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

VOLUME III
The Manuscript Report Series is printed in a limited number of copies and is intended for internal use by Environment Canada. Copies of each issue are distributed to various public repositories in Canada for use by interested individuals.

Many of these reports will be published in Canadian Historic Sites or History and Archaeology and may be altered during the publishing process by editing or by further research.
Aft Bulkhead post 1950

Windows
- three windows in aft bulkhead of skylight deck
- extend from starboard bulkhead over toward port bulkhead
- see skylight deck for detail
- installed during 1950.

Bulkhead covering
- on both bulkhead levels, that is to say the aft skylight deck and aft saloon deck housing
- sheet metal over framing
- asbestos and plaster coating to a depth of 1-1/8 + inches over sheet metal
- painted creamy yellow.

Bulkhead
- in two sections
- upper bulkhead that is the interior section of the aft bulkhead of the skylight deck is 2 feet 4 inches
forward of the lower bulkhead and extends 1 foot 9 inches below main galley deckhead.

Shelf ends
- shelf on starboard bulkhead terminates on this bulkhead
- see description starboard bulkhead.

Fixed work bench
- butts up against this bulkhead
- see description starboard bulkhead.

Door jamb
- sheet metal folded over jamb with edges folded under
- top of jamb is 6 feet 1 inch above deck
- width of opening is 1 foot 12-7/8 inches.

Door
- single leaf four panel door
- 3 bottom panels horizontal to bottom of door
- top panel, which takes up top 2/5ths
of door, has been covered by 1/4 inch plywood. There is a 5-13/16 inch diameter hole near bottom of plywood
- plywood attached only to outside
- interior of door is completely metal covered, painted aluminum
- exterior of door painted a very light tan colour
- door appears to have been originally the same as can be found on the crew's mess
- hinged on starboard side
- top panel originally glass.

Door mechanism
- for above door
- door knob only on interior
- round door knob
- ball type
- round escutcheon held by three screws
- rim door lock contains both lock and latch
- rim strike has single slot for both lock and latch.

AF, 16-47-s112;
AF, 13-47-s109;
P. 145.
Bolts  
- two 1/4 inch diameter bolts are located on the port side of the door jamb, 2 feet 10-5/8 inches and 3 feet 2-3/8 inches above the deck  
- purpose not known.

Holder  
- cast metal object painted with aluminum paint  
- object is embedded in plaster and asbestos  
- located 2 feet port of door and 1 foot 6-1/4 inches below lower deck head  
- use not known.

Sink  
- butts up against aft bulkhead  
- see description port bulkhead.
Port Bulkhead post 1950

Bulkhead covering
- sheet metal over framing  
  - asbestos and plaster coating to a  
    depth of 1-1/8 inches + over sheet metal  
    - painted a creamy yellow.

Sink
- extends from aft bulkhead along port bulkhead for 5 feet 2-7/8 inches  
  - made out of 1/16 inch thick polished metal  
  - has two basins on the left hand side and a drain board on the right hand side  
  - depth of basins is 1 foot  
  - has four legs one at each corner of the basins  
  - legs are adjustable in height by means of a nut and bolt attached to bottom  
  - sink has back plate that extends 8-1/4 inches above basin and drain-
age board
- each basin has a drain hole in the center
- there are two holes in back plate for water pipes
- manufactured 'Quest Van. B.C.'

Shelf
- a short shelf above sink, 10 inches below boat deck section of deckhead
- shelf is 1 foot 8-1/2 inches long and 9-3/8 inches deep with 1-1/4 inch round on corners
- shelf supports are 1/16 inch metal right angle triangles with front and upper edges bent at 90 degrees
- shelf is screwed into supports from the bottom
- shelf and supports are painted with aluminum paint
- there are two shelf supports, one close to either end.

Exhaust hood
- over stove
- 6 feet 11 inches long
- comes 1 foot 8-5/8 inches down from deckhead
- depth of hood not given
- mode of construction not given.

Stove

- located 10-1/4 inches from port bulkhead and 5 feet 3-3/8 inches from aft bulkhead
- front dimensions of stove are 6 feet 9-7/8 inches long and 2 feet 8-3/4 inches high
- stove was not As-Founded, hence mode of construction not given
- stove burned coal.

Stove shelves

- above stove and flush with bulkhead
- back plate of shelves is 6 feet 9-7/8 inches long and 2 feet 5-1/8 inches high
- mode of construction not given in As-Found blueprints.

Electrical switch

- located 2 inches aft of stove,
11-3/4 inches above the deck
- switch and cover are brown plastic
- lead coated cable enters switch from below
- two 1 inch steel fillister head locking cap screws are used
- manufacturer of switch is not given
- use not known; however, may have been used for exhaust fan in hood above stove.

Warmer cabinet
- located between the stove and passageway to pantry
- bottom of cabinet is 2 feet 7-7/8 inches off of deck
- cabinet dimensions are 3 feet 3/8 inches high and 1 foot 3/16 inches wide
- cabinet is 1 foot 1/8 inch deep
- sheet metal cabinet painted with aluminum paint
- three shelves, evenly spaced, between top and bottom
- cabinet has two 2-1/2 inch butt hinges on left outside corner, pro-
bably for door which is missing
- cabinet is riveted together
- a pipe extends up each side inside the cabinet, connected at the top
- pipe is held at top corners by wire wound around pipe and metal fasteners attached to cabinet top
- pipes extend through bottom of cabinet, the left hand pipe extends down to the deck and the right hand pipe extends to deck with a branch that disappears through port bulkhead
- right hand pipe below cabinet has a globe valve above branch
- branch has a T with plug
- both pipes have female unions above deck
- pipe inside cabinet is 3/4 inch diameter which is reduced to 3/8 inch diameter pipe below cabinet
- right hand side of cabinet has a latch seat attached for latch on missing door
- cabinet extends 1 inch into doorway
- later addition
- probably installed in 1950s.
Door jamb
- sheet metal around door jamb
- door opening is 6 feet 3-3/8 inches high and 2 feet 2-11/16 inches wide.

Door
- single leaf door
- galley side covered with sheet metal painted with aluminum paint
- passageway side covered with 1/4 inch plywood painted white.

Door hinges
- three door hinges on the right hand side
- T hinge
- four, flat headed, wood screws are used in the long portion of the hinge and 3 in the other
- hinges painted white
- long section attached to bulkhead.

Door mechanism
- for above noted door
- door knobs on both sides, ball type
- round escutcheon on galley side held
by three screws
- rim door lock
- rim strike missing on door jamb.

Holes

- in bulkhead below warmer cabinet and
  between stove and door jamb
- 2 feet 1-3/8 inches from deck
- one 7/8 inch hole and one 1-5/8 inch
  hole
- smaller hole for steam pipe branch
- use of larger hole not known.

Fixed work bench

- extends along bulkhead from door
  jamb forward and across forward
  bulkhead
- see description forward bulkhead.

Shelves

- three
- above fixed work bench noted above
  and extend from door jamb to forward
  bulkhead
- upper two shelves are continuous
  with shelves on forward bulkhead
- shelves are 6 feet 3-3/8 inches, 5 feet 2-11/16 inches and 4 feet 1-3/4 inches above deck
- top shelf consists of a 2-1/4 inch and 9-1/4 inch board with a 1/2 inch moulding on the front edge
- middle shelf consists of a 2 inch and a 9-1/4 inch board with a 1/2 inch moulding on the front edge
- bottom shelf consists of a 9-7/16 inch board with a 1/2 moulding on the front
- all shelves have two supports, the first being about 1 foot 7/8 inches from the forward bulkhead and the other about 4 feet 1/2 inches from the forward bulkhead
- shelf supports are 1/16 sheet metal right angled triangles with front and top edges bent at 90 degrees
- shelves are screwed into supports from the bottom
- shelf supports of lowest shelf are notched into back board of fixed work bench.
Sheet metal  
- nailed to plate and deck of doorway  
  to pantry passageway.

Skylight windows  
- there are five skylight windows in  
  this bulkhead  
- see description skylight deck  
- the second window from the aft bulkhead has been removed and replaced  
  with an exhaust fan  
- see description of fan, skylight deck.

Chain  
- above the second window from the  
  forward bulkhead  
- held to bulkhead by a flat head wood screw  
- chain is broken, may at one time have been attached to latch on window  
  which is not now in place.
Tongue and groove cedar decking. AF, 5-47-sl01.

Painting scheme AF, 5-47-sl01.
- deck below linoleum is unpainted.

Linoleum AF, 5-47-sl01.
- over whole galley deck
- 1/8 inch thick linoleum.

Stove plate AF, 5-47-sl01.
- sheet metal
- beneath stove
- it is not known if linoleum extends under the stove plate.

Holes AF, 5-47-sl01.
- for water pipes
- near aft outboard corner
- below galley sink.

Linoleum patch AF, 5-47-sl01.
- below counter up against the inner bulkhead
- forward of the recessed bulkhead
- may have been the location of a set of drawers.

**Deckhead post 1950**

Deckhead joists or frames
- continuation of deckhead frames below skylight deck
- see description observation lounge
- deckhead extends aft at this level to about 28 inches from aft bulkhead at which point the deckhead drops to the level of the boat deck.

Deckhead frames covering
- galley framing was covered by sheet metal and a mixture of plaster and asbestos and then painted a creamy yellow
- covering is not original
- date of application was 1950.
Stove pipe hole
- located in the aft port corner of the deckhead
- not the original location as it was moved when the Texas deck cabin additions were installed.

Light fixtures
- when As-Founded the galley was found to have five light fixtures in place
  - two on the port side above the stove area
  - two on the starboard side in front of the bulkhead that was recessed into the crew's mess
  - one at the forward end of the galley
- on circular wooden base with chamfer
- porcelain base attached to the wood base
- twisted cotton covered electrical cord extends down to a brass light socket from a porcelain cap that is attached to the porcelain base
- brass light socket has brown plastic switch attached to its side
- information on porcelain base, 3A 250
HEPC APP, A AMALGAMATED.

Screw hooks AF, 4-47-s100;
- attached to deckhead above stove AF, 13-47-s109.
- hood
- one above each corner of the stove hood
- one other hook is attached to the deckhead near the forward end of the starboard recess into the crew's mess.

Description Passageway from Galley to Saloon Deck Promenade

Located on port bulkhead of Galley just forward of stove

Door
- from Galley into passageway
- see description Galley.
Forward Bulkhead

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

Baseboard
- painted strip along bottom of bulkhead to look like baseboard
- painted brown.

Quarter round
- 3/4 inch quarter round at junction of bulkhead and deck.

Aft Bulkhead

Masonite
- 1/4 inch tempered masonite wall covering
- painted white except for bottom 2 feet 10-1/2 inches which is painted brown.

Source of Information

AF, 23-47-s119.
Door and door jamb AF, 23-47-s119.
- into bakery
- located in center of bulkhead
- typical five panel cabin door.

Description Observation Lounge

General Statement
The 'Observation Lounge' could have been called a semi-circular room. The 30 feet 7 inches + diameter of the semi-circle (the aft end of the lounge) is the thwartship line that ran along the forward bulkhead of the inboard cabins. The fore-aft dimension of the lounge which appears to have been greater than that noted above was not given in the As-Found blueprints.

The outboard bulkhead had windows extending completely around it from the door on the port side to the door on the starboard side. The top transom windows, all of which were fixed, had no curtains. They were apparently blacked out at night by canvas attached to the exterior bulkhead. This blackout canvas, and the curtains noted below, were necessary for the night time operation of the vessel, for light reflecting from the water would have made navigation extremely difficult and dangerous. The lower windows had heavy curtains (apparently green), which in addition to their decorative function were used as
black-out curtains at night. There is a discrepancy in the evidence regarding the colour of these curtains. Some former crew members have stated that the curtains were dark green. This is consistent with, or at least not contradicted by a black and white photograph (number 117) which shows a dark coloured split curtain tied back at each window. Other crew members, as well as photographs 841 and 835 (in colour), indicate that the curtains were light cream if not white in colour. It should be noted, however, that photographs 841 and 835 are exterior shots, whereas photograph 117 is an interior view. It is thus possible that the curtains were green with a white lining.

There was another set of windows in the observation room (known as the skylight windows) which were located between the boat deck and the skylight deck. Photograph 117 indicates that these windows were opaqued with paint. Photograph number 112, however, which may predate photograph 117, indicates that canvas may have originally been used to obtain the black-out effect. Unfortunately, this photograph is not very clear. Until it has been determined whether there are witness marks above the skylight windows where the canvas would have been supported, it will not be possible to state that the skylight windows were originally opaqued.

The colour of the outboard bulkhead below the windows was a cream colour when the ship was As-Founded.
Photograph 117 indicates that this area of the bulkhead was a very dark colour which could not have been cream. A complete paint analysis of the paint applied to the dado will have to be done to determine the history of the painting scheme of this bulkhead.

In the deck, directly below the main windows, there are a series of holes running the full length of the bulkhead which would suggest the possible location of a series of wall mounted hot water radiators. Photograph 117, which shows part of the deck along the port side of the bulkhead, does not show such radiators in place. The photograph is not very clear, however, and the possibility of such radiators having been installed during construction cannot be ruled out with certainty. The possibility of radiators having been located along the deck up against the bulkhead at some later date can not also be ruled out.

There are two sets of three holes just forward of the control cable housing that might indicate the location of a radiator. According to former crew members the dining area and observation lounge did contain the old fashioned hot water radiators and both the control cable housing and the stack housing would be a logical place for them.

When the ship was As-Founded the deck area, forward of the two thwartship bulkheads (forward bulkheads of S-Pl and S-Sl) located aft of the observation room, gave the appearance of having been carpeted at one time. This
assumption is made as no linoleum was found on the tongue and groove decking in the observation room whereas there was linoleum continuous to the aft dining room bulkhead from the two thwartship bulkheads located aft of the observation lounge. As it seems highly unlikely that the deck would have been used in the uncovered and unpainted condition it was found there can be only two possibilities: the first, as made by the recording team, was that the area had been carpeted with the carpeting having been removed sometime subsequent to the vessel's last trip, and the second, that the area was covered with linoleum. There appears to be little doubt that both the dining room and observation room were, in the ship's early history, covered with battleship green linoleum. Unfortunately, photograph 117, which shows the deck in this period is unclear as to the deck's covering and we have only the assertions of former crew members to go on. When the ship was As-Founded the dining area deck was covered with battleship brown linoleum which indicated that the linoleum had been replaced. This still does not answer the question of what was placed on the deck in the observation lounge when the battleship green linoleum areas were replaced, probably during the conversion to a cruise ship. It is the assumption of this writer that as the function of the ship changed from the role of an ore and freight carrier to that of a passenger cruise ship an attempt was probably made to upgrade the lounge area with
the result being that the battleship green linoleum was replaced by a carpet which has since disappeared.

The lighting fixtures in the observation room were apparently changed at the time of the ship's conversion. The fixtures (probably original) shown in photograph 117 were simple, bare bulbs (probably 40 watt) that came down directly from the deckhead at both levels. Whether or not they were inserted into a socket that was attached directly to the deckhead or hung down from a cord is not known; however, the photograph noted above appears to indicate the former. The light fixtures that took the place of the bare bulbs attached to the deckhead were slightly more elaborate and could be appropriately described as simple chandeliers.

The observation lounge furnishings were not elaborate. They consisted of various types of chairs, some tables, possibly a couch, ashtrays, spitoons and a few area carpets or small scatter rugs on top of the linoleum. The photographs noted in the detailed list show various types of low captains chairs. Their appearance and style indicate that they were acquired over a number of years, probably from the time the WPYR started operating, and were switched from riverboat to riverboat as the need arose. It is suspected that more styles are probably to be found than the ones shown. There were at least two types of wicker basket chairs, one with a fairly high back and the other with a lower back. Only a photograph of the latter could be found.
There was also a wicker basket chair that was upholstered and one photograph of such a chair has been included even though it is not from the Klondike. According to some of the former crew members there may have been a semi-circular couch in the observation room; unfortunately, the exact size, shape, style or colour are not known. People used the observation room to write letters and play cards, and tables were provided for these purposes. The exact number of these tables is again not known; however, there were at least two and at the maximum probably four. One of the tables, according to photograph 117, was located on the port side near the port door; it is assumed that one was also located near the starboard door. As can be seen in the photograph it is a small round card table with metal legs. The number of ashtrays, spitoons and their location is again not known. The spitoons were probably the brass variety as was described for the wheelhouse. The ashtrays were apparently made in the ship yard in Whitehorse. They were floor models with a weighted wooden base. The stem may have been made from 2 inch brass or copper boiler pipe. Rounding out the furnishings in the observation room was a 36 inch wide carpet runner, possibly of a burgundy colour, between the observation room doors. This does not rule out the possibility of a few scatter rugs having been placed on some areas of the observation room deck.

A cabinet was attached to the port thwartship bulkhead
located aft of the observation room. This cabinet was the private preserve of the chief steward who kept sales items such as tobacco, chocolate bars and other items for sale in it for the passengers. Photograph 117 is the only information available and shows its external appearance. The cabinet appears to be butted up against the deckhead and may extend 2 - 2 1/2 feet down from it. The depth of the shelves is not known; however, there appear to be three of them. There also appear to be two framed glass sliding doors in the front of the cabinet. Detailed analysis of the above mentioned photograph would probably provide more information as to the size and construction details of the cabinet.

<table>
<thead>
<tr>
<th>Furnishings</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curtains</td>
<td></td>
</tr>
<tr>
<td>- green on all windows</td>
<td>Tr., Hogg, pp. 231-232;</td>
</tr>
<tr>
<td>- heavy green curtains used as black-out curtains</td>
<td>P. 117; L, Hogg,</td>
</tr>
<tr>
<td>- curatorial has a sample.</td>
<td>24 June 1973.</td>
</tr>
<tr>
<td>Curtain</td>
<td></td>
</tr>
<tr>
<td>- creamy off white.</td>
<td>Tr., Coghlan, p. 64.</td>
</tr>
</tbody>
</table>
Radiator
- "an old fashion cast iron deal."  
  Tr., Lesyk,  
  p. 92.

Life jacket instruction card  
- at least one in observation lounge.  
  Tr., Jan. Conf.  
  Sun. III,  
  p. 3.

Card tables  
- four round card tables  
- metal legs  
- possibly on one on either side  
- curatorial has originals.

Cupboard  
- aft port bulkhead of observation  
  room  
  L, Bromley,  
  30 Oct. 1973;  
- responsibility of chief steward  
- candy  
- cigarettes  
  - Ginny Gold  
  - Millbank  
  - Turret  
- loose tobacco in packages and cans.

Deck  
- had linoleum on it and then scatter  
  Tr., Bromley,  
  p. 54.
rug on top of linoleum.

**Linoleum**

**Basket chairs**
- basket weaved chairs in observation lounge
- arranged in semi-circle around forward part of saloon facing windows L, Hogg, 24 June 1973;
- some had a leather cushion 16 Jan. 1974;
- not painted or varnished. Tr., Coghlan, pp. 24-25;
Tr., Farber, p. 44;
WSS-1975, I, pp. 64-65;

**Chairs**
- wooden chairs L, Hogg,
- captains chair 24 June 1973;
P. 6, 35, 55, 71, 682, 781;

**Couch**
- semi-circular couch L, Hogg,
Chairs
- some upholstered chairs
- in place of some of the basket weave chairs.

L, Forde,
16 Jan. 1974;
P. Beaumont, #11.

Spittoons
- in the observation lounge
- brass.

Tr., Doheny,
p. 37.

Door
- to promenade deck
- stencilled 'Observation Room'.

P. 117;
Tr., Forde,
p. 1.

Ashtrays
- in observation room
- floor ashtrays
- made in shipyard
- weighted base
- brass or copper 2 inch pipe for stem
  possibly an old boiler pipe
- curatorial borrowed original from WPYR.

WSS-1975, IV,
p. 4.

Carpet
- thwartships carpet runner between observation room doors

WSS-1975, IV,
pp. 42-43.
- could be rolled up
- 36 inches wide
- possibly a burgundy colour.

**Outboard Bulkhead**

**Fir spacers**
- between frames above bulkhead.

**Fir cove**
- running full length of bulkhead at junction of bulkhead and deckhead frames.

**Cedar planking**
- 1/2 inch x 6 inch cedar planking between deckhead frames and top of windows.

**Screw hooks**
- on above noted cedar plank between each window
- use not known.
Curtain rod holders
- on either side of each window just above the lower window
- type not known as all have been removed.

Curtain tie-back hooks
- one between each set of windows and one aft of the last window on either side
- to hold curtain tie-backs.

Window stool
- extends below all windows and terminates at doors on port and starboard sides.

Rectangular moulding
- butted up against bottom of window stool
- at junction of masonite and window sill.

Baseboard
- at junction of deck and bulkhead
- is 1/2 inch thick x 3-1/2 inch wide
fir, with a 45 degree bevel on top edge
- a dark brown strip one inch wide is painted along the bottom edge of the board
- the remainder of the board is painted light brown.

Masonite
- 1/4 inch tempered masonite covers all areas between and below windows
  painted a cream colour which may be original
- screwed to bulkhead studs.

Moulding strip
- around all windows
- along the top of the windows directly below 1/2 inch x 6 inch cedar board attached to the bulkhead above the windows.

Missing object
- there are two screw holes parallel to the window stool and 2-1/4 inches apart between the port door and the
first window on that side
- use not known.

Brackets
- 1/16 inches thick, 1 inch wide and about 5 inches long steel brackets
- attached at their lower end to bulkhead by two brass wood screws
- bracket flares out from bulkhead above attachment
- three sets of two brackets were found on either side of center line of ship one set below windows number two, five and eight counting from the doors
- use not known
- located midway between window stool and deck.

Windows
- eleven sets of windows on each side between center line of ship and door on both port and starboard sides
- each set is composed of one sash and transom
- for description of lower windows see
sections on Texas deck or Saloon deck cabins
- all windows fixed except windows 6 and 11 counting from doors on either side
- transoms have two vertical panes.

Doors
- typical, single leaf, five recessed panel door as is found on all of the staterooms
- door was hinged on the aft side and opened inwards
- see full description given in section dealing with the exterior bulkhead
- had 'OBSERVATION ROOM' noted across the top.

Door latch
- typical cabin door latch
- see description 'doors' exterior bulkhead saloon deck or Texas deck cabin.
Screen door

- screen door was attached on the exterior of above noted doors
- typical stateroom screen door
- see description 'screen doors' description given in section dealing with interior saloon deck cabins exterior bulkhead.

Aft Portside Bulkhead

Bulkhead dimensions

- 6 feet 11-1/4 inches high and 7 feet 5-15/16 inches wide including corner post
- located 15 feet 6-5/8 inches port of inboard edge of the starboard bulkhead.

Masonite

- 3/16 inch
- held to bulkhead framing by screws spaced at one foot intervals
- screwed to bulkhead studs.
Quarter round AF, 19-47-s115.
- 3/4 inch
- at junction of bulkhead with deck.

Beam AF, 19-47-s115.
- along deckhead extending full width of bulkhead
- 1 inch x 3-3/8 inch.

Fir cove AF, 19-47-s115.
- at junction of masonite with beam noted above
- 3/4 inch.

Holes AF, 19-47-s115.
- two small holes in beam noted above
- parallel to deckhead
- approximately along center line of bulkhead just below the deckhead
- use not known
- possibly for electrical wiring.

Door stop AF, 19-47-s115.
- above quarter round
- style not known.
Painting scheme
- bulkhead painted white except for
  rust brown border along deckhead.

Sales cabinet
- bulkhead has outline of the loca-
  tion of the sales cabinet that was
  attached to this bulkhead
- extended down from fir cove to four
  feet and 3/4 of an inch above the
  deck
- located toward the starboard side of
  the bulkhead 6-3/4 inches from the
  corner post
- width of cabinet 3 feet 7/8 inches,
  height is approximately 2 feet 6-3/8
  inches.

Rounded corner post
- at termination of the aft bulkhead
  and the dining room port bulkhead
- 3-3/4 inches wide.
Aft Starboardside Bulkhead

Bulkhead dimensions
- 6 feet 11-1/8 inches high and 7 feet 6-3/8 inches wide including the corner post
- located 15 feet 6-5/8 inches starboard of inboard edge of the port aft bulkhead.

Masonite
- 3/16 inch
- held to bulkhead framing by screws spaced at one foot intervals
- screwed to bulkhead studs.

Quarter round
- 3/4 inch
- at junction of bulkhead with deck.

Beam
- along deckhead extending full width of bulkhead
- 1 inch x 3-3/8 inch.
Fir cove
- at junction of masonite with beam
  noted above
- 3/4 inch.

Holes
- two small holes in beam noted above
- parallel to deckhead
- approximately along center line of
  bulkhead just below the deckhead
- use not known
- possibly for electrical wiring.

Door stop
- above quarter round
- style not known.

Painting scheme
- bulkhead painted white except for
  rust brown border along deck level.

Framing
- in upper half of bulkhead 1-1/4
  inches port of the window and 10-1/8
  inches below the deckhead
- moulding type indicates groove for
glass which allows sufficient space behind glass for notice or picture
- rectangular frame 2 feet x 1 foot 9-5/16 inches hung lengthwise
- may be a later addition.

Window
- fixed window
- slightly off center line to port, 10 inches below the deckhead and 1 foot 11-3/16 inches in from the corner post
- rectangular window two feet x one foot ten inches
- moulding around window frame on both sides of windows
- moulding has rounded outward edge.

Rounded corner post
- at the junction of the aft starboard observation area bulkhead and the starboard dining room bulkhead
- 3-3/4 inches wide.
Deck

Tongue and groove cedar decking AF, 5-47-s101.
- presently exposed
- exposed area extends from a line
drawn between the forward edges of
the two lines of cabins to the out-
board bulkhead
- area may have been carpeted at one
time
- area aft of exposed section covered
with linoleum
- unpainted.

Holes AF, 5-47-s101.
- two inches from the outboard bulk-
head
- evenly spaced
- six holes on either side of the
center line, starting approximately
6-1/2 feet from the center line and
terminating two feet forward of the
door on either side
- probably for pipes to wall mounted
heaters that are now missing
- may be a later addition.

Hog chain holes
- one on either side of the observation lounge
- in the deck below the third window from each door, 9 feet 6 inches forward of the aft bulkheads
- starboard hog chain hole has sheet metal patch with hole in the center over hole in deck.

Stanchions
- see deckhead for description and location.

Holes
- two sets of three holes - each set located just forward and outboard of the forward corners of the control cable housing
- possible location of rod heater.

Control cable housing
- surrounds hole through deck
- located along center line of deck
with the forward panel approximately thirteen feet aft of the forward bulkhead
- see description given in following section dealing with internal structures.

Boiler check valve opening AF, 5-47-s101.
- directly forward of funnel housing
- rectangular opening.

Carpeting AF, 5-47-s101.
- a 3 inch x 1 foot 8 inch piece of carpeting was tacked to the deck up against the starboard side of the boiler check valve opening
- it extended aft to the funnel housing.

Hog chain holes AF, 5-47-s101.
- 3 feet 3 inches +, one on either side of the ship's center line and 1 foot 1 inch + forward of the forward edge of the funnel housing.
Linoleum
- extends aft from a thwartship line that runs along the forward bulkheads of the inboard cabins to the aft bulkhead in the dining area
- linoleum is 1/8 inch thick
- layer of felt paper between linoleum and decking
- originally also ran forward see Furnishings section.

