master generally stood during the ship's operation, a carpet was provided just aft of the control panel. This carpet probably had the company monogram in the center and was similar to those found in the staterooms.

Heat for the wheelhouse in the spring and fall was originally intended to be obtained from steam radiators of which there were three in the wheelhouse, one each against the port and starboard bulkheads and one that extended
around the forward, port corner. The heat from these radiators was found to be inadequate in the first fall of the ship's operation and an airtight heater was installed on the starboard side of the wheelhouse just forward of the built-in bench. The airtight heater stood on a metal floor plate and a Yukon Chimney extended directly up through the deckhead. This heater appears to have been removed when the Klondike was converted into a cruise ship in the 1950s as no chimney is visible in any of the pictures taken after that time.

Curtains, fire axes, a water glass rack, chart racks, a calendar, a clock shelf and clock, a list of regulations and hooks for clipboards rounded out the furnishings of the wheelhouse. Only the port, starboard and aft windows had curtains (two each for each set of windows). They were green in colour, similar to the colour of the paint on the inside of the wheelhouse and appear to have been tied back most of the time. The two fire axes, one attached to the port bulkhead and one to the starboard bulkhead, were affixed to boards by two brass holders, one for the haft and one for the axe head. The boards themselves were attached directly to the bulkheads. A water glass rack (the same as those found in the staterooms) attached to the port bulkhead and contained two glasses and a water carafe. A chart rack, used to hold charts and the rough log book, attached directly to the deckhead on the port side. The rack
consisted of three slats that extend across three ceiling joists. Another chart rack, comprised of a single board attached to the ceiling joists on the starboard side, may have been added at a later date. A calendar was affixed directly to the forward bulkhead directly above the windows. The calendar showed one month only. Sheets were torn off as the season progressed. A small shelf for a clock, and a clock of the Big Ben variety that sat on the shelf, were located just above the starboard forward window. A framed list of regulations, the contents of which are currently unknown, was located above the center forward window. Various clipboards one of which held the landing list were used in the wheelhouse and these were hung on hooks, the location of which are again unknown. The as-found blueprints indicate that there were other objects attached to the bulkheads some of which were electrical; unfortunately, it is not now known what these objects were or what their functions may have been.
Description Wheelhouse Interior

Forward Bulkhead

Coat hook
- at upper starboard corner on moulding around forward windows.

Dodger
- used to direct wind over pilot's head
- extended across port and center windows
- could be fringed or plain. This depended on individual preference.
  Fringe was made by unravelling canvas. The dodger appears to have been plain until at least 1945.
- the dodger was anchored to the bottom of the sill by a narrow strip of wood nailed over the canvas edge.
- the triangular sides were probably sewn to the main section and attached to the port sill and star-
board window by tacks or hooks.
- the main section extended upwards and backwards to within 6 to 8 inches of the steering wheel.
- a one inch wooden dowel was inserted through a hem in the top edge of the main section. This dowel was notched at both ends to which were attached ropes that extended up through toggles to pulleys attached to the deckhead.

Electrical control panel
- located on port side of the forward window 1 foot 7-1/2 inches up from the sill and at the terminus of the wooden electrical conduit noted below
- panel controls
  1) forward search light
  2) wheelhouse search light
  3) wheelhouse flagstaff light
  4) wheelhouse lighting
  5) engine room telegraph light
- the lowest control on the panel appears to be a switch with a porce-
lain base.
- the flagstaff light came on when the wheelhouse lights were put on.

Electrical cord
- a twisted two strand cord coming down from electrical control panel on port side of forward window to the deck and over to the engine room telegraph

Electrical conduit
- starts at the deck on port side of the steering cable support and ends beside port side forward window at the electrical control panel
- made out of two pieces of wood, the bottom piece has two channels for single strand wiring, the top piece acts as a cover.

Emergency electrical button
- to notify engine room to give full power in case of an emergency.
- location unknown. Possibly on or near electrical control panel.
Forward support panel for steering cable spool
- bolted to forward bulkhead
- extends 2 feet 1-1/4 inches above deck, is 9-1/4 inches wide and has rounded top
- varnished hardwood
- has 2-1/2 inch plug in it, possibly a previous location of a steering cable spool
- may have been salvaged from Klondike I which would explain above noted plug.

Wheelhouse forward anchor rods
- one in each forward corner
- from the window sill down through the deck to the Texas deck.
- 1/2 inch diameter steel rods.

Back plate for wheelhouse flag pole support
- above forward center window.

Windows forward
- horizontal sliding windows
- each window has 6 panes, 3 upper and 3 lower
- three windows of equal size.

Window sill support
- six supports screwed to forward bulkhead
- three on either side of steering cable spool support.

Clock shelf
- above forward starboard window
- made of three pieces
- shelf, shelf support and back piece probably had bevelled edges
- held to the bulkhead by two screws.

Electrical wire
- comes through the deck on starboard side of steering cable support and terminates below window sill at an electrical device with a metal cover
- 2 wire, 16 gauge, rubber insulated, lead covered
- differs from single strand wiring
used throughout most of the ship and hence may be of a later period
- use unknown.

Electrical wire
- starboard of forward starboard window
- wire originates from below deck
- 2 wire, 16 gauge, rubber insulated, lead covered
- differs from the single stranded wiring used throughout most of the ship and hence may be of later period
- use unknown.

Cup hook
- above upper right hand corner of the forward starboard window
- use unknown.

Cup hook
- on starboard forward window sill support
- possibly to hold clip board
- use unknown.
Calendar
- located on the bulkhead above center forward window starboard of flagstaff step studs
- tacked at all four corners
- one month date section
- supplied to wheelhouse by purser.

Certificate
- on bulkhead above center forward window, port of flagstaff step studs
- contained regulations, specifically what kind is not known
- housed in narrow frame, possibly stained dark
- certificate possibly behind glass.

Clock
- on clock shelf on forward bulkhead
- Big Ben, silver coloured
- obtained from the commissary
- had a hook on the top rear section of the clock which hooked over an eye hook attached to the bulkhead
- curatorial has copy.
Starboard Bulkhead

Windows
- three sash horizontal sliding windows
- each sash has 6 panes, three upper and three lower
- all windows approximately equal in size.

Window sill supports
- seven in number
- below above noted windows.

Curtain rod holders
- two sets divided above center window, one set for forward 1-1/2 windows and one for aft 1-1/2 windows
- brass
- type of curtain rod held is unknown.

Curtains
- one for forward curtain rod and one for aft curtain rod
- light green or pea green in colour.
White porcelain insulator AF, 17-20-s28.
- above aft starboard window
- use unknown
- date of installation not known.

Electrical plastic wall plug and a AF, 17-20-s28.
short section of electrical wire
- below center starboard window
- probably of later date.

Missing object AF, 17-20-s28.
- use unknown
- 8-5/8 x 11 inches, held by 6 screws
- below center starboard window.

Wire clamps on bulkhead below forward AF, 17-20-s28.
starboard windows
- use unknown.

Missing wire clamps AF, 17-20-s28.
- on bulkhead below forward starboard
  window
- use unknown.

Fire axe L, Bromley,
- forward of the airtight heater, in April 1973;
fire axe holder facing forward
- haft painted red
- blade painted red to within 2 inches of edge.

Tr., Coghlan, p. 33;

Fire axe holder board
- has axe handle and axe head supports, probably made of brass, attached with screws to the board.

see AF, 18-20-s29 for design;
L, Bronley, April April 1973.

Aft Bulkhead

Wheelhouse door
- single leaf door
- glazed upper section
- three plain recessed panels below
- hinged on port side of aft bulkhead.

AF, 14-20-s25;
AF, 16-20-s27;
P. 4, 134, 407.

Door knob
- brass, round door knob, with brass escutcheon
- rim lock

P. 130, 134.
- see AF, 8-42-s49 for probable detail.

Windows
- one large sash on starboard side
  with 10 panes of glass, five upper
  and five lower
- one side window with two panes, one
  upper and one lower, located on the
  port side of large window
- all windows fixed.

Curtain rod holder above main aft window
- brass
- type of rod held unknown.

Curtains
- one port and one starboard of main aft window
- probably pale green in colour
- curatorial has curtain fabric.

Built-in bench along aft bulkhead
- masonite exterior on the front and port side
- bench back terminates below window sill
- two lids in seat with two one inch finger holes in each lid
- storage locker in bench where flags were kept
- seat had a brown, leather-type, fitted cushion with buttons in the center
- curatorial has a reproduction cushion.

Magazine rack
- on port side of built-in bench
- contained daily paper or magazines that passengers had left behind.

Wheelhouse aft anchor rods
- one in each aft corner
- from window sill down through the deck to the Texas deck
- 1/2 inch diameter rods.
Port Bulkhead

Curtain rod holder
- two sets
- one set for forward 1-1/2 windows
- one set for aft 1-1/2 windows
- divided by board hanging down from deckhead
- type of curtain rod held is unknown.

Windows
- three sash horizontal sliding windows
- each sash has 6 panes, three upper and three lower
- all windows approximately equal in size.

Window sill supports
- seven in number
- below above noted windows.
Board with two hooks attached extending down from deck head by center port window
- use unknown.

Drinking glass rack
- below forward port window
- holes for two glasses and a water carafe
- same as in staterooms, see description noted for staterooms.

Small oval board with metal projection below port window
- missing part may be rubber door stop.

Electrical cables from deck, forward of fire axe holder
- use unknown.

Fire axe
- below aft port window in fire axe holder facing forward
- haft painted red
- blade painted red to within 2 inches of edge.

Fire axe holder board
- to hold fire axe described above
- has axe handle and axe head supports, probably made of brass, attached with screws to board.

Table
- port side of wheelhouse
- possibly put there for winter storage
- not part of regular wheelhouse furniture.

Curtains
- probably one each for the forward and aft curtain rods
- pea green in colour
- curatorial has curtain fabric.
Deck

Air tight heater
- starboard side of the wheelhouse, just forward of the built-in bench
- drum shaped
- draft on front, nickle plated
- stood on little legs
- had a small round lid with small handle and a little clip on each side
- stove had a safety that went up and the stove pipe went on top of that
- may have had a double bottom or a layer of sand in the bottom.

P. 134, 143;
Tr., Steinback, p. 138;
Tr., Bromley, pp. 54-55;
Tr., Perchie, pp. 7-8;
Tr., Jan. Conf. Fri. I, p. 8-9
Ibid, III, pp. 22-23.

Stove pipe
- stove pipe was put on upside down
- see description of deckhead and roof.


Poker
- a piece of wood was used as a poker.

Compass stand
- low rectangular table with raised lip around outside edge
- the table was approximately the size of the compass base
- located forward of the steering wheel and starboard of the cable drum
- not secured to deck.

Compass
- on compass stand
- exact type unknown
- a compass does exist in Whitehorse to be used.

Captain's Chair
- high chair with clear glass electrical pole insulators attached to the bottoms of the legs
- had brown, leather-type cushion on seat
- at times may also have had a pillow from one of the staterooms on top of the leather cushion.
Linoleum
- maroon coloured, laid over thin tarpaper
- two pieces joined together with a 3/4 inch brass strip starting at the hydraulic release pull area and going straight back aft to the built-in bench. This brass strip is not in evidence in photograph number 130
- linoleum originally in the wheelhouse was noted as being battleship brown.

Radiator up against the port bulkhead
- galvanized wrought iron pipe, two lengths joined by a "u" joint
- valve control
- supported off floor at mid point by metal strap
- heater and support painted silver.
Radiator below center starboard window
- two 1-1/2 inch galvanized pipes
  joined by one "u" joint
- valve control
- supported off floor at mid point by
  metal strap
- heater and support painted silver.

Radiator in forward port corner
- consists of vertical steel 1-1/2
  inch header against port bulkhead
  fed from below through its top by
  3/8 inch pipe
- six 1 inch galvanized pipes are
  welded to the header and run forward
  along port bulkhead turning 90 de-
  grees with screwed elbows and then
  run along forward bulkhead ending in

Sat. V, p. 50.

AF, 1-20-s12;
AF, 2-20-s13;
AF, 10-20-s21;
P. 130;
Tr., Bromley,
p. 54.
Tr., Steinback,
p. 
Tr., Courquin,
p. 43;
Tr., Lesyk, p. 92;
Tr., Jan. Conf.
Sat. V, p. 50.
a header of screwed "T" joints with header extending down through deck - painted silver.

Heater floor plate
- on starboard side of wheelhouse and under airtight heater
- just forward of built-in bench
- no pattern on it
- may or may not have been screwed or nailed down
- made out of tin plate painted an aluminum colour.

Engine room telegraph
- just aft of the port side of the main steering wheel
- held to the deck by five half inch carriage bolts evenly spaced
- square nuts used on the carriage bolts
- the face plates are approximately parallel to the side bulkheads
- information on faceplate:
  'Chas. Cory & Sons Inc. Patentees
New York'
- telegraph was put in when the ship was built.

Steering wheel
- 12 spokes each 3 feet 1/2 inch long
- located evenly around 11 inches diameter cable drum
- hardwood
- varnished
- wheel spun when hydraulic was used
- no helm indicator.

Cable drum
- attached to control panel at one end
- and a drum support at the forward bulkhead end by a steel rod that extends through drum
- steering cable is locked into drum
- drum is 11 inches in diameter.

Two slots for steering cable in deck forward of wheel and below cable drum.

Speaking tube forward of steering wheel
- survey of wheelhouse indicated it was located on the starboard side of the wheel

- for communication with engine room

- the metal tube from the engine room terminated just below window sill approximately 2 feet above the deck

- a greyish brown, vacuum cleaner type of hose was attached to the top of the metal tube; this hose was approximately 2 1/2 feet in length and terminated with a speaking tube mouthpiece.

- mouthpiece was made out of metal (possibly tinned); at its forward end it flared outward; the whistle section was recessed in the mouthpiece and was attached to a little exterior spring controlled handle so that the whistle could be flipped out of the way for speaking; the whistle was made of two convex circles joined at the circumference and has a hole in the center

- curatorial has a copy of mouthpiece.
Speaking tube in control panel base
- for communication with foredeck
- on starboard side of hydraulic release handle
- metal tube terminating at approximately the same height as the top of the control panel
- mouthpiece at 90 degrees to speaking tube and faces aft
- for description of speaking tube mechanism, see speaking tube to engine room noted above.

Control panel base
- supports control panel
- contains holes for various control cables
- support for hydraulic lever and hydraulic release lever
- support for foredeck speaking tube
- base is varnished.

Control panel aft of steering wheel
- attached to above control panel base
- panel has three bell pulls attached
- support for hydraulic control lever
- hook for hydraulic release pull
- forward search light controls are attached
- serves as aft support for steering wheel shaft
- a wooden plug above present steering wheel shaft might indicate previous placement of a steering wheel
- supported on both sides by a wooden brace which extends to control panel base
- control panel is varnished
- may have been salvaged from Klondike I.

Bell pulls
- located on control panel
- two on port side of hydraulic lever and one on the starboard side
- the two on the port side are to the engine room
- the bell pull on the starboard side is to the foredeck
- all three are slide pulls made of brass

AF, 7-20-s18; P. 130, 131, 133; SK, Bromley, 1 & 2; Tr., Bromley, pp. 105-106; Tr., Farber, pp. 30-31; T.H. Breden, interview.
- there is a brass identification tag above each slide pull.

Hydraulic release pull
- starboard side of the control panel
- circular flanged support attached to control panel base
- brass barrel in which release rests
- ring pull at top
- when hydraulic is released the ring rests in a hook attached to the control panel starboard of the slide bell pull to the foredeck
- whole unit is brass.

Hydraulic lever
- secured at its base to the control panel base and at the top to the control panel
- brass lever with wood handle at 90 degrees to the control panel
- although there was no helm indicator as such, former crew members have stated that the lever acted as "a little bit of a helm indicator"
- wheel swung when hydraulic was used

AF, 7-20-s18;
P. 130, 131, 133;
Tr., Farber, pp. 58-59;
Tr., Bromley, pp. 104-105, 107;
SK, Bromley, 1 & 2.

AF, 7-20-s18;
P. 130, 131, 133;
Tr., Doheny, p. 31;
Tr., Steinback, p. 95;
Tr., Courquin, pp. 49, 51;
Tr., Perchie, p. 128;
SK, Bromley;
Tr., Lesyk,
- hydraulic lever at times called a tiller. pp. 88-89; Tr., Olson, pp. 55-56; Tr., Bromley, p. 127.

Search light control wheels AF, 7-20-s18;
- one large wheel with wooden handles P. 130, 131, 132, 133; located on a brass extension on top of the control panel; used to swing search light port starboard Tr., Bromley, pp. 56, 57, 67, 92, 104-106;
- one small wheel on starboard side of the control panel above slide bell SK, Bromley, pull to foredeck, used to elevate searchlight 1 & 2. control cables extend down through control panel base.

Rug Tr., Bromley,
- with fringe p. 115;
- "Persian" style P. 130.
- approximately 3 feet by 5 feet
- greenish colour
- may have had company insignia in the centre
- aft of the steering wheel
- curatorial has a reproduction.

Wicker chair
- may have had a wicker chair from the observation room in the wheelhouse
- considering size of wheelhouse this appears doubtful.

Spittoon
- copper
- flared lip
- located somewhere in the wheelhouse on the deck
- curatorial has a spittoon.

U.S. Army Radio
- may have had one in the wheelhouse if the skipper wanted one; otherwise it was kept in the purser's office
- see pursers office for more information as to type and size.
Deckhead

Chart Rack
- starboard side of wheelhouse
- a 10-5/16 inch wide board nailed to second and third ceiling joist from the front windows
- may not be in period of restoration as it does not show in P. 143 taken between 1943-45
- does show in P. 135 taken sometime after 1945.

Chart rack
- port side of deckhead above forward port window
- three boards extending across three ceiling joists
- held log books.

Log Books
- kept in chart rack on port side
- rough log book
- cardboard cover, grey in colour
- about 10 inches wide
- for a detailed description of the
  log book see the two log books
  located in Yukon Archives

Electrical wire
- from control panel on port side of
  forward windows to two light fix-
  tures on deckhead
- two single strand electrical wires,
  one going to light fixture located
  port of whistle control, and one to
  light fixture centered over built-in
  bench
- electrical wire; single strand, 18
  gauge, rubber insulated, lead
  covered
- wire is held to deckhead by thin
  metal clips.

Light fixtures
- one light fixture centered over
  built-in bench
- one light fixture located port of
  whistle control
- base is wood to which is attached a
  porcelain fixture
- twisted cable extends down from porcelain fixture to a metal light socket that hangs free
- bare bulb.

Whistle pull  
- a wooden lever  
- one end attached by butt hinge to first ceiling joist aft of forward windows, directly above control panel
- rope or cable is attached just forward of handle and goes up through deckhead to the whistle attached to stack
- handle extends aft of second ceiling joist from forward window
- hand portion is circular
- forward portion is square.

Spotlight base support  
- between second and third ceiling joist from front windows and port of whistle pull
- six carriage bolts hold spotlight to base
- spotlight controls extend below base support.

Spotlight controls
- extend below spotlight base support
- type of controls unknown
- possibly controlled by one large wheel for port-starboard movement and one small wheel for elevation.

Other Furnishings

Clipboards
- hung in the wheelhouse
- used to hold landing lists and other documents
- locations in wheelhouse are unknown, possibly on the cuphooks
- curatorial has a number of appropriate clipboards.

Telephone
- there may have been a telephone in the wheelhouse
- the date when this was installed is not known; however, MOT inspection reports indicate it may have been installed in 1945
- possibly located toward the port side of the wheel
- had no dial but a button which was pressed to notify the engine room
- had just a mouthpiece with a loop across the top from which it was hung.

Description Wheelhouse Exterior

Location and Dimensions of Wheelhouse Source of Information

- located on Texas deck along the ship's center line with forward bulkhead at station F21 feet 8-1/2 inches and aft bulkhead at station F10 feet 7-3/8 inches
- the port and starboard bulkheads are approximately equidistant from the

pp. 10-11; M.O.T. file, 9562-188.
ship's center line and 11 feet 1-5/8 inches ± apart
- the external height of the wheelhouse measured from the Texas deck to the lookout rafters is 9 feet 1-3/8 inches
- the interior height of the wheelhouse measured from its deck to deckhead frames is approximately 6-1/2 feet ±
- crawl space below wheelhouse is approximately 2 feet 8 inches in height
- the wheelhouse roof extends approximately 8 inches beyond the exterior bulkheads.

Forward Bulkhead

Sign 'KLONDIKE'
P. 71, 95, 194,
- lozenge shaped 220, 740, 778,
- forward bulkhead below windows 781.
- removed in 1939 and replaced with rectangular sign noted below
- type of construction and size unknown.

Sign 'KLONDIKE'  
AF, 11-20-s22;  
- square sign on separate board  
- 7 feet 7-1/2 inches by 1 foot 3-1/2 inches  
- shown in all photographs showing  
  forward bulkhead taken after 1939  
- gold or yellow letters on a black background  
- moulding around outside edge of the sign.

Windows  
- see description given of interior  
  forward bulkhead.

Flagstaff step  
AF, 11-20-s22;  
- above center forward window  
AF, 15-20-s26.  
- held by two bolts that extend into  
  the wheelhouse  
- flagstaff rests on the step.

Sunshade  
AF, 11-20-s22;  
- aft end attached to forward exterior  
AF, 15-20-s26;
bulkhead above windows with three butt hinges
- forward and braced with a brace at either end which extends backwards and down to a brace guide with four holes to allow height adjustment of the sunshade
- shade consists of a rectangular wooden frame and is canvas covered on top.

Canvas on lower half of forward bulkhead
- canvas lapped over 1 inch quarter round located below window sill and stapled at approximately 1-1/4 inch intervals at top edge and two inches at bottom edge
- canvas lapped over 1-1/4 inch by 1-1/4 inch quarter round at deck with staples at two inch intervals at top of quarter round
- method of attachment at sides presently unknown
- canvas appears to extend just around both port and starboard sides.
Forward search light control wires
- size unknown
- extend through mid forward bulkhead
  just above the Texas deck.

Pulleys
- four in number
- for control wires of forward search
  light noted above
- located on forward exterior bulkhead
  at deck level below center forward
  window.

Electrical wires
- start at the control panel on port
  side of the interior forward bulk-
  head and come out to the exterior
  at that point and then extend up
  along and over the port forward
  window to the wheelhouse flagstaff
  and terminate at the flagstaff
  light
- two wires, 18 gauge, rubber insu-
  lated, lead coated.
Electrical cable
- starts at the control panel on the port side of the forward interior bulkhead and comes out to the exterior at that point and drops straight down to the Texas deck and then out to the forward searchlight
- 1/2 inch in diameter.

**Starboard Bulkhead**

Original 'KLONDIKE' Sign
- 'KLONDIKE' painted on tongue and groove siding
- longer in length than sign painted on canvas as noted below
- the 'O' in 'KLONDIKE' extends below the rest of the letters
- this sign was in place prior to 1945
- lettering appears to be black.

Extant 'KLONDIKE' Sign
- 'KLONDIKE' painted on canvas
- canvas put on after 1945
- lettering appears to be black
- size of sign is 7 feet 6-1/2 inches by 1 foot 1/4 inch
- lettering width is 2-1/2 - 3 inches.

Canvas
- put on after 1945
- at the top the canvas is lapped over 1 inch by 1 inch quarter round located directly below the window sill with the top edge of the canvas stapled at 1-1/4 inch intervals as well as at the bottom of the quarter round
- at the bottom the canvas is lapped over 1-1/4 inch by 1-1/4 inch quarter round located on the Texas deck with the bottom edge of the canvas stapled at 1/2 inch intervals and with 1-1/4 inch intervals at the top of the quarter round
- the aft end of the canvas ends just over the edge of the corner round and is stapled at 1/2 inch intervals
- the forward end is lapped over the canvas on the front of the wheel-
house and is stapled at ¼ inch intervals
- all other edges are stapled at ¼ inch intervals.

Tongue and groove siding
- covered with canvas after 1945.

Downspout
- located near the aft end of the starboard bulkhead
- made of two inch diameter sheet metal piping
- for water drainage of wheelhouse roof
- the pipe follows the vertical outline of the exterior bulkhead from the Texas deck up to the roof drain flange
- spout outlet at the Texas deck is parallel to the deck
- painted white.

Clay insulator
- on fascia board at the forward corner starboard side
- not in place in 1944 or earlier
- use unknown.

Porcelain insulators
- not in place prior to 1944
- one on fascia board above aft starboard window
- one on exterior starboard bulkhead near rear corner of aft window
- use unknown.

Aerial insulator
- not in place in 1944 or earlier
- located on half round above fascia board of the aft starboard corner
- use unknown.

Windows
- see interior starboard bulkhead for information.
Aft Bulkhead

Door to crawl space below wheelhouse
- starboard side of aft exterior bulkhead
- held in place at top by two wing nuts
- used to stow flags, megaphone and bucket used to empty airtight heater in wheelhouse.

Ladder to wheelhouse roof
- located in the middle of exterior aft bulkhead
- nine rungs set in stringers that extend above roof edge
- secured at roof edge by two metal straps and at Texas deck level by wood footings secured to the deck
- painted black.

Wheelhouse steps
- up to wheelhouse door
- three treads
- bottom two steps covered at their mid sections with black rubber tread which extends 7-1/4 inches forward
- the black rubber on the upper step is continuous to the wheelhouse bulkhead and is also nailed to the wheelhouse exterior
- treads (or steps) were painted black
- stringers held in place at the Texas deck by wooden footings screwed to Texas deck
- mode of attachment at the top is unknown.

Missing object on aft exterior bulkhead port side of wheelhouse roof ladder
- below windows
- object unknown.

Windows
- see interior aft bulkhead for information.

Fire extinguisher
- there may have been a fire extin- (not recorded).
guisher somewhere on the aft bulkhead
- curatorial has sample fire extinguishers which are of the 1937-1945 period.

Port Bulkhead

Original 'KLONDIKE' Sign  P. 172.
- 'KLONDIKE' painted on the bulkhead
  below the windows
- longer in length than sign subsequently painted on canvas as noted below
- the 'O' in 'KLONDIKE' extends below the rest of the letters
- this sign was in place prior to 1945
- lettering appears to have been black.

Extant 'KLONDIKE' Sign  AF, 11-20-s22;
- 'KLONDIKE' painted on canvas  P. 105.
- canvas put on after 1945
- lettering appears to be black
- size of sign is 7 feet 6-3/8 inches by 1 foot 1/4 inch
- lettering-width is 2-1/2 to 3 inches.

Heavy duty single electrical plug AF, 11-20-s22;
- located behind fascia board underneath lookout or eave toward the forward corner on the port side
- used as power source for wheelhouse spot light
- controlled from electrical panel located in the wheelhouse on the port side of the forward window.

Downspout AF, 1-20-s12;
- located near the aft end of the port bulkhead
- the pipe runs from the Texas deck up to the wheelhouse roof drain flange following the vertical outline of the exterior bulkhead
- spout outlet at the bottom is parallel to the Texas deck
- made of 2 inch diameter sheet metal piping
- painted white
- for drainage of the wheelhouse roof.

Canvas AF, 11-20-s22;
- put on after 1945
P. 105, 135.

- at the top the canvas is lapped over
  1 inch by 1 inch quarter round with
  the top edge stapled at 1-1/4 inch
  intervals as well as at the bottom
  of the quarter round
- at the bottom the canvas is lapped
  over the 1-1/4 inch by 1-1/4 inch
  quarter round with the bottom edge
  stapled at 1/2 inch intervals and
  with 1-1/4 inch intervals at the top
  of the quarter round
- the aft end of the canvas ends just
  over the corner round and is stapled
  at 1/2 inch intervals
- the forward end is lapped over the
  canvas on the front of the wheel-
  house and is stapled at 1/2 inch
  intervals
- all other vertical edges are stapled
  at 1/2 inch intervals.
Tongue and groove siding — covered with canvas after 1945.

Window
- see interior port bulkhead for details.

Roof

Drain pipe flange
- one located in each aft corner of wheelhouse roof
- see description of drain pipes given in port and starboard exterior bulkhead section.

Metal roof patch (not original)
- covering chimney hole
- starboard side
- held by 24 round head screws
- one foot 6-3/4 inches in diameter
- put on in 1952 when chimney was removed.
Spotlight base
- forward port corner of the wheelhouse roof
- round
- made out of fir and sits on a canvas square which is at 45 degrees to the side of the roof
- hole in the center for spotlight controls
- juncture of spotlight and base is caulked
- spotlight base is nailed to wheelhouse roof.

