THE S.S. KLODIKE, 1937-55:
A STRUCTURAL HISTORY
by Arnold E. Roos

VOLUME II
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Description Exterior Bulkhead Saloon Deck Housing

**Starboard Bulkhead**

(includes forward bulkhead)

**Source of Information**

AF, 6-47-s102;
AF, 7-47-s103.

Position of starboard bulkhead pre-1954

- the bulkhead extends from station F 34 feet 4-7/8 inches to A 52 feet 10 inches for a total of 87 feet 2-7/8 inches
- the measurement is a straight line measurement along the ship's center line and not the actual length of the bulkhead as the forward section curves in meeting the port bulkhead at the station noted above
- the height of the housing is 6 feet 7-5/8 inches measured from the deck to the deckhead frames.

Windows

- in observation lounge
- see description of windows in obser-

AF, 6-47-s102;
P. 120, 170, 171,
411, 450, 458,
vation lounge, interior forward 779, 780, 781, 787, 835, 841.

- 11 windows between ship's center line and door into observation lounge
- windows 1 and 6 from center line can be opened
- each window has a transom window above it, for description see observation lounge, interior forward bulkhead
- painted white
- 1/2 inch moulding used around windows.

Screen holders AF, 6-47-s102;
- beside windows 1 and 6 counting from center line of ship P. 450, 779, 780, 781, 787.
- two boards 3/4 inches thick, one on either side of the window
- width of boards beside window 6 is 1-1/2 inches
- width of boards beside window 1 are 1-1/2 inches for starboard board and three inches for port, as the port board also serves window number 1 on
the port side
- two wing nuts should be attached to
each board to hold screen against bulkhead
- painted white.

Spacer boards
- between deckhead frames
- 1 inch x 3-1/2 inches
- length is dictated by distance between frames
- painted white
- run full length of starboard and port bulkheads.

Quarter round
- at junction of bulkhead with deckhead frames and spacers
- 7/8 inch
- painted white
- runs full length of bulkhead.

Cedar Planking
- between windows and deckhead frames
  of observation lounge windows
- also between the windows
- 1/2 inch
- painted white.

Window sill AF, 6-47-s102;
- below windows running the full P. 450, 779.
  length of the forward observation
deeck bulkhead
- has 7/8 inch quarter round below it
  at junction of tongue and groove
  siding and sill
- painted white.

Tongue and groove siding AF, 6-47-s102;
- below windows of observation lounge P. 450, 779.
- extends to deck
- has 1-1/4 inch quarter round at
  junction of siding and deck
- painted white
- covers all of bulkhead except for
  windows and doors aft of observation
  lounge door.

Beams AF, 6-47-s102;
- extend through cedar planking above P. 120, 322, 450,
  windows of observation lounge 463, 779, 780,
- see description deckhead 787.
- painted white.
Hooks
- on cedar board above windows
- 11 hooks which vary in spacing from 1-1/2 feet to 2 feet 10-1/4 inches
- used to hold up black out canvas.

Fire hose rack
- 1 foot 1 inch starboard of ship's center line and up against the bulkhead
- two sides, 2 feet 7/8 inches high and 4-3/4 inches wide with shaped top and bottom
- three slats, 1/2 inch by 2-1/8 inches, screwed to the front of the rack, 4-1/2 inches, 11 inches and 17-1/2 inches from the bottom
- one slat recessed into the back, 2-1/8 inches from the top
- thin, 1-3/8 by 3-1/4, metal sign painted yellow attached to the front top slat with lettering 'NO' on it and the number 5 painted in white beside the sign on the slat
- a board is notched into the side pieces 2 inches from the bottom and
serves as bottom shelf
- rack is now painted red, originally it was white
- had hose folded into it
- hose was connected to standpipe at all times
- hose had brass fittings.

Screen door catch mounting board  AF, 6-47-s102.
- located up against forward door jamb
- 3 feet 10-1/2 inches above deck
- forward corners rounded.

Screen door catch  P. 170, 458.
- probably black enamel lightning closure
- see typical stateroom for description.

Screen door  AF, 6-47-s102;
- see description staterooms of saloon P. 170, 455, deck or Texas deck cabins. 458, 463.

Screen door hinges  AF, 6-47-s102.
- attached to hinge blocks beside aft door jamb edge
- bottom block 4 inches off of the 
dock and the top block is 1-1/2 
 inches from the top edge of the 
door jamb 
- for description of hinges see des­
cription of hinge in Texas deck 
stateroom.

Window door sequence  
- starting at the forward end at ship's  
center line:  
- 1-11/W denotes 11 windows in saloon  
section  
- super script = window number  
- sub script = door number  

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1 2 3 4 5 6 7 8 9 10

- screens on all windows except as 
 noted for observation room windows  
- window number 13 probably put in in 
1950s, see note given in section 
dealing with purser's cabin.

Doors  
- all except door number 5 noted above  
- single leaf, cabin doors are approx-

AF, 7-47-s103;  
AF, 3-42-s44;  
AF, 4-42-s45;
imately 2 feet by 6 feet except for AF, 5-42-s46;  
doors, 1 (that is the door into AF, 8-42-s49;  
the observation lounge) which appears to be 2-1/2 feet wide  
P. 128, 223.
- 5 plain recessed panels  
- single unit polished brass door knob  
  and escutcheon with rim lock  
- two hinges on forward jamb  
- all doors are shown to open aft to  
  forward except observation room  
  screen door  
- all doors stained brown and varnished  
- 1/2 inch moulding used around doors.

Door  
- number 5 in above sequence  
- opens to passageway which leads to  
  dining room  
- single leaf, four plain recessed  
  panels  
- top panel in top 2/5ths of door is  
  glass  
- middle panel horizontal  
- bottom two panels vertical  
- glass held in by moulding
- lock and hinges similar to other doors.

Cabin sign plates
- above door lintel
- 1/16 inch thick aluminum held to bulkhead by 2 round headed wood screws on either side of plate
- background unpainted
- lettering free hand in black paint
- two, 3/8 inch + yellow vertical stripes on either side of the number
- see cabins for possible original numbering
- not known whether or not these signs are original and taking into consideration the Texas deck cabins they may not be.

Exit sign
- above door to dining room passageway
- similar in construction to above sign except 1 foot long and noting word EXIT
- probably not original, see note
above.

Fire Axe holder
- below window number 13
- for description see either wheelhouse or aft exterior bulkhead Texas deck cabins
- was higher on bulkhead before window installation.

Screw eyes and hooks
- there are some screw eyes or hooks forward of some of the doors
- probably used to hold doors open.

Fire hose rack
- below window 17 noted above
- two sides, 4 inches wide and 2-1/2 feet high with shaped ends
- three, 9/16 inch x 1-7/8 inch slats screwed to the front, 7-3/8 inches, 14-1/2 inches and 19-3/4 inches above bottom edge
- two slats recessed into the back, one 3-1/2 inches from the bottom and one 4 inches from the top
- a board is notched into the side pieces and acts as a bottom
- painted red, may originally have been painted white
- screws are used throughout
- had hose folded in it
- hose was connected to standpipe at all times
- hose had brass fittings.

Mounting board
- for hydrant pipe to boat deck
- up against aft door jamb of door number 6 in above noted sequence
- size of board is 1 inch x 2 inches x 8-1/2 inches
- located 10-1/2 inches below deckhead frames.

Fire hydrant stand pipe
- aft of door number 6 in above sequence
- not detailed in As-Found drawings
- see location of hydrant noted on boat deck.
Companionway or stairs to boat deck
- located between windows 12 and 13 in above sequence
  - two, 7-3/4 inches x 1-1/4 inches
    - stringers extend from footing on saloon deck to boat deck
  - 10 treads spaced 7-1/2 inches apart notched into the stringers
  - stringers notched into 1-1/4 inch thick footing
  - footing is 1 foot x 3-3/4 inches with all corners rounded
  - inside stringer sits 3/8 inch off of exterior bulkhead
  - standard fascia is used to cover exposed deckhead frames in companion-way opening in boat deck
  - central portion of treads are covered with rubber tread
  - top of companionway opening has standard edgeboard surrounding it on which railing is located. See railing boat deck
  - companionway had no hand railings.
Windows
- see description of window given in stateroom interiors
- 1/2 inch moulding used around window.

Standpipes
- for locations of standpipes up against saloon deck housing see general statement preceding this section.

Screens
- on windows 1, 6, 12-21 in above noted sequence
- a simple rectangular frame with screening attached to it and moulding nailed over top of the screen edges
- frame appears from photo 128 to have extended over onto the bulkhead
- painted green
- screen on window 14 appears to have been removed sometime subsequent to 1943.
Black out canvas  
- for observation lounge windows  
- continuous around observation lounge  
- rolled up when not in use  
- held in rolled up position above  
  windows by leather straps which  
  appear to be evenly spaced; however,  
  the number of straps or their spacing is not known  
- canvas appears to have been removed sometime in the 1940s.

Port Bulkhead  
(includes forward bulkhead)

Position of port bulkhead pre-1954  
- see note starboard side.

Windows: observation lounge  
- see observation lounge windows, starboard side.

P. 322, 779, 780, 781, 787, 835, 841.  
AF, 8-47-s104;  
Screen holders for observation room windows
- see screen holders, observation lounge, starboard side.

Spacer boards
- see spacer boards, saloon deck housing, starboard side.

Quarter round
- at junction of bulkhead with deckhead frames and spacers
- 7/8 inch
- painted white
- runs full length of bulkhead.

Cedar planking
- see saloon deck housing, starboard side.

Tongue and groove siding
- see saloon deck housing, starboard side.

Hooks
- above observation lounge windows
- see saloon deck housing, starboard side.

Screen door catch mounting board
- located up against forward door jamb
- 3 feet 9-1/4 inches aft of the deck
- forward corners rounded.

Screen door catch
- probably a black enamel lightning closure
- see description of staterooms.

Screen door
- see description, staterooms of saloon- or Texas-deck cabins.

Screen door hinges
- attached to hinge blocks up against the aft door jamb edge
- bottom hinge block 4-3/4 inches off of the deck and the top block is 7-1/2 inches from the top edge of the door jamb
- for description of hinges see description of hinge in Texas deck
stateroom.

Eye hook

- there is a large eye hook attached to the bulkhead below window number 11, 1 foot 5 inches up from the deck and 1 foot 2-1/2 inches forward of observation lounge door jamb
- purpose is not known.

Window door sequence

- starting at the forward and according to As-Found blue prints
- super script = window number
- sub script = door number

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- screens on all windows except as noted for observation room windows
- window number 13 is pushed down and a screen nailed in to the open 6 inches
- door number 3 was a window prior to 1953.
Doors
- all except doors numbered 3 and 6 noted above
- single leaf with cabin door having approximate dimensions of 2 feet by 6 feet, whereas door number 1, that is the door into the observation lounge, appears to be 2-1/2 feet wide
- 5 plain recessed panels
  - top two panels vertical
  - middle panel horizontal
  - bottom two panels vertical
- two hinges on forward door jamb
- all doors should open aft to forward
- door number 10 is shown in As-Found blue prints to open forward to aft; however, it is suspected that this has been changed
- all doors are stained brown and varnished
- there is 1/2 inch moulding around doors.

Doors number 3 and 6 in above noted sequence
- door number 3 may have been added
during 1954 refit
- door number 6 opens to passageway which leads to dining room
  - single leaf with four plain recessed panels
  - top panel, located in top 2/5ths of door, is glass
  - lower three panels similar to that noted for doors above.

Cabin sign plates
- see description, saloon deck housing starboard side.

Screw eyes and hooks
- there are some screw eyes and hooks forward of some of the doors
- probably used to hold the doors open.

Fire hose rack
- below window 16 noted above
- see description, saloon deck housing starboard side
- hose folded into it
- all hoses connected to standpipe at
all times
- hose had brass fittings.

Companionway to boat deck
- see description, saloon deck housing starboard side
- location should be almost identical.

Missing object
- located between doors 6 and 7 noted above
- toward the top of the doors
- has electrical wire protruding below it through the bulkhead
- witness mark dimensions 3-3/4 inches x 4-1/2 inches.

Metal patch
- located 6 inches aft of door number 6, 2 feet 5-3/4 inches above the deck
- purpose not known.

AF, 9-47-s105;
AF, 15-47-s111;
Tr., Jan. Conf.
Sat. III, p. 8.
Windows
- see description of windows given in stateroom interior
- 1/2 inch moulding used around window.

Screens
- on windows 1, 6, 12, (d3), 14-20 of above noted sequence
- d3 or door number 3 was a window until at least 1953
- a simple rectangular frame with screening attached to it and moulding nailed over top of the screen edges
- frame appears from photo 128 to have extended over onto the bulkhead
- painted green.

Black out canvas
- for observation lounge windows
- continuous around the observation lounge
- rolled up when not in use
- held in rolled up position above windows by leather straps evenly
spaced, however, the number of straps or this spacing is not known - canvas was removed sometime in the 1940s.

Window sill

- below observation lounge windows P. 740.
- see description, starboard side.

Beams

- extending through cedar planking P. 319, 420, 526, above windows of the observation lounge 779, 781.
- see description, deckhead
- painted white.

Aft Bulkhead

Dimensions of bulkhead AF, 10-47-s106.

- bulkhead is located at station A 52 feet 10 inches +
- extends 15 feet 6-1/4 inches port and 15 feet 7-7/8 inches starboard of the ship's center line
- height is 6 feet 8 inches measured
along ship's center line from the
deck to the lookout rafter.

Tongue and groove
- used as covering for bulkhead
- see wheelhouse for detailed description.

Galley door
- starboard edge is 2 feet 11-3/4 inches port of ship's center line
- see description given in galley interior aft bulkhead
- top half glass prior to 1953 after which it was replaced by plywood.

Crew's mess door
- port edge of door is located 5 feet 7-1/8 inches starboard of ship's center line
- see description, crew's mess interior aft bulkhead.

Fire extinguisher holder
- is comprised of a wooden block attached to the bulkhead 3 feet 7 inches above the deck and a sash
lift hook located 5 feet 9-1/2 inches off of the deck, both of which are approximately 6 feet 10 inches port of the galley door
- the wood block has a groove cut out of its top on the bulkhead side, probably used to secure bottom lip of the extinguisher
- block is 4 inches high x 1-1/2 inches wide x 1-1/8 inches thick and is held to bulkhead by two wood screws
- handle hook is an inverted 1-5/8 inches wide, 1/32 inch thick, brass sash lift hook
- installed subsequent to 1945, probably in 1954 conversion.

Board AF, 10-47-s106.
- a 3/4 inch x 5-3/4 inch x 11-1/2 inch board is attached to the bulkhead, 4 feet 8-1/2 inches above the deck and 5 feet 5-1/2 inches port of port edge of galley door
- purpose not known
- probably installed in refit of 1954.
Wall shelf
- starboard edge is 1 foot 10-1/4 inches port of port edge of galley door
- bottom is 3 feet 9 inches off of deck
- has two sides with top and bottom shaped
- two shelves extend between the two sides
- width of shelves are 3 feet 3/4 inches
- depth on starboard side is 1 foot 1/2 inch, on port side 8-7/8 inches with the recess starting 7-1/2 inches starboard of port side
- shelves have 2 inch moulding attached to the front edge
- shelves probably installed in refit of 1954.

Stand
- comes in two sections
- bottom section is 4 feet 1-3/4 inches over from port edge of galley door
- top section is 4 feet 1-1/2 inches port of port edge of galley door and 3 feet 2-1/4 inches above the deck
- top section is a 1/16 inch x 1-1/4 inch x 3 feet 8-1/2 inch semi-circular strap of metal screwed to the wall
- bottom section is a shelf which comes 1 foot 5 inches out from the bulkhead and has a semi-circular front end
- aft end of shelf rests on a board attached to the bulkhead
- front end is braced by a 3/4 inch x 3 inch board running to top edge of quarter round located at junction of deck with bulkhead
- stand may have held a tank or barrel installed during 1954 refit.

Light switch
- surface mounted
- plastic
- probably installed in 1954 refit
- located just port of ship's center line, 5 feet 4-1/2 inches above the
deck
- probably installed during 1954 re-fit.

Fire axe holder
- see description of holder in wheel-house or aft exterior bulkhead boat deck cabin
- haft holder located 4 feet 2-3/4 inches above deck and 5 feet 1/2 inches port of port edge of crew's mess door
- axehead faces toward starboard side
- may be the location of fire axe attached to this bulkhead prior to 1953.

Fire extinguisher holder
- see description of holder on port side of galley door
- located 2-1/2 feet starboard of starboard edge of crew's mess door
- wood block is located 3 feet 7-3/8 inches above the deck and handle holder is 5 feet 10-1/8 inches above the deck
- not in place in 1943 may have been
installed in 1954.

Joint in bulkhead
- parallel to starboard edge of galley door
- 1 foot 3-5/8 inches starboard of starboard edge of door and approxi-
mately three feet 5 inches above the deck
- apparently cut to install new stove sometime in the 1950s.

Companionway to boat deck
- its location is indicated by missing boat deck edgeboard and the half round along the fascia board
- width of the missing section is 2 feet 8 inches
- approximate distance from port edge of aft bulkhead is 6 feet 1 inch
- the companionway has 9 treads be-
tween the saloon and the boat decks
- there was a hand rail on either side that extended down from the aft boat deck railing to a newel that ex-
tended up from the saloon deck
- newel height appears to be about the same height as the railing posts on the boat deck
- there appear to be no balusters between the boat deck railing and the bottom newel
- the hand rail appears to be of the same size as the top member of the deck railing
- treads have tongue and groove boards running from companionway top to the bottom between the stringers and along the forward edge of the treads in relation to the ship
- treads, stringers, and tongue and groove backing were painted a dark colour which may have been black
- hand rail appears to have been painted a buff colour
- newel appears to be white
- the angle of the companionway appears to be quite steep.

Quarter round AF, 10-47-s106;
- at junction of bulkhead with the deck P. 292.
- 1-1/4 inch.

Painting scheme
- bulkhead when recorded was painted a light brown over white
- light brown paint was probably applied during 1954 refit
- originally white.

Sign
- located at the top port corner of the aft saloon deck bulkhead
- stated '2nd Class Passengers Not Allowed Forward of This Point'.

Container
- located on bulkhead port of galley door and starboard of companionway
- appears to be made out of metal
- has straight sides port and starboard sides with semi circular aft end
- top of container about flush with top of galley door
- the container appears to have a

AF, 10-47-s106;
P. 145, 155, 216, 279, 292, 503, 505, 509.
P. 145, 155, 279.
P. 40, 41, 42, 503;
metal lid with a handle attached lying on top
- a small pipe seems to extend from its starboard side near its top to the bulkhead and possibly from there into the galley
- not in evidence prior to 1943 and may have been in place till at least 1953
- use not known, may have held water.

**Deckhead: External Saloon Deck Promenade**

Deckhead frames
- on approximately 18 inch centers
- run thwartship
- ends covered by fascia board
- all deckhead thwartship frames are 1 inch x 3-1/2 inch cedar unless otherwise noted
- painted green
- continuous with frames in state-rooms.
Beams

- there are 5 beams extending forward below deckhead frames from the exterior observation room bulkhead
- located 13 feet 5 inches port of center line, 6 feet 11 inches port of center one along ship center line, 6 feet 10-3/4 inches starboard of center line and 13 feet 1-1/4 inches starboard of the ship's center line
- all beams except that on center line curve outboard from the forward fascia board following fore-aft boat deck edge outline
- all beams 2-1/4 inches x 4-1/2 inches
- a stanchion that extends to the saloon deck supports the forward end of each beam.

Light fixtures

- two light fixtures, one on each side, approximately 22 feet forward of As-Found reference point with the starboard one 2 feet 8 inches in from
the fascia board and the port one 2-1/2 feet in
- two light fixtures, one on each side, aft of the reference point
- starboard one is 46 feet + aft of reference point and 2 feet 5-3/8 inches in from fascia board
- port one is 49 feet + aft of reference point and 2 feet 4 inches in from fascia board
- light fixture base is a 3-1/2 inch square wooden block 1 inch thick with chamfer
- base held to deckhead by two flat head wood screws
- base has hole in center for wires
- fixture has circular porcelain base held to wooden base with 2, 1 inch wood screws
- painted metal socket (probably copper or brass) with black plastic key switch attached to porcelain base
- socket has cardboard insert inside
- aft two fixtures noted above do not have key switch.
Reinforcing blocks
- attached to external deckhead
- for:
  - boat deck drains
  - davits
  - vang attachments
  - running light base
  - spar keeper straps
  - foremost keeper straps
  - spotlight base
- for location and description see
  description of noted structures on
  boat deck.

Stanchions or railing posts
- that extend from saloon deck to
deckhead
- for location and description see
  railing, saloon deck.

Deckhead covering
- deckhead above frames is tongue and
groove cedar decking of next deck up
- painted green.
Companionways to boat deck
- see description and location boat deck.

Painting scheme of deckhead

Fascia board
- similar construction to all other decks and deckheads
- see full description, wheelhouse or Texas deck
- half round probably painted buff.

Description Saloon Deck

Hog posts aft AF, 2-47-s98;
- up against forward end of the aft transom AF, 11-13-s94;
- one on either side of ship's center line with flashing at base of post, p. 2, 5, 8, 14,
- posts are 27 feet 4-3/8 inches apart 42, 52, 70,
- port post 132 feet 5 inches aft of 175, 192, 203,
132 feet 5 inches aft of 331, 334, 405,
531, 812.
As-Found reference point
- starboard post 132 feet 7 inches aft of reference point
- from the top of each hog post a chain extends aft to the paddlewheel supports or cantilever beam and two chains extend forward and downward
- detail of hog post and fittings similar to what was described for hog post on boat deck.

Hog chains
- location of forward hog chains at deck level with all measurements from As-Found reference point are as follows:
  Port chains
  1) 16 feet 7-1/2 inches port and about 119 feet aft
  2) 14 feet 2-1/2 inches port and 118 feet 8-1/2 inches aft
Starboard hains
1) 16 feet 1 inch starboard and 119 feet aft
2) 13 feet 7-3/8 inches starboard
    and 118 feet 8-1/2 inches aft.

Hog post flashing
   - see description given for boat deck
     hog post.

Hog post spreader between aft hog
posts
   - two, five inch x 2 inch, boards ex-
     tend 27 feet 1/4 inch between hog
     posts
   - boards have spacers between them so
     that they have a 1 foot separation
     in the center and a 3 inch separa-
     tion at the ends
   - center spacers are made of 2 inch x
     5 inch boards
   - spacers are located approximately 3
     feet apart
   - end spacers extend approximately 1
     foot 1 inch along boards from either
     end
- end spacers have hole for pin to hold spreader to hog post
- outboard end of pin has two square nuts and a 4-1/16 inch diameter 1 inch thick steel pad
- inboard end of pin has one hexagonal nut and two square steel plates the outer one 3-1/8 inches square and 1/2 inch thick and the inner one 4 inches square and 5/16 inches thick
- spreader positioned so that spacers are vertical to deck
- there is a 3/8 inch pin with riveted ends beside each spacer except at the end ones.

Canvas

- laid thwartships
- 22 inches wide canvas with an overlap of 1-1/2 inches at each joint
- staples every 1/2 inch along joint
- painted grey after it was laid
- patched if hole burned into it.
  Patching was done with patch, glue and staples
- patch may also have been sewn.

AF, 2-47-s98; P. 1, 53, 142, 149, 153, 188, 192, 201, 203, 217, 222, 279, 331, 334, 505, 509, 756, 758; Tr., Farber, p. 78; Tr., Coghlan,
Aft Queen (hog) posts
- one each side of ship's center line
- distance of hog post flashing to center line
  1) port post 13 feet 4 inches
  2) starboard post 13 feet 2-3/4 inches
- distance of forward edge of flashing aft of As-Found reference point
  1) port post 96 feet 2-1/4 inches
  2) starboard post 96 feet 2-1/2 inches
- three hog chains attached to each post with one going forward to hog post up against aft bulkhead of saloon deck cabins and two chains going aft and down to the deck
- steel anchor plate and collar on top
of posts is same as was noted for hog posts on boat deck.

Hog chains on above hog post - noted as being similar to what was found on hog posts on boat deck
- aft hog chains enter deck at following locations

Port chains
1) 14 feet 1-1/2 inches port of center line, 120 feet 11 inches aft of As-Found reference point
2) 16 feet 7-1/2 inches port of center line, 120 feet 8 inches aft of reference point

Starboard chains
1) 13 feet 10 inches starboard of center line, 120 feet 11 1/2 inches aft of reference point
2) 16 feet 1 inch starboard of center line, 120 feet 11 inches aft of reference point

Hog post flashing
- for aft Queen (hog) posts
- see description given for boat deck

AF, 2-47-s98;
P. 5, 8, 52, 155, 203, 331, 501.
P. 5, 149, 203.
Hog post.

Hog post spreader
- similar in construction to spreader found on aft hog posts
- see description, spreader for aft hog posts
- height off of deck not known.

Hydrant standpipes
- one directly aft of each slanted hog post
- one located 13 feet 10-1/2 inches port of center line and 100 feet 1 inch aft of reference point
- starboard one located 14 feet starboard of ship's center line and 98 feet 10-3/4 inches aft of reference point
- not detailed in As-Found blue prints
- standpipes should be painted red
- probably similar to what was found on boat deck
- there was no standpipe originally associated with the starboard hog post and date of its installation is
not known
- standpipe was originally port of the
  port hog post and date of reposi-
  tioning is not known.

Life boat davits
- two sets, one starboard and one port
- similar in construction as was noted
  for davits on boat deck
- see the boat deck for description
- location of starboard davits:
  - forward davit 74 feet 8-1/2 inches
    aft of As-Found reference point, aft
  davit 92 feet 10-1/2 inches aft of
  reference point
- location of port davits: forward
  davit 75 feet 1-7/8 inches aft of
  reference point, aft davit 92 feet 3
  inches aft of reference point
- only difference between boat deck
davits and saloon deck davits is
  that the latter davits extend down
to the freight deck whereas the boat
deck davits extend down to the
saloon deck
- for falls see boat deck.
King post
- located on center line of ship 72 P. 41, 70, 147, 155, 188, 512, 832, feet 11-1/2 inches aft of ship's reference point
- king post flashing and the hardware found atop the post are the same as that used for the forward king post detailed in the section dealing with the Texas deck
- see description Texas deck
- has three hog chains attached to plate atop post, one of which goes to forward king post and extends aft and down to and through the deck
- photographs indicate king post was probably salvaged from the Klondike No. I.

King post flashing
- see king post flashing Texas deck.

King post aft hog chains
- starboard chain at deck level located 13 feet 8-3/4 inches starboard of center line and 119 feet 6-1/2 inches aft of As-Found refer-
ence point
- no data is given for the port chain; however, probably close to location of starboard chain except port of center line of ship.

Timber spreader on king post hog chains AF, 2-47-s98;
- between hog chains aft of king post AF, 33-47-s129;
- eight sided post 8 inches in diameter P. 8, 11, 52, 70, 147, 155, 331, 334, 501.
- 28 feet 3-1/8 inches long
- octagonal section extends to within 2 feet 10-3/4 inches of either end beyond which the beam is squared
- ends of spreader are reduced to 2-1/4 inch widths which are inserted into rectangular spacer of hog chain connection installed in hog chain at this point
- angle irons have been installed on either side of the reduction step at both ends of the timber so that one side of the angle iron rests on the outside of the squared timber and the other side of the iron rests along the reduction step
- irons are held to timber by two RD. HD. bolts that extend through timber and both angle irons
- height off of the deck of spreader is not given.

Companionway railing
- for companionway to freight deck aft AF, 2-47-s98;
P. 501, 758.
- outside edge of opening located 18 feet 6-1/4 inches starboard of ship's center line
- forward edge located 96 feet 2-3/8 inches aft of As-Found reference point
- external dimensions of opening 6 feet 4 inches x 2 feet 5-1/4 inches
- see description of saloon deck railing.

Middle Queen (Hog) posts
- located up against aft bulkhead of saloon deck cabins AF, 2-47-s98;
P. 145, 155, 189, 279, 292, 512.
- each post holds two chains one going aft and the other forward
- port hog post flashing is 13 feet 2 inches port of ship's center line,
aft edge of flashing is 53 feet 9 inches aft of reference point
- starboard hog post flashing is 13 feet 3 inches from ship's center line and aft edge of flashing is 53 feet 9 inches aft of As-Found reference point
- hardware on top of the hog post is similar to that described for hog posts on boat deck
- see description boat deck.

Hog post flashing for above posts P. 145, 292.
- see description boat deck hog post flashing.

Hog chains P. 155.
- for above hog posts
- see description boat deck.

Deck hooks for fenders (fender hooks) AF, 2-47-s98;
- located both port and starboard AF, 13-47-s109;
sides at following locations with P. 8, 70, 145,
all measurements referred to 147, 187, 501,
reference point 510, 799.
Port:
1) A 121 feet 10 inches  
2) A 99 feet 3 inches  
3) A 75 feet 5 inches  
4) A 52 feet 7-3/4 inches  
5) A 30 feet 11 inches  
6) A 8 feet 4-5/8 inches  
7) F 14 feet 4-3/4 inches  
8) F 36 feet 4-1/4 inches  

Starboard:  
1) A 122 feet 11 inches  
2) A 99 feet 5-1/2 inches  
3) A 75 feet 7-1/2 inches  
4) A 52 feet 9-5/8 inches  
5) A 31 feet 10-1/4 inches  
6) A 8 feet 6-1/4 inches  
7) F 13 feet 10-3/4 inches  
8) F 36 feet 3-1/4 inches

- overall length is 10 inches  
- width of metal 2 inches  
- thickness 1/4 inch  
- hook takes up forward 4 inches  
- internal width of hook is 2-1/2 inches  
- bottom of hook is 1 inch above bottom of holding section  
- back or holding section held to deck
by nuts and bolts
- hook is parallel to deck with hook section resting on deck edgeboard.

Rubbing posts or fenders
- attached to above noted hooks
- fenders measure 5-1/2 inches by 7-3/4 inches by 13 feet 5-1/4 inches
- bottom and top ends facing out are rounded
- each fender has two rectangular holes beside each other 9-1/2 inches from the top through which 1/4 inch diameter cable is looped
- a screw eye is located 7 feet 7 inches down the aft edge
- top 6 feet 7-3/4 inches is painted white and the bottom black.