Deckhead

Deckhead frames
- are on two levels
- one level is comprised of the frames that support the skylight deck. It is approximately 15 feet 9 inches wide at its maximum width and extends another 1 foot 5 inches beyond the bulkheads on either side to the skylight deck lookout. It encompasses the central section of the lounge and extends back through the
dining area to the aft bulkhead of
the galley and crew's mess.

- the second level is comprised of
frames that support the boat deck.
This level is at least 1-1/2 feet +
inches lower than the skylight deck
and approximately 7 feet 9 inches +
wide in the cabin area. These frames
extend out from the skylight that
runs along both sides of the dining
area and in the observation room.

- in the skylight deck level the deck
head frames run thwartships between
look-outs of the skylight deck to just
forward of the control cable housing
in the observation lounge. The
frames then radiate out from a point
centered on a stanchion just forward
of the control cable housing to
allow for the semi-circular bulkhead
at the forward end of the observation
lounge

- the frames of the skylight deck with
the exception of the forward semi-
circular section are on approximately
21 inch centers
- the deckhead frames that support the boat deck run thwartships and extend from the skylight to the fascia board of the boat deck and are on approximately 18 inch centers
- all deckhead frames are 1 inch x 3-1/2 inch cedar unless otherwise noted
- there are also three semi-circular frames above the radial frames between the stanchion forward of the control cable housing and the semi-circular skylight at the forward end of the observation lounge.

Center beam AF, 3-47-s99.
- extends aft from the stanchion forward of the control cable housing into the funnel housing where it is supported by a 2-3/4 inch square post.

Stanchions AF, 3-47-s99; AF, 11-47-s107.
- there are seven stanchions in the observation lounge area
- all stanchions are turned wood pil-
lars with a wooden supporting plate
at the top and bottom
- one stanchion is located forward of
the control cable housing and is be-
low the first thwartship deckhead
frame of the skylight deck which is
also the beginning of the center
beam that extends aft
- one stanchion is below the center
beam at the second thwartship deck-
head frame aft of the control cable
housing
- all other stanchions are directly
below the skylight bulkhead. One
stanchion is on the ship's center
line below the forward end of the
skylight. Two stanchions, one on
either side, are just aft of the
first radial frame. The last two
stanchions, one on either side, are
located below the fourth thwartship
frame.

Light fixtures
- there are seven light fixtures in
the observation lounge area, all of a newer type
- two light fixtures, each located 11 feet 2 inches on either side of the center beam below the skylight deck just forward of the funnel housing
- two light fixtures, one on either side of the control cable housing, are located 3 feet 11-1/2 inches in from the skylight bulkhead
- one 5 feet 10 inches directly forward of the control cable housing
- two on either side of the central beam between the second and third frame forward of the stack housing and 4 feet in from the skylight bulkhead.

Control cable housing
- extends through the deckhead just aft of the second thwartship frame of the skylight deck
- see separate description in following section.
Funnel housing

- extends through the deckhead between the purser's cabin S-Sl and cabin S-Pl
- see separate description in following section.

Painting scheme

- white.

Light fixtures

- pre-1950s
- bare bulb, probably 40 watt
- socket may have been attached directly to the deckhead
- probably in similar location as the newer type fixtures.

Description of Internal Structures of Observation and Dining Areas

General Statement

The control cable housing in the observation room does not appear to have had anything associated with it except
possibly a radiator which has already been noted in the section dealing with the observation room. The octagonal funnel housing, however, appears to have several structures associated with it.

A writing desk was apparently located somewhere in the observation room. According to some of the former crew members it was up against the forward section of the stack housing and directly above the access to the boiler safety valves which protruded through the deck in that area. A sketch made by Gaudin indicates that a structure, 27 inches x 18 inches x 30 inches high, was up against the forward panel of the housing. When the ship was recorded a piece of carpeting was found tacked to the deck up against the starboard side of the boiler check valve opening. The above two facts leads this writer to suspect that the forward panel of the stack housing was the location of the writing desk.

A curtain extended thwartship between the inboard cabin bulkheads and both sides of the stack housing. A black and white photograph of these curtains seem to confirm former crew members statements that the curtain had a large rose pattern and may have had a yellow background.

Whether or not the other structures that have been described in the detailed sheets were associated with the housing throughout its history is not known. Photograph 116 seems to indicate that the coat hook board attached to the
1st panel port of the forward panel has been there for quite some time, hence, the one on the 1st panel starboard of the forward one was in all probability there also. As to the shelves attached to the stack housing on the dining room side, it seems that such shelving would be logical for a dining room; however, considering the size of the dining room and the location of the waiters station the need for such shelving could be questioned.

Whether or not the light and light switch attached to the housing had been in place since the Klondike was launched is not known. If, however, the assumption of the placement of the writing desk is correct then the probability of some sort of light being attached to the forward panel seems probable. If this fixture was consistent with the rest of the vessel it would have been a bare, 20-40 watt bulb screwed into a porcelain light fixture.

Photograph 390, which was taken after the conversion to cruise service, shows a mirror attached to the aft panel of the stack housing. The date of installation of that mirror is not known. Besides the mirror there was a calendar tacked to the next panel towards the starboard side which might at one time have been a perpetual calendar supplied by one of the Banks.

The safe that was on board the S.S. Klondike may have stood up against the stack housing. As has been noted in
the detailed sheets a letter press stood on top of this safe. Considering the location of the hog chains that extended along either side of the stack housing, the safe, if it was placed there, would have had to stand up against the panel just starboard of the forward panel and not against the panel directly opposite the starboard bulkhead. However, the placement of the safe against the stack, starboard of the forward panel would have presented a problem if the coat hook board that is attached to the same panel is original since the positioning of a safe would have prevented easy access to the coat hook board. Photograph 390 also shows that two coffee urns were placed up against the aft stack housing panel after the conversion to cruise service. The positioning of the coffee urns in this location, taking into consideration witness marks and other photographs, appears to be peculiar to the ship when she was a cruise ship.

The rather close proximity of the coffee urns to the housing in the photograph mentioned above puts into question the location of a radiator in the same location. As the photograph is not clear as to how close the urns sat up against the housing, the possibility that a radiator was between them and the housing cannot be ruled out, nor can the possibility that it was removed prior to the conversion.
<table>
<thead>
<tr>
<th>Furnishings Associated with Internal Structures</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Safe</strong></td>
<td>SK, Forde, No. 1;</td>
</tr>
<tr>
<td>- located starboard side of stack housing</td>
<td>Tr., Innes-Taylor, p. 196;</td>
</tr>
<tr>
<td>- made by Taylor Co.</td>
<td>L, Forde,</td>
</tr>
<tr>
<td>- simple three figure, left-right combination</td>
<td>17 Feb. 1974.</td>
</tr>
<tr>
<td>- held mostly gold and bank money shipments.</td>
<td></td>
</tr>
<tr>
<td><strong>Letter press</strong></td>
<td>Tr., Forde, p. 1;</td>
</tr>
<tr>
<td>- sat on top of safe.</td>
<td>L, Forde,</td>
</tr>
<tr>
<td><strong>Writing desk</strong></td>
<td>Tr., Forde, (1) p. 1;</td>
</tr>
<tr>
<td>- somewhere in the observation lounge housing</td>
<td>SK, Gaudin, No. 1.</td>
</tr>
<tr>
<td>- possibly up against the stack housing</td>
<td></td>
</tr>
<tr>
<td>- may have been 27 inches wide, 18 inches deep and 30 inches high.</td>
<td>No. 1.</td>
</tr>
<tr>
<td><strong>Writing material on above writing desk</strong></td>
<td>WSS-1975, III, pp. 67-69.</td>
</tr>
<tr>
<td>- open-nib pen</td>
<td></td>
</tr>
</tbody>
</table>
- ink well
- some envelopes and paper
- piece of blotting paper approximately 6 inches x 3 inches with advertising on it.

Radiator
- aft of funnel housing.

Curtain
- dividing observation lounge from dining area
- one on either side of stack housing
- large rose pattern with yellow background
- hung on a round wooden rod.

Control Shaft Housing

Control shaft housing
- rectangular housing, 1 foot 9-1/2 inches by 2 feet 4-1/2 inches, with narrow side facing forward and aft
- exterior clad with 1/4 inch tempered masonite that is attached at the corner to corner moulding
masonite that is attached at the corner to corner moulding
- moulding located on housing at junction with deckhead
- moulding around housing is 1 foot 3-1/2 inches below deckhead at skylight level and is identical to moulding attached to aft dining room bulkhead, see description given in that section
- masonite between the two sets of moulding noted above is painted white
- masonite between deck and skylight level moulding is painted dark brown.

Funnel Housing

Funnel housing
- similar in structure to control shaft housing except that it is octagonal with each face being 2 feet 4 inches wide

AF, 22-47-S118;
AF, 26-42-S67;
P. 116, 390, 576.
- structures attached starting at the forward panel are as follows
- light switch on starboard forward corner moulding 3 feet 2-1/4 inches above the deck
- light on forward panel 5 feet 5-3/4 inches above the deck and 1 foot 1-3/4 inches over from starboard corner
- fir board across forward panel approximately 2 feet above deck
- forward panel is unpainted to about 2-1/2 feet above deck
- coat hook board with positions for four hooks is located approximately 6 feet above deck on next panel over to port side
- curtain rod holder in skylight level moulding on port panel. Basically a square piece of wood with hole in the center and is attached to moulding with two screws in opposite corners, see description given in section dealing with Master's or pilot's cabins.
- on panel aft of port panel the top section of the masonite below the
moulding at junction of panel with
deehead has been cut out to allow
for pipes from toilets located in
cabins on the boat deck and may not
be of the 1937-45 period
- shelves are attached to this panel,
  the side supports of the shelves
  rest on the deck and have a shaped
top and semi-circular section cut
out of the bottom, the height of the
side supports is 3 feet 10 inches.
There are two shelves, 1 foot 4-1/4
inches and 2 feet 6-1/4 inches, from
the deck
- aft panel has small shelf 1 foot
  5-1/8 inches wide attached 3 feet
  3-5/8 inches above deck
- aft starboard panel is identical to
  aft port panel
- starboard panel is identical to the
  port panel
- starboard forward panel is identical
to port forward panel
- funnel housing has quarter round
  attached at junction of housing and
deck.
Description Dining Room

General Statement
The dining room was originally divided into two sections. The smaller section located at the aft end of the dining room was known as the waiter's station and was divided off from the main dining room by a curtain, divided into three sections, that ran across the full width of the dining room. Forward of the waiter's station was the main dining area which extended from the curtain across the waiter's station to the curtains on either side of the stack housing.

According to former crew members, the curtain for the waiter's station had the same colour and pattern as the curtains between the stack housing and bulkheads, that is a rose pattern with a yellow background. Photograph 115, however, shows a curtain with an abstract pattern on it in front of the waiter's station. Unfortunately, the date of this photograph is not known, and the curtain in question could have been changed over the years. The curtain, as can be seen in the photograph, is split on the port and starboard sides to allow access to the galley on the port side, and to a water glass rack attached to the bulkhead on the starboard side. How many panels the curtain was actually divided into is not known except to say that it was at least three. The curtain was hung in front of a table
that was pushed up against it in the waiter's station. The table was apparently a long one and had at least one drawer in it for cutlery.

A call board, fire extinguisher and shelving were apparently located on the aft bulkhead on the starboard side of the king post housing. The call board, which indicated the cabin numbers, was hooked up to electrical buttons located in those cabins and indicated to the waiters that something was wanted in the cabin. It is not known whether or not the shelving located starboard and port of the king post housing has occupied that position since the ship's launch or was added at some later date.

The only other item that has been identified in the waiter's station is the water glass rack starboard of the linen locker door. There are witness marks on the bulkhead that should give the approximate size of the water glass rack. Photograph 115 indicates that it had quite elaborate sides and at least four shelves between those sides. The witness marks and photograph seem to indicate that this rack had no backing to it.

On the port side of the galley door there is a two tier counter that extends forward along the port bulkhead from the aft bulkhead. Witness marks on the bulkhead showing what appear to be coffee stains, photograph 116, and statements by former crew members all confirm that this was the original location of the coffee urns and not behind the
stack housing as is shown in photograph 390. The upper tier of the coffee stand held the coffee urns and the lower tier held a drip tray.

On the port bulkhead, forward of the coffee urn stand, there is presently a cabinet that holds a sink and has two shelves attached to the bulkhead above it. The painting scheme on the bulkhead behind the cabinet would suggest that the sink is a later addition. Whether or not the shelving above the sink was installed originally or at the time the sink cabinet was installed is not known.

On the starboard bulkhead, there is a cabinet with shelves attached. Photograph 384 taken subsequent to the ship’s conversion to a cruise ship does not show such a cabinet in place. It can only be assumed that this cabinet was installed subsequent to the ship’s conversion.

The only other original objects, attached to the bulkheads were framed pictures the exact subject matter of which is not known. Upon conversion to cruise service these framed pictures were replaced with several large framed panels, one of which on the starboard bulkhead contains at least 14 of what appear to be photographs (see photographs 384 and 390).

The deckhead held the lighting fixtures and some plant holders. The lighting fixtures appear from photograph 116 to consist simply of bare bulbs in sockets that were attached directly to the deckhead. The location of these
lighting fixtures probably did not change when hanging fixtures with white cylindrical glass covers on the end, shown in photographs 384 and 390, replaced the simple bulbs, probably in the 1950s. Photograph 115 shows two large tin cans hanging from the center beam running from the stack housing to the king post housing. These tin cans were apparently used as plant holders and a plant can be seen in the aft tin can.

When the Klondike first started operating the deck was apparently covered with battleship green linoleum. Sometime subsequent to that date, and probably during the refit of the 1950s the green linoleum appears to have been replaced with battleship brown linoleum.

There is some confusion regarding the seating arrangement in the dining room. Photograph 115 (taken in the late 1950s) shows the seating arrangement of the aft end of the dining room. It is assumed that the seating arrangement as shown in that photograph corresponds to the 1937-1945 period. If this assumption is correct then there was a large rectangular table up against the curtain in front of the waiter's station. Six to eight passengers could have sat at this table. The photograph shows two round tables forward of this rectangular table, each of which serviced four passengers. Discussions with former crew members have resulted in the identification of two possible seating arrangements. The first would have the
officer's table, which also was a rectangular table, similar to what was up against the waiter's station curtain, located just aft of the stack housing. Such was the case after conversion to cruise service as can be seen in photographs 384 and 390. In addition to the rectangular table there was apparently enough room left for one more round table besides the two already noted previously. Such a seating arrangement would have allowed for at least 28 people to sit down to eat at one time. The other possibility would see five round tables and the one rectangular table seen in photograph 115 which also would allow 28 people to sit down to eat at any one time. At the time of writing there was no definite answer as to what the actual seating arrangement in the dining room looked like; however, it seems likely that one of the arrangements described above was used.

Both the round tables and the square table appear from photograph 576 to have had turned wooden legs, although of different designs. Furthermore, both table types appear from the same photograph to have had a permanent cloth cover attached, possibly held by tacks to the table top. The type of material used for the permanent cloth cover is not known.

All of the chairs used in the dining room appear from photograph 115 to have been the bentwood variety.

As to china and cutlery that may have been used in the dining room a listing of what has been identified is
supplied in the detailed lists attached. The kind that is called off in the detailed sheets was probably stored for the most part in the galley.

Upon conversion to a cruise ship the dining room underwent some alterations, a few of which have already been mentioned. The ceiling fixtures, as has already been stated, were replaced by hanging fixtures with glass cylindrical globes on the bottom. The framed pictures were replaced by larger framed boards holding up to at least 14 of what appear to be photographs. The coffee urns, or possibly additional coffee urns, were placed up against the stack housing. Also the plant hangers appear to have been removed from the deckhead.

There is another change that is apparent if comparison is made between photographs 115, 116 and 384. A curtain has been placed forward of the passageways to the outside decks located on both sides of the bulkheads. This curtain appears to run completely across the dining area from port to starboard bulkhead. From the people that are seated to dinner it appears as though the officer's mess has been isolated from the aft half of the dining room. This curtain according to photograph 116 is of a later date and a comparison of this curtain with that found in front of the waiter's station in photograph 115 would seem to suggest that that curtain has simply been moved forward at least 14 feet, which probably meant that the waiter's station had
been eliminated at that time of the ship's operation.

Other changes appear to have been restricted to such things as china, cutlery and serving dishes if photographs 384 and 390 are indications of what was used in that period. No research has gone into the styles of any of the dinner services used after 1953.

A notice board was attached forward of the purser's door on the starboard side and a map of the Yukon on the port side aft of cabin number 2. That there was a notice board forward of the purser's door appears to be quite certain as witness marks indicate its position and all persons interviewed appear to agree that there was one. On the port side, photograph 116 shows something attached to the bulkhead, however, what it is is not clear and at this point in time we have to accept statements stating that it may have been a map of the WPYR route, that is, a map of the Yukon and part of Alaska.

<table>
<thead>
<tr>
<th>Port Bulkhead</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skylight windows</td>
<td>AF, 21-47-s117;</td>
</tr>
<tr>
<td>- see description skylight deck</td>
<td>AF, 7-13-s90.</td>
</tr>
<tr>
<td>- windows three, six and nine counting from aft bulkhead have chains and</td>
<td></td>
</tr>
</tbody>
</table>

latches attached to top center of window to allow opening of window.

Window latches
- attached to top center of windows three, six and nine counting from aft bulkhead
- a chain extends from pull in latch to deckhead frame above latch where the chain is held by a flat head screw
- latch has spring loaded pull
- pull is circular ring
- latch is recessed into window frame
- brass coated
- held by four wood screws
- top half of latch is covered by window moulding.

Spacers
- between deckhead frames
- in line with bulkhead.

Cove
- runs along bulkhead below deckhead frames.
Hole
- above aft pane of first skylight window counting from aft bulkhead
- use not known.

Moulding
- runs along bulkhead below skylight windows
- see description of aft dining room bulkhead.

Curtain rod holders
- in moulding below skylight windows
- one holder on moulding below skylight window number five counting from aft bulkhead. This holder is a rectangular block of wood, 3 inches high and 4-5/8 inches wide, with chamfer and has a 1-1/2 inch wide U shaped notch cut into the top to accept rod. It is held to moulding by three counter sunk brass flat head wood screws. Applied possibly in the 1950s
- one below forward edge of window number eleven. This is a 2-1/4 inch
rectangular block of wood with chamfer and has a 1-1/4 inch diameter hole in its center. It is held to the moulding by two screws in opposite corners.

- there should be another holder below window number 2 for the curtain in front of the waiter's station which appears to be missing.

Corner round
- at junction of port fore-aft dining room bulkhead and aft portside bulkhead of observation lounge
- see port aft bulkhead of observation lounge.

Door way
- to cabin S-P1
- 6 feet high and 2 feet wide
- just aft of above noted corner round
- see description given for cabin S-P1.

Sign
- witness marks indicate there was a sign above door way noted above
- probably noted cabin number
- see note given in section dealing with cabin S-P1

Moulding
- below fore-aft moulding noted above
- runs 11 feet 1-3/4 inches from aft edge of forward window pane of skylight window number eight to forward edge of skylight window number eleven counting from aft bulkhead
- purpose not known.

Rub mark
- indicating location of unknown object
- approximately 2-1/2 feet above deck below skylight window number eight counting from aft bulkhead.

Passage way
- between cabins to exterior saloon deck
- located below forward end of skylight window number four counting from aft bulkhead
- 6 feet 5-1/4 inches high and 2 feet 6 inches wide.
Shelving
- there are witness marks aft of the above noted passageway that indicate that there may have been two, fairly long, shelves attached to the bulkhead 6-1/4 inches and 1 foot 5-3/8 inches below the fore-aft moulding noted previously
- this shelving appears to extend aft from the passageway to below the middle pane of skylight window number two counting from the aft bulkhead.

Masonite patch
- between and towards the aft end of the above noted witness marks of shelving
- reason for patch not known.

Sink counter
- up against the bulkhead below the witness marks of the above noted shelving, 9-11/16 inches aft of passageway
- size of counter is 5 feet and 8-5/8 inches long, one foot and 8-5/8 inches wide and is located 3 feet 1
inch above the deck
- the sides and front have masonite panelling attached
- there is a small doorway in the front of the cabinet with a latch and two hinges, all of which are brass plated
- in the center of the masonite counter top there is a copper-sheeted sink, 2 feet 2-1/2 inches x 1 foot 3-1/4 inches and 11 inches deep, with a sink drain
- two water pipes extend up through the deck against the port bulkhead and terminate at taps above the sink
- the port bulkhead baseboard extends around the sink cabinet
- extension of red-brown baseboard on bulkhead behind the sink cabinet may indicate that this sink is a later addition.

Counter
- extends from aft bulkhead forward up against the port bulkhead
- two level counter
- top level which is up against the
port bulkhead is 2 feet 10-5/8 inches above deck
- next level is out from and 4-1/4 inches below the above-noted level
- higher level is 3 feet 2-3/4 inches x 1 foot 1 inch
- lower level is 3 feet 1/4 inch x 10-3/8 inches
- both levels supported by four legs
- higher level's forward facing legs have a brace extending from upper starboard corner downward to bottom of the port leg
- both counters have aluminum edging
- both counter tops are hardboard with a walnut finish on top and covered with a heavy glaze
- two pipes extend through the deck and terminate in the surface of the top counter. Both pipes have gate valves in the area below the counters
- there is a dark outline in the higher counter indicating location of coffee and hot water holders
- held coffee urns
- see description of Galley furnishings.

Coffee stains AF, 21-47-s117.
- on masonite above counter area noted above.

Baseboard AF, 21-47-s117.
- painted-on baseboard at junction of bulkhead and deck
- painted red-brown.

Quarter round AF, 21-47-s117.
- at junction of painted-on baseboard and deck
- painted dark brown.

Bulkhead covering AF, 21-47-s117;
P. 115, 116, 117.
- masonite sheets screwed to bulkhead studs
- painted white.

Angle supports AF, 21-47-s117;
AF, 31-47-s127;
P. 116, 390, 576.
- between bulkhead and deckhead frames
- located at frames four, eight, twelve, sixteen, twenty and twenty-four counting from the aft bulkhead
basically an angle iron with a brace between angle iron ends
brace is semi-circular in cross section and curved at the ends.

**Aft Bulkhead**

**Beam**
- extends along deckhead
- extends from outboard bulkheads to king post housing on both port and starboard sides
- 7/16 inch x 3-1/2 inch beam.

**Masonite**
- from beam noted above down to moulding 1 foot 6-5/8 inches below the deckhead
- on both sides of the funnel housing
- 3/16 inch masonite screwed to studs.

**Moulding**
- extends from area just below sky-lights on outboard bulkheads and
runs along the aft bulkhead to king post housing, 1 foot 6-5/8 inches below the deckhead
- this moulding is continued on both port and starboard bulkheads below the skylights
- this moulding consists of a top slat 15/16 inches wide with rounded end facing outward, a 3 inch wide plank flush on the bulkhead with a 3/4 inch fir cove at junction of plank and top slat, a similar but smaller slat 1/2 inch wide with rounded end facing upward up against the bottom of the board with a 3/4 inch cove below it at junction of masonite with lower slat
- total width is 6-3/16 inches
- top and bottom moulding painted dark brown
- center plank painted cream.

Curtain rod holder AF, 19-47-s115;
- above top corners of door way jamb AF, 29-47-s125.
  into small linen locker
- brass.
Door way AF, 19-47-s115.
- into linen locker
- near the starboard bulkhead
- painted brown
- see description of a typical cabin door.

Shelving AF, 19-47-s115.
- there are witness marks 3 feet 11-1/8 inches above the deck of shelving on the bulkhead between the fire extinguisher holder and the king post housing
- complete unit appears to have been 3 feet 2-1/4 inches wide
- the witness marks indicate that there were possibly two shelves 10-3/4 inches apart (reasured between their bottom edges) with side supports 2 feet 1/4 inch high.

Baseboard AF, 19-47-s115.
- Painted on baseboard 3-1/2 inches high
- at junction of bulkhead with deck
- painted brown.
Quarter round
- at base of painted-on baseboard
- 7/8 inch.

Rub marks
- below shelving outline
- starboard of king post housing
- cause not known.

Rub marks
- on port side of king post housing
- between housing and galley door
- two lines
- one 2 feet 7 inches above deck
- one 4 feet 3-1/8 inches above deck
- cause not known, possibly shelving.

Doorway
- to galley
- 2 feet 7-1/8 inches starboard of port bulkhead
- dimensions of door jamb are 6 feet
  1/4 inches high and 2 feet 5-1/8 inches wide
- door jamb covered in sheet metal
- painted brown
- sheet metal probably added at a later date.

Rim door lock  
AF, 19-47-s115.
- located in lower half of galley dutch door.

Hinges  
AF, 19-47-s115;
- for lower half of galley dutch door  
AF, 29-47-s125.
- two hinges
- three inch butt hinges
- brass.

Galley dutch door  
AF, 19-47-s115;
- from its appearance it appears to be a stateroom door cut in half  
P. 115.
- stateroom doors are single leaf five panel doors with two vertical panels at bottom and top and a horizontal panel between the two sets
- door appears to have been cut in half just below the top two vertical panels
- a shelf was attached to the top of the lower half, supported by shaped
shelf supports on the dining room side and two triangular pieces of wood on the galley side
- when 'As-Founded' the shelf was covered with aluminum sheeting which is folded under the bottom of the shelf
- the galley side of the lower half was covered with galvanized sheet metal
- the lower half had two, three inch hinges on its port side and a rim door lock on the starboard side
- dining room side of door was painted dark brown
- upper door half was found to be completely covered with galvanized sheet metal
- hinges on upper door half were located at the top and were found on the galley side
- all of the metal may have been added at a later date.

Hole in masonite AF, 19-47-s115;
- framed rectangular hole 9 inches AF, 31-47-s127.
wide and 1 foot 3-1/2 inches high
just below thwartship moulding with
framing, 1 foot 1/4 inch starboard
of port bulkhead
- ends of electrical wiring were found
in the bulkhead at the top and bot­
tom of the hole
- witness marks in paint around hole
indicate location of a frame or
structure, 1 foot 6-1/2 inches high
and 1 foot 1 inch wide, placed over
the hole
- purpose not known
- may have been added at a later date.

Door

- to linen locker
- typical, single leaf, five panel
door as was found on all cabins
- hinged on the starboard side and
opening inwards into linen locker
- see exterior bulkhead for full
description of this type of door.

Call panels

- 3 inches + below thwartship moulding
and 1 foot 2-11/16 inches starboard of king post housing

- 1-7/16 inch thick base made with rectangular boards 9 inches high and 1 foot 4-7/16 inches wide, the top one has a chamfer
- base varnished to a mahogany or cherry colour
- there are two call units on the base
- each unit is a black enamelled metal box with open back against the base
- face of the box has glass covered slots to show cabin numbers
- name plate on front states 'Edwards made in U.S.A.'

Fire extinguisher holder

- located on port side of linen locker door, approximately 1 foot above the deck
- see description of aft exterior bulkhead on Texas deck.

Bolt head

- in bulkhead near the upper hinge of the lower section of the galley
dutch door
- 2 feet 8-7/8 inches above the deck
- possibly for counter in galley.

Masonite
- on bulkhead, on both sides of king post housing below moulding
  - 3/16 inch masonite
  - painted white
  - screwed to bulkhead frames.