Spotlight
- located on spotlight base
- appears to be missing in photograph 71 and 194 which are dated prior to 1939 and therefore may have been installed after the vessel's initial launch or may simply have been removed for repairs
- spotlight controlled from wheelhouse
- possible manufacturer is 'Ray Line' the Portable Light Co. Inc. NY. Type 76331.
Electrical wire
- from spotlight to heavy duty plug located under fascia board on port side
- held to roof by two metal clips.

Canvas
- 22 inch wide stock, laid thwartships
- a 1-1/2 inch overlap is formed by overlapping the aft strip with the next strip forward
- staples are placed every 1/2 inch along the joints
- the canvas laps around the edge of the decking and is anchored on top by the fir edgeboard and on the side by fir half round which extends from the edgeboard over the edge of the deck and top of the fascia board
- staples are 5/16 by 9/16 of an inch
- canvas is painted grey.

Flagpole support
- made out of wood
- semicircular at the aft end with a square hole at the forward end for
the flagpole.

Flagpole
- center forward end of wheelhouse roof
- extends through above noted flagpole support to flagpole step attached to forward wheelhouse bulkhead
- has electrical wires running up to flagstaff light located at its top
- light faces forward
- bottom section of the flagpole is square and appears to become hexagonal about one foot above wheelhouse roof
- painted white prior to 1952
- painted black after 1952.

Flag
- attached to wheelhouse flagstaff
- BYNCo flag.

Whistle control cable cover
- triangular box shape made out of wood with its long side pointing aft to whistle

P. 104, 127, 210, 364, 420.

P. 4, 71, 94, 170, 171, 172, 194.

AF, 1-5-s7;
AF, 3-5-s9.
- front and part of the sides are covered with canvas stapled to the wood.

Chimney
- starboard side directly above air tight heater
- Yukon chimney
- there are two configurations
- type one which dates from 1937-1941
  - has rain collar flange
- type two which dates from 1942-1952
  - rain collar flange is missing
- chimney was removed in 1952.

P. 71, 104, 194, 322, 781 (date range: 1937-41);
P. 143, 155, 170, 171, 458, 463 (date range: 1942-1952);
P. 82, 127 (date: 1952).
Texas Deck

General Statement
Apart from the wheelhouse, the Texas deck had very few structures associated with it. The main purpose of the Texas deck was to serve as the roof of the Texas deck cabins that were directly below it and of course as the support of the wheelhouse, and most of the features associated with this deck were directly related to these functions.

The deck itself was constructed of tongue and groove cedar planking overlaid with canvas. The canvas was of the standard 22 inch width and was laid thwartship with overlapped joints which were stapled. As with all canvas decking aboard the S.S. Klondike it was painted grey. The canvas was lapped over the deck edge and was secured at its top edge or lookout with an edgeboard that circumscribed the Texas deck and on its outer edge by half round that extended down from the edgeboard to the fascia board. The tongue and groove decking was laid fore and aft on ceiling joists that appeared to be on approximately 20 inch centers (see section that deals with the Texas deck cabins).
Originally there was only one vent on the Texas deck, located just aft of the main funnel, which vented the washroom on the starboard side and the linen locker on the port side. The Texas deck cabins occupied by crew members appear to have been vented sometime during the next five to six years as these vents are shown in a 1943 photograph. The washroom-locker vent is the only vent shown in a 1939 film taken by Mr. H. Lewis; however, the film is not very clear and the additional vents may have been installed prior to that date. The vents were apparently necessary because of the proximity of some of the cabins to the funnel and because of the exposed nature of these cabins to the rays of the summer sun. These additional vents may have been put on in different years. This could be surmised from the two different styles that were found. In all probability the two mates' cabins and the two aft engineers' cabins each received a vent initially with the other two vents on the two cabins just forward of the engineers' cabins being added at a subsequent date.

A railing extended along the outer port side of the Texas deck from the landing to an area about even with the aft edge of the wheelhouse. Another railing that was continuous with the hand railing of the companionway was attached to the aft and port side of the stair landing. A sign was attached to the railing on this landing that stated "PASSENGERS NOT ALLOWED ON THIS DECK." The stairs
themselves up along the port side of the Texas deck cabins starting at the skylight deck near the linen locker, which meant that the skylight deck has to be mounted prior to ascending the stairs. Near the top of the landing on the Texas deck stood a wood box that held wood for the airtight heater in the wheelhouse in the spring and fall of the year and cleaning supplies for the deckboy during those months when the heater was not in use. The box itself was made of the tongue and groove cedar found throughout the craft and had a hinged lid on top that was canvas covered. As there was always a danger of fire (though there is no record of a fire ever having occurred on the Klondike) fire buckets and racks were located on this deck aft of the wheelhouse. Photographs taken in 1939 show one or more racks running fore and aft that contained in total 10 buckets; however, this is the only year in which this number of buckets appears to have been used as subsequent years show only 6 buckets in one rack standing thwartship. Whether there were 10 buckets prior to 1939 is not known, and taking into consideration that the placement of bucket racks changed from year to year no definitive answer can be given.

The Texas deck served as the anchor for the two forward searchlight braces. These braces extended aft from the top of the searchlight to two wooden anchor blocks that butted up against the forward edgeboard, one on either side of the ship's bell and about even with the port and starboard edge
of the wheelhouse. Forward of the wheelhouse, attached to the edgeboard on the lookout between the searchlight braces, was the ship's bell that was rung by a lanyard which hung over the forward edge.

The funnel, steam vent, steam whistle, forward King post hog chains and the forward King post itself extended through the Texas deck. All of these had their lower terminus in areas other than the Texas deck; for this reason only those sections that were visible above the deck will be dealt with here. The King post came up through the middle (athwart) of the Texas deck just forward of the aft edge. The post was octagonal in shape to just above the Texas deck and from there upward it was round and tapers slightly to the top. A metal sleeve was recessed around the top and a flat anchor plate for the hog chains was furthermore recessed into the top of the King post and the metal sleeve. The anchor plate on top had attachments for three hog chains, one of which extended aft to the aft King post and two forward and down through the Texas deck to the hull below. A pulley block completes the attachments to the top of the King post and this was probably used for repairs and painting purposes. Where the King post and hog chains penetrated the Texas deck rain collars were attached. The King post had galvanized sheet metal flashing attached to the octagonal section of the post and this cover extended over flashing that came up from the Texas deck. The hog
chains had conical galvanized metal flashing around them at the Texas deck and over these were placed canvas boots held to the hog chains by chords. The funnel came up through the middle (athwart) of the Texas deck just aft of the wheelhouse. An insulated metal casing that served as a protection from the heat of the funnel to all of the decks extended above the Texas deck. Surrounding this casing and the funnel was galvanized metal flashing made in three pieces, two of which are attached to the funnel itself, the other coming up from the Texas deck. The funnel was made in sections, of which the lower ones just above the deck were bolted together at a flange, whereas the upper sections were riveted together. The funnel was anchored by four guy wires which extended down to the boat deck at 90 degrees to each other with two wires going to the port and two to the starboard side of the boat deck. The funnel was originally painted a buff colour and remained so throughout most of the ship's history, and was only changed in the latter part of active service when the top section of the funnel was painted black. This change probably took place when the Klondike was converted to oil. The funnel also served as an anchor for the steam vent and the steam whistle that were located or held on the forward side of the funnel by two pipe braces that were attached to two funnel bands. Both the vent and the steam whistle extended up through the Texas deck and the funnel flashing with the vent terminating below
the whistle head. The whistle pipe has had insulation attached in sections above the flashing. The whistle control lever was attached to a rope that extended forward through the wheelhouse roof to a lever attached to the wheelhouse deckhead.

The painting scheme of the Texas deck did not differ from the rest of the ship. The deck was painted grey. The edgeboard, the half round that extended over the side of the edgeboard and the top edge of fascia board appear to have been painted a buff colour. The funnel as has already been mentioned was a buff colour with a black band being added to the top only in the latter years of the vessel's operation. The King post above the level of this deck was painted black throughout the years of operation. All of the vents were painted the same buff colour as the stack. The railing of the guard rail and the companionway were also painted the same buff colour as the vents and the funnel, with the posts and cross braces being painted white. The stringers of the companionway to the Texas deck were painted black. The wood box behind the wheelhouse was painted the same grey as the deck. From the few colour photographs we have of this period it appears that the insulation of the steam whistle was painted the same buff colour as the stack.
Description Texas Deck

Canvas
- 22 inches wide
- 1-1/2 inch overlap at the joints with the forward layer over the aft layer
- the joints were stapled approximately every 1/2 inch
- canvas patches were noted on the As-Founds to be around the hog chain flashings and behind the wheelhouse ladder aft of the main funnel
- the canvas was lapped around the edge of the decking and secured on top by an edgeboard that was placed around the outside edge of the Texas deck, half round extended from the side of the edgeboard over the end of the decking and the top edge of the fascia board
- the canvas terminated at the wheelhouse siding where it was secured by quarter round placed over top of it.

Source of Information

AF, 2-10-s33;
P. 105, 134, 135, 143, 210, 220, 420, 779.
Lookout or Eave
- extended around the Texas deck
- the lookout rafters were covered by a fascia board attached below the outside end of the decking.

Texas deck is sloped from its center to the outside edges for drainage.

Deck drain flange
- serves as opening to drain pipe
- 2-1/4 inch interval diameter
- flared top
- As-Founds show four drain pipes each on port and starboard sides
- period photographs show only three drain pipes on each side excluding the stair landing drain pipe on port side
- an additional drain pipe appears to have been put in between the aft two drain pipes on both port and starboard sides after 1950.

Companionway landing drain flange - port aft corner of the top landing to
the Texas deck
- 1-1/2 inch internal diameter
- flared top.

Deck vent - Type A
- aft of main funnel
- vent for washroom and the linen locker
- 3 feet 2-1/2 inches high
- made of 1/16 inch galvanized sheet metal
- base secured to Texas deck with wood screws
- installed when the ship was built.

Deck vent - Type B
- above cabins B-P7 and B-S7
- 1 foot 9-1/2 inches high
- made of 1/16 inch galvanized sheet metal
- base secured to Texas deck with wood screws
- possibly installed after 1939.
Deck vent - Type C
- above cabins B-P2, B-P8, B-S2 and B-S8
- 1 foot 3-1/2 inches high
- made of 1/16 inch galvanized sheet metal
- base secured to Texas deck with wood screws
- possibly installed after 1939.

King post
- located in the middle (thwart) of the Texas deck toward the aft end
- octagonal in shape to about 9-3/4
inches above the Texas deck and round and tapering from there to the top
- painted black
- has flush metal band around the top
- has hog chain anchor plate secured to the top.

Metal plate or hog chain anchor
- attached to top of the king post and faces fore and aft
- serves as anchor for hog chains two of which go forward and down, and one aft to the aft king post.

Single wooden pulley block
- hangs down from the top of the king post and is secured by a 3/8 inch cable crossed over the top of the post.

King post flashing
- at the junction of the Texas deck with the king post
- octagonal in shape
- made in three sections of galvanized
sheet metal
- one straight sided section is screwed to the Texas deck
- one, inverted, funnel-shaped section is nailed to the king post and is wider in diameter than the section on the Texas deck; however, the two sections do not meet
- one section hangs down from the flashing attached to the king post and drops over the outside of the one below and stops within two inches of the Texas deck.

Hog chain
- extending aft from the top of the forward king post to the aft king post
- attached or anchored to the metal plate on top of the forward king post.

Hog chains
- extending forward from king post
- two chains extend down and forward from the top of the king post to and

AF, 1-10-s32;
AF, 5-10-s36;
P. 25, 40, 41, 42, 94, 134,
150, 170.

AF, 5-10-s36;
P. 25, 40, 41,
42, 94, 134,
150, 155, 170,
through the Texas deck and terminate 455.
down in the hull
- attached to the plate anchored to the
top of the king post.

Hog chain spreader
- 1-1/2 feet from the top of the hog
  chain boot on the Texas deck
- steel spreader bar held to the hog
  chain by steel U clamps with a bolt
  and a nut.

Deck flashing and canvas boot for hog chain
- flashing is cone shaped made out of
galvanized sheet metal and joined at
  the aft end by two RD.HD screws with
  nuts
- flashing is held to the Texas deck
  by 7 wood screws
- canvas boot covering sheet metal
  cone is cone shaped and stitched at
  the aft end and tied to the hog
  chain at the top with a 1/8 inch cord.
Funnel
- funnel casing is 1/8 inch sheet metal
- funnel extends 27 feet 10-1/4 inches above the Texas deck
- funnel was originally painted a buff colour for its complete length but this was changed when the top section was painted black in the 1950's.
- the funnel above the Texas deck is made of five sections; the upper three are riveted together, the lower two sections are bolted together through a flange attached to each section
- has anchor ring attached for funnel guy wires
- has two funnel bands to which are attached pipe supports.

Yoke
- to hold guy wires to stack.
Guy wire loop and guy wire
- attached to the yoke which is attached to the band strap around the funnel
- four guy wires extend down from the stack to the boat deck, two to either side of the ship
- guy wires are at 90 degrees to each other.

Anchor cables ring
- for funnel guy wires
- made in four sections
- with loops for attachment of guy wires every ninety degrees.

Funnel band
- below funnel band noted above
- made of two sections which are bolted together
- has two pipe supports, one for the steam whistle pipe and the other for the vent pipe.

Funnel skirt clamp band
- to hold the funnel skirt above the
Texas deck
- in two halves bolted together
- also held by four rivets in each half.

Funnel skirt
- held to funnel by skirt clamp band
  AF, 7-10-s38;
- noted above
  P. 40, 41, 42,
- above funnel casing and funnel deck
  170.
- made of 1/8 inch sheet metal.

Funnel casing
- around funnel
  AF, 6-10-s37;
- extends from the boiler on the freight deck to 7 inches above the Texas deck
- has angle iron ring made of four pieces secured to the top of the casing
- made of 1/16 inch sheet metal
- has wire mesh and asbestos coating on the inside
- the casing is made of two halves which are held together by two angle irons at each joint which are
riveted to each other and to the casing.

Funnel deck flashing

Steam whistle and pipe
- the pipe comes up through the Texas deck and funnel skirt on the forward side of the funnel
- the pipe is held to the funnel by two pipe braces attached to the two funnel bands noted above
- the pipe is insulated above the flange joint in four sections by gauze bound insulation
- the whistle is brass and may have been made by Lunkenheimer
- the whistle is controlled by a Lunkenheimer valve that is attached to a cord which extends forward to the wheelhouse control lever located on the deckhead in the wheelhouse
- the whistle extends approximately 18 feet 8 inches above the Texas deck.

Insulation strap
- holds insulation to steam whistle pipe.
Vent pipe
- extends up through Texas deck and funnel skirt along side of the steam whistle pipe on the forward side of the funnel
- held to the funnel by the pipe brace on the lower funnel band noted previously
- extends 13 feet 9-1/2 inches above the Texas deck.

Companionway to the Texas deck
- commences at the skylight deck and terminates at the Texas deck landing
- there are nine treads notched into the two stringers
- treads are covered in their mid sections with rubber tread covers lapped over the leading edge and held by staples
- both stringers only extend to the skylight deck level
- railing on the outboard side of the stairs held by two posts, the newel at the bottom that extends down to the boat deck and a baluster midway
between the newel and the guard rail
post on the landing where the rail-
ing terminates
- the newel is anchored to the boat
deck by a wooden foot.

Guard railing on the Texas deck
- two sections located on the outer
  edge of the Texas deck between the
  wheelhouse and stairs to the Texas
deck
  - both sections are 2 feet 6-1/4
    inches high
  - one section, comprised of four rail-
ing posts, a rail and cross bracing
    between the posts, commences even
    with the aft edge of the wheelhouse
    and terminates at the forward end of
    the landing
  - one section, around the aft and port
    side of the stair landing, extends
    out from the Texas deck and is com-
    prised of three railing posts
    located in the three corners of the
    landing with a railing on top and
    cross bracing between the posts
- posts are held to the deck by angle irons the details of which are noted in the next item
- mid sections of the posts are turned.

Angle iron supports for railing posts
- steel strap band formed of 3/8 inch metal
- 6 counter sunk holes for wood screws.

Sign
- attached to aft guard rail on top of landing of the Texas deck stairs
- stated 'PASSENGERS NOT ALLOWED ON THIS DECK'
- dimensions unknown.

Ships bell
- screwed to the Texas deck edgeboard and a wooden base located directly aft of the edgeboard and on the ship's center line directly forward of the wheelhouse
- brass bell
- rung by a lanyard that hung over the
forward lookout or eave.

Base for ships bell
- on approximately the ship's center line and up against the forward Texas deck edgeboard
- bell was secured to the block and the edgeboard
- screws from the bell support went through the edgeboard.

Base blocks for search light supports
- one each in line with the port and starboard corners of the wheelhouse and directly aft of the Texas deck edgeboard
- approximate location only shown in the photographs.

Fire bucket and rack
- sat aft of the hog chains
- two configurations
- in 1939 there appears to have been one or more racks that sat fore-aft and contained in total 10 buckets
- subsequent to the above date this
number appears to have been reduced to 6 buckets in one rack that ran thwartship
- buckets may have been flat or round bottom
- fire buckets painted red with what appears to be 'FOR FIRE ONLY' stencilled near the top of the bucket around the outside.

Woodbox
- located on the port side of the Texas deck aft of the wheelhouse
- within that general area its location changed from year to year
- contained wood only in the fall and spring of the year, the rest of the time it may have contained cleaning equipment and material that was used by the deckboy
- woodbox was painted grey
- may have been stored in the wheelhouse in the winter
- top was sloped and was canvas covered with the lid section secured by two hinges
- the box may have been made out of tongue and groove boards.
Texas Deck Cabins: Exterior Bulkheads

General Statement
The staterooms directly below the wheelhouse were termed the Texas deck cabins. The Texas deck formed the roof and the skylight deck the floor of these cabins. The rough external dimensions of the Texas deck cabin housing was approximately 60 feet long and 16 feet 2 inches wide. The housing was roughly divided into two halves along the fore and aft center line of the ship. The forward edge of the housing was located approximately at station F 26 feet 8 inches.

The housing had three straight sides and one curved side. The former consisted of the aft bulkhead and the port and starboard sides. The main sections of the port and starboard bulkheads ran fore aft; however, the forward end curved in forming a semi-circular bulkhead across the front.

The external appearance of the port and starboard sides of the Texas deck cabins until 1950 did not change and they were also essentially the same. Both sides had the same number of windows, screens and doors. The external bulkheads, comprised mainly of tongue and groove cedar
siding, were painted white as were the window frames. The screens that were placed over the windows had a green frame. The cabin doors appear to have been stained brown and varnished. No canvas can be seen on any part of the bulkhead in any of the photographs taken prior to 1940. Unfortunately photographs taken subsequent to that date are not sufficiently detailed to allow the determination of the exact date of the application of canvas to certain sections of the exterior bulkheads. At the present time all that can be said is that canvas was applied to the bulkhead below the windows of the master's and pilot's cabins sometime after 1940. If canvas was applied here at the same time as canvas was put on the port and starboard sides of the wheelhouse, the work was done in 1945. However, this is pure speculation. Other than the canvas covering that was applied to some sections of the bulkheads, no other exterior changes were made.

Every cabin and stateroom with exception of the linen locker was identified either by the title of its occupant, function or by a room number. The officers of the ship generally occupied single rooms and their cabins were identified with a sign attached to the top part of the door that stated 'Master', 'Pilot', etc. A bathroom and linen locker were also accommodated on this deck and were labelled as such. All other cabins, namely those staterooms occupied mainly by passengers, were simply designated by a number.
The location of these signs was changed to above the door frame possibly during 1950s refit as the function of some of the cabins changed at that time.

A fire axe, a fire extinguisher and a sign were affixed to the exterior bulkheads. Both the fire axe and the fire extinguisher were attached to the aft bulkhead. The fire extinguisher sat on a little shelf and its handle was secured by a hook attached to the bulkhead. The fire axe was held to the bulkhead by a brass fire axe holder similar to the one noted for the wheelhouse. The sign was attached to the forward bulkhead directly below the stateroom windows and requested that passengers be quiet as some of the ship's officers might be sleeping; unfortunately, the exact wording of the sign is not known.

The Texas deck cabin housing was extended aft by the addition of four compartments (two on each side), probably during the 1950 season. Photographic evidence indicates that the addition was constructed during the ship's active operation. The exterior sections of the addition (since removed) were as founded, but, as will be discussed when dealing with the interiors of the cabins, the interior layouts were not. Except for the design of the windows and some of the doors used in this addition there was little to differentiate it from the original cabins. Even the aft bulkhead of the addition retained the appearance of its predecessor, including the placement of the fire
extinguisher and axe.

Conversion of the S.S. Klondike to a cruise ship subsequent to the above addition resulted in the installation of a complete system of plumbing to the various staterooms. Pipes were connected to each stateroom sink and these pipes extended out through the exterior bulkhead from each cabin on this deck and then down to and through the skylight deck. The plumbing of this period was recorded and subsequently removed, unfortunately there is no photograph presently available that shows the pipes.

Description Texas Deck Cabins Exterior Bulkheads

<table>
<thead>
<tr>
<th>Starboard Bulkhead</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>(including half of the forward bulkhead)</td>
<td></td>
</tr>
<tr>
<td>Window: door sequence</td>
<td>AF, 4-42-s45;</td>
</tr>
<tr>
<td>- starting at the forward end of the deckhouse</td>
<td>AF, 5-42-s46;</td>
</tr>
<tr>
<td>- w = window, d = door</td>
<td>P. 7, 40, 41, 42,</td>
</tr>
<tr>
<td>- superscript = window number</td>
<td>109, 146, 150,</td>
</tr>
<tr>
<td>- subscript = door number</td>
<td>170, 191, 411,</td>
</tr>
<tr>
<td></td>
<td>455, 458, 737.</td>
</tr>
</tbody>
</table>
- screens on all windows except second and fourth from the forward end
- 1950 addition starting from window 11

- door number 9 put into original bulkhead just aft of window number 11, probably in 1950.

Doors
- single leaf, approximately 5 feet 11-3/4 inches high and 1 foot 11-7/8 inches wide
- 5 plain recessed panels
- single unit polished brass door knob and escutcheon with mortise lock
- two hinges on edge facing forward
- some doors now open forward to aft others aft to forward; however, originally all doors opened aft to forward
- see individual cabins for details
- stained brown and varnished.
Door number eight in above sequence
- single leaf, four plain recessed panels, top panel glass
- of similar size to that noted above
- possibly changed from typical cabin door when room was changed to washroom, probably in 1950 or later.

Cabin sign plates
- originally on top rail of door
- indicated occupant, function or room number for passenger stateroom
- changed to above lintel sometime after 1950
- original signs appear to have been white lettering on a dark background that may have been red
- post 1950 signs appear to be dark possibly black lettering on a white background
- door numbering pre 1950s according to sequence noted in window:door sequence previously is:
  \[d_1 - \text{PILOT}\]
  \[d_2 - \text{[2ND OFFICER]}\]
  \[d_3 - \text{[BATH]}\]
\( d_4 \) - there is no sign apparent in any photograph for this cabin.

\( d_5 \) - 101

\( d_6 \) - 103

\( d_7 \) - 105

\( d_8 \) - [2ND ENGINEER or SECOND ENGINEER or 2ND ENG]

- cabin signs noted above in brackets are uncertain

- passenger cabins were numbered on both inside and outside of the doors

- numbering sequence after 1950s conversion is not known.

Windows

- drop windows containing two vertical panes

- the two windows added when the Texas deckhouse was extended have two horizontal panes

- windows two and four from the forward and are fixed

- approximate dimensions of frame opening is 1 foot 11 inches wide and 2 feet 9-5/8 inches high

AF, 4-42-s45; AF, 5-42-s46; AF, 9-42-s50; P. 7, 40, 41, 42, 101, 170, 220, 223, 319, 411, 455, 458, 740, 779.
- all windows are 3 feet 3-1/2 inches above the deck.

Window screens
- on all windows except numbers two and four
- taken off during winter layup
- frames of the screens appear to extend over onto the bulkhead
- frames painted green.

Drain pipes
- from the Texas deck to the skylight deck
- 2-1/2 inch diameter sheet metal drain pipe
- lower spout is parallel to the skylight deck and is 3-4 inches long
- four As-Founds shown on the original section and one on the 1950s section
- location from the forward end
  1) between window 6 and door 4
  2) between door 6 and window 9
  3) between window 10 and door 8
  4) on aft corner of original cabins
  5) between window 12 and door 11
- drain pipe three (above) appears to have been added at a later date possibly when the 1950 addition was built.

Plastic drain pipes from the cabin sinks
- from the bottom of the sink level through the exterior bulkhead and then down to the skylight deck - probably put in when ship was converted to a cruise ship in 1950s.

Cedar siding
- tongue and groove AF, 5-42-s46;
- 2-1/2 inch width AF, 9-42-s50;
- painted white P. 101 220.
- applied to bulkhead horizontal to deck.

Canvas cover
- below windows numbered one to four in previously noted numbered sequence - extends from directly below windows to skylight deck
- stapled around the outside edge and probably at seams
- continuous to the port side
- date of application is not known
- not in place by 1940
- painted white.

Quarter round
- at the junction of the Texas deck cabin exterior bulkhead with skylight deck
- painted grey.

Cedar planking
- above and between forward windows of Pilot's and Master's cabins
- plank at the top of the window terminates at aft edge of the cabin doors of the above noted cabins.

Sign
- near center line of the forward curved bulkhead and below windows
- photograph 779 was taken either in 1939 or 1940
- earlier photographs appear not to
show this sign in place
- exact wording of this sign is not known; however it apparently requested that passengers be quiet as people might be sleeping.

Port Bulkhead
(including half of forward bulkhead)

Window door sequence
- starting at the forward end
- w = window, d = door
- superscript = window number
- subscript = door number

AF, 5-42-s46;
AF, 6-42-s47;
P. 25, 70, 109,
113, 187, 195,
219, 376.

- screens on all windows except second and fourth starting at the forward end
- 1950 addition starting from window

11
12 13
d w d w
9 10
Doors
- see description starboard side.

Cabin sign plates
- see description starboard side
- door numbering pre 1950s according to sequence noted in window:

sequence previously is:

\[ d_1 = \text{MASTER} \]
\[ d_2 = [\text{1ST OFFICER}] \]
\[ d_3 = \text{no sign apparent in any photograph showing this cabin} \]
\[ d_4 = \text{same as } d_3 \]
\[ d_5 = 100 \]
\[ d_6 = 102 \]
\[ d_7 = 104 \]
\[ d_8 = [\text{1ST ENGINEER or CHIEF ENG or CHIEF ENGINEER}] \]
- cabin signs noted above in brackets are uncertain
- passenger cabins were numbered on both inside and outside of the doors
- known numbering sequence after 1950s is \( d_1 - \text{MASTER}, d_2 - 100 \). The rest is not known.

Windows
- see description starboard side.

Window screens
- see description starboard side.

Drain pipes
- from the Texas deck to the skylight deck
- 2-1/2 inch diameter sheet metal drain pipe
- lower spout is parallel to the Sky-light deck and is 3-4 inches long
- As-Founds show five on the original

AF, 5-42-s46;
AF, 6-42-s47;
AF, 9-42-s50;
P. 25, 70, 92,
105, 109, 113,
172, 195, 376.

AF, 5-42-s46;
P. 4, 25, 73,
105, 172, 187,
195, 219, 778.

AF, 6-42-s47;
P. 4, 25, 72,
105, 195, 219.
section and one on the 1950s addition
- location from the forward end
  1) between window 5 and door 3
  2) between door 6 and window 9
  3) between window 10 and door 8
  4) on aft corner of original cabins
  5) from Texas deck landing with pipe extending down between door 4 and window 7
  6) between window 12 and door 10
- drain pipe three (above) appears to have been added to the original cabin section at a later date, possibly when the 1950 addition was built.

Plastic drain pipes
- see description starboard side.

Cedar siding
- see description starboard side.
Canvas cover
- below windows of forward cabin
- extends to starboard side
- see description starboard side.

Quarter round
- at the junction of the Texas deck exterior cabin bulkhead with skylight deck
- painted grey.

Aft Bulkhead – pre 1950

Tongue and groove siding
- 2-1/2 inch width.

Fire extinguisher support
- located in the middle port half section of the bulkhead, 3 feet 13/16 inches over from port corner and 3 feet 7-3/4 inches above the deck
- probably similar in design to what is found on the 1950 aft bulkhead
- hook was located 1 foot 11-15/16 inches above shelf.

Fire Extinguisher
- soda acid type
- located mid section of the port half of the aft bulkhead on above noted support
- curatorial has a number of extinguishers appropriate to 1937-45 period.

Fire axe support
- middle starboard half of the aft bulkhead
- probably similar in design to what was found on the 1950's aft bulkhead
- haft holder is 3 feet 15/8 inches above the deck and 3 feet 8-7/8 inches over from starboard corner of the bulkhead
- head holder is 4 feet 11-3/4 inches above the deck and 5 feet 4-5/8 inches over from the corner.