Deck drain flange
- for deck drains along both port and starboard sides at the following locations and just inboard of the deck edgeboard. All measurements are from As-Found reference point

Port:
1) A 102 feet 11-3/4 inches
2) A 79 feet 2-1/4 inches
3) A 58 feet 3 inches
4) A 41 feet 9-3/4 inches
5) A 36 feet 2-1/2 inches
6) A 24 feet 9 inches
7) A 13 feet 11-1/4 inches
8) F 8 feet 6-1/2 inches

Starboard:
1) A 103 feet 2-1/4 inches
2) A 79 feet 5-3/4 inches
3) A 58 feet 4-1/4 inches
4) A 42 feet 10-1/4 inches
5) A 36 feet 6 inches
6) A 24 feet 9 inches
7) A 15 feet 5 inches
8) F 7 feet

- flange is of similar construction as was found on the boat deck
- see description boat deck.

Deck drains
- below above noted flanges
- similar in construction as was found on boat deck
- see description boat deck.
Footings for boat deck davits
- inboard of deck edgeboard at following locations. All measurements from ship reference point
Port:
- A 42 feet 4 inches
- A 25 feet 3-7/8 inches
Starboard:
- A 42 feet 10-1/4 inches
- A 25 feet 3-1/2 inches
- see boat deck for description.

Steel rods
- there are steel rods which run from deck edgeboard on saloon deck to boat deck
- the upper ends of the rods on the boat deck are formed into rings which are used as anchors for funnel and main mast cables
- see boat deck for location and description.

Slop chute
- two slop chutes located up against the port railing at
- locations at A 52 feet 7-3/4 inches and A 39 feet 6-5/8 inches
- aft chute installed sometime after 1941
- extends from top of railing level through saloon deck and then along the outside of the freight deck and extending through and below the main or freight deck 4-1/2 inches along the hull
- top of chute is angled inward and has opening dimensions of 1 foot 5-5/8 inches x 1 foot 2-1/4 inches
- there is a 3-1/2 inch lip painted the same as the railing fastened to the railing by 6 screws spaced evenly
- sides and inboard edge consists of rolled over 13/16 inch diameter tubing
- front and sides of chute angle inward as a square funnel 11 inches above the deck where chute becomes a rectangular tube 11-3/4 inches x 4-1/4 inches
- inboard height of funnel section is 1 foot 4 inches, railing height of
funnel section is 1 foot 7-3/4 inches
- near the bottom of the funnel there are two 1/4 inch rods 5-3/8 inches apart that extend from inboard side to railing side and there is also a hole for what may have been a rod that would have run perpendicular to these
- there is a 1-1/2 inch wide metal strip riveted over inboard joint of top funnel section with rectangular tube section
- rectangular tube section extends five feet down where a 1-1/8 inch wide metal band holds it to a chamfered board nailed to exterior freight deck bulkhead
- directly below the above strap the top rectangular tube is inserted into and screwed to a heavier metal gauge tube of similar dimensions
- opening of top of chute may have had lid
- painting scheme
  - black from saloon deck up
- white below saloon deck to joint and then black from joint down.

Forward chute
- installed in 1938 or 1939
- see note in section dealing with port exterior freight deck housing
- had a similar lip to square chute fastened to railing with 5 screws
- funnel section semi-circular in shape
- funnel dimensions:
  - section up against railing 2 feet 2-1/2 inches
  - section inboard 1 foot 6-1/2 inches
  - radius of opening 1 foot 4 inches
  - distance along railing 1 foot 7 inches
  - funnel opening has lid with 1-3/4 inch lip
  - width along railing of lid is 1 foot 9 inches
  - radius of lid is 1 foot 3-3/4
inches
- funnel section fits in circular pipe of top width 5-1/4 inches which reduces to 4-1/8 inches at deck level
- funnel is riveted to pipe
- pipe extends through saloon deck and along freight deck housing for 10 feet 1 inch where it enters a 4-1/2 inch diameter hole in the freight deck housing bulkhead and re-emerges through the hull below the main deck.

Companionways to boat deck
- see description exterior aft bulkhead of saloon deck housing.

Companionways to foredeck
- for description of railing around port, starboard and forward sides, see railing saloon deck
- there are two companionways
- one each located on either side of the observation lounge with the aft
edges 25 feet 7-1/4 inches for starboard, and 25 feet 9-1/2 inches for port,
- forward of the reference point
- outside dimensions of port companionway are 10 feet 3-3/4 inches x 3 feet 10 inches, of starboard companion way 10 feet 4-1/2 inches x 3 feet 10 inches
- for description of railing, see railing saloon deck
- inboard aft railing post extends from saloon deck to deckhead on both companionways
- for full description of stairs see freight deck
- no hand rails in earlier period
- hand rails may have been attached during conversion in 1954.

Spar keepers
- see description of spar keepers on boat deck
- located 12 feet 5-3/8 inches port of center line and 12 feet 5-5/8 inches starboard of center line
- measured to inboard edges.

Hydrant standpipes up against saloon deck housing
- located at following positions
  1) port side beside saloon deck housing 23 feet 9 inches aft of reference point - installed after 1946
     P. 10, 25, 70, 109, 187, 830, 831;
  2) starboard side beside saloon deck housing 23 feet 11-1/4 inches aft of reference point
     P. 128, 147, 170, 411, 780, 787;
  3) up against forward exterior observation lounge bulkhead 3-1/4 inches port of ship's center line
     P. 25, 104, 117, 319, 420, 740, 781;
- type of standpipes not stated
- it is assumed they are similar to what was found on the boat deck
- standpipes should be painted red
- fire hose should be permanently attached
- fire hose had brass fittings.

Railing
- around saloon deck except for the transom at the aft end to which
   P. 1, 5, 10, 25,
railing is connected
- deck railing posts, top rail and
dee-edgeboard are similar to that
noted for the boat deck
- see description of boat deck railing
- virtually every other railing post
below boat deck area is a stanchion
and extends from saloon deck to
deckhead below boat deck except in
gate areas where there is a
stanchion on both sides of gate
- railing posts in forward two corners
of saloon deck railing and one in-
board of that do not extend between
deck and deckhead
- railing posts that are stanchions
are turned above and below railing
level and railings are notched into
posts
- top ends of stanchion are notched to
fit around deckhead frame members
- railing posts are painted white
- top half of stanchions are painted
buff
Railing gate

- one located on the port side and two
  located on the starboard side

- approximate locations are as follows

- all measurements from As-Found

  reference point

  1) port 13 feet forward
  2) starboard 1) 13 feet forward
     2) 12 feet aft

- rectangular frame with the side mem-
  bers extending slightly above top
  member and 4 inches below bottom
  member

- width 3 feet 6-3/4 inches

- height 2 feet 8-1/2 inches

- both horizontal and vertical members
  made out of 2 inch x 2 inch wood

- vertical members have half round
  attached to both outboard and in-
  board sides

- frame has internal cross brace ex-
  tending from corners

- frame has chicken wire stapled to
  its outside as was found on railing.
Framing of aft saloon deck bulkhead or transom bulwark
- railing on port and starboard sides is joined to bulwark
- an additional section extends above railing height 2 feet 2-1/2 inches with ends coming down to railing height at port and starboard sides and are curved in a shallow S shape
- framing made of 1-1/16 inch square fir
- see aft transom for material attached to outside of this frame.

Life boats
- see details of life boats given in section dealing with the boat deck
- life boat No. 4 was at times positioned midships just aft of the aft king post when the work boat occupied its position beneath the port davits
- life boat No. 3 located under the starboard davits
- kept wetted down inside with old sacking
- for contents of life boat see below.

Work boat
- may have been smaller than life boat
- when in use positioned under port davits
- when not in use may have occupied a position mid ship just aft of the aft king post
- 'Work Boat' may have been noted on its port side
- had motor that was kept on the freight deck.

Life boat chocks
- see description of life boat chocks given in boat deck section.

Life boat covers
- see description of live boat covers given in boat deck section
- may initially have been canvas, see boat deck.
Bell mouth vents
- photographs indicate they may have been installed in 1939
- two vents
- one along center line of ship just forward of aft slanted hog posts
- one port of ship's center line and about even with skylight that is located on the aft saloon deck over the crew's quarters
- mouth of vent is about 2-1/2 times the diameter of vertical vent pipe
- mouth is made up of 6 sections which appear to be riveted together
- mouth opening is parallel to deck
- top of vent appears to be approximately 5 feet off the deck
- there is a flared collar at deck level
- vent pipe appears to be held to section on the deck by thumbscrews which would allow rotation of top section
- flared deck collar is beaded
- forward edge of vent mouth appears to be rolled
- vents were always open.

Meat Locker

- located aft, up against transom bulwark and starboard of ship's center line
- exact dimensions are not known
- the widest section, namely the top half, appears to fit between aft flag mast and starboard aft hog post
- the bottom half appears to be made out of tongue and groove similar to

P. 5, 8, 41, 52, 194, 291, 331, 334, 379, 405, 501, 531, 670, 833;
Tr., Moran, p. 73; L, Bromley, 10 June 1974; Tr., Lesyk,
what can be seen on the rest of the vessel
- the top half, which has an extension on either side, appears to be canvas covered on the sides and the back
- the open forward end probably has screening
- the canvas on the back appears only to be attached at the top edge
- the forward end has a sun shade that appears to be a simple canvas covered wooden frame with a side brace on either side
- the roof is in two sections both of which are curved with the highest part of the curve in the center
- the higher roof level is smaller and sits on top of the actual roof
- there appears to be an open space between the two roof levels
- the screening on the front excluding the side extensions is divided into three vertical sections
- the screening on the side extension is divided into two horizontal sections
- the door is located on the right hand side of the front
- the door appears to be a regular door with louvers in the top half
- the door appears to have had a regular cabin door knob attached to its right hand side and hence opened from right to left
- the roof may have been canvassed and may have been painted grey
- the rest of the meat locker appears to have been painted white
- the internal structures of the meat locker are uncertain
- a bell mouth vent appears to have been attached to the roof sometime in 1939
- size of the locker may have been 12 feet x 12 feet
- meat hung on hooks inside, suspended from pipes
- contained chopping block
- boxes of fish kept there
- see galley for types of meat
- held blocks of ice.
Vegetable Locker

- located just aft of the saloon deck housing, just starboard of the door to the crew's mess
- rectangular structure
- the fore-aft section as it stood on the deck appears to be longer than the thwartship section
- all sides covered with typical tongue and groove siding
- has screen door located on inboard fore-aft wall and is in the left hand side of that wall with its aft edge on approximately the center line of that wall
- screen door opens left to right
- appears to be a typical stateroom screen door
- roof has lookout or eave
- eave appears to be constructed similarly to cases found elsewhere on the ship
- roof may have been canvas covered
- eave painting scheme appears to be similar to that found on the ship
- outboard fore-aft wall of locker has
top foot or so screened
- screening is divided into four equal vertical sections.

Coal bin
- set up against the aft exterior saloon deck housing bulkhead
- between the galley and crew's mess doors
- sits off the deck, probably on 2 inch x 4 inch boards
- appears to be made out of ship lap
- front has 5 boards
- sides have 6 boards with top board sloping up from front to aft of box
- lid has 5 boards nailed to two boards one on either side
- lid is probably canvas covered
- lid is hinged at aft end, probably with T hinges
- forward end has two door guides for a sliding vertical door
- guides start at a sloped step located in the second board from the bottom
- sloped step indicates bottom of box
is probably sloped
- hole in box front extends from sloped step to top of fourth board
- top of hole has slight curve
- height of box above the deck appears to be over 3-1/2 feet
- box sides appear to be painted white
- box top may have been painted grey
- top had flat section before sloping lid
- box appears to be about 6 feet wide.

Wooden water barrels, aft saloon deck P. 52;
- on the saloon deck aft of the galley see also P. 1, 5, 145, 188, 203, 279;
- appear to be regular wooden barrels with steel hoops
- appear to have wooden lids which sat in the top of the barrel Tr., Jan. Conf. Sat. II, p. 44;
- also may have had metal lids Ibid, III, pp. 2-4;
- hoops painted black
- at least two barrels if not more.
The maximum may have been 4
- appear to have been replaced by metal barrels by 1940
- stood on a stand
- dipper for each barrel.

Metal water barrels aft saloon deck
- two types seen depending on year
- first type identical to drinking water barrels noted for boat deck.
  See boat deck for full description
- second type appears to be a regular three bead barrel
- has tap near the bottom
- probably a flat metal lid on top
- had 'Drinking Water' stencilled on outside
- both barrels stood on a stand
- second type was on board by at least 1940.

Water barrel stand
- see description in boat deck section.

Deck hose
- probably rubber
- appears to be approximately 1-1/2 inches in diameter
- length not known
- connected to standpipe located port of port aft slanted hog post
- hose appears to have hung on a hook attached to the port side of the port aft slanted hog post.

Quoits
- wooden base about a foot square and at least 2 inches thick
- had a wooden dowel in the center about 1 inch thick and 8 inches high
- quoits appear to be rope rings diameter of which are not known.

Shuffle board and back stops
- court is painted directly on deck canvas
- court board ran thwartship just aft of galley and vegetable locker
- back stops appear to be about 4 inches high, 1 inch thick and extend from forward edge of number four life boat forward for about 5 rail-
ing posts
- appears to have about 5 feet notched into bottom edge.

Drinking water barrels located on forward saloon deck promenade
- one each forward of railing of each companionway to the foredeck
- see description of water barrels in sections dealing with boat deck
- both stood on water barrel stands.

Life belt boxes
- one each along inboard railing of the forward companionways to the foredeck
- box extends at least 3/4 up the railing and extends from the forward railing post to about a foot short of the third railing post aft
- made out of tongue and groove boards which may have run vertically to the deck
- top appears to have been canvas covered and painted grey
- sides of the box painted white
- may have had 'Life Jackets' stencilled on the top.

Life rings and holders
- two located on the outside of the forward railing with one on each side of the main mast
- one each located on the outside of the railing aft of the aft slanted hog posts
- for detailed photos and descriptions see life rings in boat deck section.

Fire bucket rack
- located on the aft saloon deck running fore-aft, aft of the aft king post
- a 1940 photo shows rack that held at least 8 buckets
- possibly had three shaped supports, one at either end and one in the middle
- two shelves one above the other
- the top shelf had circular holes to accept the buckets

P. 70, 147, 149, 501, 740, 763, 779, 781, 824.

P. 175, 192, 222, 334, see sky-light deck and Texas deck for photos and location of other bucket racks;
Ibid, II, p. 17;
- the bottom shelf, if the buckets were flat, would have been solid
- there appears to be a vertically shaped separation between the shelves between the buckets
- a rectangular moulding circumscribes each hole cut in the top shelf
- another bucket rack which appears to hold round bottomed buckets looks like a bench top with sides held off of the deck by 3 solid flared legs, one at each end and one in the middle
- has holes cut into the top to accept the buckets.

Chairs
- captain's chairs
- see description and photo list given for Observation Lounge
- some chairs might have been kept on the aft saloon deck.

Shuffle board equipment
- location kept not known
- possibly attached to king post.
Coal shovel
- kept in coal box aft of galley
- long handle
- cross handle on top.

P. 509;
Tr., Jan. Conf.
Sat. IV,
pp. 28-29.

Mops and brooms
- kept near coal box aft of galley.

P. 145;
Tr., Jan. Conf.
Sat. IV,
p. 46.

Squeegee
- kept out near the coal bin.

Tr., Jan. Conf.
Sat. IV,
p. 46.

Buckets and watering cans
- kept aft of galley.

P. 145, 188, 189.

Ice cream maker
- location kept not known
- may have been kept aft of galley
- stood on water barrel stand when used.

P. 189;
Tr., Coghlan,
p. 24;
Tr., Farber,
p. 36.

Coconut mats
- outside each observation lounge door.

Tr., Jan. Conf.
Sun. III,
p. 32.
Life boat contents
- see note in boat deck section.

Fire barrels
- sometimes carried oil barrels with chines cut off and full of water for fire barrels
- located aft saloon deck.

Badminton
- may have had badminton court aft of galley.

Basket weave chairs
- see description observation lounge
- a few may have been placed outside on the saloon deck aft and forward.

Drinking cup
- a little white enamelled drinking cup may have been associated with the drinking water barrels.

Ice box
- located along aft bulkhead between
galley door and aft companionway to boat deck
- a short wide door up top which took approximately the top third
- a long narrower door in the bottom taking up the bottom two thirds
- exterior covering was tongue and groove applied horizontally to the deck and of the same size as found on the exterior bulkheads
- height appears to be about 6 feet
- top may have been canvas or metal
- painted white
- kept locked.

Skylight
- located along ship's center line on the aft end of the saloon deck above the crew's quarters
- sides which run fore-aft extend about a foot above the deck
- exact dimensions not known
- fore and aft ends have peak
- roof of structure comprised of windows
- either side can be opened, hence
both windows are hinged along the structure's ridge
- windows appear to have at least three panes of glass each
- type of opening and closing mechanism is not known.
Saloon Deck Cabins

General Statement
Discussion pertaining to the saloon deck cabins has been broken up as the area is much too large and too complex to be discussed in a brief general statement as was done for the Texas deck cabins. A general statement is, therefore, placed prior to each section pertaining to a cabin or group of cabins.

The staterooms occupied by the passengers and crew on the saloon deck were almost identical to those on the Texas deck, the only apparent exception being the existence of only one wall rack in place above the bunk on the inner bulkhead. There appear to be no witness marks above the lower bunks on this deck that would indicate that such a rack was ever associated with the lower bunk.

A detailed list of general furnishings associated with the staterooms on the Texas deck follows:
<table>
<thead>
<tr>
<th>Description of General Furnishings</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plumbing</td>
<td></td>
</tr>
<tr>
<td>- some of the original plumbing was</td>
<td>Tr., Perchie,</td>
</tr>
<tr>
<td>removed when the saloon that was put</td>
<td>p. 5;</td>
</tr>
<tr>
<td>on in the 1950s was removed</td>
<td>Tr., Jan. Conf.</td>
</tr>
<tr>
<td>- hot and cold water was put in every</td>
<td>Sun. III,</td>
</tr>
<tr>
<td>cabin in the 1950s when the ship was</td>
<td>p. 33;</td>
</tr>
<tr>
<td>converted to a cruise ship</td>
<td>WSS-1975, III,</td>
</tr>
<tr>
<td>- originally there was no running water in any of the cabins.</td>
<td>pp. 13, 52.</td>
</tr>
<tr>
<td>Eiderdowns</td>
<td></td>
</tr>
<tr>
<td>- for officers only</td>
<td>Tr., Jan. Conf.</td>
</tr>
<tr>
<td>- colour varied, some were pink,</td>
<td>Sun. II,</td>
</tr>
<tr>
<td>others were blue</td>
<td>pp. 5-7;</td>
</tr>
<tr>
<td>- most had a flower design</td>
<td>Ibid, Sat. III,</td>
</tr>
<tr>
<td>- made of a satin material</td>
<td>p. 8;</td>
</tr>
<tr>
<td>Beds</td>
<td></td>
</tr>
<tr>
<td>- made with the pillows facing forward</td>
<td>Tr., Jan. Conf.</td>
</tr>
<tr>
<td>with bunks running fore-aft</td>
<td>Sat. II, p. 8;</td>
</tr>
<tr>
<td>- linen was apparently changed once a</td>
<td>Tr., Jan. Conf.</td>
</tr>
<tr>
<td></td>
<td>Sun. III,</td>
</tr>
</tbody>
</table>
week for officers
- officers had 2 pillows.

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

Blankets
- some were double and some were single width
- the double ones may have been used in the colder times of the year
- 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 original 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 in colour, or a "kind of a pea green"
Window curtains
- all windows had green curtains
- every curtain was held back by a window tie back
- curatorial has original sample.

Tie backs
- for window curtains
- probably of same material as curtains
- see window curtains above.

Chair
- one chair per stateroom
- probably bentwood and similar to what is noted for in the dining room
- dark brown stain, 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 state-rooms
- probably placed near the sink.

Tr., Jan. Conf.
Fri. I,
pp. 43-44;
Ibid, Sat. IV,
pp. 6, 24,
50-51;
Ibid, Sun. II,
p. 16;
L, Hogg,
24 June 73;
Tr., Moran & Keay,
pp. 113-114.

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

Tr., Coghlan,
p. 45;
Tr., Jan. Conf.
Sat. IV, p. 51;
Tr., Nicholson,
p. 23;
L, Bromley,
11 April 73;
L, Hogg,
24 June 73.
Glasses
- located in the water glass rack
- tumbler type
- heavy glass
- curatorial has an original.

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

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.
Commode pail
- white enamel pail
- straight sided with a curved-in lip
- handle loop attached to either side of the top
- one in every stateroom
- no lid; however, they apparently were available on some of the ships
- collected waste water from the sink
- curatorial has an original.

Life belt instruction card
- in holder on 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
- edging of the blinds was usually worn through years of use.

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

Radiator
- installed in 1937
- officers' cabins had hot water radiators
- came off of boiler
- exactly which cabins had them is not certain.

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

Soap
- a small company soap in a green wrapper with WPY&R insignia on it
- possibly Ivory soap.
Description Cabin S-Pl

General Statement
There is some confusion concerning the size and general function of this cabin. Various opinions have been given by former crew members as to what use was made of this room: mail lock-up, stateroom, linen locker and general storage area. There is also confusion as to the number of bunks this stateroom contained, ranging from none to two. One person has stated that the bunks were removed when this cabin was used as a storage compartment.

Statements have also been made that the cabin was larger than it is at the present time, that is that the aft bulkhead was moved forward sometime after 1937. A witness mark and a contemporary sketch (not done to scale) lend some support to this hypothesis.

Before examining this hypothesis the following should be noted. Cabin S-Pl (along with cabin S-Sl [Purser's office]) is the only compartment on the saloon deck with an inboard door (i.e. access to the compartment can only be gained from the inside of the vessel). The only outboard opening is a single window. If the cabin was at one time larger than it is now, the forward window of the cabin immediately aft of S-Pl (cabin S-P2) would have had to have been in cabin S-Pl. On the basis of photographic evidence
this would appear to have been highly unlikely. Photographs 10, 25 and 85 indicate that this window has been opaqued since at least 1939. Such treatment of the window is consistent with cabin S-P2's function as a washroom, and it should be noted that the other window in this compartment has been opaqued since 1939 whereas the one window in cabin S-P1 never has been opaqued. Further confirmation of the contention that the bulkhead has been in its present position for quite some time is provided by a berthing lists, which indicate that this stateroom held two single bunks. If the cabin had been larger, one would expect it to have contained at least one double width, lower bunk, as was the case with the other passenger staterooms. Furthermore, on the one berthing list which has been marked up, this stateroom is not crossed out as having been occupied by crew which seems to indicate that the cabin was occupied by passengers. The berthing list was not dated; however, it does note an Indian pilot, Arthur Stevens, who, according to the crew lists, was only employed on the Klondike for the 1943 season. One can, therefore, tentatively say that the cabin was its present size by at least 1943, if not earlier, taking into consideration the berthing list and the evidence of the opaqued windows in the photographs.

Regarding the cabin's function no definite answer can be given; however, it may be possible to reduce the number of possibilities. As to this cabin having been a mail
lock-up area, this seems highly unlikely, as all evidence and information gathered to this point indicates that first and second class mail with the exception of what was sent to the purser's office was kept down on the freight deck. The first class mail was put in a locker that was located beneath one of the forward companionways on the freight deck. The general mail was simply stacked in mail sacks upon the freight deck. It would, therefore, seem very unlikely that any of the mail found its way up to the saloon deck, with of course the exceptions noted above. The possibility that the cabin was a linen locker again seems unlikely for several reasons. Firstly, there already was a linen locker one deck up on the port side which is large enough to service the whole ship. There was, furthermore, another linen locker aft of the dining room that serviced the dining room and may also have held some of the linens for the staterooms, however, the latter is pure speculation. Secondly, the stateroom was given a number, (2), as can be seen in photograph 116. Neither the linen locker on the next deck up nor the one located aft of the dining room were given such a number. Cabin numbers appear to have been given only to those staterooms that were generally occupied by passengers. Finally in the berthing list cited above the cabin definitely is noted as a stateroom containing two single bunks apparently used for passenger occupancy. Such evidence would seem to rule out the cabin's use as a linen
locker. The cabin may well have been used as a temporary storage area as the bunks were easily removed; however, for what purpose is not known. Its possible use as a temporary storage area does not preclude it having been a stateroom which by chance happened to be designed differently from all of the other passenger or crew staterooms.

The lay out of the cabin because of its size and its inboard door differed substantially from the other staterooms. The bunks were located thwartships along the aft bulkhead. As the aft bulkhead is longer than the fore-aft bulkheads along which the bunks were normally placed in the other passenger staterooms, a spacer in the form of a shelf was added between the bedspring location and the outboard bulkhead on both upper and lower bunks. The possible locations of the sink were also limited as there would be only parts of two bulkheads available for it, namely, the outboard half of the forward bulkhead and the forward half of the outboard bulkhead. The sink that is presently in the stateroom is a flat back sink up against the forward bulkhead. Whether or not this is the original location of the sink is not known and as it would be one of the few sinks with the flat back design on board the possibility that the sink may have been located in the outboard forward corner cannot be discounted. The forward bulkhead also held typical stateroom furnishings such as mirror, water glass rack, life belt instructions card and
holder, coat rack and shelf. There does not seem to be any evidence of wall racks having been located above the bunks on the aft bulkhead. It is assumed that the shelves between the bunk and outboard bulkhead served the function of the wall rack and hence made the racks unnecessary. There were, furthermore, no bunk lights in place above the bunks, and it is not known whether or not they ever were in place. Other than the placement of the furnishings, bunks and the size of the stateroom very little else distinguished this stateroom from the others on board.

Supporting information to various opinions expressed as to function

<table>
<thead>
<tr>
<th>Source of Information</th>
<th>Linen locker</th>
<th>Stateroom</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tr., Courquin,</td>
<td>- this cabin may have been a linen locker.</td>
<td>- held registered mail</td>
</tr>
<tr>
<td>p. 59; WSS-1975, IV,</td>
<td></td>
<td>pp. 72-73.</td>
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<tr>
<td></td>
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<tr>
<td></td>
<td>Stateroom</td>
<td></td>
</tr>
<tr>
<td>Tr., Lesyk,</td>
<td>- there was a bunk in there at times</td>
<td></td>
</tr>
<tr>
<td>pp. 235;</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
which was removed when they used it for a storage room
- never used as a storage area
- never used by passengers
- Purser may have used the room
- used by 2nd class female passengers.

Bunk
- may have had only one bunk.

Bulkhead
- may have been moved
- may have been even with aft bulkhead of Purser's cabin; however, sketch showing this is not to scale.

Outboard Bulkhead

Deck head frame spacers
- fir spacers between the frames, in line with the outboard bulkhead.
Quarter round AF, 23-47-s119.
- along bulkhead at the junction of the masonite with the spacers and deckhead frames.

Blind and curtain rod holders AF, 23-47-s119;
- three sets
- beside and above upper corner of the window
- lowest set which is covered with black enamel appears to be of a later date, probably 1950s.

Window AF, 23-47-s119;
- located in forward half of outboard bulkhead, 9-1/2 inches from deckhead and 8-1/4 inches from forward bulkhead
- the window is lowered by lifting the window and pulling it inboard and lowering it to the window stops
- two vertical panes of glass
- overall dimensions 2 feet by 2 feet 10-5/8 inches.

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

Cup hooks
- on the bulkhead, one on either side of the window
- for curtain tie backs.

Electrical service panel
- wooden rectangular block, 6-1/2 inches by 3-1/2 inches with chamfer
- held light switch and service buzzer
- located next to upper bunk side rail support and 3 feet 11-3/8 inches above the deck.

Service buzzer
- on above noted electrical panel
- brass formed into a thin circular shell
- recess in the center where the black plastic buzzer knob is located.
Light switch
- on above noted electrical panel
- circular porcelain base
- thin, circular, chromed metal cover on top of the base
- black knob in the center of the cover which is rotated
- slot in the metal cover shows on or off positions
- information on the metal cover: 6A.
  125V - 3A. 250V - Und. Lat. Insr.

Bedside wall step
- located 3 feet 2-1/2 inches above the deck and up against the window
- step is 6 inches deep and 1 foot 8-5/8 inches long
- notched around back board that supports cast iron side rail supports
- has two 7 inches + high shaped supports, one at either end 1-1/2 inches in from the ends and one of which is attached to back board noted above
- painted dark brown over a mahogany stain or varnish.
Spacers AF, 23-47-s119.

- shelf type spacers between end of bunks and outboard bulkhead
- a board 1 foot 1-3/16 inches in from the outboard bulkhead and located between side rail and aft bulkhead is secured to the side rail and notched to the top of spring support boards running full length of aft bulkhead
- 2-1/2 inches tongue and groove cedar siding extends between above board and outboard bulkhead where it is secured to a board that is secured to the outboard bulkhead
- shelf comes 1 foot 1-1/4 + inches out from the outboard bulkhead.

Back plate for cast iron side rail supports AF, 23-47-s119.

- a 3-7/8 inch wide board, 2 feet 3-5/8 inches forward of the aft bulkhead, extends from deck to deckhead
- cast iron side rail supports for upper and lower bunk are attached
to board.

Cast iron side rail supports
- two attached to above noted board
- rectangular pieces of cast iron with a slot in the lengthwise to accept the side rails
- slot has raised lip around it.

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

Aft Bulkhead

Wall rack
- one above upper bunk on aft bulkhead
- the side pieces were shaped on their front and top sides and are 5-3/16 inches deep and 9-3/8 inches high
- there are six slats 1/4 inch by 1 foot 6-5/8 inches facing forward between the sides
- the slats are held to the sides by round headed wood screws
- this rack is missing; however others were painted dark brown over what may be a mahogany stain
- probably held to the bulkhead by four round headed wood screws.

Bunk supports

- two 3/4 inch by 2-11/16 inch boards run full length of the bulkhead; one 11-1/4 inches from the deck the other 3 feet 5-7/16 inches from the deck
- supported at outboard and inboard ends by 3/4 inch x 2 inch boards that extend from the top support down to the deck.

Bunks

- two single bunks up against aft bulkhead
- 7 inch high side rails supported on Tr., Perchie,
outboard and inboard sides by cast iron supports. See description outboard and inboard bulkheads.