King post housing
- five sided housing which is basically 1/4 inch tempered masonite
  - two panels, one on each side, came out from the bulkhead one foot 5-3/4 inches at a right angle
  - two panels, 11-3/8 inches wide, one on each side, angle in from the panels noted above and join a panel
    11-3/8 inches wide that is parallel to the aft bulkhead and forward of the king post
  - the masonite panels are screwed to moulding that runs from the deck to deckhead
- quarter round is attached at the bottom of the panels at deck level
- cove moulding was attached at the junction with the deckhead
- the moulding that runs along the aft bulkhead at skylight level continues around the king post housing
- housing above thwartship moulding is painted white, below moulding it is painted dark brown.

Starboard Bulkhead

Skylight windows
- see description boat deck
- windows three, six and nine, counting from aft bulkhead, have chains and latches attached to top center of window to allow opening of windows.

Window latches
- attached to top center of windows three, six and nine counting from
aft bulkhead
- a chain extends from pull-in latch
to deckhead frame above latch where
the chain is held by a flat head screw
- latch has spring loaded pull
- pull is circular ring
- latch is recessed into window frame,
is brass coated
- latch is held by four wood screws
- top half of latch covered by window moulding.

Spacers
- between deckhead frames
- in line with bulkhead.

Cove
- runs along bulkhead below bulkhead frames.

Holes
- one hole between deckhead frames
  three and four and one between frames four and five counting from the aft bulkhead
- in spacers between frames
- for plastic server pipes
- probably installed during 1950s re-fit.

Moulding
- runs along bulkhead below skylight windows
- see description, aft dining room bulkhead.

Curtain rod holders
- on moulding below skylight windows
- one just aft of purser's door is a 2-1/4 inch rectangular block of wood with chamfer and has a 1-1/4 inch diameter hole in its center. It is held to moulding by two screws in opposite corners
- indications of location of a holder below the forward pane of window number six, counting from the aft bulkhead
- one holder below forward edge of center pane of window number five counting from the aft bulkhead.
This holder is a rectangular block of wood 3 inches high and 4-5/8 inches wide with chamfer and has a 1-1/2 inch U shaped notch cut into top to accept rod. It is held to moulding by three counter sunk brass flat head wood screws
- indications of the location of a holder below forward edge of the aft pane of skylight window number four
- indications of the location of a holder below forward pane partition of window number two
- purpose of all holders not known, see general statement for holders that have been identified.

Corner round
- at junction of starboard bulkhead of dining room and aft starboard side bulkhead of observation room
- see aft starboard side bulkhead of observation lounge.

Missing object
- in upper half of bulkhead 7-1/2
inches below the deckhead and 6-1/2 inches forward of the purser's cabin doorway
- possible location of notice board, 1 foot 3 inches high and 11-3/4 inches wide
- used by purser.

Doorway AF, 20-47-s116.
- to purser's cabin
- approximately two and one half feet from corner round noted above
- 6 feet 1/16 inches high and 2 feet 6-1/16 inches wide.

Door
- purser's cabin AF, 20-47-s116;
- dutch door AF, 34-47-s130;
- typical five leaf stateroom door cut in half 3-3/4 inches below two upper vertical panels
- top half hinged at the top by two brass plated three inch butt hinges
- two black enamelled barrel bolts, one attached at each side of the inner face of the upper half 5-1/2
inches from the lower edge
- shelf across top of lower half of
door is supported on each side by
two shaped shelf supports, one in-
side and one outside
- shelf has rounded edges and is 2
feet 4-7/8 inches by 10-3/4 inches
at its maximum
- mail slot in lower half below hori-
zontal leaf
- mail box attached to inner side of
lower door half, directly below the
mail slot
- lower door has three hinges; two of
the hinges are typical three inch
stateroom door hinges, the other
hinge is a three inch T hinge.

Lock
- on lower dutch door noted above
- gate lock on inner surface
- original rim lock similar to what
was found on stateroom doors has
been removed
- date removed not known.

AF, 34-47-s130;
AF, 35-47-s131.
Sign
- on lower dutch door noted above
- nail holes indicate the location of
  a sign above the mail slot in the
door
- information on sign not known.

Opening in bulkhead
- 6-5/8 inches aft of purser's door, 4
  feet 5-5/8 inches up from the deck
- into purser's cabin
- purpose not known
- installed at a later date.

Moulding
- below fore-aft moulding noted above
- runs from aft edge of window eight to
  forward edge of aft skylight window
  pane of window eleven
- windows numbered from aft bulkhead
- purpose not known.

Nail holes
- below above noted moulding
- purpose not known.
Wall cabinet
- up against fore-aft moulding below skylight window number seven counting from the aft bulkhead
- rectangular cabinet, 3 feet 1 inch wide and 5-5/8 inches high, with three shelves and top
- sides of cabinet slope down and out from 7-7/16 inches at the top to 9-5/16 inches at the bottom
- back of cabinet is made of 1/2 inch cedar siding running vertically
- there are two glass sliding doors set in the front
- painted brown over a mahogany or cherry stain or varnish
- cabinet held to the bulkhead by two angle irons attached to the cabinet top and bulkhead
- date of installation not known.

Passageway
- between cabins to exterior saloon deck
- opening is 6 feet 5-1/4 inches high and 2 feet 6 inches wide
- located below forward end of skylight window number four counting from aft bulkhead.

Shelving
- there are indications of shelving on the bulkheads below skylight windows one and two counting from the aft bulkhead
- approximate size of cabinet appears to be 2 feet 8-5/8 inches x 3 feet 7-11/16 inches
- water glass rack.

Baseboard
- 3-1/2 inch painted-on baseboard along bulkhead at deck
- painted dark brown.

Quarter round
- at junction of painted-on baseboard and deck
- painted dark brown.

Angle supports
- between bulkhead and deckhead frames
deck
- two holes on either side of the center beam, between the first and second frame aft of the funnel housing
- as the toilets were probably installed in the 1950s these holes are a later addition.

Center beam
- extends from funnel housing aft to king post housing
- supported in the funnel housing by a 2-3/4 inch square post
- method of support at king post housing was not shown in As-Found drawings
- beam has 1/2 inch x 4 inch cedar plank on either side of beam.

Stanchions
- located below center beam between funnel housing and king post housing
- two supports evenly spaced between the two housings
- turned post.
- located at frames four, eight, twelve, sixteen, twenty and twenty-four counting from the aft bulkhead
  - basically an angle iron with brace between angle iron ends
  - brace is semi-circular in cross section and curved at the ends.

Masonite
  - sheets of masonite screwed to bulkhead studs cover bulkhead
  - painted white.

Deck

Stanchions
  - see deckhead for location and description.

Linoleum
  - over whole deck area in dining room
  - linoleum is 1/8 inch thick
  - layer of felt paper between linoleum and decking
Base for light fixtures
- four on each side of the center beam
- approximately 4 feet 1-1/2 inches in from the skylight bulkhead
- one set aft of deckhead frame four starting from funnel housing
- one set aft of frame 9
- one set aft of frame 14
- one set aft of frame 19
- 7-1/8 inch circular wooden plate with 2-15/16 inch diameter hole in the center
- groove hollowed out to a depth of approximately 1/4 inch for wiring
- stained and varnished a cherry colour
- held by two counter sunk wood screws.

Light fixtures
- 1953 period
- hanging fixtures
- cylindrical white glass globe at the bottom
- attached to above noted light fix-
tured bases.

Light fixture
- pre-1953
- appears to be similar to the anodized copper cabin fixtures found in the staterooms when the ship was recorded
- may itself not be what was installed originally
- type of base used for light fixture is not known, may have been similar to what can be found in the cabins.

King post housing
- located in the center of the aft dining room bulkhead
- extends up through the deckhead
- see description of dining room aft bulkhead.

Painting scheme
- white.
- originally battleship green
- see note in general statement for details.

Tongue and groove cedar decking AF, 5-47-sl01.
- below linoleum.

Funnel housing AF, 5-47-sl01.
- surrounds hole for funnel
- see separate description on funnel housing.

Holes AF, 5-47-sl01.
- two sets of three holes
- each set located just aft of the aft two corners of the funnel housing
- possible location of radiator.

King post housing AF, 5-47-sl01.
- surrounds hole in deck for king post
- see description of dining room aft bulkhead
- at mid line of aft bulkhead.

Holes AF, 5-47-sl01.
- three holes in line along starboard
bulkhead approximately 5 to 6 feet from aft bulkhead
- water pipe holes
- possible location of a sink.

Holes AF, 5-47-s101.
- three holes near port bulkhead
  approximately 9 feet from aft bulkhead
- below sink located on port bulkhead
- for water pipes.

Deckhead

Hog chain holes AF, 3-47-s99; P. 576.
- one on either side of the center beam, up against the third thwartship deckhead frame aft of the funnel housing
- both holes are lozenge shaped extending fore-aft.

Holes for toilet effluent pipes AF, 3-47-s99; P. 390.
- from washrooms located on the boat
Furnishings

Notice Board
- possibly beaver board
- on the bulkhead just forward of the purser's door
- felt backing
- may have held a menu
- arrival times may have been posted
- activities, notices, and raffles
- contained notice of sittings for dining room
- permanently stapled to board was sign stating 'Post cards and tobacco for sale by chief steward'
- also noted that post cards were sold by purser
- one of the post cards was displayed.

Plant hanger
- a tin with a plant in it hung from the deckhead beam between the king post housing and the first stanchion forward.

SK, Forde, No. 2;
Tr., Forde, II,
pp. 20-25;
AS, Forde,
25 June 1975;

P. 115;
L, Bromley,
30 Oct. 1973;
WSS-1975, IV,
pp. 99-100.
Curtain
- aft of dining area demarcating dining area from waiter's station
- rose pattern with yellow background
- hung on a round wooden rod.

Serving table
- behind curtain aft of dining area
- in waiter's station
- pies were cut up there.

China while a cruise ship
- had some silver services with BYN on them.

Calendar
- hung on stack housing facing dining area
- starboard side of housing
- may have been a perpetual calendar at one time
- photograph 390 shows normal year
calendar.

Map
- on the port bulkhead just aft of cabin door to stateroom number 2
- a map of the Yukon Territory beneath glass
- wooden frame.

Pail
- may have been a commode pail or a regular pail
- for cleaning cutlery
- located somewhere in the waiter's station
- curatorial has a pail.

P. 117;
Tr., Forde, II, pp. 21-22;
WSS-1975, IV, p. 100.

Tr., Jan. Conf.
Sat. IV, p. 11.
Table
- held coffee urns
- two tiers with lower tier out further from the bulkhead than the top
- lower tier probably had a tray on it to catch spills
- straight legs
- cups may have been stacked around the urns with the cream and sugar.

Coffee urns
- just aft of stack housing
- coloured white
- glass gauges
- may not be original position.

Coffee urns
- on the port bulkhead just inside the dining room from the galley
- two urns, one for coffee and one for water
- coffee had a wire coffee holder with a cheese cloth inside
- both had water gauges on outside
- chrome plated
- may have held about 5 gallons
- porcelain inside.
Jam  
- kept in can on the table  
- had a spoon on it.

Place mats  
- no place mats were put on the table.

Napkins  
- monogrammed with BYN or WPYR  
- for the officers and passengers.

Ashtrays  
- there were no ashtrays in the dining room tables  
- apparently fruit nappies were used.

Dining tables  
- four to six round tables with wooden legs  
- for passengers  
- seating may have varied from 4-6 per table.
Chairs
- bentwood type
- 6-8 chairs per rectangular table
- 4 chairs for round table
- curatorial has sample chairs.

Rectangular officers dining table
- about 10 feet x 4 feet
- 3 or 4 chairs on each side and one
  on each end
- located forward section of dining
  room and ran thwartships.

Flower vases
- kept in the waiter's station - flat
  sided, either hexagonal or octagonal
- long
- made out of glass.
Napkin rings
- only for the officers
- silver
- name of the officer written on a
  piece of tape was taped to the ring.

Cruet sets
- for vinegar and oil
- glass
- in their own holder
- may have come from the Atlin Inn
  when it closed in 1936.

Table cloths
- linen
- no monogram
- curatorial has sample.

Linoleum
- green battleship linoleum.

Sink
- not certain whether sink was in
  dining area
- waiters did glasses and flatware in
  waiter's station
- washed forks by running them through upside down, scrub brush placed in pail of water. Bon Ami soap used.

- two halves without legs
- laid on two of the dining room tables
- may have been stored aft of funnel or in far aft end of saloon.

Glass rack WSS-1975, III, p. 4.
- on starboard bulkhead of waiter's station.

China

China p. 115, 384, 390;
- General Information Tr., Coghlan, p. 67;
- see photographs for visual information on what is listed below Tr., Farber, pp. 24a-25;
- all dishes heavy iron stone with triple green bands around edges WSS-1975, I, pp. 33-35;
- curatorial has samples. Tr., Steinback,
Coffee and tea cups
- heavy hotel type
- had green bands
- tea and coffee cups of different design
- coffee cup more straight sided
- curatorial has samples.

Salt and pepper shakers
- six sided glass with metal dome.

Drinking glasses
- tumbler type
- same as found in staterooms.

Water carafe
- very heavy glass almost like crystal.
Serving bowls
- china
- green bands
- 3 or 4 different sizes, both round and oval
- curatorial has some samples.

Plates
- china with green bands
- 7-1/2 inch bread and butter plate
- luncheon size plate
- dinner plate
- curatorial has samples.

Platters
- china with green bands
- 2 or 3 sizes of oval platters
- curatorial has samples.

Pedestal dish
- used to hold a cake.
Fruit comport
- a small little oval dish
- little shallow sloped rim
- curatorial has sample.

Bowls
- for soup and salad
- china with green bands
- curatorial has samples.

Cream pitchers
- three sizes
- individual serving ones
- pint size for cereal cream
- larger size for milk
- china
- curatorial has a sample.

Pitcher
- large enamel pitcher
- used for water
- used to mix milk
- had blue ring around the top
- also used to bring cold water to the stateroom
- curatorial has appropriate sample.
Description Passageway from Dining Room to Saloon Deck

Promenade

Forward and Aft Bulkheads

Source of Information

Location
- see description of port and starboard bulkheads of dining area.

Bulkheads
- 1/4 inch tempered masonite screwed to bulkhead frames
- painted white
- have 3-1/2 inch brown painted-on baseboard.

Quarter round
- at junction of masonite with deck.

Doors
- located at end of passageway
- see description external bulkhead.
Freight Deck

Description Freight Deck Housing Exterior Bulkheads

General Statement

The port and starboard sides of the exterior freight deck housing with a few minor variations were essentially identical in appearance.

The exterior covering was the same type of tongue and groove cedar siding found on all of the exterior bulkheads of the vessel. As would be expected, this siding was applied horizontally to the deck and was painted white.

The window-freight door sequence was, as implied above, the same for both sides. Starting at the aft end there were in sequence, four windows, a freight door, two windows, a freight door, two windows, a freight door and then two windows. This was also one of the readily observable differences between Klondike No. I and No. II, for on Klondike No. I the window sequence in relation to the freight doors (aft to forward) was three, two, two, three. The sequence noted above for Klondike No. II stayed the same
until at least 1950 after which changes were made. By 1953 a window had been added to the starboard bulkhead just aft of the middle freight door. Photograph 70, taken at about the same time, indicates that there was no such addition on the port side. The lack of the additional window on the port side could indicate that the windows were added after the beginning of navigation season in 1953 or that the starboard side window was installed prior to that on the port side. That a window was eventually installed in a similar location on the port side as the one on the starboard side can be seen from photograph 469. The final change to the window-door sequence, as can be seen in photographs 469 and 471, came when the S.S. Klondike was converted into a cruise ship which saw the elimination of the center freight door on both sides, with each freight door being replaced by a small door and a window just forward of it. As with the extension of the saloon deck aft, the window and door which replaced the center freight door on both sides were not recorded when the ship was As-Founded, and hence our only information comes from the photographic record.

A certain number of photographs, as has been noted in the detailed sheets, indicate that the aft four windows on both port and starboard sides may have had canvas air scoops associated with them. This may have been in effect an attempt to get some air circulation into the crew's quarters, which, considering the close proximity of the engines, would have been quite warm, if not hot, in the
summer. Only one window, of those windows which are opposite the crew's quarters, was found to have had a screen on it when the ship was recorded. Whether or not screens were associated with all of the windows throughout the years of operation of the vessel is not known. The presence of sling doors directly below the windows, doors that appear to have been open quite frequently suggest that such screens would have been superfluous, and one can, therefore, question the presence of screens on these windows throughout the ship's entire active life.

Throughout the summer months' running season the freight doors appear to have been left open with appropriate safety devices covering the openings. The safety devices took two forms, the simplest of which consisted of bars across the freight door opening. The more complex coverings were grates that extended over the whole opening. These were generally used on the forward two freight doors on the port and starboard sides, whereas the bars were more common on the aft freight doors.

Besides the freight doors there were several other doors in the port and starboard bulkheads. Just aft of the aft freight door there were two single leaf doors on the starboard side and one on the port side which allowed entry to the engine room and aft freight deck area without having to open the main freight doors. An additional single leaf
door was installed on both sides when the center freight doors were filled in as has already been noted in a previous paragraph. Sling doors located along the engines in the engine room and at deck level further along the ship rounded out the complement of doors on the port and starboard sides. The sling doors along the engines were probably for ventilation; however, those further along were used in hauling the ship out in the fall, as these were, in effect, the openings for the cables that were put around the hull for that purpose.

A safety cable or railing extended the full length of the exterior bulkhead on both sides of the ship, being interrupted only by the freight doors. One could, in a sense, say that this safety cable was extended aft of the transom, as there was a guard rail made out of pipes at the same height as the cable on both port and starboard sides just outside of the pitman opening. Sometime after 1950 and possibly not until 1954 a safety cable also appears to have been put on the outside of the guard or rubbing strake covering boards and extended from the aft freight doors aft to the aft end of the cantilever beams, making, in effect, a walkway aft from the freight doors with cables on both sides of it. There is some doubt as to the date of installation of this cable, although there is no photograph studied for this report that shows it in position prior to the 1950s.

On the port side various additions were made over the
years. Two, namely the steel ladder and the forward slop chute, were added at quite an early date. Photographic evidence, as has been detailed in the subsequent pages, appears to indicate that when the S.S. Klondike was launched there was no steel ladder nor any slop chutes in place; however, by 1939 the forward slop chute and the steel ladder had been added. Sometime subsequent to the above date, as has already been discussed in the section dealing with the aft saloon deck, another slop chute was added to the port side and aft of the one noted above. The light sockets located near the aft running lights on the port and starboard sides may have been added at a later date. The problem with these is that they do not readily show up in photographs, as they were white on a white background; however, it appears fairly certain that they were not in place by 1943. There were other protuberances such as pipes, and also holes, the functions of which are not known, in both the port and starboard bulkheads, which, according to the photographic evidence, did not exist until quite a late date.

The only other change that has been identified on the port and starboard sides is one dealing with the colour markings of the sounding poles that were carried on hooks located between the forwardmost window and the forward corner post. As photographs of the earlier period are for the most part black and white the identification of the
colour sequence comes in part from information supplied by former crew members. There appears to have been a switch, (on the S.S. Klondike at least), around 1941, from using poles alternately marked with 1 foot black and white bands to ones alternately marked with 1 foot black, white, and red bands. This change from a two to a three colour scheme is in part borne out by the photographic evidence, which indicates a white band every other foot prior to 1941 to a white band every third foot after that date.

The forward bulkhead remained essentially the same throughout the vessel's active life. There were, as is noted in the detailed sheets, two companionways to the forward saloon deck, two freight doors, spars, main mast, rope rack, freight door lights, jack knife bell and other things either resting up against the forward bulkhead or attached directly to it.

There are, however, some unknowns associated with the forward bulkhead which have not as yet been resolved. The main one is the speaking tube, which was supposedly located near the port edge of the starboard freight door. According to former crew members, one of the speaking tubes located up in the wheelhouse went to the forward exterior bulkhead. No visual evidence has as yet been uncovered which would support such statements by former crew members, which is not to say that their pronouncements as to the location of the speaking tube on the forward bulkhead should be doubted.
One of the other unknowns concerning the forward bulkhead is the date of installation of the fire alarm box located port of the port freight door. It seems highly probable that the installation did not take place until the early years of the 1950s and may not have been attached until the conversion to cruise service. Finally, directly above the fire alarm was an electrical plug which may be of early provenance. Again there is no direct evidence for the outlet prior to 1940, but there are photographs that indicate that something occupied the position, noted for the outlet, prior to 1940, and one can only assume that it was an electrical outlet, the exact specification of which must remain in doubt.

<table>
<thead>
<tr>
<th>Starboard Bulkhead</th>
<th>Source of Information</th>
</tr>
</thead>
</table>

Bulkhead dimensions and location
- bulkhead extends from station F39 feet 3-5/8 inches to station A 133 feet 11-3/8 inches for an overall length of 173 feet 3 inches
- bulkhead is located 18-1/2 feet starboard of ship's center line
- height of bulkhead from guard to
deckhead is 9 feet 10-1/2 inches+.

Railing
- located on outboard and aft sides of pitman arm openings
- made of 1 inch galvanized iron pipe painted black
- there are four railing supports that extend down to the timber where they are secured to metal base plates
- height of railing above timbers is 2 feet 6 inches +
- railing is secured to transom by a metal base plate.

Corner post aft
- a 5 inch R. corner post joins the transom with the starboard side bulkhead
- located 133 feet 11-3/8 inches aft of the reference point.

Tongue and Groove Siding
- except where noted bulkhead is covered with 11/16 inch x 3-1/4
inch tongue and groove siding - painted white - applied horizontal to deck.

Windows
- there are 11 windows located on starboard side
- in relation to the reference point their locations are as follows, measured to the forward bottom corner of the window frames.

Starting aft:
1) A 126 feet 10-1/2 inches
2) A 119 feet 4 inches
3) A 111 feet 9-1/2 inches
4) A 104 feet 3-1/8 inches

Freight door
5) A 69 feet 3-3/4 inches
6) A 61 feet 9-3/8 inches
7) A 54 feet 2-3/4 inches

Freight door
8) A 34 feet 4-1/2 inches
9) A 22 feet 4-1/4 inches

Freight door
10) F 10 feet 6-3/8 inches
11) F 22 feet 6-3/4 inches
- Window 7 in the above sequence is a later addition, possibly 1952-3
- all windows are approximately 5 feet 7 inches above the deck measured to the top of the sill
- windows are 6 pane, three on each vertical side, drop windows
- rough outside dimensions are 3 feet high x 2 feet wide
- there is 1/2 inch window strap moulding along the outside edges of window opening
- window has a sill along bottom 2 feet 5/8 inches long with quarter round below it
- window is lifted up and pulled inward to lower
- a fir moulding strip secured to a 1 inch x 3 inch frame is used as a guide on the inside of the bulkhead for lowering window
- two pieces of rubber hose set on edge are used as stops at deck level.

Freight doors and freight door open-
- aft edge of openings of freight doors at following stations
  1) A 91 feet 11-5/8 inches
  2) A 50 feet 3-3/4 inches
  3) A 8 feet 5 inches

Dimensions of above openings are
  1) 9 feet 4-5/8 inches wide x 7 feet 11-1/4 inches high
  2) 9 feet 11 inches wide x 7 feet 11-1/8 inches high
  3) 9 feet 10-3/4 inches wide x 7 feet 10-5/8 inches high

- 9-3/4 inch wide door jamb is attached to both sides and top
- approximate size of sliding freight doors is 10 feet long x 8 feet high
- top section of each freight door two rows of 10 windows with each window being approximately 1 foot 4 inches high and 9-3/4 inches wide
- windows held in by 5/16 inch moulding
- there are 10 vertical recessed panels in the lower half with each exposed panel being 3 feet 7 inches
high, and 7-1/2 inches wide, panels are 1/4 inch tempered masonite
- a hand hole has been cut in one of the stiles
- door is 1-5/8 inches thick measured across the stile
- doors have two door pulleys attached to their top edge with one at either end
- wheel size of pulley is 3 inches diameter
- maker of pulley is Richard's Wilcox, London, Ont.
- doors painted white except for pulleys which are black

Freight Door Grates
- a rectangular grate that extends full height and width of freight door openings
- has at least 5 uprights which appear to be equally spaced
- has at least 16 horizontal members equally spaced and attached to the 5 vertical members.
Safety cross bars and holders
- for freight doors
- there is a holder 1 foot 1-1/4 inches and 3 feet above the deck
  attached to the aft freight door jambs
- there is one holder on each side of the forward freight door and are located 3 feet above the deck
- photographic evidence indicates that the middle door was similar to the forward freight door
- each holder is approximately 3-1/2 inches wide x 9-1/2 inches high and 1-1/2 inches deep with a 1-3/8 inch wide, 3-3/4 inch high and 1 inch deep slot cut into the top to hold the bar
- it is presumed that wooden bars would have been kept on the freight deck when not in position.

Sling Doors
- located below windows 1-4 in above noted sequence
- there are four doors in this
section, that is between the stern and the aft freight door
- one sling door has its forward edge 113 feet 9-7/8 inches aft of the reference point and extends 5 feet 9-1/4 inches aft
- bottom edge is 4 feet above the deck with the door being 1 foot 1 inch high
- there are three sling doors in line 1 foot 4-1/2 inches + above the deck and below the above noted door
- these doors are also 1 foot 1 inch high
- the first door starts flush with the aft engine room door and extends 7 feet 1/2 inch aft, the next door is flush with the aft edge of the first door is 5 feet 11-1/8 inches long and the last is 7 feet 6 inches long starting 1-3/4 + inches aft of the second door
- two other sling doors their location from the reference point and their approximate dimensions are as follows with the bottom edge
approximately 1 inch above the deck

1) A 25 feet 8-1/2 inches,
   11-1/2 inches high x 1 foot 5 inches long

2) A 75 feet 10-1/2 inches, 1 foot 2-3/4 inches high x 1 foot 3-3/4 inches long

- all of the above sling doors have two strap hinges each
- all of the above doors are made of the tongue and groove siding (as was used for the rest of the bulkhead) and are secured to two vertical boards
- witness marks indicate wooden latches or door buttons to hold the doors open were associated with all of the above doors and also wing nuts on the bulkhead to hold the doors closed.

Running lights
- center line is 115 feet 6-1/2 inches AFT of reference point AF, 17-36-sl60;
- set in a 1 foot 4 inch diameter hole AF, 23-36-s166, P. 40, 41, 42,
- held in place by 3 metal clips 501, 531.
- center of hole is 8 feet 3-7/8 inches above the deck.

Light Socket and Base
- at station 114 feet 2-1/2 inches aft
- 8 feet 10-7/8 inches above the deck
- base is a 3 inch high x 4-1/2 inch long, wedge-shaped piece of wood with the edge of the wedge facing aft
- a porcelain socket is held to the base by 4 brass coated wood screws
- not visible in photographs noted, hence may have been added later than 1943.

Drain Spouts
- for saloon deck drains
- see saloon deck for locations
- sheet metal spouts at an angle to the bulkhead.

Safety Cable
- 3/4 inch diameter cable running full length of bulkhead
- approximately 3 feet 9-1/2 inches
above the deck measured at the eye bolts which hold up the cable 501, 512, 531, 779, 780, 787.

cable is interrupted by the freight doors and first engine room door aft of the last freight door.

- spacing of eye bolts, where space allows is approximately 7 feet 6 inches; however, this varies considerably in a few areas.