Fire axe
- in fire axe holder above
- haft and top half of the head
probably painted red.  


Hole through bulkhead  
AF, 7-42-s48.

- 2-5/16 inches above skylight deck
  and 5 feet 6-9/16 inches over from
  starboard corner
- hole is 1 foot 2-3/4 inches high and
  1 foot 7-13/16 inches wide
- use unknown
- not in place prior to Texas deck
  cabin addition.

Metal patch  
AF, 7-42-s48.

- a 2-5/16 inches by 2-1/2 inch metal
  patch is located 10-3/8 inches in
  from the starboard corner and 2-1/4
  inches up from the deck
- held to the bulkhead by brass tacks
- purpose is not known.

Aft Bulkhead - post 1950

Tongue and groove siding  
AF, 7-42-s48.

- 2-1/2 inch width.
Fire extinguisher support
- located in the middle of the port half section of the aft bulkhead, 4 feet 7-7/8 inches from the port edge. The top of the shelf 2 feet 9-5/8 inches up from deck.
- hook, which is one foot 10-1/2 inches above the shelf, is made of metal and is screwed to the bulkhead. Used for fire extinguisher handle support
- base support 8 inches deep and 8 inches wide was made of wood with the forward end of semi-circular design with straight sides extending aft to the bulkhead
- a curved wooden brace supports the above noted shelf from below
- the shelf has a circular 6-5/16 inch diameter raised section of wood with a groove down the middle over which the fire extinguisher is placed.

Fire axe holder
- located in the middle of the starboard half section of the aft bulkhead
head
- haft hook screwed to bulkhead 4 feet 2-5/8 inches up from the deck and 2 feet 8-5/8 inches in from starboard edge
- head holder is 1 foot 8-5/8 inches away from the haft holder, and 4 feet 10-1/2 inches up from the deck
- made of copper or brass and is held to the bulkhead with four wood screws.

Fire axe and fire extinguisher according to the As-Founds must have been placed on the aft bulkhead; however, there is no photographic or written evidence of this in our possession.

Notice board
- 2 feet 2-1/8 inches long and 1 foot 1-3/4 inches high
- consists of a 1 inch thick fir board with a 1 inch quarter round framing
- below lookout or eave against the starboard edge of the aft bulkhead with bottom edge 4 feet 6 inches
above the quarter round located at
the junction of bulkhead and deck
- use or contents unknown.

Electrical wiring and missing objects
associated with it
- located below lookout or eave near
center line of the aft bulkhead
- use unknown.
Texas Deck Cabins: Interiors

**General Statement**

Originally the cabins on the port and starboard side appear to have been mirror images of each other, with the exception of the linen locker on the port side and the bathroom on the starboard side. There do not appear to have been any structural changes prior to 1950 when staterooms were added to the aft end of the Texas deck cabins, although each stateroom obviously reflected the personal habits and possessions of its occupants.

The first stateroom on the port side was the master's cabin. This stateroom actually only had three sides; the aft and inboard bulkheads and the curved outboard bulkhead. The fittings included a sink, a mirror, a water glass rack, life belt instruction card holder, shelving and other fittings which will be described below. This cabin as did all of those used as staterooms for both passengers and crew had a screen door attached that opened into the cabin. This cabin differed from the normal stateroom in the positioning of the bunk, the inclusion of drawers below this bunk, a clothes closet and curtains. The bunk was located on the
aft bulkhead and not on the inner bulkhead as was the case for most of the other cabins. It was, furthermore, a double width single bunk. Curtains were supplied for the front of the bunk, for the closet and for the open space below the bunk when the ship was operational. The bunk curtains were a necessity as the master (as well as the pilot, who occupied the adjacent forward cabin) slept at odd times of the day depending on conditions and the time of his watch. His position in the ship's hierarchy also demanded extra space, for besides functioning as a place of residence during the operating season his cabin served as an office. As such it contained a small desk or table. Space had also to be provided for clothes and uniforms and hence a closet. As a place of residence extra shelving was provided on the bulkheads and also permanent drawers below the bunk.

The cabins immediately aft of the master and the pilot were occupied by the first and second officers respectively. Prior to the 1950s refit, these cabins only contained one double width lower bunk. (The As-Found drawings for these two cabins show a typical passenger stateroom configuration with an upper and lower bunk, sink, mirror, etc.) Information gathered from a former occupant of these staterooms indicate that these cabins had a double lower bunk with drawers (similar in construction to those found in the staterooms of all other ship's officers). From witness marks on the bulkheads it would appear that there were
shelves in the position now occupied by the second bunk. Each cabin may also have contained a small table besides the chair, but this depended on individual preference. Apart from the above noted differences and personal effects, these staterooms varied little from those of the passengers.

When the S.S. Klondike was launched in 1937, cabin B-P3 (As-Found numbering system), the third cabin aft on the port side, appears to have been used as a linen locker. The cabin appears to be too small for it ever to have been a stateroom or crew's quarters. The close proximity to the funnel would have made the cabin unbearably hot for any occupant during the summer working season. The only definite information about the contents and structures of this cabin prior to its conversion to a washroom came from former crew members and some witness marks on the bulkheads that appear to substantiate their opinion that it contained shelves at one time. The existence of the witness marks on the bulkheads would appear to negate assertions made by some crew members who recollect that this compartment was always a washroom.

If this cabin was a linen locker, as the best available information suggests, it probably contained only two shelves between the fore and aft bulkheads. As there would have been little traffic in this cabin the deck may not have been covered with battleship linoleum originally. This was in part borne out by the fact that the deck was painted. This
would probably not have been done if the linoleum had been installed initially, since that portion of the deck in the various cabins which had area sections of linoleum was never painted.

According to former crew members the locker may have contained two complete changes of linen for the whole ship. This would include sheets, pillow cases and the various towels used on board for both crew and passengers. The linen locker also stored the various sizes of soap used in the staterooms, the bath and washroom.

It is not known at what date the conversion to washroom from linen locker took place. As there were no major changes to the structure of the ship until 1950 it would seem logical that there should have been little need for extra washroom facilities until then. The fact that there were flush box supports in the cubicles of this cabin also appears to indicate that the toilets went in well after the S.S. Klondike was launched. Crew members who were on board in the 1930s and 1940s only remember continuous flush toilets which do not need flush boxes. This, as well as the other evidence, seems to support the assertion that the cabin was a linen locker throughout most of the ship's active history.

When the cabin was converted to a washroom two cubicles with toilets were installed at the aft end of the cabin. All the fittings normally associated with a washroom were
also installed such as sink, mirror, towel bar, toilet paper dispensers and plumbing. Most of the fittings, unfortunately, disappeared in the years after it was hauled up for the last time and before its acquisition by Parks Canada. These fittings may have given a clue as to their date of installation and hence the date of the cabin's conversion from linen locker to washroom; however, as it now stands any date is purely speculative.

From information obtained from former crew members, the cabin opposite to the linen locker, cabin B-S3, the third cabin aft on the starboard side, appears to have been a bathing room until the refit of the 1950s when it too was converted and toilets installed. No toilets were in this cabin previous to the 1950s if we are to accept statements by former crew members. The cabin merely contained a bathtub, a corner bench seat, clotheshooks on the bulkhead and possibly a small broom closet; however the closet, considering the lack of witness marks, appears doubtful. Whether or not a sink was also installed is not certain; however, considering the function of this cabin it seems in all likelihood there was.

Aft of the bathroom and linen locker were two cabins which were termed hog chain cabins. This was for the simple reason that hog chains extended through these cabins along the outer edge of the bunks. Because of the location of the hog chain the cabins only contained two single bunks.
Probably for this reason the cabin was generally occupied by members of the ship's company, and according to all former crew members, waiters occupied these cabins. Besides the fact that the cabins only contained two single bunks because of the location of the hog chain, and that they were occupied by crew members, the cabins differed little from the ordinary passenger staterooms in location of fittings.

Aft of the hog chain cabins were six cabins, three on each side, that were normally occupied by passengers. Each of these cabins contained the following:

1) two bunks, one upper single and one lower double, up against the inner bulkhead;
2) a sink in the aft outside corner with a commode pail below it. A curtain went around the outside of the sink hiding the commode pail from view;
3) a mirror;
4) wall racks for magazines above each bunk;
5) a bunk light above the head of each bunk;
6) a deckhead light;
7) a water glass rack;
8) a life belt instruction card and holder of the same;
9) a wall step to get up to the upper bunk;
10) a blind and curtain over the window;
11) a coat hook board with hooks;
12) a shelf above the coat hook board;
13) call button connected to a call board located at the waiters' station on the saloon deck;
14) chair;
15) screen door and regular door;
16) carpet before the bunk on the deck;
17) springs and mattresses.

In addition to the above there were towels, bedding and water containers. The staterooms were, to say the least, spartan in appearance; however, they served their function adequately.

The last cabins on the Texas deck were occupied by the chief and second engineer. The chief was on the port side and the second engineer was on the starboard side. Both of these staterooms were larger than the ordinary passenger staterooms, for the same reason as was stated for the master's and pilot's cabins. Unlike the latter, the former were rectangular, the bunks ran along the inner bulkhead and the closet in each of these cabins was located between the bunk and the aft bulkhead. The furnishings of the two cabins were the same and differed very little, as did those of the master's and pilot's, from the ordinary passenger stateroom.

The second engineer's cabin appears to have been divided sometime during the 1950s to make way for a bathroom and a shower room. Unfortunately, the contents and location of these were not recorded prior to removal, and very little
if anything can be said about them. The witness marks indicating the cabin's former function as a stateroom appear to show that it differed little, if at all, from the chief engineer's cabin. This cabin is, therefore, assumed to be the same as when it was built in 1937.

From the evidence collected, it would appear that there was no running water in any of the cabins, with the exception of the bathroom on the starboard side, until after the 1950s refit to a cruise ship. At that time hot and cold running water was piped into each stateroom and effluent pipes to the sinks were installed. Some of these pipes were still in place when the ship was acquired by Parks Canada and their locations, where they were still in existence, noted. Prior to the 1950s none of the staterooms occupied by crew or passengers had running water. Instead, water was supplied in containers. This included both wash and drinking water. The drinking water was put into a carafe which was placed in the drinking water glass rack attached to a bulkhead. Pitchers of wash water to be used at the corner sink were brought to the staterooms. The effluent was caught by a commode pail placed below the sink which was emptied daily. There is some question regarding the structure of the sink, that is, whether or not there were holes in the body of the sink for the attachment of faucets. Former crew members do not remember having seen such holes; however, an inspection of the sinks appears to indicate that
such holes may have been there, and may have been covered by either a filler or a chrome cap. This, of course, is based on the assumption that the extant sinks are original. Some of the sinks presently have a chrome cap over one of the faucet holes and a chain for the sink plug attached to it. The manufacturer of the sinks has as yet not been contacted to determine the type of sink supplied, and until a definite answer can be found nothing can really be said about the faucet holes in the extant sinks.

General Furnishings

<table>
<thead>
<tr>
<th>Plumbing</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>originally there was no running water in any of the cabins</td>
<td>Tr., Perchie, p. 5; Tr., Jan. Conf.</td>
</tr>
<tr>
<td>some of the plumbing was removed when the saloon was removed that was put on in the 1950s</td>
<td>Sun. III, p. 33; WSS-1975, III, pp. 13, 52.</td>
</tr>
<tr>
<td>hot and cold water was put in every cabin in the 1950s when the ship was converted to a cruise ship.</td>
<td></td>
</tr>
</tbody>
</table>

Eiderdowns

- for officers only | Tr., Jan. Conf. Sun. II,
- colour varied, some were pinkish others were blue
- most had a flower design
- made of a satin material
- came from the Atlin Inn when it closed in 1936.

Beds
- of passengers made with the pillows facing forward
- officers beds according to preference
- linen was apparently changed once a week for officers
- officers had 2 pillows.

Linen
- had BYNCo stamped in black indelible ink in one of the corners
- curatorial has sample.

Blankets
- some were double and some were single
- the double ones may have been used when the weather was cold
- had BYN appliqué down the middle
- curatorial has sample.

Mattress
- blue and white stripes
- had buttons or rivets
- curatorial has acquired reproductions.

Towels
1) - small shaving towel in each cabin
2) - roller towel placed on bar
   attached to the water glass rack
   - made out of linen and had a hard finish
   - red stripe about 1-1/2 inches wide down the middle with BYNCo in white
   - cleaned once a week
3) - bath towel
   - terry cloth
   - some had BYN stamped on
- curatorial has samples of towels.
Curtain below sink
- around the bottom of the sink
- hung on rod that followed forward sink outline
- to hide the commode pail
- variously described as dark green colour, or kind of a pea green
- curatorial has original sample.

Window curtains
- all windows had green curtains
- also a tie back for each curtain
- curatorial has original sample.

Tie backs
- for window curtains
- see information window curtains above.

Chair
- one chair per stateroom
- probably bent wood and similar to what is noted for the dining room
- dark brown stain and varnished
- curatorial has an original.
Bedspread
- white on white woven pattern giving a pebbly effect.
- curatorial has an original.

Haul boy
- a square sided china jug about a quart in size
- used to carry hot water to the staterooms
- probably placed near the sink.

Water pitchers
- curved jug with a handle
- white enamel with black or blue rim
- probably placed near the sink
- curatorial has appropriate style pitchers.

Glasses
- in water glass rack in the cabin
- tumbler type
- heavy glass
- curatorial has an original.

Ibid, Sat. IV, p. 7;
L, Bromley, 11 April 73;
Tr., Perchie, p. 82;
P. 115.

Water carafe
- in the water glass rack
- heavy glass, almost like crystal
- identical to what was used on the tables in the dining room.

Tr., Jan. Conf.
Sat. IV, p. 6;
P. 115.

Rugs
- about 3 feet by 6 feet
- thin quarter inch pile
- monogrammed in the center with WPYR or BYNCo
- some may have had a fringe on the ends; however, it appears that these may only have been used on the trains
- curatorial has an original.

Tr., Jan. Conf.
Sun. II, p. 16;
Tr., Forde, II, p. 16;
Tr., Bromley, pp. 53-54;
Tr., Steinback, p. 97;
Tr., Perchie, p. 17.
Commode pail
- white enamel pail
- straight sided with a curved lip
- loop handle attached to the top
- one in every stateroom
- no lid; however, pails with lids apparently were available on some of the other ships
- collected waste water from the sink
- curatorial has an original.

Life belt instruction card
- in holder located on side of the bulkhead
- showed pictorially how to put the life belts on.

Blind and blind pulls
- ring or pull string, or both
- on the bottom edge of the blind
- blinds were usually worn at their edges through years of use.

Screen door covering
- some of the screen doors on the crews' cabins were covered on the
inside with cheese cloth.  

11 April 73;  
Tr., Bromley,  
p. 103.

Radiators  
- installed in 1937  
- officers' cabins had hot water radiators  
- water supplied from boiler  
- exactly which cabins besides master's and pilot's had them is not certain.

Life belts  
- kept in every stateroom below the lower bunk  
- some were stencilled with the name of the ship, some were not  
- all had the name of the manufacturing company on them  
- canvas covered cork squares  
- curatorial has an original.

Soap  
- a small company soap in a green wrapper with WPY&R insignia on it

Tr., Jan. Conf.  
Sun. II,  
pp. 52, 54-55;  
Tr., Coghlan,  
p. 95.

Tr., Perchie,  
p. 6;  
Tr., Lesyk,  
p. 92.

Tr., Jan. Conf.  
Sat. I, p. 38;  
Ibid, II,
Description Cabin B-Pl (Master's Cabin)

- this was the skipper's cabin. During its years of operation, S.S. Klondike No. II had three skippers: Captain Charles Coghlan (1937-ca.1946), Captain William Bromley (ca.1946-1950, 1954-1955) and Captain A.G. Courquin (1952).

Outboard Bulkhead

Source of Information

(includes forward bulkhead)

Curtain rod holders
- for curtain below sink
- one attached to the sink mounting boards below each outside corner of the sink
- about 1-1/2 inches high by 1 inch wide when folded
- held by two screws
- made of a flat piece of metal folded

AF, 10-42-s51;
AF, 13-42-s54;
Tr., Hogg,
p. 194-195;
Tr., Perchie,
p. 116.
back on itself with the fold opened up to accept the curtain rod.

Curtain rod
- semicircular
- followed outline of the sink
- ends bent at 90 degrees and inserted into the curtain rod holders on the sink mounting boards.

Sink mounting board
- two pieces of wood at right angles to each other at the junction of the curved outer bulkhead and the starboard inner bulkhead
- boards are 7 inches wide
- a curved intercostal piece was inserted between the flat board and the curved bulkhead
- a cast iron sink hanger was screwed to each board
- an outline of an older sink can be seen on the boards.

Sink hanger
- cast iron
- screwed to the sink mounting board
- made by the 'Standard Toronto No. 3'
- may be of later date than 1937 considering the outline of the older sink.

Door latch AF, 13-42-s54;
- for screen door AF, 39-42-s80.
- rectangular piece of wood held by one screw in the center
- the wood is tapered at both ends
- mounted on window sill at edge of the door frame.

Window sill AF, 13-42-s54.
- extends from forward edge of in-board bulkhead below windows to the door frame.

Cup hooks AF, 10-42-s51;
- either side of each window AF, 13-42-s54;
- for curtain tie backs L, Bromley,
- only one shown between each window 11 April 73;
- approximately 9 inches above the window sill.
  Tr., Jan. Conf.
  Sun. II, p. 3.
Windows
- 4 windows forward of the door extending to the inboard bulkhead
- windows two and four from the front are fixed
- windows one and three from the front are drop windows
- the windows are lowered by lifting the window pulling it inward and lowering it to the stops
- window openings are 2 feet + inches wide and 2 feet 10 inches + high.

Window stops
- attached on aft side of window sash on window number one
- attached on forward side of the window sash on window number three
- both windows may have had two such blocks, one on each sash stile.

Blind and curtain rod holders
- three sets above each window
- possibly brass or copper
- each window had at least one set of curtains and one blind

AF, 9-42-s50;
AF, 13-42-s54;
L, Bromley,
11 April 73.

AF, 13-42-s54.
AF, 10-42-s51;
AF, 13-42-s54;
Tr., Jan. Conf.
Fri., p. 44;
L, Bromley,
- the third set of holders are black enamel and are of a later date. 11 April 73; Tr., Jan. Conf. Sun. II, p. 3.

Fir cove AF, 13-42-s54.
- below ceiling joists on outboard bulkhead
- 3/4 inch.

Spacers AF, 13-42-s54.
- fir spacers between deckhead frames in line with outboard bulkhead.

Curtain rod holder AF, 13-42-s54;
- to hold curtain rod for closet curtain
- above aft edge of door frame
- square block of wood with a circular hole to accept rod
- bevelled edges
- held by two screws in opposite corners.

Board AF, 13-42-s54;
- on outboard bulkhead runs from aft bulkhead to door frame
- above top hinge block of screen door
- holds clothes rod holder and two coat hooks.

Coat hooks
- bent wire coat hooks on board noted above
- one on either side of the curtain rod holder.

Clothes rod holder
- on the board noted above
- rectangular block of wood with a U shaped section cut into the top to accept a wooden clothes hanger rod
- held by two screws in the mid-section, one on either side.

Screen door
- approximate size is 2 feet 1 inch by 6 feet 2 inches
- opens forward to aft
- two hinges approximately 7-1/2 inches from top and bottom
- has hinge blocks with rounded corners attached to the bulkhead on the aft edge of the door frame
- door is a simple rectangular frame pp. 27-29;
  with a lock rail in the mid-section Ibid, Sun. I,
  approximately 2 feet 5 inches up p. 22.
  from the bottom edge
- screening held to the door with
  moulding strip
- screening metal
- handle attached to the frame
- door and screening painted green
- bottom rail and lock rail are 4-1/2
  inch wide boards
- stiles and top rail are 3-1/2 inch
  wide boards
- door is 7/8 inches thick.

Wall covering AF, 10-42-s51;
- 3/16 inch masonite AF, 13-42-s54;
- held to studs by wood screws Tr., Bromley,
- painted white. p. 50;
  Tr., Perchie,
  pp. 121-122;
  Tr., Keay &
  Moran, p. 88.

Sink AF, 33-42-s77;
- considering the outline on the sink Tr., Jan. Conf.
mounting boards the sink may be of a later period than 1937
- circular sink bowl with flat back plate divided in two with the two sections at 90 degrees
- built to fit into corner
- has holes in two outside corners for faucets
- mfg. by nameplate reads Standard Ideal Limited Port Hope Can. July 19 , 10 20 H.L.
- overflow holes in back of bowl
- may not have had faucet holes originally.

Faucets
- probably installed in refit of 1950s
- two per sink in opposite corners
- chrome plated brass.

Aft Bulkhead

Clothes closet
- just aft of the screen door
- demarcated by outboard and aft bulk-
heads and a partition that comes out from the aft bulkhead flush with the port end of the bunk
- extends from deck to deckhead
- closet is 3 feet 6-7/16 inches deep and 1 foot 4-13/16 inches wide
- inboard partition is a simple rectangular frame with the masonite covering except for a fir board noted below at the bunk level, both of which face the bunk
- inboard partition has several cross pieces on the closet side
- one of the cross pieces holds a clothes hanger rod holder with the other being on the outboard bulkhead
- a 13/16 inch thick and 1 foot 6-1/4 inch wide board extends across the closet partition 1 foot 5-3/4 inches above the deck or at the bunk level taking the place of the masonite
- a curtain rod holder is located near the top forward edge of the inboard partition, the other holder being located on the external bulkhead
- side rail of the bunk is recessed
into the forward edge of the in-
board partition
- a board is located near top of aft
closet wall.

Notch AF, 14-42-s55.
- for electrical wiring in, located in
the middle of the aft bulkhead at
junction with the deckhead.

Shelf AF, 14-42-s55;
- 4/5th up aft bulkhead from the deck
and above bunk
- had rounded forward edge
- notched into shelf on inboard bulk-
head
- painted white.

Shelf supports AF, 14-42-s55;
- three below shelf on aft bulkhead
- one at the closet partition
- one at the inboard bulkhead
- one 2 feet 4 13/16 inches out from
  the inboard bulkhead
- shaped along forward edge
- painted white.
Magazine rack
- centrally located above bunk, 1 foot 3 inches + below the shelf on the aft bulkhead
- the side pieces are shaped on their front and top sides and are 5-3/16 inches deep and 9-3/8 inches high
- there were six slats 1/4 inch by 13/16 inch by 1 foot 6-5/8 inches between the sides and attached to their forward edges
- painted dark brown over what may have been a mahogany stain
- held to the bulkhead by four round headed wood screws
- slats held by round headed screws.

Bunk support
- a wooden board attached to the aft bulkhead between the closet partition and the inboard bulkhead
- 1 foot 5 inches above the deck at the inboard bulkhead.

Bunk
- located on aft bulkhead between the inboard.
bulkhead and the closet partition
- three quarter size
- a 7 inch high side rail is notched onto closet partition and held up at the inboard bulkhead by a leg attached to that bulkhead
- support boards are attached to the inboard and aft bulkheads
- two spring support boards extend between the side rail and the support board on the aft bulkhead and are held to the side rail by angle irons
- two drawers are located below the bunk on the outboard end up against the closet partition
- side rail is painted dark brown over a mahogany stain
- a circular 15/16 inch by 7/8 inch mahogany moulding covers the top and forward edge of the side rail
- side rails were originally stained and varnished.

Drawer housing
- two drawers, one above the other,
located beneath outboard end of the bunk
- drawer housing built under the bunk
- drawer slides have stops on the slides
- top of drawer housing is covered with cedar tongue and groove siding which is unpainted
- quarter round at the junction of the housing and the deck
- intercostal piece between lower guide and the deck to provide a level surface over the sloping deck.

Drawers
- drawers are 7-7/8 inches + high, 2 AF, 28-42-s69;
  feet 11-13/16 inches + wide and 2 AF, 37-42-s78;
  feet 10-11/16 inches deep AF, 38-42-s79.
- drawers have two drawer pulls each
- bottom of the drawer is made of tongue and groove, cedar siding
- drawer fronts are painted dark brown over a mahogany stain.

Drawer pulls AF, 28-42-s69.
- thin brass shell with opening on
bottom
- painted dark brown.

Curtain rod brackets
- on side rail of the bunk
- for a curtain to cover open area under bunk
- brass rod should extend between the two brackets.

Inboard Bulkhead

Mirror
- two thirds up the inboard bulkhead near the junction of the inboard and forward bulkheads
- frame outline size is 1 foot 8-1/2 inches high and 1 foot 2-1/2 inches wide
- possibly oak frame
- stained and varnished
- rectangular frame possibly made of half round
- no bevel on the glass
- mirror had distortions in it.

Sink support board
- at right angles to the one attached to the outboard bulkhead
- see description noted on outboard bulkhead.

Curtain rod holders
- for curtain below sink
- see description outboard bulkhead.

Drinking glass rack
- 9-3/4 inches from deckhead, forward of the control cable shaft housing
- missing
- outside dimensions are 1 foot 5-3/4 inches and 1 foot 4-1/2 inches wide
- probably the same as those found in other cabins, a description of which follows:
- end panels are decoratively curved
- three shelves
- top shelf which is 1 foot 3/8 inches up from the bottom of the rack, has holes for two glasses and a carafe.
The shelf is also curved outward in its mid-section to accommodate a larger carafe
- glass holes are 3 inches + in diameter and the carafe hole is 4-7/8 inches + in diameter
- middle shelf is 10 inches up from the bottom of the rack, serves as a bottom support for glasses and the carafe
- both of the above shelves extend 7-1/8 inches out from the bulkhead at their widest points
- bottom shelf is 6-1/4 inches up from the bottom of the rack, has a lip on the forward edge and extends 4 inches out from the bulkhead including the 7/8 inch lip
- below bottom shelf, 3-1/2 inches up from the bottom of the rack, is a one inch diameter bar for towel
- back plate extends from bottom shelf to above the top shelf
- painted dark brown over a mahogany colour stain.
Shelf
- below drinking glass rack
- one end of the shelf butts up against the control cable shaft housing
- the other end stops short of the mirror location
- shelf is 2 feet 7-7/8 inches long
- two shaped shelf supports, one up against the cable housing and one near the forward end of the shelf
- has a curtain rod holder on each shelf support for a towel bar between the two shelf supports.

Towel bar holders
- to hold the towel bar located between the shelf supports noted above
- metal.

Holes through the bulkhead
- probably put in in 1950s
- four holes of various sizes below the sink on the inner bulkhead.
Heater mounting board
- in place in 1937
- rectangular board with chamfer 5-1/2 inches by 2 feet
- on inboard bulkhead, 5-3/8 inches above the deck and 8-5/6 inches forward of the control cable housing
- heater pipes are missing; however, they were probably the same as those found in cabin B-S1.

Radiator
- 3/8 inch diameter pipe, extends through the side cable housing forward to a valve and from there through appropriate fittings to a 3/4 inch diameter galvanized pipe of which there are four sections, one above the other, joined by three U joints
- the exit is made through a 3/8 inch diameter galvanized pipe joined to the 3/4 inch pipe with a reduction and union joint
- exit pipe extends into the side of the control cable housing below the
entrance pipe
- radiator was missing in this cabin, description taken from radiator in cabin B-Sl.

Control cable shaft housing AF, 22-42-s63:
- in the mid-section of the inboard bulkhead, 5 feet 2-1/4 inches from the forward bulkhead
- housing projects approximately 9-1/2 inches from the inboard bulkhead and is about 2 feet 3-7/8 inches wide
- it is basically a masonite covered frame with corner round on the outside corners
- housing extends up to the deckhead
- the housing has holes in the forward section near the deck.

Screw eye AF, 22-42-s63.
- 2-3/16 inches above heater mounting board and 1 foot 7-1/4 inches from control cable housing
- use unknown.
Curtain rod holder
- on inner wall, 1-1/4 inches from the
deckhead and 1 foot 1-1/8 inches aft of the control cable housing
- 2-1/4 inch square block of wood with
  1-1/4 inch diameter recessed hole to accept rod
- held by two screws in opposite corners
- for curtain in front of the bunk
- the other holder was attached to the closet partition.

Shelf
- on inboard bulkhead between the
cable shaft housing and aft bulkhead
- has shaped shelf support at housing end
- aft end notched into shelf on aft bulkhead
- 4/5ths up bulkhead.

Bed lamp
- possibly put in when the ship was converted to a cruise ship in the 1950s
- above bunk on inboard bulkhead pp. 45-47;
- Canadian Westinghouse fixture No LL 4171.327 Ibid, IV, p. 3.
- chrome plated aluminum base
- base is oval shape
- ribbed oval shaped glass globe with a white coating on the inside of the glass except on the central section of the globe
- has pull chain switch at the side of the base
- held to the wall by a typical light fixture backing plate
- not original to period of restoration
- missing.