- there are two spring support boards located between each side board and aft bulkhead. They are supported at the side rail by an angle iron and rest on above noted bunk supports on aft bulkhead.
- top of side rail has a 1-5/16 inch by 7/8 inch mahogany circular moulding over top and forward edge.
- side rails are stained and varnished.

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

H.R. Weppler, App. K.

AF, 23-47-s119;
Tr., Keay & Moran, p. 101;
Tr., Hogg, II, p. 191;
Tr., Jensen, II, p. 8.
Inboard Bulkhead

Deckhead frames spacers       AF, 23-47-s119.
    - fir spacers between the frames and
      in line with the outboard bulkhead.

Quarter round      AF, 23-47-s119.
    - along bulkhead at the junction of
      the masonite with the spacers and
      deckhead frames.

Door        AF, 23-47-s119;
    - single leaf        AF, 3-42-s44;
    - 5 plain recessed panels        AF, 8-42-s49;
    - two upper vertical and two lower
      vertical panels separated by one
      horizontal panel
    - two hinges on edge facing forward
    - single unit polished brass door knob
      and escutcheon plate with rim lock
    - painted brown over brown stain and
      varnish
    - had number 2 noted on saloon side.
Door jamb  
- dimensions  
- 2 feet wide and 6 feet 1-1/8 inches high  
- located 8-3/8 inches from forward bulkhead.

Shelf support  
- a 1/2 inch x 1 inch slat is attached to this bulkhead and supports shelf located on forward bulkhead.

Back plate for cast iron side rail supports  
- 3-15/16 inch wide board, 2 feet 3-5/8 inches from aft bulkhead extends from deck to deckhead  
- cast iron side rails supports for upper and lower bunk are attached 1 foot 7/8 inches and 3 feet 6-7/8 inches from the deck.

Cast iron side rail supports  
- two attached to above note board  
- rectangular pieces of metal with a slot in them lengthwise to accept
the side rails.

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

AF, 23-47-s119; Tr., Hogg, p. 191;
Tr., Jensen, II, p. 8;

Forward Bulkhead

Shelf
- on forward bulkhead 1 foot 1-3/8 inches beneath the deckhead
- extends from inner bulkhead 3 feet 5/8 inches along bulkhead
- supported on inboard bulkhead by a slat of wood attached to that bulkhead
- supported at outboard end by shaped shelf support.

AF, 23-47-s119.
Shelf
- there are witness marks of an old shelf support 2 feet 1-1/4 inch from the inboard bulkhead.

Coat hook support board
- below shelf noted above on forward bulkhead
- board is 2 feet 9-3/4 inches long and 4 inches wide
- ends butt up against inboard bulkhead and outboard shelf support
- has chamfer on top and bottom edge
- held four coat hooks.

Coat hooks
- on coat hook support board
- held four hooks
- type not known, possibly single unit brass type.

Coat hook support board
- there are witness marks extending beyond the shelf and coat hook support board noted above indicating that there was at one time a longer
board at least 3 feet 5/8 inches long attached to the bulkhead - board had shaped semi-circular end at its outboard end.

Drinking glass rack - it is butted up against the outboard bulkhead with the top shelf being 1 foot 10 inches from the deckhead - end panels are decoratively curved - top shelf, which is 1 foot 3/8 inches up from the bottom of the rack, has holes for two glasses and a carafe and is also curved in its mid-section to accommodate carafe - glass holes are 3 inches + in diameter and carafe hole is 4-7/8 inches + in diameter - middle shelf which is 10 inches up from the bottom of the rack and serves as a bottom support for the glasses and the carafe - lowest shelf which is 6-1/4 inches up from the bottom of the rack and has a lip on the forward edge and extends 4 inches out from the bulkhead including the 7/8 inch wide lip
- below the lowest shelf, 3-1/2 inches up from the bottom of the rack and is a one inch diameter bar for a towel
- back plate extends from the bottom shelf up to above the top shelf
- over all dimensions are 1 foot 5-3/4 inches by 1 foot 4-1/2 inches
- painted dark brown over a mahogany colour stain.

Mirror
- located on the outboard half of the forward bulkhead between the life belt instruction card holder and the water glass rack
- top of mirror is 1 foot 1/8 inch from the deckhead
- plain mirror, straight sided, at least 5-1/4 inches high and 1 foot 3-1/8 inches wide
- frame was stained and varnished
- distortions in the glass.

Life belt instruction card holder
- inboard of mirror approximately 1 foot 10-1/2 inches from the deckhead and 3 feet 11/16 inches in from the outboard bulkhead
- thin chrome plated metal
- edge bent over on two sides and bottom to hold notice card
- fastened to the bulkhead by four wood screws, one in each corner
- size of holder 5 inches by 8 inches
- may have replaced a wood frame in the 1950s.

Sink support board
- for a flat back sink
- located 2 feet 11/16 inches from outboard bulkhead and 2 feet 2-3/8 inches above deck
- size of board 11-11/16 inches high and 1 foot 9-7/16 inches long
- top corners are rounded
- held cast iron sink hanger.

Sink
- probably had circular sink bowl
- flat back plate
- probably had two holes between back plate and sink for faucets which may have been installed at a later date
- probably had effluent pipe in bot-
tom center of sink bowl
- probably had overflow holes in back
  of sink bowl.

Faucets
- there were probably two chrome
  plated faucets attached to two outside corners of the sink between the
  sink bowl and back plate
- if they were in place they were probably installed in refit of 1950s.

Sink hanger
- missing
- outline indicates it was similar to
  that found in other cabins.

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

Linoleum
- covered most of deck
- 1/8 inch thick linoleum
- possibly battleship brown.

Tongue and groove decking.

Painting scheme
- unpainted rectangular area circumscribed by a brown painted area around the bulkheads.

Holes
- for water pipes
- up against the forward bulkhead
- below the sink
- probably installed during refit of 1950s.
Deckhead

Deckhead joists or frames
- on approximately 18 inch centers
- extend from inboard bulkhead out
  through the outboard bulkhead to the
  fascia board of the boat deck, ex-
  cept in the external companionway
  location where the frames terminate
  at the cabin exterior bulkhead
- frames are 1 inch x 3-1/2 inch
  cedar.

Light fixture
- located centrally on the deckhead
- a circular shaped brass shell,
  painted white
- held to wood by two screws
- has a hole for a pull chain
- CGE Fixture No. 13949
- probably a 1950s addition.

Light fixture base
- for above light fixture
- circular mahogany piece of wood
- chamfer
- rough cut hole in the center
- notch through edge of base for wiring.

Period light fixture
- porcelain base
- bare bulb, 40 watt
- pull chain switch
- probably removed in refit in 1950s.

Painting scheme - white.

Hog chain hole
- located 1 foot 4-1/2 inches from the outboard bulkhead up against the third frame from the forward bulkhead.

Description Cabin S-P2 (Bathing and Washroom: Men's)

General Statement
This cabin was, according to the existing oral and written record, a men's washroom. The problem with this washroom occurs in knowing what it contained initially and how it changed over time. The difficulty in trying to analyse the
structural history of this cabin is exacerbated by the fact that all of the fixtures were apparently removed prior to the cabin being recorded. The only types of information upon which any conclusion concerning this washroom can be made are the witness marks and oral history which present, to say the least, an incomplete picture.

Whether or not the washroom has always been the size it is today has already been discussed in the section dealing with cabin S-Pl and will not be restated here. It will, therefore, be assumed that in all probability the washroom has always been the size it is presently.

The apparent contents of this washroom prior to their removal indicated that the cabin had been divided into two sections, each with its own external door.

The forward section which encompassed the forward window and door appears to have contained three toilets along the forward bulkhead, each in its own cubicle. Each toilet appears to have had its own flush box mounted to the forward bulkhead. This would indicate that the toilets that were in place when the Klondike finished its final run were not those that she was launched with, as all information gathered so far indicates that the original toilets were continuous flush. Furthermore, former crew members only remember there being two toilets along the forward bulkhead. Unfortunately, there is no other evidence that would support whether or not there were 2 or 3 toilets in this washroom
originally.

It is not known what the partition between the washroom and the shower stall held, if anything. The fact that the inboard bulkhead was replaced because of damage prior to recording, and that the partitions between toilet and shower areas were also removed, make it impossible to determine what else the toilet area contained besides the toilets, even though one would expect to find such things as a sink, mirrors and coat hook support board in this area.

The shower area which is aft of the toilet area seems to have had its own external entrance according to witness marks and installation of the extra door in the 1950s and may, therefore, have been completely separated from the forward toilet area. The shower appears to have occupied the inboard end of the shower room.

There are quite a few witness marks on the aft bulkhead that do not fit the function of the area as a shower room and seem to be of an earlier date. These witness marks indicate that there may have been a closet in the inboard aft corner of this area. The aft bulkhead appears, furthermore, to have held a mirror, shelf, and sink prior to this area being converted to a shower room. Some, but not all, of the witness marks were preserved. Some were obliterated by the addition of a sheet of masonite which was glued to the old masonite on the lower half of the bulkhead when the area was converted. Whether or not the witness
marks found on the aft bulkhead reflect the original appearance of the whole cabin when the *Klondike* was originally built is not known.

There are very few definite statements that can be made about the appearance of the original washroom. What is definite is that the outboard bulkhead originally held two windows and a door between them, and not two doors and one window forward of them as is shown on the As-Found blueprints. The latter configuration dates from the 1950s. Furthermore, both windows appear to have been permanently opaqued, probably with white paint. According to former crew members this washroom contained a broom closet containing brooms and cleaning material. This statement concurs with the witness marks found in the inboard aft corner of the washroom, namely, that location now occupied by the shower stall. The washroom may also have contained two sinks. Whether or not one of them occupied the aft outboard corner as is indicated by the witness marks is not known. As has been stated above there is some doubt as to the number of original toilets and no definitive statement as to whether there were two or three can be given. The washroom was certainly large enough originally to contain a bath tub but whether it did or not is not definitely known. Former crew members seem to think that if there was a bath tub up in the Texas deck cabins there would not have been one here, but they could not definitely confirm this. There
are, therefore, very few definite assertions that can be made concerning the original washroom besides the fact that it was a men's washroom.

Supporting information to general statement

Windows
- two windows for the washroom
- windows opaqued.

Forward bulkhead
- see information cabin S-Pl.

Washroom
- men's washroom.


Bathing and washroom
- cabin contained a bathtub and two toilets.

Toilets
- along forward bulkhead
- two toilets.

Bathtub
- no bathtub if there was one on Texas deck.

Locker
- broom closet
- in one of the corners
- held brooms and cleaning material.

Outboard Bulkhead

Deckhead frame spacers
- fir spacers between the frames
- in line with the outboard bulkhead.

Quarter round
- along bulkhead at the junction of the masonite with the spacers and deckhead frames.
Doors
- two, single leaf doors at the aft end of the bulkhead, 10-3/8 inches apart. The aft door is 11-1/4 inches from the aft bulkhead
- each door contains 5 plain recessed panels, two upper vertical and two lower vertical separated by one horizontal panel
- two hinges on the forward edge of each door
- single unit polished brass door knob and escutcheon with rim lock
- painted brown over brown stain and varnished
- aft door is a later addition (probably 1950s) and replaced a window in that position.

Windows
- one window between forward door and forward bulkhead, 10-5/8 inches from forward bulkhead
- window is 2 feet + wide and 2 feet 10 inches + high
- the window is lowered by lifting the
window and pulling it inboard and lowering it to the window stops
- two vertical panes of glass
- the second window occupied the door position noted above and was probably of similar construction as noted for the forward window.

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

Partition
- there is an outline on the bulkhead between the two doors of a partition that was in place between toilet and shower areas
- this partition was removed and not recorded
- the partition ran thwartships
- probably installed in 1950s.

Partition
- there is an outline on the bulkhead forward of the forward door, that
is, between the door jamb and the window that indicated the location of a thwartship toilet partition
- the partition was removed and not recorded
- date of installation not known.

Holes
- there are two screw holes, 3-1/4 inches apart, forward of the forward door and 10-3/4 inches from the window
- object that was held is not known.

Masonite
- coated masonite removed prior to recording
- held to old masonite with tar adhesive
- covered lower half of bulkhead to a height of 4 feet 5/8 inch
- probably installed in 1950s.

Metal moulding strip
- in forward corner of bulkhead
- used to hold newer coated masonite
- now removed
- probably installed in 1950s.

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

Aft Bulkhead

All structures have been removed from this bulkhead. What will be given here are locations of probable items that may have been attached to this bulkhead at one time. All locations are identified by witness marks.

Shelf
- a 3/4 inch thick shelf, 1 foot 5-1/8 inches below the deckhead, extended along the inboard bulkhead for 1 foot 11-1/4 inches and terminated at what appears to be a partition.
Partition
- there are witness marks of what may have been a partition that terminated at this bulkhead 1 foot 11-1/2 inches from the inboard bulkhead
- the partition extended from deck to deckhead and was 2-1/2 inches wide.

Shower location
- paint markings 6-3/4 inches ± from the deckhead and extending 2 feet 8 inches along aft bulkhead indicate the location of a shower which was removed prior to recording
- the paint markings cross the above partition location which indicates that the shower was of a later date
- probably installed in the 1950s.

Switch
- there appears to have been a switch located between the shower location and up against the inboard edge of the mirror noted below
- bottom edge of switch was 2 feet 5-5/8 inches ± below the deckhead.
Mirror
- there are witness marks of a mirror just port of the shower location
- located 11-5/8 inches below the deckhead
- mirror was at least 1 foot 2 inches wide and 1-1/2 feet high

Unknown
- there is an outline in the paint just below and along part of the port side of the mirror location
- it is not known what occupied this position.

Shelf
- there are indications of a 1 foot 7-3/4 inch long shelf with two supports below it
- located below the mirror location with the bottom of the shelf support 2 feet 3-1/8 inches above the deck.

Hog post hole
- a hog post extends through this bulkhead to the deckhead
- the hole should be circumscribed by a frame which is now missing
- the hole is 11-3/8 inches over from the exterior bulkhead
- dimensions of the hole are 2 feet 2-9/16 inches high and 9-7/8 inches wide.

Sign
- there is an outline of what may have been a sign located just above the sink
- the witness mark which is of similar size and location as a sign above the sink in cabin S-S2 may have stated "Do not drink this water"
- date of installation is not known.

Sink
- located in aft port corner with the top of the sink being 2 feet 1/2 inches above the deck
- it is not known if a sink has always occupied this position.
Soap dish
- may have been located in aft port corner just above the sink.

Holes
- there are four holes in the masonite below the sink location
- probably for pipes to sink
- probably installed during 1950s refit.

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

Painting scheme
- shower area and the top half of the bulkhead are painted light blue
- lower half outside the shower area is painted very light green
- some of the areas occupied by objects which have been removed are white
- original painting scheme of washroom was probably white.
Inboard Bulkhead

Masonite

- two new masonite panels were installed on this bulkhead in 1970 prior to recording, hence there is little indication of what was on this bulkhead.

Deckhead frame spacers

- fir spacers between the frames and in line with the outboard bulkhead.

Quarter round

- along bulkhead at the junction of the masonite with the spacers and deckhead frames.

Partition

- there are witness marks on the spacers noted above indicating the location of two thwartship partitions mentioned in the section dealing with the outboard bulkhead
- one is 3 feet 6-1/4 inches from the
forward bulkhead
- one is 2 feet 3/4 inch from the aft bulkhead.

Shelf
- there are indications of the location of a shelf 1 foot 5-1/8 inches from the deckhead near the aft bulkhead
- appears to have been continuous with the shelf on the aft bulkhead.

Shower
- there are paint markings 3-1/4 inches below the quarter round
- probably denoting shower location
- later addition.

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

Painting scheme
- upper half of bulkhead appears to have been painted white
- lower half to a height of 3 feet 11-3/4 inches appears to have been
painted light blue
- a black baseboard was painted on this bulkhead.

Coated masonite
- lower section of this bulkhead appears to have been covered with coated masonite which was removed prior to recording
- later addition.

Forward Bulkhead

Partitions
- there are outlines of two partitions on the forward bulkheads
- the outlines probably denote the two partitions that ran fore and aft between the three toilet cubicles
- partitions were located 2 feet 2-7/8 inches and 4 feet 5-1/4 inches from outboard bulkhead
- the partitions were removed and not recorded
- date of installation not known.

Coat hooks
- there is one coat hook on the aft bulkhead of the toilet cubicle up against the outboard bulkhead, and
- two hooks on the bulkhead of the middle cubicle
- all hooks are approximately 1 foot 2-1/2 inches from the deckhead
- date of installation not known.

Toilet tank
- there is an outline of the location of a toilet tank on the bulkhead in each cubicle location
- tanks were removed prior to recording
- probably a later addition as original toilets were continuous flow.

Metal moulding strip
- located in the bottom half of the outboard and inboard corners
- used to hold newer coated masonite
- probably installed in 1950s.
Masonite
- 1/4 inch tempered masonite is used as a covering for bulkhead
- screwed to frame members.

Painting scheme
- top half of the bulkhead is painted white
- bottom half painted very light blue
- a baseboard or strip has been painted on and is black over brown.

Deck

Tongue and groove decking.

Painting scheme
- deck unpainted.

Partitions
- indications of two partitions - one extends thwartships 3-1/2 feet from the forward bulkhead
- one comes aft from the forward bulk-
head 2-1/2 feet and is 1 foot
11-1/2 inches away from the inboard
bulkhead and parallel to it
- date originally installed is not
known.

Holes
- three holes 1, 1-1/4 and 1-3/4
inches in diameter are in the aft
outboard corner, the use of which is
not known
- two other holes are covered with
rectangular pieces of sheet metal
and are located up against the out­
board bulkhead just forward of the
above noted holes, use not known
- two other 1 inch diameter holes are
forward of the partition witness
marks extending aft from the forward
bulkhead, use not known
- three sets of two holes each 4-3/4
inches in diameter that have been
plugged are located just aft of the
forward bulkhead and evenly spaced
between the inboard and outboard
bulkheads. These holes may indicate former locations of toilets
- four holes, two plugged and two not plugged, are up against the forward bulkhead, use not known.

**Deckhead**

Deckhead joists or frames
- on approximately 18 inch centers
- extend from inboard bulkhead out through the outboard bulkhead to the fascia board of the boat deck, except in the location of the external companionway that extends from the saloon to the boat deck where the frames terminate at the cabin outboard bulkhead
- frames are 1 inch x 3-1/2 inch cedar.

Light fixtures
- one located centrally between the two fore-aft bulkheads and between
the second and third frames from the forward bulkhead
- one located centrally between the fore-aft bulkheads and between the second and third frames from the aft bulkhead
- circular shaped brass shell painted white
- held to wood base by two screws
- has hole for a pull chain
- CGE fixture No. 13949
- probably a later addition.

Light fixture base AF, 39-42-s80.
- for above noted light fixture
- a 6 inch circular mahogany piece of wood 1 inch thick
- has chamfer
- rough cut hole in the center
- a 1/4 inch high and 3/4 inch wide notch through edge of base for wiring.

Board AF, 3-47-s99.
- nailed to deckhead up against the outboard and the second frame from
the forward bulkhead
- use not known.

Hole for hog post  
- 3 inches from the aft and 10-3/4 inches from the outboard bulkheads  
- hole, 1 foot by 1 foot 1-1/4 inches is suitably braced with thwartship and fore-aft members.

Closet partition  
- witness marks on the deckhead indicate the possible location of a closet in the inboard aft corner of this cabin  
- indicates the closet came 2 feet 1/2 inches out from the inboard bulkhead and 2 feet 5-3/4 inches out from the aft bulkhead.

Painting scheme  
- white.

Light fixtures  
- at time of launch  
- porcelain base
Description Cabin S-P3 (Chief Steward's Cabin)

General Statement
According to a berthing list and a sketch drawn by J.R.P. Gaudin, this stateroom was the chief steward's cabin. The furnishings and witness marks that have been recorded appear to bear out the assertion that it was the chief steward's cabin.

This stateroom is similar to the adjacent stateroom on the starboard side of the saloon deck in that it has a hog post running through it. The hog post extends upwards and forwards through the deck and exits through the forward bulkhead. The inclusion of this hog post in this cabin required that a few changes be made to accommodate the normal furnishings and fittings found in a stateroom.

The stateroom presently has two single bunks up against the inboard bulkhead. Considering the fact that the chief steward was an officer of the ship, he, in all probability, occupied the cabin by himself. On the supposition that the chief steward occupied the cabin as the berthing list
indicates, there would have been no need for an upper bunk in this stateroom, and the upper bunk would, therefore, appear to be a later addition.

There is other circumstantial evidence that supports the contention that there was initially only one bunk in this stateroom. The lower bunk has two drawers, one on top of the other below the aft end of the lower bunk. Such drawers were only found in officer's cabins all of which initially only had one bunk. There are two curtain rod holders, one on the forward and one on the aft bulkhead, for a curtain rod that would have held a curtain to hang in front of the lower bunk. Again such a curtain for a bunk has only been found in officers' cabins, namely those with single bunks. A shelf extends along the inboard and aft bulkhead above the upper bunk. Such a shelf is again typical of those found in the officers' staterooms. The location of the shelf also precludes the possibility of a wall rack being installed on the inboard bulkhead above the upper bunk. There are, furthermore, no bunk lights for either bunk. This can be explained by the possibility that no wiring existed for such fixtures when the cabin was occupied by the chief steward. Whether or not the single bunk had a bunk light is not known, however, taking into consideration the evidence of all other staterooms, it probably did. Considering the existence of the curtain rod holders, the shelf and the drawers, the supposition that the
cabin originally had only one lower bunk seems to be confirmed.

There are witness marks up against the forward bulkhead in the shape of a capital T which may indicate the location of a fixed table that might have been attached to that bulkhead. This location appears to be the most logical for the location of a table which held a typewriter. Former crew members seem to think that the table was located along the outboard bulkhead; however, considering the location of the hog post and the sink just aft of it this is highly unlikely. Whether or not the witness marks indicate the location of a fixed table or whether the table was free standing along the aft bulkhead is not known; however, the witness marks on the forward bulkhead have to be explained, and the possibility of it being the location of a fixed table should not be discounted.

Another aspect of the cabin is, of course, the inclusion of the hog post, the location of which dictated the positioning of the window, door and most of the fixtures.

The hog post, which comes up through the deck and angles up towards and through the forward bulkhead, required that the door and window on the outboard bulkhead be reversed to what can be found in most staterooms. The location of the door towards the aft end of the outboard bulkhead also meant that the sink could not be located in
the outboard aft corner of the stateroom. In this cabin the
sink was located just aft of the hog post which served as a
bottom brace for one of the sink support boards. Such
fixtures as the mirror, water glass rack and life belt
instruction card holder, which were normally near the sink
were also moved to the forward bulkhead and positioned
between the hog post and the bunk location. The reversal of
window and door meant that the coat hook board normally on
the forward bulkhead was positioned on the aft bulkhead. In
other words the fixtures normally associated with the fore
and aft bulkheads in other staterooms have been reversed,
and their position on those bulkheads were also somewhat
altered.

When the second bunk went into this cabin is not known;
however, an educated guess would probably place it sometime
in the early fifties. As an officer of the ship with
numerous duties, the steward would be expected to have a
single cabin. As the Klondike retained the number of cabins
it had until the early 50s when cabins were added to the
Texas deck house and then a couple of years later when the
aft saloon deck was filled in with housework, there would
have been no need and probably no opportunity to change the
location of the chief steward prior to that date.

Various chief stewards probably occupied the cabin,
however, only information of one of the first has been
included here. According to the records the following
personnel may have occupied this cabin: W. McGregor (1937-1940, 1943, 1945), F. Walsh (1942), A.E. James (1943, 1946), W.J. Moore (1944-1945), D. Bacon (1945), R.E. Palmer (1945) and H.E. Jones (1946). There is no listing, presently available, of chief stewards after 1946. Very little is known of W. McGregor and what is listed has been obtained from those who knew him. One can probably suppose that his clothes or uniforms were typical of the period, namely a blue serge suit that had been converted to a uniform through the replacement of its buttons with WPYR buttons. The remaining items noted in the list that follows are peculiar to stewards in general and not necessarily specific to W. McGregor.

<table>
<thead>
<tr>
<th>Outboard Bulkhead</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deckhead frame spacers</td>
<td>AF, 17-47-s113;</td>
</tr>
<tr>
<td>- fir spacers between the frames and</td>
<td>AS, 26 May 1978.</td>
</tr>
<tr>
<td>in line with the outboard bulkhead.</td>
<td></td>
</tr>
</tbody>
</table>

| Quarter round                      | AF, 17-47-s113;                   |
|------------------------------------| AS, 26 May 1978.                  |
| - along bulkhead at the junction of |                                   |
| the masonite with the spacers and  |                                   |
| deckhead frames.                   |                                   |
Blind and curtain rod holders
- three sets
- beside and above the upper corners of the window
- lowest set, which has black enamel coating, appears to be of later date.

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

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

Cup hooks
- there probably were cup hooks on either side of the window frame
- for curtain tie backs.  

Screen door
- approximate size is 2 feet 1 inch by 6 feet 2 inches
- opens forward to aft
- located in the aft half of the outboard bulkhead
- two hinges, approximately 7-1/2 inches from the top and the bottom, attached to the door and hinge blocks which are attached to the bulkhead
- door is a simple rectangular frame with a lock rail in the mid-section
- approximately 2 feet 5 inches up from the bottom
- screening is held to the door with a moulding strip
- screening is metal
- handle is attached to the frame
- door and screening painted green
- bottom rail and lock rail are of 4-1/2 inch wide boards whereas stiles and top rail are of 3-1/2 inch wide boards
- door is 7/8 inches thick.

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

Hook and eye
- hook attached to screen door above door latch
- eye in bulkhead
- to hold screen door back.

Sink mounting boards
- two rectangular pieces of wood, 9-1/4 inches high, at 90 degrees to each other; one on the outboard bulkhead, one extending in from the outboard bulkhead for 1 foot 10 inches so that the bottom edge of the board which is 1 foot 1-1/2 inches aft of the forward bulkhead is notched around the hog post
- the board at 90 degrees to outboard bulkhead is also supported at its
inboard edge by a brace that extends to the deck along the inboard face of the hog post

- sink mounting boards have sink hangers attached.

Sink hanger
- cast iron
- one each attached to each of the above noted sink mounting boards
- flared top on which the sink is hung
- may be of the 1937 period.

Sink
- circular sink bowl with flat back plate at 90 degrees on aft two sides
- built for corner
- manufactured by Standard Ideal Limited, Port Hope, Canada
- information on sink: July 19.10 20 H.L.
- overflow holes in back of sink bowl
- may not have had faucet holes in two outside corners originally
- has effluent pipe in bottom center
of sink bowl.

Faucets
- there were probably two on this sink in the 1950s
- chrome plated brass.

Soap dish
- shell shaped
- attached kitty corner between two back plates of sink.

Curtain rod holders
- for curtain below sink
- one attached to sink mounting boards below each outside corner of 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 back on itself with the fold opened up to accept the curtain rod.

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

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

Aft Bulkhead

Shelf
- extends full length of bulkhead
- continuous with shelf on inboard bulkhead
- shelf on fore-aft bulkhead is notched into thwartship shelf
- shelf is supported at exterior bulkhead by quarter round attached to that bulkhead
- there are two shaped shelf supports
one below the upper bunk side rail support and one in from outboard bulkhead.

Coat hook board
- below above noted shelf
- extends from outboard bulkhead to about mid-line of the bulkhead
- shelf support of above noted shelf may be notched around coat hook board
- edges have chamfer
- may have shaped ends.

Coat hooks
- on board noted above
- at least 5 hooks
- type of hook used not known, see description cabin S-P4.

Bunk side rail supports
- for two single bunks
- see description of bunks on inboard bulkhead.
Bedside wall step
- above and slightly outboard of lower bedside rail support and possibly 3 feet + above the deck
- shelf outer corners are curved
- two shaped supports, 7-1/4 inches high, below shelf
- length of shelf is approximately 1 foot 8-1/2 inches
- painted dark brown over a mahogany stain or varnish.

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

Curtain rod holder
- square block of wood attached to bulkhead below deckhead and slightly outboard of bunk location
- block has circular recess
- similar to what was found in offi-
cers' cabins on Texas deck
- to hold curtain rod for curtain in front of bunk
- in line with other holder on forward bulkhead.

Inboard Bulkhead

Bunk supports
- two, 7/8 inch x 2-7/8 inch boards running full length of the bulkhead
- one for the upper and one for the lower bunk
- 10-1/2 + inches and 3 feet 3 inches + above the deck.

Bunks
- two single bunks
- 7 inch side rails supported on forward and aft ends by cast iron supports
- cast iron side rail supports are attached to wooden back plates which are attached to the forward and aft
bulkheads
- lower bunk back plates extend to the deck and have rounded tops
- upper bunk back plates have upper and lower ends semi-circular
- there are two spring support boards located between side board and in-board bulkhead on each bunk. They are supported at side rail by an angle iron and rest on above noted bunk supports on inboard bulkhead
- top of side rail has a mahogany circular moulding 1-5/16 inches by 7/8 inches over top and forward edge
- side rails are stained and varnished
- upper bunk added probably in the 1950s.

Cast iron side rail supports
- rectangular piece of metal with lengthwise slot in it to accept side rail
- slot has raised lip around it.
Drawers
- beneath aft end of lower bunk
- two drawers, one above the other
- probably similar in detail to what was found in officers' staterooms of the Texas deck cabins.

Shelf
- extends full length of the inboard bulkhead above the upper bunk
- continuous with shelf on aft bulkhead
- there are two shelf supports, one up against forward bulkhead and one at the approximate mid-line of the bulkhead
- notched into thwartship shelf on aft bulkhead.

Deckhead frame spacers
- between deckhead frames
- in line with the bulkhead.

Quarter round
- at junction of masonite and deckhead frames

AS, 26 May 1978.
- runs full length of the bulkhead.

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

AF, 17-47-s113;  
AS, 26 May 1978;  
Tr., Hogg, p. 191;  
Tr., Jensen, II, p. 8;  

Forward Bulkhead

Hog post hole
- for hog post that extends through the deck forward through the bulkhead
- hole should have a frame around it
- for dimensions of hole see cabin S-P2.

AS, 26 May 1978.