Doors
- to engine room area AF, 17-36-s160;
- forward edge located at station 99 feet 9-1/8 inches aft AF, 16-47-s112;
- door opening dimensions are 5 feet 11-5/8 inches by 1 foot 9-1/4 inches AF, 20-36-s163;
- sill is 3 inches above the deck P. 40, 41, 42,
- door is similar in design to aft saloon deck doors to galley and crew's mess 501, 512.
- second door has its aft edge located at station 93 feet 5-3/8 inches aft
- dimensions are 5 feet 11-3/8 inches x 1 foot 10-3/4 inches
- bottom of door even with deck
- door jambs are wedge shaped at forward and aft ends as bulkhead angles inward in this area
- forward jamb is continuous with wedge-shaped corner post located above it
- door design similar to that noted above.

Corner post
- continuous with forward door jamb of above noted forward door to engine room
- see note above.

Reinforcing blocks or boards
- below look out or eaves at following locations;
  1) A 99 feet 3-7/8 inches
  2) A 87 feet 3-7/8 inches
  3) A 75 feet 6-1/2 inches
  4) A 63 feet 8-3/8 inches
  5) A 51 feet 5-1/2 inches
  6) A 46 feet 1/2 inch
- exact purpose is not stated
- first block above has a braced angle.
iron support at its forward end extending 1 foot 3-3/4 inches out from the bulkhead and 2 feet 1/8 inches down
- angle iron is made of 1/2 inch x 2-7/16 inch metal

Pipe
- a 5 inch diameter hole in the bulkhead with a 3-1/2 inch galvanized iron pipe extending out of it
- located at station A 15 feet 7-1/8 inches and 8 feet 7-3/8 inches up from the deck
- use not stated
- photographs taken prior to 1950s do not show pipe.

Hole
- a 6 inch diameter hole is located at station F 15 feet 9-5/8 inches and is 8 feet 11-3/4 inches above the deck
- use is not known
- photographs taken prior to 1950s do not show hole or anything in this
location except T and G siding.

Sounding Pole Hooks
- consist of a 1/4 inch thick J-shaped metal strap held to the bulkhead by two wood screws
- located forward of the forward window of the bulkhead
- hooks are approximately 11 feet 10-1/2 inches apart with the aft one 5 feet 10-1/4 inches above the deck and the forward one 5 feet 5-1/4 inches above the deck
- forward edge of forward hook is at station F 36 feet 2-1/2 inches.

Sounding Poles
- two poles in above hooks
- at least 15 feet long
- two types
  1) Pre 1941
     - alternate white and black (may have been red) 1 foot wide bands
  2) Post 1941
     - 3 colours, each 1 foot wide,
black, white and red.

Corner Post forward
- at junction of forward bulkhead with starboard bulkhead
- aft edge of post is at station F 38 feet 11-1/2 inches
- post is 4-1/8 inches wide along starboard bulkhead and 5-1/2 inches along forward.

Lookout or eaves
- similar construction as other decks with fascia board, 1/2 round and edgeboard
- fascia board is painted white; however, colour of 1/2 round and edgeboard is not certain
- length of extension of look out rafters beyond bulkhead is not given.

Screens
- may have been applied to aft four windows of freight deck housing
- see note and description of windows
in section dealing with port housing.

Wind break or scoop
- on aft four windows of freight deck housing
- may have been made of canvas
- construction details are not known
- see photographs noted for port side.

Clothesline
- for crew's clothes
- located aft of the aft cargo door or in aft cargo doors
- may also have been hung in passageway alongside of pitman.

Forward Bulkhead

Dimensions and location of bulkhead
- located at station F 39 feet 3-5/8 inches
- extends from 18-1/2 feet starboard of ship's center line to 18 feet 1-1/4 inches port of ship's centre
line
- bulkhead is 9 feet 10-1/2 inches high measured from deck to deckhead

Rounded corner posts
- see starboard side for description P. Starboard, 182.
- one at port and starboard corners AF, 18-36-sl61;
  420, 762, 779, 780, 787, 824;
P. Port, 745, 748, 796, 817.

Companionways to saloon deck
- one located on each side of the forward bulkhead AF, 18-36-sl61;
  AF, 29-36-sl72;
P. 182, 204, 364, 420, 740, 779, 780, 787, 796,
  802, 804, 817, 824.
- opening widths are 3 feet 2-1/4 inches
- opening heights are 7 feet 10-1/2 inches
- openings have 3/4 inch door jamb along inboard side and top and 1" to 1-1/4" thick jamb on outboard side
- stairs have 15 treads exclusive of freight and saloon deck
- treads are of 1 inch thick fir
- each tread is 11-1/4 inches deep
- 6 inch risers between treads
- width of stairs between stringers
  is 2 feet 2-3/8 inches
- each step has a black rubber tread
  1 foot 3 inches long and 8 inches
  deep attached to the stair tread
- companionway bulkheads, that is,
  port and starboard sides, are
  covered with 3-1/4 inch wide cedar
tongue and groove siding.

Sheet metal corner post protector  
- AF, 18-36-s161;
  extends 2 feet 10-3/4 inches up from
  deck and is 7-5/8 inches+ wide
  P. 170, 182, 364,
  nailed in place and painted black.
  420, 740, 762,
  779, 780, 787,
  796, 817, 824.

Eyebolts  
- AF, 18-36-s161;
  along forward edge of corner of
  posts
  P. 780, 787, 796,
  one is 1 foot 6 inches+ above the
  deck, the other is 3 feet+ above the
dock
  817, 824, 825.

- used as safety chain anchors for
  chains extending forwards.
Cordwood measuring stick clip
- above each spar seat
- there should be two for each stick
- top clip appears to be approximately 8 feet 1-1/2 inches above the deck and 13 feet 5 inches outboard of the ship's center line
- each clip is square U-shaped with flared ends that are secured to the bulkhead by R.H. wood screws
- sheet metal 1-1/2 inches wide
- clip sticks 1-1/8 inches out from bulkhead
- height from deck of bottom clips is not known.

Cordwood measuring sticks
- set in pipe clips attached to bulkhead with one pair of clips and one stick near each spar
- stick is rectangular in cross section with footage noted in roman numerals
- sticks appear to be at least 8 feet high except for roman numerals
- sticks are painted white.

Rope openings in forward Bulkhead
- one on either side approximately 13 feet 1-1/2 inches from center line of ship and 9 feet 1 inch up from the deck
- a 2-1/2 inch diameter hole is circumscribed on exterior bulkhead by a 5-5/8 inch diameter, 3/4 inch, thick wooden ring
- wooden ring held to bulkhead by common nails
- rope extends from it to spar pulley block.

Spar Keepers
- one on either side, 12 feet 4-3/4 inches out from the centre line of the ship
- attached to fascia board
- 2 feet 1-1/4 inches long, 4-3/4 inches deep and 2-1/8 inches thick
- port and starboard ends curve in to an arc cut into the keeper which probably has similar radius to spar.
Beam ends
- seven, 2-1/2 inch x 8-5/8 inch, main fore-aft beams
- extend out through the bulkhead the full length of the look out on eave
- ends of beams shaped in a shallow S

Look out or eave
- main fore-aft beams extend out from bulkhead
- a 1-1/4 inch x 3-3/4 inch thwartship beam to which the saloon deck decking has been secured rests on the beam ends
- the above beams have been covered with typical fascia board, half round and saloon deck edgeboard as has been noted for all decks
- saloon deck canvas was stapled to saloon deck edgeboard
- painting scheme appears to have fascia board white and half round and edgeboard a buff colour.
Light fixture
- a light fixture is secured above each forward freight door
- fixtures are approximately 9 feet 7 inches out from the ship's center line and 9 feet above the deck
- probably had a porcelain base
- appears to have a wire covered glass cage.

Rope Rack
- located between freight doors, aft of the main mast
- has two 3-1/8 inch x 3-3/8 inch vertical members, approximately 4 feet 4 inches on each side of the ship's center line. These members are flush with the bulkhead at the bottom and approximately 5-1/2 inches from the bulkhead at the top where they are bolted to the inside edges of two of the main fore-aft deckhead beams noted previously that extend through the forward bulkhead
- three wooden bars, 9 feet 3/4 inches long, 5 inches high and 2 inches
thick extend between the two vertical members and are held to them by U-bolts
- U-bolts are located 1 foot 9 inches +, 3 feet 3 inches + and 4 feet 8-1/2 inches + from the top of the uprights
- uprights all painted white whereas U-bolts and bars are painted black
- section below bottom bar and between up-rights and main bulkhead may have seven 3-1/2 inch wide spacers with 3-1/2 inches + separation
- these spacers may run the full length of bulkhead between freight doors
- this lower section seems to have been white until at least 1946 after which it may at times have been painted black.

Foredeck bell base
- inboard edge is 3 feet 2-1/4 inches AF, 18-36-s161; starboard of center line AF, 21-26-s164; P. 178, 200, 779,
- consists of a 1 foot 7 inch high, 1 foot 1/4 inch wide, 7/8 inch thick board set out 7/8 inch from the
bulkhead by spacers located at the
top and bottom between the board and
bulkhead
- painted white.

Bell
- on base noted above
- a round, disk-shaped bell that is
  secured at its center
- clapper is external and is located
  at the bottom of the bell
- bell is brass
- bell appears to be at least 1 foot
  in diameter.

Forward freight deck door openings
- one on either side of the ship's
  center line, doors are 9 feet 2-3/8
  inches apart with starboard edge of
  the port door opening being 4 feet
  6-5/8 inches port of ship's center
  line
- approximate size of openings is 7
  feet 10-1/2 inches wide and 7 feet
  10-1/4 inches high
- jamb thickness along sides and top
is 3/4 inch.

Freight doors forward
- 7 feet 11-1/4 inches high and 7 feet 11-3/4 inches wide
- see description of freight doors starboard side for additional details.

Electrical plug
- below look out on eave and 13 feet 9 inches port of ship's center line
- set in a standard 2 inch x 3-1/2 inch electrical box
- plug is a 4 wire plug in made out of black plastic
- back of box flush with siding
- photographs taken before 1940 indicate what appears to be an electrical outlet in this position; however, it is not known if it is the type noted in the As-Founds.

Metal fire alarm box
- 9 inches port of the port freight door and 5 feet 5-3/8 inches above
the deck
- outside dimensions: 5 inches high, 3-7/8 inches wide and 3 inches deep
- painted red
- probably installed in the ship's latter years
- photographs taken prior to 1940s do not show a metal fire alarm box in position noted.

Guard chains  P. 780, 787, 796, 817, 824, 825.
- on both port and starboard sides
- two levels of chains extend between eye bolts on corner posts forward to guard rail posts inserted into guard rail sleeves in deck
- see foredeck for location of sleeves.

Spars and rigging  P. 15a, 170, 171, 172, 182, 196, 204, 215, 319, 364, 458, 478, 743, 745, 748, 762, 763, 765, 778, 779, 781, 782, 795, 802,
the top and one located about 6 feet from the bottom which is held up by rope that comes down from the block at the top - excess rope from bottom pulley block extends through hole in the forward bulkhead (which has been noted previously) and is stored on a rack that hangs down from the freight deck deckhead just aft of the forward bulkhead - spars have wood securing blocks attached to one side about four and six feet up from their bottoms - painting scheme starting from the bottom appears to be black for about 6-7 feet, white for about 15 feet and then black for about 10 or 20 feet - had a steel collar around the bottom.

Main Mast
- see description Foredeck.

Booms
- see description Foredeck.
Speaking tube
- near starboard door
- very close to the freight door on exterior bulkhead
- see description of mouth piece given in section dealing with the wheelhouse.

Port Bulkhead

Rounded corner posts
- at forward and aft corners of port freight deck bulkheads
- see description starboard side
- see list of Photographs given for forward bulkhead.

Sounding Pole Hooks
- forward one at station F 36 feet 4 inches with the aft one 11 feet 10-5/8 aft of it
- forward one is 5 feet 4-7/8 inches above deck
- aft one is 5 feet 11-1/2 inches above deck
- see description and photographs
listed for starboard side.

Sounding poles
- located in sounding pole hooks noted previously
- see note and description in section dealing with starboard side.
  P. 10, 25, 172, 187, 219, 743;
  Tr., Lesyk, p. 111;
  Tr., Perchie, p. 113.

Look out or eaves
- full length of bulkhead
- see description starboard side.
  AF, 18-36-s161;
  AF, 19-36-s162;
  P. 10, 25, 142, 799, 830, 839.

Hole
- a 6 inch diameter hole at station F 15 feet 8 inches, hole 9 feet 1 inch above deck
- use is not known
- not evident in any photograph taken prior to 1952.
  AF, 18-36-s161;
  P. 10, 172.

Freight doors and openings
- aft edge of openings of freight doors are at following stations
  1) A 91 feet 1/8 inch
  AF, 18-36-s161;
  AF, 19-36-s162;
  AF, 23-36-s166;
  AF, 25-36-s168;
2) A 50 feet 1-1/2 inches P. 25, 70, 85, 109, 187, 219,
3) A 8 feet 1-1/4 inches dimensions respectively 469, 471, 799,
- 1) 9 feet 4-1/2 inches wide and 830, 831, 832, 833.
7 feet 10-3/4 inches high
2) 9 feet 10-1/2 inches wide and 7 feet 11-1/2 inches high
3) 9 feet 10-7/8 inches wide x 7 feet 11 inches high.
- for freight door descriptions see starboard side.

Safety cross bars and holders AF, 18-36-s161;
- two bars across the aft freight AF, 19-36-s161;
door AF, 20-36-s163;
- for description of holders see star- P. 85, 187, 195,
board side 219, 832.

- aft door bar holders located 1 foot AF, 18-36-s161;
4-1/4 inches + and 2 feet 11-3/4 AF, 19-36-s161;
inches up from the deck on the door AF, 20-36-s163;
jamb P. 85, 187, 195,
- forward freight door holders are 219, 832.
located 3 feet 1/4 inches up each
jamb
- center door appears to have been similar to forward door
- exact size of bars not known.

Pipe

- a 5 inch diameter hole with a 3-1/2 inch galvanized pipe protruding 9 inches
- purpose is not stated
- located at station A 15 feet 2-1/2 inches and 8 feet 10 inches above the deck
- not in evidence in any picture taken prior to 1952.

Reinforcing blocks or boards

- at following stations, measured to forward edge of blocks
  1) A 99 feet 3/4 inch
  2) A 87 feet 1-1/4 inches
  3) A 75 feet 4-1/2 inches
  4) A 63 feet 5-1/4 inches
  5) A 56 feet 11-1/2 inches
  6) A 51 feet 2-1/2 inches
  7) A 45 feet 9-1/2 inches
- exact purpose is not stated
- boards vary in length from 1 foot 6 inches to 2 feet 10-3/4 inches
- made of 1-1/2 inch and 3 inch boards.

Safety cable
- along full length of bulkhead
- see description starboard side P. 70, 187, 219,
- average height above deck measured 743, 799, 830,
at eye hook level is 3 feet 11 831, 832, 833,
inches 834.

Door to engine room
- aft edge of opening located at AF, 16-47-s112;
  station A 93 feet 2-3/4 inches AF, 20-36-s163;
- has 3/8 inch door jamb on top and P. 832, 833.
  aft sides
- forward side is a wedge shaped
  corner post where bulkhead angles
  inward to ship's center line
- size of opening is 1 foot 11-5/8
  inches x 5 feet 11-3/4 inches
- door similar to what was found in
  aft saloon deck bulkhead.

Drain Spouts
- for saloon deck drains AF, 19-36-s162;
- see saloon deck for location P. 10, 25, 170,
- sheet metal spouts at an angle to the bulkhead. 801, 830, 831, 832, 833, 839.

Light socket and base  
- see description starboard side  
- at station A 113 feet 8-5/8 inches and 8 feet 10-1/2 inches above the deck  
- there is no photograph surveyed that indicates the presence of the socket, hence date of installation cannot be given.

Running Lights  
- see description starboard side  
- at station A 115 feet 4-1/8 inches and 8 feet 3-3/8 inches above the deck.

Sling doors  
- see description starboard side  
1)  
- located at station A 113 feet 6-1/2 inches and 4 feet 7/8 inches from the deck  
- this one is 5 feet 4 inches long and one is 5 feet 4 inches long and 1 foot 1 inch high
2)  
- three doors in line, 1 foot 4-1/4 inches above the deck  
- first one is at station 100 feet 10-7/8 inches  
- all doors 1 foot 1 inch high  
- first door is 7 feet 6-1/4 inches long  
- second door is 5 feet 11-3/8 inches long  
- third door is 7 feet 4-1/8 inches long  

3)  
- two smaller doors, measured to forward edge, are at following locations:  
  a) at station A 75 feet 6 inch there is a door 1 foot 2-5/8 inches high  
     and 1 foot 4-1/4 inches wide.  
  b) at station A 26 feet 4-3/4 inches there is a door 1 foot 5 inches wide and 11-3/4 inches high  
- the bottom edge of each door is 1 inch above the deck.

Windows
- see description starboard side
- all windows approximately 5 feet
7-1/2 inches above the deck measured to top of sill 
- windows located at following stations measured to forward bottom corner of frame 
  1) A 126 feet 7-1/2 inches 
  2) A 119 feet 1 inch 
  3) A 111 feet 6-5/8 inches 
  4) A 104 feet 6-5/8 inches
Freight Door
  5) A 69 feet 3/8 inch 
  6) A 61 feet 6-1/4 inches 
  7) A 53 feet 11-1/2 inches
Freight Door
  8) A 34 feet 1-3/4 inches 
  9) A 22 feet 1-1/8 inches
Freight Door
  10) F 10 feet 8-5/8 inches 
  11) F 22 feet 9 inches
- window 7 in above sequence was added after 1952-3, see photograph 70.

Tongue and groove siding AF, 19-36-s162; see starboard side. P. 743, 799.

Railing AF, 19-36-s162.
- extends 15 feet 11-1/8 inches aft of aft bulkhead along Pitman arm hole
- is 2 feet 6 inches+ above the support timber
- see description starboard side
- painted black.

Window screen
- on the four aft engine room windows
- made out of 3/4 inch x 1-3/4 inch wood to size 2 feet 1-1/2 inches wide and 3 feet 1/2 inch high
- has mitred joints
- screening held on by 3/4 inch half round.

Screen frame holder
- set out from bulkhead 5-1/2 inches
- has 3/4 inch square strips recessed 3/4 inches in box frame as a screen stop
- has wing buttons on leading edge to hold in screen
- may have only been put on last four windows of freight deck housing
- may have been added at a later date.
Ladder brace and ladder
- forward edge located at station A 95 feet
- two, 8-1/4 inch long, 2 inch wide, 3/8 inch thick, metal straps each with a 90 degree twist with a 1 foot 1/2 inch separation between them
- secured below the look out or eave by two bolts each
- protruding ends each have a 1/2 inch diameter hole
- to hold metal ladder to aft saloon deck
- see saloon deck aft for further information
- photograph 219 taken in 1938 indicates ladder was not in place that year; however, photograph 832 indicates it was in place by 1939.

Slop Chutes
- see details saloon deck
- forward chute has center line at station A 39 feet 6-5/8 inches
- aft chute has forward edge at station A 59 feet 3-1/2 inches
- forward chute appears to have been installed either in 1938 or 1939, see photographs 219 and 830
- aft chute was added during 1950s, see note in section dealing with saloon deck.

Board AF, 19-36-s162.
- a 1-1/2 inch thick board protrudes through the bulkhead at station A 115 feet aft to station 133 feet 9-1/4 inches
- at its aft end the board protrudes 6 inches from the bulkhead
- purpose of board is not known.

Freight door grates P. 85, 187, 745, 830, 832.
- see note and description in section dealing with starboard side.

Wind break or scoop P. 187, 743, 833.
- on aft four windows of freight deck housing
- construction details not known
- may have been made out of canvas
- see photographs starboard side.
Description Paddle Wheel and Transom

General Statement
The only changes effected to the paddle wheel, monkey rudders and main rudders, plus all of the gear necessary to make them operational, appear to have been those changes arising out of normal maintenance or replacement of damaged parts. Paddle buckets and rudders were replaced as required.

The changes that did take place at the stern of the vessel were for the most part restricted to the transom. The major change consisted of an addition to the top of the transom when the saloon deck housing was extended aft to the transom in 1954. The addition appears to have been a simple frame, the aft side of which was partially covered with canvas. Unfortunately, the type of planking used under the canvas is not known. Other changes were simply restricted to additional effluent pipes, such as the saloon bar drain, being installed in the hull section. Such additions appear to have been few in number, and have been so identified in the detailed list on the subsequent pages. Besides what has been noted, very little can be added to the information given on the following pages, as this area of the ship appears to have been least affected throughout its years of operation.
Paddle Wheel and Transom End

Source of Information

Pitman arms
- one on either side of the paddle wheel
- connected the wheel (via the crank-shaft) to the steam engines (via a cross-head)
- the arms are connected to cranks which are at 90 degrees to each other with one crank at either end of the wheel shaft
- comprised of three layers of wood with a steel strap running along the top and the bottom
- bolts extend through all layers and are positioned about 1 foot apart for the 26 feet 5-1/8 inches
- this section of the arm has a convex curve on both top and bottom and both sides
- the ends of the pitman arms, which are in a sense extensions of the steel straps, hold the brass split block bushing for the wheel crank

AF, 2-36-s134;
AF, 3-36-s146;
P. 8, 41, 42,
301, 366, 379,
395, 405, 531.
connection at one end and the engine connection at the other
- the bushings are held in by a busher retaining wedge
- bushing holders extend 1 foot 11-1/2 inches at either end beyond wooden part off arms noted above
- all wood is painted white, metal is black.

Clamps and Slide Bar
- two, what could be called C clamps, are attached to the mid section of the pitman arms and facing edges and are 4 feet 8 inches apart
- the clamps are joined by a steel slide bar 6 feet 9 inches long that runs along the center line of the pitman arm
- clamps and bar are attached to the inboard side of the pitman arm

Grease gun and piping
- for wheel crank block bushing of pitman arm
- grease gun is located toward the
piston end of the pitman arm with the piping extending aft to the paddle wheel crank bushing
- piping is 1/2 inch galvanized pipe painted white.

Crank arm
- connecting Pitman arms to Paddle wheel shaft
  - one on either end of the paddle wheel shaft
  - the two crank arms are at 90 degrees to each other
  - crank arm is keyed onto wheel shaft
  - connected to Pitman arm by a drive arm pin which sits in a locking bushing in the crank arm
  - crank arm is 4 feet 6-1/2 inches long
  - paddlewheel shaft end is larger than pitman arm end.

Cantilever beams
- one on either side of the paddle wheel
  - extend through the hull and aft

AF, 2-36-s145; AF, 3-36-s145; P. 8, 41, 42, 366, 379, 405, 531, 818.
beyond the paddle wheel
- aft ends are joined by the monkey rudder bar
- bottom braced by natural knee at junction of beam and hull and a straight brace extending from bottom of the natural knee aft connecting to the beam about 2/3 is aft
- a steel strap runs along the bottom of the brace and part of the beam
- top of cantilever beams hold paddle wheel shaft bearing block and base plate
- three hog chains terminate at each cantilever beam.

Cantilever beam hog chains
- they terminate at each cantilever beam
- one in the crook of the natural knee extends upwards and forward into the hull
- two other hog chains extend up to the aft vertical hog post
- one of the above chains terminates at the beam itself aft of the brace
to the hull and one terminates on
the brace to the hull
- the 1-1/2 inch diameter hog chains
  are held to the beam by steel straps
  held to the chain by a nut and bolt
  with one strap extending down along
  each side of the beam and are joined
together across the bottom by
another nut and long bolt
- each chain has a turn buckle for
  chain tightening toward the lower end
- the aft hog chain on the starboard
  side has a hog chain locking plate
  secured between the straps and the
  chain.

Paddlewheel shaft bearing block and
base plate
- a 1-1/4 inch thick metal plate
  secured to the top of the cantilever
  beam by bolts that extend down
  through both beam and the bottom
  brace of the hull
- plate holds anchor plates and space
  bars for paddle wheel shaft bearing
  block which is held down by bolts

AF, 3-36-s146;
P. 405, 818.
that are secured below the bottom cantilever brace
- a grease pipe is attached to the top of the block and extends down to the beam and aft to and through the transom where the gun is probably located.

Paddlewheel safety holder
- an eye bolt attached to the aft end of the cantilever beam
- a safety cable and hook are attached to the eye bolt
- located toward the aft end of the cantilever beam on the starboard side only
- cable height is 5 feet 6-3/4 inches

Monkey rudder cable
- extends along the inside of the cantilever beams aft to the monkey rudder lever
- see monkey rudders
- cable is held to the beam by a curved wooden block which is attached to the cantilever beam.
Canvas AF, 5-36-s148;
- on Transom Bulwark AF, 6-30-s149;
- several layers of canvas applied P. 301, 366, 379, vertically to transom 405.
- canvas stapled on in vertical strips
- canvas is 1 foot 10 inches wide and stapled by machine and overlapped 1 inch +
- canvas appears to be applied only to that section above the hull
- painted white
- applied over vertical tongue and groove siding.

Transom addition AF, 5-36-s148.
- installed in 1954 when the saloon deck was extended aft
- has been removed
- extended 7 feet 10-1/2 inches above original transom bulwark
- canvas covered on aft end.

Sign on Transom AF, 5-36-s148;
- "KLONDIKE OF DAWSON" P. 8, 41, 42,
- sign is centrally placed toward the 366, 379, 405, top of the original transom bulwark 531.
- "KLONDIKE" section is at the top and is 13 feet 9-1/2 inches long and 1 foot 6-1/4 inches high and 2 feet 1 5/8 inches from top of bulwark
- the word "OF" is 1 foot 7-3/4 inches below it and 11 inches long and 6 inches high
- the word "DAWSON" is 4-3/4 inches below that and is 3 feet 1-1/2 inches long and 6 inches high
- all lettering is black paint.

Aft Jack Staff
- attached to aft end of Transom bulwark
- along center line of ship
- Jack staff step is 4 feet 9-1/2 inches below top edge of original transom
- staff may have been secured by a U bolt near transom top
- jack staff step has shaped sides and is nailed and bolted to the transom bulwark
- squared section of jack staff appears to be painted white whereas
top rounded section is black
- appears to have a ball decoration at its top end
- flew the red ensign.

Transom lights
- one on either side of the transom
- located 5 feet 4 inches down from the original transom top with the starboard light 2 feet 7 inches port of starboard edge of transom and port light 3 feet 2 inches starboard of the port edge
- lights are in a metal cage covered glass cover which screws into a metal base
- conduit extends inboard from both lights for about 4 feet 2-1/2 inches at which point the conduit has an elbow connector which is also attached to conduit that extends through the transom bulwark from the freight deck.

Pitman arm openings in transom
- one in either side of the transom
bulwark

- about 5 inches in from corner post 366, 379, 395,
- both have a splash panel on their inboard side 405, 531.
- openings are rounded at the top
- openings are 3 feet 1/2 inch wide and 6 feet 8-1/4 inches high.

Splash panel AF, 5-36-sl48;
- extends up along the inboard side of the opening from the cantilever beam AF, 6-36-s149;
- and follows the top curve of the opening noted above, terminating at its top 366, 379, 395, 405, 531.
- made out of 1/16 inch galvanized sheet metal
- panel is in two sections riveted together and extends 4 feet 9 inches out from the transom
- panel is screwed to the transom and nailed to the cantilever beam
- painted white
- starboard splash panel has a strap brace attached to the top aft end extending up to the transom bulwark.
Eye bolts
- there are four eye bolts, each about 7 feet + from the other, attached to transom bulwark between splash guards on either side
- all not at same height, three approximately 8 feet from the top of the bulwark and one 10 feet
- use not known.