Bed lamp Tr., Jan. Conf.
- to period of restoration Sun. II, pp. 45-47.
- same or similar location as the one noted above
- porcelain base with switch
- switch was either pull chain or knob
- bare bulb.
Electrical wire moulding
- on inner bulkhead between the bed lamp and the top of the electrical panel
- rectangular wooden slat, 1-5/8 inches wide and 2 feet 2-15/16 inches long, with two grooves for the electrical wire over which was placed a moulded wooden cover plate.

Electrical panel
- 3 feet 5-1/4 inches above the deck, and aft of the control cable housing on the inboard bulkhead
- rectangular wooden block 9 inches high with chamfer
- held buzzer, plug, and light switch.

Electrical plug
- on electrical panel
- "20A - 250V" marked on face of plug
- face of the plug is circular
- plug slots at right angles to each other.
Service buzzer
- on electrical panel
- brass formed into a thin circular shell
- recess in center where the black plastic knob is located.

Lightswitch
- on electrical panel
- circular porcelain base
- thin, circular chromed metal cover on top of the base
- black knob in center of the cover
- knob is rotated to off and on position
- slot in the metal cover shows on or off position
- information on metal cover - 6A.
  125V, 3A. 250V - Und. Lab. Insr.

Quarter round
- 3/4 inch at the junction of the bulkhead and the deck
- between the forward bulkhead and the control cable housing, and the housing and the bunk.
Deckhead

Frames or ceiling joists  
- appear to be on approximately 20 inch centers  
- made of 1 inch by 3-3/8 inch fir.

Lookout rafters  
- are continuous with deckhead frames except in forward curved section  
- several radial rafters that have their beginning in the cabin are inserted in the curved section.

Light  
- located centrally on deckhead  
- shaped circular brass fixture painted white  
- secured to a wood base which is attached to the deckhead  
- CGE Fixture Number 13949  
- not to period of restoration  
- date of installation not known.
Light
- located centrally on the deckhead
  in the same location as the above
  noted light
- porcelain base
- no shade
- may have had pull chain
- approximately 110 watt
- probably removed in refit of 1950s.

Electrical wiring
- see general layout at end of section
  dealing with the Texas deck cabins.

Deck

Painting scheme
- painted reddish brown in front of the
  bunk and outer circumference of the
  open area
- painted area circumscribes an
  unpainted area
- closet deck area and area under bunk
  not covered by drawers painted
battleship grey
- not known if original.

Carpeting
- over whole deck area except under bunk and in closet area
- carpet had a pattern
- not new when installed
- greenish in colour
- carpeting in the master's and Pilot's cabins may at one time have been one large carpet
- may originally have come from the Atlin Inn
- curatorial has an original sample.

Furnishings

Chair
- bentwood
- similar to what was used in the dining room
- curatorial has a period chair.
Desk
- small rectangular drop leaf table
- one drawer in the front
- drawer pull in the center of the drawer front
- straight legs
- placed close to the door against the outboard bulkhead.

Chair
- wicker
- same as was found in the observation lounge
- round basket arms
- straw colour
- up against the outboard bulkhead aft of the wash basin.

Curtain
- in front of the bunk
- hung from curtain rod that extended from the inboard bulkhead to the closet partition
- only came down to the bunk level
- split curtain
- no tie backs
- usually just pushed back.
Bed
- made with the pillow facing inward
- linen was apparently changed once a week
- officers had two pillows if they wanted them.

Roller towel
- it is doubtful this cabin had one
- curatorial has an original.

Outfitted to W. Bromley

Calendar
- calendar on a bulkhead
- exact location not known.

Reading material
- paperback books that passengers left behind
- Saturday Evening Post.
Smoking material
- kept in his pocket.  

Suitcase
- brown steamer trunk  
- trunk was in the space below the bunk  
- brown club bag, had his initials on it. 

Clothesline
- strung a clothesline in the cabin to dry underwear and socks that were washed in sink in the cabin. 

Clothes
- dirty clothes were put on the chair or bed until the ship reached port or until some time was found to wash them. 

Clock
- clock sat on top of table  
- Big Ben or Westclox  
- had no alarm to it.
Clothes
- suits were hung up in closet
- blue serge suits used as uniforms,
  put WPYR buttons on
- used handkerchiefs.

Footwear
- white gum boots
- regular shoes.

Personal belongings
- binoculars in one of the drawers
  below the bunk
- kept writing paper in drawer of the
  table.

Description Cabin B-P2 (1st Officer's (Mate's))

This cabin was assigned to the first mate. The following individuals, with the dates they served as first mate on the Klondike (No. II), are known or presumed to have occupied this cabin: M. Macauley (1937-39), S. Keay (1940), C.R. Hogg (1942-44), A. Halket (1945), H. Bates (1945-1946), S. Keay (1947), J. Wakefield (1949), A. Olson (1950, 1952) and

<table>
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<tr>
<th>Outboard Bulkhead</th>
<th>Source of Information</th>
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<tbody>
<tr>
<td>Curtain rod holders</td>
<td>AF, 10-42-s51;</td>
</tr>
<tr>
<td>- for curtain below sink</td>
<td>Tr., Hogg,</td>
</tr>
<tr>
<td>- one attached to the sink mounting</td>
<td>pp. 194-195;</td>
</tr>
<tr>
<td>boards below each outside corner of the sink</td>
<td>Tr., Perchie,</td>
</tr>
<tr>
<td>- held by two screws</td>
<td>p. 116.</td>
</tr>
<tr>
<td>- made of a flat piece of metal folded back on itself with the fold opened up to accept the curtain rod</td>
<td></td>
</tr>
<tr>
<td>- not shown on the As-Pound</td>
<td></td>
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<tr>
<td>- probably of same size as was noted for Cabin B-Pl.</td>
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</tbody>
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Curtain rod
- semicircular
- followed outline of the sink
- ends bent at 90 degrees and inserted into the curtain rod holders on the sink mounting boards.
- Tr., Hogg, pp. 194-195;
- Tr., Perchie, p. 116.
Sink mounting board
- two rectangular pieces of wood, each 1-1/2 feet long and 7 inches wide, at 90 degrees to each other, one on the outboard bulkhead and one on the aft bulkhead.

Sink hanger
- cast iron approximately 2-1/2 inches long and 2-1/2 inches + high
- flared top on which the sink is hung
- may be of the 1937 period
- held to the mounting board with flat head wood screws.

Holes
- through outboard bulkhead
- for drain pipe from sink
- below sink location
- probably installed after 1950.

Fir cove
- below ceiling joists on outboard bulkhead
- 3/4 inch.
Window stool
- below window
- extends slightly beyond either side of window frame.

Window
- one window aft of the door
- approximately 2 feet wide and 2 feet 10 inches high
- the window is lowered by lifting the window, pulling it inwards and lowering it to the window stops
- two vertical panes of glass.

Window stops
- one on each side of the window sash stile
- a rectangular block of wood.

Cup hooks
- on either side of the window on the window frame
- for curtain tie backs.
Screen door
- approximate size is 2 feet 1 inch by 6 feet 2 inches
- opens aft to forward
- located at the forward end of the outboard bulkhead
- two hinges, 7-1/2 inches from top and bottom, attached to door and hinge blocks attached to bulkhead
- door is a simple rectangular frame with a lock rail in the mid-section approximately 2 feet 5 inches up from the bottom edge
- screening held to the door with moulding strip
- metal screening
- door handle may have been attached to the frame
- door and screening painted green
- bottom rail and lock rail are 4-1/2 inch wide boards, stiles and top rail are 3-1/2 inch wide boards
- door is 7/8 inch thick.

Screen door latch
- attached to block of wood that was

AF, 3-42-s44;
AF, 8-42-s54;
AF, 13-42-s54;
Tr., Hogg, pp. 193-194;
L, Bromley, 11 April 73;
attached to the bulkhead just outside of door jamb
- Mallory marvel No. 2
- black enamel originally.

Blind and curtain rod holders
- three sets
- beside and above upper corners of the window
- lowest black enamel set appears to be of later date.

Deckhead joists or frames
- on approximately 20 inch centers.

Deckhead joist spacers
- fir spacers between the frames in line with the exterior bulkhead.

Name plate
- on door
- states '1ST OFFICER'
- see exterior bulkhead note on door sign plates for full description.
Sink
- circular sink bowl with flat back plate at 90 degrees on aft two sides
- built to fit corner
- has holes in two outside corners for faucets
- manufactured by Standard Ideal Limited, Port Hope, Can.
- overflow holes in back of bowl
- July 19.10 20 H.L.
- may not have had faucet holes originally
- has effluent pipe in bottom center of sink bowl.

Faucets
- two per sink in opposite corners
- chrome plated brass
- installed probably in refit of 1950s.

Masonite
- 1/4 inch tempered masonite is used as a covering for the bulkhead
- painted white
- screwed to frame members.
Aft Bulkhead

Soap dish
- on aft bulkhead above sink
- chrome plated metal
- sea shell shaped.

Life belt instruction card holder
- inboard of mirror, approximately 4 feet 3-1/2 inches above the deck and 3 feet 1-1/2 inches from outboard bulkhead
- thin chrome plated metal
- edge bent over on two sides and bottom to hold the notice card
- fastened to the bulkhead by two diagonally placed round headed wood screws
- size of holder 5 inches + by 8 inches +
- may have replaced a wood frame in 1950s.

Drinking glass rack
- it is butted up against the outboard
bulkhead above the sink, 4 feet
1-1/4 inches above the deck
- see detailed description cabin B-Pl.

Mirror
- outside half of the aft bulkhead
  between the life belt instruction
  card holder and the water glass rack
- four feet 2-3/4 inches up from the
  deckhead and 1 foot 8-1/2 inches in
  from the outboard bulkhead
- plain mirror, straight sided,
  approximate outside dimensions: 1
  foot 2-1/2 inches high by 1-1/2
  feet wide
- frame was stained and varnished
- distortions in the glass.

Notch
- for electrical wiring, located in
  the middle of the aft bulkhead at
the junction of the deckhead and the bulkhead.

Sink mounting boards
- at 90 degrees to the one on the out-board bulkhead
- see description for outboard bulkhead
- top and vertical edges are rounded
- top corner away from the junction is rounded
- both boards held a wood spacer which was similar in construction to the main sink mounting boards except smaller
- spacer boards held the sink hanger.

Sink hanger
- see description for outboard bulkhead.

Bedside wall step
- above lower bed side rail support
- length is 1 foot 4 inches +, width 6 inches + and is 7/8 inches thick
- shelf outer corners are curved
- two 7 inch + high shaped supports, each approximately 1-1/2 inches from each end
- painted dark brown over a mahogany stain or varnish
- probably installed when upper bunk was added.

Bedside rail supports
- see bed detail
- cabin has at present time one double lower and one single upper.

Holes
- two beneath lower bunk, one above the other
- also below sink support board on aft bulkhead.

Masonite
- 1/4 inch tempered masonite is used as a covering for the bulkhead
- painted white
- screwed to studs.
Inboard Bulkhead

Wall rack
- one above each bunk
- see description given for Cabin B-Pl
- top one added when extra bunk added
  in the 1950s.

Bunk supports
- two boards running the full length
  of the bulkhead, one for the upper
  and one for the lower bunk
- lower one is 9-5/8 inches above the
deck at its forward end and the
  upper one is 3 feet 4-5/8 inches
  above the deck in the same location
- upper board installed at a later
date.

Holes
- five holes in the inboard bulkhead
  in the lower aft corner below the
  lower bunk.
Shelf
- above bunk and probably above wall rack
- extended from aft to forward bulkhead
- probably removed when top bunk was installed.

Drawers
- below forward end of bunk
- details were probably similar to what is found in the Pilot's and Master's cabins
- two drawers, one above the other
- removed when cabin was converted to passenger stateroom, probably in the 1950s.

Drawer handles
- probably similar to those in Cabin B-P1.

Bunk
- cabin originally contained only one bunk
- was a double width, lower bunk, 36
- upper bunk probably installed in 1950s refit
- lower and upper bunk each had side rail 7 inches high, supported at forward and aft ends by supports made of cast iron
- lower rail support on wooden back plate that extends to deck, the board had a semi-circular top end
- upper rail support on wooden back plate with semi-circular top and bottom
- two spring support boards extend between board attached to inboard bulkhead and side rail, support boards and are held at side rail by angle irons
- top of wooden side rail has mahogany circular moulding (1-5/16 inches by 7/8 inches) on top and forward edges
- side rail stained and varnished.

Cast iron side rail holder AF, 35-42-s76;
- rectangular, cast iron piece with AF, 40-42-s81.
lengthwise slot surrounded by a raised lip
- slot accepted the side rail
- attached to back plates noted above.

Forward Bulkhead

Electrical wiring notch
- in the middle of the forward bulkhead
  at the junction of the bulkhead and the deckhead.

Shelf
- on forward bulkhead just inside the door
- approximately 4 feet long, 8 inches deep, and 3/4 inch thick
- supported on outboard bulkhead by quarter round or strip of wood nailed to the bulkhead
- supported on other side by a shaped shelf support, located approximately 3 inches from the inboard bulkhead
- shelf is nailed to the supports

AF, 14-42-s55;
AF, 29-42-s70.
- shelf is painted a dark brown over a mahogany stain or varnish
- top of the shelf is unpainted.

Coat hook support board
- below shelf on forward bulkhead noted above
- between bulkhead and inboard shelf support
- bevelled edges (chamfer)
- shaped ends
- held 6 coat hooks
- painted dark brown over mahogany stain.

Coat hooks on board noted above
- 6 coat hooks
- brass
- two piece construction, the hook separate from the back plate.

Electrical cable
- through hole in forward bulkhead
- held by thin metal clips to deckhead and bulkhead
- extends along forward bulkhead at
deckhead level
- along deckhead to light fixture
- two lead covered single strand cables.

Reading lamps AF, 14-42-s55;
- forward bulkhead, one above top and AF, 28-42-s69.
one above bottom bunk
- Canadian Westinghouse fixture No. LL
  4171.327
- chrome plated aluminum base
- base is oval shaped
- ribbed oval shaped glass globe with
  white coating on the inside of the
glass except on central section of
the globe
- has pull chain switch on the side of
  the base
- held to the bulkhead by a typical
  light fixture backing plate
- not to period of restoration, pro-
  bably put in when ship was converted
to cruise ship in the 1950s.

Electrical service panel AF, 14-42-s55;
- wood, rectangular block with chamfer AF, 26-42-s67;
- held light switch, wall plug and service buzzer
- located midway between lower bunk support and shelf on forward bulkhead.

Electrical plug
- on electrical panel
- 20A - 250V marked on the face of the plug
- face of the plug is circular
- plug slots at right angles to each other.

Service buzzer
- on electrical panel
- brass formed into a thin circular shell
- recess in the center where the black plastic knob buzzer is located.

Lightswitch
- on electrical panel
- circular porcelain base
- thin circular chromed metal cover on top of the base
- black knob in the center of the cover
- slot in the metal cover shows on or off position
- information on the metal cover - 6
  A. 125V - 3A. 250V - Und. Lab. Insr.

Bunk supports
- see bunks.

Clothes closet
- near bed
- may have been located on aft bulkhead
- a shelf with a curtain attached to it
- contained his suits
- removed when cabin converted to stateroom for passengers in the 1950s.

Masonite
- 1/4 inch tempered masonite used as a covering for the bulkhead
- painted white
- screwed to frame numbers.
Deck

Battleship linoleum
- may have been either brown or green
- crew member was uncertain on colour.

Deckhead

Vent holes
- two, six inch diameter holes leading to vents
- not to period of restoration
- exact date of installation is not known.

Light fixture
- porcelain base
- centrally located on deckhead
- bare 40 watt bulb
- pull chain switch
- removed probably in refit of 1950s.
Extant light fixture
- approximately in center of cabin deckhead
- circular, shaped brass base painted white
- secured to a wooden base attached to the deckhead
- CGE Fixture number 13 979
- probably installed during refit in 1950s.

Outfitted to C. Hogg

Personal Belongings

Safety razor
- kept in drawer below bed
- make not known.

AF, 24-42-s65;
AF, 28-42-s69.

Tr., Hogg,
pp. 239-240;
L, Hogg,
24 June 73;
Tr., Jan. Conf.
Sun. II, p. 28.
Shaving soap
- Palmolive soap in tube
- kept in drawer below bunk.

Tr., Hogg,
p. 240;
L, Hogg,
24 June 73;
Tr., Jan. Conf.
Sun. II, p. 28.

Shaving brush
- kept in drawer below bunk
- make not known.

Tr., Hogg,
p. 240;
L, Hogg,
24 June 73;
Tr., Jan. Conf.
Sun. II, p. 28.

List
- of what was to be ordered from com-
  misary was kept in his cabin
- not a regulation form.

Tr., Hogg &
Lesyk, p. 1.

Plywood writing board
- on which letters, etc. were written
- approximate size: 1/4" x 18" x 18".

Tr., Hogg,
p. 241;
Tr., Jan. Conf.
Sun. II,
pp. 20-21.
Suitcase
- brown heavy cardboard that looked like leather
- large
- kept below bunk.

Boots
- black
- kept on the deck near bunk
- supplied own.

Overalls
- denim pants with braces
- when removed in the cabin simply dropped on the deck.

Photograph
- of wife possibly on bulkhead.

Pictures
- pin ups on bulkhead
Newspapers
- Vancouver Sun
- received 10-12 issues at a time
- each newspaper received was individually wrapped with a piece of brown paper
- given to crew to read once he finished with it.

Books
- wild west novels
- kept on shelf above bed.

Uniform
- a blue suit.

Cigarettes
- rolled own
- used Ogden's fine cut tobacco.

Snuff
- chewed snuff.
Clothes
- owned several pairs of pants, probably denims
- hung them on the hooks below shelf.

Clock
- on chair beside bed
- large size clock, make not known.

Writing paper
- kept in drawer below bunk.

Flashlight
- kept in drawer below bunk
- company flashlight.

Batteries
- for all flashlights on board were kept in drawer below bunk.

Marline spike
- a good one
- kept in drawer below bunk.
Ship data
- kept on White Pass stationery
- held information as to what the ship
drew upstream and downstream
- kept in drawer below bunk.

Lightbulbs
- extra bulbs for side lights kept in
drawer below bunk.

Duffle bag
- hung in closet
- curatorial has original.

Suit
- wore suit when he came north
- hung in closet most of the shipping
  season.

Tuque
- wore one when cold.

Fedora
- wore hat when he came north
- location rest of the season not
  stated.
Underwear
- long johns
- had several pairs for cold weather work.

Socks
- several pairs of heavy work socks
- several pairs of semi dress socks that could be used for dress or work.

Slippers
- Essendale slippers
- kept under bunk or in drawer.

Shoes
- Wellington's
- elastic sides
- kept under bunk or in drawer.

Rainwear
- typical of period
- supplied own.
Rainhat
- used an old logging hat
- made out of canvas
- brimmed
- like a safari hat
- no vent holes for ventilation
- probably placed on shelf above bunk.

Watch
- owned no wrist watch
- seldomly carried a pocket watch.

Ashtray
- showed a beer company advertisement.

Furnishings

Chair
- bentwood
- stood near bunk
- see Furnishings General.
String
- strung along aft bulkhead.

Rug
- see Furnishings General.

Calendar
- tacked on a bulkhead

Curtains
- green window curtains
- curatorial has a sample.

Curtain around base of sink
- dark green
- curatorial has a sample.

Eiderdown
- did not want one.

Pillow
- only wanted one pillow on the bunk.
Soap
- used company soap
- sometimes brought own Lifebuoy.

Bed made with the pillow at forward end.

Roller towel
- C. Hogg never used a roller towel.

Towels
- company supplied linen towels and terry cloth bath towels
- both had BYN stamped in the corners
- see Furnishings General

Other items
- for other items see Furnishings General.
Description Cabin B-P3 (Linen Locker)

This cabin (according to former crew members) had been used as the ship's linen locker until the 1950s at which time it was converted to a washroom. It is not known whether the conversion to washroom took place in 1950 or later.

Outboard Bulkhead

Source of Information

Window
- located 9 inches aft of door, 6 inches below deckhead frames
- may be a drop window; however, there were no window stops attached to the frame
- size of opening is 2 feet + by 2 feet 10 inches +
- probably painted white.

Screen door
- no screen door appears to have been in place when the cabin was a linen locker or washroom.
Door AF, 13-42-s54.
- located at forward end of outboard bulkhead
- see outboard bulkhead Texas deck cabins for description.

Ceiling joists or frames AF, 13-42-s54.
- on approximately twenty inch centers.

Ceiling joist spacers AF, 13-42-s54.
- between joists or frames above outboard bulkhead.

Quarter round AF, 13-42-s54.
- 3/4 inch quarter round at junction of outboard bulkhead with deckhead.

Toilet partition AF, 13-42-s54;
- thwartship toilet partition is anchored to outboard bulkhead just aft of door opening
- probably installed when cabin was converted into a washroom in the 1950s.
Yale lock
- there may have been a Yale lock on the door when cabin was a linen locker
- there is some dispute over this point.

Nameplate
- on outside of door
- no nameplate appears to have been on this cabin prior to its conversion to a washroom
- nameplate as washroom not known.

Painting scheme
- white
- cabin was also white when it was a linen locker.

Window sill
- below window
- extends slightly beyond either side of frame.
Aft bulkhead

Boards AF, 16-42-s57.
- three boards are attached to the aft bulkhead in each toilet cubicle
- the top two boards in each cubicle are used to support the toilet water tanks located directly aft and above toilets
- bottom board (just above deck) appears to have been used for water pipe support
- installed when cabin converted to washroom in 1950s.

Holes AF, 16-42-s57.
- on aft bulkhead beside funnel housing beside pipe support board noted above
- probably for piping that has been removed.

Toilet partitions
- see Interior Layout.
Side supports for shelving
- in place when cabin was a linen locker
- there were probably side supports for shelving that came out from the inner bulkhead about 24-30 inches
- two shelves - the first shelf about 2 feet up from the deck with the next shelf about 2 feet above the lower shelf.

Painting scheme
- painted white throughout the whole period.

Masonite
- bulkhead cover with 1/4 tempered masonite
- screwed to bulkhead studs
- painted white.
Inboard Bulkhead

Washroom shelf
- probably installed in the 1950s
- short shelf with single shaped shelf support in the middle
- shelf is a rectangular board with a moulded edgeboard around the outer three sides
- located above the sink.

Sink support board
- see forward bulkhead for details.

Soap dish
- probably installed in the 1950s
- missing
- probably shell design similar to other staterooms
- located on inboard bulkhead above sink support board.

Stack housing
- forward portion covered with mason-
ite extending to thwartship toilet partition, aft portion covered with tongue and groove siding
- bulkhead curves towards centre line of vessel aft of the masonite cover and straightens out again in the toilet cubicle area.

Vent hole
- upper aft corner on inboard bulkhead
- 4-5/8 inches wide and 7-1/4 inches high
- forward and bottom edge of rectangular hole covered by 1/2 inch half round
- connects to a vent located aft of stack on Texas deck.

Toilet paper holder
- installed when cabin was converted to washroom in 1950s
- located on tongue and groove siding on inboard bulkhead just aft of the thwartship toilet partition
- U shaped heavy gauge wire, bent at
ends to hold paper roll
- wire held to bulkhead with thin metal strip.

Toilet paper dispenser
- on tongue and groove siding aft of toilet paper holder
- single sheet dispenser.

Shelf supports and shelves
- in place when cabin was a linen locker
- two shelves: one 2 feet above the deck, the other 2 feet above the lower shelf
- shelves extend about 24-30 inches into the cabin
- shelves along inboard bulkhead follow the shape of that bulkhead
- painted white.

Tongue and groove siding
- area now covered by masonite on inboard bulkhead may have had tongue and groove siding when the cabin was a linen locker.
Painting scheme
- bulkhead was painted white throughout the whole period.

Forward Bulkhead

Coat hooks
- probably installed when cabin was converted to washroom in the 1950s
  - two hooks
  - evenly spaced between outboard bulkhead and stack housing
  - approximately 15 inches from deckhead
  - hooks are single unit metal construction
  - held to bulkhead by two screws.

Towel rack
- probably installed when cabin was converted to a washroom in the 1950s
  - between the two coat hooks
  - missing in this washroom
  - may have been similar to that found
in cabin B-S5
- backplate screwed to wall with wood screws
- back plate held a circular wooden towel holder at each end, one with a hole in the center and the other with a V notch to accept the towel.

Towel dispenser
AF, 15-42-s56.
- probably installed when cabin was converted to a washroom in the 1950s
- between inboard coat hook and inboard bulkhead
- missing
- make and style unknown.

Notch
AF, 15-42-s56.
- for electrical wiring in mid-section of forward bulkhead at junction of bulkhead with deckhead.

Electrical service panel
AF, 15-42-s56;
AF, 26-42-s67.
- may have been installed when cabin was converted to a washroom in the 1950s; however, this is not certain
- 4 feet 3 3/4 inches above the deck
and 1 foot 2-9/16 inches over from stock housing
- contained light switch and service buzzer
- rectangular block of wood with chamfer.

Light switch
- on service panel
- porcelain base
- black plastic knob rotated off or on position
- 6A. 125V - 3A. 250V Und. Lab. Insr.
- date of installation not known.

Service buzzer
- on service panel
- thin brass circular shell
- black plastic button in center
- date of installation not known.

Sink support boards
- probably installed when cabin was converted to a washroom in the 1950s
- one on forward bulkhead and one on inboard bulkhead
- top and vertical outside edges of boards are rounded
- top outside corner of each board has been rounded
- a wooden spacer is attached to each sink support board and these spacers meet in the corner; they are of similar construction to the main sink support boards.

Sink hanger  AF, 15-42-s56.
- probably installed in the 1950s
- no hangers were in place when ship was As-Founded
- probably similar in construction to those found in other staterooms.

Sink  AF, 15-42-s56.
- no sink was in place when ship was As-Founded
- type and style not known as it was probably installed in the 1950s, probably differed from sinks put in in 1937.
Holes
- two holes in forward bulkhead below sink and one hole in some bulkhead near outer bulkhead near deck level
- probably for piping which has been removed.

Side supports for shelving
- in place when cabin was a linen locker
- there were probably side supports for shelving that came out from the inboard bulkhead about 24-30 inches less depth of funnel housing
- two shelves: the first shelf about two feet up from the deck, the second shelf about two feet above the lower shelf.

Painting scheme
- bulkhead painted white throughout the whole period.

Masonite
- bulkhead covered with 1/4 inch tempered masonite
- held to studs with flat head wood screws.

Plumbing
- as all washrooms had plumbing one would expect that when the cabin was converted to a washroom plumbing would have been installed as is indicated by the holes found in the various bulkheads.

Interior Layout: Post 1950

Toilet Partition
- thwartship between toilets and main washroom area

1) - long, narrow, rectangular frame between outboard bulkhead and first toilet door; extends from deckhead frame to 6-5/8 inches from deck
- basically a rectangular frame with 1/4 inch fir plywood filler and quarter round at
junction of frame and plywood
- on inner edge held toilet door stop moulding

2) - long narrow rectangular frame between the two toilet doors
- similar in construction to partition described above
- partition between the two toilets is attached to the aft side of this partition
- on both edges door stop moulding was attached

3) - toilet door frame was also attached to funnel housing.

Toilet partitions
- between toilet cubicles
  - did not extend from deck to deckhead but stops short of them
  - extends from thwartship toilet partition to aft bulkhead
  - basically a rectangular frame with 1/4 inch fir plywood filler and quarter round at junction of frame and plywood
  - anchored at aft bulkhead and thwart-
ship toilet partition by studs that extend from deck to deckhead, secured to the deckhead frames.

Toilet paper hanger
- on port side of fore-aft toilet partition
- installed when cabin converted to washroom in 1950s.

Toilet cubicle door
- each door is a rectangular frame with center board
- each door had twenty-three slats or louvers set at an angle into the side members or stiles on either side of the lock rail
- each door held to the partitions with two hinges
- side stiles of the doors extend beyond the bottom and top rail and the extensions are shaped.

Date of installation
- this cabin was originally a linen locker
- the exact date of its conversion is not known
- the conversion to a washroom may have taken place when the ship was converted into a cruise ship in the 1950s.

Painting scheme
- toilet partitions are painted white.

Deck

Holes
- cut when cabin was converted to a washroom in 1950s.
- two five inch diameter holes for toilet drains at the aft end of each toilet cubicle.

Painting scheme of deck
- may have been red brown when cabin was a linen locker
- light coat of white paint over a red brown paint.
Linoleum
- may have been installed when cabin
  converted to washroom.
- when As-Founded, linoleum covered
  whole deck area.