Drinking glass rack
- butted up against the inboard side of the hog post hole

AF, 25-42-s66;  
AS, 26 May 1978;  
Tr., Jan. Conf.
- outside dimensions are 1 foot 5-3/4 inches high and 1 foot 4-1/2 inches wide
- end panels are decoratively curved
- top shelf, which is 1 foot 3/8 inches up from the bottom of the rack, has holes for two glasses and a carafe and is also curved in its mid-section to accommodate the carafe
- middle shelf, which is 10 inches up from the bottom of the rack, serves as a bottom support for the glasses and the carafe
- glass holes are 3 inches + in diameter and the carafe hole is 4-7/8 inches + in
- both of the above shelves extend 7-1/8 inches out from the bulkhead
- lowest shelf, which is 10 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 the lowest shelf, 3-1/2 inches up from the bottom of the rack, is a
one inch diameter bar from a towel
- back plate extends from the bottom shelf up to above the top shelf
- painted dark brown over a mahogany colour stain.

Mirror
- located inboard of the water glass rack
- top of mirror is 1 foot 1 inch + from the deckhead
- rough dimensions of mirror outline are 1 foot 7-1/2 inches x 1 foot 2-3/8 inches
- plain, straight sided mirror
- frame was stained and varnished
- distortions in the glass.

Bunk side rail supports
- for two single bunks
- see description of bunks on inboard bulkhead.

Electrical service panel
- just outboard of upper bunk side rail support panel
- rectangular block of wood with chamfer
- held buzzer, plug, and light switch.

Electrical plug
- on above noted service panel
- 20A - 250V noted on face of plug
- face of plug is circular
- plug slots at right angles to each other.

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

Light switch
- on above noted service panel
- circular porcelain base
- thin, circular, chromed metal cover on top of the base
- black knob in the center of the cover
- knob is rotated to off and on posi-
- slot in metal cover shows on or off position
- information on metal cover. 6A 125V
  - 3A 250V - Und. Lat. Insr.

Curtain rod holder
- square block of wood with a U notch cut out of the top side
- located below the deckhead and in line with the upper bunk side rail support
- held curtain rod which held curtain that hung in front of bunk probably when there was only one bunk in the cabin.

Witness mark
- of possible shelf or a possible table attached to the bulkhead
- witness mark is in the form of a capital T
- located between bunk and hog post.

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

Deck

Tongue and groove cedar decking.  

Linoleum
- extends over whole area except for
grey painted cedar decking under
bunk
- linoleum painted grey
- 1/8 inch thick linoleum
- originally battleship brown.

Hog post hole
- in deck towards forward and outboard
bulkheads
- 1 foot 1 inch from outboard bulkhead
and 1 foot 7-1/2 inches from the

Tr., Hogg,
p. 191;
Tr., Jensen, II,
p. 8;
Tr., Keay &

AF, 5-47-sl01.
AF, 4-47-sl01;
Tr., Bromley,
pp. 53-54;
Tr., Jensen, II,
p. 8.

AF, 5-47-sl01.
forward bulkhead
- hole dimensions are 8-3/4 inches by 1 foot 1 inch.

Holes
- for water pipes
- up against outboard bulkhead
- below sink
- probably installed during 1950s re-fit.

Painting scheme
- deck painted grey up against interior bulkhead
- unpainted rectangular area between bunk area and outboard bulkhead
- unpainted area circumscribed with a brown painted border.

Deckhead

Deckhead joists or frames
- on approximately 18 inch centres
- extend from inboard cabin bulkhead
out through the exterior bulkhead to
the fascia board of the boat deck
- frames are 1 inch x 3-1/2 inch
cedar.

Light fixture AF, 3-47-s99;
- located centrally on the deckhead AF, 28-42-s69.
  between the bulkheads
- a circular shaped brass shell
  painted white
- held to a wooden base by two screws
- CGE fixture No. 13949
- probably a later addition.

Lighting fixture base AF, 39-42-s80.
- for above light fixture
- a 6 inch circular mahogany piece of
  wood 1 inch thick
- has a chamfer
- rough cut hole in the center
- a 1/4 inch high and 3/4 inch wide
  notch through edge of base for wir-
ing.

Period lighting fixture Tr., Jan. Conf.
- porcelain base Sun. III,
- bare bulb, 40 watt p. 22;
- pull chain switch AS, 25 June 75.
- removed probably in refit in 1950s.

Painting scheme AF, 4-47-s100.
- white.

**Outfitted to W.R. McGregor**

Chief stewards cabin. SK, Gaudin,
No. 1; HR, Weppler,
App K-4.

Calendar
- attached to one of the bulkheads L, Forde,
12 Jan 74;
- supplied by purser. Tr., Forde, (2)
I, p. 27.

Forms
- form number A-72 Tr., Forde, (2)
I, p. 11.
- kept by chief steward in his cabin
- used to order steamer stores
- curatorial has a copy.
First aid kit
- Band-Aid brand
- could be bought in any drug store
- contained:
  - gauze
  - iodine
  - swab stick
  - tweezers
  - scissors
  - mercurochrome
  - Epsom salts
- kept by the chief steward in his cabin.

Provisions
- chief steward was responsible for provisioning the ship
- probably had forms and lists pertaining to provisioning in his cabin.

Possessions of W.M. McGregor
- crucifix and bible
- glycerine pills
- newspapers
Menu
- blank forms
- one of the chief steward's responsibilities was to type up the menu
- curatorial has copies.

Table
- somewhere in cabin
- according to former crew members it was located along outboard bulkhead just aft of door
- considering the hog post location the positioning of the table had to be along another bulkhead
- see general discussion.

Typewriter
- sat on the table
- curatorial has appropriate typewriter.

Supplies
- for cabinet in observation lounge
- candy, chocolate bars, cigarettes, tobacco
- curatorial has some of above items.
Chair
- probably bentwood from dining room
- see Furnishings General.

Stationary
- for passengers
- steward had some
- curatorial has originals.

Lock
- door was kept locked because of supplies
- type of lock is not known
- may have used rim lock that is part of the door latch unit.

Crucifix and bible
- religious man
- had both crucifix and bible in his cabin.

Glycerine pills
- had a heart condition
- had a glycerine in his cabin.

Tobacco
- only for cabinet
- he did not smoke.

Description Saloon Deck Cabins S-P4, 5, 6 (Typical Passenger Staterooms)

General Statement
There is little to distinguish these cabins from those on the next deck up or from the parallel cabins on the starboard side of the saloon deck. The description that was given in dealing with the Texas deck cabins for the typical passenger stateroom with an upper single and lower double bunk applies equally well to these cabins and hence will not be repeated here.

According to the berthing list and Gaudin's notebook the cabins were designated 4, 6 and 8 respectively. These numbers were in all probability noted on the top of the door and were either painted on or made out of metal and secured to the door.

These cabins were used as passenger staterooms and hence nothing besides the general furnishings and fittings outlined for such cabins should be found in them.
Supporting Information to General Statement

Cabins
- typical staterooms
- cabins numbered 4, 6, 8
- bunks: upper single, lower double.

Source of Information
SK, Gaudin, No. 1;
HR, Weppler, App K-4.

Description Cabin S-P4

Outboard Bulkhead

Deckhead frames and spacers
- fir spacers between the frames and in line with the outboard bulkhead.

Source of Information
AF, 17-47-s113.

Quarter round
- along bulkhead at the junction of the masonite with the spacers and deckhead frames.

Source of Information
AF, 17-47-s113.
Blind and curtain rod holders
- three sets
- beside and above upper corners of
  the window
- lowest set of black enamel appears
  to be of a later date.

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 and pulling it inboard and
  lowering it to the window stops
- two vertical panes of glass.

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

Cup hooks
- on either side of the window on the
  frame
- for curtain tie backs.
Sink mounting board
- 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
- cast iron - flared top on which the sink is hung
- one attached to each of the above sink mounting boards
- may be of the 1937 period.

Sink
- circular sink bowl with flat back plate at 90 degrees on aft two sides
- built to fit corner of stateroom
- has holes in two outside corners for faucets
- manufactured by Standard Ideal Limited, Port Hope, Canada
- overflow holes in back of bowl
- information on sink July 19.10 20 H.L.
- may not have had faucet holes origi-
nally
- has effluent pipe in bottom center of sink bowl.

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

Curtain rod holders
AF, 17-47-s74; AF, 10-42-s51;
- for curtain below sink
- one attached to bulkhead below each outside corner of the sink mounting board
- about 1-1/2 inches high and 1 inch wide when folded
- 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.

Curtain rod
Tr., Hogg,
- semi-circular
- followed outline of sink
- ends bent at 90 degrees and inserted pp. 194-195;
Tr., Perchie,
  p. 116.
into the curtain rod holders below sink mounting boards.

Screen door
- opens aft to forward
- located at the forward end of the cabin exterior bulkhead
  - see description given in section on cabin S-P3.

Screen door latch
- attached to block of wood that is attached to the bulkhead 4 feet up from the deck
  - Mallory Marvel No. 2
  - black enamel originally.

Hook and eye
- hook attached to screen door above door latch
  - eye in bulkhead
- to hold screen door open.

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

Aft Bulkhead

Soap dish
- may have been kitty corner on a board at back of sink or attached directly to sink
- chrome plated metal
- sea shell shaped.

Life belt instruction card holder
- 1/4 inch + inboard of mirror noted below and 2 feet 1 inch + below the deckhead
- thin chrome plated metal
- edge bent over on two sides and bottom to hold notice card
- fastened to bulkhead by round headed wood screws one in each corner
- size of holder 5 inches x 8 inches
- may have replaced a wooden frame in 1950s.

Drinking glass rack
- it is butted up against the outboard bulkhead above the sink, 1 foot 3 inches + below the deckhead
- for full description see cabin S-P3.

Mirror
- located on the outside half of the aft bulkhead, 3 inches + inboard of the water glass rack
- top of the mirror is 1 foot 1 inch + from the deckhead
- rough dimensions of mirror outline
are 1 foot 7-1/2 inches x 1 foot 2-3/8 inches
- plain mirror, straight sided
- frame was stained and varnished
- distortions in the glass.

Sink mounting board
- at 90 degrees to the one on the outboard bulkhead with the top edge approximately 2 feet 9 inches + above the deck
- boards are approximately 1-1/2 feet by 7 inches
- top and vertical edge of board is rounded
- top corner away from junction is rounded
- held sink hanger
- may have held spacer board between hanger and mounting board.

Sink hanger
- see description noted on outboard bulkhead.

Bedside wall step
- above lower bedside rail support, 3 feet + above the deck
- shelf outer corners are curved
- two, 7-1/4 inch, shaped supports below shelf; each approximately 1-1/2 inches in from each end
- length of shelf is approximately 1 foot 8-1/2 inches, depth is 6 inches, thickness 7/8 inch
- 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.

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

Wall rack
- one above upper bunk on inboard 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 are six slats, 1/4 inch by 1-3/16 inches by 1 foot 6-5/8 inches facing forward between the sides
  - slats were held to sides by round headed wood screws
  - held to the bulkhead by four round headed wood screws
  - painted dark brown over what may be a mahogany stain.

Bunk supports
- two, 7/8 inch x 2-7/8 inch, boards running full length of bulkhead
- one for upper and one for lower bunk
- 10-1/2 + inches and 3 feet 3 + inches above deck.
Bunks

- upper single, lower double
- a 7 inch high side rail is supported on forward and aft end by cast iron supports
- cast iron supports attached to wood back plates which are attached to forward and aft bulkheads
- lower bunk back plates extend to the deck and have semi-circular tops and are 1 foot 11-7/8 inches + high and 4-1/2 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 side board and inboard bulkhead. They are supported at side rail by an angle iron, and rest on above noted bunk supports on inboard bulkhead
- top of side rail has a 1-5/16 inch by 7/8 inch mahogany circular moulding over top and forward edge
- side rails are stained and varnished
Cast iron side rail supports
- rectangular piece of metal with slot
down the center to accept side rail
- slot has raised lip around it
- attached to back place noted above.

Deckhead frame spacers
- between deckhead frames
- in line with bulkhead.

Quarter round
- at junction of masonite and deckhead frames
- runs full length of bulkhead.

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

Shelf
- on forward bulkhead just inside of door and approximately 1 foot 2 inches from deckhead
- supported on outboard bulkhead by quarter round or strip of wood nailed to the bulkhead
- a shaped shelf support holds up the shelf on the side away from the outboard bulkhead
- dimensions of shelf are 4 feet + long and 8 inches + deep
- shelf is nailed to the supports
- shelf is painted a dark brown over a mahogany stain or varnish
- top of shelf is unpainted.

Coat hook support board
- directly below shelf noted above on forward bulkhead
- edges have chamfer
- shaped ends
- held at least 5 coat hooks
- painted dark brown over mahogany stain.

Coat hooks
- on board noted above AF, 17-47-s113;
- at least 5 hooks AF, 27-42-s68.
- several different kinds of hooks were found
  - 1) single unit construction
  - 2) two piece construction, in that the hook is separate from the back plate
  - 3) single unit wire hook that was screwed into board
- type of hook used for this board is not stated.

Reading lamps
- located on forward bulkhead above top and bottom bunk AF, 17-47-s113;
  - Canadian Westinghouse fixture No. LL 4171. 327 AF, 28-42-s69.
  - chrome plated aluminum base
  - base is oval shaped
  - ribbed, oval shaped, glass globe with white coating on the inside of
the glass except on the central section of the globe
- held to the bulkhead by a typical light fixture backing plate
- not to period of restoration, probably put in when the ship was converted to cruise ship in the 1950s.

Bunklight
- installed when ship was built
- 20 watt bulb
- no shade
- porcelain base
- wires covered by wood moulding.

Electrical service panel
- wood rectangular block approximately 3-1/2 inches by 6-1/2 inches with chamfer
- held light switch and service buzzer
- located midway between lower bunk support and shelf on forward bulkhead
- approximately 3 feet 6 inches above the deck.
Service buzzer
- on above electrical panel
- brass formed into a thin circular shell
- recess in the center where the black plastic buzzer knob is located.

Light switch
- on above metal electrical panel
- circular porcelain base
- thin circular chromed metal cover on top of the base
- black knob in the center of the cover which is rotated
- slot in the metal cover shows on or off positions
- information on the metal cover - 6A.
  125V - 3A. 250V - Und. Lat. Insr.

Bunk supports
- see bunk description.

Masonite
- 1/4 inch tempered masonite is used as a covering for the bulkhead
  painted white
- screwed to frame members
  p. 8;

Eye
AF, 17-47-sll3.
- for hook on screen door
- attached to leading edge of shelf on forward bulkhead
- to hold screen door open.

Deck

Similar to cabin S-S4.
AF, 5-47-s101;
AF, 17-47-sll3.

Deckhead

Similar to cabin S-P3.
AF, 4-47-s100.
### Description Cabin S-P5

<table>
<thead>
<tr>
<th>Bulkhead</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Outboard Bulkhead</strong></td>
<td></td>
</tr>
<tr>
<td>Similar to cabin S-P4.</td>
<td>AF, 17-47-s113.</td>
</tr>
<tr>
<td><strong>Aft Bulkhead</strong></td>
<td></td>
</tr>
<tr>
<td>Similar to cabin S-P4.</td>
<td>AF, 17-47-s113.</td>
</tr>
<tr>
<td><strong>Inboard Bulkhead</strong></td>
<td></td>
</tr>
<tr>
<td>Similar to cabin S-P4.</td>
<td>AF, 17-47-s113.</td>
</tr>
<tr>
<td><strong>Forward Bulkhead</strong></td>
<td></td>
</tr>
<tr>
<td>Similar to cabin S-P4.</td>
<td>AF, 17-47-s113.</td>
</tr>
</tbody>
</table>
Deck

Similar to cabin S-S4.  
AF, 5-47-s101;  
AF, 17-47-s113.

Deckhead

Similar to cabin S-P3.  
AF, 4-47-s100.

Description Cabin S-P6

Outboard Bulkhead  
Source of Information

Similar to cabin S-P4.  
AF, 17-47-s113.
Aft Bulkhead

Similar to cabin S-P4.  AF, 17-47-s113.

Inboard Bulkhead

Similar to cabin S-P4.  AF, 17-47-s113.

Forward Bulkhead

Similar to cabin S-P4.  AF, 17-47-s113.

Deck

Similar to cabin S-S4.  AF, 5-47-s101;  AF, 17-47-s113.
Deckhead

Similar to cabin S-P3. AF, 4-47-s100.

Description Cabin S-P7 (the Pantry)

General Statement
This is basically a very small cabin, one might even say a large closet, with no windows and one door. It contains a number of shelves along the bulkheads. The shelves as outlined in the detailed sheets do not appear to have changed at all over time and, therefore, the cabin probably looks to-day as it did when the ship was launched.

The pantry contained all of the goods necessary for baking and some of the finished goods. It may also have contained some of the fresh fruit such as grapefruit and oranges. As this room would have been a prime target for hungry crew members the door was kept locked at all times by a yale lock attached to the outside of the door.
Supporting Information to General Statement

Pantry stores.

Lock
- Yale lock.

Baked goods kept here.

Oranges and grapefruit may have been kept here.

Outboard Bulkhead

Shelves
- terminus of three shelves that extend along forward bulkhead: 3 feet

Source of Information

HR, Weppler,
App K-4;
Sk, Gaudin, No.1.
Tr., Jan. Conf.
Sun. III,
p. 22;
WSS-1975, IV,
p. 109.

WSS-1975, I,
p. 20.

Tr., Nicholson,
pp. 23-4.

AF, 24-47-s120.
2-1/8 inches, 4 feet 5-3/16 inches and 5 feet 8-3/8 inches above the deck and one shelf that extends along aft bulkhead 6 feet 11-7/16 inches above the deck

Door and door jamb
- in the center of the outboard bulkhead
- door is a typical stateroom 5 panel door hinged at its forward end
- for further information see exterior bulkhead.

Studs
- studs are exposed on this bulkhead.

Painting scheme
- white.

Aft Bulkhead

Studs
- exposed on this bulkhead
- on approximately 16 inch centers
- studs are 15/16 inch x 2-7/16 inch.
Plates
- deck and deckhead plates at terminus of studs are 1-1/2 inch x 2-7/16 inch
- studs are notched into plates.

Shelves
- terminus of inboard shelving and support are located on this bulkhead
- one shelf extends from the outboard bulkhead to forward edge of top shelf on inboard bulkhead. This shelf is supported at bulkhead by an extension of upper shelf support of inboard bulkhead and extends full length of this bulkhead.

Holes
- four, horizontal holes in line in the middle of the bulkhead, just below the deckhead
- use not known, may be just for ventilation.
Inboard Bulkhead

Studs
- exposed on this bulkhead
- on approximately 16 inch centers
- studs are 15/16 inch x 2-7/16 inch.

Plates
- deck plate and deckhead plate at
  terminus of studs are 1-1/2 inch x
  2-7/16 inches
- studs notched into plates.

Shelves
- across full length of bulkhead
- come out from bulkhead approximately
  2 feet 5 inches
- supported at forward and aft bulkheads by boards nailed to those
  bulkheads
- shelves are located 2 feet 11 inches, 4 feet 3 inches and 5-1/2
  feet above deck.
Painting scheme
- white.

**Forward Bulkhead**

**Masonite**
- 1/4 inch tempered masonite covers bulkhead
- screwed to bulkhead studs
- painted white.

**Shelves**
- three shelves extend along this bulkhead from outboard bulkhead to shelves that extend across inboard bulkhead
- shelves located in top half of bulkhead at the level noted in section dealing with inboard bulkhead
- bottom shelf supported by wooden braces made out of three slats shaped in the form of a right angled triangle with one located 1 foot 11-3/16 inches and the second 3 feet
11-1/2 inch in from the outboard bulkhead
- upper two shelves supported at forward end by braces that extend vertically up from shelf below at the locations noted for the two braces
- all shelves supported at bulkhead by board running full length of bulkhead
- depth of shelves approximately 9-3/8 inches.

Holes
- two rough cut holes were cut in each shelf inboard of the inner shelf support
- the holes are 8-3/8 inches apart
- may have been the location of electrical wiring.

Deck

Tongue and groove cedar decking.
Painting scheme AF, 5-47-sl01.
- deck painted grey.

Linoleum AF, 5-47-sl01.
- no linoleum in this cabin.

Holes AF, 5-47-sl01.
- one hole in the inboard forward corner
- one hole up against the forward bulkhead
- use of both holes not known.

Deckhead

Deckhead joists or frames AF, 4-47-sl00.
- see description cabin B-P3.

Lighting fixture base AF, 4-47-sl00.
- 3-5/8 inches wooden square with two screws in place
- located 2 feet 8-1/2 inches in from outboard bulkhead and 1 foot 7-1/4 inches in from forward bulkhead.
Lighting fixture  
- missing  
- make not known  
- possibly similar to what was originally in the staterooms.

Painting scheme  
- white.

Contents of Pantry

See information given in sections dealing with the Bakeshop and Galley for possible contents of Pantry.

Description of Cabin S-P8 (Bakery)

General Statement
As with the pantry the bakery is virtually the same now as it was when the Klondike was first launched. According to former crew members the storage box in the outboard forward corner is a non-period addition and the counter top, now
covered with masonite, was originally hardwood. The hardwood counter top is probably still extant below the masonite; however, this is not definite. Other than the counter top, storage box and possibly the painting scheme little has changed in the bakeshop since its construction.

The bakeshop was of course a working area where breads, rolls, cookies and pies were made, and, as such, would be expected to contain the equipment and most if not all of the ingredients that were necessary to produce all of the baked goods. Probably a lot of these ingredients were stored in the pantry and some probably even in the galley; however, it is assumed that a working quantity of those ingredients would have been kept in the bakery. A partial list of equipment and ingredients and the possible location thereof has been included in this section.

Outboard Bulkhead

Source of Information

Shelf supports
- for two shelves attached to aft bulkhead
- consists of two boards that extend from aft bulkhead to the aft edge of the aft window.

AF, 24-47-s120.
Masonite
- 1/4 inch tempered masonite covers this bulkhead
- screwed to the bulkhead studs
- painted white from bottom of windows to deckhead and brown from window down.

Storage box stand
- in outboard forward corner
- held up on outboard and forward bulkheads by boards, each approximately 2-1/2 feet long, which are attached to bulkheads 1 foot 6-1/4 inches + above the deck
- it has one leg located at the corner away from bulkheads and this is made out of a piece of wood 7/8 inch x 2-3/8 inches
- top of stand is open with only two foot + long boards, one across the forward and one at the aft end
- painted brown over medium green.

Storage box
- on stand noted above
- completely covered in galvanized sheet metal

- sheet metal covered door on the front held by two hinges on the left side, handle on the opposite side

- there is a U bolt attached to the box at the same level as the door handle which may have been used for locking the door

- interior of box contains one shelf, about 3/5ths of the way up from the bottom

- size of box is 2-1/2 feet deep, one foot 8-1/8 inches wide and 2 feet 3/16 inches high

- painted medium green on sides, brown on top and grey on the bottom

- period of installation not known; however, not of 1937-1945 period.

Pie shelving

- on outboard forward corner beside forward window

- faces aft

- there are nine shelves, all about 3-3/4 inches apart
- depth of shelving is 9-3/8 inches
- all shelves have a 3/16 inch x 1 inch x 1 foot 11-1/2 inch slat nailed on their forward edge
- length of box is 1 foot 11-1/2 inches, the side supports are 3/4 inches thick
- outboard shelf support is nailed to outboard bulkhead
- inboard shelf support is held up by a small board attached to the support and deckhead frame
- painted white over light green over medium green.

Spacers
- between deckhead frames in line with exterior bulkhead.

Quarter round
- at junction of frames with masonite.

Windows
- two windows, one 7-1/2 inches and the other 3 feet 6-1/2 inches from the aft bulkhead
- the window is lowered by lifting the window and pulling it inboard and lowering it to the window stops
- two vertical panes of glass
- window dimensions are 2 feet + wide and 2 feet 10 inches + high.

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

Curtains
- bakeshop had no curtains on the windows.

Aft Bulkhead

Bins
- below counter that runs length of bulkhead
- bins extend 5 feet 2-15/16 inches inboard from outboard bulkhead
- there are three bins, each 1 foot
5-1/2 inches wide

- bins extend from below counter to deck level

- there is an intercostal piece between curved deck and bottom of bins

- each bin is wedge shaped in cross section, and is pivoted at the bottom around a slot cut in the bottom of the bin sides

- bins rotate about a 1-1/16 o.d. galvanized pipe that is laid across boards that extend aft from the forward vertical boards between bins to rear counter supports. The pipe is recessed into notches in these boards and held in

- bins are separated from each other by 1-1/4 inch x 1-1/2 inch fir board that runs from bottom of counter to intercostal piece

- bin nearest outboard bulkhead is separated from that bulkhead by a 5 inch wide board to which is attached a 3 inch x 1 foot 1-1/4 inch board the purpose of which is not known

- each bin has a handle near the top
made of sheet metal with opening at bottom.

Counter
- counter top was originally hardwood AF, 24-47-s120;
- runs full length of bulkhead and AF, 41-47-s137;
  continues along inboard bulkhead to WSS-1975, I,
  warming cabinet p. 18.
- counter top is presently covered
  with 1/4 inch tempered masonite AF, 24-47-s120;
painted brown
- counter is supported below by four, AF, 41-47-s137;
  3/4 inch x 3-1/2 inch, boards on WSS-1975, I,
  edge which are in line with forward p. 18.
  bin spacers. These boards form part
  of the bin housing
- a board extends along the length of
  the bulkhead and is the terminus of
  the support boards noted above
- there are two boards along forward
  edge of counter between counter top
  and bin tops, the top one of which
  is 1-1/8 inches and the bottom 1-3/8
  inches.
Quarter round
- 1/4 inch quarter round at junction of counter top with bulkheads.

Shelf
- above counter on aft bulkhead
- shelf is continuous with shelving on inboard bulkhead and extends along whole of the aft bulkhead
- shelf is 11-7/8 inches wide and 11/16 inch thick
- there is a recess in the shelf in its mid-section which comes to within 4 inches of bulkhead for 1 foot 8-3/8 inches. The recess is flat at the back and curves outward in a flattened S at both sides with the outboard 9-1/2 inch S curve starting at 2 feet 7/8 inches in from the outboard bulkhead
- recessed area has a 1-11/16 inch edgeboard attached
- the edgeboard terminates at two, 1-1/2 inch by 3/4 inch, vertical shelf supports that extend up to the deckhead on either side of recess
- there is another vertical shelf support on the bulkhead in the midpoint of the recess
- shelf is supported on the outboard and inboard bulkheads by boards attached to those bulkheads
- shelf is cut at an angle towards aft bulkhead, starting 9-7/8 inches in from outboard bulkhead so that at outboard bulkhead the shelf is 7-1/4 inches deep instead of 11-7/8 inches
- a board extends under the shelf from the vertical support on aft bulkhead to outboard bulkhead, this board, which is 4-1/2 inches wide, has thin wires passing through holes located in the board's center
- painted white over light green over medium green.

Shelf  
- located between the shelf noted above and deckhead  
- extends from cupboard on inboard bulkhead to outboard bulkhead  
- supported on the front by three
vertical supports, extending to the
deckhead, two of the supports are
continuous from shelf below and one
support, located between the above
noted two, starts at this shelf
- a board extends aft under the shelf
from the center forward vertical
support to the aft vertical support
- supported at outboard bulkhead by a
board attached to that bulkhead
- both outside corners are cut at an
angle; the corner near the outboard
bulkhead is cut starting 9 inches
from that bulkhead so that at the
outboard bulkhead the shelf is 7-3/8
inches deep; the interior corner is
cut 5 inches from the end so that
portion of the shelf is 3-1/8 inches
deep
- shelf is 11/16 inches thick
- painted white over a light green
which is painted over medium green.

Holders
- two holders in mid-section of bulk-
head above counter

AF, 24-47-s120;
AF, 39-47-s135.
- hook shaped, each holder held to
  bulkhead by two flat head screws
- probably made from counter edging
- holders may have been used to hold
  rolling pin
- brass
- painted white over light green over
  medium green.

Square board
- a 1 inch ± square on deck at junction
  with bulkhead
- between inboard bulkhead and bin
  housing.

Masonite
- 1/4 inch tempered masonite covers
  bulkhead
- held to bulkhead studs by screws
- masonite above counter is painted
  white over green
- masonite below counter is painted
  brown.

Hole
- in masonite, on port side of verti-
cal shelf support that is attached
to bulkhead
- use not known
- may have been made by vandals.

Inboard Bulkhead

Warming cabinet
- located in upper half of bulkhead
  from counter top level to deckhead
  frames in the inboard forward corner
- wooden cabinet with door, measures 2 feet 2-1/4 inches wide, three feet 11-1/2 inches high and one foot 9-7/8 inches deep
- sides and top are fir planks whereas the bulkhead serves as the back and the bottom is a continuation of the counter that extends across the bulkhead
- the door consists of a wooden frame with a 1/4 inch masonite covering
- the door is hinged on the right hand side and the hinges are made of
pressed metal painted white
- the door latch is on the left hand side, and is a slide latch painted white
- there are five 1/2 inch vent holes in the masonite near the top of the door
- there are six fir slats, one every 6 inches, screwed to each side of the cabinet; slats one, three and five serve as shelf supports
- the shelves are made out of eight fir slats spaced evenly along the supports
- 1/2 inch galvanized water pipe, laid out in the shape of a W that rests on two steel bars, runs along the bottom of the cabinet. The pipes enter and exit through the bottom of the cabinet where there are two gate valves. The pipe enters the cabin through the bulkhead 6 inches below the bottom of the cabinet
- box type cardboard is stapled to the sides and back of the cabinet interior and acts as insulation.
Cupboard
- located in the top quarter of the bulkhead up against deckhead frames and extends from the warming cabinet to the aft bulkhead
- size of cupboard is 4 feet 2-1/8 inches long, one foot 1/8 inches high and 1 foot 1-3/16 inches deep
- top and sides are wood whereas the back is sheet metal
- one shelf running lengthwise located halfway between top on bottom and is notched into sides
- left hand side was covered in sheet metal
- there are two sliding doors that run in notches located in top and bottom of cupboard
- handle on doors are 3/4 inch thick slots with 1/8 inch levels on front edges
- cupboard is painted white over light green.

Board
- on bulkhead between warming cabinet
and cupboard
- 3/4 inch x 1-3/4 inches.