Missing objects
- located on transom between splash guards
- at least three positions are identified through holes in bulwark
- objects missing not known.

Hole
- through transom bulwark
- covered with 1/4 inch plywood
- hole approximately 9-1/4 inches in diameter
- purpose of hole is not known
- located port of jack staff step and 5 feet 2-1/4 inches from bulwark top.
Sink drains
- drains crew's quarters sinks
- one each located just inboard of
cantilever arms and 5-1/2 feet from
bottom of transom
- approximately 4-1/2 inch square
metal plate with hole in the center
for a 1-1/2 inch diameter sheet
metal pipe with a flange exterior of
plate
- painted white.

Toilet drains
- one each about 9-1/2 feet inboard
of each cantilever beam and 5 feet
9-3/4 inches up the transom
measured from the bottom of the
transom
- a 7-5/8 inch O.D. circular metal
sleeve around a 4-7/16 inch OD
plastic pipe
- sleeve is nailed to the transom
- the fact that these are plastic
pipes would indicate a 1950s
installation date
- probably from toilets in crew's
quarters.

Shower drains AF, 6-36-s149.
- two drains, each located approximately 10-1/2 feet inboard of the cantilever beams and approximately 5 feet 7 inches up the transom measured from the bottom of the transom
- port hole covered by a sheet metal bracket
- starboard drain hole has a sheet metal plate around it approximately 4 inches square
- plate covered with canvas
- drain pipe is 1-1/2 inch diameter pipe and has a flange exterior of above plate
- from showers in crew's quarters.

Saloon deck bar drain AF, 6-36-s149.
- located 10 feet 3-7/8 inches over from starboard cantilever beam and 6 feet 7 inches up the transom bulwark measured from the bottom of the transom
- 1-3/8 inch diameter pipe with a 4-1/8 inch square sheet metal collar
- probably installed in 1954 refit.

Drain pipes

- four pipes that come out through the transom bulwark and extend down below bottom of the hull
- one each located about 5-1/2 feet inboard of each cantilever beam and less than 2 feet 5 inches up from the bottom of the transom
- one each located less than 10 feet 10 inches inboard of each cantilever beam with the port one 3 feet 1-3/4 inches and the starboard one 4 feet 7-3/8 inches up from the bottom of transom
- all down pipes, except the one highest up the aft end, are braced toward their lower ends by an iron strap attached either directly to the hull or to a supporting block between the pipe and the hull
- origin of pipes not stated
- all pipes except the one highest up
the aft end have a square sheet metal plate at junction of pipe and hull.

Block of Wood
- port edge of which is 12 feet 5-3/4 inches over from the port cantilever beam and the top edge of which is 5 feet 4 inches up from the bottom of the transom
- has sheet metal covering on top and aft sides
- held to the bulkhead with 4 bolts with two through a lip on either side
- top edge of block slopes down
- use not stated.

Paddle wheel port and starboard guards
- continuous with port and starboard rubbing strakes
- extends aft from the transom and curves in to the monkey rudder bar to which it is connected both on inside and outside corners by steel
plates 5/8 inch thick
- bolts extend through steel plates
  bar and guards
- frames extend between outside member
  of guard and cantilever beam aft and
  framing around pitman arm opening
  forward
- framing is covered with covering
  boards 1-3/4 inches thick
- framing is on approximately 16 inch
  centers
- guards extend 24 feet aft of transom

Pitman arm opening or Drive Arm well
  AF, 7-36-s150;
- outboard of each cantilever beam
  P. 379, 405, 818,
- extends 15 feet 10 inches aft of the
  transom
- width of opening is approximately 2
  feet 7 inches
- framed on aft end by 5 inch x 7-3/4
  inch beam on edge and on the out-
  board side by a 7-1/2 inch x 2 feet
  1-7/8 inch beam on edge
- frames are notched into above fore-
  aft beam
- fore-aft timber extends forward into
hull and engine room
- bolts extend through aft thwartship member anchoring it to the cantilever beam and above timber.

Guard fence around above noted well AF, 7-36-s150;
- made out of 1 inch OD black iron p. 2, 8, 366, 379, 405, 531, 818, 821.
- pipe painted black
- secured to top of aft and outboard well framing and transom by circular metal base plates
- there are three rail supports
  approximately 5 feet apart on the fore-aft timber and one on the thwartship member close to the cantilever beam
- T and elbow couplings are used.

Ring bolt AF, 7-36-s150;
- toward the outboard edge of the paddlewheel guards, 4 feet 4-3/4 inches forward of the aft edge
- ring bolt is 3-5/8 inches O.D. and is made of 1/2 inch thick rod.

Monkey Rudder bar AF, 8-36-s151;
- extends between port and starboard cantilever beams and port and starboard guards
- timber is 7-3/4 inches x 1 foot 1-5/8 inches x 28 feet 4 inches
- timber sits on edge
- cantilever beams are notched into the ends of the timber
- timber is secured by an inner and outer 5/8 inch thick steel corner reinforcing plate held by bolts extending through plates and timbers
- timber serves as a support for two monkey rudders.

Monkey Rudder Shafts
- two secured to the aft end of monkey rudder bar, each approximately 4 feet 10 inches in from the end
- top of shafts are connected by a connecting rod
- top section of shafts secured to monkey rudder bar by a 1/2 inch thick steel bracket
- lower section of shaft is secured by a V shaped frame, the top of which
is bolted to the bottom side of the monkey rudder bar
- outboard member of V shaped frame is also secured to the cantilever beam edgeboard by a curved steel plate 7/8 inches thick x 6 inches wide
- monkey rudder shaft is held to the bottom of the V shaped frame by 1/2 inch thick steel brackets
- bottom of shaft terminates in an inverted double Y to which the monkey rudder is secured by three bolts in each arm of the double Y and two in the main shaft
- total length of shaft is 6 feet 2-3/4 inches
- depth of double inverted Y is 2 feet 3-1/2 inches.

Connecting Rod between monkey rudder shaft control arms
- steel plate with a fir stiffener across the top which is secured to the steel plate by 6 U clamps and anchor plates
- control cables are connected to
either end.

**Monkey Rudder**

- two rudders attached to the monkey rudder bar located aft of the paddle wheel
- rectangular in shape with curved corners of 4 inch radius
- approximate dimensions are 7 feet 1/2 inch x 2 feet 5-1/4 inches x 2-3/4 inches
- has at least 5 steel rods, 9/16 inch diameter, extending through it from top to bottom
- held to the monkey rudder shaft by 8 bolts as has been noted above.

**Monkey rudder connecting control arm**

- extends 2 feet 11 inches aft of the shaft to the connecting arm
- one on top of each monkey rudder shaft.

**Monkey Rudder pulley blocks**

- for the monkey rudder cables extending to the ends of connecting
rod
- located on top of junction of monkey rudder bar and fore-aft cross beam timber
- a two leaf pulley block
- has a grease cup on top of shaft through center of pulley
- secured to ship by two 11/16 inch diameter pins with square nuts on both ends

Paddle Wheel
- consists of 5 individually spoked wheels keyed onto the paddle wheel shaft
- approximately evenly spaced with centers of outside wheels being 25 feet apart
- two key ways are part of a shoulder sleeved onto the main shaft
- main shaft is 1 foot 5/8 inch outside diameter with 6-1/2 inch hollow center
- diameter of sleeves is 1 foot 2-1/4 inches
- each of the five wheels consist of

405, 531, 818, 821.

AF, 9-36-s152;
AF, 10-36-s153;
AF, 11-36-s154;

P. 2, 8, 41, 42,

301, 366, 379,
389, 395, 405,
531, 818, 819,
821;

Tr., Olson,
p. 11;
Tr., Coghlan,
pp. 22-23;
Tr., Steinback,
p. 91;
Tr., Hogg,
a cast wheel collar keyed to the p. 189. shoulder on the main shaft
- the wheel collar is 2 feet 8-3/8 inches in diameter
- a connecting plate is riveted to the wheel collar
- the connecting plate is 5 feet 6-1/8 inches in diameter
- the spokes are held to the connecting plate by 3/4 inch square head bolts
- the wheel collar and connecting plate are located on the port side of the spokes on the port two wheels and starboard on the other three wheels
- each wheel has 16 spokes
- spokes have two bolt rings on the opposite side of the connecting plate and are 2 feet 8-5/8 inches and 5 feet 1-1/8 inches in diameter
- spokes are 9 feet 6 inches x 7-3/4 inches x 2-11/16 inches
- spokes have spacer blocks between them at main shaft end
- a wheel tie ring is located on the
same side of the wheels as the collar and connecting plates on a 13 feet + diameter

- spoke spacers are located between the spokes in the same location as the tie ring and attached to it by bolts that extend through the spacers and spokes to bolt plates on the other side

- paddle wheel connecting straps are attached to the ends of the spokes forming the circumference of the wheel with a diameter of approximately 20 feet

- the buckets are made of two boards 2-3/16 inches x 11-5/8 inches and 25 feet 10-1/2 inches long laid side by side on the spokes to which they are secured by U bolts that extend around the spoke through the boards and an anchor plate that extends across both boards opposite each spoke

- cross ties made of 3-1/2 inch x 3-1/2 inch fir are held to the spokes by U bolts that have been
attached across the five spoke wheels on every other series of spokes between the tie rings and the connector plates
- painted an off-red colour, not quite red but not quite orange either.

Main Rudders
- there are four main rudders each of which extends from below the main hull to a level below the paddle wheel
- the rudders are 6 feet 11-1/2 inches apart
- rudders have a triangular shaped forward end with the bottom curving up to the hull
- the aft end of the rudders are curved following the outline of the main paddle wheel
- all rudders are attached to a rudder shaft of similar shape to that what has been described for the monkey rudders and are located about 1/3 back from the forward end
- rudders are made of 3 inch by 1 foot AF, 12-36-s155; AF, 13-36-s156; P. 366.
4-1/2 inch boards held together by long bolts that extend through them
- a U strap has been attached aft of the rudder shaft location
- rudders are 14 feet 4 inches long and 3 feet 5-1/4 inches high
- top ends of the rudder shafts terminate in rudder mechanism covers that are made of 1/32 inch sheet metal and are bolted to the transom
- spacer bars are inserted between the rudder shaft just above the inverted double Y's.

Description Foredeck

General Statement
The major change in the foredeck since 1937 consists of an alteration of the planking pattern. As this is dealt with in detail in the following pages the change will only be briefly outlined here. Originally 2-1/4 inch (thick) planking extended from the forward end aft under the winch to the forward freight deck bulkhead. This section, which sat on the ship's center line, was approximately 7 feet
3-1/4 inches wide. On either side of it was decking of only 1-1/2 inch thickness, which had on top of it in the areas of traffic a wear deck.

The foredeck, throughout the operating season, was subjected to heavy traffic, especially in the area between the freight house forward bulkhead and the winch. The heavy use that this area of the foredeck was subjected to, meant that it gradually wore out and had to be replaced. Renewal of those areas of the deck covered with a wear deck was quite simple, as the old wear deck was simply lifted and replaced with a new one, leaving the main deck beneath it untouched. For the 2-1/4 inch decking running fore-aft replacement entailed removal of the winch before the actual decking could be renewed. To circumvent the extra work involved, in disconnecting the steam winch and lifting it off of the foredeck, before work on the deck could proceed, a decision was apparently made sometime after 1940 to change the layout of the foredeck planking. Instead of extending the 2-1/4 inch thick planking all the way aft to the bulkhead, as had been the case, it was terminated just aft of the winch. Aft of that point, namely the area that was subjected to the heavy traffic, a 1-1/2 inch sub deck was laid down with a wear deck on top, that is, the same covering as was in place to either side of this central area prior to the change. The area forward of the winch was at the best of times only subjected to light use. Subsequent
to the above modification, whenever the covering of this high traffic area wore out it was simply renewed through the simple replacement of the wear deck.

The painting scheme of the foredeck varied from grey to red depending upon the whim of some of the officers. According to one of the officers concerned, the S.S. Klondike had a grey foredeck until at least the early 1940s, after which it varied as has been stated above from grey to red. Painting of the foredeck was done at least once a year and more if it could be accommodated, which was not necessarily the case, and because of the heavy traffic across the deck, it more often than not had little if any paint on it.

Changes in the appearance of the foredeck appear to have been made when the conversion to cruise service was made. The most obvious addition was that of an anchor davit near the foreward jack staff. In appearance the davit was the same as that used for the life boats on the saloon and boat decks. The only other change, that has so far been identified, was the addition of one more control valve aft winch and the installation of a semicircular sheet metal guard aft of the valves.

The foredeck was of course used as a storage area and cargo space throughout the shipping season. As a storage space it held the main gang planks with one being stored inside the other and placed thwartship on the foredeck just aft of the winch. A run-off board may at times have been
stowed on top of the main gang planks. When lining through one of the rapids, pushing a barge, or pulling the ship off of a sand bank, rope coils were probably laid out on the foredeck; however, the larger quantities of cable were generally stowed below the foredeck and when used played out from there through one of the three hatches in the foredeck. Former crew members termed the foredeck fo'c'sle head and referred to the crew's quarters at the aft end of this deck as the fo'c'sle. While apparently at variance with conventional marine terminology, where the word fo'c'sle refers to the forward castle or superstructure of a vessel, the use of this word by Yukon rivermen had a sound etymological basis since the crew was quartered in the fo'c'sle in sailing vessels. The word fo'c'sle in the context of the Yukon riverboat provides an interesting example of the retention of the functional meaning of the word at the expense of its location in relation to other parts of the vessel.

A rope rack installed between the two freight doors and aft of the main mast was filled with rope, hooks and at times pulley blocks.

As to cargo this could be divided into two types; namely, that which went down river, and that which went up river. The downriver cargo that was stowed on the foredeck generally consisted of bulky items such as bulldozers, tractors, graders, and trucks; however, it could also be
such things as transformers, dredge buckets and lips for the same. The upriver cargo, unless there was a large piece of equipment to be handled, was generally limited to sacks of ore piled at times 6 high and two deep just aft of the winch. Except for such things as the gang planks and possibly the ore coming back upriver the material carried up on the foredeck showed no consistency.

The guards or rubbing strake and covering boards that extend aft along both sides from the stem did not change with the exception of the addition in the 1950s of a guard cable located toward the outside edge of the guard and extending aft from the aft freight door to the aft end of the cantilever beams.

<table>
<thead>
<tr>
<th>Foredeck</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foredeck length</td>
<td>AF, 14-36-s157.</td>
</tr>
<tr>
<td>- extends from station F 39 feet 7 inches to F 76 feet 4-1/4 inches for a length of 36 feet 9-1/4 inches.</td>
<td></td>
</tr>
<tr>
<td>Foredeck planking</td>
<td>AF, 16-36-s159; P. 14, 15, 33, 99, 148, 154,</td>
</tr>
<tr>
<td>(Pattern A)</td>
<td></td>
</tr>
<tr>
<td>- planking layout pre-1940</td>
<td></td>
</tr>
</tbody>
</table>
- 2-1/4 inch thick planking, varying in width from 5-1/2 to 7-3/4 inches, extended from the bow all the way back to the freight house forward bulkhead.
- The above area was 7 feet 3-1/2 inches wide and was secured directly to the thwartship frames below it.
- The wear deck was limited to either side of the 7 feet 3-1/2 inch wide section of 2-1/4 inch thick planking, except for a depression or well on either side of the winch.
- Wear deck was replaced every year.
- Deck was painted grey prior to 1942-43, after that date it may at times have been red (Pattern B).
- This particular layout of planking may be of the 1940s period and later.
- 2-1/4 inch x 5-1/2 to 7-3/4 inch planking extended aft from the forward end of the deck to 11 feet 9-1/2 inches forward of the forward bulkhead of the freight deck.
- The above area was 7 feet 3-1/2 inches wide and was secured directly to the thwartship frames below it.
- the rest of the foredeck was covered by 1-1/2 inch x 5-1/2 inch tongue and groove fir planking running fore-aft secured to the thwartship frames below this deck
- a wear deck was secured on top of the 1-1/2 inch decking and was made of 3/4 inch x 3-1/2 inch tongue and groove fir decking
- the wear deck only covered part of the deck so that 3 wells or recessed areas were left, one of which was located around the main mast and extended 4 feet 2-1/2 inches forward of the bulkhead and was 7 feet 3-1/2 inches wide. The other two areas were located one on each side of the winch and extended forward from the aft end of the two small hatches located on either side of the winch
- nailing pattern is not known.

Rubbing strake or shoulder covering AF, 16-36-s159; boards P. 14, 15, 33,
- the 3-7/8 inch wide planking or covering boards are continuous around the foredeck and both sides of the ship.
- total width of boards including rubbing strake edge board at foredeck is 1 foot 6-3/4 inches.

Hatches
- there are three hatches in the foredeck
- there is a small hatch on either side of the winch
- small hatches are 60 feet 9-1/2 inches forward of reference point and 4 feet 8 inches + from ship's center line
- the aft edges of these hatches are up against the forward edges of the wear deck on either side of the winch
- approximate size of these small hatches is 1 foot 4 inches by 2 feet 3 inches for the starboard hatch and 1 foot 4 inches by 1 foot 11 inches for the port hatch
- each of the above two hatches has a metal inverted U shaped handle in the center which recesses into the top of the hatch when not in use
- a large hatch which allows access below the foredeck is located just aft and port of the winch
- approximate size is 2 feet 10-1/2 inches x 2 feet 11 inches
- has similar handles to that noted above except that there are two of them with one near the forward edge and one near the aft edge
- main hatch is 52 feet 8-3/4 inches forward of reference point and 3 feet 7 inches port of ship's center line
- all hatches are made out of wood.

Forward Bits
- two bits forward of the winch and at 90 degrees to ship's center line
  AF, 14-36-s157; AF, 16-36-s159; P. 14, 15, 33,
- aft edge is 69 feet 7 inches forward of the reference point
  99, 148, 154, 199, 202, 208,
- approximate overall size is 1 foot 11-1/2 inches by 4 feet 10-1/2
  321, 810, 820.
984

inches.

Wire Rollers or Fairleads
- located at the forward end of the foredeck on the rubbing strake covering boards
- one set each on either side of the ship's center line
- made of metal
- approximate dimensions are 3 feet x 10 inches.

Foredeck Flag pole or Jack Staff
- at station F 74 feet +
- located just forward of the bits and on the ship's center line
- a wooden pole 36 feet 9-1/2 inches high
- base is square becoming octagonal 5 and round 10 feet 1-1/2 inches up feet 2 inches up from the deck
- base is 5 inches square and top
  2-3/4 inches in diameter
- bottom is hinged to the deck
- there is a 5 inch square fir post on the forward side of the flag pole
- square and octagonal section are
painted black and the round section white
- had wind indicator at its top
- held mail flag, red danger flag (explosives) and American flags depending upon location and cargo.

Davit
- located just forward of the flag staff noted above
  - at station F 74 feet 9-1/2 inches
  - similar in detail to life boat davit on the saloon and boat decks
  - may have been installed after 1953
  - not in evidence in any photo taken prior to that date.

Deck Rings
- two steel deck rings, one approximately 8 feet on either side of the ship's center line and about 67 feet 10 inches forward of the reference point.

Cleats or kevels on the foredeck
- there are four in total
- there is one on either side of the winch
- there is one on either side of the foredeck on the rubbing strake covering boards with the forward ends of these being approximately 59 feet 9 inches forward of the reference point.

Wire roller
- there is a wire roller or fairlead associated with each of the two cleats or kevels on the rubbing strake covering boards
- located aft of the cleats.

Deck Rings
- large triangular deck rings
- one each secured to the rubbing strake covering boards just aft of the fairleads associated with the kevels secured to the covering boards on both sides of the foredeck.

Sleeve for guard rail post
- one on either side of the foredeck approximately 44 feet 9 inches forward of the reference point
- located on the rubbing strake covering boards with its inward edge up against the wear deck
- a 1-1/16 inch, inside diameter, pipe set into the covering boards and attached to a rectangular plate secured by four screws to the top of the covering boards.

Eye Bolt
- one on either side of the main mast
- each bolt is 41 feet 3-3/4 inches forward of the reference point and 1 foot 10-1/2 inches on either side of the ship's center line
- not known if these were in place prior to removal of original 2-1/4 inch fore-aft decking.

Strap Eyes
- there are two with one just forward of the winch and one just aft of the winch
- each is a 4 foot 7 inch steel plate 6 inches wide secured to the deck and has a ring at either end of the steel strap.

Spar footings or seats
- extend out from the forward bulkhead
- one approximately 14 feet 1 inch on either side of the ship's center line and measured to the outside edge of the seats
- starboard seat is 11-1/2 inches wide, 2 feet long and 6-1/2 inches high
- has semi-circular forward end
- two bolts extend through its width
- has 2-1/2 inch hole surrounded by a 4 inch square metal plate in its top
- secured to sub deck by four bolts
- port seat similar in design to starboard seat except instead of a hole it has a 9-7/8 inch diameter wooden block 2 inches thick secured to the top of the seat by three bolts that extend through the main part of the foot and the sub deck.
Main Mast

- situated on ship's center line with the aft edge 1 foot 6-1/8 inches forward of the forward freight deck bulkhead
- height of mast is 41 feet 8-1/8 inches
- diameter at the foredeck is 11-1/4 inches and at its top is 7-1/4 inches
- there are four wooden cleats, each two feet long, each secured with two long spikes to the mast and perpendicular to the deck. Two of these cleats are secured to the aft side of the mast 3 feet 3-3/8 inches off of the deck and one each on the port and starboard side 4 feet 2-1/2 inches off of the deck.
- there are two 1 inch thick mast bands one flush with the other, held to the mast by a bolt through two ends of the band with the bottom of the first band being 6 feet 9-1/2 inches off of the deck
- the bottom band has one 2 inch eye horizontal to the deck extending out
forward whereas the top band has two such eyes one on either side and 1 foot 4 inches between centers

- eyes are for the pins located at the bottom of the booms

- a 5/8 inch thick eye band with four eyes at 90 degrees to each other is located 9-1/8 inches from the top of the mast

- a 5/8 inch thick steel band is located 1-5/8 inches above the top eye band

- there are 1 foot long 4 inches wide wedge supports screwed to the main mast directly below the bottom mast band

- a five inch high collar surrounds the mast at the deck

- top of main mast is secured to guy wires which extend aft to rings on the boat deck.

Booms
- two booms from boom heel swivel pads attached to main mast extend upward and outward one to either side

P. 15a, 71, 170, 171, 172, 200, 319, 364, 458, 478, 526, 743,
- length of booms not known
- booms are connected at their top ends to the top of the main mast by topping lift block and topping lift
- secured aft to boat deck by vang to a vang pad screwed to the boat deck
- bottom of boom has boom heel secured fitting
- top of boom has a boom head to which shackles are attached for topping lift block, vang and hoist block
- forward vangs not in place when boom is in secured position but kept along side the boom and secured to a ring located at the boom's goose neck
- bottom of boom up to about boat deck level when in secured position appears to be hexagonal in shape after which it is round
- booms all of wood
- tops of booms, perhaps 10 feet, are painted black whereas bottom section is white.

Anchors P. 178, 740, 779,
- rest up against the forward bulkhead
- one on either side of the main mast
- dimensions not known
- originally one was kept up by the jackstaff.

Winch or windlass
- steam winch located on the foredeck between the two eye straps noted previously
- has two warping drums on either side (4 gypsy heads independent)
- two 7 by 12 inch engines reversible cast steel gears
- winch is painted black
- warping drums have been painted red
- made by C.J. Begent, Seattle, Washington.

Barge Push Bar or Punching Post
- wooden beam shaped to ship's stem
- hung at forward end over stem when pushing a barge
- kept greased with waterproof grease.
Rope Coils
- laid on deck when ship was in operation.
P. 14, 118.

Drum
- may have held steel cable or rope
- sat on foredeck when pushing a barge.
P. 14, 15, 118, 148, 202, 208, 321.

Main Gang Planks
- lay thwartship just aft of the winch
- approximately 32 feet long
- one fits inside the other
- had rubbing boards on either side
- braced on both sides.
P. 3, 10, 93, 165, 176, 179, 182, 196, 207, 208, 215, 223, 320, 457, 502, 543, 547, 745, 748, 757, 760, 761, 780, 787, 795, 796, 802, 804, 805; Tr., Farber, p. 405; Tr., Doheny, pp. 34, 66.

Run off boards
- appear to be the width of the main
P. 3, 118, 165, 176, 196, 502,
gang planks
- have hand holds
- two types; one for the ends of the
  gang planks which are short whereas
  the others were quite long, possibly
double the above
- dimensions not known.

Narrow gang planks
- long board with strips of wood
  nailed to it
- had rope attached at one or both
  ends.

Cargo
- carried on fore deck
- upriver: mostly sacks of ore concen-
  trate
- number of ore sacks carried varied
  from one row three high to two rows
    six high
- all carried aft of the winch
- downriver cargo carried on the fore-
  deck varied from large bulky con-
  tainers, dredge buckets and lips, to
  trucks, cats and graders.

543, 547, 765, 787, 795, 802, 804, 805.

P. 33, 140, 182, 207, 208, 457, 761, 810, 820.

Cable
- 4 to 5 thousand feet of cable was kept in the fo'c'sle.

Tr., Jan. Conf.
Sun. III,
p. 45;
Tr., Coglan,
p. 50.

Water Barrels
- 15 barrels of water may have been placed on the foredeck to trim the ship going through Five Fingers rapids.

Cord wood
- at times carried on foredeck.

P. 32.

Rubbing Strake or Guard

Covering boards
- 3-7/8 inch wide planking extending

between edge board and forward freight deck bulkhead
- width of covering boards at foredeck is 1 foot 6-3/4 inches
- see foredeck for photographs.

AF, 14-36-s157;
AF, 16-36-s159.
Edgeboard - or Rubbing Strake
- made of 2-1/2 inch x 7-7/8 inch boards on edge
- cover the ends of the hull thwart-ship frames
- painted black.

Chain anchor and Deck Ring
- one on either side of freight deck housing
- on the rubbing strake with forward edges at station F 40 feet 3-3/4 inches starboard and 40 feet 5-3/4 inches port
- a steel plate 5 feet long and 8 inches wide is bolted to the guard covering boards
- ring is secured to the steel plate by another plate 2 feet 7 inches long and 4-1/4 inches wide
- a 1-1/8 inch O.D. steel rod welded to a plate is secured to the aft end of the above noted plate by 5 bolts, the use of the rod or what it extends to is not given on the As-Found blueprints.
Cleats or Kevels
- one each located on either side at approximately station A 111 feet 3-1/4 inches and one each on either side at the forward edge of the aft freight door at approximately station A 82 feet
- all are on the rubbing strake
- all are secured to a steel plate bolted to the rubbing strake covering board
- aft cleats are 3 feet 5 inches long, forward cleats are 3 feet 9-5/8 inches long.

Ring Bolt
- just forward of cleats at forward edge of aft freight doors
- a 1/2 inch thick, 2-5/8 inch I.D., ring secured to the deck by an eye bolt.