Deckhead

Light fixture
- centrally located on deckhead
- porcelain base
- bare (40 watt) bulb
- pull chain
- probably removed in refit of 1950s.

Extant light fixture
- probably installed during refit in
  1950s
- approximately in center of cabin
  deckhead
- circular shaped brass base painted
  white
- secured to a wooden base attached to
  the deckhead
Contents of Cabin B-P3 as Linen Locker

Linen bags
- held clean linens obtained from Tr., Jan. Conf.
  Sun. III,
  laundry in Whitehorse and soiled pp. 16-18;
  WSS-1975, IV,
  linens to be returned to laundry pp. 30-31.
  stacked up against the forward and
  aft bulkheads
- also under lower shelf
- white canvas bags.

Linens
- stacked on shelves Tr., Jan. Conf.
- sheets Sun. III,
- pillow cases pp. 17-19.
- towels: hand and bath
- bed spreads
- enough linen for two changes which
  included dirty and clean linens.

Soap
- monogrammed company soap in little Tr., Jan. Conf.
  Sun. III,
packets
- came in cartons
- kept in a corner underneath the lowest shelf.

Description of Cabin B-P4 (Crew's Quarters)
This cabin is designated in a sketch by Gaudin as being a waiter's cabin. This information coincides with statements by former crew members who stated that 'hog chain' cabins were occupied by the crew of the vessel.

<table>
<thead>
<tr>
<th>Outboard Bulkhead</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screen door</td>
<td>AF, 13-42-s54;</td>
</tr>
<tr>
<td>- opens aft to forward</td>
<td>AF, 3-42-s44;</td>
</tr>
<tr>
<td>- located at the forward end of the cabin outboard bulkhead</td>
<td>AF, 8-42-s49.</td>
</tr>
<tr>
<td>- see description for cabin B-P1.</td>
<td></td>
</tr>
</tbody>
</table>

Screen door latch
- attached to block attached to bulkhead
- Mallory marvel No. 2
- black enamel originally.

Window AF, 13-42-s54.
- located aft of door position
- drop window
- the window is lowered by lifting the window, pulling it inward and lowering it to the window stops
- windows have two vertical panes
- width of window opening is 2 feet + and 2 feet 10 inches + high.

Window stops AF, 13-32-s54.
- one rectangular wooden block attached to forward window stile.

Window sill AF, 13-42-s54; AF, 9-42-s50.
- below window, extends slightly beyond either side of frame.

Blind and curtain rod holders AF, 13-42-s53; AF, 10-42-s51.
- three sets
- beside and above upper corners of window
- lowest, which is black enamel, probably installed at a later period.
Ceiling joists
- on approximately twenty inch centers.

Ceiling joist spacers
- between frames above outboard bulkhead.

Cup hooks
- on either side of window frame
- used as curtain tie back holders.

Curtain rod holders
- for curtain below sink
- As-Found shows them as missing
- one should be attached to the sink
  mounting boards below each outside corner of the sink
- each holder should be held by two screws
- was made of a flat piece of metal folded back on itself with the fold opened up to accept the curtain rod
- see size given for holder in cabin B-Pl.
Curtain rod
- semicircular
- followed outline of the sink
- ends bent at 90 degrees and inserted into the curtain rod holders on the sink mounting boards.

Sink mounting board
- two rectangular pieces of wood, each piece 1 foot 4 inches + long by 7 inches high at 90 degrees to each other, one on the outboard bulkhead and one on the aft bulkhead
- top and vertical edges rounded
- top outside corners rounded.

Sink hanger
- cast iron
- flared top on which the sink is hung
- may be of the 1937 period.

Holes
- through outboard bulkhead
- for drain pipe from sink
- below sink location
- probably installed after 1950.
Quarter round
- below ceiling joists on exterior bulkhead
- 3/4 inch.

Sink
- circular sink bowl with flat right-angled, back plate on aft two sides
- built to fit into a corner
- has holes in two outside corners for faucets
- mfg by Standard Ideal Limited, Port Hope, Canada - July 19.10 20 H.2
- overflow holes in back of bowl
- may be different from what was installed initially.

Faucets
- two per sink in opposite corners
- chrome plated brass
- installed probably in refit of 1950s.
Aft Bulkhead

Holes
- two holes in line perpendicular to deck below lower bunk and pipe support board
- probably for piping which was installed in the 1950s refit, since removed.

Boards
- extend along aft bulkhead from below sink to lower bunk side rail support and from support to inboard bulkhead
- served as pipe support board for pipes that went to sink
- pipes have been removed
- probably installed in 1950s refit.

Sink mounting board
- see outboard bulkhead for description.

Soap dish
- above sink mounting boards
- chrome plated metal
- sea shell shaped.

Side rail supports for bunks
- see bunks for details
- two single bunks.

Bedside wall step
- above lower bedside rail support
- length is 1 foot 4 inches +, width 6 inches + and 7/8 inches thick
- outer corners of shelf are curved
- two, 7 inch + high, shaped supports,
  each approximately 1-1/2 inches +
  from each end
- painted dark brown over a mahogany
  stain or varnish.

Hog chain
- extends through hole in aft bulkhead,
  1 foot 10-7/8 inches from inboard
  bulkhead, its bottom edge is 2 feet
  1-3/8 inches down from the deckhead
- canvas boot should be attached
  around hole and to the hog chain.
Lifebelt instruction card holder AF, 17-42-s58; inboard of mirror, 2 feet 11-7/8 inches from outboard bulkhead, 2 feet 1/2 inch from deckhead. Thin chrome plated metal rectangle, edge bent over on two sides and bottom to hold the notice card, fastened to the bulkhead by two diagonally placed round headed wood screws. May be of later period, possibly put in when converted to cruise ship.

Mirror AF, 17-42-s58; located on aft bulkhead beside drinking glass rack, mirror is missing. Witness marks indicate that two different sized mirrors occupied this position at different times. Larger mirror was located 1 foot 7-1/8 inches from the outboard bulkhead and 11-13/16 inches down from the deckhead. Smaller mirror located within witness marks of larger
- plain mirror, straight sided
- witness mark dimension: 1 foot 3-1/2 inches by 1 foot 7-1/2 inches
- frame was stained and varnished
- distortions in the glass.

Drinking glass rack
- it is butted up against the outboard bulkhead above the sink, the top shelf is 1 foot 6-11/16 inches down from the deckhead
- see description given in cabin B-Pl.

Notch
- for electrical wiring; in the mid-section of the aft bulkhead at the junction of the bulkhead and deckhead.
Inboard Bulkhead

Wall racks
- both missing
- one should be located above each bunk on the inboard bulkhead
- see description given for cabin B-Pl.

Bunk supports
- two boards running the full length of the bulkhead, one for the upper and one for the lower bunk
- bottom one is 9-1/2 inches above the deck and the top one 3 feet 4-3/4 inches above the deck
- both made of 7/8 inch by 2-7/8 inch fir.

Pipe support board
- below lower bunk
- stops short of forward and aft bulkheads
- date of installation not known, probably 1950s.
Pipe
- plastic pipe on pipe support board
- held to board with five metal straps
- pipe extends from forward to aft bulkheads
- clamped near those bulkheads to a galvanized pipe which extends through the bulkhead to the next cabin where another plastic pipe is clamped to the galvanized pipe
- date of installation is not known; however, it may be of a later period, probably 1950s.

Pipe
- one half inch diameter copper pipe extends through a hole in the inboard bulkhead, just aft of the forward bulkhead, and runs to the aft bulkhead below pipe support board
- date of installation not known probably the 1950s.

Holes
- on inboard bulkhead, near forward and aft bulkheads below lower bunk.
Vent hole
- upper forward corner on inboard bulkhead
- aft and bottom edge of rectangular hole covered by half round
- connects to a vent located aft of stack on Texas deck
- not shown on As-Found.

Bunks
- two single bunks
- side rails supported on forward and aft ends by cast iron supports
- cast iron supports attached to wooden back plates which are attached to bulkheads
- lower bunk side rail support back plates extend to deck and have rounded tops
- upper bunk side rail support back plates have semi-circular upper and lower ends
- two spring support boards extend between side board attached to inboard bulkhead and angle iron attached to side rail
- top of side rail has a mahogany circular moulding, 1-5/16 inches by 7/8 inches, over top and forward edges
- side rails stained and varnished.

Cast iron side rail supports AF, 35-42-s76;
- rectangular metal plate with slot to accept side rail AF, 40-42-s81.
- slot has raised lip around it.

Forward Bulkhead

Bunk side rail supports AF, 16-42-s57;
- see bunk details AF, 40-42-s81.
- stateroom contained two single bunks.

Electrical panel AF, 16-42-s57.
- square block located below inner shelf support
- held light switch
- painted over a stain and varnish
- space hollowed out under base to allow for wiring.
Light switch
- on electrical service panel
- white porcelain base with black
  plastic knob that rotates to off or
  on position
- 6A. 125V 3A. 250V Und. Lab. Insr.

Shelf
- along forward bulkhead, extends from
  outboard bulkhead to approximately
  center line of cabin
- see description given for shelf in
  cabin B-P2.

Coat hook board
- rectangular wooden board with rounded
  ends and chamfer
- held five coat hooks
- see description given in cabin B-P2.

Coat hooks
- five bent wire coat hooks screwed
  into coat hook board noted above.

Reading lamp
- one each above upper and lower bunk
on forward bulkhead
- see description given in cabin B-P2
- not to period of restoration, probably put in when ship was converted to cruise service in the 1950s.

Electrical cable
- comes through bulkhead above upper bunk reading lamp
- extends up to deckhead and then along forward bulkhead to approximately center line of cabin.

Notch
- for electrical wiring
- located on mid forward bulkhead at junction of bulkhead and deckhead.

Deck

Hog chain hole
- located on deck 1 foot 1/2 inch from the forward bulkhead
- approximately below lower bunk side
rail that is 2 feet 5-1/4 inches out from the inboard bulkhead
- probably had canvas boot around it.

Painting scheme of deck
- red brown outer circumference
- battleship grey under the bunk
- unpainted central area.

Linoleum
- extended from exterior bulkhead to under bunk
- battleship brown.

Deckhead

Texas deck landing support
- two, 3 inch by 3-3/8 inch deckhead frames extend through cabins B-S4 and B-P4 and out under Texas deck landing.

Light fixture
- centrally located on deckhead
- porcelain base  
- bare (40 watt) bulb  
- pull chain switch  
- probably removed in refit of 1950s.

Extant light fixture
- approximately in the center of cabin deckhead  
- circular shaped brass base painted white  
- screwed to a wooden base attached to deckhead  
- CGE Fixture number 13949  
- probably installed during refit in 1950s.

Lookout rafters (eaves)  
- appear to be continuous with deckhead frames  
- on approximately 20 inch centers.

Description Cabin B-P5
This cabin was a passenger stateroom.
Cabin door plaque
- stated this was cabin '100'
- see note on 'doors plaques' given in section dealing with external bulkhead.

Curtain rod holders
- for curtain below sink
- one attached to the sink mounting boards below each outside corner of the sink
- held by two screws
- made of a flat piece of metal folded back on itself with the fold opened up to accept the curtain rod, holder about 1-1/2 inches high by 1 inch wide when folded.

Curtain rod
- semi-circular
- followed outline of sink
- ends bent at 90 degrees and inserted into the curtain rod holders on the
sink mounting boards.

Sink mounting boards AF, 13-42-s54.
- two rectangular pieces of wood at 90 degrees to each other
- one on the outboard bulkhead and one on the aft bulkhead
- see description aft bulkhead.

Sink hanger AF, 13-42-s54; AF, 35-42-s76.
- cast iron
- approximately 12-1/2 inches long and 2-1/2 inches high
- flared top on which sink is hung
- held mounting board with flat head wood screws
- may be of 1937 period.

Holes AF, 13-42-s54.
- through outboard bulkhead
- for drain pipe from sink
- below sink location
- probably installed after 1950.

Fir cove AF, 13-42-s54.
- below ceiling joists on outboard
bulkhead
- 3/4 inch.

Window sill
- below window
- extends slightly beyond either side of frame.

Window
- one window aft of door
- the window is lowered by lifting the window, pulling it inboard and lowering it to the window stops
- has two vertical panes of glass
- window dimensions are 2 feet + wide and 2 feet 10 inches + high.

Window stop
- one stop on forward window stile
- a rectangular block of wood.

Cup hooks
- on either side of the window on the window frame
- for curtain tie backs.
Screen door
- opens aft to forward
- located at the forward end of the outboard bulkhead
- see description given in cabin B-Pl.

Screen door latch
- attached to block of wood that was attached to the bulkhead
- Mallory marvel No. 2
- originally black enamel.

Blind and curtain rod holders
- three sets
- beside and above upper corners of window frame
- lowest set of black enamel appears
to be of later date.

Deckhead joists or frames  AF, 13-42-s54.
- on approximately 20 inch centers.

Deckhead joist spacers  AF, 13-42-s54.
- fir spacers in line with the out-
  board bulkhead between the frames.

Sink  AF, 33-42-s74.
- circular sink bowl with flat back
  plates at 90 degrees to each other
  on aft two sides
- see description given for cabin
  B-Pl.

Faucets  AF, 33-42-s74.
- two per sink in opposite corners
- chrome plated brass
- probably installed in refit of 1950s.
Aft Bulkhead

Soap dish
- on aft bulkhead above sink
- chrome plated metal
- sea shell shaped.

Lifebelt instruction card holder
- inboard of mirror, 3 feet 2-1/2 inches from outboard bulkhead and 2 feet 2-1/16 inches from the deckhead
- thin chrome plated metal
- size of holder is 5 inches + by 8 inches +
- edge bent over on two sides and bottom to hold notice card
- fastened to the bulkhead by two diagonally placed round headed wood screws
- may have replaced a wooden frame in 1950s.

Drinking glass rack
- butted up against the outboard bulkhead above the sink, the top shelf
1 foot 7-1/2 inches below the deckhead
- see description cabin B-Pl.

Mirror
- outboard half of the aft bulkhead between the lifebelt instruction card holder and the water glass rack
- straight sided frame, stained and varnished
- distortions in the glass.

Notch
- for electrical wiring, located in middle of aft bulkhead at the junction of the deckhead and the bulkhead.

Sink hanger
- see description noted on outboard bulkhead.
Sink mounting board
- at 90 degrees to the one on the out-board bulkhead
- each mounting board is 1 foot 4 inches + long and 7 inches high
- rounded top and vertical edges
- top corner away from the junction is rounded
- both boards held a wooden spacer which was similar in construction to the main boards except smaller
- spacer boards held the sink hanger.

Bedside wall step
- above lower bed side rail support
- 1 foot 4 inches + long, 6 inches + wide, 7/8 inches + thick
- outer corners are rounded
- two 7 inch + high shaped supports, approximately 1-1/2 inches + from each end
- painted dark brown over a mahogany stain or varnish.

Bedside rail supports
- see bed detail
- cabin has at present time one double lower and one single upper.

Holes

- for pipes on aft bulkhead
- two holes in line, perpendicular to the deck
- below plastic pipe near inner bulkhead
- probably installed during 1950s refit.

Pipe

- plastic
- held to board by metal clips
- extends from below sink to inboard bulkhead
- probably installed in 1950s.

Pipe support board

- one extends from outboard bulkhead to lower bunk side rail support, and another continues from support to just short of inboard bulkhead
- supported plastic pipe noted above
- probably installed in 1950s.
Metal pipe clip
- on lower bunk side rail support
- possibly for a pipe that is missing
- probably installed in 1950s.

Inboard Bulkhead

Wall rack
- As-Found does not show one for lower bunk
- one should be located above each bunk on the inboard bulkhead
- see cabin B-Pl for details.

Bunk supports
- two, 7/8 inch by 2-7/8 inch, boards running the full length of the bulkhead, the bottom one is 9-1/2 inches above the deck at its forward end and the top one 3 feet 3-1/8 inches from the deck
- one for the upper and one for the lower bunk.
Pipe support board  
- below lower bunk 
- stops short of forward and aft bulkheads 
- date of installation not known, probably during 1950s refit.

Pipe  
- plastic pipe on pipe support board 
- held to board with six metal straps 
- pipe extends from forward to aft bulkheads 
- clamped near those bulkheads to a galvanized pipe which extends through those bulkheads to cabins on either side 
- date of installation is not known; however, it may be of 1950s vintage.

Pipe  
- 1/2 inch diameter copper pipe extends from the forward to the aft bulkhead along inboard bulkhead 
- located below pipe support board noted above 
- date of installation not known
probably during 1950s refit.

Holes
- on inboard bulkhead near aft bulkhead below lower bunk
- probably put in during 1950s refit.

Forward Bulkhead

Electrical wiring notch
- in middle of forward bulkhead at the junction of the bulkhead and the deckhead.

Shelf
- on forward bulkhead just inside the door
- approximately 4 feet long, 8 inches deep and 3/4 inches thick
- supported on outboard bulkhead by quarter round nailed to the bulkhead
- a shaped shelf support holds up the shelf on the side away from the outboard bulkhead and is approximately
3 inches from the inboard end
- shelf is nailed to the supports
- shelf is painted a dark brown over a mahogany stain or varnish
- top of the shelf is unpainted.

Coat hook support board
- below shelf noted above
- between outboard bulkhead and in-board shelf support
- held five hooks
- long board with rounded ends and chamfer
- painted dark brown over a mahogany stain.

Coat hooks
- five hooks evenly spaced on board noted above
- bent wire coat hooks with screw ends.

Electrical cable
- through hole in forward bulkhead
- held by thin metal clips to deckhead and bulkhead
- extends along forward bulkhead at
deckhead level to center line of
cabin deckhead
- along deckhead to light fixture
- two lead covered single strand
cables.

Reading lamps AF, 17-42-s58;
- missing AF, 28-42-s69.
- forward bulkhead above top and bot-
tom bunks
- see description given in section on
cabin B-P1
- not to period of restoration, pro-
bably put in when ship was converted
to cruise service in the 1950s.

Electrical service panel AF, 17-42-s58;
- rectangular wooden block, 3-1/2
  inches by 6-1/2 inches by 1 inch,  
  with chamfer
  - held light switch and service buzzer
  - located 4 feet 1/2 inch up from the
deck and 3 feet 7-1/2 inches from
  the outboard bulkhead.
Service buzzer
- on electrical panel
- brass formed into a thin circular shell
- recess in the center where the black plastic buzzer knob is located.

Light switch
- on electrical panel
- circular porcelain base
- thin, circular chromed, metal cover on top of the base
- black knob in the center of the cover
- slot in the metal cover shows on or off position
- information on the metal cover: "6A. 125V - 3A. 250V - Und. Lab. Insr."

Bunks
- side rail supports
- see description of bunks
- single upper, double lower.

Holes
- two in forward bulkhead below lower
bunk beside inboard bulkhead
- probably installed during 1950s re-fit.

Hog chain
- extends from deckhead to hole in forward bulkhead, hole in forward bulkhead is 1 foot 8 inches from the deckhead and 2 feet 1 inch from the inboard bulkhead
- has a 7 by 7 inch canvas patch glued to masonite over hole in the bulkhead and around hog chain.

Deck

Bunks
- upper single and lower double
- side rails supported on forward and aft ends by cast iron supports
- cast iron supports attached to wooden back plates which are attached to the bulkheads
- lower bunk backplates extend to the
deck and have semi-circular tops, backplates are 1 foot 11-7/8 inches + high and 4-1/4 inches + wide

- upper bunk back plates have semi-circular upper and lower ends and are 1 foot 4-3/4 inches + high and 4-1/4 inches + wide

- two spring support boards extend between each side board is attached to inner bulkhead and an angle iron attached to side rail

- top of side rail has a mahogany circular moulding 1-15/16 inches by 7/8 inches over top and forward edge

- side rails stained and varnished.

Cast iron side rail supports
- four

- rectangular piece of metal with slot to accept side rail

- slot has raised lip around it

- attached to backplate noted above.

Painting scheme of deck

- red brown outer circumference

- battleship grey under bunk
- unpainted central area.

Linoleum
- extended from outboard bulkhead to under bunk
- battleship brown.

Deckhead

Light fixture
- centrally located on deckhead
- porcelain base
- bare (40 watt) bulb
- pull chain switch
- probably removed in refit of 1950s.

Extant light fixture
- in approximately center of cabin deckhead
- circular shaped brass base painted white
- secured to a wood base attached to deckhead
- CGE Fixture number 13949
- probably installed during refit in 1950s.

Lookout rafters or coves  
- appear to be continuous with deck head frames  
- on approximately 20 inch centers.

Hog chain hole  
- hog chain extends through hole in Texas deck to forward bulkhead.

Description Cabin B-P6

This cabin was a passenger stateroom.

Outboard Bulkhead  
Source of Information

Similar to cabin B-P5.  
AF, 13-42-s54.

Cabin door plaque  
P. 4.  
- stated this was cabin 102.  
- see note on 'Door plaque' given in section dealing with external bulk-
head.

**Aft Bulkhead**

Similar to cabin B-P5. AF, 19-42-s60.

**Inboard Bulkhead**

Similar to cabin B-P5. AF, 22-42-s63.

**Forward Bulkhead**

Similar to cabin B-P5 except as noted. AF, 18-42-s59.

**Electrical panel**

- similar location as in cabin B-P5
- similar to B-P5 except that it also held a wall plug and measured 9 inches high instead of 6-1/2 inches.
Wall plug
- on electrical service panel
- 20A - 250V noted on the face of the plug
- face of plug is circular
- plug slots at right angles to each other.

No Hog Chain in this cabin.

Deck

Similar to cabin B-P5.

Deckhead

Similar to cabin B-P5 except no hog chain.
Description Cabin B-P7

Outboard Bulkhead

Similar to cabin B-P5.

Source of Information

AF, 13-42-s54.

Cabin door plaque
- stated this was cabin '104'
- see note on 'Door Plaques' given in section dealing with external bulkhead.

3rd Engineer
- may have occupied this cabin.

SK, Gaudin, No. 2.

Aft Bulkhead

Similar to cabin B-P5 except as indicated.

AF, 20-42-s61.
Mirror
- witness marks indicate two mirrors of different sizes occupied the mirror position
- original position is not known.

Pipe
- a section of pipe was missing close to inner bulkhead
- pipes of the 1950s period.

Inboard Bulkhead

Similar to cabin B-P5.

Forward Bulkhead

Similar to cabin B-P5 except as indicated.

Coat hook support board
- below shelf
- rectangular board
- groove along top and bottom edge
- held five hooks.

Coat hooks
- five hooks evenly spaced in board noted above
- single unit construction
- metal.

Deck

Similar to cabin B-P5.

Deckhead

Similar to cabin B-P5 except no hog chain.
Description Cabin B-P8 (Chief Engineer's Cabin)

This cabin was assigned to the Chief Engineer. The following individuals, with the dates they served as Chief Engineer on the Klondike (No. II), are known or presumed to have occupied this cabin: J. Scotland (1937-1940, 1943-1944), F.L. Young (1942 and 1944), R.O. Greenius (1939-1940), J.G. Ford (1945-1947, 1949-1950) and T. Dickie (1952, 1954-1955).

Outboard Bulkhead

Similar to cabin B-P5 except that AF, 13-42-s54. bulkhead is longer as it is a larger cabin.

Cabin door plaque
- may have stated 'Chief Engineer' or some variation thereof
- see note in section dealing with the exterior bulkhead.

Radiator
- cabin may have had a radiator originally WSS-1975, III, p. 16.
- location not known.

**Aft Bulkhead**

**King Post housing**

- located inboard aft corner of state-room
- masonite paneling over internal frame
- port side extends 2 feet + out from aft wall, meets partition forward of the King Post at right angles, extends 11-1/8 inches out from the inboard bulkhead
- port side of the partition serves as support for closet shelf support and coat hook board
- housing has a variety of square holes cut into it, the purpose of which is not known.
Coat hook board
- on port side of King Post housing
- board is 1 foot 10-1/2 inches by 4 inches and is butted up against the aft bulkhead
- forward end of the board is shaped
- has chamfer along top bottom and forward ends
- held three hooks.

Coat hooks
- on coat hook board attached to King Post housing
  - hooks are of single unit construction held to board by screws
  - three hooks.

Closet partitions
- closet was located at inboard aft corner
- one partition comes out from aft bulkhead 2 feet 10 inches and meets partition coming out from inboard bulkhead 3 feet 7-1/2 inches at a right angle
- fore and aft partition has a walk-
in opening 5 feet 11-9/16 inches high and 1 foot 11 inches wide at its forward end
- exterior of partitions covered with masonite, except for a 1 foot 5 inch wide by one inch thick board on thwartship partition at bunk level
- thwartship partition has three holes in the bottom inner corner for pipes
- fore and aft partition has two sets of holes in lower half near aft bulkhead (possibly for pipes that have been removed)
- bunk side rail is recessed into thwartship partition 1 foot 5-15/16 inches above the deck at the junction with the fore and aft partition.

Clothes rod holder
- attached to thwartship closet partition inside the closet
- made out of a block of wood with a shaped top
- has a 3/4 inch diameter hole in the center to accept rod
- rod extends to coat hook board
attached to aft bulkhead.

Cup hook AF, 30-42-s71; AF, 27-42-s68.
- on cabin side of thwartship closet partition
- use not known.

Shelf AF, 30-42-s71.
- witness marks indicate former location of a small shelf with single support on cabin side of thwartship closet partition
- located approximately 2/3 up the partition and 1 foot 9-15/16 inches out from the inboard bulkhead.

Curtain rod holder AF, 30-42-s71; AF, 31-42-s72.
- near the top outside edge of the thwartship closet partition
- square 2-5/16 inch block of wood with a U shaped groove cut in the top to accept the curtain rod
- for curtain across front of bunk.

Shelf AF, 21-42-s62; AF, 36-42-s77.
- witness marks indicate a shelf was
installed in that closet
- located 10-1/4 inches from the deckhead
- extended aft from closet partition to King Post housing
- supported at both ends by boards nailed to partition and King Post housing.

Coat hook board
- in closet area on the aft bulkhead, 5-3/16 inches below the shelf noted above
- extended from King Post housing to the port closet partition
- held four, evenly spaced coat hooks
- board has a hole in its lower middle for a clothes hanger rod which extended to closet partition opposite
- board had camfered edges top and bottom.

Coat hooks
- on coat hook board on the section of the aft main bulkhead in the closet
- bent wire clothes hook with screw
ends.

Water glass rack
- located above the sink, 4 feet AF, 21-42-s62;
  7-1/8 inches above the deck, butted AF, 25-42-s66;
  up against the outboard bulkhead Tr., Jan. Conf.
- see cabin B-Pl for detailed Sat. VI, p. 7;
  description Ibid, Sun. I,
- painted white over a mahogany p. 27;
  coloured stain. Tr., Perchie,
  L, Bromley,
  11 April 73.

Mirror
- located between the water glass rack AF, 21-42-s62;
  and outboard bulkhead Tr., Jan. Conf.
- 4 feet 1-3/4 inches above the deck, Sat. I,
  1 foot 8-5/8 inches from the out- pp. 33-35, 40;
  board bulkhead WSS-1975, III,
- missing p. 50.
- possibly had a straight sided, oak
  frame approximately 1 foot 2-3/8
  inches by 1 foot 8-1/4 inches
- frame may have been made of half round
- frame was stained and varnished
- mirror glass had distortions
- no bevel on glass edge.

Cup hook
- inboard of mirror location
- use not known.

Backplate
- circular
- made out of metal
- above sink mounting board on aft bulkhead
- use not known.

Sink mounting boards
- two rectangular pieces of wood at 90 degrees to each other
- each board measures 1 foot 4 inches wide and 7 inches high
- one on the outboard bulkhead and one on the aft bulkhead
- top and vertical edges of boards are rounded
- both boards held a wooden spacer which was similar in construction to the main boards except smaller
- spacer boards held metal hangers.

Sink hangers
- not recorded
- expected to be the same as found in other cabins.

Quarter round AF, 31-42-s62.
- 3/4 inch
- at junction of aft bulkhead and deck
- extended between closet partition and outboard bulkhead.

Inboard Bulkhead

Closet partition
- see aft bulkhead.

Shelf AF, 42-42-s82;
- from forward bulkhead to closet approximately 2 feet below the deckhead
- made of 13/16 inch by 8 inch wood
- three shaped shelf supports; one up against the forward bulkhead; one
against the closet partition and one in the middle.

Wall rack AF, 22-42-s63;
- below center shelf support AF, 26-42-s67;
- 9-5/16 inch below above noted shelf Tr., Jan. Conf.
- see cabin B-Pl for details. Sun. II,
  pp. 11, 21.