Shelf
- narrow shelf below above noted cupboard
- extends from warming cabinet to aft bulkhead
- shelf is 3-7/8 inches wide and has a 1-1/2 inch edgeboard attached its full length
- supported at warmer end by 3/4 inch quarter round attached to warmer and two triangular pieces of wood, one of which is up against the aft bulkhead and one 2 feet 10-1/4 inches forward of the aft bulkhead.

Counter top
- counter top was originally hardwood
- counter top is presently 1/4 inch tempered masonite painted brown
- comes 1 foot 5-1/8 inches out from bulkhead
- extends along bulkhead to aft bulkhead where it is continuous with the
counter installed along that bulkhead
- supported at forward bulkhead by support noted on that bulkhead and at aft bulkhead by counter top that runs along that bulkhead
- counter painted brown.

Quarter round AF, 24-47-sl20.
- at junction of counter top with bulkhead and warming cabinet
- 3/4 inch.

Masonite AF, 24-47-sl20.
- 1/4 inch tempered masonite covers bulkhead
- held to bulkhead studs by screws
- area above counter top is painted white over green
- area below counter top is painted brown.

Spacers AF, 24-47-sl20.
- between deckhead frames
- in line with bulkhead.
Quarter round
- below deckhead frames at junction of masonite and frames.

Shelf
- between narrow shelf and cupboard
- continuous with first shelf above counter on aft bulkhead
- supported at warming cabinet by board attached to cabinet and two vertical supports that run from shelf to cupboard above it
- shelf is notched into vertical supports
- shelf is notched into shelf that extends along aft bulkhead and is also supported on starboard side by a board that extends from aft bulkhead
- shelf is 11-1/2 inches deep.
**Forward Bulkhead**

Pie shelving
- see outboard bulkhead.

Storage box
- see outboard bulkhead.

Storage box stand
- see outboard bulkhead.

Door
- typical five panel stateroom door
  with hinges on outboard side
- see description given for doors in
  section dealing with the exterior
  bulkhead.

Warmer
- see inboard bulkhead.

Support
- there appears to be a support for
  the food warmer attached to this
  bulkhead, of which one member ex-
tends along the bulkhead below the warmer and one down to the deck at the forward end of above member.

Masonite

- 1/4 inch tempered masonite covers this bulkhead
- screwed to bulkhead studs
- painted white over green except from top of food warmer support down where it is painted brown.

Deck

Tongue and groove cedar decking. AF, 5-47-s101.

Painting scheme AF, 5-47-s101.
- deck is unpainted.

Linoleum AF, 5-47-s101.
- extends over deck from forward bulkhead to within one foot ten and one half inches of the aft bulkhead
- 1/8 inch thick linoleum.
Deckhead

Deckhead joists or frames - see description cabin S-P3.

Light fixture - on circular wooden base with chamfer base combined with porcelain base attached to wooden base twisted cotton covered electrical cord extends down from porcelain cap that is attached to porcelain base to a brass light socket brass light socket has brown plastic switch attached to its side information on base 3A 250 HEPC APP'A Amalgamated wire cord holds fixture away from shelves on bulkheads located midway between fore-aft bulkheads just forward of the aft bulkhead.

Strips of wood - three strips of wood nailed to the
deckhead between aft bulkhead and first deckhead frame forward
- approximately evenly spaced between inner and outer bulkheads
- anchors for shelf supports that extend up to the deckhead from shelves located on the aft bulkhead.

Painting scheme
- white.

**Possible Contents of Bakery**

Bakeshop.

Bake pans
- kept in bakery
- had both individual pans and also four pans joined
- done daily to requirements
- muffin pans and pie plates.

SK, Gaudin,
No. 1.

Tr., Jan. Conf.
Sat. IV, p. 48;
WSS-1975, I,
pp. 18, 23;
Tr., Nicholson,
p. 35.

AF, 4-47-s100.
Scales
- for dough.  

Bins
- three bins underneath bakeshop table
- 1 for pastry flour
- 1 for bread flour
- 1 for probably sugar.

Bake goods
- cookies
  - peanut butter
  - coconut
  - macaroons
  - oatmeal
  - raisins
- French pastries all types
- brownies
- bought
  - Ormond's tea biscuits.

Pie fillings
- made by Aylmer, came in gallon cans
- apple, raisin, lemon merangue, blueberry, coconut cream.
Shortening and lard
- bought shortening in 10 lb pails

Spices WSS-1975, I,
- came in 2 or 5 lb bags p. 36.
- bakers left the spices in the bags
  and had them taped or stapled down
  whereas the cooks put them in more
  solid containers
- mostly Nabob.

Flour WSS-1975, I,
- 100 lb bags p. 38.
- Robin Hood.

Baking powder WSS-1975, I,

Mustard WSS-1975, I,
- small Keene's mustard tins. p. 38.

Alarm clock WSS-1975, IV,
- may have had one. pp. 11-12.
Description Cabin S-P9 (Crews' Quarters)

General Statement
The last cabin on the port side of the saloon deck cabins appears to have been originally used as crews' quarters and was subsequently changed to a washroom. The exact date of this change is not known; however, it is presumed that the conversion probably took place when the Klondike was converted to a cruise ship as this may have necessitated additional washrooms to handle the larger number of passengers carried.

This washroom seems to have differed little from the other post-conversion washrooms on board the vessel. There were two cubicles up against the inboard bulkhead, each of which contained a toilet and flush box. The necessary fittings associated with a washroom appear to have been attached to the bulkheads, and those aspects that could be identified have been listed below.

The surviving witness marks suggest that this cabin may originally have been the mirror image of the aft cabin on the starboard side, which apparently was also used by crew...
members. The cabin appears, therefore, to have held two single bunks plus all of the normal fittings, the location of which are indicated by the witness marks and by a comparison with the stateroom on the starboard side.

On the aft bulkhead there are witness marks in the shape of a capital T that extend 2 feet 5-3/4 inches up from the deck. The outboard end of the horizontal section of the witness mark appears in part to be covered by the sink mounting board attached to the aft bulkhead. The existence of this witness mark may indicate that a built-in table was attached to this bulkhead at one time. If this supposition is correct, the extant sink mounting board may be of a later addition. Whether this puts the original location of the sink into question is not known as the position indicated for the sink is the usual one for a stateroom. The crew that occupied this cabin could have been galley members or waiters. As yet there is no definitive answer as to its occupants.

Supporting Information to Source of Information

General Statement

Crew's quarters. SK, Gaudin, No. 1; Tr., Keay &
Outboard Bulkhead for Washroom and Stateroom

Deckhead frame spacers AF, 24-47-s120.
- for spacers between the frames and in line with the exterior bulkhead.

Quarter round AF, 24-47-s120.
- along bulkhead at the junction of the masonite with the spacers and deckhead frames.

Blind and curtain rod holders AF, 24-47-s120.
- two sets
- one for a blind and the other for the curtain
- beside and above upper corner of the window.

Window AF, 9-42-s50;
- one window aft of the door AF, 24-47-s120.
- the window is lowered by lifting the
window and pulling it inboard and lowering it to the window stops
- two vertical panes of glass
- width of window opening is 2 feet + and height is 2 feet 10 inches +.

Window sill AF, 24-47-s120.
- below window
- extends slightly beyond either side of frame.

Coat hook AF, 24-47-s120.
- forward of window location and 10-1/4 inches below quarter round noted above
- type not stated.

Sink mounting board AF, 24-47-s120.
- a board, 7/8 inch x 2 inches x 1 foot 1-3/8 inches attached to the bulkhead
- the top of the board is 2 feet 9-1/4 inches above the deck
- extends outwards from aft corner where it meets the sink mounting board attached to the aft bulkhead.
Curtain rod hanger  
- for curtain below sink  
- see description aft bulkhead  
- located below bottom outside corner of sink.

Sink  
- no sink in place when recorded  
- probably similar to what was found in other staterooms.

Screen door  
- not in place when cabin was recorded  
- hinge blocks still on forward side of door jamb  
- door probably removed when stateroom was converted to washroom  
- probably of similar construction of other screen doors on the other staterooms.

Door  
- see exterior bulkhead, saloon deck cabins for door description.
Door sign
- contents not known.

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

Aft Bulkhead post-1950
(As Washroom)

Toilet partition
- fore-aft toilet partition demarcating toilet cubicles from main washroom area
- member on this bulkhead runs full length of bulkhead
- located 3 feet 3-9/16 inches from inboard bulkhead.
Towel rack supports
- two supports, 1 foot 7 inches apart
- the inboard one is almost next to
  the toilet partition
- about 1 foot 5 inches from the deck-
  head
- not recorded hence details not
  known.

Shelf support
- for shelf above sink location
- shelf is missing
- top of shelf was 4 feet 2-5/8 inches
  above deck
- shelf support is 2 feet 2-3/8 inches
  from outboard bulkhead
- shelf support was not recorded,
  hence details are not known.

Sink mounting board
- extends from outboard bulkhead in-
  board 1 foot 9-5/8 inches
- bottom located 2 feet 4-7/8 inches
  from deck
- top outside corner is rounded
- holds cast iron sink hanger
details of above not given; however, it is expected that it was similar to what was found in other state-rooms.

Witness marks

- 2-3/4 inches in from the outboard bulkhead, 4 feet 2-5/8 inches up from the deck
- possible location of the soap dish.

Curtain rod holder

- for curtain below sink
- one attached to bulkhead 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 back on itself with the fold opened up to accept the curtain rod.

Curtain rod

- semi-circular
- followed outline of sink
- ends bent at 90 degrees and inserted
into the curtain rod holders below sink corners.

**Aft Bulkhead pre-1950**

(As Stateroom)

Back plate to hold cast iron side rail supports  
- 3-3/4 inch wide board extending from the deck to the deckhead  
- 2 feet 4-3/4 inches from the inboard bulkhead.

Cast iron side rail supports  
- there are indications of two supports having been attached to above noted board, 1 foot 5/8 inches and 3 feet 6-15/16 inches above the deck.

Mirror  
- indications of a mirror 1 foot 9-13/16 inches from outboard bulkhead and 1 foot down from the deckhead frames
- mirror may have been 1 foot 4-3/4 inches + high and 1 foot 3-1/4 inches + wide
- towel rack supports presently occupy this position
- probably similar to what can be found in other staterooms.

Drinking glass rack
- indications show that the rack was butted up against the outboard bulkhead with the top of the back plate being 1 foot 5 inches below the deckhead
- see description of rack in state-rooms.

Unknown objects
- witness marks directly below mirror location, possibly of a shelf and supports
- three witness marks coming up from the deck in the shape of a capital T extend 2 feet 5-3/4 inches above the deck to the sink mounting board at which point they extend inboard
the latter marks may indicate the location of a built-in table.

Mounting board and sink - see above section on cabin as washroom.

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

Inboard Bulkhead post-1950 (As Washroom)

Deckhead frame spacers - for spacers between the frames and in line with the outboard bulkhead.

Quarter round - along bulkhead at the junction of
the masonite with the spacers and
deckhead frames.

Toilet partition  AF, 24-47-s120.
- runs thwartship between toilet cubicles
- extends from inboard bulkhead to far afloat toilet partition
- witness marks indicate it extended from deck to deckhead, at least that part of it that was up against the inboard bulkhead.

Mounting board for toilet tank  AF, 24-47-s120.
- on the bulkhead of each cubicle
- about 1 foot 9-7/8 inches by 11-1/2 inches by 1 inch
- located about 1 foot 10-1/2 inches above the deck.
Inboard Bulkhead pre-1950

(As Stateroom)

Bunk supports
- there are indications of two bunk support boards running the full length of the bulkhead
- 2-7/8 inches wide
- lower one located 1 foot 1-1/16 inches above deck, upper one located 3 feet 8-9/16 inches above the deck.

Spring supports
- there are indications of the location of two spring support boards that were held up on the starboard bulkhead by the bunk supports noted above
- ran from the bulkhead to the bunk side rail.

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

Forward Bulkhead post-1950  
(As Washroom)

Towel dispenser  
AF, 24-47-s120.  
- near outboard bulkhead, and 1 foot  
  4-1/8 inches below the deckhead  
- type not stated.

Coat hook  
AF, 24-47-s120.  
- just inboard of the towel dispenser  
  and 1 foot 2-3/4 inches below deckhead frame  
- single unit construction  
- brass coated  
- held to bulkhead by two screws.

Toilet partition  
AF, 24-47-s120.  
- demarcating toilet cubicles from  
  main washroom area  
- extended from deck to deckhead
- partition not recorded, hence mode of construction not known.

Toilet paper dispenser AF, 24-47-sl20.
- roll dispenser
- in forward cubicle
- located 3 feet 10-3/4 inches from deck and 2 feet 5-1/8 inches from inboard bulkhead
- U shaped wire with ends bent at 90 degrees to hold roll
- held to bulkhead by back plate
- not recorded.

Toilet paper dispenser AF, 24-47-sl20.
- newer type
- probably single sheet dispenser
- located 11-1/2 inches from starboard bulkhead, and 2 feet 10-1/16 inches from deck
- type not recorded.

Light switch AF, 24-47-sl20.
- there appear to have been two switches on the bulkhead, 1 foot 9-1/8 inches from the outboard
bulkhead and 4 feet 3 inches above the deck.
- type of switches not known.

Forward Bulkhead pre-1950
(As Stateroom)

Witness marks
- there are indications in the paint showing the location of furnishings noted below when this cabin was a stateroom.

Shelf
- indications of a shelf that extended from outboard bulkhead to about mid-line of forward bulkhead
- 1 foot 1-1/16 inches from deckhead.

Coat hook board
- just below above shelf indication.

Back plates for cast iron side rail supports
- for upper and lower single bunks
- back plates appear to have been similar in design to what is found in a regular stateroom.

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

Deck

Tongue and groove cedar decking.

Painting scheme
- deck is painted white under linoleum.

Linoleum
- covered the whole deck area
- 1/8 inch thick linoleum.
Holes
- three water pipe holes located below sink in the aft outboard corner
- two holes for toilet effluent pipes located toward the inboard bulkhead
- two water pipe holes up against the inboard bulkhead below toilet water tanks
- all holes probably put in during 1950s refit.

Deckhead

Similar to cabin S-P3.

Description Cabin S-S1 (Purser’s Cabin-Office)

General Statement
The forward most compartment on the starboard side of the saloon deck was used as a purser's office and sleeping quarters. As the hours worked by the purser were irregular, and as his sleep might be interrupted by passengers, a
purser would generally use an unoccupied stateroom if one were available for sleeping quarters; however, it will be assumed here that the office also served as his sleeping quarters.

The cabin as presently laid out has two desks; one along the forward bulkhead and one along the aft bulkhead. From interviews with former crew members it appears that only the desk along the forward bulkhead was in place when the Klondike was first launched. The desk along the aft bulkhead probably belongs to a later period, presumably the post-conversion period when the vessel carried a large number of passengers.

The desk along the aft bulkhead apparently occupies the location of a single bunk that was located in the purser's office. There is very little to go on to determine the exact size of the bunk as most of the witness marks pertaining to its size and location are presently covered by the desk that sits up against that bulkhead. It is assumed that the bunk would have been of similar construction as that found in other officer's staterooms. Such a bunk would, of course, have included drawers under its inboard end since every other officer's bunk on board the Klondike had them. The unknown area of the bunk appears to be the outboard end. If the bunk was of the size as was found in all of the staterooms then there would have been a space left between the outboard end of the bunk and the outboard
bulkhead. The structure at the outboard end of the bunk may have been similar to that found in cabin S-Pl, where a shelf was inserted between the spring and the bulkhead. Unfortunately, there are no witness marks that could be observed on the bulkhead that would support this contention; however, considering the location of the desk the possibility of a shelf space between the bunk springs and the bulkhead should not be ruled out. One of the pursers that occupied this cabin remembers having the sink in between the end of the bunk and the outboard bulkhead. The possible location of the sink in the area outlined seems highly unlikely as there does not appear to be sufficient room between the bunk and the bulkhead to allow a sink to be hung there. There were, however, sink mounting boards between the desk located along the forward bulkhead and on the outboard bulkhead that give the appearance of having been in that location since the *Klondike* was first commissioned.

If, as postulated above, the sink was located in the forward outboard corner of the stateroom then the supposition that the desk along the forward bulkhead ran along the full length of the bulkhead does not hold up. Original recollections of the crew, and more specifically the former purser, J. Forde, indicated that a desk ran full length of the bulkhead, however, an area survey of the S.S. *Klondike* taken in 1975 by him and others confirmed that
the desk was original to the S.S. Klondike. If it is accepted that the desk presently along the forward bulkhead was original then the supposition noted in the previous paragraph that the sink was located between the desk and the outboard bulkhead seems quite probable.

Various statements have been made that placed the safe, which was a floor model and carried the gold to Whitehorse when it was transported by riverboat, between the desk located along the forward bulkhead and the outboard bulkhead. Considering the fact that a hog chain ran along the starboard side of the desk, reducing the available space for such a safe considerably, the probability of a safe having occupied that space appears highly unlikely, unless of course it was narrower than the normal floor safes generally identified as having come off of the riverboats. Furthermore, if consideration is given to other statements by former crew members as well as the amount of equipment associated with the way mail sacks that had to be accommodated in the purser's office, the more probable location for that safe appears to be along the stack housing in the observation lounge-dining room area.

On the forward bulkhead to which the desk was attached there was also a mail sorting rack and a small fixed window that looked out onto the observation lounge. Witness marks pertaining to the pigeon holes for the mail were still in evidence when this cabin was recorded. According to the
former purser the pigeon holes were attached directly to the bulkhead between the inboard bulkhead and the fixed window location with the bottom edge of the structure 8 inches above the desk. The size of the holes varied from 10 inches high at the bottom to 4 inches high at the top. The overall height of the pigeon holes appears to have been 30 inches. The small fixed window that opened onto the observation lounge had a small, probably white, draw curtain in front of it.

There were many other objects located on the forward bulkhead besides the window and the pigeon holes; such as clip boards, stamps which hung on their own hooks, a calendar, and lists of various sorts, some of which have been listed in the following pages.

When recorded, the outboard bulkhead had two windows and one sink up against the bulkhead between the windows. The aft window, which has a curved top, did not exist when the Klondike first started operating on the river. The window may have been installed to provide extra natural light when the bunk was taken out and a desk was installed on the aft bulkhead. The sink located between the two windows appears to be a later addition, if, as stated previously, the sink mounting boards located in the forward outboard corner are original.

There are witness marks on the outboard bulkhead that may indicate the location of a mirror between the two
windows above the sink. If the assumption that the sink is of a later period is correct, then the original mirror location may also have been different. According to J. Forde, the location of the mirror and whether or not the cabin even had one was left up to the purser.

There is also a coat hook board attached to the outboard bulkhead which may have been attached at a later date. According to J. Forde, the clothes hooks were located on the inboard bulkhead near the bunk, and there is a coat hook board located in that position. The coat hook board on the outboard bulkhead may have been installed when the sink was moved from the forward outboard corner to in between the two windows.

The bunk had a curtain hung in front of it. The curtain holders for the curtain in front of the bunk are still in place and were attached just below the deckhead frames to the inboard and outboard bulkheads. The curtain itself was apparently an off white colour and hung from rings that were sewn to the top of the curtain.

The shelves above the counter along the aft bulkhead seem to be associated with the desk and not the bunk and hence are a later addition. There are witness marks in approximately the same location as the above noted shelves which may indicate the location of a former coat hook support board and a shelf above it.

Along the inboard bulkhead there is a hole in the wall,
a collapsible shelf and a wide shelf above the coat hook board, all of which appear to be of a later date. These items probably can be associated with the removal of the bunk and its replacement with a desk.

It should be noted that this cabin may not have held a mirror and that it did not have a water glass rack or wall rack. According to J. Forde, the cabin did not have a chair or stool, as he stated that he stood while he worked.

The only other structure in the office which probably was an original fixture was the mail sack rack which sat up against the outboard bulkhead. There may have been either 4 or 6 bags in the rack. The rack itself stood on 2 inch x 2 inch legs. The top was a rectangular wooden frame with a center piece and two cross pieces. There were nails in each opening to hold the mail bags. The mail bag rack was probably not much different from what was used in the post office during the 1930s.

The stateroom as a living quarters and working office was filled up with forms and personal effects. A listing of identified effects and their probable location follows in the detailed sheets.

The cabin has been interpreted to reflect its occupancy by J.J. Forde, who was the purser in the years (1938-1939, 1940, 1942). Other pursers that appear to have occupied this office-stateroom are: K.D. Briggs (1937), C.E. Gardiner
(1942), C.B. Ross (1943), J.W. Needham (1944-1945), G.D. Edwards (1945) and J. Minnius (1946). Pursers that may have worked on the Klondike subsequent to 1946 have, as yet, not definitely been identified.

Outboard Bulkhead

Spacers
- between deckhead frames and in line with bulkhead.

Quarter round
- below deckhead frames at junction of frames with masonite wall covering.

Witness marks
- of a rectangular object approximately two feet from deckhead and just aft of forward bulkhead
- missing object unknown.

Board
- screwed to bulkhead between forward bulkhead and forward window

Source of Information

AF, 25-47-s121.
- below above noted witness marks and
  3 feet 9-1/2 inches above the deck
- use not known.

Sink support board
- extends 1 foot 7-7/8 inches from
  forward outboard corner aft to just
  below leading edge of forward win-
  dow
- continuous with board on forward
  bulkhead
- possible location of original sink.

Window
- in forward half of bulkhead, 1 foot
  6-1/8 inches from forward bulkhead
  and 9-3/8 inches down from the deck-
  head
- two vertical panes of glass
- the window is lowered by lifting the
  window and lowering it to the window
  stops
- dimensions of window opening are 2
  feet + wide and 2 feet 10 inches +
  high.
Window stops
- no window stops are shown on the window frame of this window
- may have been moved.

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

Cup hook
- located in the center of the leading edge of the window stool.

Witness marks
- of two rectangular objects aft of the forward window location
  - one object, 1 foot 2 inches wide and 1 foot 7-3/4 inches high, was butted up against the window, 1 foot 2-1/8 inches below the deckhead
  - the second object, 1 foot 4 inches wide and 1 foot 3-3/4 inches high, was located 1-3/4 inches below the deckhead
- types of objects not known
- the port one may have been a mirror, added when wash basin was moved to between windows
- cabin may not have had a mirror originally.

Support board
- similar to a coat hook support board
- extends from top forward corner of aft window, forward to the top corner of the first witness mark noted above
- ends of board are shaped
- board has a chamfer
- board holds one cup hook
- probably installed in 1950s.

Curtain rod holder
- two inch square block of wood with chamfer
- 15/16 inches thick
- 5/8 inch diameter hole in center to accept curtain rod
- held to bulkhead by two wood screws in appropriate corners
- to hold curtain rod which held bunk
curtain when bunk was in place along aft bulkhead
- holder on this bulkhead is in line with holder on inboard bulkhead and is 2 feet 6-1/2 inches forward of aft bulkhead.

Electrical panel
- approximately 15 inches below support board noted above and 3 feet 1-5/8 inches forward of aft bulkhead
- held switch and plug
- panel is a rectangular block of wood 6-1/2 inches high and 3-1/2 inches wide with chamfer.

Electrical plug
- on electrical service panel, may have been similar to what was found in Texas deck cabins
- 20 A - 250 V noted on the face of the plug
- face of the plug is circular
- plug slots at right angle to each other.
Light switch - on electrical service panel, may have been similar to what was found in Texas deck cabins - 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. Inr.

Window - aft window is 1-3/8 inches from aft bulkhead and 11-1/4 inches below deckhead - window frame is 1 foot 8-1/4 inches wide and 2 feet 9-3/4 inches high - two vertical panes - tops of glass curved so that tops of two panes form part of a semi-circle - it is not known if the window can be opened - appears to have been cut into the bulkhead sometime after 1945, probably in the 1950s.
Window sill
- extends from aft bulkhead forward beyond window frame
- see window above.

Blind and curtain rod holders
- one set each of blind and curtain rod holders above each window
- brass painted white.

Sink support board
- located 3 feet 1-1/8 inches from aft bulkhead, and 1 foot 8-1/4 inches above deck
- has chamfer on top and edge facing forward bulkhead
- held to bulkhead by wood screws
- size of board is 11-3/4 inches x 1 foot 11 inches
- held flat back sink
- sink held on sink holder attached to board
- possibly installed in 1950s.

Sink
- missing.
Sink hanger
- rough cast iron
- held to sink board by 7 flat head wood screws
- two flared sections at either end to accept hooks attached to sink back plate
- information noted on hanger is 'STANDARD TORONTO'
- see sink support board above.

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

Aft Bulkhead

Shelves
- located on upper half of bulkhead
- extend from inboard bulkhead to within approximately 16 inches of outboard bulkhead

AF, 38-47-s134.
AF, 25-47-s121.
AF, 24-47-s121; AF, 36-47-s132; Tr., Forde, (2) II, p. 17; L, Forde,
- two shelves, 9-1/8 inches deep and 3/4 inches thick; the top shelf is 1 foot 1-7/8 inches below the deckhead and the bottom shelf is 1 foot 1-1/2 inches below the first shelf
- supported along aft bulkhead by boards that run full length of shelf
- three shelf supports of same width and thickness as shelving extend from top of bottom shelf to bottom of top shelf with one located at each end and one in the middle
- probably of later date than 1937-1945.

Shelves
- enclosed shelves were located directly below the deckhead frames
- held express parcels and liquor for way stops
- liquor carried as personal favour by Purser.

Nails - in bottom support board running full length of lower shelf noted above
- probably used as hooks
- probably of later date than 1937-1945.
Purser's table
- runs full length of aft bulkhead
- has pedestal in the middle containing three drawers
- table top comes out from bulkhead 2 feet 3-7/8 inches
- top covered with masonite over 7/8 inch thick desk top
- table top supported at bulkhead by board attached to that bulkhead; supported at the forward end by two, 3/4 inch x 4 inch, legs at either end and a board that goes across the top of these legs just below the forward edge of the table top
- there are 4 cross braces extending from board on aft bulkhead to board below forward edge of table top
- a piece of asbestos is attached below the table top on the port side of the pedestal and contains a knife switch and light socket
- sides of pedestal are masonite covered
- internally the pedestal has three sets of drawer slides, at the back of which are drawer stops
- the drawer spacers on the front are 7/8 inches above and below the second drawer
- the bottom drawer spacer follows contour of deck along its bottom
- the drawer spacers extend between two uprights which are 1-11/16 inches wide
- the drawers have tongue and groove bottoms
- the drawer handle is single sheet metal construction with hand pull on bottom
- top of table unpainted, starboard side of pedestal unpainted, all front surfaces of table and pedestal painted brown over mahogany or cherry stain or varnish, all other surfaces painted white
- probably installed in 1950s.

Knife switch
- on asbestos board attached on the port side of the table pedestal and below the table top
- two knives single throw switch
- Leniton 25A - 125V USA
- probably installed in 1950s.
Light socket
- on asbestos board, attached on the port side of the table pedestal and below the table top
- porcelain base and socket cover
- 660W - 250V
- probably installed in 1950s.

Witness marks of bunk location
- there are various witness marks on this bulkhead indicating previous installations of bunk and shelving;
unfortunately most of these marks are covered by later shelving and desk.

Bunk storage drawers
- located beneath the bunk on inboard end.
Shelf
- ran along bulkhead above the bunk.

Wall covering
- 1/4 inch tempered masonite
- secured by wood screws
- painted white.

Inboard Bulkhead

Spacers
- between deckhead frames and in line with bulkhead.

Quarter round
- at junction of masonite and deckhead frames
- runs full length of bulkhead.

Curtain rod holder
- square piece of wood with chamfer
- 5/8 inch U cut into top to accept rod
- held to bulkhead by two wood screws in line with the bottom of the U
- located just below deckhead, 2 feet
6-1/8 inches from aft bulkhead
- probably used for curtain to hang in front of bunk that was located up against the aft bulkhead
- curtain rod extended to outboard bulkhead where another holder is located.

Shelf
- extends from aft bulkhead to just below curtain rod holder
- supported at aft end by shelf that extends along aft bulkhead
- supported on inboard bulkhead by board attached to bulkhead
- may be a 1950s addition.

Board
- below shelf noted above
- extends from leading edge of top shelf on aft bulkhead to aft edge of hole cut through the bulkhead
- has lozenge shaped end away from aft bulhead
- nails protrude from board
- probably used as coat hook board
- of 1937-1945 period.
Hole through bulkhead
- size of hole 9-1/2 inches x 11-3/8 inches
- located beside door, 4 feet 6 inches above deck, and about 3 feet from aft bulkhead
- use not known
- appears to have been cut into bulkhead at a later date.

Electrical panel
- square 3-1/2 inch block of wood with chamfer
- located aft of door and 4 feet 7/8 inches above the deck
- fastened to bulkhead by two flat head wood screws
- painted brown over mahogany or cherry varnish or stain
- hole in center of block with two electrical wires protruding through it
- may have held buzzer or light switch.

Folding table or shelf
- located below hole through bulkhead approximately 3 feet 4 inches above deck

AF, 25-47-s121; SK, Forde, No. 1; AS, 25 June 1975.
- has two, 1 foot 8-3/4 inch high, shaped side supports which are hinged near top and bottom at the bulkhead.

- top of shelf is rectangular and is divided into two sections one fixed and one hinged. Fixed section is a strip 2-5/16 inches x 1 foot 9-7/8 inches up against the bulkhead. The forward hinged section is 9-1/8 inches x 1 foot 9-7/8 inches and is held to fixed section by 3 brass hinges.

- installed at a later date, probably 1950s.

Hinges for folding shelf
- 3 inch brass hinges
- see above.

Door
- leads into observation area
- see observation area for complete detail
- dutch door
- top of bottom half of door had about an 8 inch wide counter
- top half swung down from a deckhead

Hinges for folding shelf
AF, 24-47-s125;
AF, 34-47-s130;

Door
AF, 25-47-s121;
L, Forde,
12 Jan. 1974;
Tr., Forde, (2)
II, p. 28;
SK, 1 Forde, No. 2
ceiling latch.

Cup hooks
- two cup hooks on bulkhead forward of door location
- one just below deckhead, about 1/2 foot forward of door
- one located midway between door and forward bulkhead and midway between forward counter top and deckhead.