Guardrail Post Sleeves
- inserted through rubbing strake covering board just inside the edge-board
- they start just aft of the cleats at the forward edge of the aft freight doors and extend to aft edge of Pitman arm opening
- there are fourteen sleeves and the spacing between them varies from 4-1/2 feet to 5-1/2 feet+
- sleeve is a 1-1/16 inch I.D. pipe with rectangular flange at the top and held to deck by countersunk wood screws
- not in evidence prior to 1954.

Guard Rail posts  
- a 3 foot 5-3/4 inch high 1 inch diameter steel post  
- has a 1/2 inch diameter hole in it at heights 2 feet 5/8 inches and at the top for chain or chord  
- has a 3/4 inch thick flange 4-1/8 inches up from the bottom  
- inserted in above noted post sleeves
- not in evidence prior to 1954.
Description Interior Bulkheads of Cargo Space

General Statement
As-Found recording of the freight deck housing interior bulkheads was, for the most part, limited to line drawings of those structures. No evidence was presented on those blueprints of crew's quarters that appear to have been constructed in the 1950s in the cargo space. There appears to have been no attempt to record any witness (scar) marks associated with any of those bulkheads. It was, therefore, difficult if not impossible to formulate questions concerning the freight deck when former crew members were being interviewed. As photographs of the freight deck interior are scarce, and for some areas non existent, information for the restoration of this area was restricted to that obtained from the vessel itself and former crew members. A detailed knowledge of the former was required before the latter source could be tapped effectively. As it was, information obtained concerning these bulkheads was on the whole, for the above noted reasons, limited in content and value, and had, for the most part, to do with the contents of the storage lockers located underneath the forward companionways.
### Starboard Bulkhead

<table>
<thead>
<tr>
<th>Windows</th>
</tr>
</thead>
<tbody>
<tr>
<td>- for location and description see exterior starboard bulkhead</td>
</tr>
<tr>
<td>- see photographs noted for exterior bulkhead.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Freight door openings and doors</th>
</tr>
</thead>
<tbody>
<tr>
<td>- for location and description see exterior starboard bulkhead</td>
</tr>
<tr>
<td>- see photographs noted for exterior bulkhead.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rail boards for freight door pulleys</th>
</tr>
</thead>
<tbody>
<tr>
<td>- located directly above the door opening and also extending an equal distance aft of the door opening</td>
</tr>
<tr>
<td>- size of board is not stated in As-Found blue prints.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bulkhead studs</th>
</tr>
</thead>
<tbody>
<tr>
<td>- on approximately 18 inch centres</td>
</tr>
<tr>
<td>- there are 116 studs exclusive of forward and aft bulkheads</td>
</tr>
</tbody>
</table>

**Source of Information**

- AF, 26-36-S169.
- AF, 26-36-S169; P. 79.
- A 1 inch x 4 inch board has been nailed the full length of the bulkhead on the studs directly below the deckhead frames.
- Most studs are 1 inch x 2-7/8 inches that extend between deck plate and deckhead.
- Interspersed among the above 1 inch studs are 2-7/8 inch x 3 inch studs, which, if all studs are numbered starting at the forward end and excluding the forward and aft corner posts, occupy positions 2, 9, 17, 21, 25, 25, 32, 38, 47, 53, 60, 62, 70, 77, 81, 88, 90, 94, 104, 109.
- Of the 2-7/8 inch x 3 inch studs, numbers 9, 25, 38, 53, 70, 88 and 104 have a knee between their top ends and deckhead frame.
- The knee extends 3 feet 4 inches along stud and deckhead frame and is held by 6, 3/4 inch diameter bolts.
- The knees are 3 inches wide and 4-3/4 inches thick at their ends.
- below forward companionway to forward saloon deck
  AF, 29-36-s172;
AF, 22-36-s165;
AF, 33-36-s176;
P. 196, 763, 765, 795, 805, 824.

- aft bulkhead is 10 feet 1/2 inch aft of aft edge of forward bulkhead studs
- aft bulkhead extends 6 feet 11-7/8 inches up from deck where it meets the enclosed stringers of the forward companionway to the saloon deck
- inboard bulkhead of locker is covered with 3-1/4 inch wide tongue and groove siding applied vertically and is continuous with companionway enclosure
- aft bulkhead has a 6 feet 1/4 inch by 2 feet 1-3/8 inch door made out of 3-1/4 inch x 1 inch tongue and groove siding attached to three 3/4 inch x 4 inch boards
- door has strap hinges on outboard edge, and a five inch steel hasp on inboard side just above a wood door handle
- rest of aft bulkhead appears to be tongue and groove siding applied vertically.
Fire Axe Holder
- above locker door noted above
- approximately rectangular wooden board, 3 feet 1 inch long and 3/4 inch thick
- haft holder and head holder are made of 1/16" sheet metal
- haft holder is 1-1/2 inches wide and extends 1-3/8 inches out from board
- head holder is a 7 inch long bracket also made of 1-1/2 inch wide sheet metal
- probably painted red.

Bulkhead protection frame
- up against inboard bulkhead of locker and companionway
- extends 6 feet 6 inches up the bulkhead
- extends aft from the forward bulkhead and stops short just forward of the aft bulkhead
- made of 5 vertical members which include a forward bulkhead stud and 11 horizontal members attached to the vertical members

AF, 29-36-s172;
AS, 26 June 75.

AF, 29-36-s172;
P. 196, 763, 765, 795, 805, 824.
- not in place by 1940 and was added
  sometime subsequent to that date.

Suspended Shelf
- extends 10 feet 11 inches aft from
  the forward bulkhead along compan-
  ionway bulkhead
- top of shelf is 2 feet 3-1/8 inches
  below deckhead frame
- width of shelves including hangers
  is 1 foot 10-3/8 inches
- shelving is laid on U wood hangers
  attached to deckhead frames
- there are three hangers, each made
  of 1-1/2 inch x 2-7/8 inch fir, held
  together at the bottom by 3/8 inch
  diameter bolts.

Engine Room Doors
- see location and description
  exterior bulkhead.

Companionway Aft
- from aft end of freight deck to aft
  end of saloon deck
- stringers are of 1-1/4 inch x 9-1/2
inch boards with inside edges of the two stringers having 1 foot 7 inches separation
- treads are 9-1/2 inches deep, are notched into stringers and have no risers between them
- tread separation is 8 inches
- each tread has a black rubber tread that extends from the bottom over the nosing and 6 inches aft
- 1/4 inch masonite extends along the full length of the aft side of the stringers and treads
- stringers have a 1/2 inch chamfer along their inner top edge
- tongue and groove siding covers inboard bulkhead of well.

Aft Running Light AF, 26-36-s169.
- see exterior starboard bulkhead for size and location.

Sling doors AF, 26-36-s169;
- see exterior starboard bulkhead for size and location.
Window Grates
- four boards across the inside of each of the windows
- for protection
- width of boards is not known
- on all windows except aft four
- width of boards and spaces between them is about equal.

Rope
- on the rack suspended from the deck-head and up beside the inboard bulk-head of the forward companionway and locker
- held excess rope from the spar on the starboard side.

Locker contents (A)
- in locker below one of the forward companionways
- small tools
- brooms
- axe
- claw hammer
- nails
- crow bar
- wedges
- soft patches
- oakum
- step ladder
- hip waders
- hose.

Locker Contents (B)  
- in locker below one of the forward companionways, used as a first class mail locker
- cots and the three tiered bunks when not in use were also stored in locker.

Tr., Hogg,  
pp. 256-257;  
WSS-1975, I,  
pp. 26-27,  
29-30;  
Tr., Forde, I,  
p. 14; II,  
p. 39;  
Tr., Coghlan,  
pp. 39-40.

Colour Scheme of bulkhead  
- grey and aluminum.

Ore Sacks  
- stacked along forward storage locker bulkhead
- curatarial has samples.

AS, 26 June 75.

P. 824.
Port Bulkhead

Windows
- see exterior bulkhead for location and description.

Freight door openings and doors
- see exterior bulkhead for location and description.

Bulkhead studs
- see starboard interior bulkhead.

Locker
- below forward port companionway
- see starboard interior bulkhead.

Fire Axe Holder
- see starboard interior bulkhead.

Bulkhead protection frame
- see starboard interior bulkhead
- not installed prior to 1940, exact date of installation is not known. P. 215, 745, 748.

Suspended Shelf AF, 26-36-s169;
- see starboard interior bulkhead. AF, 29-36-s172;
P. 215, 745, 748 817.

Engine room door AF, 26-36-s169.
- see port side exterior bulkhead for description and location.

Rail boards for freight door pulleys AF, 26-36-s169;
- see starboard side interior for location and description. P. 79, 232, 288.

Aft Running Light AF, 26-36-s169.
- see exterior port bulkhead for location and size.

Sling doors AF, 26-36-s169.
- see exterior port bulkhead for size and location.

Rope P. 215, 745, 748, 817.
- in the rack suspended from the deck-
head and up beside the inboard bulkhead of the forward companionway and locker
- held excess rope from the spar on the port side.

Locker contents
- see notes, starboard side interior bulkhead
- locker beneath forward companionway.

Painting Scheme
- see note starboard interior bulkhead.

Forward Bulkhead

Has two levels A and B
- to accommodate two freight doors.

Elevation A
- is 6-3/4 inches aft of level B or the forward bulkhead
- encompasses the center section and
port side of the forward bulkhead
only.

Rail board and support
- a 2 inch x 5-3/4 inch board
- directly above the freight door
  opening
- extends from the port side, across
  center section to approximately 4
  feet 4 inches starboard of the
  ship's center line
- secured to four, 2-3/8 inch _, posts
  that extend from the deckhead frame
to the deck. There is one post on
the port side of the port freight
doors opening, 12 feet 7-1/16 inches
from the ship's center line, two
other posts are located approxi-
mately 4 feet 3 inches each on
either side of the center line and
one post is approximately 2-3/8
inches port of the center line.

Stiffeners
- four stiffeners of 3/4 inch x 2-1/2
  inch boards for this partition have
been inserted on approximately 18 inch centers with two going on either side of the post nearer the ship's center line.

- the stiffeners are notched 3/8 inch into 1-3/8 inch x 2-1/4 inches top and bottom plates which have a 7 feet 11-5/16 inch separation.

Covering boards

- covering boards extend between the vertical posts located approximately 4 feet 3 inches on either side of the ship's center line.

- the first board up from the deck is 1 foot 1-1/2 inches wide at its end with its bottom edge following the curvature of the deck.

- the next 8 boards, which start 1-3/4 inches above the bottom board, are all 5-1/4 inches wide.

- all of the boards are 3/4 inches thick.

- boards have been painted grey.

- two other boards have been attached to the posts and the stiffeners and
are located above the covering boards. The one on the port side extends 3 feet 1-1/8 inches inboard, 1 foot 6-7/16 inches above the top of the covering boards; and the one on the starboard extends 1 foot 8-1/4 inches inboard, 1 foot 7-1/8 inches above the covering boards.

Elevation B

Forward Bulkhead


Studs
- most of the 1 inch x 2-7/8 inch studs are on 18 inch centres except in the area of the freight door openings
- all of the 1 inch studs are notched into 1 inch x 2-7/8 inch deck plates
- 3 inch+ square studs are located on either side of the freight door
openings and extend from the deck up to the deckhead frame
- a 6 inch wide header extends between the 3 inch square studs over the freight doors and also at that level between the freight doors
- the vertical studs are notched into the headers and cross beam.

Beam
- running thwartship directly below the fore-aft deckhead beams is bolted to the forward bulkhead studs
- beam is 6-3/4 inches wide
- the 6-3/4 inch width is stepped down to 3-3/4 inches from the starboard edge of the starboard door over to the starboard edge of the port door.

Door railing
- a 3/16 inch thick, 1-1/4 inch high, metal railing secured to ends of T rail hangers is screwed to the door header and continuation thereof in the center section
- extends from starboard edge of star-
board freight door to about a foot starboard of the starboard edge of the port freight door.

Cross bracing
- made out of 2-7/8 inch square beams extending from deck to deckhead
- between forward doors.

Doors
- for both freight door openings see description of exterior bulkhead.

Painting Scheme
- see note starboard interior bulkhead.

Aft Bulkhead

Beam
- a 2-3/8 inch x 7-1/2 inch thwartship beam runs from the port bulkhead to the starboard bulkhead just below the fore-aft deckhead beams
- secured to a port and starboard bulk-
head stud by 3/8 inch diameter bolts.

Companionway
- to aft saloon deck
- see description of stairs given in
  section dealing with starboard
  interior bulkhead.

Bulkhead covering
- except for the cable housing located
  in the center of the bulkhead all
  the rest is covered with 11/16 inch
  x 3-1/4 inch tongue and groove
  siding.

Removeable panels
- possibly of tongue and groove
- two on the port and one on the star-
  board side
  1) - starboard side panel to just
      port of companionway
      - extends 5 feet 1-1/2 inches
      above the deck measured at its
      starboard side and is approxi-
      mately 2 feet 5 inches wide
  2) - port side panels are stepped
along their top edges
- it is 6 feet 2-3/8 inches high along its outboard edge of the outboard panel and extends inboard approximately 1 foot 9-1/2 inches where the next panel is 5 feet 1-3/4 inches above the deck and then extends approximately 2 feet 6 inches inboard where it drops down to the deck
- panels are held in place by using buttons attached to the bulkhead along the top edge of the openings.

Hog Post hole
- one on either side of the bulkhead
- just inboard of each removeable panel noted above
- bottom edge of each hole is approximately 1 foot 6 inches above the deck
- size of each opening approximately 2 feet 3 inches high and 9-1/2 inches wide

AF, 27-36-s170.
- inboard edge of each hole is 3-5/8 inches outboard of door openings noted below.

Doorways AF, 27-36-s170.
- to engine room
- one each located on port and starboard sides
- each is located 3-5/8 inches inboard of hog post opening
- each opening is 6 feet high x 2 feet 8-1/2 inches wide including door jamb
- a 3/4 inch x 2-1/2 inch doorstop is nailed to the door jamb to the height of the halfdoor, which on the inboard side is 3 feet 6-3/4 inches
- hinges on the starboard door are attached to starboard side of opening
- starboard doorway has 'CERTIFIED ENGINE ROOM SPACE' above it in black lettering.

Halfdoor AF, 27-36-s170;
- for above noted doorways AF, 33-36-s176;
- 3 feet 6-3/4 inches high and 2 feet 8-1/2 inches wide
- has two vertical panels
- a 1-1/8 inch strip of wood was added to the bottom and top to get above noted height
- has eye for hook attached near the top on the side away from hinges
- painted white.

Hook and eye
- for above noted doors
- made out of brass
- hook and hook shaft are 2-5/8 inches long.

Wooden Holder
- above starboard doorway
- one on each side of door jamb
- 9-1/2 inches high and 2 inches wide
- only bottom 4-1/2 inches up against the bulkhead and is 1 inch thick
- top 5 inches sits out from bulkhead and is 3/8 inch thick

Cable Housing
- comes 1 foot 5 inches out from the bulkhead
- is 1 foot 7-1/2 inches wide
- port side lies on ship's center line
- covered with masonite
- extends up to thwartship beam noted above.

Hatch door
- in the aft bulkhead up against port side of housing
- top edge is 8 feet up from the deck
- hatch is 4 feet 5-1/4 inches long and 3 feet 2-1/8 inches high
- has T hinges along the top edge, 7 inches in from each side
- made of tongue and groove siding, the same as the bulkhead
- a large screw eye is near the bottom edge along its center line
- door is held open by a long wire hook fastened to a joist.

Work bench
- extends along aft bulkhead
- 8 feet 1/2 inches long with its star-
board side bolted up against the housing noted above
- 2 feet deep
- top edge is 2 feet 7-1/2 inches above the deck.

Wall Cabinet
- 2 feet starboard of the port engine room door
- the bottom bracket is 3 feet above the deck
- rests on two wooden brackets with braces
- brackets are 2 feet high and come out 1 foot 4-1/8 inches from the bulkhead
- brace is notched into both arms of the bracket
- cabinet is 3 feet 1-1/2 inches high, 2 feet 6 inches wide and 1 foot 4-1/8 inches deep
- interior of cabinet has one shelf 1 foot 7 inches up from the bottom edge of the cabinet
- interior of cabinet and door are covered with sheet metal that is
nailed on
- front of cabinet has 2 inch side and top casing
- door is tongue and groove nailed to three 2 inch x 1/2 inch horizontal members
- door has 2 strap hinges on its port side and a wooden button closure on its starboard side.

Drill table
- has four turned legs made of 3/4 inch square posts
- has 3-3/4 inch square frame between legs and main table top
- table top made of 1 foot hardwood boards set on edge, held together by two 5/8 inch square threaded rods and a 3/8 inch x 2-1/2 inch iron belt
- drill was secured above this table.

Hooks
(A)
- above port and starboard removeable panels
- starboard one 2 feet 1 inch above the panel
- port one 2 feet 1-1/4 inch above the lower panel
- hook is 4 inches wide with backplate extending 2-1/2 inches up the bulkhead to which it is secured by two wood screws
- hook section comes 3-1/2 inches out from the bulkhead
- painted white
(B)
- one 7-3/4 inches above the port door and 9 inches inboard from the port jamb
- narrow hook 15/16 inches wide
- held to bulkhead by 3 brass R.H. wood screws
- hook section comes out along the top 2-1/2 inches
- may have held axe haft
- made out of brass.

Painting scheme
- see note starboard interior bulkhead.
Description Boiler Housing

General Statement
The boiler housing was basically a series of panels approximately five feet high inserted between stanchions that extended along both the port and starboard sides of the boiler opening in the deck. The boiler itself sat on a boiler cradle which rested directly on the frames along the bottom of the hull. The forward end of the housing was open to allow access to the firebox by the firemen. The aft end of the boiler was similarly exposed as the tubes of the boiler had to be punched regularly, which could only be done from this end. Besides leaving the ends of the boiler exposed, the boiler housing also had small ports in various panels for the numerous valves that were associated with the piping systems that surrounded the boiler.

Photographic evidence appears to indicate that hooks presently on the boiler housing stanchions or studs may have been added at a later date, and there is presently no information at hand to indicate at what date they may have been installed. If these hooks were used to stow boiler cleaning gear it can only be assumed that such gear was probably stored on top of the boiler prior to the installation of the hooks. Other than the hooks no discrepancy has been found between what is noted in the
following sheets and the appearance of the housing when the S.S. Klondike was launched.

<table>
<thead>
<tr>
<th>Boiler Housing</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Dimensions</strong></td>
<td><strong>AF, 34-26-s177;</strong></td>
</tr>
<tr>
<td>- 9 feet 1-1/4 inches wide x 26 feet 6 inches long</td>
<td><strong>P. 206, 233, 798.</strong></td>
</tr>
<tr>
<td>- port housing sits 4 feet 7 inches port of the ship's center line</td>
<td></td>
</tr>
<tr>
<td>- aft edge of housing is at station F 3 feet</td>
<td></td>
</tr>
<tr>
<td>- has eight, 2-7/8 inch x 3 inch, posts on either side, two located at the aft corners are doubled</td>
<td></td>
</tr>
<tr>
<td>- all posts are bolted to thwartship deckhead members located below main fore-aft deckhead beams</td>
<td></td>
</tr>
<tr>
<td>- 4 feet 11-3/4 inches high panels, made out of 5/8 inch x 5-1/4 inch shiplap, have been inserted between the posts on both sides of the housing</td>
<td></td>
</tr>
<tr>
<td>- a 1-1/8 inch x 3-1/2 inch board runs</td>
<td></td>
</tr>
</tbody>
</table>
the full length of the housing on either side directly above the panels and is notched around the posts
- holes have been cut in the second and third panel from the aft end on the starboard side to allow access to boiler valves
- second panel forward from aft end has sign in white block lettering near the top stating "KEEP THIS SPACE CLEAR"
- all panels were painted grey
- panels held by wood buttons
- aft end has a 2-3/8 inch x 9-1/2 inch brace bolted between port and starboard corner posts, 6 feet 2 inches from the deck
- a 3 inch x 2-7/8 inch support extends up from the aft brace to a fore-aft deckhead beam and is bolted at either end
- at the forward end, 5/8 inch x 3-1/4 inch tongue and groove siding extends from the top of the boiler up to the deckhead.
Hooks
- hooks have been placed on the boiler housing posts at two levels
  - one level is 2 feet 5 inches above the panels
  - the lower level is 1 foot 6-1/2 inches above the panels
- hooks vary in size with the upper hooks having the larger capacity
- all are made of steel and have been screwed to the posts
- all hooks were painted black
- if photographs 206 and 798 are of the S.S. Klondike, then the hooks appear to have been added subsequent to 1941.

Fire Pit opening
- at forward end of boiler in line with boiler opening in deck
  - 7 feet 1/2 inches long and 8 feet 8-1/8 inches wide
  - there are four steel posts or stanchions around its perimeter, two on either side
  - the first pair of posts are 1 foot
2-3/4 inches from forward edge of boiler housing, the second pair are 5 feet 9-3/4 inches forward of the first pair of posts
- posts made of 2 inch O.D. pipe
- extending from metal footings set on a 1-1/8 inch x 2-7/8 inch bottom plate to similar footing up against main fore-aft deckhead beams
- each pipe has a piece 11/16 inch O.D. pipe welded 3 feet 1 inch up from the deck
- painted black.

Sign
- stating 'KEEP THIS SPACE CLEAR'
  noted on second panel forward from the aft edge on the starboard side
- photograph no. 206 taken in 1941 does not show this sign in place
- may have been painted on at a later date.

Ore sacks
- along housing.
Information about Boiler Area and Boiler

When researching the physical structure of the S.S. Klondike information was gathered concerning the boiler and various systems associated with it. This information came principally from three sources, namely; the M.O.T. file concerning the S.S. Klondike, a notebook by a former Port Engineer and interviews with those who worked on the freight deck. The information thus gathered has not been checked for veracity with the actual structure and may, therefore, be subject to change once this has been done.

Appendix B at the back of this report is a series of photographs of blueprints culled from the M.O.T. file noted above. Some of these blueprints have to do with certain aspects of the boiler, such as the economizer. These blueprints have not been listed here; however, a complete listing has been given at the beginning of that appendix.

Boiler water controls
- two gauges located on boiler face Tr., Lesyk, pp. 59-60;
- valve for water pump located on the Tr., Farber, left side when facing boiler near pp. 47-48;
  water pump bob. Tr., Steinback, p. 115.

Water pump bobber Tr., Farber,
- attached by a long cord to the water pump piston located in the engine room
- indicated working rate of water pump
- bob hung on the left side of the boiler when facing it
- may have been brass
- 6-8 inches long.

Speaking tube to the engine room Tr., Lesyk, pp. 47-48.
- on the left side of the boiler face pp. 62-63;
- located in front of the water pump Tr., Farber, pp. 45-48.
- see description of whistle given in section dealing with the wheel house.

Forced draft control Tr., Farber, pp. 50-51.
- steam forced draft
- located on the same side as the speaking tube.

Poker Tr., Farber, pp. 63-64.
- kept in fire hole
- had a long handle and a hook at the
end.

Flashlights
- may have had two flashlights in the fire hole
- 2 cell chrome finish with large head
- may have hung on a nail.

Gauntlets and arm protectors
- loose gauntlets and canvas arm protectors
- left in the hold between shifts.

Navy sweat rags
- perforated rags
- kept in and near the fire hole.

Steam Pressure gauge
- blood line at 185 lbs.
- on the right side of the boiler face.

Fire Box
- held 1-1/2 cords of wood.

Fire Wall
- 1 foot in front of the tubes.
Siphons
- to the bilges
- to pick up water from bilges
- controlled from valves on sides of boilers.

Lagging
- on boiler
- around virtually everything on boiler front
- noted as being a sort of white
- some was a ship's grey
- crew members taken to Whitehorse in 1975 noted extant colour consistent with original.

Boiler Gear
- ball cleaners and stainless steel reamers
- stored on top of aft end of boiler.

Boiler
- 116627
- made in 1901 by the Polson Iron Works in Toronto using plate supplied by Worth Brothers. The
boiler was originally placed in the steamer *Yukoner* subsequent to which it was used on the *Klondike* No. I before being installed in the *Klondike* No. II.

Particulars

- boiler was noted as having a heating surface of 2296 sq. ft., with a grate area of 54 sq. ft.
- in the 1952 inspection report it was noted that the boiler had been converted to oil and that "Smothering steam fitted in way of boiler firing space."

Boiler affidavit: 25 February 1901

- Shell Worth Bros., shell steel 60,000
- Furnace Worth Bros., flange steel 55,000
- Dimensions:
  - length 109 1/2,
  - breadth 73", and
  - height 84"
- Number of plain tubes 242, diameter
outside 2 1/2, length 12' thickness standard, the tubes have copper ferrules.

Shell of Boiler
- Height 9' 9"
- Width 7' 1 1/2"
- Length 21' 5"
- Diameter Outside 6' 9-5/8"
- Thickness of plate in boiler
  shell .827
- Thickness of plate in ends .51

Riveting
- No. of rows of rivets in cylindrical seams of shell of boiler ...2
- No. of rows of rivets in connection of round shell to furnace ...2
- No. of rows of rivets in ends of boiler ...2
- No. of rows of rivets in longitudinal seams in shell of boiler ...3

Boiler Shell
- Size of rivet holes 1-1/16" and 15/16"
- Pitch of rivet holes in longitudinal seams 3-5/8" by 2-5/8"
- Pitch of rivet holes in cylindrical seams 3-3/8" by 2 1/2"
- Distance of rivet hole from edge of plate 1-1/16" and 15/16"
- Size of man-hole ring or plate: 29" by 24" by 0.8"
  Number and size of rivets in ring - 38
  Size of man-hole opening: 11" by 15"
- All holes were punched.

Furnace
- Thickness of plate in top, bottom and sides of furnace .388"
- Thickness of tube sheets .518" and .552"

Stays in shell of boiler
- there are 21 stays in each end of the boiler
  15 1-5/8 Rd.
  4 1-1/2 Rd.
  2 1-1/4 Rd.
- There are 2 diagonal stays in the
flue head
3" by 5/8"

Stays in crown sheet of furnace
- There are 308 upright stays from furnace crown sheet to top of furnace each 1 inch
- Pitch between centres of upright stays is 4-3/4 inches by 4-3/4 inches

Boiler Mountings
- main stop valve was noted as being 7 inches in diameter and to be made out of cast iron
- auxiliary stop valve was noted as being 2 inches in diameter and to be made out of cast iron
- the feed check valve was noted as being 2 inches in diameter and to be made out of bronze
- the manufacturer of the boiler mountings was MacAvity & Lunkenheimer.

Safety valves
- there are two 2-3/4 inch spring safety valves
- these springs are made out of 3/4 inch rd. formed into 13 coils 15 inches long with a 4 inch O.D.
- made by 'Morrison & Co. Ltd. Toronto'
- thickness of washer under compression nut ... PV 25/64 - SV 13/32.

Try cocks
- there are three try cocks with height of the lowest being 3-1/2 inches.

Gauges
- there are two steam gauges
- there was one water guage with a range of 10 inches
- it was noted as being 3/4 inches in diameter with bronze fittings
- the working pressure allowed was 184 psi
- the manufacturer of these boiler mountings was noted as being MacAvity & Lunkenheimer.
Valves for the economizer ordered in M.O.T. file 1929 9562-188.

- 1 - 1" Lunkenheimer Bronze Relief Valve
  Screwed male inlet
  Screwed female outlet
  Bronze Regulating Wheel
  Set @ 220#
  For liquids Feig. 791, Catalogue #58

- 1 - 2" Bronze Extra Heavy
  Lunkenheimer Renewo Globe Valve with outside Screwed Spindle, Screwed ends,
  Fig. 53, Catalogue #58 with stuffing box and yoke

- 1 - 3/4" Hancock Extra Heavy Bronze Globe Valve
  Screwed ends, inside screwed spindle and stuffing box.