Shelf AF, 22-42-s63;
- small shelf on inboard bulkhead at junction with forward bulkhead AF, 39-42-s80.
- below forward shelf support of upper shelf noted above
- has single shaped support
- shelf has bevelled top edge
- rounded outside corner.

Pipe AF, 22-42-s63.
- plastic pipe clamped to galvanized pipe that extends through forward bulkhead
- on inboard bulkhead below bunk
- there is no pipe support board shown on As-Found
- pipe has been cut off in closet area
Pipe AF, 22-42-s63.
- copper pipe that enters cabin through forward bulkhead below bunk and extends into closet area where it has been cut off
- probably installed in 1950s.

Curtain rod brackets AF, 10-42-s51;
- on bunk side rail AF, 34-42-s75.
- for curtain over open area under bunk
- forward bracket located 3 feet 2-3/4 inches aft of forward bulkhead.

Bunk AF, 22-42-s63;
- against inboard bulkhead between closet partition and forward bulkhead AF, 34-42-s75;
AF, 35-42-s76;
AF, 40-42-s81;
- two drawers below bunk at its forward end, one above the other Tr., Perchie, p. 17.
- side rail, 7 inches wide is notched into closet partition aft and rests on drawer housing at its forward end
- drawer housing and rail painted dark
brown over a mahogany stain

- two spring support boards set on edge between side rail and board nailed to inboard bulkhead; these boards are held up on the side rail by angle irons screwed to the inside of the side rail. Aft board has spacer between it and board nailed to inboard bulkhead to raise it up to the level of the forward board that rests on the drawer housing

- moulded mahogany strip of wood, 1-5/16 inches by 7/8 inches, is attached to the top and outside edge of the side rail

- side rail is stained and varnished.

Drawer housing AF, 34-42-s75.

- for two drawers, one above the other
- under forward end of bunk
- drawer slides have stops on the guides
- top of drawer housing is covered with tongue and groove cedar which is unpainted
- quarter round at junction of housing
and deck
- holes have been drilled through the side of the housing for pipes
- intercostal piece between lower guide and deck to provide level surface for drawer guides over sloping deck.

Drawers AF, 34-42-s75.
- for drawer housing noted above
- approximate drawer size is 8 inches high, 3 feet wide and 2 feet 10-11/16 inches deep
- each drawer has two drawer pulls, 7/8 inches from each end
- bottom of drawer made of tongue and groove cedar siding
- fronts of drawers are painted dark brown over a stain.

Drawer handles AF, 28-42-s69.
- formed from one thin sheet of brass with hand opening on lower side
- painted dark brown
- held by two round headed brass wood screws.
Forward Bulkhead

Notch
- for electrical wiring
- in middle of forward masonite bulkhead at junction of bulkhead with deckhead.

Shelf
- extends from outboard bulkhead, approximately 4 feet along forward bulkhead
- shelf is 8 inches + deep and 3/4 inches thick
- held up on outboard bulkhead by quarter round that is attached to that bulkhead, supported at other end by a shaped shelf support, 3 inches + from the end of the shelf.

Screw eye
- screwed into edge of shelf noted above
- possibly for hook attached to screen door to hold the door back.
Cup hook
- below shelf.

Coat hook support board
- holes in bulkhead indicate there may have been a support board below shelf noted above
- number of hooks that it contained may have been 5 or 6.

Electrical panel
- panel was missing when As-Founded
- size indicates panel contained buzzer, electrical light switch and electrical plug, hence must have been 9 inches high and 3-1/2 inches wide
- probably of similar design as noted for other cabins.

Curtain rod holder
- for curtain in front of bunk
- wood, 2-1/4 inches square, with 1-1/4 inch diameter recess in the middle to accept rod
- held by two screws in opposite
corners.

Extant reading lamp
- above bunk
- see description cabin B-Pl
- not to period of restoration, probably put in when ship was converted to cruise ship in the 1950s.

Bunk side rail support
- see description of Bunk.

Holes
- below bunk on forward bulkhead
- two holes located just above the deck near the inboard bulkhead
- probably put in during 1950s refit.

Deck

Painting scheme
- open area circumscribed by a red brown painted area
- center of open area is unpainted
- battleship grey in closet area and under bunk to drawer housing
- unpainted under drawers.

Linoleum
- battleship brown linoleum
- extends over open area to just under the bunk.

Deckhead

Light fixture
- centrally located on deckhead
- porcelain base
- bare (40 watt) bulb
- pull chain switch
- removed, probably in refit of 1950s.

Extant light fixture
- centrally located on deckhead
- circular shaped brass base painted white
- secured to a wood base attached to the deckhead
- CGE Fixture number 13949
- probably installed during refit in 1950s.

Lookout rafters or eaves
- appear to be continuous with deck-head frames
- on approximately 20 inch centers.

Outfitted to J. Scotland

Jewelry
- made jewelry out of mastodon ivory
- had a supply of jewelry tools
- kept finished pieces in his room.

Suitcase
- large
- contained chains, hooks, etc. to make jewelry; was kept in his cabin.

Tobacco
- J. Scotland did not smoke.
Clothing
- kept in drawers under bunk.

Newspaper
- may have had paper in his room.

Cold weather clothing
- had overcoat and hat.

Blueberries
- kept in four gallon gas cans with tops cut off.

Galley drippings
- kept in four gallon gas cans.

Overalls
- blue denim
- may have been kept in engine room.

Safety razor

Uniforms
- a suit converted to a uniform.
Description Cabin B-S1 (Pilot's Cabin)

This was the pilot's cabin. The following individuals, with the dates they served on board the Klondike (No. II), are known or presumed to have occupied this cabin: W. Bromley (1937-1940, 1942, 1945-46), A. Stevens (1943), J. Wakefield (1943, 1952), J.A. Gardner (1942, 19450, E. Morrison (1945), H.G. Bares (1947), and D. McKay (1950).

Cabin appears to be mirror image of cabin B-Pl hence only variations will be noted.

<table>
<thead>
<tr>
<th>Outboard Bulkhead</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>(includes forward bulkhead)</td>
<td></td>
</tr>
<tr>
<td>Similar to cabin B-Pl</td>
<td>AF, 12-42-s53;</td>
</tr>
<tr>
<td>- door plaque - 'PILOT'.</td>
<td>WSS-1975, III,</td>
</tr>
<tr>
<td></td>
<td>p. 16;</td>
</tr>
<tr>
<td></td>
<td>P. 101, 220.</td>
</tr>
</tbody>
</table>

Aft Bulkhead

Similar to cabin B-Pl.                  AF, 14-42-s55.
Inboard Bulkhead

Similar to cabin B-Pl.  AF, 22-42-s63.

Deck

Similar to cabin B-Pl.  AF, 24-42-s65.

Deckhead

Similar to cabin B-Pl.  AF, 24-42-s65.

Furnishings

Drop leaf table.  L, Bromley, 11 April 73.
Chair
- bent wood
- probably from dining room.

Calendar
- attached to a bulkhead.

Chair
- wicker.

Other furnishings
- see Texas Deck Cabins: General Furnishings.

Description Cabin B-S2 (2nd Officer's (Mate's) Cabin)
This cabin was assigned to the Second Mate. The following individuals, with the dates they served as Second Mate on the Klondike (No. II), are known or presumed to have occupied this cabin: S. Keay (1937-1939), H. Bares (1940, 1942), H. O'Neil (1943-1944), A. McLeod (1945), Eno B. Murray (1946), C.J. Doheny (1946), A.J. Pendergest (1949), W.E. Donaldson (1950), and J.M. McDonald (1954-1955).

Cabin appears to be mirror image of cabin B-P2, hence only variations will be noted.
Outboard Bulkhead

Door Plaque
- '2nd Officer' or some variation thereof
- see note in section dealing with Texas deck housing exterior bulkhead.

Quarter round AF, 12-42-s53.
- had quarter round below deckhead joists on exterior bulkhead instead of cove.

Soap dish AF, 12-42-s53.
- see description cabin B-P2
- located on outboard bulkhead instead of aft as in B-P2.

Aft Bulkhead

Similar to cabin B-P2. AF, 15-42-s55.
Pipe Board
- extends from outboard bulkhead to lower bunk support, and from inner edge of bunk support to within about five inches of inboard bulkhead
- probably installed during refit of 1950s.

Inboard Bulkhead

Similar to cabin B-P2.

Bunk
- before 1952-3 conversion
- double bunk
- ran along inboard bulkhead
- side board stained brown
- see full description cabin B-P2
- drawers under bunk.
Forward Bulkhead

Similar to cabin B-P2. AF, 14-42-s55.

Deck

Similar to cabin B-P2. AF, 24-42-s65.

Deckhead

similar to cabin B-P2. AF, 24-42-s65.

Outfitted to C.J. Doheny

Pipe

- smoked a pipe
- straight stem. Tr., Doheny, pp. 56, 59.
Razor
- safety razor.

Shaving soap
- brush and cup with solid soap
- kept in a little leather shaving gear case.

Shaving gear case
- kept shaving gear in a case, may have been kept in drawer below bunk.

Clothes
- blue trousers, blue shirt.

Chair
- bent wood chair from dining room.

Table
- small table may have been in the room.

Suitcase
- kept under bunk.
Newspapers
- obtained Victoria newspapers, 10 at a time, *(Victoria Times)*.

Writing material
- may have had paper and envelopes.

Magazine
- read the *Alaska Magazine*.

Curtain
- on screen door.

Description Cabin B-S3 prior to 1950s conversion (woman's bathing room)
Prior to its conversion this cabin was used as a bathroom. The exact location of the various fittings prior to the change is not known. A list of what this cabin might have contained is given below.

Bathtub
- porcelain
- located on the left as one entered
- cast iron legs sat on wooden mounts

Tr., Bromley, II, p. 37;
SK, Gaudin, No. 2;
- curved lip on top
- possibly a five foot tub
- rubber bathtub plug.

Tr., Jan. Conf.
Sun. III,
pp. 26-27,
34-35, 37-38;
WSS-1975, IV,
pp. 17-19, 22,
108.

Locker
- brooms and dust pan
- there are no witness marks indicating
  a locker
- may not have existed in this cabin.

Tr., Jan. Conf.
Sun. III,
p. 20.

Bathtub fixture
- hot and cold running water.

Tr., Jan. Conf.
Sun. III,
pp. 25-27, 33.

Bathmat
- obtained from linen locker
- white with a fringe on each end
- possibly 24 inches by 36 inches
- had a band around it.

Tr., Jan. Conf.
Sun. III,
pp. 27-29.

Corner seat
- a plain little wooden seat

Tr., Jan. Conf.
Sun. III,
pp. 34-36.
Description Cabin B-S3 after 1950s conversion when it became a washroom

Outboard Bulkhead

Similar to cabin B-P3 after its conversion from linen locker to toilets in the 1950s
- except for the following:

Toilet paper holder
- between window and thwartship toilet partition
- U shaped wire with ends bent inward to hold paper roll
- held to bulkhead with thin metal strip.

Aft Bulkhead

Similar to cabin B-P3 except as noted.
Toilet partitions
- similar construction to cabin B-P3
- thwartship partitions are higher off deck
- has additional partition attached to the funnel housing.

Toilet door
- rectangular frame
- side stiles extend beyond bottom and top rails and extensions are shaped
- doors hold 33 slats (louvers) at an angle with spacers between slots at their junction with stiles
- fir moulding covers slot ends and spacers
- doors held to partitions by two hinges.

Missing object
- aft bulkhead in outboard cubicle.
Inboard Bulkhead

Similar to cabin B-P3 with the following exceptions:

This bulkhead does not support the following items:

1) washroom shelf
2) soap dish
3) toilet paper holder
4) toilet paper dispenser
5) those aspects pertaining to B-P3 as a linen locker.

Missing object
- below deckhead on masonite on forward half of bulkhead
- object not known.

Hole
- square hole in lower forward corner
- use not known
Forward Bulkhead

Similar to cabin B-P3.

AF, 15-42-s56.

Deck

Deck is unpainted

AF, 24-42-s65.

- battleship brown linoleum covered
  whole area.

Deckhead

Similar to cabin B-P3.

Description Cabin B-S4 (Crew's Quarters)

Cabin appears to be a mirror image of cabin B-P4. It appears also to have had a similar function.
Outboard Bulkhead

Similar to cabin B-P4 with following exception:

Quarter round

- 3/4 inch
- instead of cove below deckhead frames at junction with outboard bulkhead.

Aft Bulkhead

Similar to cabin B-P4 with the following exceptions:

Plastic pipe

- attached to pipe support board that extends along bulkhead above the deck
- possibly for drainage or water supply for sink
- terminates below sink area
- probably installed in 1950s refit.

Galvanized pipe AF, 17-42-s58.
- extends from center of bulkhead below plastic pipe noted above
- has been cut just outboard of bunk side rail support
- exact use unknown
- probably installed in 1950s refit.

Wooden block AF, 17-42-s58.
- small, rectangular, unpainted wooden block above the sink sideboard on aft bulkhead
- probably added at a late date
- use not known.

Coat hooks AF, 10-42-s51; AF, 17-42-s58.
- two bent wire coat hooks with screw in ends are located on the aft bulkhead between metal lifebelt instruction card holder and hog chain
- approximately 8 inches below the deckhead.
Clothes rack support block
- plywood block at junction of aft bulkhead with deckhead
- above upper bunk
- unpainted
- probably added at a late date.

**Inboard Bulkhead**

Similar to cabin B-P4 with following exceptions.

**Coat hook**
- bent wire coat hook with screw in end
- between upper wall rack and forward bulkhead.

**Forward Bulkhead**

Similar to cabin B-P4 with following exceptions:
Coat hooks
- 6 coat hooks made of brass
- two piece construction
- backplate and hook.

Deck

Similar to cabin B-P4.

Deckhead

Similar to cabin B-P4.

Furnishings

Table
- cabin may have contained a small table.
Chair
- cabin may have contained a bent wood chair.

Description Cabin B-S5

Outboard Bulkhead

Source of Information

Similar in appearance and use to cabin B-P5 with following exceptions:

Hook and eye
- hook attached near top of screen door, eye attached on bulkhead.

Cabin number plate
- '101'
- see note given in section dealing with Texas deck cabin's exterior bulkhead.
Aft Bulkhead

Similar to cabin B-P5.  
AF, 18-42-s59.

Inboard Bulkhead

Similar to cabin B-P5.  
AF, 23-42-s64.

Forward Bulkhead

Similar to cabin B-P5 except as noted.  
AF, 17-42-s58.

Coat hook board  
AF, 17-42-s58.
- below shelf  
- shaped ends  
- chamfered edge  
- held 6 hooks.

Coat hooks  
AF, 17-42-s58;
- 6 coat hooks on coat hook board  
AF, 27-42-s68.
- two piece brass construction
- backplate serves as support for hook.

**Deck**

Similar to cabin B-P5.  
AF, 24-42-s64.

**Deckhead**

Similar to cabin B-P5.  
AF, 24-42-s65.

**Description Cabin B-S6**

**Outboard Bulkhead**

Source of Information

Similar in appearance and use to B-S5.  
AF, 12-14-s53.

Cabin number 103

- see note given in section dealing
with Texas deck cabin's exterior bulkhead.

**Aft Bulkhead**

Similar to B-P5 except as noted.  
AF, 14-42-s60.

Lifebelt instruction card holder  
AF, 14-42-s60. 
appears to have been moved slightly inboard  
- date moved not known.

**Inboard Bulkhead**

Similar to cabin B-P2.  
AF, 23-42-s64.

**Forward Bulkhead**

Similar to Cabin B-P6 except as noted.  
AF, 18-42-s59.
Coat hook support board  
- held 7 hooks.

Coat hooks  
- on board noted above.

Deck

Similar to cabin B-P5.

Deckhead

Similar to cabin B-P6.
Description Cabin B-S7

Outboard Bulkhead

Similar in appearance and use to cabin B-S5.

Cabin number '105'
- see note given in section dealing with Texas deck cabin's exterior bulkhead.

Aft Bulkhead

Similar to cabin B-P5 except as noted.

Pipe clip
- on lower bunk side rail support
- probably installed during 1950s re-fit.

Source of Information

AF, 12-14-s53.
AF, 20-42-s61.
AF, 20-42-s61.
Shelf indication
- witness marks indicate possible location of the end of a shelf that must have been against the inboard bulkhead above the upper bunk
- located 1 foot 9-1/4 inches below the deckhead.

Soap dish support block
- butted up against outboard bulkhead, 2 feet 10-1/4 inches above the deck
- triangular block, bevelled on the top exterior edge.

Unknown object
- there are indications of an unknown object directly below upper bunk side rail support.

Shelf indications
- witness marks indicate that there may have been a shelf below the mirror and card holder at some period in time
- appears to have two shelf supports, one at either end
located approximately 1 foot 6 inches in from the outboard bulkhead, and 2 feet 8-3/8 inches down from the deckhead.

**Inboard Bulkhead**

Similar to cabin B-S2.  
AF, 23-42-s64.

**Forward Bulkhead**

Similar to cabin B-S6.  
AF, 19-42-s60.

**Deck**

Similar to cabin B-P7.  
AF, 24-42-s65.
Deckhead

Similar to cabin B-P7. AF, 24-42-s65.

Description Cabin B-S8

General Statement
This stateroom was originally the second engineer's cabin. It appears to have been divided in two, with the forward section being converted into a bathroom and the aft section into a shower room. The conversion appears to have taken place sometime after 1950. When the ship was As-Founded the contents of these two smaller cabins were not recorded. The only features recorded, apart from the witness marks noted below, were the location of the thwartship partition and the holes for the piping associated with the fixtures in each of the cabins. When the original stateroom was divided an extra door was installed to give access to the shower.

The witness marks that were recorded appear to indicate that this cabin was originally a mirror image of the chief engineer's cabin. It will be assumed here that there was no difference between the two. All fittings would, therefore, be identical to what can be found in the chief engineer's
cabin (cabin B-P8).

The details given will only be those that appear to have been a part of the cabin after the 1950s conversion. These are given only as a matter of record since the cabin, if restored, will be restored to its pre-1950 configuration.

The following second engineers, with dates of service, are known to have served on the S.S. Klondike (No. II): C. Connigan (1937), J.G. Ford (1937-1940, 1943-1944), F. Vay (1942), J. Carson (1945-1947), R.L. Larson (1949-1950), as the cabin was converted sometime in the 1950s it is not known if E. Dack (1952, 1954-1955) occupied this cabin at any time. A list of personal effects for Jock Ford, reconstructed from information provided by former officers and crew, has been provided.

Cabin B-S8 after 1950s conversion

<table>
<thead>
<tr>
<th>Outboard Bulkhead</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Door</td>
<td>AF, 12-42-s53.</td>
</tr>
<tr>
<td></td>
<td>- added aft of window</td>
</tr>
<tr>
<td></td>
<td>- aft edge of door frame is located 4</td>
</tr>
</tbody>
</table>
inches from aft bulkhead
- probably of similar construction as was found on other staterooms.

Screen doors
- no screen doors appear to have been in place on either door after conversion.

Forward Bulkhead

Shelf
- extends from outboard bulkhead to midline of forward bulkhead
- located 5 feet 8-3/16 inches above the deck
- secured at outboard bulkhead on quarter round nailed to bulkhead and at inboard end by shaped shelf support
- probably installed when ship was built.
Coat hook
- below shelf noted above
- located 1 foot 9-11/16 inches from the outboard bulkhead, 5 feet 4-5/16 inches above the deck
- solid single unit construction
- held to bulkhead with screws.

Arborite sheeting
- below shelf noted above, extended 3 feet 11-15/16 inches above the deck and 5 feet 5-1/2 inches in from the outboard bulkhead.

Holes
- two holes just above deck near the inboard bulkhead
- probably for pipes that were installed at the time of the cabin's conversion, have since been removed.
Aft Bulkhead

Arborite sheeting
- extends from outboard bulkhead to King Post housing
- extends approximately four feet above deck
- held to bulkhead by black adhesive.

Coat hooks
- two coat hooks located toward the upper end of the aft bulkhead
- one 3-1/2 feet from the outboard bulkhead
- one 1 foot 9-3/8 inches from the outboard bulkhead
- single unit metal construction.

Hole
- approximately 1-1/2 feet square
- at deck level near King Post housing
- for plumbing to 1952 cabin addition.

Hole
- just above deck near outer bulkhead
- possibly for pipe to 1952 Texas deck cabin additions.

Deck

Holes

- 1 shower drain hole in forward inner corner, 1 foot 4-1/2 inches ± from inboard and forward bulkheads
- 1 bath drain hole, 2 feet 1 inch as from inboard and 3 feet 3 inches from forward bulkheads.

Deckhead

Lighting Fixtures

- one in each compartment after 1950s refit
  - approximately in center of the deckhead of each section
  - circular shaped brass painted white
  - secured to a wood base attached to
the deckhead
- CGE Fixture number 13949.

Cabin B-S8 (Second Engineer's Cabin) as Outfitted to J. Ford

Ivory
- made mastodon ivory jewellry. p. 63.

Build
- Jock Ford was short and stocky. p. 63.

Suit
- dark blue. p. 63.

Overalls
- bleached out blue denims. p. 64.

Glasses
- wore square, wire frame glasses p. 16.
- had a spare pair.

Table and chair
- may have had table and chair in the p. 66.
stateroom.
Skylight Deck and Bulkheads

General Statement

The skylight deck, or that deck that is located between the Texas deck cabins and the boat deck, serves as a deck for the Texas deck cabins. Aside from the cabins themselves there is very little associated with this deck. Forward of the cabins there were no additional structures and the deck itself did not differ from the other grey painted canvas covered decks.

The deck extended aft of the Texas deck cabins for some distance and had, because of the location of the galley below it, two structures, the galley stove vent and galley skylight, associated with it. The galley skylight, of which only the outline remains, was a rectangular raised structure with a gable at both fore and aft ends. The roof of the structure was comprised of two frames, one on each side, holding four panes of glass each. These frames could be opened as they were hinged along the roof ridge. The frames appear to have been held up by slide guides which could be secured to hold the windows in the open position. Whether the slide guides were secured by friction, a hole and pin
method, or by some other means is not known. The glass in the frames was apparently clear. The galley stove vent pipe was a Yukon chimney, that is a chimney with an outer sleeve. The sleeve extended from below the deck to a height of approximately 4 feet above the deck, after which the chimney itself extended about another 7 to 8 feet.

Fire regulations apparently required that fire buckets in a fire bucket rack be kept on the skylight deck aft of the Texas deck cabins. The rack appears, from the photographs we have, to have been similar in design and construction to other racks on the ship. The rack sat thwartships up against the aft exterior bulkhead of the Texas deck cabins. The number of fire buckets, however, seems to have varied if the complete photographic record is taken into account. The minimum number of fire buckets seen in this location is five buckets; however, these were located in a six-bucket rack and one bucket could simply have been removed for another purpose. The maximum number of fire buckets shown in this location is ten. It is not known whether or not these buckets were held in one or more racks. According to former crew members a ten-bucket rack would have been very unusual and none of them remember ever having seen one. The general concensus of the former crew members is that a six hole fire bucket rack would be appropriate for the skylight deck.
The fire buckets and contents thereof varied from ship to ship and from year to year. Both round bottomed and flat bottomed buckets were used, at times in the same rack, although this was not usually the case. The fire buckets contained either sand or water, usually in the ratio of one to five, hence a six bucket rack probably contained one bucket of sand and five buckets of water, but this would depend on the steamship inspector or possibly the first mate. As with the shape of the bucket and the contents, the painting scheme also may have varied, from red on the outside to red both inside and outside. This simply depended upon the person responsible for painting them.

The appearance of the skylight deck was changed in 1950 when cabins were added on to the aft end of the Texas deck cabins. This addition brought the aft exterior bulkhead of the Texas deck to the galley stack location and to within approximately 2 feet 5 inches of the aft edge of the skylight deck. This necessitated the removal of the skylight and the relocation of the galley stove vent. At the same time an exhaust fan and pipe appear to have been added. The exhaust fan was positioned in the second port skylight window from the aft end and the stack extended aft from the fan beneath the lookout or eave up through the lookout or eave and up alongside the cabin addition. It is assumed that there would have been no need for this vent prior to the removal of the skylight and no photograph has
been found that shows it in place prior to the addition of the Texas deck cabins. As air circulation would have been substantially reduced with the removal of the skylight in the deckhead in the galley, provisions were probably made to increase such circulation, if not at the time of the skylight's removal then shortly thereafter.

The painting scheme of this deck appears to have been standard. The canvas on the deck was painted battleship grey as was all of the vessel's canvas decking. The only variation that can be noted in the Klondike's early years is the colour scheme of the deck edgeboard. The various photographs indicate that the edgeboard may have been painted several colours over the years. There appears to be three possibilities, namely white, grey and buff. That the colour white was used in some years appears to be definite if photograph 101 is any indication. The difficulty in determining whether a grey or buff colour was used is that most of the photographs were black and white and all that can be said is that another colour besides white was used on the deck edgeboard at least as early as 1939 according to photograph 220 taken in that year. The coloured photographs appear to indicate that the deck edgeboard may have been buff; however, this is purely an assumption considering the evidence in hand.

Deck drain flanges were located along both sides of the skylight deck and these connected to short drain pipes below
them. The drain pipes were angled so that they did not obstruct the skylight windows in the skylight deck bulkheads.

The skylight deck bulkhead is a very short bulkhead which is comprised on the port, forward and starboard sides mainly of skylight windows. The windows along the port and starboard sides have three panes each whereas the windows along the semi-circular forward end only have two panes. Some of these windows could be opened from the inside as noted in the section dealing with the interior of the saloon deck housing in which these windows are located. The windows in the photographs studied appear to be opaque. Their appearance does not, however, seem to indicate that their opaqueness is due to paint having been applied but to a property of the windows themselves. According to one former crew member these windows were not clear but amber which would explain their appearance in the photographs. The photographic evidence also shows that the windows in the skylight deck bulkhead that could be opened had screens attached. The screens appear to have consisted of a simple rectangular frame to which screening was attached by means of a moulding attached to the frame over the top of the screening. It is not known how the screens were attached or held to the bulkhead; however, the photographs do appear to indicate that the screens were larger than the window frames and extended over onto the bulkhead.
Photograph 112 seems to indicate that there may have been a black-out canvas associated with the forward windows of the skylight deck bulkhead. The exact date of this photograph is not known; however, one of the people shown in the photography is Capt. C. Coghlan who worked until 1946 and hence the photograph has to be prior to that date. It is not known if the canvas shown in that photograph was a permanent arrangement. That canvas was eventually attached permanently to the forward windows is certain; however, this latter canvas covered the windows completely and could not be moved, whereas, the canvas shown in the above noted photographs appears to be hanging loose.

When the additions to the Texas deck cabins were installed in 1950 a few changes were made to the skylight deck bulkhead, one of which has already been noted above. As was stated previously the second window forward from the aft port corner was removed and an exhaust fan installed for the hood over the stove. The other change that occurred to the skylight deck bulkhead was the addition of three windows in the aft bulkhead. The elimination of the skylight in the galley deckhead must have reduced the amount of natural light coming into the galley with the result that a decision was probably made to install the windows in the aft skylight deck bulkhead.

As entrance to the Texas deck cabins would have been cumbersome if not difficult, little, two-step stairs were
installed between the boat deck and the skylight deck. These stairs or steps were not permanently anchored but held in place by hooks and eyes attached to the steps and fascia board that covered the ends of the lookout rafters.

**Description Skylight Deck**

<table>
<thead>
<tr>
<th>Location of deck</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>in relation to the main reference point</td>
<td>AF, 42-42-s83.</td>
</tr>
<tr>
<td>extends from station F 32 feet 6 inches to A 50 feet 10-1/2 inches for a total length of 83 feet 4-1/2 inches</td>
<td></td>
</tr>
<tr>
<td>width is 18 feet 6 inches divided equally along the ship's center line.</td>
<td></td>
</tr>
</tbody>
</table>

**Deck drain flange**

<table>
<thead>
<tr>
<th>Deck drain flange</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 located on each side of skylight deck</td>
<td>AF, 8-42-s49;</td>
</tr>
<tr>
<td>on the port side they are located at the following locations measured from main reference point</td>
<td>P. 845.</td>
</tr>
</tbody>
</table>
1) A 40 ft. 11 inches
2) A 32 ft. 5 inches
3) A 24 ft. 10 inches
4) A 11 ft. 10-3/4 inches
5) F 5 ft. 1 inch
- starboard side - all measurements from AF reference point
1) A 42 ft. 2-3/4 inches
2) A 32 ft. 5 inches
3) A 23 ft. 10 inches
4) A 15 ft. 6 inches
5) F 2 ft. 6 inches
- all flanges sit up against skylight deck edgeboard
- flange diameter 4-1/2 inches
- diameter of opening 2-1/4 inches
- made of galvanized iron
- all drains connected to a short down pipe
- see boat deck drains for description of down pipe located below deck drain flange.