Bunklight
- this bulkhead may have held the bunklight if this bunk had one. If it did it would have been similar to what was originally in all cabins
- 20 watt bulb
- bulb with no shade
- porcelain base
- wires covered by wood moulding, had nail slot in lower half of dutch door.
Forward Bulkhead

Mail pigeon holes
- there are witness marks on the forward bulkhead between window and inboard bulkhead of the location of mail pigeon holes
- see description in detailed list general information.

Window
- centrally located in upper half of forward bulkhead, 10 inches below the deckhead and 1 foot 10-5/8 inches out from the inboard bulkhead
- fixed window
- frame size approximately 1 foot 10 inches x 2 feet 3/16 inches
- glass held in by moulding.

Witness marks
- in upper half of bulkhead between
window and outer bulkhead
- proximity of electrical wires appear to indicate that missing objects were electrical in nature
- use of objects not known.

Cup hooks AF, 25-47-s121.
- there are a number of cup hooks located randomly on this bulkhead and on the window frame.

Curtain rod holders AF, 25-47-s121;
- one each above the top corners of the window noted above.

Sink support board AF, 25-47-s121.
- 2 feet 3-1/16 inches above the deck
- between desk and outboard bulkhead
- joins with support board on outboard bulkhead
- indicates possible location of original sink.

Desk AF, 25-47-s121;
- between sink support board and inboard bulkhead AF, 32-47-s128;
- AF, 35-47-s131;
- double pedestal desk  
- five drawers in each pedestal  
- one drawer below top of desk between pedestals  
- fir construction  
- painted dark brown over a mahogany or cherry stain or varnish  
- bottom of pedestals conform to slope of deck  
- sides of kneehole and outboard side covered with masonite  
- drawer slides are wooden slats and have wood drawer stops attached at back  
- pedestal drawers have single handle which is of one piece construction with hand pull on bottom  
- center drawer has two hand pulls and a lock in the center  
- bottom of drawers are of tempered masonite  
- size of desk is 3 feet 6-1/4 inches high on inboard bulkhead, 5 feet 5-7/16 inches long and 2 feet 4-1/8 inches deep  
- 7/8 inch cove at junction of desk
top and side
- drawers vary in height with the bottom three being 7-1/2 inches high
  the fourth up from the bottom is 5-7/8 inches and the top is 4-7/8 inches
- pedestal drawers are 1 foot 4-1/8 inches wide and the center drawer
  is 2 feet 3-1/4 inches wide
- drawers on the left side of desk may not open when the door is closed and
  part of the door bracket was trimmed or the drawers were cut so that they
  would open.

Cup hooks            AF, 32-47-s128.
- on board attached to outboard side of desk noted above
- top of board is even with the top of the sink support board attached to
  forward bulkhead.

Masonite            AF, 25-47-s128.
- wall covering painted white in all exposed areas
- secured to studs by screws.
Deck

Linoleum
- over complete deck, except for forward end of knee hole of desk up against the forward bulkhead, which is bare tongue and groove cedar decking
- 1/8 inch thick linoleum.

Decking
- tongue and groove cedar planking.

Holes
- for water pipes below sink on out-board bulkhead
- probably put in during refit of the 1950s.

Painting scheme
- painted brown except for a rectangular area under the linoleum between the forward and aft desks.
Deckhead

Deckhead joists or frames
- on approximately 18 inch centers
- extend from inboard bulkhead out through exterior bulkhead to the fascia board of the boat deck except in the external companionway location where frames terminate at cabin exterior bulkhead
- frames are 1 inch x 3-1/2 inch cedar.

Deckhead racks
- 1-11/16 inches by 7/16 inches
- strips of cedar moulding attached to the deckhead frames at 2-5/8 inches on center
- two sets of racks, one extending over 4 deckhead frames from the aft bulkhead over along the outboard side of the cabin, the other extending over 4 deckhead frames from the aft bulkhead along the inboard side of the cabin
- both racks have five slats, evenly spaced, that extend over four frame members starting at the aft bulkhead, and then four slats that only extend over three frames starting at the first frame out from the aft bulkhead.

Lighting fixtures
- there are two lighting fixtures at the forward end of the cabin and two more lighting fixtures at the aft end of the cabin
- the aft lighting fixtures are noted as being of a newer type
- forward fixtures are a shaped brass shell painted white, held to wooden base by two screws
- each has a hole for a pull chain
- CGE Fixture No. 13949
- probably a later addition.

Light fixture base
- for above noted light fixture
- a 6 inch circular mahogany piece of
wood 1 inch thick
- has chamfer
- a 1/4 inch high and rough cut hole in the center
- a 3/4 inch wide notch through edge of base for wiring
- may be of a later period.

Electrical wiring moulding
AF, 3-20-s14;
- extends between the aft two light fixtures
AF, 3-47-s99.
- base is a rectangular strip of wood with two grooves to accept single strand electrical wires
- cover is a strip of fir moulding.

Hog chain hole
AF, 3-47-s99.
- in deckhead 3 feet 8 inches from the forward bulkhead between the second and third frame from the forward end of the cabin and 1 foot 7 inches in from the external bulkhead.

Painting scheme
AF, 4-47-s100.
- white.
Deckhead light
- that may have been in place when Klondike was launched
- porcelain base
- bare 40 watt bulb
- may have had pull chain switch
- probably removed in refit in 1950s.

Tr., Jan. Conf.  
Sun. III, p. 22;  

Outfitted to J. Forde

Desk
- present desk original, also the colour of it.

L, Forde,  
12 Jan. 1974;  
SK, Forde, No. 8;  
Tr., Forde, (2)  
I, p. 2;  

Bedding
- on bunk that ran across part of aft bulkhead
- pillow on inboard end
- pillows on top of bedspread
- single bunk.

L, Forde,  
12 Jan. 1974;  
SK, Forde, No. 1;  
SK, Forde, No. 2;  
Tr., Courquin,  
pp. 58, 60;  
Tr., Forde, (2)
Wash basin
- Forde remembers it as having been in the aft outboard corner
- Forde at another time could not recall wash basin.

Mirror
- Forde cannot recall mirror
- only by choice of purser.

Freight way bill stamps
- hinged metal plate on the bottom
- rubber bands with information on them could be rotated
- had name of ship as part of stamp.

Stamps
- bar stamps
- for way stops along the river
- had a screw eye in one end
- hung below fixed window in forward bulkhead.

Meal tickets
- kept in center drawer of desk
- had ONE noted on it
- different colour for different sitting, one yellow and one powder blue
- held together with elastic band
- retrieved from passengers before meal.

Bill spike
- on desk
- held memos to purser
- hexagonal base.

Spring clips
- hung on bulkhead near stamps.

Forms
- held in bottom drawer of desk.
Way bill forms and carbon papers
- slat racks attached to deckhead frames held way bill forms and carbon paper for same
- curatorial has a copy.

Mail bag rack
- up against outboard bulkhead
- wood frame
- center piece with couple of cross pieces
- nails for bags to hang on
- way mail sacks hung in the frame
- stand stood on two by two inch legs.

Fire arms
- kept in mail bag rack in purser's office
- collected before boarding from those passengers that carried them.

Window
- outboard bulkhead
- had curtain and blind
- split curtain was green.
Life jacket
- kept under the bunk
- curatorial has an original.

Lifebelt instruction card and holder
- somewhere on one of the bulkheads
- see description in regular state-room.

Voucher
- for wood taken at a wood camp
- made up by the purser and signed by the master
- noted quantity of wood taken and name of camp.

Tickets
- collected and sold tickets.

Customs papers
- that had to be rendered at Dawson
- a little form
- curatorial has a copy.
Way bills
- see expense bill
- had to be made up
- a large sheet about 2 feet x 1-1/2 feet, gummed
- listed date, number of articles, consignee, rough description, and weight
- kept on deckhead rack
- curatorial has a copy.

Valise
- J. Forde used a club bag.

Lock
- Yale lock on the purser's door

Chair or stool
- does not have either.

Curtain
- in front of bunk
- off-white shade, possibly cream 12 Jan. 1974;  
- hung on a 1 inch diameter rod Tr., Forde, (2) 
- rings were sewn to top of curtain. I, p. 4;  

Pigeon holes SK, 1 Forde, 2;  
- secured to bulkhead 8 inches above L, Forde,  
the deck 12 Jan. 1974;  
- was approximately 30 inches high Tr., Forde, (2) 
- made out of 1 x 4 board I, pp. 14-17;  
- 12 inches deep Tr., Forde, (2)  
II, p. 45;  

- sizes of pigeon holes varied from SK, Forde, No. 1;  
large 10 inches to small at the top L, Forde,  
4 inches 30 inches overall 17 Feb. 1974;  
- used for mail sorting by Purser Tr., Forde, (2)  
- all way stations were marked on II, p. 6.  
hand written slips stuck on the edge of the slats

- mail picked up and delivered along the river was not stamped.

Carpet SK, Forde, No. 1;  
- 4 feet by 5 feet piece of carpet L, Forde,  
- medium shade of blue 17 Feb. 1974;  
- may also have been a WPYR rug. Tr., Forde, (2)  
II, p. 6.
Shore phone
- portable field phone
- battery operated
- hook pole was sectional and kept in the mail rack
- pole was 1 inch to 1-1/4 inches in diameter with brass tips on the ends of the sections
- phone was held in a leather case
- top was 8-10 inches square
- phone had a buzzer
- leather case was pretty well beaten up
- possibly an army field telephone
- case had a strap with the ends riveted into the side of the case
- possibly held 4 round batteries with screw terminals on top
- mouthpiece attached to the top
- receiver could be lifted out
- kept in kneehole below desk.

Water glass rack
- none.
Magazine rack
- none.

Tr., Forde, (2) II, p. 17.

Clothes
- only brought on board what he needed for the time of year.

Tr., Forde, (2) II, p. 18;
P. 331, 334.

Berthing list
- schematic of cabin layout
- name of occupant written in
- copy in Weppler's report.

Tr., Forde, (2) II, p. 18;
Tr., Forde, (1) pp. 29, 32-33;
AS, 25 June 1975;
HR, Weppler,
App. K.

Sign
- Purser sign on lintel over door.

Tr., Forde, (2) II, p. 20;
WSS-1975, IV,
p. 104.

Scissors
- kept in cash drawer.

Tr., Forde, (2) II, p. 28.

Mail bags
- had heavy twill cord through
- locks on first class bags only

Tr., Forde, (2) I, p. 17;
- metal slip lock attached to cord
- curatorial has appropriate copies.

Letter press
- base plate roughly 25 inches x 18 inches
- stored on top of safe
- operated with damp rags and sheets of masonite
- also tin sheets between copies.

Book
- kept in letter press
- held duplicate copies of all that went ashore
- yellow tissue paper
- copy in Y.T.A.

Ink
- used bottle ink
- Waterman's
- also indelible ink for forms.

Pencil holder
- roll spring variety
- kept on desk.
Scratch pad
- kept on top of desk.

Tr., Forde, (2) I, p. 25.

Counter
- a hand check Veeder Root counter
  for checking quantity of silver
  concentrate sacks.

L, Forde,

Clipboards
- hung at various locations in
  Purser's office
- one held a loading list
- legal size clipboards and 12 inch
  size
- spring clips
- curatorial has samples.

L, Forde,
12 Jan. 1974;
Tr., Forde, (2)
II, p. 8.

Typewriter
- Remington or Underwood
- old with small carriage
- kept on desk
- curatorial has an appropriate type-
  writer.

SK, Forde, No. 1;
Tr., Forde, (2)
I, pp. 3-4;
WSS-1975, I,
p. 50.

Log book
- Purser kept a typed copy

Tr., Bromley,
p. 73;
his responsibility to type it came in a pad with gum edge and ripped the sheets off as needed typed with indelible ink so it could be duplicated in letter press copies in Y.T.A.

Desk blotter
- for top of desk, green covered by a piece of glass had information to himself under the glass may have had two regular size blotters beside each other.

Calendar
- on forward bulkhead above desk Taylor & Drury or N.C. Co. or Bank of Commerce used bottom or date half only.

Curtain
- in front of window same off-white as in front of bunk split curtain on window is green.
Curtain
- to cover fixed window in forward bulkhead
- curtain had a drawstring on it.

Nails
- to hold stamps
- at the base of the window.

Center drawer of desk
- held stationery and White Pass post cards
- stamps in sheets to a maximum of 50 stamps for the convenience of passengers
- cash tray for petty cash which held $50 at the start of the season
- held typewriter ribbon.

Stationery
- there were various insignia designs over the years
- paper came in various sizes
- given to passengers on request
- kept in desk drawer
- curatorial has originals.
Way Mail
- was sorted in purser's office
- included passenger and local mail
  picked up at stops along river
- would sort if he had time
- sack hung on a nail in the office
- identified by tag
- sent to post office for sorting
- 3 or 4 bags in the office
- one bag hung on the right side of the desk.

Stapler
- had none, used paper clips.

Glue
- used Le Page's instead of scotch tape.

Clothes
- he wore a suit of clothes up in the spring
- uniform
  - double breasted blue serge
  - company buttons on the suit
  - had a spare uniform
- shirts, ties, socks, underwear kept in bunk
- also winter type clothing, sweaters, heavy underwear and socks
- wind breaker
- work pants
- cotton poplin rain coat BYN hat
- dress and work gloves.

Reading material
- anything that was available
- local papers.

Chalk
- for marking wood piles
  - either in circular discs or heavy pencil form
- kept in one of the drawers
- also in the engine room.

Post cards and pamphlets
- sold to tourists
- also booklets of cards
- kept in desk
- postcards 3 inches x 4 inches with 20-25 to a box
- curatorial has originals.

Way tickets
- kept in cash drawer
- sold to way passengers
- destination shown on ticket
- destination was punched.

Pencils
- with erasers on end, kept in desk
  with elastic band wrapped around them.

Pencil sharpener
- attached where it was convenient
- possibly at rear corner of desk.

Flashlight
- may have held extras for crew
- 3-5 cell.

Shaving gear
- shaving cream and brush.

Dining room seating arrangement
- Purser sketched out tables in dining

Tr., Forde, (2)
II, pp. 43-44;
Tr., Forde,
p. 29.

Tr., Forde, (2)
II, p. 44.

Tr., Forde, (2)
II, p. 44;

Tr., Coghlan,
pp. 51-55.

Tr., Jan. Conf.
Fri., pp. 24-25.

Tr., Forde, (1),
p. 39.
area on foolscap sheet, put a passenger name against a seat and gave it to the steward who would direct people to the tables at meal time.

Clock
- small baby Ben that stood on legs
- location in which it was kept probably varied.

Expense bill
- typed form of the way bill
- was in effect a delivery sheet for the turnover of freight to the consignee at the terminal point
- done in triplicate.
- copy in Y.T.A.

Power panel
- outlet on outboard bulkhead.

Curtain tie backs
- on outboard bulkhead window
- same green material as curtain.
Description Cabin S-S2 (Women's Washroom)

General Statement
Very little appears to have changed structurally in the two-cubicle women's washroom with the possible exception of the toilets. As has been stated previously, every washroom on the S.S. Klondike originally had continuous flush toilets. It thus appears that the flush box type of toilet that was in place in this washroom when the ship stopped operating was installed when the conversion to cruise ship took place.

According to a former crew member a sanitary napkin dispenser was attached to one of the bulkheads. Where the dispenser was located is not known, as no identifiable witness marks could be found that indicate its location. Former crew members have also stated that single sheet toilet paper dispensers were in place when the Klondike began operation. It is not known if the roll dispensers presently in place were also in place or if they were installed at a later date.

There is presently a paper towel dispenser in the washroom which appears to be of a newer type. Whether or not the paper towel dispenser was on board when the Klondike began its operation is not known; however, as no mention is made of paper towels by former crew members it appears that
the dispenser may be of a later period.

As with all cabins on board the Klondike the electrical fixture located on the deckhead was changed from a porcelain base to a metal base.

Other than the above noted changes, the washroom seems to be the same when it was recorded as it was when the ship was first launched.

Supporting Information to General Statement

Women's toilet. Tr., Courquin, p. 61;
SK, Gaudin, No. 1;
HR, Weppler, App K-4.

Toilet paper

Toilets
- two toilets. WSS-1975, IV, pp. 91-92.
Sanitary napkin dispenser.  Tr., Forde, p. 49.

Outboard Bulkhead

Spacers  AF, 25-47-s121.
- between deckhead frames, in line with outboard bulkhead.

Quarter round  AF, 25-47-s121.
- at junction of outboard bulkhead with deckhead.

Window  AF, 25-47-s121; AF, 9-42-s50; P. 7, 411, 458.
- located 9-1/4 inches below the deckhead, and 11-3/8 inches aft of the forward bulkhead
- approximately 2 feet wide and 2 feet 10 inches high
- two vertical panes of glass
- the window is lowered by lifting the window and lowering it to the window stops
- window is opaqued with paint.
Window stops
- two, 6-1/4 inch by 1 inch, wooden window stops are attached to the window frame, one on either side, each 5-1/4 inches up from the bottom.

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

Curtain and blind holder
- one set each above each top corner of the window.

Sink support
- see description forward bulkhead.

Curtain rod holder
- see description forward bulkhead
- for curtain below sink
- located near the bottom aft edge of sink.
Door
- located 8-3/8 inches forward of the aft bulkhead
- see description exterior bulkhead.

Toilet partition
- thwartship toilet partition is anchored to outboard bulkhead just forward of door opening
- anchor consists of a 3/4 inch x 2-3/8 inch board that extends from deck to deckhead
- has a similar size board notched in the top of it which runs over to toilet partition 5 inches below deckhead.

Masonite
- 1/4 inch tempered masonite painted white is used as a bulkhead surface
- screwed to bulkhead studs.

Baseboard
- a 2-1/2 inch baseboard has been painted on the masonite
- painted grey over black.
Aft Bulkhead

- extends upwards and forward through opening in bulkhead to and through the deckhead.

- surrounded by a frame made out of 3/4 inch x 2 inch wooden slats
- witness marks around opening indicate a larger frame was once in place around opening
- size of opening is 2 feet 1 inch by 10 inches
- top of rectangular hole is located 11 inches from deckhead and 1 foot 3-1/8 inches from outboard bulkhead.

- located just inboard of hog post opening, 1 foot 3 inches below the deckhead
- newer type paper towel dispenser
- probably a later addition.
Coat hooks
- two in line coat hooks, 1 foot 7/8 inches apart, are located 5-5/8 inches inboard of the top edge of the paper towel dispenser.

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

Baseboard
- a 2-1/2 inch baseboard is painted on the masonite
- painted grey over black.

Inboard Bulkhead

Spacers for deckhead frames
- in line with inboard bulkhead.

Quarter round
- at junction of bulkhead with deck-
head frames.

Toilet partition

- thwartship toilet partition is anchored to this bulkhead approximately midway on bulkhead
- see description of partition in internal structures.

Toilet paper holder

- located 9-1/4 inches forward of thwartship toilet partition, 3 feet 4-7/8 inches above the deck
- U shaped heavy gauge wire with bend in ends to hold paper roll
- wire held to bulkhead with thin metal strip which is screwed to the bulkhead.

Toilet paper dispenser

- located 2 feet 11 inches above the deck and 9-1/2 inches in from forward bulkhead
- single sheet dispenser.
Masonite AF, 25-47-s121.
- 1/4 inch tempered masonite is used as a bulkhead covering
- painted white
- screwed to bulkhead studs.

Baseboard AF, 25-47-s121.
- a 2-1/2 inch baseboard is painted on the masonite
- painted grey over black.

Forward Bulkhead

Mirror AF, 25-47-s121.
- witness marks indicate location of mirror, approximately one foot from deckhead and 7-3/4 inches from outboard bulkhead
- mirror size appears to have been 1 foot 8-3/16 inches x 1 foot 2-1/8 inches.

Sign AF, 25-47-s121;
- between mirror location and top of
sink supports
- thin 1/64 inch sheet metal
- background painted white
- lettering painted black
- held to bulkhead by two round head
  brass wood screws
- several coats of white paint on
  bulkhead behind sign may indicate a
  late date of installation
- sign stated 'Do Not Drink This
  Water'.

Sink [AF, 25-47-s121;]
- missing, however support brackets [AF, 38-47-s134.]
  are in place
- two brackets, one on forward bulkhead and one on outboard bulkhead,
  both attached directly to the bulkhead
- rough cast iron
- held to bulkhead by 7 flat head
  wood screws
- two flared sections at either end
  to accept hooks attached to sink
  back plate
- information noted on hanger is
'STANDARD TORONTO'

- located 4 feet 7/8 inches from deckhead.

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

Curtain rod
- semi-circular
- followed outline of sink
- ends bent at 90 degrees and inserted into curtain rod holders noted above.

Toilet partition
- there were two partitions attached to this bulkhead
- one 2 feet 1-7/8 inches from inboard bulkhead, and the other 4 feet
7-1/16 inches from the same bulkhead
- partitions extended into the cabin
  at right angle to forward bulkhead
- see internal structures for detail.

Toilet tanks
- one attached to the bulkhead in each cubicle
- tops of tanks are 4 feet 2 inches from deckhead
- tank in inner cubicle is missing
- as the Klondike originally had continuous flush toilets it would appear that these tanks are a later addition
- date of installation is not known; however, they were possibly put in when the ship was converted in the 1950s.

Board
- attached to bulkhead
- extends from exterior toilet partition to sink locations
- serves as shelf support for shelf attached to toilet partition.
Masonite
- 1/4 inch tempered masonite painted white covers this bulkhead
- screwed to bulkhead studs.

Baseboard
- a 2-1/2 inch baseboard has been painted on the masonite
- painted grey over black.

Internal Structure

Toilet partition
- thwartship between toilets and main washroom area
- long, narrow, rectangular frame located at the aft end (in relation to the ship) of the partition separating the two cubicles
- extends from 6 inches above deck to 6 feet 1-3/4 inches above deck
- anchored at its top by a board that runs between the inboard and outboard bulkhead
basically a rectangular frame with 1/4 inch masonite filler and quarter round at junction of frame and plywood

- on its two vertical edges it held the toilet door stop moulding
- on outboard or starboard edge, two 3 inch butt hinges of the outside cubicle door are attached
- side members of frame extend down to a deck plate which is the same width as the partition
- this is a long, narrow, rectangular frame between the fore-aft toilet partition of the outside cubicle and the opening of the same cubicle that is similar in construction to partition noted above.

Toilet partition
- between first cubicle and wash basin area
- runs aft from forward bulkhead to thwartship toilet partition
- rectangular frame similar to that noted above
- top board of frame notched into
board that runs full length of for­ward bulkhead.

Towel rack supports AF, 37-47-s121.
- attached to washroom side of above
  for aft partition
- two sets, approximately 9 inches
  from top edge of partition
- supports are wooden boards attached
to the partition on edge and are
shaped something like a Y with the
towel placed in the crotch of the Y.

Shelf AF, 37-47-s133.
- attached to wash basin side of above
  noted fore-aft partition
- extends one foot eight inches out
  from the forward bulkhead
- held up on forward bulkhead by a 3/4
  inch x 1-7/8 inch shelf support
  attached to that bulkhead.

Toilet partition AF, 37-47-s133.
- between the two toilet cubicles
- extends aft from the forward bulk-
head to the thwartship partition
- similar in construction to above partitions.

Toilet paper holder
- located toward the door on outboard side of above noted thwartship partition, is 3 feet 4-1/2 inches above the deck and 2 feet 3 inches aft of forward bulkhead
- U shaped heavy gauge wire with bend in ends to hold paper roll
- wire is held to the bulkhead with a thin metal strip which is screwed to the bulkhead.

Toilet paper dispenser
- located 11-1/2 inches aft of forward bulkhead and 2 feet 5-1/2 inches above the deck
- single sheet dispenser.

Back plate
- for toilet paper holder noted above
- located on other side of partition
- 1/2 inch thick fir board 1-1/2
inches with level on top edges, used as backing for screws of toilet paper holder.

Toilet doors
- rectangular frame
- stiles extend beyond horizontal rails and extensions of stiles are shaped
- doors hold 33 slats at an angle with spacers between slats at their junction with the stiles
- fir moulding covers slat ends and spacers
- doors held up by two 3 inch butt hinges
- hinges for door of inner cubicle are attached to board that extends along inboard bulkhead from deck to deckhead which also serves as inner support for thwartship board that runs along the top of thwartship partitions.

Painting scheme
- all partitions are painted white.
Deck

Tongue and groove decking. AF, 5-47-s101.

Linoleum AF, 5-47-s101.
- over all exposed areas
- 1/8 inch thick linoleum.

Holes AF, 5-47-s101.
- for water pipes to sink
- in forward outboard corner below sink
- probably put in during refit in 1950s.

Toilet plumbing holes AF, 5-47-s101.
- below toilets toward forward bulkhead for effluent pipes
- holes below toilet water tanks attached to forward bulkhead for water pipes to tanks.

Painting scheme AF, 5-47-s101.
- deck unpainted.
Deckhead

Similar to cabin S-P3 with following exception.

Hole for hog post
- near aft and outboard bulkheads
- square hole is suitably braced with thwartship and far aft members.

Description Cabin S-S3 (Crew's Quarters)

General Statement
This cabin which has a hog post going through it, appears to have been occupied by waiters. The two people who may have originally occupied this stateroom were John Dunn and a person named MacIntyre. There is no mention of a MacIntyre in the Klondike's ships articles for 1937 or 1938; however, he may have signed up on another riverboat and transferred to the Klondike early in the season.

The cabin held two single bunks, which appear to be original, for there are no witness marks outside of the lower bunk support boards on the forward and aft bulkheads.
to indicate that a double lower bunk was ever fitted. The fact that there are two single bunks in this cabin seems to support the assertions that this cabin was used as a crew's quarters.

The only variations between this cabin and a regular passenger stateroom, besides the two single bunks, are the location of some of the fittings and fixtures as a result of the hog post. The hog post, which is located on the forward outboard side of the cabin, required that the window and door arrangement in the outboard bulkhead be reversed to what is found in the rest of the starboard side staterooms. Because of the reversal of the window and door arrangement, the sink and other fixtures that are on the aft bulkhead of the rest of the cabins have been moved to the forward bulkhead in this cabin. These fixtures, namely the water glass rack, life belt instruction card holder, electrical panel and sink were placed between the hog post and bunks on the forward bulkhead. Whether or not a mirror was located there is not known as no witness marks were found. The cabin had a flat back sink rather than a corner sink. It was located on the forward bulkhead. The bowl was similar to that found in the corner sinks in the other staterooms. The coat hook board and shelf were located on the aft bulkhead. In other words the fixtures remained the same but their positioning was in a sense the reverse that of the normal stateroom.
There was one additional structure which is not found in any other stateroom and that was a shelf along the outboard bulkhead. This shelf is located beneath the window and extends from the forward bulkhead to the door jamb. Its width was dictated by the position of the hog post. Whether or not this shelf was original to the cabin as first constructed is not known.

A possible list of belongings of the waiters has been included in the general information detail list.

**Supporting Information to General Statement**

<table>
<thead>
<tr>
<th>Source of Information</th>
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<tbody>
<tr>
<td><strong>Cabin #1.</strong></td>
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<tr>
<td>HR, Weppler,</td>
</tr>
<tr>
<td>App K-4;</td>
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<tr>
<td>SK, Gaudin,</td>
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<tr>
<td>No. 1.</td>
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<tr>
<td><strong>Possibly waiter's cabin.</strong></td>
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<td>Tr., Jan. Conf.</td>
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<td>Sun. III, p. 5.</td>
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<td><strong>Clothes</strong></td>
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<td>Tr., Jan. Conf.</td>
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<tr>
<td>Sun. III, p. 7;</td>
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<td>p. 606, 609, 652,</td>
</tr>
</tbody>
</table>
- black or navy blue trousers 655, 658, 659.
- waiters' jackets had replaceable buttons.

Crew
- MacIntyre lower bunk.

Camera
- John Dunn had a Brownie box camera. Sun. III, p. 8; P. 609.

Outboard Bulkhead

Deckhead frame spacers AF, 17-47-s113;
- fir spacers between the frames and in line with the outboard bulkhead. AS, 26 May 1978.

Quarter round AF, 17-47-s113;
- along bulkhead at the junction of the masonite with the spacers and deckhead frames. AS, 26 May 1978.
Blind and curtain rod holders AF, 17-47-sll3;  
- three sets AS, 26 May 1978.  
- beside and above upper corners of the window  
- lowest set, which is black enamel, appears to be of a later date.

Window AF, 9-42-s50;  
- one window forward of the door AS, 26 May 1978.  
- approximately 2 feet wide and 2 feet 10 inches high  
- the window is lowered by lifting the window and pulling it inwards and lowering it to the window stops.  
- two vertical panes of glass.

Window sill AF, 9-42-s50;  
- below window AS, 26 May 1978.  
- extends slightly beyond either side of frame.

Cup hooks L, Bromley, 11 April 73;  
- on either side of the window on the frame Tr., Jan. Conf.  
- for curtain tie backs. Sun. II, p. 3.
Screen door
- approximate size is 2 feet 1 inch by 6 feet 2 inches
- opens aft to forward
- located at the aft end of the cabin outboard bulkhead
- two hinges, located 7-1/2 inches from the top and bottom respectively, are attached to the door and hinge blocks attached to the bulkhead
- door is a simple rectangular frame with a lock rail in the midsection
- bottom rail and lock rail are made of 4-1/2 inch wide boards whereas stiles and top rail are of 3-1/2 inch wide boards
- door is 7/8 inch thick
- screening is held to the door with a moulding strip
- screening is metal painted green
- handle is attached to the frame
- door painted green.

Screen door latch
- attached to block of wood that is attached to the bulkhead
- black enamel originally.

Hook and eye  AF, 17-47-s113.
- hook attached to the screen door above door latch
- eye in bulkhead
- to hold screen door back.

Shelf  AS, 21 May 1978;
- extends 3 feet 4 inches along out-
  board bulkhead between door jamb and
  forward bulkhead, 2 feet 2-1/2
  inches up from the deck
- extends 1 foot 1-1/16 inches from
  outboard bulkhead to the hog post
- held up at forward bulkhead by strip
  of wood nailed to that bulkhead
- held up at door end by a brace that
  extends up from a board attached to
  the bulkhead to a board attached
  under the shelf
- the outside corner near the door
  jamb is curved
- painted white.