Boiler feed pump
- see Engineroom: Deck
Description Freight Deck Main Cargo Area

General Statement

All structural information pertaining to the main cargo area with the exception of the capstan has been derived from period photographs and available As-Found drawings.

The salient point to be noted in so far as the cargo is concerned is that the sternwheelers operated by the British Yukon Navigation Company supplied almost all of the communities and camps on the principal resource access waterways (the Yukon and Stewart Rivers) north and east of Whitehorse. (Taylor and Drury handled most of the side streams trade during the period under consideration.) The sternwheelers, particularly the Klondike, which was primarily designed as a freight boat, were - in a very real sense - floating warehouses that carried everything from soup to large mining machinery, eggs to explosives and face-cream to crank-case oil.

While in-depth research regarding the cargo, and specifically the packaging of same, has not been done by headquarters historical research a number of cargo-related inquiries were made during the course of research and a considerable amount of information has been collected. Of particular significance in this regard are three freight manifests obtained from the United States Customs office in
Anchorage, Alaska, which describe cargo carried by the Klondike in 1946 and 1947 as well as the basic packaging unit (case, box, etc.) for particular commodities. Under both Canadian and American law, vessels engaged in coastal trade (for purposes of this law, the Yukon River was defined as a coastal waterway) had to file copies of their berthing lists and freight manifests with the local customs office before clearing or entering a customs port. Unfortunately, attempts to obtain similar records or copies of same from Canadian customs offices in Whitehorse and Dawson were not successful. Many of the collector of customs records for the port of Whitehorse were apparently disposed of during the late 1950s or early 1960s. It is not known if these records were destroyed or transferred to private hands. The fate of the Dawson customs records has not been determined, except insofar as these records are no longer in the Dawson office. (This office has, however, a large collection of vessel registers and registers of inward and outward voyages.)

According to several company officials, the White Pass and Yukon Route has no information regarding freight carried by the Klondike (or any other BYN vessels) in its Vancouver, Whitehorse or Seattle offices. There is, however, a large collection of company records in the Yukon Archives (Corporate Record Group I). These include a collection of waybills dated 1948 (series V-3C and V-4). Many of these
waybills were photocopied in 1975, and along with the aforementioned freight manifests, are filed with and are being used by the project curators. For this reason, the information contained in these records has not been included in this report.

Two of the principal suppliers of provisions to the Yukon during this period were Pat Burns Limited and Kelly Douglas Limited. These firms have not been contacted by historical research, although Kelly Douglas has been contacted by the Curatorial Section, Interpretation Division. The Hudson's Bay Company, which operated stores at Selkirk and Stewart during the 1930s was contacted, and reported that there were no relevant records. Also contacted was the Northern Commercial Company, which operated the largest store in Dawson and was a major consignee of freight shipped by sternwheeler. Unfortunately, this company apparently disposed of its records when it liquidated its Yukon operations.

Photographs and the oral testimony of former rivermen were used to obtain information about the freight carried on the Klondike. The information derived herefrom is detailed below. Sketches of the placement of cargo on the freight deck, drawn by one of the Klondike's first mates (the first mates were responsible for the stowage of cargo) are included in the illustrations.

To facilitate interpretation of the freight carried by
the Klondike, the description of freight has been divided into downriver and upriver freight movements.

A cargo list of course does not include the various hand carts used, beds for second class passengers, spare rudders, nor the wood for the boiler, all of which had to be accommodated in the cargo area. A listing of possible material other than freight has also been given in the following sheets.

<table>
<thead>
<tr>
<th>Freight Deck and Main Cargo Area</th>
<th>Source of Information</th>
</tr>
</thead>
</table>

Main Cargo Area dimensions
- area extends from forward bulkhead at location F 39 feet 7 inches to station A 93 feet 4-1/4 inches for a total length of 132 feet 4-1/4 inches
- in width it follows the outline of the ship with the maximum being 40.5 feet
- this area includes the space occupied by the boiler
- the height of the cargo space is approximately 9 feet 10 inches
measured from deck to deckhead.

Decking
- 3/4 inch x 3-1/2 inch tongue and groove is laid over 1-1/2 inch x 5-1/2 inch planking
- the 3/4 inch thick decking is a working surface called a wear deck and has been laid in areas of heavy traffic such as doorways and the centre deck area
- nailing pattern of either is not known
- the planking of the subdeck and wear deck along the center of the deck runs fore-aft
- the wear deck by the port and starboard freight doors runs thwartships.

Hatches
- for entry to the hull
  1) approximate size of larger hatches is 1 foot 6-3/4 inches wide and 2 feet 8 inches long
- made of two layers of planking
which are secured to two cross pieces
- the two layers of planking are the same thickness as was used for the main deck and wear deck
- an inverted U bolt, located at one end and recessed when not in use, served as a handle
- there are 16 hatches in the main freight area at the following locations
  1) one on either side of the boiler about 25 feet aft of the forward bulkheads and about 4 feet 8 inches in from the port and starboard bulkheads
  2) 2 on either side of the ship's center line about 53 feet aft of the forward bulkhead and 4 feet 10-1/2 inches and 7 feet 8 inches in from the port and starboard bulkheads
  3) 2 on either side of the ship's center line about 78
feet 4 inches aft of the forward bulkhead and 4 feet 8 inches and 7 feet 8 inches in from the port and starboard bulkheads

4) 2 on either side of the ship's center line approximately 104 feet 2 inches aft of the forward bulkhead and 4 feet 7 inches and 3 feet in from the port and starboard bulkheads

5) one on either side of the ship's center line 121 feet 6 inches aft of the forward bulkhead and approximately 4 feet 2 inches out from the port and starboard bulkheads

2) There are two small hatches, measuring one foot 4 inches x 1 foot 3-3/4 inches, one on either side of the ship's center line about 85 feet 6 inches aft of the forward bulkhead and 4 feet 11 inches in from the port and
starboard bulkheads
- there is a 1 foot 9 inch x 2 feet 9-1/2 inch hatch 9 inches starboard of the ship's center line and 8 inches forward of the reference point.

Hog chains
- 8 hog chains, or four sets, extend through the freight deck
- a set is comprised of two hog chains, one on either side of the ship's center line
- located at approximately the following locations
  1) 32 feet 3 inches forward of the reference point and 5 feet 9 inches in from the outboard bulkheads
  2) 16 feet 8 inches forward of the reference point and 6 feet 7 inches in from the outboard bulkheads
  3) 19 feet 11 inches aft of the reference point and 6 feet 10 inches in from the outboard bulkheads
heads

4) 82 feet 3-1/2 inches aft of the reference point and 6 feet 4 inches in from the outboard bulkheads

- hog chains three and four above terminate at hog posts on this deck and are attached to plates secured to the top of the hog posts.

Hog Posts (1)

- there are five sets of hog posts or 10 hog posts in all that extend through the freight deck cargo area with one in each set on either side of the ship's center line
- two sets terminate in the cargo area a description of which will follow
- three sets continue through the deckhead of the cargo space to the upper levels and have been dealt with in those locations
- location of hog posts at deck level
  1) 11 feet 7 inches aft of the reference point and 6 feet 1-1/2 inches in from the port and
starboard bulkheads

2) 30 feet 5 inches aft of the reference point and 6 feet 3 inches in from the port and starboard bulkheads

3) 53 feet aft of the reference point and 6 feet 1/2 inch in from the port and starboard bulkheads

4) 72 feet 2 inches aft of the reference point and 5 feet 10 inches in from the port and starboard bulkheads

5) 92 feet aft of the reference point and 5 feet 6 inches in from the port and starboard bulkheads

Hog posts (2)
- hog posts sets 2 and 4 noted above terminate in the cargo area
- the tops of the 6-3/8 inch square posts have a 1/2 inch thick, 4 inches wide metal collar recessed into them
- a 3/4 inch thick 2 inches wide metal plate extends over the top of the

AF, 14-36-s157;
AF, 16-36-s159;
AF, 25-36-s168;
P. 545.
hog post to which the hog chains are bolted
- one hog chain extends forward and down from post two, and one chain straight aft to hog post four noted previously
- the hog chains extending aft are split and held apart by spacers to get around hog posts of set three noted above
- the hog chains extending aft terminate at the plates on top of hog posts of set four noted previously
- hog chains extend aft and down from the plates on top of set four

Stanchions
- there are three lines of stanchions running fore-aft
- one runs along the ship's center line
- one runs 13 feet 4 inches on either side of the ship's center line
- Approximate locations
  1) center line stanchions: distance from reference point

AF, 1-36-s144;
AF, 14-36-s157;
AF, 24-36-s167;
P. 56, 206, 545, 798, 799.
1) A 8 feet 3 inches
2) A 13 feet 4 inches
3) A 20 feet 3-1/8 inches
4) A 30 feet 5-1/2 inches
5) A 32 feet 11-1/4 inches
6) A 43 feet 1-3/4 inches
7) A 53 feet 4 inches
8) A 62 feet 1-7/8 inches
9) A 71 feet 9-5/8 inches
10) A 74 feet 2-1/8 inches

2) Port bank measured from reference point
   1) F 25 feet 4-1/2 inches
   2) F 13 feet 7 inches
   3) F 3 feet 1 inch
   4) A 9 feet 10 inches
   5) A 31 feet 2-7/8 inches
   6) A 52 feet 4-3/4 inches
   7) A 72 feet 5 inches

3) Starboard bank measured from reference point
   1) F 25 feet 3-3/4 inches
   2) F 13 feet 5 inches
   3) F 2 feet 9-7/8 inches
   4) A 10 feet 5/8 inches
   5) A 31 feet 3-1/4 inches
6) A 52 feet 11-1/4 inches
7) A 72 feet 10-3/4 inches
- stanchions 2, 5, 7 and 10 along the ship's center line are made of 4 inch x 5-7/8 inch posts which extend from 1 foot 1 inch x 6 inch deck footings into which the posts have been recessed to the deckhead fore-aft center line beam around which the stanchions have been notched
- there are two beams notched thwartships into the above posts noted by 7 feet 1-1/8 inches above the deck with one on either side of each stanchion
- the cross beams are 9 feet 8 inches from end to end
- braces starting 4 feet 6-7/8 inches up from the deck on the stanchions, extend up and out and are secured between the two thwartship beams 3 feet 2-1/2 inches out from the center line of the stanchion measured along the top edge of the thwartship beams
- the braces are made of 3 inch x
4-3/4 inch fir
- two other shorter beams are installed at the ends of and at right angles to the two main thwartship stanchion beams
- the shorter beams are 4 feet 5-1/2 inches long and 9 inches high and act as spacers between the fore-aft deckhead beams and the main thwartship beams
- all other stanchions are 4 inch x 5-7/8 inch posts which extend from the deckhead beam to a footing on the deck
- stanchions 4, 5, 6 and 7 along the port and starboard sides are of similar construction to 2, 5, 7 and 10 along center line except thwartship beams are only 6 feet 4 inches long and have no spacers at either end
- stanchions 1, 2, 3 are similar to the 4 inch x 5-7/8 inch stanchions noted above but without thwartship beams.

King posts

AF, 14-36-s157;
there are two king posts along ship's center line, located 31 feet 4 inches and 73 feet 3 inches aft of the reference point. Photos indicate King posts may have come from Klondike I.

Boiler housing and fire pit location and perimeter size:
- 9 feet 2-1/4 inches wide, 35 feet 2-1/4 inches long
- Aft edge is located 3 feet forward of the reference point
- Distance from ship's center line to port outside edge is 4 feet 7 inches
- See boiler housing description.

Deck elevations and sheer:
- The deck slopes down from the center line to both port and starboard sides
- Deck slopes from a high point at the bow down to a low point at station A55 after which it slopes fairly evenly to about station A60 at which point the decks start to slope up again very gently to the aft end.
- difference in height on sheer between bow and station A35 is 3 feet 8-3/4 inches
- difference in height between A60 and aft end is approximately 2 feet 2 inches.

Capstan
- located on ship's center line just forward of aft cargo hold bulkhead
- used to bring ship into dock, mainly in Dawson City
- hand capstan
- there is some doubt as to whether or not the capstan was installed initially or at a later date.

Cargo Information: General

Gratings or dunnage boards
- below most cargo
- approximately 4 feet x 4 feet or 4 feet x 5 feet
- lumber approximately 1 inch x 3
inches
- top probably 3 inches off of the deck.

Cargo Down River: General

Tobacco products
- see also copies of manifests and waybills deposited with Curatorial Section, Interpretation Division
- cigarettes - Ginny Gold
  - Millbank
  - Sweet Caps
- packed in big brown cardboard boxes.

Alcohol
- rum in barrels sent to Dawson where it was bottled
- beer in bottles protected by straw and placed in wooden barrels
- barrels were at times stacked 3 high in cargo hold
- apart from rum, other brands of liquor were transported in

Tr., Moran & Keay, pp. 89, 93.
Tr., Hogg, p. 258;
Tr., Doheny, p. 20;
Tr., Farber, p. 85.
individual bottles packed in cases
- if a ship carried alcohol it was
  usually protected by general freight
  that was stacked around it
- one of the last trips of the season
  was a liquor run to Dawson
- curatorial has typical period packaging.

Food Stuffs
- curatorial has samples indicated* Tr., Hogg, pp. 261-262;
  Christie crackers Tr., Jan. Conf.
sugar-100 lb sacks piled 10 high* Fri. II,
potatoes p. 12;
vegetables P. 56, 73, 94,
Coffee - Blue Ribbon
  - Nabob 165, 166, 171,
Nabob 172, 181, 502,
Tea - Nabob 545, 612, 704.
Milk - Pacific Milk in cans boxed in cartons*
Eggs - came in crates containing 30 dozen
  - eggs were set in trays each tray holding 2-1/2 dozen*.

Meat Tr., Hogg,
- tarps were placed on the deck near pp. 255-256,
  the middle freight doors and meat 174-175;
interspersed with dry ice was placed on the tarp and then the whole pile, comprised of 6-7 tons of meat, was covered with tarpaulins. Tarpaulins were mostly off-white; however, other colours were used. Some tarpaulins had gromets. The tarpaulins when not in use were folded and stowed someplace aft.

Non-Foodstuffs
- Ore Bags
  - empty ore bags
  - in tightly wrapped bundles
  - being sent back to the mines
  - curatorial has samples.

Mail
- could mount up to several hundred bags
- mail came off first before general cargo in Dawson or Whitehorse
- first class mail was carried in locker under one of the forward companionways.
Baggage
- see upriver section.

Fuel Oil
- shipped in 100 gallon drums
- drums had heavy chines upon which they were rolled
- could be carried with general cargo
- also carried diesel fuel in these barrels.

Dredge buckets and lips
- the cargo could consist completely of buckets and lips.

Dynamite
- carried on a separate trip
- no passengers allowed.

Gasoline
- carried in 45 gallon drums
- double and triple decked
- aviation gas in 5 gallon cans
- only full barrels carried on board
- never carried passengers when gas was carried
  pp. 82-83; Tr., Jan. Conf.
- 45 gallon drums were round and had no chines
  Fri., pp. 7-8, 14;
- curatorial has 5 gallon can samples P. 40.
  - see also barrels noted above.

Cargo marking

- most crates had a marking on it showing its destination pp. 30-32;
  Tr., Forde,
- consisted of a mixture of lamp black and coal tar p. 26.
- done at the depot.

Baggage tags

- brown manila tags Tr., Forde, II, pp. 36-37.
- used to mark baggage and unmarked cargo
- obtained from the Purser.

Livestock

- a pen made near one of the freight doors Tr., Hogg & Lesyk, p. 24;
- put sawdust or straw down on the deck Tr., Coghlan, p. 39;
- generally horses of wood camp AS, 26 June 75; P. 111.
operators
- moved both up and down river.

Cargo bound Upriver

Empty rums
- stored midships
- only oil drums
- no empty gas drums were carried in
  the cargo space
- see list of photographs in downbound
  section.

Mail
- see downbound cargo for details.

Silver-lead Ore Concentrate
- in jute (hemp) bags
- bags marked with a black L (stood
  for Elsa, one of the mines) or K
  (stood for Keno, one of the mines)
  or T or H
- ore concentrate had a lumpy texture
  like coal
- bags had a paper liner inside
- filled bags weighed approximately 125 lbs
- curatorial has samples.

Baggage
- tagged with manila tags
- belonged to passengers.

Boats
- small boats such as skiffs or row boats
- hauled in through aft doors
- generally belonged to Indians

Livestock
- see note in downbound cargo section.

Freight Deck as second class passenger Accommodation
Yukon riverboats had a two fare structure; namely, first class, that is those who were accommodated in the staterooms, and second class, those who were restricted to the freight deck and saloon deck aft. The men passengers used the crew
facilities on board. For those male passengers, who chose to travel second class, cots, or portable bunks, were set up on the freight deck in the cargo space, normally where they would not be in the way of the crew. Female second class passengers had to be accommodated in a stateroom. Some former crew members have stated that the first cabin on the port side of the saloon deck was reserved for second class female passengers. The cots that were used for the second class male passengers were stowed, when not in use, in one of the lockers below one of the forward companionways.

Some of the Indian population who used the riverboats to transport themselves, their belongings and skiffs back up river generally did not use the bunks. They came on board with all of their sleeping gear and generally chose to use that. A skiff or small boat if they had one was pulled in through one of the aft freight doors and also launched that way once their destination was reached.

There is a more comprehensive treatment of second class passengers to be found in the narrative history dealing with the S.S. Klondike.
only the men slept on the freight deck
- women were accommodated in a state­room, even though second class passengers.

Bunks
- see Bunks, Portable - Description
  Freight Deck - Main Cargo Area: Material Stowed on Freight Deck.

Cots
- see Cots - Description Freight Deck
  Main Cargo Area: Material Stowed on Freight Deck.

Material Stowed on the Freight Deck

Outboard Motor
- on a little stand
- for the work boat
- may have been a 10 H.P. Johnson
- in 1929 for the Klondike No. I it was a Scripps Model A #3091 single

Tr., Hogg, p. 180;
Tr., Moran & Keay, pp. 91-92;
Gaudin's
cylinder 4-1/2 inches diameter 5 inch stroke 3-1/2 H.P.  

Coal  
- for the galley  
- located up against the bulkhead near the aft companionway  
- in 125 lb. sacks.

Cordwood carts  
- 8 kept on board.

Freight Carts  
- 4 kept on board.

Cord wood  
- along either side of the boiler  
- aft of the boiler  
- number of cords of wood may have
varied from 25-50 depending on space available
- **Klondike** held the record for loading wood which was 25 cords in 21 minutes
- also some may have been stored on foredeck.

**Tables and chairs**
- used by crew to play cards
- usually set up near the aft freight door
- probably a simple rectangular table as has been noted for the engine room
- chairs may have been similar to dining room chairs and captains chairs.

**Tarpaulins**
- for dancing on by passengers 24 June 73.
- put down on the deck and sprinkled with corn starch.

**Ivory Soap**
- used by crew to do their laundry p. 98.
- curatorial has samples.

Gang plank horses
- various sizes
- to put beneath the main gang planks
- kept near the forward freight doors.

Spare Rudders and Paddle Wheel Blades
- two spare monkey rudders which may or may not be painted
- two spare main rudders
- spare stock for main and monkey rudders
- spare blades for paddle wheel
- all kept near aft freight door.

Portable Bunks
- when set up they stood near the engine room bulkhead or up against one of the stanchions
- when stored they were in the mail locker beneath one of the forward companionways
- may have been two or three tiers
side boards fit into end posts and held in place by dowels
- canvas was stretched between side boards similar to a cot
- bunk was usually braced against a stanchion or a bulkhead
- for second class male passengers.

Cots
- typical camp cot
- placed on the deck near engines room bulkhead when in use
- stored in first class mail locker when stored

Open Space
- for punching boiler
- aft of boiler
- generally 10-12 feet.

Oil tanks
- put into position when Klondike was converted to oil
- converted to oil in 1951.

(Sugy) Powder
- a lye soap pp. 24-25;  
- in a barrel Tr., Coghlan,  
- located near the engine room p. 11.

Sinks WSS-1975, II,  
- sheet metal sinks p. 63;  
- supplied with hot and cold water Tr., Coghlan,  
- located somewhere in the cargo hold p. 12.  
- laundry was done in them.

**Description Freight Deck Deckhead**

**General Statement**

The deckhead of the freight deck which includes engine room and crew's quarters requires further study. When the ship was As-Founded, all that was recorded on this deckhead were the number and location of the deckhead frames and main fore-aft beams. A visual inspection of the freight deck deckhead indicates that all of the piping from the boiler to the engine room, all of the communication systems between the wheelhouse engineering and stoke hole, and various other systems such as electrical and water extended along the deckhead, and until such time as these are studied all that can be said of them is that they do exist.
Some aspects of the deckhead have been identified; however, even these are scanty. It has been noted that various engine room bells were attached to the deckhead and that there was a skylight over the crew's quarters but other than that nothing else has been identified.

<table>
<thead>
<tr>
<th>Deckhead</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beams</td>
<td>AF, 15-36-s158;</td>
</tr>
<tr>
<td>- there are seven 2-3/8 inch</td>
<td>P. 79, 206, 232, 233,</td>
</tr>
<tr>
<td>8-3/4 inch beams on edge</td>
<td>288, 289, 401, 545.</td>
</tr>
<tr>
<td>running fore-aft</td>
<td></td>
</tr>
<tr>
<td>between the fascia boards</td>
<td></td>
</tr>
<tr>
<td>on the port and starboard</td>
<td></td>
</tr>
<tr>
<td>sides</td>
<td></td>
</tr>
<tr>
<td>- one beam runs along the</td>
<td></td>
</tr>
<tr>
<td>ship's center line and is</td>
<td></td>
</tr>
<tr>
<td>interrupted by the two</td>
<td></td>
</tr>
<tr>
<td>king posts and funnel</td>
<td></td>
</tr>
<tr>
<td>- the two outboard beams</td>
<td></td>
</tr>
<tr>
<td>follow the fore-aft</td>
<td></td>
</tr>
<tr>
<td>curvature of the ship</td>
<td></td>
</tr>
<tr>
<td>- the five inner beams run</td>
<td></td>
</tr>
<tr>
<td>fairly straight.</td>
<td></td>
</tr>
</tbody>
</table>

| Deckhead frames               | AF, 15-36-s158;       |
| - run thwartsMeanwhile        | P. 79, 233, 289, 401, |
|     between fascia boards     | 545.                  |
| - are on centers that range   |                       |
|     from 16                   |                       |
inches to 20 inches
- most made of 1-1/4 inch x 3-3/8 inch boards
- interspersed among the above frames are ones of 3 inches x 3-3/8 inches
- frames are interrupted by hog post holes, fore and aft companionways, king posts and funnel
- all of the noted holes are framed on some if not all of their sides by 3 inch x 3-3/8 inch boards.

Large engine room bell (Gong)
- had sound box around forward half
- dish shaped bell similar to type noted for foredeck
- attached to the deckhead.

Small engine room bell (Jingle)
- regular bell shape with clapper attached to a flat spring which was secured to deckhead.

Skylight
- above crew's quarters aft

L, Courquin, 29 October 73;
SK, Courquin, No. I;
Tr., Courquin, pp. 39-40.
Tr., Courquin, pp. 39-40.
Tr., Farber, pp. 22, 90;
- centrally located above all four Tr., Coghlan, cabins aft pp. 14-15;
- held open 6-9 inches by a friction Tr., Jan. Conf. slide bar which was held by a screw Sun. IV, p. 13.
- frosted or rippled glass with wire in it
- window may have been opaqued through painting of the glass.

Description Engine Room and Crew's Quarters

General Statement
Information for the engine room and crew's quarters has been derived from available As-Found recordings, period photographs, interviews with former crew members, blueprints obtained from the Ministry of Transport and the MOT file on the S.S. Klondike. In contrast to other areas of the vessel (excluding the main cargo area) it can be noted that very little in the way of structural information has been obtained. This paucity is compounded by the absence of a complete set of extant recordings, thus making it impossible to compare historical evidence with the vessel As-Found. Insofar as the crew's quarters are concerned the preponderance of information pertains to the personal
belongings of the crew members who were interviewed.

Information on the MOT blueprints has not been included in the description of items which follows in the next section; copies of these have been deposited with Machines and Vessels Section. (A complete list is given in Appendix B.)

**Engine Room Deck**

<table>
<thead>
<tr>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>AF, 16-36-s159;</td>
</tr>
<tr>
<td>AF, 16-36-s159;</td>
</tr>
<tr>
<td>AF, 25-36-s168;</td>
</tr>
<tr>
<td>P. 401.</td>
</tr>
<tr>
<td>P. 401.</td>
</tr>
</tbody>
</table>

**Planking**

- 1-1/2 inch x 5-1/2 inch fir planking
  - laid fore-aft with no wear deck above it.

**Hatches**

- there are 7 hatches in the deck in the engine room area
  - three of the hatches are solid and of the same material as the deck
  - all three of these hatches have an inverted U bolt as a handle which is recessed into the hatch when not in use
- one hatch, which measures 1 foot 10 inches x 2 feet 8-1/8 inches, is
1-5/8 inches aft of the forward engine room bulkhead and 6 feet 8-5/8 inches port of the center line
- one hatch, which measures 1 foot 7-1/4 inches x 2 feet 1 inch, is 5 inches starboard of the ship's center line and 3 feet 3-5/8 inches aft of the forward engine room bulkhead
- one hatch, which measures 1 foot 10 inches x 2 feet 8-1/2 inches, is 1 foot 2-1/8 inches aft of the forward engine room bulkhead and 6 feet 11 inches starboard of the ship's center line
- the other four hatches also serve as grates
- there is one set of hatches located on either side that is between the crew's quarters bulkheads and the engine area
- the aft edges of the forward hatches are 2-1/2 inches forward of the aft engine room bulkhead and about 8 inches outboard of the port and star-
board crew's quarters bulkheads
- the aft hatches are 12 feet aft of the forward hatches
- rough dimensions of the hatches are 1 foot 7-1/2 inches x 2 feet 8-1/2 inches
- made of 13, 1-9/16 inch x 7/16 inch boards notched into nine 2 inch x 1-7/16 inch boards.

Companionway to hold
- outside dimensions including edge AF, 14-36-s147;
  boards are 5 feet 4 inches+ x 4 feet AF, 16-36-s149;
  11 inches+ AF, 25-36-s168;
  the shorter side is 2 feet 3 inches P. 403.
  from forward engine room bulkhead
- edge boards around opening are
  4-1/4 inches wide x 7/8 inches thick
- a 2 foot 11-1/2 inch high railing
  made of 1-3/8 inch diameter pipe extends around all sides except entry to stairs which is located port side of the aft end of the opening
- there is a railing post which is secured to a cast iron base screwed to the edge board at all four
corners
- railing extends along stairs down into the hold
- there are 8 steps down into the hold all 1 foot 9-1/2 inches wide and 7 inches deep.

Hog chains
- three sets of hog chains extend through the engine room area
- two of the sets have four chains associated with them, the other has two
- all hog chains straddle the engine bed support
- the first set is approximately 106 feet aft of the ship's reference point
- this set is comprised of four chains with each chain straddling one of the engine bed supports
- the second set aft is also comprised of four chains and is approximately 129 feet 5 inches aft of the ship's reference point and is similar to the above
- the third set aft is comprised of two chains located 131 feet 9 inches aft of the ship's reference point and straddles the inboard engine bed support on either side.