Canvas AF, 2-42-s43.
- all deck canvas 22 inches wide
- 1-1/2 inches + overlap at joint with
forward layer over aft
- joints are hand stapled every 1/2 inch +
- for staple detail see wheelhouse roof
- painted grey.

Holes
- through skylight deck outside every cabin except B-S1, B-P4, B-S3, B-P3 and B-S8 including cabins added on in 1950
- the 1-1/2 inches diameter holes were for drain pipes from cabin sinks which were
- probably installed when ship was converted to cruise ship
- not in place when launched.

Edgeboard
- a 2-1/2 inch x 7-1/4 inch edgeboard circumscribes the skylight deck
- sits on top of canvas
- photographs indicate edgeboard may have been painted a buff colour at least as early as 1939.
Quarter round
- 1-1/8 inch quarter round at junction of Texas deck cabins bulkhead with skylight deck
- quarter round is placed over the deck canvas
- probably painted grey the same as the canvas.

Galley stove stack
- stove stack appears from the photographs to have been moved aft when the additional Texas deck cabins were installed
- may have been located originally 2 feet aft of the aft edge of the galley skylight
- presently located near the aft port corner of the skylight deck with the center of the hole in the deck 1 foot 1-3/8 inches forward of the aft edge of the deck and 6 feet 11-3/8 inches port of the ship's center line
- Yukon chimney
- exterior sleeve extends 3 feet
11-5/8 inches above the deck and should extend below the deck by about 3 inches and is 1 foot 2 inches in diameter
- rain cap over exterior sleeve with vents between sleeve and cap
- vent extends from the stove through the deckhead and through the sleeve and rain cap and then 13 feet 1-1/2 inches above the rain cap
- vent is 8 inches in diameter
- flashing is screwed to the deck around the sleeve and attaches to the sleeve 4 inches above the deck
- pipe is painted a buff colour
- top section is shown in P. 40, 41, 42 to be black
- originally the pipe appears to have been painted black.

Galley hood vent
- located near the aft port corner of the skylight deck and outboard of the stove vent noted above with the center of the hole being at station A 49 feet and 6-1/2 inches in from
the edge of the skylight deck
- extends up through lookout of skylight deck cutting the skylight deck edgeboard
- a circular wooden base is cut on the outboard side and butts up against the edgeboard
- wooden base is 1-1/4 inches thick
- sheet metal collar is held by screws to the wooden base and skylight deck edgeboard and surrounds the vent
- the collar has a 2 inch width
- the pipe extends 11 feet 1/2 inch above the skylight deck edgeboard and appears to have been made out of 8 sections
- pipe is 10 inch diameter galvanized metal
- a 1/16 inch x 1-1/4 inch strap held the pipe up against the Texas deck fascia board of those cabins which were added in 1950 and removed at the time the ship was recorded
- vent pipe connects to hood vent fan attached to the galley skylight window
- this vent was installed subsequent to 1950 as no photographic evidence of this vent can be found prior to that date.

Lookout or eaves around skylight deck  
- extends at least 1 foot beyond skylight windows  
- ends of lookout rafters covered by fascia board which extends down below tongue and groove decking 3-1/2 inches  
- deck canvas is lapped around edge of decking  
- edgeboard noted previously sits on top of skylight deck edge  
- 1-3/4 inch half round covers bottom of edgeboard, all of the edge of the tongue and groove decking and the top edge of the fascia board  
- painting scheme not known  
- bottom of lookout rafters is 1 foot 4-1/8 inches above the boat deck  
- fascia board appears to have been white  
- half round appears to have been a
buff colour
- for colour of edgeboard see note above.

Skylight deck curvature
- follows that of boat deck.

Galley skylight
- appears to have had 4 panes either side
  - ridge ran fore-aft
  - possible dimensions on deck may have been 3 feet 4 inches x 4 feet 6 inches
  - both sides could be opened
- plain glass
- may have been similar in construction to crews quarters skylight on aft saloon deck
- appears to have had internal slide braces
- probably removed in 1950.

Fire bucket rack
- number of buckets vary from 6 to 10
- sat up against the Aft Texas deck
bulkhead
- held round bottom fire buckets
- detail of rack(s) not known, probably similar to what can be seen in the saloon deck.

Fire buckets
- both round and flat bottomed
- some held sand, others water; usually 1 sand to 5 water
- may have been flat bottomed and round bottomed buckets in the same rack.

Description Port and Starboard Skylight Bulkheads

Skylight windows on port and starboard sides
- originally there appear to have been 21, 3-pane windows on either side and 10 2-pane windows across the front curved section
- second window forward on port side

Tr., Farber, p. 32;
Tr., Coghlan, p. 35;
Sat. II, p. 17;
WSS-1975, II, p. 60.
has been removed for exhaust fan installation. See detail 'Exhaust fan' in this section

- all triple pane windows are approximately 2 feet 11-3/4 inches wide and 11-11/16 inches high separated by a 7-1/2+ inch bulkhead spacer
- all two-pane windows are 1 foot 10-3/4 + inches wide separated by similar width bulkhead spacers as noted for the three pane windows
- 1/2 inch thick cedar sheathing is continuous above and beside window exteriors
- continuous 1/2 inch thick cedar moulding above windows, both internally and externally and is notched to fit around posts between windows
- cedar moulding strips are located on insides and outsides of the windows
- cedar window frame is made of 1-1/4 inch thick cedar
- 3-7/8 inch fir sill is continuous beneath all windows and bulkhead spacers
- one inch quarter round sits at junc-
tion of continuous sill and boat
deck and is installed on top of boat
deck canvas
- where there is a skylight window
  which opens the moulding strips on
  the inside are fastened to the
  window frame
- all wood painted white
- glass may have been amber in colour
  in certain sections.

Canvas
- over forward 2-pane skylight windows
- folded under along edges and stapled
- lower edge is stapled at 1/2 inch +
  intervals at the bottom of the lower
  quarter round and at 2 inches + in-
  tervals at the top of the same round
  with canvas staples
- this canvas may have been installed
  at a later date as it does not show
  in photographs noted.

Gate hooks and eyes for doors
- located on skylight deck edgeboard
- used to secure cabin doors.
Gate hooks and eyes for stateroom steps - used to secure steps for staterooms - located on fascia board on either side of step - located in the following approximate locations above skylight windows on starboard side starting aft

1) 6
2) 7-8
3) 9-10
4) 11
5) 13
6) 15
7) 16-17
8) 18-19
9) 20
also above windows 2-3, and 5 for cabins now removed
- on port side starting aft above skylight windows

1) 7-8
2) 9-10
3) 11
4) 13
5) 15
6) 16-17
7) 18-19

8) 20

also above windows 2-3 and 5 for cabins now removed

- all sets of hooks are approximately 2 feet 10 inches apart
- hooks above window six on starboard side for stairs to door which was put in when that cabin was converted to washroom.

Cabin steps AF, 10-13-s93;
- outside dimensions are 2 feet 6-1/2 inches wide, 1 foot 9-3/4 inches high P. 13, 101, 102, 106, 112, 220, 845.
- has two runners with the bottom one 9-1/4 inches deep and the top one 10-1/4 inches deep
- top of lower runner is 6-3/8 inches off the deck and the top runner is 1 foot 2 inches off of the deck
- side supports or stringers curv up from the deck to the fascia board
- top end of stringers are cut to fit around half round on the fascia
board and around the bottom of the fascia board
- runners are notched into stringers
- stringers have 2-3/4 inch x 10-3/8 inch x 1 inch thick wooden footings
- top edge of footings are rounded
- stringers are recessed into footings 1/4 inch
- stringers are 1 inch thick and 10-3/8 inches wide on the bottom end
- runners are painted black
- a screw eye is attached to the outside of each side support for hook attached to fascia board.

Galley fan
- installed in window number 2 counting from aft bulkhead
- 1/4 H.P. Fan mounted in window frame
- galley hood vent that extends above skylight deck starts here and extends aft below lookout to where vent extends through deck
- see note in section on skylight deck.
324

Screens P. 845.
- on skylight windows that open
- appear to be rectangular frame
- screening attached to the outside of the frame
- moulding attached to frame over screening
- framing appears to be painted white
- frame extends over onto bulkhead.

Black out canvas P. 112.
- over forward skylight windows
- there may have been a drop canvas over the forward skylight windows at one time.

Description Skylight Deck Aft Bulkhead

Skylight windows in aft bulkhead AF, 6-13-s89;
- on port side of ship center line P. 40, 41, 42,
- windows for galley 145, 155, 216,
- three, single pane windows the frames of which are approximately 1 foot 10-7/8 inches x 1 foot 2 inches 279, 292, 395, 503.
- window frames are made out of 1-3/16 inch x 2-1/4 inches cedar
- 2 inches between windows
- port window is 2 feet 3-3/4 inches from port edge of aft skylight bulkhead
- each window has two chain keepers, one to each side of the frame, on the galley side of the bulkhead
- brass chains are attached to the keepers and to similar keepers attached to the bulkhead beside the windows
- these windows were probably installed when the Texas deck cabins were extended aft in 1950.

Tongue and groove siding
- 2-1/2 inch tongue and groove siding on skylight deck aft bulkhead
- painted white
- extended across complete bulkhead before the installation of above noted windows in 1950.

AF, 6-13-s89;
P. 145, 155, 216, 279, 292, 395, 503.
Lookout or eaves

- in aft bulkhead only extends 3-3/4 inches beyond bulkhead

- all other details of lookout similar to port and starboard sides.
Boat Deck

General Statement
The boat deck is rather a misnomer as far as the S.S. Klondike is concerned as it certainly is not the only deck on which life boats were located. This is not to say that there were no life boats on this deck as the S.S. Klondike carried 4 life boats and two of these were located on the boat deck.

The life boats themselves appear all to have been of the same size. The exact construction details of the life boats used on the S.S. Klondike is at this time not known as no life boat was in position on the ship when it was recorded. The As-Found blue prints do, however, contain a sheet with details of a life boat that was recorded with the D.O.T. in 1928 when the first S.S. Klondike was constructed. Permission was apparently given to transfer the life boats off of the S.S. Klondike No. I to the No. II in 1937; however, whether this was done, considering the leaking problems encountered with these boats when the No. I sank, is not known. The measurements in the inspection reports do stay the same for the S.S. Klondike No. I and No.
II until 1941 when the length of the life boats is noted as being one foot shorter than before. Whether the change in measurement signifies a change of life boats or a change in the mode of measurement of the lifeboats is not known; however, considering that the other dimensions stay the same and the fact that these boats were certainly not overly used, the latter supposition is probably the correct one.

The life boats, as they would be used in emergency situations only, carried a minimum amount of equipment which would be required once shore was reached. As the Yukon River and its tributaries were classed as minor inland waters, and, with the exception of lake crossings, the ship was never very far from shore, the emergency equipment in the life boats did not extend beyond a coal oil lamp and matches. Oars, bailers and a small hatchet at either end to cut the rope if necessary once the life boat was in the water were also carried. Subsequent to the sinking of the S.S. Klondike No. I, when leakage problems were encountered with the life boats due to their having dried out, wet sacking was kept in the bottom of the life boats besides the emergency equipment noted above to keep the seams water tight.

At the times the life boats were not used they rested on the deck in what can be best called a stowed position. The life boats themselves rested on chocks of which there appear to have been several kinds, none of which seems to
have predominated. Each life boat had two chocks and these could be separate or joined along their outer sides by two boards. The top of the chock, that is the edge on which the life boat rested, could be fixed or hinged depending upon whether the chocks were separate or joined. The hinging allowed ease of removal and insertion by raising the life boat on the davits only a slight distance. When not in use the life boats had covers on top of them to keep out the elements. Originally these covers were made out of canvas; however, probably because of their inflammability and their relatively quick deterioration they were replaced by metal ones sometime in the late 1930s. The metal life boat covers were in two halves, split in the fore-aft direction. When the covers were on the life boats one of the halves had a metal lip that covered the fore aft edge of the other cover. The two halves were held together by two sets of hooks and eyes. The covers were held up by several strong backs that were positioned below them in the life boats. The metal covers were anchored to the life boats by gripes that went completely around the covers and the life boats, and were so secured that they could be quickly released in case of emergency. The life boat covers had two notches along the center line that allowed the life boat falls attached to the davits at one end to be attached to hooks, one located at either end of the life boat.
The other life saving gear on the boat deck consisted of two life rings held in a harness attached to the outside of the railing with one each just forward of the life boats. All of the rings were basically identical with the variation being limited to information carried on the rings. Two rings have been noted, both of which have the word 'Klondike' in black lettering across the top and 'Dawson' across the bottom. The difference occurs in the fact that one has two flags painted on it. The flag on the left side when facing the life ring is the BYN Co flag whereas the right one appears to be the Red Ensign. Other than the inclusion of the company flag and the Red Ensign on some of the life rings they all appear to be canvas covered cork rings painted white.

There were no fire bucket racks on this deck as there were on the skylight deck; however, there was originally one fire hydrant standpipe on the boat deck. The standpipe was located almost on the center line of the ship just aft of the forward railing. Associated with the standpipe was a fire hose with nozzle and a rack to hold the hose. The standpipe was also used to provide water to wash the Texas deck, skylight deck and the boat deck. The hose used for this purpose was, however, of smaller diameter and an adapter had to be attached to the standpipe to accommodate the smaller diameter hose. Except for the times when the water from the standpipe was used to wash down the decks the standpipe was
always connected to the fire hose which was folded up in the hose rack that stood beside it.

Two other fire hydrant standpipes appear to have been subsequently added to this deck. A stand pipe was located just forward of each life boat and appears to have simply been a continuation of the standpipe that was located on the saloon deck directly below. Statements by former crew members, supported by photograph number 12, definitely indicate that these standpipes were a later addition; unfortunately, it is not known what year they were put in; however, as the boat deck was extended aft in 1954 when the ship was converted to a cruise ship the need for additional fire fighting equipment on this deck probably became a necessity at that time.

There is a problem with the deck edgeboard that circumscribes this deck in that the painting scheme for it is in doubt. As has already been noted for the deck edgeboard of the skylight deck, the board may at various times have been painted white, buff or even grey. Unfortunately no date can be given to any of these colours and the colour might have varied from year to year depending on the mood of the painter.

There were four companionways associated with this deck. One of these provided access to the Texas deck and has already been discussed in connection with that deck. There are two companionways located in the forward half of the
deck, one on the port side and one on the starboard side. Both of these had railings on the port, starboard and forward sides similar to what was found around the outside of the whole deck. A full discussion of these companionways will be found in the section dealing with the saloon deck exterior. The only other companionway associated with the deck provided access to the aft saloon deck from the aft edge of the boat deck. This companionway was removed when the boat deck was extended aft upon the addition of the aft end of the saloon deck housing. A partial description will be given in that section dealing with the exterior saloon deck.

One of the major pieces of electrical equipment associated with this deck is the main spot light located above the railing just starboard of the main mast. The main spot light is encased in a metal box with a reflector inserted in its front. Originally the illumination was obtained from a carbon arc lamp located at the focus of the reflector; however, by the time the S.S. Klondike was launched a 1000 watt bulb had taken its place. When not in use the reflector and bulb were covered by a circular metal cover on the exterior of which was painted the words 'S.S. Klondike' and 'Dawson', and the Company flag and the Red Ensign. The spotlight was controlled from the wheelhouse through a series of pulleys attached to the top of the metal case and extending aft to the wheelhouse and also through an
electrical cable that came from the wheelhouse. The frame that holds the spotlight up above the railing is made out of ordinary pipe and the appropriate fittings and is braced at its top end by two pipes that run aft to the front edge of the Texas deck.

The other pieces of electrical equipment on this deck were the running lights, one of which was located on either side of this deck. The lights themselves appear from the photographs to have been typical ships running lights made out of brass with a vent chimney and appropriately coloured glass in the front. These lights were located at the aft end of a stand that had a base and a vertical board at the back and inboard side. The interior section of this stand was painted either red or green depending whether it was on the starboard or port side (green if on starboard side, red if on port). The outside as has been noted in the detailed sheets were painted white. The legs of these stands were made out of metal and were braced for the required rigidity. Lamps such as this were at one time powered by liquid fuel; however, by the time the Klondike was built electricity was the source of power.

As none of the staterooms was provided with running water a source of drinking water was supplied on this deck. One water barrel on a stand was located forward of each companionway that went down to the forward saloon deck. These barrels were not typical and may have been made in the
Whitehorse ship yard. The barrels were painted white and were designated as drinking water and also bore the name of the ship. The barrels were provided with a lid at the top and spigot or tap at the bottom and may also have had a small white enamelled cup.

Chairs were occasionally out on the boat deck. These were presumably transported there either by the passengers or the crew. The furniture was generally restricted to chairs and a full description of these can be found in that section dealing with the Observation Lounge interior furnishings.

The deck itself had various structures associated with it such as vang connectors, anchors for the spars and main mast, deck drains, hog post and hog chain flashing, and anchors for the funnel guy wires. The location and description of the connectors for the guy wires to the funnel, main mast and vangs, and also the flashing for the hog post and chains, have been given in sufficient detail in the attached sheets and will not be discussed here.

The only problem area with the above noted structures has to do with the starboard side deck drains as there is a discrepancy between the photographic evidence and the As-Found blueprints. The photographs taken prior to 1954 all indicate that there were only 6 deck drains on the starboard side whereas there are presently seven drains on that side. The only explanation that can be given for the discrepancy
is that one drain must have been added due to drainage problems when the ship was converted to a cruise ship.

In 1954 the boat deck was extended aft when the addition was put on to the saloon deck housing. This section was removed prior to the ship being recorded and the detail that is available is only available in the photographic record. A detailed description of this aspect of the S.S. Klondike would be at best speculative and as such unproductive. Furthermore, as the 1954 addition is not in the period of restoration of 1937-45 a detailed description of this addition should not be required.

<table>
<thead>
<tr>
<th>Description Boat Deck</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canvas</td>
<td>AF, 2-13-s85;</td>
</tr>
<tr>
<td>- the first strip of canvas on the starboard side was laid 32 feet 4 inches from the aft edge of the boat deck</td>
<td>P. 13, 101, 102, 106, 220, 845; Tr., Farber, p. 78;</td>
</tr>
<tr>
<td>- fore and aft strips overlap by 1-1/2 inches + and are stapled at 1/2 inch intervals along edges</td>
<td>Tr., Coghlan, p. 62; WSS-1975, I, pp. 8-9;</td>
</tr>
<tr>
<td>- the first of canvas on the port side was laid 22 feet 9 inches from the</td>
<td>Tr., Moran-Keay,</td>
</tr>
</tbody>
</table>
aft edge  

- canvas covers the whole deck  
- painted grey  
- deck was painted before canvas was applied.

Deck drains  

- all deck drains are located 5-1/2 inches in from outside edge of deck  

1) deck drains port side  
   - there is a drain located at each of the following locations measured from the aft edge of the boat deck
   1 foot 6 inches
   11 feet 7-7/8 inches
   19 feet 6-1/4 inches
   27 feet 2-3/8 inches
   39 feet 1/8 inch
   47 feet 3/8 inch

2) deck drains starboard side  
   - there is a drain located at each of the following points measured from the aft edge of the deck
   1 foot 5-5/16 inches
10 feet 6-3/16 inches
19 feet 7-13/16 inches
22 feet 5-1/8 inches
26 feet 11-1/16 inches
28 feet 11-11/16 inches
95 feet 6-3/16 inches

- all drains have 4-3/4 inch sheet metal flange and sleeve with flared top
- sleeve extends through deck
- the sleeve has 1/2 inch wide fold at the joint
- flange held to deck with 6 flat head wood screws
- below the deck there is a mounting board cut to fit between deck frames and is toe nailed to frames
- a galvanized sheet metal collar with 1/2 inch wide fold joint is soldered to a plate screwed to the bottom of the above mounting board
- the collar and plate hold the drain pipe up against the mounting board
- the sleeve which extends through the deck extends down inside the drain pipe
- drain pipe extends down from the mounting board about 6 inches ± at which point it takes an approximately 80 degree bend from the vertical and then extends out about 1-1/2 feet
- drain pipe is of sheet metal with fold joint on top side
- end of pipe is folded over
- both the collar and pipe have a bead at their lower end
- there may only have been 6 drains on the starboard side originally.

Life boat davits
- there are two sets of life boat davits on the boat deck
- one is located on the starboard side with the center line of the aft davit 11 feet 1 inch from the aft edge of the deck and there is 16 feet 11-7/8 inches between center lines of aft and forward davits
- one is located on the port side with the center line of the aft davit 11 feet 5/8 inch from aft edge of the
deck and there is 17 feet 1/16 inch between center lines of aft and forward davits.

- davits extend through deck and are anchored to the saloon deck below where they are anchored by a steel foot.
- a retaining strap or anchor strap in the shape of a V is located around the base of the davit at the boat deck level.
- the retaining strap rests on top of base boards.
- the straps are bolted to the deck with the bolts extending through the deck and reinforcing blocks attached to the deckhead below.
- the davits extend straight up, 3 feet 9 inches above the boat deck, after which they curve.
- the curve of davits extends upwards about 5 feet 2 inches and inwards 4 feet.
- attached to top of davit is an eye ring for hanging the life boat and a steel plate with two holes for a
cable between the two davits and the cable keeper to the deck
- the cable keeper is anchored to the davit and deck and consists of, starting at the davit end, a shackle, loop binding, a length of 1/2 inch cable, binding, loop, latch, loop, binding, a length of 3/8 inch cable and then a loop which is anchored to eyebolt in the deck
- cable between davits is 1/2 inch with a loop and binding at either end
- 1 foot 1-1/2 inch steel cleats are held to the davit below the curve by a thin steel cable wound around the davit and cleat foot.

Life boats
- boats are hung from davits
- there are two life boats on the boat deck, one on each side of the vessel

AF, 12-47-s108;
M.O.T. file 9562-188;
P. 155, 279, 411,
- As-Found blueprints reproduce the plans of a life boat found in D.O.T. files dated 10 September 1928
- a full description of this life boat will not be given here as it is not known if these plans are applicable to the life boats used on the S.S. Klondike when built in 1937
- for the Klondike No. I life boats of dimensions 21 feet x 5 feet 9 inches x 2 feet 3 inches were approved from the design of Mr. George Askew
- it appears as though the Steamship Inspection Office permitted transfer of lifeboats from Klondike No. I to No. II and this appears to be confirmed through a study of the 1940 inspection report
- each boat had 7 oars
- 1941 report shows measurements of 20 feet x 5 feet 9 inches x 2 feet 3 inches
- 1942 inspection report indicates dimensions 20 feet x 5.75 feet x 2.25 feet (class 2 lifeboats) and hence are the same as 1941
- last inspection report (1955) shows same as 1942 report
- life boats were kept wetted down inside with wet sacking to keep them from drying out.

Life boat chocks
- below forward and aft ends of each life boat
- to hold life boat off deck and in an upright position
- there appear to have been several designs
- the top edge of all of the designs follows the bottom outline of the boat and has a notch in the middle for the keel
- the two chocks for each boat may have been joined by planks running between them or they may have been free standing
- the curved section of the chock may have had hinges attached so that the chairs could be folded down or they may have been fixed
- combinations of the above types of
boat chocks can be seen in the photographs of the S.S. Klondike.

Life boat covers
- followed the top outline of the life boats
- manufactured in two halves with the split running down the center in the fore-aft direction
- the two halves lapped one over the other when on the boats
- basically a wooden frame with sheet metal laid in the fore-aft direction
- the two halves are held together by hooks and eyes
- there are two holes along the center line for the life boat falls from the davits
- the covers are probably held up by strong backs inserted between the cover and the life boat probably one at either end and one in the middle
- made in the sheet metal shop in Whitehorse
- metal probably galvanized iron
- covers varied, depending on the car-
penter who made them.

Life boat fall
- joins life boat to each davit
- each fall consists of two pulley blocks and rope
  - one block is attached to a ring on the end of the davit
  - the other block hangs below the first block
- the fall is attached to a hook anchored to the bottom of the life boat.

Fire hydrant stand pipes, aft end of boatdeck
- there are two, one on the port side and one on the starboard side
  - located forward of forward davit on each side and aft of the deck ring of the forward cable keeper of the davit
  - port hydrant
  - extends 2 feet 3-7/8 inches above deck
  - has a galvanized sheet metal collar

P. 1, 5, 53, 142, 145, 155, 203, 217, 218, 222, 279, 780, 787; Tr., Coghlan, p. 30.
or flashing around pipe at junction with the deck
- main pipe is 1-7/8 inches O.D.
- main pipe terminates in a T fitting
- on one side of the T is a hydrant valve with straight handle
- on the other side of the valve is a tap with a straight handle and a reducer coupling and nipple for connecting a garden type hose
- starboard hydrant
- extends 2 feet 1/2 inch above deck
- same pipe as port, also similar flashing at deck
- pipe terminates in a T fitting with a plug in the top and a hydrant valve with straight handle facing aft
- both appear to be later additions according to photograph 12.

Tie rods
- extend from boat deck to a reinforcing block beneath the saloon deck
- located through deck edgeboard
- top end of tie rods, formed into a ring

AF, 2-13-s85;
AF, 3-13-s86;
AF, 12-13-s95;
P. 12, 13,
322, 458.
- held funnel stays and foremast stays
- three tie rods on either side of the boat deck
- one located approximately 4 feet forward of the forward deck eyebolt of the forward lifeboat cable keeper
- the other two are located about three feet either side of the running light stand
- the one forward of the running light stand is for the funnel stay and the one aft of it is for the main mast stay.

Queen (hog) posts
- one each on port and starboard sides
- forward edge of hog posts located inboard 1 foot 1 inch of the aft edge of the companionways at station 2 feet 9-1/2 inches
- extend up and forward 12 feet 10 inches through boat deck on port and starboard sides
- posts are made out of 7-3/4 inch x 9-5/8 inch fir
- top of hog posts have 5-7/8 inch
wide by 3/8 inch thick metal collar
- top of posts and collars have a 3/4 inch thick plate recessed into them which is held into the top by a 3/4 inch lag bolt
- steel plates have a hole at either end for hog chain connections
- hog posts have flashing around the bottom.

Hog chains
- one hog chain extends aft from each hog post, and two hog chains extend forward and downwards from the same hog post
- hog chain extending aft is attached by 1-3/8 inch hex. bolt directly to the steel plate attached to the top of the hog post
- forward hog chains are held to a 1 foot 1/2 inch shackle which is bolted to the steel plate attached to the top of the hog post
- aft hog chain has a 1 foot 11-1/2 inch turn buckle, 2 feet 6-1/2 inches from its forward end.
Hog post flashing
- at junction of post with the boat deck
- flashing is in three sections
- bottom section is nailed only to the boat deck and extends around the hog post to 4-1/4 inches above the deck
- all edges of the bottom section are rolled
- top piece is nailed directly to the hog post with the top edge 7-5/8 inches above the deck
- this top piece flares out into a skirt so that it extends outside of bottom section
- complete height of top section is 2-7/8 inches
- bottom edge of top section is rolled
- middle section hangs down from the top section as a skirt and extends down over the bottom section to within about one inch of the deck
- bottom edge of middle section which is parallel to the deck has a rolled edge.
Hog chain flashings AF, 11-13-s99; P. 13, 106.
- see description of hog chain flashing on Texas deck.

Companionway AF, 3-13-s86.
- staircase to Texas deck
- see description Texas deck.

Forward companionways to saloon deck AF, 3-13-s86;
- one each located on port and starboard sides P. 10, 13, 155, 223, 839.
- located outboard of forward hog chains coming down from the hog post
- inner edges of both openings are about 15 feet 5 inches outboard of center line of ship
- forward edge of openings are about 10 feet 2 inches forward of reference point
- approximate dimensions of opening to outside of edgeboard that extends around it are 3 feet by 7 feet 4 inches
- has railing around starboard, port, and forward ends
- companionway railing construction is
similar to deck railing detail
- for stairs see saloon deck for detail.