Masonite  AF, 17-47-s113;
- 1/4 inch tempered masonite is used  AS, 26 May 1978;
as a covering for the bulkhead
- painted white
- screwed to frame members.

Tr., Hogg, p. 191;
Tr., Jensen, II, p. 8;

Aft Bulkhead

Shelf on aft bulkhead
- extends from outboard bulkhead to about midline of aft bulkhead
- shelf is about 1 foot + from deckhead
- supported on outboard bulkhead by a strip of wood nailed to that bulkhead
- a shaped shelf support holds up the shelf on the side away from the outboard bulkhead
- shelf is nailed to supports
- shelf is painted a dark brown over a mahogany stain or varnish
- top of shelf is unpainted.

AS, 26 May 1978.
AF, 17-47-s113;
AF, 41-42-s82.

Coat hook support board

AF, 27-42-s68
- below shelf noted above on aft bulkhead
  AF, 17-47-s113;  
  AF, 27-42-s68.
- edges have chamfer
- end away from outboard bulkhead is shaped
- outboard end butts up against outboard bulkhead
- held at least 5 coat hooks
- painted dark brown over mahogany stain.

Bunk side rail supports
  AS, 26 May 1978;
  AF, 17-47-s113;
- for two single bunks
- consist of back plates and cast iron side rail supports
- see description of bunks inboard bulkhead.

Bed wall step
  AF, 17-47-s113;
  AS, 26 May 1978.
- above lower bed side rail support
- shelf outer corners are curved
- two, 7 inch + high shaped supports below shelf, 1-1/2 inches + from either end
- length of shelf is approximately 1 foot 8-1/2 inches, width may be 6 inches
- painted dark brown over a mahogany
stain or varnish.

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

Inboard Bulkhead

Wall rack
- one above upper bunk on inboard bulkhead
- the side pieces are shaped on their front and top sides and are 8-3/16 inches deep and 9-3/8 inches high
- there are six slats 1/4 inch by 1-3/16 inches by 1 foot 6-5/8 inches facing forward between the sides
- slats were held to sides by round headed wood screws
- painted dark brown over what may be a mahogany stain.
Bunk supports
- two, 7/8 inch x 2-7/8 inch, boards running full length of bulkhead
- one for upper and one for lower bunk
- 10-1/2 inches + and 3 feet 3 inches + above deck.

Bunks
- two single bunks
- 7 inch high side rail supported on forward and aft bulkhead by cast iron supports
- cast iron supports are attached to wooden back plates which are attached to forward and aft bulkheads
- lower back plates extend to deck and have rounded tops
- upper bunk back plates for side rail supports have semi-circular ends
- there are two spring support boards located between the side board and the inboard bulkhead. They are supported at the side rail by an angle iron attached to it and rest on above noted bunk supports on inboard bulkhead
- top of side rail has a mahogany circular moulding 1-5/16 inches by 7/8
inches over top and forward edge
- side rails are stained and varnished.

Cast iron side rail supports
- each is a rectangular metal plate
  with a lengthwise slot to accept the side rail
- slot has raised lip around it
- attached to backplate noted above.

Deckhead frame spacers
- between deckhead frames
- in line with bulkhead.

Quarter round
- at junction of masonite and deckhead frames
- runs full length of bulkhead.

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

AS, 26 May 1968;
AF, 17-47-s113;
Tr., Hogg, p. 191;
Tr., Jensen, II, p. 8;
Forward Bulkhead

Hog post hole
- for hog post that extends up and forward from deck through this bulkhead
- see cabin S-S2 for size
- should have framing around hole.

Life belt instruction card holder
- inboard of hog post hole
- thin, chrome plated, metal
- edge bent over on two sides and bottom to hold notice card
- fastened to bulkhead by four round headed wood screws, one in each corner
- size of holder 5 inches x 8 inches
- may have replaced a wooden frame in 1950s.

Drinking glass rack
- between life belt instruction card holder and top bunk side rail support
outside dimensions are 1 foot 5-3/4 inches high and 1 foot 4-1/2 inches wide
end panels are decoratively curved
top shelf, which is 1 foot 3/8 inches up from the bottom of the rack, has holes for two glasses and a carafe and is also curved in its midsection to accommodate carafe
both of the above extend 7-1/8 inches out from the bulkhead
middle shelf, which is 10 inches up from the bottom of the rack, serves as a bottom support for the glasses and the carafe
glass holes are 3 inches + in diameter and carafe hole is 4-7/8 inches out from the bulkhead
lowest shelf, which 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 wide lip
back plate extends from the bottom shelf up to the top shelf
painted dark brown over a mahogany
colour stain.

Electrical service panel
- 6-1/2 inch by 3-1/2 inch rectangular wooden block with chamfer
- held light switch and service buzzer
- located midway between drinking glass rack and sink.

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

Light switch
- on above noted electrical panel
- circular porcelain base
- thin, circular, chromed metal cover on top of the base
- black knob in the center of the cover which is rotated to off and on
- slot in the metal cover shows on or off position
Sink mounting board  
- for flat back sink  
- located inboard of the hog post, below the electrical service panel  
- top corners are rounded  
- probably holds cast iron sink hanger.

Sink  
- flat back plate  
- circular bowl  
- two holes, one on either side, between back plate and bowl  
- the holes may have been installed at a later date  
- effluent pipe in bottom of bowl  
- overflow holes in back of the bowl.

Faucets  
- there were probably two, chrome plated, faucets attached to the sink after the 1950s refit.
Bunk side rail supports
- for two single bunks
- consist of back plates and cast iron side rail supports
- see description of bunks on inboard bulkhead.

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

Deck

Linoleum
- when the ship was As-Founded there was no linoleum in place in this cabin
- may have had battleship brown linoleum.
Tongue and groove decking. AF, 5-47-s101.

Painting scheme AF, 5-47-s101.
- deck painted grey from inboard bulkhead for a distance of 1 foot 1-1/2 inches
- center area of deck unpainted
- unpainted area circumscribed with a painted brown border.

Hog post hole AF, 5-47-s101.
- in the deck
- 1 foot 9 inches from the forward bulkhead and 1 foot 1/2 inch from outboard bulkhead
- hole dimensions are 10-3/4 inches by 1 foot 1/2 inch.

Holes AF, 5-47-s101.
- for water pipes
- in deck up against the forward bulkhead below the sink
- three holes
- probably put in during refit of 1950s.
Similar to cabin S-P3.

Description Cabins S-S4, 5, 6, 7, 8 (Typical Passenger Staterooms)

General Statement
These cabins are designated 3, 5, 7, 9, and 11 respectively on an extant berthing list and on Gaudin's sketches. These numbers were probably affixed to either the top of the door or on the bulkhead directly above it. All of these cabins appear to have been passenger staterooms.

These staterooms were almost identical in fixtures and fittings to those staterooms on the port side of the saloon deck and also to the Texas deck cabins. The only major difference between them and the Texas deck cabins (also noted for the port-side staterooms on the saloon deck), is that only one wall rack or magazine rack was attached to the bulkhead and this was located above the upper bunk, whereas, in the Texas deck cabins the lower bunk also had a rack.
Supporting Information to General Statement

Cabins are noted as having been numbered 3, 5, 7, 9 and 11 respectively. SK, Gaudin, No. 1; HR, Weppler, App K-4.

Description Cabin S-S4

Outboard Bulkhead

Similar to cabin S-P4 AF, 17-47-s113. - see description cabin S-P4.

Aft Bulkhead

Mirror image of cabin S-P4 with the following exceptions: AF, 17-47-s113.
Sink support board
- there is no sink support board on the bulkhead
- the sink is flush with the bulkhead.

Sink hanger
- there is no sink hanger on the bulkhead
- sink is supported on bulkhead by two slats of wood, one on the aft and one on the outboard bulkheads.

Screw hole
- directly below mirror location
- use not known.

Witness marks
- there are indications of an object approximately 3-1/2 inches high and 11-1/2 inches long having been attached to the bulkhead just above the top bunk
- comes out 11-1/2 inches from inboard bulkhead
- object not known.
Inboard Bulkhead

Similar to cabin S-P4
- see description cabin S-P4.

AF, 17-47-s113.

Forward Bulkhead

Similar to cabin S-P4 with noted exceptions
- see description cabin S-P4.

AF, 17-47-s112.

Coat hooks
- on coat hook board
- only four hooks in place
- there are witness marks of a single wire screw-in hook having been attached to the board in between the first and second hook from the outboard bulkhead.

AS, 26 May 1978.

Eye
- on leading edge of shelf to hold the screen door back is not in place.

AS, 26 May 1978.
Deck

Tongue and groove cedar decking.

Linoleum
- extends from outboard bulkhead to
  just under bunk
- 1/8 inch thick linoleum
- As-Founds note linoleum was pat-
  terner and painted over with a high
gloss grey enamel
- originally may have been battle-
  ship brown.

Painting scheme
- area under bunk from termination of
  linoleum to inboard bulkhead is
  painted with high gloss grey enamel
- central area under linoleum is un-
  painted
- unpainted area is circumscribed at
  forward, aft and outboard sides with
  a border of flat brown paint.

Holes
- for water pipe
- in aft outboard corner
- below sink
- probably put in during 1950s refit
- there are additional holes along
  the aft bulkhead near the lower bunk
  side rail support. The purpose of
  these pipes is not known.

Deckhead

Similar to cabin S-P3. AF, 4-47-s100.

Description Cabin S-S5

Outboard Bulkhead Source of Information

Similar to cabin S-P4 with the follow-

ing exception:

Sink support boards
- there are no sink support boards on
  the bulkheads

AS, 26 May 1978.
- the sink is flush with the bulkhead.

**Aft Bulkhead**

Similar to cabin S-P4 with the following exception: 

Sink support boards  
- there are no sink support boards on the bulkheads
- the sink is flush with the bulkhead.

**Inboard Bulkhead**

Mirror image of cabin S-P4  
- see description cabin S-P4.
Forward Bulkhead

Similar to cabin S-P4 with the following exception: AF, 17-47-s113.

- on coat hook board below shelf on forward bulkhead, wire hooks attached.

Deck

Similar to cabin S-S4. AF, 5-47-s101;
AF, 17-47-s113.

Deckhead AF, 4-47-s100

Similar to cabin S-P3.
Description Cabin S-S6

Outboard Bulkhead

Similar to cabin S-P4 with the following exception:

- Sink support boards
  - there are no sink support boards on the bulkheads
  - the sink is flush with the bulkhead.

Aft Bulkhead

Similar to cabin S-P4 with the following exceptions:

- Life belt instruction card holder is closer to the inboard bulkhead
  - there are witness marks of a former location up against the mirror location.
Sink support boards
- there are no sink support boards on the bulkheads
- the sink is flush with the bulkhead.

**Inboard Bulkhead**

Mirror image of cabin S-P4
- see description cabin S-P4.

**Forward Bulkhead**

Similar to cabin S-P4 with the following exceptions:

**Holes**
- there are three holes in line in the bulkhead between the bunklight of the upper bunk and the deckhead
- use not known.
Coat hooks
- on coat hook board below shelf
- single unit wire hooks with screw-in ends.

Deck

Similar to cabin S-S4 with the following exception:

Holes
- two rectangular holes cut into the deck
- toward forward outboard corner
- purpose not known.

Deckhead

Similar to cabin S-P3.
Description Cabin S-S7

Outboard Bulkhead

Similar to cabin S-P4 with the following exception:

Sink support boards
- there are no sink support boards on the bulkheads
- the sink is flush with the bulkheads.

Aft Bulkhead

Similar to cabin S-P4 with the following exceptions:

Sink support boards
- there are no sink support boards on the bulkheads
- the sink is flush with the bulkheads.
heads.

Masonite panel
- part of the masonite panel of the outboard half of the bulkhead has been replaced as no witness marks for the inboard half of the mirror could be found nor screw holes for the same. It is assumed that this bulkhead was similar to that found in cabin S-S3.

Inboard Bulkhead

Mirror image of cabin S-P4
- see description cabin S-P4.

Forward Bulkhead

Similar to cabin S-P4 with the following exception:
Shelf support  
- there is an extra shelf support beneath the shelf on the forward bulkhead  
- support is located midway between outboard bulkhead and shelf support located at the inboard end of the shelf.

Deck

Similar to cabin S-S4 with the following exception:

Hole  
- rectangular hole cut into the deck up against the forward bulkhead midway between the bunk and the outboard bulkhead  
- purpose is not known.
Deckhead

Similar to cabin S-P3.  
AF, 4-47-sl100.

Description Cabin S-S8

Outboard Bulkhead

Similar to cabin S-P4  
AF, 17-47-sl13.
- see description cabin S-P4.

Aft Bulkhead

Similar to Cabin s-P4 with the following exception:  
AF, 17-47-sl13.
Masonite panelling  
AS, 26 May 1978.
- there are no witness marks on the 
outboard masonite panel indicating 
mirror location. The panel appears
to have been replaced. It is assumed that this bulkhead was similar to that found in cabin S-P4.

**Inboard Bulkhead**

Mirror image of cabin S-P4 AF, 17-47-s113.
- see description cabin S-P3.

**Forward Bulkhead**

Similar to cabin S-P4 with the following exception:

Masonite panelling AF, 17-47-s113.
- there are no holes or witness marks on the inboard half of the bulkhead for bunk lights. The inboard masonite panel appears to have been replaced. It is assumed that this bulkhead was similar to that found in cabin S-P4.
Deck

Similar to cabin S-S4 with the following exception:

Painting scheme

- flat brown painted border extends between unpainted area and grey painted area up against inboard bulkhead.

Deckhead

Similar to cabin S-P3.
**Description Cabin S-S9 (Crew's Quarters)**

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<td>SK, Gaudin, No. 1.</td>
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<td>Tr., Moran &amp;</td>
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<td>- cabin may have</td>
<td>Keay, p. 83.</td>
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<td>been occupied by</td>
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<tr>
<td>H. Nicholson, J.</td>
<td></td>
</tr>
<tr>
<td>Moran.</td>
<td></td>
</tr>
</tbody>
</table>

**Outboard Bulkhead**

Similar to cabin S-P4 with the following exception:

Sink support boards
- there are no sink support boards on the bulkheads
- the sink is flush with the bulk-
heads.

Aft Bulkhead

Similar to cabin S-P4 with the following exceptions:

Drinking glass rack
- does not sit up against the outboard bulkhead but appears to have been moved several inches inboard.

Curtain rod holder
- a metal curtain rod holder is now in place between the drinking glass rack and the outboard bulkhead.

Bunks
- there are two single bunks in this cabin.

Wooden back plates for cast iron side rail supports
- both upper and lower side rail sup-
ports are attached to a single board that runs from the deck to the deck-head.

Bed side wall step
- is notched around board used as cast iron side rail support back plate.

Sink support boards
- there are no sink support boards on the bulkheads
- the sink is flush with the bulkheads.

Mirror
- cream coloured frame
- an ordinary straight framed mirror
- see cabin S-P4 for more details.

Inboard Bulkhead

Mirror image of cabin S-P4 with the following exception:
Cup hook
- on upper bunk support, running full length of bulkhead
- toward the forward bulkhead.

Forward Bulkhead

Similar to cabin S-P4 with the following exceptions:

Bunks
- there are two single bunks in this cabin, hence side rail supports of the two bunks are in line on this bulkhead.

Coat hook support board
- ends of this board are not shaped
- ends of this board are flush with outboard bulkhead and inboard shelf support.

Coat hook
- a wire coat hook with screw in end

AS, 26 May 1978.
AF, 17-47-s113.
AS, 26 May 1978;
Tr., Moran & Keay, p. 84.
AS, 26 May 1978.
is screwed into the bulkhead just inboard of the end of the shelf above the coat hook support board.

Deck

Similar to cabin S-S3 with the following exceptions:

No hog post hole.

Holes
- for water pipes
- in deck in the aft outboard corner
- below sink
- three holes
- probably put in during refit of 1950s.

Linoleum
- battleship brown.
Deckhead

Similar to cabin S-P3. AF, 4-47-s100.

As Outfitted to J. Moran and H. Nicholson

Cook books
- kept on a shelf along the bulkhead
- possibly Blue Ribbon cook books. Tr., Moran & Keay, pp. 88, 100, 101;
WSS-1975, IV, p. 91;
Tr., Jan. Conf.
Sat. V, p. 91.

Table
- a little table inside the room Tr., Moran & Keay, p. 112;
- Nicholson does not remember table. Tr., Nicholson,
p. 50.

Calendar
- on the bulkhead Tr., Moran &
& Keay, pp. 87, 114-115;
- near the sink area
- calendar showing Fraser Valley scene probably obtained from a Fraser Valley Co.

Rug
- no scatter rug in the cabin.

Cigarettes
- both men smoked Ogden's fine-cut loose tobacco in a tin
- Chanteclaire cigarette papers
- manufactured cigarettes were Ginny Golds, Millbanks, Sweet Caps.

Shelf
- ran along side of bunk
- kept tobacco and books on it.

Clothes
- white apron
- white coat issued by the Company
- buttons were removeable
- hung on hooks.
Occupant of bunks
- Moran had lower bunk
- Nicholson had upper bunk.

Reading material: Nicholson's books
- hard cover adventure and historical novels (UK)
- probably had 5-6 at a time
- kept in a rack above the bunk.

Suitcase
- Nicholson had a brown cardboard suitcase which was kept under the bunk.

Cook books
- Moran kept books on a shelf along bulkhead
- read cook books in spare time
- Blue Ribbon cook book.
Table
- a little table inside the room
- Nicholson does not remember table or chair.

Sink
- when you went in, the sink was to the right.

Sink
- just a basin.

Uniforms
- hung on hooks.

Description Crew's Mess

General Statement
The crew's mess or mess room is located between the galley on the port side and cabins S-S6 and S-S9 on the starboard side. Access to this room was originally confined to a door
on the aft bulkhead of the saloon deckhouse.

The deckhead in the crew's mess, and likewise in the galley located on its port side, was in two levels. For the major part of its length, that is from the forward bulkhead to within 28 inches of the aft bulkhead, the deckhead was the underside of the skylight deck. Aft of that point the deckhead drops to the level of the boat deck which is 1 foot 9-1/4 inches lower than the skylight deck.

The crews' mess was apparently a stark, simple cabin. It contained a 16 foot table that butted up against the forward bulkhead, a bench on each side, an oil cloth on top of the table and very little else.

As far as fittings and fixtures were concerned, again there was very little. A shelf, which ran the full length of the bulkhead, was apparently located along the port or inner bulkhead, above a pass-through that allowed access to the galley, and another shelf was located between the door and the outboard bulkhead along the aft bulkhead at chair level.

Pepper, salt, mustard, ketchup and sugar were left on the table at all times. Bread spreads in their factory containers may also have been left on the table. The table itself was covered with a white oil cloth, which, by the end of the season, had many wear and scorch marks. China and silverware were not left on the table as the crew used the same eating utensils as the passengers and these were passed
to them through the pass-through when it was time to eat. There are numerous nails and cup hooks next to the door jamb on the aft bulkhead which may indicate the location of individual coffee mugs which may have been used by the crew. Even as set out for service, the crew's mess did not rise above a small impersonal cafeteria.

Sometime after 1945, probably in 1950, part of the starboard bulkhead of the galley was recessed into the crew's mess. This move was apparently necessitated by the introduction of a larger stove in the galley which could not be accommodated in the space formerly occupied by the smaller, original, galley stove. Even though it was moved, the bulkhead retained a pass-through.

A bulkhead along the forward end of the galley, demarcating the crews' mess from the linen locker, was removed prior to being recorded as it was thought to be of a later period. Subsequent research has shown that there was no entrance to the crews' mess from the dining room, and that there was a linen locker between the crews' mess and the dining room accessible only from the waiters station in the dining area. At the time of writing, there was little information available concerning this bulkhead, which is unfortunate, as the skylight windows which run along the port bulkhead appear to present a problem to any bulkhead which may have run from the deck to the deckhead in this area.
When the galley was clad in sheet metal and asbestos quite a bit of sheet metal was used to cover doors and shelves. It is not known whether or not the pass-through into the crew's mess was lined with sheet metal when the galley bulkheads were covered; however, it is the opinion of this writer that the pass-through shelf was originally bare wood and that it was covered with metal only when the rest of the galley was.

**Port Bulkhead**

**Source of Information**

Spacers
- between deckhead frames and in line with inner bulkhead.

Quarter round
- at junction of fore-aft beam and deckhead frames.

Beam
- a 2-7/16 inch x 7-3/8 inch beam on edge runs the full length of the deckhead from aft skylight deck forward through linen locker to forward
bulkhead of linen locker
- in line with inner bulkhead.

Moulding strip
- at junction of masonite and beam
  noted above.

Masonite
- 1/4 inch tempered masonite covers
  bulkhead
- top half painted light green over
  white
- bottom half painted rusty brown
- screwed to bulkhead studs.

Bulkhead recess
- the bulkhead is recessed into the
  crew's mess
- recess starts 3 feet 11-3/4 inches
  from aft bulkhead and terminates 13
  feet 3-5/16 inches from aft bulkhead
- recess was probably made to accommo-
  date larger stove in galley when
  galley was altered in 1950
- recess comes out into crew's mess
  slightly less than 1 foot 9 inches
- bulkhead covering is as noted above
- moulding strip noted above continues around recess
- quarter round below deckhead frames continues around recess as do spacers.

Shelf
- runs full length of recess that extends into crew's mess
- shelf is 11-1/8 inches deep and has a 1/2 inch x 1-1/2 inch board which serves as a lip nailed to outer edge
- there are three shelf supports, one at each end and one 5 feet 1/2 inches from aft edge
- shelf supports are made of three pieces of wood, 3/4 inch x 1-1/4 inch, one of which is attached to the bulkhead, one to the bottom of shelf and one notched into the bottom of the vertical member and outside end of horizontal member forming a right angle triangle
- shelving may have extended full length of bulkhead prior to recess
being constructed.

Pass-through
- opening from galley to crew's mess
  - opening is 2 feet wide and 1 foot 4-3/16 inches high
  - forward edge of pass-through is 5-3/16 inches from forward edge of recess
  - bottom of pass-through is 3 feet 7-3/16 inches from deck
  - a shelf extends along the bottom edge of pass-through into the crews' mess
- sheet metal has been attached to the sides, top and bottom of the pass-through and extends 1-1/16 inches over onto the bulkhead along the top and sides of the hole
- it is doubtful that the sheet metal is original.

Shelf
- extends 2 feet 10-1/8 inches along bottom of pass-through, is 7 inches deep
- has single shaped support located approximately in the center beneath the shelf
- a carriage bolt extends through the bottom of the shelf support into the galley
- outside corners of shelf are rounded
- top of shelf, which sits flush with the bottom of the pass-through, has been covered with linoleum with the sheet metal of the bottom of pass-through extending slightly over the linoleum
- linoleum may not be original.

Shelf

- between skylight deck aft bulkhead and the aft thwartship recess bulkhead
- shelf is 11-1/8 inches deep
- rests on board nailed to aft thwartship recess bulkhead at its forward end and at its aft end on the 1-1/2 inch x 2-1/2 inch plate that rests on boat deck extension into crews' mess.
Shelf support
- a 13/16 inch by 2-13/16 inch board extends 1 foot 8-3/4 inches into crew's mess along the bulkhead
- serves as shelf support for shelf 2 feet 5-3/4 inches above the deck located along the aft bulkhead.

Board
- a small board is nailed to the bulkhead, 2-3/8 inches from the aft bulkhead and 1 foot 3-7/8 inches below the boat deck deckhead
- serves as an anchor for a slat of wood that extends along the aft bulkhead to the first joint over from the port bulkhead.

Carriage bolt heads
- there are 6 carriage bolt heads in line horizontally along this bulkhead between 2 feet 5-3/4 inches and 2 feet 8-1/2 inches above the deck
- carriage bolts extend into galley area.
Quarter round
- 7/8 inches, at junction of masonite and deck
- also extends around recess into crew's mess.

Forward Bulkhead

Removed during As-Founding and not recorded
- separated crew's mess from dining room linen locker
- located 16 feet from aft bulkhead
- type of structure not known.

Starboard Bulkhead

Spacers
- between deckhead frames and in line with inner bulkhead.
Quarter round
- at junction of bulkhead with frames.

Skylight windows
- there are four skylight windows between the forward crew's mess bulkhead and the aft skylight bulkhead
- see description skylight deck
- window number two from the aft end has a latch attached so that it can be opened.

Window latch
- attached to center of window identified above
- a chain extends from the pull in the latch to the frame spacer above the latch where the chain is held by a flat head screw
- latch has a spring loaded pull
- pull is a circular ring
- latch is recessed into window frame
- latch is brass coated and held by four wood screws
- top half of latch covered by window moulding.
Window button
- small rectangular piece of wood
  nailed to bulkhead above window
- located above forward pane of window
  number two and center pane of window
  number four counting from aft bulkhead
- extends down over window frame
- can be rotated.

Board
- a 3/16 inch x 5/8 inch board runs
  along the top of the masonite which
  terminates below the windows
- bottom edge of board has cove
- extends from aft skylight deck bulkhead to forward bulkhead of crew's mess.

Quarter round
- below deckhead frames of the small
  section of deckhead below boat deck
  aft of the skylight deck.

Masonite
- 1/4 inch tempered masonite covers
bulkhead
- bottom 3 feet 9-1/4 inches painted rusty brown with the top section painted green
- screwed to bulkhead studs.

Quarter round
- at junction of bulkhead with the deckhead.

Aft Bulkhead

The aft bulkhead is in two sections
- the lower seven feet is part of the aft end of the saloon deck housing
- the upper section which extends approximately 1-1/2 feet higher is part of the aft bulkhead of the skylight deck and is forward of the above bulkhead by approximately 2-1/2 feet.

Upper section of above noted bulkhead
- exposed bulkhead studs on approxi-
mately 2 foot centers
- tongue and groove siding is applied to the outside of the studs
- bulkhead is painted light green
- studs extend from skylight deck-head to a 1-1/2 inch x 2-1/2 inch plate that extends along top of boat deck extension into crews mess.

Half round - covers bottom of plate AF, 26-47-s122.
- mentioned above, the end of boat deck decking and the deckhead frame supporting forward edge of boat deck.

Lower section of above noted bulkhead AF, 26-47-s122.
- extends from deckhead frames below boat deck down to deck
- exposed bulkhead studs on approximately 2 foot centers
- tongue and groove siding is applied to the outside of the studs
- top half painted light green
- bottom 3 feet 9-3/4 inches painted rusty brown.
Cup hooks
- there are numerous nail or cup hooks
  on the tongue and groove siding in-
  board of the door and in the top
  half of the bulkhead
- may have held coffee mugs.

Slat
- extends from inner bulkhead over to
  first exposed stud and is 1 foot
  1-9/16 inches below the boat deck
  deckhead
- supported on port bulkhead by a slat
  which has already been described in
  section dealing with that bulkhead.

Board
- up against the third stud from the
  inner bulkhead, 1 foot 8-5/16 inches
below the boat deck deckhead
- size is 1 inch x 1-7/16 inches x 4-5/8 inches
- use not known.

Witness mark
- near above board and 2 feet 3-3/4 inches below the boat deck deckhead
- object not known.

Shelf
- along bulkhead 2 feet 5-3/8 inches above deck
- extends from inner bulkhead to door
- supported on inner bulkhead by board attached to that bulkhead
- two shelf supports, one each along the inside edge of the second and third bulkhead studs from the inner bulkhead
- both shelf supports have a member running below the shelf horizontal to the deck and another member attached to outside end of above member running down and back to the bulkhead stud where it is attached

AF, 26-47-s122; AF, 36-47-s122.
- supports are 3/4 inch by about 2-7/8 inches
- supports are painted dark brown
- shelf is constructed of two boards with a total depth of 1 foot 8-7/16 inches
- filler pieces were inserted between bulkhead studs
- top of shelf may have been covered with an oil cloth.

Board
- 15/16 inch x 2-1/2 inch x 6 feet
  5-3/16 inches between door and starboard bulkhead
- filled with nail holes, purpose not known.

Door
- located in aft bulkhead up against the starboard bulkhead
- single leaf four panel door
- the top panel, which takes up the top 2/5ths of the door, is glass
- 3 lower panels are about 7-1/8 inches high and are spaced evenly
in the lower 3/5ths of the door
- painted light green over white
- exterior side painted a very light
tan colour over white
- door is hinged on its port side.

Door lock and latch assembly
- escutcheon is a flat rectangular
  plate with opening for key and door
  knob
- it may have a brass finish
- door knob is of the ball variety and
  has a thin brass finish
- lock assembly has catch and lock in
  the same unit
- rim strike has one slot for both
  lock and catch.

Deck

Tongue and groove cedar decking.
- unpainted.

Painting scheme
- unpainted.
Linoleum
- covered all of deck
- 1/8 inch thick linoleum.

Electrical cable holes
- through the deck near the aft bulkhead recess and inboard bulkhead
- date of installation not known; however, probably installed when the bulkhead was recessed into the crews' mess.

Deckhead

Deckhead joists or frames
- see description of galley.

Light fixtures
- three light fixtures port of center line of crews' mess
- evenly spaced between forward and aft bulkheads
- galvanized metal plate screwed to a standard metal electrical outlet
- a porcelain insulator extends through a hole in the plate, two cloth covered wires twisted together extend through the insulator and terminate at a brass-coated light outlet.

Light fixtures
- the original light fixtures were probably simple drop cords from a porcelain base as was found in other parts of the ship
- had bare 40 watt bulbs
- may have had a pull chain switch.

Painting scheme
- painted white over aluminum paint.

Furnishings

Large table
- 16 feet long
- up against forward bulkhead.
Oil cloth
- changed from year to year, or as necessary
- might have had white and green checks at one time
- mostly plain white
- on top of table
- had scald marks from pots and cups.

Cutlery
- silver.

Chairs
- bentwood chairs in the crews' mess
- Lesyk was the only man to say this
- all other crew members remember long benches.

Benches
- had long benches in crews' mess
- box type bench
- see photographs.
Dishes
- same as were used in dining room
- see dining room for description.

Calendar on one of the bulkheads
- supplied by the purser.

Night lunches
- oval platters set up with cold meats, cheese, bread, etc. for night lunches.

Passageway
- there was no entrance way from the dining room.

Bread spreads
- were kept on the table.
Menu
- there might have been a menu attached to the bulkhead beside the kitchen pass-through
- others state there was none.

Condiments
- such as sugar, pepper, salt, mustard, ketchup were left on the table.

Serving
- all was served family style.

Description Linen Locker

General Statement
Except for the dimensions on the deck (4 feet by 8 feet), very little is known about the linen locker. The removal of the aft bulkhead eliminated most witness marks of shelves, and possibly even the shelves themselves which must have been located up against this bulkhead. There is a witness mark on the starboard bulkhead that indicates that at least one 11-1/2 inch deep shelf was attached to the aft bulkhead.
There is a battery box located near the deckhead on the forward bulkhead. As this box is located near the call box on the dining area aft bulkhead, the battery may have been the power source for the call box; however, a careful inspection of the call box will have to be made before the association can be stated with certainty.

This linen locker contained the linen (table cloths and serviettes) for the dining room. The shelves which may have been in this locker may also have held water decanters for the dining room.

Supporting Information to General Statement

Source of Information

Size
- about 4 feet x 8 feet.

SK, Gaudin, No. 1.

Linen locker

AS, 27 June 1975;
WSS-1975, IV,
p. 32;
Tr., Jan. Conf.
Sat. IV,
Dirty linen
- from dining room was put into this room.

Linen
- clean linen for dining room kept there
- table cloths
- serviettes.

Water jugs
- jugs and decanters for water may have been kept in there
- also some glasses.

Forward Bulkhead
Located on the starboard side of the center line of the ship, between cabin S-S7 and the galley
- divided from the crew's mess by a bulkhead
- entrance is gained through a door
located in the starboard side of the aft bulkhead of the dining room.

Studs
- this bulkhead has exposed studs with one exception; a piece of 1/4 inch tempered masonite has been attached between the second and third studs from the port bulkhead. This masonite extends from deck to deckhead. The purpose of this masonite is not known.
- the spacing of the studs varies, especially in the door area
- studs are notched into bottom plate.

Lintel
- extends over the door to the starboard side of the fourth stud from the port bulkhead
- this lintel also serves as a bottom plate for studs that extend up from it to the deckhead.

Board
- a 1 inch x 2-3/8 inch board has been
inserted between the studs, 6 feet
9-7/16 inches from the deck
- it extends from the port to starboard bulkhead.

Boards
- two boards have been toe nailed between door frame and fourth stud from inner bulkhead, probably for frame support
- both boards are unpainted.

Witness marks
- there are witness marks of three objects, possibly electrical, on the masonite noted above; they are about one foot down from the deckhead.

Door
- located near the starboard bulkhead
- single leaf
- 5 plain recessed panels
- single unit polished brass door knob and plate with rim lock
- two butt hinges
- four vertical panels and one horizon-
tal
- horizontal divides two upper and two lower panels
- door is hinged on its starboard side
- door jamb dimensions are 6 feet 2-1/8 inches by 2 feet 1 inch.

Battery box
- located near the deckhead between frames two and three from the port bulkhead
- a 1 foot 5-1/16 inches shelf or bottom of box is notched to fit around studs
- corners of shelf away from the bulkhead are rounded
- box is rectangular and is 7 inches high from shelf to top lip and 11-1/2 inches wide and 7 inches deep
- box has a 1/2 inch lip around top edges of box
- two, 3/8 inch, holes are drilled through its starboard side.

AF, 26-47-s122; AF, 37-47-s133.
Port Bulkhead

Spacers
- between deckhead frames in line with bulkhead.

Beam
- continuous with that of crew's mess
- see crew's mess for description.

Quarter round
- below deckhead frames.

Moulding strip
- at junction of beam and masonite panelling
- see description crew's mess.

Masonite
- 1/4 inch tempered masonite, painted dark green, covers bulkhead
- screwed to bulkhead studs.

Carriage bolts
- two carriage bolt heads extend
through this bulkhead from galley
- they are approximately 2 feet 8
  inches from deck.

Quarter round
- 1-1/4 inch quarter round at junction
  of port bulkhead and forward bulkhead
- extends from lower bottom plate of
  forward bulkhead to 6 feet 9-7/16
  inches above the deck.

Aft Bulkhead

Removed during As-Founding and not re-
corded.

Starboard Bulkhead

Spacers
- between deckhead frames in line with
  bulkhead.
Quarter round AF, 26-47-s122.
- below deckhead frames
- stops short of the second deckhead frame from the forward bulkhead.

Window AF, 26-47-s122.
- one skylight window
- see description skylight deck.

Board AF, 26-47-s122.
- continuous with board along bottom of windows in crew's mess
- bottom edge has cove
- 3-1/16 inches wide.

Masonite AF, 26-47-s122.
- 1/4 inch tempered masonite covers bulkhead
- painted white
- screwed to bulkhead studs.

Board AF, 26-47-s122.
- 1-7/8 inches wide and 1 foot 1-1/8 inches long, extends forward from aft bulkhead along starboard bulkhead 9 feet 1-1/8 inch above the
deck
- possibly served as shelf support.

Witness mark
- indications of the end of a 11-1/2 inch deep shelf along top of above noted board.

Deck

Tongue and groove cedar decking. AF, 5-47-s101.

Linoleum AF, 5-47-s101.
- covered all of deck area
- 1/8 inch thick linoleum.

Painting scheme AF, 5-47-s101.
- deck is unpainted under linoleum.

Hole AF, 5-47-s101.
- up against the outboard bulkhead
- use not known.
Deckhead

See crew's mess deckhead.

Description Galley

General Statement
The detailed list which follows is divided into four sections. The first section provides information concerning the original galley. The second and third sections contain information regarding the utensils and food stuffs used in the galley. The fourth section deals with the galley as it was recorded, and reflects the appearance of the galley when the S.S. Klondike stopped running. The information contained in these lists is very incomplete, particularly in so far as structural details of the original galley are concerned.

The galley is located between the mess room and linen locker on its starboard side, and compartments S-P7, S-P8 and S-P9 on its port side. The aft end of the galley corresponds with the aft bulkhead of the saloon deckhouse whereas the forward bulkhead divides the galley from the dining area.
The galley as first constructed had exposed framing throughout. The present covering on the bulkheads and deckhead is not original. Photograph 57, which presently is the main source of information about the original galley, indicates that tongue and groove siding could be found on the outside of the exposed studs of the aft bulkhead and the deckhead. As the other three bulkheads face other interior compartments it may be expected that masonite panelling would have been attached to the outside of the exposed frames on these bulkheads.

Along the starboard bulkhead there appears to have been two shelves. The top most shelf seems to run across the full length of the bulkhead whereas the bottom shelf, located approximately one foot below it, stopped aft of the pass-through to the crew's mess. Whether or not the lower shelf continued on the forward side of the pass-through is not known; however, it seems likely that it did. The shelves were made of wood and seem to have had a strip of wood which acts as a lip attached to the forward edge. The forward port corner of the lower shelf where it meets the pass-through was rounded. The shelf supports appear to be constructed out of wood and appear to consist of a horizontal member under the shelf with a wooden brace extending between a bulkhead frame and the horizontal member. The bulkhead side of the shelves appears to rest on a strip of wood nailed to the frames and extends the full
length of the shelves.

The work bench below the shelves on the starboard side is not very clear in the photograph; however, the photograph does show certain details. There is a drawer below the bench top which appears to be located either on the aft side or directly in front of the pass-through to the crew's mess. The counter top, because of its shiny appearance, could have been metal, arborite, masonite or painted with a high gloss paint. Other than the above statements very little can be said concerning the work bench.

A few other details concerning the galley were obtained from former crew members. There was a sink in the aft port corner. The sink which is presently in place appears to be the original or close to it in appearance. The sink had two taps, one of which came off the boiler and carried hot water. The other tap carried cold water directly from the river. The sink basins had a perforated soap dish in the left hand corner. The sink had its own drainboard on the right hand side which was permanently attached. Above the sink there was a drainer which apparently held such things as soap, utensils and brushes.

The stove was forward of the sink. There appears to have been a space between the stove and the sink which may have been used to stow brooms and mops. Two coal scuttles appear to have been stored below the sink drainage board.
The stove itself, which burned coal, appears from photograph 57 to have had the fire box on the right hand side. The exact or even approximate dimensions of this stove are not known. There was apparently at least one shelf in back of the stove which was used to warm the plates, but whether there were more than one is not known. Photograph number 57 does not show an exhaust hood over the stove, nor do any other photographs of the external deckhead taken prior to 1950. The extant hood thus appears to be a later (1950-) addition.

When the ship was recorded a plate warmer was in place between the stove and the door jamb for the door that led to the bakery. According to former crew members no such plate warmer was in place in the early years of operation of the S.S. Klondike.

Along the forward bulkhead, probably on both sides of the door jamb of the door leading to the dining room, both counters and shelves were located. The shelves apparently contained bowls and plates and the shelves had plate racks attached to them to keep the plates and bowls from sliding off. A shelf was also located below the counter along the forward bulkhead. Details pertaining to the shelves and counter along this bulkhead are not known as no photographs of the forward end of the galley for the earlier period have been found.

The date, according to the MOT file, of the galley
refit appears to be 1950 for an inspection dated June of that year notes that asbestos had been added to the galley and funnel casing. The dating of the asbestos addition to the galley bulkheads puts a limiting date on when the new stove could have been installed and likewise the exhaust hood and the recess in the starboard bulkhead. Prior to the Texas deck cabins addition ventilation for the stove appears to have been obtained from a skylight in the deckhead above the stove. Once the skylight was removed in 1950 the need for a fume hood must have been foreseen and installed at that time for there is no photographic evidence of the fume hood exhaust stack seen subsequent to that date. The date of installation of the extant stove and continuation of the recess is more problematical. However, it may be assumed that the stove and hence the recess were in place by at least 1950 since no modifications appear to have been made to the asbestos covering. A portion of the asbestos covering would have had to have been removed, along with part of the aft bulkhead, for the installation of the stove. Since no disturbance of the asbestos covering was evident from a usual inspection of the covering on the aft bulkhead it may be inferred that the stove was not installed after the galley refit. This does not preclude the possiblity, however, that the stove was installed prior to 1950.

Another modification that was required as a direct result of Texas deck cabins addition was the movement of the
The refit of the galley probably resulted in the removal of at least some of the original shelves and counters. The shelf supports are presently metal and some of the shelves are metal covered. As the original shelves and supports were all wood this may indicate a complete change. It is not known if the counters and shelves below them were changed at this time. One may suspect that some of the counters at least were changed along the starboard bulkhead when part of that bulkhead was recessed into the crew's mess. To what extent the present counters and shelves reflect what was there when the ship was launched is not known.

The elimination of the skylight above the stove also must have reduced the amount of natural light in the galley. Prior to the 1950 conversion no evidence can be found that there were any windows in the aft bulkhead of the galley. Photographs taken in the 1930s indicate that this bulkhead simply had tongue and groove siding attached to the exterior of the frames. Photographs taken of the exterior subsequent to 1950 show the windows in place once the additions to the Texas deck are in place.

Finally, according to former galley workers who were on board in the 1930s the linoleum in the galley was
marbolem. It therefore appears that new battleship brown linoleum was installed when the galley underwent its refit.

The galley underwent quite a drastic alteration in 1950 which makes it difficult to know what existed before the refit. The information obtained from photographic evidence and from former crew members only allows a partial elucidation of the original physical structure and fittings. Any reconstruction of this area will at best be based on incomplete and tentative evidence.

<table>
<thead>
<tr>
<th>Structural Information of Galley</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Prior to 1950</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Sink</strong></td>
<td></td>
</tr>
<tr>
<td>- located in aft port corner of the galley</td>
<td>SK, Nicholson, No. 1; Tr., Jan. Conf.</td>
</tr>
<tr>
<td>- has two galvanized iron bins</td>
<td>Sat. III, pp. 26, 35-36.</td>
</tr>
<tr>
<td>- drainage board was part of the sink</td>
<td></td>
</tr>
<tr>
<td>- had a perforated soap dish in the left hand corner of the sink basin.</td>
<td></td>
</tr>
<tr>
<td><strong>Taps</strong></td>
<td></td>
</tr>
<tr>
<td>- there were two taps at the sink</td>
<td>Tr., Jan. Conf. Sat. IV,</td>
</tr>
<tr>
<td>- one for hot and one for cold water</td>
<td>Tr., Jan. Conf.</td>
</tr>
</tbody>
</table>
- cold water comes directly from the river.  

Plate warmer  
- forward of stove location  
- was not there originally  
- date of installation not known.

Plate racks  
- vertical panels fitted between the shelves of varying separations according to plate size to be accommodated  
- a strip of moulding went around the opening to prevent plates from sliding out  
- located on the shelves starboard of the door to the dining room.

Linoleum  
- marboleum  
- held down at junction by brass and tin strips.

Door  
- dutch door between galley and dining
room
- food was served over bottom half of the door.

Skylight
- four panels per side
- none of the panes was painted
- see description skylight deck.

Light fixtures
- four in the galley
- one hung over the pantry man's area towards the dining room
- one towards the aft starboard corner
- one hung above the pass-through to the crew's mess
- one hung over the stove
- hung from wooden base which probably had a chamfer and was attached to the deckhead
- round porcelain junction box from which hung a twisted electrical cord
- brass light socket at the end of the twisted cord
- may have had pull chain switches
- 40 watt bulbs.

Shelves
- located under counter on forward bulkhead.

Ledge
- across top of stove
- used to warm the plates.

Shelf
- on starboard bulkhead
- located fairly high on the bulkhead.

Windows
- aft bulkhead
- there were no windows in this bulkhead.

Pass-through to crew's mess
- starboard bulkhead.

Stove
- location of stove was forward of
the sink along the port bulkhead p. 26;
- stove was different from what it is now WSS-1975, III, p. 41;
- fire box was on the right hand side P. 57.
- may have been flush up against the bulkhead.

Bulkheads Tr., Jan. Conf.
- exposed studs with tongue and groove Sat. III,
attached to outside of studs p. 27;
- painted green. P. 57.

- covered with battleship linoleum
- should be narrower.

- probably put in when galley was re-
furbished in 1950
- see deckhead.

Shelves Tr., Jan. Conf.
- were made out of wood Sat. III,
- shelves were not metal covered p. 27;
- painted green P. 57.
- had wooden brackets underneath
shelves had no shelf paper on top.

Hot water
- was heated on the stove if boiler water was too dirty to be used
- for cooking
- or for washing dishes
- obtained from barrels stored on aft saloon deck.

Drainer
- located above the sink
- soap, utensils and brushes were kept in there.

Furnishings (Galley)

Coal
- was used in the galley stove
- kept in box outside of galley door.
Coal scuttles
- two kept under sink area
- buckets with canvas spouts on them
- painted black.

Steam plate
- over top of coal storage area
- no one else remembers this
- may have referred to shelf above the stove for warming plates.

Potato peeler
- the Klondike did not carry one
- potatoes were peeled by the mess boy on the aft saloon deck.

Tr., Farber, pp. 37-38;
WSS-1975, I, pp. 43-43B.

Tr., Keay & Moran, pp. 85-86;
SK, 1 Lesyk;
Tr., Jan. Conf. Sat. IV,
p. 27;
WSS-1975, I, pp. 43-43B.

Tr., Lesyk, p. 93.

Tr., Moran & Keay, p. 143;
P. 505, 509.
Alarm clock
- a Big Ben
- had bells up on top
- placed on one of the shelves.

Thermometer
- never carried one.

Steel wool
- obtained in bulk
- big bats
- kept on the drain above the sink.

Cheese cloth
- used to wrap the meat, was used as
  a galley cloth.

Brush
- rounded brush used to scrub sink and
  stove
- symmetrical in shape.
Broom
- corn broom
- kept between the sink and the stove.

Dust pan
- a small dust pan with a handle on it
- back part of the pan was covered
  with a permanent cover.

Gallon tins for fat renderings
- used any empty tin that became
  available
- sometimes used four gallon cans.

Shelf starboard bulkhead
- contained breakfast cereals
- condiments.

Butter pat maker
- a wire butter pat maker.

Ice pick
- kept in the galley
- single spike.
Ice tongs
- two sets
- big tongs
- one set was moved from meat locker to galley
- one set kept in the vegetable locker.

Wash cloth
- tied to the aprons of the galley personnel.

Pumice stone
- kept up on the warming part of the stove.

Bowls and platters
- kept underneath counter on forward bulkhead.

Dish brush
- made out of bamboo sticks
- bound at one end
- kept in the drainer above the sink.
Cook books  
- no cook books or recipes kept in the galley.  

Waste bread  
- kept in a burlap bag  
- to be sold to the Indians.

Roasting pans  
- shaped something like a bread pan  
- had wire loop handles  
- black from use.

Pot holders  
- used old rags.

Sharpening steel  
- for knives kept in galley.

Rasps  
- hung along aft bulkhead starboard side of door jamb.

String  
- a cylinder of string hung from the bottom of the top shelf aft of the
pass-through along the starboard side.

Foodstuffs in the Galley

Milk
- Pacific Milk came in cans.

Powdered milk
- mixed with a little bit of butter and a little salt to make it potable
- Klim milk powder
- came in beaver board barrels.

Breakfast cereals
- on shelf along starboard bulkhead
- Kellogg's cornflakes
- Bran flakes.
Bread spreads
- Empress Jam
- Plum jam
- Squirrel peanut butter
- curatorial has sample cans.

Condiments
- Ketchup
- HP sauce
- salt
- pepper
- vinegar
- curatorial has sample bottles.

Meat carried
- beef
- liver
- mutton
- pork
- tripe
- fresh fish
- smoked salmon
- moose.

Sauce
- Caper sauce
Butter
- served in pats.

Cleansers
- Old Dutch
- Comet
- a bar of Bon Ami
- curatorial has samples.

Boiled hams and tongue
- made in bread pans and pressed with wooden board.

Soup stocks
- always on hand and kept in large pots.

Mustard
- came in ceramic pots with a wooden spoon.

(Sugy) Powder
- yellow lye soap
- came in powder form
- kept in small sack.  
  p. 24A;  
  Tr., Jan. Conf.  
  Sat. V,  
  pp. 10-12.

Gelatin  
Tr., Nicholson,  
p. 27.

- Knox gelatin  
- curatorial has sample container.

Pickles  
Tr., Nicholson,  
p. 23;  
Tr., Jan. Conf.  
Sat. IV,  
pp. 51-52.

Nabob  
WSS-1975, I,  
p. 37.

- major brand name supplier  
- curatorial has sample containers.

Sugar  
WSS-1975, III,  
p. 62.

- only in granular form.

Potatoes  
WSS-1975, III,  
p. 5.

- came in 100 lb sacks.
Vinegar
- glass gallon jugs
- Heinz vinegar
- white vinegar.

Oil
- Mazola
- came in a big yellow can.

Baking Powder
- Magic Baking Powder
- came in large tins.

Cod fish
- dried codfish
- held in small wooden container
- usually 12 containers ordered.

Olives
- ripe olives came in gallon tins.

Dried food
- rolled oats
- split peas
- came in linen bags from the Blackburn and Kerr Company.
Forward Bulkhead post 1950

Bulkhead covering
- sheet metal over framing
  P. 114;
- asbestos and plaster coating to a
  depth of 1-1/8 + inches over sheet metal
  9562-188.
- painted creamy yellow.

Door
- to dining area, see description aft
  bulkhead dining area
- dutch door.

Shelves
- between door jamb and starboard bulkhead
  AF, 28-47-s124; P. 114.
- two shelves, one about even with the top of the door jamb and one just below it 5 feet 7/16 inches from deck
- top shelf made from 2 inch x 9-3/16 inch board with 1/2 inch moulding on the front
- bottom shelf made from 2 inch x 9
inch wide board with 1/2 inch moulding on the front
- shelves continuous with those on starboard bulkhead.

Shelf supports
- for above shelves
- one for each
- metal sheeting around doorway is cut out to allow for metal shelf supports
- 1/16 inch sheet metal shelf supports are right angled triangles with top and front edges bent at right angles
- shelves are screwed into supports from the bottom
- shelves and supports are painted with aluminum paint.

Moveable work bench
- between door jamb and starboard bulkhead, extends along starboard bulkhead to galley recess into crew's mess
- all legs and shelf supports are 2 inches by 2 inches
- all legs are notched 1/4 inch around 13/16 inch by 3-1/2 inches framing under counter top
- shelf supports between legs run in both directions and are all notched in 1/4 inch
- counter top is 3/4 inch thick tongue and groove covered by 1/4 inch tempered masonite which is unpainted
- lower shelf, which is 2 feet 1/2 inch below counter top, is made of various widths of tongue and groove boards
- moulding is attached to forward edge of counter top except that section that comes out from the door jamb
- counter top is in the shape of an L and is 1 foot 9-3/8 inches deep against the forward bulkhead and 1 foot 7 inches deep along the starboard bulkhead
- counter top is 2 feet 11-5/8 inches above the deck
- aft end of the counter top along the starboard bulkhead has been cut off at a 122 degree angle using the port
edge as a base
- may be painted with aluminum paint.

Fixed work bench
- extends along forward bulkhead from AF, 27-47-sl23; AF, 40-47-sl36; P. 114.
the port side door jamb and then along the port bulkhead to the door that leads to the bakeshop passage-
way
- counter top is L shaped and 2 feet 10-7/8 inches off of deck
- counter top is unpainted 1/4 inch tempered masonite over shiplap
- counter has 1-1/2 inch framing underneath
- lower shelf is 2 feet 3/16 inches below counter top and is made of tongue and groove boards supported at fore and aft ends by framing notched into legs
- the aft outside corner of the counter top is curved
- counter has back plate on port and forward sides that extends 8-1/8 inches above counter
- all the legs are approximately 1-1/2
- most parts of counter are painted aluminum except some parts of the legs which were painted creamy yellow
- legs are notched around framing under counter top
- a board or slat appears to have been removed from that part of the counter framing which runs fore-aft near door to dining area.

Shelves
- located on port side of door jamb above counter noted above
- two shelves, one 5 feet 1-1/2 inches from deck and the other 6 feet 2-3/8 inches from deck
- upper shelf made from a 2-1/8 inch and a 9-1/4 inch board with 1/2 inch moulding on front edge
- lower shelf consists of a 2-1/8 inch, 3-1/4 inch and a 6 inch wide board with a 1/2 inch front moulding
- shelves are continuous with shelves on port bulkhead
- there are two shelf supports below each shelf, one near the door jamb and one about 2 feet 3 inches over towards port bulkhead
- there is a 1/2 inch x 1 inch x 10-3/8 inch strip between shelf and support
- shelf supports are 1/16 inch sheet metal right angled triangles with the top and front edges bent at right angles
- shelves are screwed into supports from the bottom
- shelves and supports are painted with aluminum paint.

Starboard Bulkhead post 1950

Bulkhead covering
- sheet metal over bulkhead framing AF, 27-47-sl23;
P. 114;
- asbestos and plastic coating to a depth of 1-1/8 + inches over the sheet metal M.O.T. file No. 9562-188.
- the coating was smoothed only slightly and the corners rounded
- the rounds are uneven and coating may taper back for some distance (maximum 1 foot 6 inches)
- painted creamy yellow.

Bolt holes
- below moveable work bench, extend into crew's mess and linen locker
- indicate location of a possible fixed work bench that has been removed.

Moveable work bench
- extends along forward and starboard bulkheads to the recess into crew's mess
- see description forward bulkhead.

Shelves
- two shelves between counter top and deckhead that are continuous with shelves on forward bulkhead
- upper shelf is 11 inches deep with 1/2 inch moulding on front
- lower shelf is 11-3/8 inches deep with 1/2 inch moulding on front
- shelves terminate at recess into crew's mess
- upper shelf has three shelf supports: 11-3/4 inches, 2 feet 7-7/8 inches and 6 feet 7-3/4 inches from forward bulkhead
- lower shelf has three shelf supports: 11-5/8 inches, 2 feet 5 inches and 6 feet 7-11/16 inches from forward bulkhead
- all shelf supports are 1/16 inch thick sheet metal right angle triangles with the top and front edges bent at right angles
- shelves are screwed into support from the bottom
- shelves and supports are painted aluminum.

Board

- a 1-1/2 inch x 1-5/8 inch x 3 foot board is held to the bulkhead by two 3/8 inch diameter bolts
- it is located about 3-1/2 feet from deck and its forward edge is about 1 foot 1/4 inch from recess
- it sits on top of an outline in the paint that extends from the forward bulkhead to the recess - purpose is not known.

Recess or alcove
- 8 feet 8-9/16 inches long along starboard bulkhead and 6 feet 8-1/4 inches from the forward bulkhead
- depth of recess may be 1 foot 8-1/2 inches
- height of above is 7 feet 8-1/8 inches.

Pass-through
- to crew's mess is located in recess up against the forward bulkhead of the recess - see description crew's mess.

Pass-through door
- sheet metal covered door - hinges located on galley side and are attached to top of the door - hinges are welded as well as screwed on
- sheet metal folded out slightly in the form of an X on the face of the door
- sheet metal on fore and aft sides are crimped together along edge to form a lip around the door
- overall size of door and crimp is 1 foot 5-3/4 inches x 2 feet 2-1/4 inches.

Hinges
- of pass-through door
- located on top edge of pass-through and door on the galley side of pass-through
- a hole has been made in the asbestos and plaster coating of the bulkhead exposing heavy metal 3-1/2 inches wide to which the hinges are fastened
- 2-1/2 inch gate hinges.

Chain holder for pass-through door
- a large hook and link chain to hold pass-through door open is located 1-1/2 inches from forward edge of
alcove deckhead, 1 foot 7/8 inches from forward bulkhead of alcove.

Shelves
- two shelves extend from just aft of pass-through to aft bulkhead of alcove and are about 6 feet 4-3/4 inches long
- top shelf is 6 feet 11/16 inches and bottom shelf is 5 feet 1/8 inches up from the deck
- the top shelf is 11-1/8 inches deep and has no front moulding
- bottom shelf is 11-1/4 inches deep and has no front moulding but has numerous nail or hook holes in front of the shelf
- upper shelf has three shelf supports, approximately 1 foot 1-1/4 inches, 3 feet 8-5/16 inches and 6 feet 2-1/16 inches from aft bulkhead of the alcove
- shelf supports are made of 1/16 inch sheet metal in the shape of a right angle triangle with the top and front edges bent at a right angle
- shelves are attached to supports by screws attached on the bottom
- painted aluminum.

**Cable**
- a small cable extends through shelf supports of lower shelf, approx. 6 inches below the shelf
- cable is attached to the shelf at either end of the shelf.

**Fixed work bench**
- extends full length of alcove
- counter top: unpainted 1/4 inch tempered masonite over 3/4 inch thick boards
- 1-9/16 inch by 3-7/16 inch frame below front edge of counter top is notched into forward legs
- frame below forward edge of counter top is not continuous as there is a 3-9/16 inch gap 2 feet 7-7/8 inches from forward bulkhead of alcove
- counter has an 8-5/16 inch high backboard along all bulkheads
- four, 1-9/16 inch by 1-5/8 inch,
posts are used as legs on the back side of the counter
- the forward side has four legs with the two outside ones being 1-9/16 inches by 3-3/8 inches
- the two inner legs serve as supports for the two drawers at the aft end of the counter
- lower shelf made of 3/4 inch by 3-1/4 inch tongue and groove boards, is 2 feet 4-3/16 inches below the counter top
- has a lower shelf supported below by boards notched into counter legs
- aft legs are painted creamy yellow, all the rest is painted with aluminum paint unless noted otherwise
- counter appears to be held to bulkhead by carriage bolts that extend through bulkhead into crew's mess.

Drawers
- in above noted fixed work bench
- drawers are a simple frame, 2 feet 1/16 inches wide by 1 foot 8-11/16 inches deep and 5-13/16 inches high,
made out of 13/16 inch thick wood and have a masonite bottom
- the masonite is believed to be notched into all sides of drawer by 1/4 ± inch
- paint layers on front of drawer indicate that it was painted aluminum over brown which is over a light to medium green
- drawer guides are located between the legs at end of the counter near the aft end of the alcove.

Hasp
- on the right side of the aft drawer and leg in the above noted fixed counter
- hasp of 1/16 inch thick iron.

Shelves
- three shelves located above work bench at the aft end of the starboard bulkhead
- all shelves approximately 4 feet 3/4 inches long
- shelves are approximately 3 feet 11 inches, 4 feet 11-7/16 inches and 5 feet above the deck
- depth of shelves starting from the top are 1 foot, 1 foot and 9-13/16 inches
- top two shelves have 1/2 inch moulding on front edge
- each shelf has two shelf supports the first about 1 foot 1-1/2 inches from the aft bulkhead and the next about 3 feet 10-1/2 inches from the aft bulkhead.
- shelf supports are made of 1/16 inch sheet metal right angle triangle with the front and top edges bent at 90 degrees
- shelves are screwed into supports from the bottom
- shelves and supports are painted with aluminum paint.

Fixed work bench AF, 27-47-s123;
- extends from aft alcove bulkhead to aft galley bulkhead
- counter top is 4 feet 11/16 inches long and 1 foot 8-1/16 inches deep and is made of 1/4 inch tempered
unpainted masonite
- masonite rests on 3/4 inch x 6-7/8 inch shiplap that extends under whole counter top
- counter has a 8-5/16 inch high backboard along starboard and aft sides
- the four legs are approximately 1-1/2 inch by 1-11/16 inch
- framing under counter top is notched into legs
- two, 3/8 inch diameter, carriage bolts extend through aft frame below counter top through bulkhead to crew's mess and anchor work bench to bulkhead
- a shelf made of 3/4 inch x 3-1/4 inch tongue and groove boards is located 1 foot 6-1/2 inches below the counter top, and these boards rest on supports notched into legs at end of the counter
- counter backing has two slots cut into it for shelf supports of first shelf above counter top
- height of counter top from deck is 2 feet 9-9/16 inches.
Can opener AF, 27-47-sl23;
- attached to forward edge of above noted work bench, 6-13/16 inches from the aft bulkhead of the alcove.
- information on opener is as follows

No. 2
Edlind Co.
Burlington VT
Pat. Apr. 21 May 12 '25
Th R Pat G. Pend.
- held to work bench by two round headed wood screws
- curatorial has a replacement opener.

Knife holder AF, 40-47-sl36.
- attached to front thwartship edge of counter top of above noted fixed work bench
- a board 1 foot 3 inches long with an 11-3/8 inches long slot between it and counter edge
- held to counter edge by four nails
- unpainted.