Running light stand
- one each located on port and starboard sides
- approximately 18 feet 10 inches outboard of the center line and with aft legs at station F 16 feet 4-1/2 inches +
- forward inboard corner of stand is about 1 inch inboard of aft inboard corner
- both stands located forward and outboard of companionways
- platform of stand is horizontal hence forward legs are slightly shorter than aft due to sheer of the deck
- average leg height is 3 feet 3/4 inch
- legs are made of 1/4 inch x 1-1/2 inches metal sheet
- bottom of legs are bent parallel to deck and bolted down
- port, starboard legs are made of a continuous piece of metal and are continuous under platform and are 1 foot 2 inches apart at deck level
- forward, outboard and aft sides have iron braces
- iron braces are of same material as legs
- platform made of 1 inch x 11-1/2 inch by 3 foot 10 inch boards
- forward outboard corner rounded and has a 10 inch radius
- platform is bolted to legs
- the aft and inboard side should have vertical boards the dimensions of which are not known
- there is a fir block toward the forward end of the platform the use of which is not known
- interior of the wood part of the stand on port is painted red on starboard it is green
- the exterior sides of stand are white
- all the legs are painted black.
Light fixture for running lights
- has a porcelain lamp base for standard size light bulb located near aft inboard corner of running light stand platform
- electrical wiring is brought to the fixture by a 1/2 inch galvanized pipe used as a conduit
- the conduit extends up from the deck to the bottom of the platform
- housing is a typical ship's running light made out of brass with appropriately coloured glass front and vent chimney on top.

Vang pads
- two vang pads with shackles
- one each located forward of each running light base
- aft end of pad 19 feet outboard of center line and forward edge is at station F 25 feet 7 inches +
- pad consists of a 1 inch thick fir base, measuring 3 inches by 1 foot 8-1/2 inches, with a steel ring attached to its forward end
- three bolts extend from the steel plate through the deck and a reinforcing block under the deck
- steel plate is 2 inches x 1/2 inch and 1 foot 8-1/2 inches long
- ring is out of 3/4 inch steel.

Spar keepers
- one each located up against the forward railing approximately 12 feet 2 inches from the center line
- each keeper consists of a top plate that sits up against the deck edge-board and a reinforcing block attached to the deckhead directly below the plate on the boat deck
- top plate is 5 inches x 2 feet 3 inches x 1-1/4 inches thick
- aft two corners are rounded
- top plate holds two eye bolts, the shafts of which extend through to the reinforcing block underneath
- one eyebolt has a shackle attached
- the other eyebolt has a piece of 1/2 inch hemp rope
- the shackle and rope serve as
attachments for a 1/2 inch cable that extends around spar
- cable has an 8 inch loop at either end and is bound with a heavy cord for that section that extends around the spar
- the bolt for a railing angle iron support extends through the middle of the plate up against the deck edgeboard.

Foremast retaining strap
- mast is located on approximately the center line of the ship
- strap is made out of 1 inch x 2 inch steel strap
- strap is on edge around mast and is then bent at 90 degrees on both sides and then extends aft 1 foot 1-3/8 inches
- both ends of the strap are bolted through a deck plate that extends aft from the deck edging 1 foot 2 inches
- deck plates are 1-1/4 inches thick
- it is not known or stated if the
three square headed bolts that extend through either end of the strap are anchored below the deck at a reinforcing block.

Foremast wood blocking
- between mast and forward edge of boat deck
- inside of blocking curved to fit aft end of mast
- blocking comes in two pieces, one on either side of mast
- outside of blocking is convex in shape.

Fire hydrant stand pipe
- located 7-3/4 inches aft of forward edge of the boat deck and 3 inches port of ship's center line
- a 1-7/8 inch diameter pipe extends approximately 1 foot 5 inches above the deck
- R. & L coupling is attached to the top of the pipe with another short section of pipe being attached to the other end of the coupling
- the short section of pipe has a hydrant valve attached with a 4 inch circular handle and a bushing adapter for fire hose at its open end
- a galvanized sheet metal flashing is screwed to the deck and extends 8 inches up the pipe
- painted red
- always connected to fire hose.

Spot light casing
- located starboard of the main mast,
  2 feet 1-1/2 inches starboard of center line of ship
- the lamp casing is made from galvanized sheet metal over a light wooden frame
- top of casing or roof has slight pitch
- height of pitch is 2-1/8 inches
- dimensions of rectangular casing are
  3 feet 2-7/8 inches high, 2 feet across the back and 1 foot 10-1/2 inches across the side
- the forward end has a circular opening with a 1 foot 11-1/8 inch O.D.
that holds a parabolic reflector
- a circular collar extends out from
  the opening 5-1/4 inches
- the reflector contains a socket for
  a 1000 watt bulb
- the aft end of the casing contains
  an access door, 3 feet 1 inches high
  and 10-1/4 inches wide
- the aft door has two hinges on the
  starboard side and a latch on the
  port side
- the casing is held up by a pipe
  frame attached to the casing top and
  sides
- painted white
- the reflector opening should have a
  round door painted a buff colour
- round door had KLONDIKE written
  across the top and Dawson across the
  bottom in black with two crossed
  flags in the middle of the door with
  the starboard flag the BYN Co. flag
  and the port one probably the red
  ensign
Spotlight frame
- a rectangle made out of 3/4 inch galvanized pipe
- size of frame is 2 feet 3-1/4 inches x 3 feet 10-3/4 inches
- frame has two T connectors, one on each side, which connect to the spotlight casing
- there is another T connector in the bottom of the frame which connects the frame to the bottom spotlight support
- a cross connector is in the top of the frame which serves as a connection for a support to the top of the box end, connection to the light control pulleys and also to the top spotlight support
- painted black.

Light control pulleys
- two, 1 foot 4 inch x 1-1/4 inch pulleys
- one on top of the other
- attached to T connector, the aft end of which is attached to the top of
spotlight support
- bottom of T connector attached to pipe which extends down to the cross connector of the above noted spotlight frame
- control cables should run between pulleys on the spotlight and wheelhouse
- painted black.

Spotlight supports
- a 2 inch galvanized pipe extends up from a steel base attached to a baseboard on the deck located aft of the deck edgeboard
- the aft end of the board is rounded
- the steel base is held down with 4 RD. HD bolts with square nuts, the bolts extend through the deck and a 1-3/8 inches reinforcing board under the deck
- the 2 inch steel pipe extends 3 feet 7-3/4 inches + above the deck where there is a T connector to which is attached the bottom support, made out of 2 inch galvanized pipe, of the
spotlight frame and the continuation of the 2 inch pipe for another 4 feet 10-3/4 inches + to another T connector
- the top T connector serves as a holder for the top support of the spotlight frame and a steel ring to which the 2 supporting frames from the Texas deck are included
- a hexagonal nut is attached to the threaded pipe end above the steel ring
- two, 1-1/4 inch O.D., pipes are used for supporting arms from Texas deck. See Texas deck
- an electrical cable is taped to the port supporting arm and down the main vertical support and across the the bottom frame support and then extends into the bottom of the spotlight casing
- all steel members are painted black.

Railing
- all around the perimeter of the boat deck and around port starboard and
forward ends of port and starboard companionways
- starting at the bottom end the railing consists of the following
  railing posts are located approximately every 3 feet apart around perimeter of the deck
- there are three posts on port and starboard sides of companionway openings
- railing posts are notched into deck edgeboard
- section of post above angle iron support and below railing is turned
- top and bottom of post is square
- angle support made from 3/8 inch x 3-1/4 inch malleable strap iron attached to every other railing post
- mid-section of angle support is isosceles to deck and railing post
- approximate height on post of angle support is 7-1/8 inches and distance along deck is 6-1/2 inches
- a 13/16 inch by 2-1/2 inch board extends along the bottom of the railing posts with the top edge of
the board about 6-3/8 inches above the deck edgeboard
- the wire mesh is stapled to the board ½ inches ± from the bottom edge
- wire mesh made of 1/16 inch diameter material heavily coated with white paint, extends up from the board to the top railing where it is stapled
- top railing is a two inch square board with 1-1/2 inch half round attached to outside and inside sides
- railing posts are notched into top railing
- painting scheme of railing not known.

Deck edgeboard AF, 3-13-s86;
- runs around complete perimeter of deck P. 12, 13, 97, 106, 216, 292,
- railing posts are notched into board 322, 503, 505,
- deck canvas is stapled to the edgeboard 509, 779, 839.
- may have been white, buff or grey.
Cable foremost stay

- located approximately 3 inches forward of first railing post aft of the running light stand
- 1/2 inch cable
- extends from foremost top to eye on top of tie rod extending down through edgeboard
- cable loop held by turnbuckle and hook which in turn is held to the eye ring by a short cable sling.

Boat deck curvature (sheer and crowning)

- slopes down from ship's center line to both port and starboard sides and (sheer) slopes from forward edge of boat deck back, quite pronounced at first, for about 40 feet then much more gradually and evens off at the aft end.

Life Rings

- there are two located up on the boat deck with one each located on the outboard side of the railing posts forward of the life boats

AF, 3-13-s86; P. 4, 12, 13, 420, 834, 839.

AF, 13-13-s96.
P. 55, 147, 201, 216, 217, 218, 222, 292, 331, 334, 383, 411, 780, 787.
- probably made out of canvas covered cork
- had 'Klondike' written across the top and 'Dawson' written across the bottom with both in black
- may also have had the BYN Co flag on the left hand side and the Red Ensign on the right hand side (when facing the life ring)
- a rope ran around the outside circumference
- the ring appears to be held to the railing by a harness which may have been made out of canvas webbing.

Water barrels
- at times there were two drinking water barrels located on the boat deck
- one located on each side just forward of the front railing of the two forward companionways to the saloon deck
- round metal barrels painted white
- the barrels have two narrow beads with one near the top and one near the bottom
- the barrels may also have had a handle on each side, about two thirds of the way up
- there was a lid with a conical top and a handle at the apex and a 3 inch lip that fit down around the barrel top attached to the bottom of the conical top
- some barrels may have had two handles on the conical section, one on either side
- the lid may have been painted either black or white
- a brass tap or spigot was attached to the bottom of the barrel
- the barrel itself may have had the name of the ship or the words 'Drinking Water' painted on it in black letters.

Water barrel stand
- best described as a low round table
- top of table is round and may have had two layers of wood
- the stand has four legs, the outside edges of which are perpendicular...
lar to and even with the circumference of the stand top
- the inner side of the legs curve inwards so that all the legs come together in the center 3 to 5 inches below the bottom of the stand top
- probably painted grey.

Fire hose rack
- located just forward of the forward skylight deck windows
- may at times have stood on the skylight deck itself
- appears to be similar in construction to the fire racks that were permanently attached to the bulkheads of the saloon deck housing
- as this rack is free standing it must have had some sort of legs
- painted white.

Companionway
- located at the aft end of the boat deck
- leads to the aft saloon deck
- see saloon deck cabins aft exterior bulkhead for description and location.

Drinking cup
- there may have been a little white enamelled drinking cup associated with each water barrel.

Fire hose
- kept folded in fire hose rack
- connected to standpipe all of the time
- had brass fittings at both ends.

Life boat contents
- wet sacking
- oars
- bailers made out of tin and had a handle
- coal oil lantern
- tin of matches taped to keep out moisture
- a small hatchet tied at either end to cut ropes.
Canvas life boat covers
- some of the life boats may have had canvas covers prior to 1939
- painted grey
- held by gripes
- easily weathered.
Exterior Saloon Deck Housing and Saloon Deck

General Statement
The exterior appearance of the saloon deck housing differed little except in size from the Texas deck cabins.

Along the forward end of the housing there was located the observation lounge which has located around the forward curved bulkhead between the doors on the port and starboard sides 22 sets of windows. Each set was comprised of a main window and a transom window above it. Of all the windows in this section of the housing only four main windows open, namely windows 1 and 6 on either side counting from the ship's center line, whereas, all of the transom windows were fixed. Furthermore it was only these four windows that opened that had screens associated with them. The screens extended over onto the bulkhead and were secured by wing nuts secured to boards the same thickness of the screen framing. A fuller description of the window is given in the section dealing with the observation lounge interior.

Above the transom windows of the observation lounge a black out canvas was attached to the bulkhead. This canvas, from the photographic evidence, extended above the windows
from the port door to the starboard door. When not in use the canvas was rolled up and held in position by leather straps that appear to have been attached to the bulkhead at one end and to have had a gromet at the other end that could be slipped over a hook attached to the bulkhead once the canvas was rolled up. The canvas was of course required for night time sailing as light coming from the observation lounge created reflections on the water and thus reduced visibility for the man in the wheelhouse steering the vessel. At some point in time the canvas was removed, unfortunately, the exact date of its removal is not known. The absence of the black out canvas at a later date must have meant a change in the ship's operation, of which one possibility might have been that the lights in the observation lounge were turned off at night which is not at all unusual and the other possibility being that the ship ceased operating at night, which may have been the case after the 1954 conversion to cruise service.

Starboard of the ship's center line located below the first starboard exterior window was a fire hose rack which contained a hose that was connected to a fire hydrant stand pipe which came up through the deck and extended up along the forward bulkhead and then up through the deckhead, terminating at a fire hydrant stand pipe on the forward boat
deck. The take off point for the saloon deck hose, according to the photographs, appears to have been near the deckhead. The hose which was apparently fitted with brass fittings was always attached to the standpipe unless the standpipe was being used to wash the deck down at which time a reduction coupling was attached and a rubber garden hose was used. The standpipe appears to have been painted red, but, the fire hose rack seems in the earlier photographs to have been painted white.

Along both sides of the observation lounge exterior bulkhead one can generally see Captain's chairs lined up for the use of passengers. Former crew members have stated that there were also wicker basket chairs used by the passengers in the same location. Unfortunately, there is no photograph taken of the S.S. Klondike that has been inspected for this report that shows such chairs forward of the observation lounge bulkhead. Photographs taken of other ships do show all types of wicker basket chairs as noted by former crew members in the location mentioned above. Whether or not this signifies that the number of these chairs on the Klondike was so limited that the chairs were not transported out of the observation lounge, or simply that it was easier to carry out the smaller wooden captain's chairs, of which there appears to have been quite a large number, is not
known.

For the major part of the day most of the passengers would probably not have been in their staterooms and would either have been sitting in chairs on the deck, eating in the dining room, sitting in the observation lounge or engaged in some other activity and hence would not have been close to their staterooms to retrieve their life belts if something drastic happened to the ship. For this reason, life belt boxes were strategically located beside the forward companionways that led to the foredeck. The life belt boxes were simple, long, low boxes made out of tongue and groove siding with the lid covered with canvas. The number of life belts that the boxes by the forward companionways contained is not known nor is it known how they were stowed; however, it is expected that there were a sufficient number of jackets to have accommodated at least all of the passengers if not all of the ship's company as well.

In addition to the above there were two life rings attached to the outside of the forward railing. As has been noted for the boat deck life rings, there appear to have been two types as far as the painting scheme was concerned. Both types noted the name of the ship and 'Dawson'. One of them, however, also had the company flag and the red ensign
painted on. Most of the photographs that show the first type appear to have been taken in the year 1940 and the exclusion of the flags in that year may simply have been due to an over-zealous painter.

There was a main exit located on either side of the ship from the observation lounge. These doors appear to have been the only doors aboard the ship that had screen doors on the outside instead of inside as was the case for the staterooms. This may have been for the simple reason that the observation room doors were open most of the time and hence would have been safer for both the passenger and the door if it opened inward and aft to the aft observation lounge bulkheads.

The companionways to both the foredeck and the boat deck were located near the observation room doors. This location would appear to have been the most logical as most of the passengers would probably have exited from the interior through these doors. The companionways to the boat deck faced aft and sat up against the saloon deck housing. The companionway to the foredeck were forward of the observation lounge doors and the opening to the companionway was circumscribed on its port, forward and starboard sides by a railing that was of a similar design to that found around the perimeter of the whole deck. Neither
companionway appears initially to have had a hand rail associated with it. From photograph 450 it can be seen that at least by 1950 a hand rail had been installed in the companionway to the foredeck; however, the date of its installation is not known, nor is it known if by that time a hand rail had been installed in the companionways to the boat deck. No photographs studied for this report that were taken prior to 1950 seem to indicate that hand rails were associated with either the companionway to the boat deck or to the foredeck.

The area around the doors of the observation lounge seems to have been the focus of passenger flow not only to the deck above and below but also off of the ship. One way off of the ship was of course by way of the foredeck through the companionways noted above. The other way off of the ship was from the saloon deck itself by way of a dock gang plank that extended from the dock directly to the saloon deck where gates had been inserted into the railing which were lifted out when these gang planks were used. The gates in the railing were also in close proximity to the observation room doors.

Drinking water barrels similar to what was placed on the boat deck were also located just forward of the companionways to the foredeck. One suspects that they were
located in this area for the same reason as the other structures such as life belt box, companionways and so forth, as they appear to be the main passenger traffic areas and hence readily accessible to most of the people.

Going aft along both sides of the ship all one saw until one reached the aft saloon deck were the windows and doors of the various staterooms, cabins and passageways. The sequence of these windows and doors has been noted in the detailed sheets that follow. There were two changes made in the sequence, the dates of which are at this point in time purely speculative. The only change on the starboard side appears to have been the installation of another window in the purser's office. This window was probably added when the bunk was removed and another desk added, possibly due to an increase in the amount of work that the purser had to do when the ship was converted to a cruise ship in 1954. Photograph 40, taken either in 1953 or 1954, seems to indicate that that window may have been in place prior to 1954; however, the evidence is not conclusive. It can, however, be stated with certainty that the starboard exterior bulkhead was as constructed in 1937 until at least 1945. On the port side, the third door aft that is shown on the As-Found drawings, was originally a window. This door appears to have been installed when a shower was
inserted into the bathroom on the port side. Photograph 109, which seems to have been taken in 1950, suggests that the window-door conversion occurred after 1950 as the window was still in position in that photograph. Besides the additional window on the starboard side and the window to door conversion, both of which appear to have happened quite late in the Klondike's history, no other changes seem to have been made to these sections of the saloon deck housing.

There was a certain amount of fire fighting equipment associated with the port and starboard sections of the exterior saloon deck housing. On the starboard side a fire hydrant standpipe with hose and hose rack appears to have been in position from 1937. The same description given for this equipment located forward of the observation lounge also holds here. There was, when the ship was recorded, another standpipe, hose and rack located on the port side of the ship. There is a problem with this standpipe in that there is no photograph studied for this report that shows a fire hydrant standpipe or hose rack on the port side before the ship's conversion to cruise service. It must be stated that the photographs studied are all distance shots and there are no detailed photographs of this side as there are for the starboard side. However, similar distance shots
taken of the starboard side do show quite clearly the standpipe and fire hose rack on that side. One conclusion that can be derived from the above is that there may not have been a standpipe on the port side of the saloon deck housing until quite late in the ship's history, which may in some sense be supported by the fact that there was a standpipe located on the port side of the aft saloon deck that could have been considered of sufficient proximity to service at least part of the port side housing with the other section being serviced by the forward standpipe.

The only other fire fighting equipment associated with the port and starboard saloon deck housing was a fire axe held up by supports attached to the starboard bulkhead directly below the companionway leading to the boat deck. This fire axe was lowered when the extra window was installed in the purser's office.

The aft exterior saloon deck housing bulkhead initially had very little associated with it but this changed with the extension of the saloon deck housing aft in 1954. As the addition to the housing was never recorded the artifacts that were found on this bulkhead when the ship was recorded make very little sense and hence only those aspects of this bulkhead that were in place prior to the 1954 saloon deck housing extension will be discussed here.
Besides the doors to the galley and crews mess there were only three objects associated with the aft bulkhead, namely, a fire axe, a sign and the aft companionway to the boat deck. There were several other objects in close proximity to this bulkhead but they were not attached and will be discussed below. The fire axe was held in holders that were attached to the center of the bulkhead directly above the galley coal box that was located between the two doors noted above. The fire axe and holders appear to have been similar to what was detailed in the section dealing with the wheelhouse. A sign restricting 2nd class passengers to the aft part of the saloon deck was attached to the top port corner of this bulkhead. Between the sign and the galley door a companionway connected the saloon deck with the aft boat deck. This companionway was removed when the saloon deck housing was extended aft. The companionway differs from what can be observed on the rest of the ship. First of all each hand rail only had a newel at the bottom and the top with the top one actually being a boat deck railing post. Secondly, tongue and groove siding was applied to the underside of the steps; however, considering the steepness of the steps and the fact that the aft exterior saloon housing bulkhead was right behind it, the logic of the tongue and groove backing for the steps is not
evident, at least to this writer.

The location of the galley door in the aft bulkhead and a door leading to the bakeshop in the port bulkhead dictated the location of a slop chute attached inboard of the deck railing. When the ship was recorded there were two chutes, one with a semicircular opening at the top located about even with the passageway on the port side that led to the bakery and galley, and one with a rectangular opening located a couple of railing posts forward of the port lifeboat. The forward slop chute, according to photograph 219, appears to have been installed sometime in either 1938 or 1939. The earliest photographs that show the rectangular slop chute were taken in 1953; however, dated photographs of the 1945-1953 period are scarce and the above dated photographs do not necessarily mean that the slop chute could not have gone in prior to that date.

The starboard, port and forward exterior saloon deck has a deckhead above it. This was simply an extension of the boat deck or saloon housing deckhead forward and thwartships. The deckhead was held up from below by stanchions which were also used to support the saloon deck railing. The deckhead itself had various objects associated with it, namely a number of reinforcing blocks for the various objects attached to the boat deck above.
Lighting for the deckhead consisted of two bare bulbs on either side of the saloon deckhousing, the exact location of which is noted in the following detailed sheets. The two forward fixtures were operated by a key switch attached directly to the socket, but the aft ones did not have such a switch attached and it is not known how the two aft light sockets were activated.

Aft of the saloon deck housing there was quite a large expanse of open decking which appears to have been the location of much of the outdoor activity that went on onboard the S.S. Klondike for both passengers and crew. Passengers could partake of such activities as shuffleboard, quoits and possibly even badminton, whereas, the crew utilized this area to store such things as the work boat, galley coal, mops, buckets, and to perform such functions as making ice cream, cleaning vegetables and so forth.

Directly aft of the saloon deck housing and up against the bulkhead of the housing stood three structures all of which had to do with the galley, namely the ice box, coal box and vegetable locker. Both the vegetable locker and the ice box appear to have been made out of tongue and groove siding whereas the coal box seems to have been made out of ship lap. As the location and a description of these structures have been given in the detailed notes, no further statements will be made concerning them.

There is one particular object the function of which is not known which appears to have been attached to the
bulkhead just port of the galley door. The object, according to photographs, has the appearance of a metal container, the aft end of which, is semi-circular. The container appears to have had a metal lid on top. It is not known how far this container, if it is that, extended down the bulkhead. The earliest evidence that is available concerning this container is a photograph that may have been taken in 1943, and the latest evidence of this container are photographs that were taken no later than 1950. There is no evidence in hand that would suggest that the container was in position prior to 1943 and the former crew members that were on board prior to that year do not recall ever having seen it, nor did they have any idea what it was for.

The aft bulkhead of the saloon deck housing, especially in the coal box area, appears to have been used as a general storage area for mops, buckets, watering cans, squeegee and so forth and photographs of this area of the deck seem to bear this out.

Ice cream was at times made on board the vessel by the crew for which they had a two gallon icecream maker. The ice cream was made just aft of the crews mess, however, it is not known if the icecream maker that was used was stored in this location or simply brought there when in use.

Just aft of the vegetable locker and before one got to the aft king post there was an open area of the deck that was used for activities for the passengers. Two of these
activities, which appear to be common to a lot of ships, were quoits and shuffle board. The shuffle board targets were painted directly on the deck canvas and the court ran thwartships. There were back stops provided at the port and starboard railings to prevent overexuberant players from bringing an end to the game due to loss of equipment. As quoits only require rings and pegs the game could have been played virtually anywhere where there was sufficient space, whether on this deck, the boat deck, or even the freight deck.

One former crew member remembers that badminton was played on the aft deck. There certainly would have been sufficient room as the net could have been strung between the aft slanted hog posts. Unfortunately, there is no photograph studied that shows this activity taking place or evidence of such a court, but this does not mean that badminton could not have been one of the activities that the passengers took part in.

Aft of the shuffle board court stood two to four water barrels for galley use. This water was used when river water became unusable for the preparation of food. Originally, probably only in the first two years of the ship's operation, wooden barrels were used. Photographs taken after 1938 do not show wooden barrels, but rather metal barrels, both of the three bead barrel normally seen, and at times the drinking water barrels used by the
passengers. Whether the barrels were wood or metal they stood on typical water barrel stands as used on the other parts of the ship.

Aft of the water barrels came three life boats, or more correctly, two life boats and one work boat. Two of these boats were located beneath the davits and were attached to them by falls. One of the boats was stored midships between them on chocks. Photographic evidence indicates that the port life boat or life boat number 4 and the work boat changed positions depending on whether or not the work boat was in use.

As with the life boats on the boat deck the boats were generally covered with life boat covers and contained a minimum amount of equipment. The life boats covers and the contents of the life boats have already been dealt with in that section dealing with life boats on the boat deck and will not be duplicated here.

Near the boat that was stored midships stood a bell mouth vent with an identical vent further aft and port of the skylight above the crew's quarters. As the discussion for these vents is the same as that for the smaller vent on top of the meat locker what follows is equally applicable to all bell mouth vents. Of all of the photographs inspected there are two photographs, namely number 52 and 219, taken in 1937 or 38 that do not show bell mouth vents anywhere on the aft deck. All photographs taken subsequent to that date,
and a film of which photo 833 is a still print, with a definite date of 1939, show all three bell mouth vents in place. There appears that there is only one conclusion that one can come to and that is that the bell mouth vents on the aft deck and the meat locker were installed sometime before the fall of 1939 but definitely after the S.S. Klondike was launched in 1937.

When the S.S. Klondike was recorded two fire hydrant standpipes were located on the aft saloon deck with one just aft of each slanted hog post. All of the photographic evidence presently in our possession that shows the areas around these hog posts indicates that there was only one standpipe on the aft deck and that one was located port of the port slanted hog post. The evidence seems to suggest that when the saloon deck housing was extended aft the original fire hydrant standpipe was removed and two new standpipes were installed in the location noted above.

Whether or not a fire hose and fire hose rack were associated with the original fire hydrant standpipe near the port hog post is not known as no evidence for such a hose has been found. There was a hose looped about a hook or some protruberance attached to the port side of the port slanted hog post, but this appears to have been an ordinary rubber garden hose used to wash down the deck.

The other fire fighting equipment aft was a bucket rack which sat along the starboard side of the boat that was
stored midships. The earliest detailed evidence available, that is from the 1939-40 period, indicated an eight hole bucket rack which appears to hold flat bottomed buckets. The latter point is purely speculative and is only based on the way the buckets sit in the rack. The information given for the fire bucket racks on the skylight and Texas decks applies equally to this bucket rack and will not be reiterated here.

Besides the fire fighting equipment there were of course the inevitable life rings with one each attached to the outside of the railing aft of each life boat position. What has been said previously concerning the other life rings on the forward saloon deck and upon the boat deck is equally applicable here.

Aft of the slanted hog posts stood very little with the major item being the meat locker. The meat locker in its appearance appears to be identical to what was used on the Klondike No. I. As the structure is free standing and would easily have been removed when the first Klondike sank the possibility of the two meat lockers being one and the same seems quite likely. An inspection of both lockers indicates that the only observable difference is the inclusion of a bell mouth vent attached to the roof of the locker found on Klondike II. As has been noted earlier no vent can be seen in photographs 219 and 52 taken in 1937 or 1938 and, hence, the bell mouth vent was not attached until after the
Klondike started operating. Detailed information concerning the internal and external members of the meat locker are at best very minimal and have been outlined in the detailed sheets.

Just forward of the meat locker and along the ship's center line sat a skylight which provided natural light for the crew's quarters that were situated below it. The skylight was removed when the saloon deck housing was extended aft in 1954 hence the only information presently available is photographic. No further information will be given here except what is given in the detailed sheets. As the bulkheads in the crew's quarters did not extend right up to the deckhead the skylight which appears to sit centrally over all of the quarters probably provided light and air to all of them.

On the starboard side of the ship outside of the slanted hog post is a companionway to the engine room. The starboard, forward and port sides of the opening were protected by railing similar to what circumscribed the whole deck. A more complete description of this companionway will be given in the section dealing with the freight deck.

At the aft end of the ship was the transom bullwork which although given some space in the detailed sheets in this section will be dealt with in more detail in the section with the freight deck exterior housing.

There are other structures observable on this deck
which as has been stated when discussing other decks are not really members of the deck but extend through it and serve other functions. These, of course, include the aft vertical hog posts, the aft slanted hog posts, the spreader bars associated with both of these hog posts, the vertical hog posts up against the aft saloon deck housing, the aft king post, the hog chain for the king post and the bar spreader associated with these chains, the various hog chains for the above hog posts and the flashing and boots where each of these members extend through the deck. These members, although detailed off in this section, are aspects of the ship that do not bear directly on the saloon deck as their function has more to do with the hull and ship's stability.

Circumscribing the whole deck with the exception of the aft end was of course a railing. Stanchions, supporting the boat deck, that were located along the forward perimeter of the saloon deck were used as saloon deck railing supports. Along the aft end of the ship the transom bullwork extended above the saloon deck and hence took the place of a guard rail in that area.