Hog Posts
- one on either side just forward of the aft bulkhead
- in line with the inboard engine bed support.

Hold storage area
- see engine room deck for description of companionway opening
- there are 8 treads set into stringers leading down to the storage area
- there are two shelves extending along the starboard side secured at the bulkhead by strips of wood and a brace at either end
- lower shelf is 1 foot 1/2 inch above the deck and the next one is 1 foot 9-3/8 inches above the lower shelf
- length of shelves is not given
- two smaller shelves sit up against No. 1 bulkhead
- length of shelves is approximately 3 feet 3-5/8 inches
- shelves extend 1 foot 7 inches out from the bulkhead
- lower shelf sits 1 foot 8-3/4 inches above the hull planking and the second shelf sits 1 foot 6-3/4 inches above the first
- both of these shelves have a 7-1/4 inch board attached to the front of them.

Carpet
- a strip of carpet running thwartship was located in front of the bench and work bench
- carpet extended from hatch beside engine mount on starboard side, probably to similar area on port side
- another strip extended forward from the above strip to hold storage area companionway.
Table
- rectangular or square table sat starboard of companionway to hold storage area.

Captain's Chair
- located between bench and work bench
- see description saloon deck.

Colour Scheme
- painted grey.

Hydraulic steering control
- located in engine room storage area (i.e. bilge.)

Filter
- linseed filter
- located in engine room
- held several bags of linseeds
- for boiler feed water.

Filter pump
- duplex 4-1/2 by 2-3/4 by 4 inches
- start turner.
Fresh water tanks
- located in the engine room
- one for drinking water
- one for hot water
- located against the forward bulkhead port side.

Pumps
- Gardner-Denver pumps
- fuel pump was a single cylinder.

Valves
- globe valves
- made in Whitehorse shipyards.

Captain's high chair
- used in the engine room
- see description wheel house.

Navy sweat rags
- perforated rags
- hung on every pump.

Machinery colour scheme
- there is some debate about the colour scheme which indicates it may
have changed over time
- brass was left brass
- lagging white or buff
- valves were red
- piping may have been black.

Engine Specifications
- as noted on the yearly inspection reports one pair of compound engines with jet condenser
- each engine had two cylinders: high pressure cylinder was 17 inches in diameter, low pressure cylinder was 28 inches in diameter
- stroke of piston 72 inches
- N.H.P. - 71.5, I.H.P. - 525 @ 16 rpm
- diameter of main journal: 12-5/8 inches
- diameter of crank pin - 7 inches
- diameter of steam pipe and material - O.D. 7 Inches steel
- there is a steam stop valve on the
- the engines were manufactured by Messrs. Gillet & Eaton, Inc., Lake City, Minnesota with the order being placed with that company in 1928
- specifications for the engines as placed with the company of manufacture follows:

GILLET & EATON, INC.
LAKE CITY, MINNESOTA

SPECIFICATIONS
FOR
ONE SET TANDEM COMPOUND CONDENSING MARINE ENGINES.
FOR
WHITE PASS & YUKON ROUTE
C.J. ROGERS, PURCHASING AGENT
SEATTLE, WASHINGTON

CYLINDERS: The H.P. cylinders shall be 17" diameter, and the L.P. cylinders 28" diameter, with a 6 foot stroke. They shall be made of high grade, hard and close grained cast iron, of sufficient thickness in the barrel to permit one reboring without reduction of the working
pressure. They shall be free from blow holes and other defects, and the bores shall be counterbored sufficiently to allow the piston rings to travel slightly over the bore. The H.P. cylinders will be connected to the L.P. cylinders by a semi-steel distance piece, which shall be cast in one piece with both high and low pressure cylinder heads. All cylinder heads shall have raised seats and ground joints. The L.P. cylinders shall be placed aft, and both cylinders shall be provided with the proper number of holding down flanges and keying chucks, with provision made for expansion. The cylinders shall be fitted with valve chests and steam and exhaust pipes with expansion joints where necessary, drain cocks and relief valves, lubricators and piping. The stuffing boxes shall be arranged for metallic packing on the H.P. cylinders and soft packing on L.P. cylinders.
PISTON RODS: The piston rods shall be made of the best nickel steel, turned and polished, and shall be fitted to the cross-heads by a taper fit and key.

PISTON HEADS: The forward piston head shall be cast iron and of the hollow or box type, and will have a tapered fit and be secured to the piston rod by a nut and locking device. The aft piston head shall be of cast iron and of the bull ring and follower plate type, and the driving spider shall be securely shrunk and rivetted onto the rod. Each piston shall be fitted with two self-adjusting snap packing rings.

CROSSHEADS: The crossheads shall be steel castings with nickel steel pins, shrunk into the main bodies. They shall be fitted with bronze slippers with large bearing surfaces, and shall be arranged to take up wear in all directions.

CROSSHEAD SLIDES: Shall be made of close grained cast iron, with oil
pockets and grooves, and shall be arranged for adjustment up and down and sidewise.

**PITMANS:** The pitman ends shall be steel forgings, machined all over and fitted complete with gibbs, keys, keepers, crank pin, and crosshead pin brasses, and forged welded to steel straps, fitted with bolts, ready to receive the timbers, which shall be supplied and installed by the purchaser.

**VALVE GEAR:** The valves shall be of the piston type for both cylinders, and cut-off valves shall be fitted to the H.P. cylinders with a range of, from full cut-off to full stroke, both going ahead and astern. The valve gear shall be of the in-board type, without cams or eccentrics on the shaft, the main valve motion being actuated by the up and down movement of the pitman, and the cut-off valves by the crosshead. Steel or steel castings shall be used for all pins, rods, and connec-
tions, and all joints exposed to wear shall be adjustable.

**THROTTLE VALVE:** The throttle valve shall be made of high grade semi-steel, and shall be of the overhead screw type. It shall be tested by hydraulic pressure, to three and one half times the working pressure, and the test pressure stamped thereon.

**BRANCH PIPES:** Shall conform to the Canadian Government Standard and bent to fit as nearly as possible, and shall be fitted with all necessary flanges, which shall be of standard size for the pressure used.

**HANDLING GEAR:** Steam reversing gear shall be furnished complete with all necessary cylinders, valves, and connections. The reversing and cut-off gears shall be below deck, with the reversing engine on deck. The hand levers shall be arranged on a notched quadrant.

**LUBRICATION:** All working parts shall be arranged for ample lubrication. Sight feed lubricators, oil
and grease cups, etc., shall be furnished complete, together with the necessary piping and brass fittings.

**MATERIAL:** All metal shall be in accordance with the Standards of the American Society for Testing Materials.

**PLANS:** The necessary assembly plans and instructions for adjusting the valves etc., shall be furnished with the engines, and shall become the property of the purchaser.

**INSPECTION:** The purchaser or his representatives or inspectors, or Government inspectors, shall have admission to our plant at all times, for the purpose of inspection of work in process and completed. All expenses of inspection shall be borne by the purchaser unless otherwise agreed.

**GUARANTEE:** These engines are guaranteed to be first class in every particular, free from defects in material, or faults of workmanship, for the term of one year from the
date of delivery, and are warranted to pass the Canadian Government inspection in every detail.

GILLETT & EATON, INC.,
LAKE CITY, MINNESOTA.

Jet Condenser
- single cylinder - Smart Turner
  Bullintine #53 Hamilton Ont.
- weight 3147
- size 9 inch by 14 inch by 16 inch
- #298461
- iron fitted - 66 R.P.M. Cap. 7820.

Hydraulic steering gear
- 12 feet 6 inches
- stroke pump 6 x 4 x 6
- Dean #11747.

Sanitary pumps
- one Dean #5460 6" by 5-1/4" by 6"
- one Dean #5760 6" by 4" by 6".

Bilge pumps
- there are 2 inch steam syphons
- diameter of main injection was noted
light plant
- Engberg Dynamo and Engine direct connected
- Engberg Electrical & Mechanical Work, St. Joseph, Mich
- Engine Type V, G. 7" dia, 6" stroke
  #el621
- Dynamo #1621 Type M.P. 6, Amps 87
  Volts 115
- speed 425 R.P.M.

Generator
- near steps to engine room hold or bilge
- may have been installed when saloon deck was extended aft.

Fire pumps
1) hand fire engine pumps
   - there were two of these pumps
     - one had a 6 inch diameter with a 6 inch stroke
     - one had a 5 inch diameter with a 6 inch stroke
2) steam pony pumps
   - there were two of these pumps
   - one had a 6 inch diameter with
     a 6 inch stroke
   - one had a 4 inch diameter with
     a 6 inch stroke
   - in 1950 it was noted in the inspection report that an additional fire pump was fitted with pressure gauge and relief valve.

Boiler feed pump
   M.O.T. file
   1) diameter and stroke of feed pump
      - 1 No. 8 inches by 5 inches by 12 inches
   9562-188;
   Gaudin's
   Notebook.

2) diameter of piston rod
   - H.P. 4 inches, L.P. 5-1/2 inches

3) diameter of feed water pipe
   - 2 inches
   - feed water is regulated by speed of pump
   - made by Northey Toronto No. 01270.

Forward Bulkhead
Studding

- all studding notched 3/16 inch into 2 inch x 2-7/8 inch bottom plate
- all studding extends up to thwart-ship beam
- heavier, 2-7/8 inch square, studding is used on either side of door openings, the hatch opening and between the starboard door and hatch
- all other studs made of 1 inch x 2-7/8 inch boards
- all studs on approximately 2 foot centers
- door and hatch headers of 1 inch x 2-7/8 inches
- all 2-7/8 inch square studs have been bolted with 3/8 inch diameter bolts at their upper ends
- a 2-7/8 inch square reinforcing board has been bolted to the outboard side of two of the heavier studs (one on each side of the stud that stands approximately on the ship's center line) and the fore-aft beams directly above these studs.
Hog Post Holes
- see aft interior bulkhead for location and size.

Door openings and doors
- see aft interior bulkhead for location, size and description.

Hatch opening
- see aft interior bulkhead for location, size and description.

Removable panels
- see aft interior bulkhead for location, size and description.

Companionway
- see aft interior bulkhead for location, size and description.

Black board
- located on narrow studs between port door and hatch
- bottom edge is 3 feet 9 inches above deck
- 2 feet 1 inch wide and 2 feet 1-3/4
inches high
- 3/4 inch plywood painted flat black
circumscribed by 3/4 inch square
frame painted with aluminum paint
- held to studs by a screw in each corner.

Gauge boards
- three gauge boards on this bulkhead
  1) - 1 inch above port door header
      - indication of two guages with
      10-1/2 inch radius
      - overall dimensions: 2 feet wide
        and 1 foot 5 inches high
      - clover design without the stem
      - all petals have a 1 foot radius
      - has chamfer along sides and top
      - made of 1-1/4 inch hardwood
        varnished a cherry colour
  2) - directly above blackboard noted
      above and 6 feet above the deck
      - indications of 3 gauges
      - overall dimensions: 3 feet
        3-1/2 inches wide and 1 foot 8
        inches high
      - outside petals have 7-1/2 inch
radius, top has 7-1/4 inch radius
- outline of outside gauges has 5-1/8 inch radius, top gauge has 6 inch radius
- board has chamfer all around
- made of 1-1/4 inch hardwood varnished a cherry colour

3) - just starboard of hatch opening
and 7 feet 2 inches above the deck
- oblong in shape with rounded ends, 1 foot 7 inches long and 10 inches high
- indication of one gauge
- made of 1 inch thick wood varnished a cherry colour
- secured by wood screws to studs.

Shelf
- between the second and third stud, port of the starboard door
- top of shelf located 6 feet from the deck
- shelf width is 1 foot 8-5/8 inches
- shelf depth is 1 foot 2-1/2 inches
- shelf is braced at its starboard end and 1 foot 1 inch over from the starboard end by brackets
- brackets are made of 1 inch x 1-1/2 inch boards
- gusset of brackets is notched into horizontal and vertical bracket members
- shelf thickness is 1-1/4 inches made of two layers of wood with bottom layer 3/4 inch thick.

Colour scheme
- see note aft engine room bulkhead.

Aft Bulkhead
(or exterior side of forward crew's quarters bulkhead)

Covering
- 3-1/4 inch tongue and groove cedar siding
- applied horizontally.
Location of bulkheads

- starboard corner is at station 114 feet 3 inches
- port corner is at station 114 feet 2 inches
- length of bulkhead is 19 feet 1/2 inch
- starboard corner is 9 feet 4-1/2 inches starboard of the ship's center line
- port corner is 9 feet 8 inches starboard of the ship's center line
- extends down from a 2-3/8 inch x 7-1/2 inch thwartships beam located directly below the main fore-aft beams.

Bench

- located in starboard half of bulkhead
- starboard edge of bench is 1 foot 8 inches in from starboard corner of bulkhead
- bench seat is 5 feet 7-3/4 inches long
- has an arm at either end that ex-
tends approximately 2 feet 6 inches up from the deck
- bench seat is approximately 1 foot 6-1/2 inches above the deck
- front of bench is covered with 3-1/4 inch tongue and groove siding applied vertically.

Bench Cushion
- type of cushion or cushions is not known
- covered with striped material.

Electrical panel
- hole dimensions: 1 foot 2 inches wide and 2 feet 1 inch high
- starboard edge is 3 feet 7-3/4 inches from starboard bulkhead edge
- top is 1 foot 3-1/4 inches from thwartship beam
- photograph 403 does not show this panel
- date of installation not known.

Gauge board
- held four gauges
- four-leaf clover design
- overall dimensions are 3 feet 6 inches wide and 2 feet 9-1/4 inches high
- located on approximately the center line of ship
- height from deck is not given.

Hole in bulkhead
- port of above gauge board and directly below thwartship beam
- 1 foot 5 inches square
- use not known
- hole not in evidence in photograph 403.

Fuse Panel
- 1 foot 9-1/4 inches in from port corner and 1 foot below thwartship beam
- outside dimensions are 3 feet 8 inches high and 1 foot 8-1/2 inches wide
- not in evidence in photograph 403
- date of installation not known.
Work bench
- bench top starts 1 foot in from port edge of bulkhead
- bench top is 8 feet long and 3 inches thick and is 2 feet 7-1/8 inches above the deck
- starboard side has a two shelf cupboard with door the width of which has not been recorded
- port side has three levels of drawers
  - top two levels have two drawers per level whereas the bottom level has one long drawer
  - drawer height is 7-1/2 inches
  - top drawers are 2 feet 4 inches wide and the bottom single drawer is 4 feet 8-3/4 inches wide
  - drawer framing starts 1/2 inch above the deck
  - side members of drawer housing are made of 1-3/4 inch thick wood
  - drawer separators or runners are of 2 inch slats
- depth of bench is not recorded
- drawers, held papers, requisition

AF, 30-36-s183; P. 403;
Tr., Forde, I, p. 20;
Tr., Coghlan, pp. 64-65;
books, log book, rags.

Hole
- located 3-7/8 inches port of electrical panel and 1 foot 9-1/4 inches up from the top of the work bench
- dimensions are 5 inches wide and 7 inches high.

Electrical buttons
- appear to be two on one panel
- near starboard corner
- use not known.

Electrical equipment
- attached to bulkhead near above noted buttons.

Fire Axes
- in holders
- one on each side of gauge panel
- both axes face inwards
- holders appear to be polished brass.

Fire Extinguisher
- about one foot in from port corner
of the bulkhead
- probably soda acid type
- probably secured to bulkhead by extinguisher holders similar to those used on other parts of the ship.

Electrical Switch
- a wood covered conduit leads to a switch
- located just port of the above noted fire extinguisher
- use not known.

Vice
- type not clear
- located at the forward port corner of the work bench up against the bulkhead.

Calendar
- tacked to the bulkhead above the work bench
- just the date section of a calendar
- supplied by purser, see note purser's office.

P. 403; L, Forde, 12 January 74.
Charts  
- type not known  
- tacked to the bulkhead above the work bench area.

Clip Boards  
- hung on the bulkheads above the workbench  
  12 January 74.
- one or more boards probably held landing list

Light bulb and metal shade  
- attached to bulkhead above the gauge board
- metal shade appears to be enamelled.

Speaking tubes  
- one from wheel house  
- one to stoke hold
- located above work bench
- see wheel house for details of tube and whistle.

J. Scotland Jewelry making tools  
- kept on or near work bench
- jewellery tools
- small lathe for jewellery work; jewellery was made by Scotland and was kept on the work bench.

Fishing Pole
- belonging to J. Scotland
- kept in engine room.

Scrub board
- for laundry
- kept in engine room or in cargo area.

Colour scheme
- colour scheme appears to have changed year to year
- woodwork white to 4 feet above deck and black from there on down.

Speaking Tubes
- two speaking tube mouth pieces are located on the aft bulkhead near the starboard corner.

Telephone
- a telephone appears to be attached to this bulkhead near the starboard corner
- M.O.T. files indicate it may have been installed in 1946.

Outboard bulkhead
- see Description Interior Bulkheads of Cargo Space: Starboard and Port Bulkheads.

Description Crew's Quarters

Main Aft Interior Bulkhead of the Freight Deck Housing

Studs and framing
- 3 inch x 2 inch framing and studs used throughout
- 5 vertical members exclusive of corner posts
- horizontal members notched into vertical members
- there are two horizontal members between any two studs
  - with the top one in an approximately continuous line, 6 feet 7-3/4 inches above the deck
  - the lower one is continuous in the central section but is stepped above the pitman arm openings
- a 7 inch board on edge has been bolted to the corner post and first stud in on both sides and is located directly below the fore-aft beams.

Sink support boards AF, 28-36-s171.
- 2 feet 1-3/4 inches above the deck
- 8-1/4 inches wide
- one on either side, 1 foot 3-5/8 inches inboard from the pitman arm openings
- secured to the first stud in and a 7/8 inch thick support that comes up from the deck at the board's out-board end
- board extends over to crew's quarters washroom housing.
Pitman arm openings
- see description of transom.

Main engine beam supports
- extend aft on either side of pitman arm opening.

Exterior covering
- aft of studs and framing
- 3/4 inch x 5-5/8 inch vertical ship-lap
- painted white.

Sinks
- served by hot and cold water
- emptied directly into river through aft bulkhead
- had a stopper associated with them
- one sink on either side mounted on the sink boards noted above.

Mirror
- near and above each wash basin
- see description given in stateroom
- curatorial has sample mirror.
Painting Scheme
- around the sink area was grey. Tr., Farber, p. 54.

Pin-ups
- of movie actresses and girls along aft bulkhead. Tr., Hogg, p. 249.

Soap
- a large cake of Ivory soap by the sink. Tr., Coghlan, p. 52.

Toilet brush
- wooden handle
- kept under one of the sinks. Tr., Farber, p. 41.

Starboard bulkhead of Crew's quarters and washroom

Bulkhead location of crew's quarters
- 9 feet 4-1/2 inches starboard of center line
- starts at station A-114 feet 3 inches
- terminates at station A-130 feet AF, 30-36-s173.
0 inches.

Washroom bulkhead
- starts 1 foot 7-7/8 inches aft of aft crew's quarters bulkhead
- terminates at aft bulkhead
- it is 9 feet 2 inches starboard of ship's center line.

Cedar tongue and groove siding
- applied to studs that are on centers that vary from 13 to 16 inches
- 3-1/4 inch tongue and groove applied horizontal to the deck
- extends 7 feet 3 inches up the bulkhead above which are exposed studs
- on wash room the tongue and groove extends 6 feet 6 inches up.

Doorways
- to cabins
- two doorways 2 feet wide x 6 feet 1/2 inch high
- one for the forward cabin and one for the aft.
Window openings AF, 30-36-s173.
- one for each cabin
- 4 feet 3-6/8 inches above the deck
- opening dimensions are 2 feet wide and 2 feet 9 inches high.

Passageway opening AF, 30-36-s173.
- to toilet and shower
- located between crew's quarters bulkhead and washroom bulkhead
- 1 foot 7-7/8 inches wide
- 6 feet 4-1/2 inches high.

Screening AS, Jones,
- around open space at top. 25 June 75.

Port bulkhead of Crew's quarters and washroom

Bulkhead location of crew's quarters AF, 30-36-s173.
- 9 feet 8 inches port of the ship's center line
- starts at station A-114 feet 2 inches
- ends at station A-129 feet 10 inches.

Washroom bulkhead
- starts 1 foot 8 inches aft of aft crew's quarters bulkhead
- it is 8 feet 6 inches port of ship's center line
- terminates at aft bulkhead.

Cedar tongue and groove siding
- 3-1/4 inch T and G siding applied horizontally to deck
- applied to studs whose centers vary from 1 foot 5 inches to 2 feet
- extends 8 feet 4-1/2 inches up the bulkhead extending aft at this height for 7 feet 4 inches and then dropping down to 7 feet 7-1/2 inches
- on the wash room it only extends approximately 6 feet 9-3/4 inches up from the deck.

Doorways
- two doorways 2 feet wide and 6 feet 2 inches high
- located 3 feet 3-3/4 inches and 10 feet 3-3/4 inches aft of the forward corner.

Window openings
- one aft of each doorway, 5 and 7 inches respectively
- dimensions are 1 foot 9 inches and 2 feet wide respectively with both being 2 feet high
- approximately 11 inches down from top edge of tongue and groove siding.

Passageway opening
- to washroom and shower
- located between crew's quarters bulkhead and washroom bulkhead
- 1 foot 8 inches wide and 6 feet 9 inches high.

Screening
- across open space at top of bulkhead.

AF, 30-36-s173.

AS, Jones,
25 June 75.
Aft Bulkhead Crew's Quarters

Covering
- covered with 3-1/4 inch tongue and groove cedar siding to an approximate height of 7 feet 6 inches, above which are exposed studs for another 1 foot 5-1/8 inches
- studs are secured to a plate that is secured right below main fore-aft beams.

Shower partitions
- terminate on this bulkhead
- one partition divides port and starboard shower
- other partitions divide shower areas from toilets
- main partition between port and starboard shower extends to the top of the T and G siding or approximately 7 feet 6 inches
- both sides of partition on ship's center line are covered with T & G siding
- toilet and hallway partition are 3 feet outboard of above partition and extend 6 feet 6-5/8 inches up this bulkhead.

Shower bulkhead covering
- galvanized sheeting extends up aft exterior bulkhead in both shower stall areas
- on the port side 5 feet 2-1/2 inches above wood floor drain and on starboard 5 feet 3/4 inches.

Shower deck
- a wooden floor drain whose top surface sits approximately 8-1/4 inches above the main deck, measured at the aft exterior bulkhead
- made of wooden slats that are spaced.

Outboard toilet partitions
- top plate of outboard toilet partitions are secured to the aft exterior bulkhead
- starboard plate is 6 feet 4-3/8
inches above the deck and 1 foot 1 inch in from starboard edge of crew's quarters bulkhead
- port plate is 6 feet 6-3/8 inches up from the deck and 1 foot 3-1/2 inches in from the port edge of crew's quarters bulkhead.

Quarter round
- at junction of crew's quarters bulkhead with deck with the exception of the showers.

Screening
- across open space at top of the bulkhead.

Forward Bulkhead

- see Aft Engine Room Bulkhead.
Description Port Aft Crew's Cabin (Firemen's Quarters)

**Interior Bulkhead**

**Port Bulkhead**

<table>
<thead>
<tr>
<th>Port Bulkhead</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bulkhead covering</td>
<td></td>
</tr>
<tr>
<td>- exposed studs on approximately 18 inch centers</td>
<td>AF, 31-36-s174;</td>
</tr>
<tr>
<td>- 3-1/4 inch tongue and groove siding</td>
<td>Tr., Jones,</td>
</tr>
<tr>
<td>attached to the outside of the studs to a height of 7 feet 3-1/4 inches</td>
<td>pp. 206-207;</td>
</tr>
<tr>
<td>- painted white.</td>
<td>AS, Jones,</td>
</tr>
<tr>
<td>Fly screen</td>
<td>25 June 75.</td>
</tr>
<tr>
<td>- attached to exposed studs above the tongue and groove siding</td>
<td></td>
</tr>
<tr>
<td>- extends up to deckhead.</td>
<td></td>
</tr>
<tr>
<td>Door</td>
<td></td>
</tr>
<tr>
<td>- single leaf, four panel door</td>
<td>AF, 31-36-s174.</td>
</tr>
<tr>
<td>- located approximately 3 feet 2 inches from the aft bulkhead</td>
<td></td>
</tr>
<tr>
<td>- upper panel is glass</td>
<td></td>
</tr>
<tr>
<td>- lower three panels are horizontal</td>
<td></td>
</tr>
</tbody>
</table>
- door hinged at forward end
- door knob is at aft end
- see exterior port crew's quarters bulkhead for size.

Window
- approximate size is 2 feet wide x 2 feet 11 inches high
- see exterior port crew's quarters bulkhead for location.

Bunk
- single bunk along aft bulkhead terminates at this bulkhead
- bottom is 1 foot 4 inches above the deck
- grey side boards
- no drawers under bunk.

Shelf
- located directly above the head of the bed, 2 feet 9-1/2 inches above the deck
- extends width of bunk.
- a 1 foot high section of 3-1/4 inch tongue and groove siding is attached to the inside of the studs 1 foot 4 inches up the bulkhead in the lower forward corner
- purpose not known.

Blind
- a green draw blind for the window. 25 June 75.

Forward Bulkhead

Covering
- 3-1/4 inch tongue and groove siding applied horizontally to within 8-1/2 inches of deckhead frames
- painted white. 25 June 75.

Shelf
- located 6 feet 3/4 inches above the deck
- may run full length of bulkhead
- mode of support was not recorded.
Hole
- a 1 foot 1-1/4 inch high, 1 foot 1/2 inch wide section has been removed from the siding
- located 3 feet 1-1/4 inches from the starboard bulkhead
- purpose not known
- not original to bulkhead.

Storage area
- each man had storage shelves on this bulkhead
- witness marks should indicate original position.

Starboard bulkhead

Covering
- exposed studs on approximately 2 foot centers
- has 3-1/4 inch tongue and groove siding attached to outside of studs
- siding extends 7 feet 6 inches up the studs
- painted white.

Clothes closet  AF, 31-36-s174.
- in forward starboard corner
- 6 feet 3/4 inches high
- may be 2 feet 3 inches deep.

Bunks  AF, 31-36-s174;
- two bunks  Tr., Jones,
- approximately 6 feet 6 inches long  pp. 206-207;
- lower bunk is 1 foot 2 inches above the deck  AS, Jones,
- upper bunk is 4 feet above the deck  25 June 75.
- both bunks 2 feet 8-1/4 inches wide
- side boards painted grey.

Clothes closet curtain  AS, Jones,
- in front of closet.  25 June 75.

Aft Bulkhead

Covering  AF, 31-36-s174;
- exposed studs on approximately 2 foot centers  Tr., Jones,
- exposed studs on approximately 2 foot centers  pp. 206-207;
- outside of studs covered by 3-1/4 inch tongue and groove siding to a height of 7 feet 1-1/4 inches
- painted white.

Bunks
- two bunks along starboard bulkhead terminate at this bulkhead, see starboard bulkhead for size and location
- a single bunk extends between lower bunk on starboard bulkhead and port bulkhead
- bottom edge of bunk is 1 foot 4 inches above deck
- all bunks have 8 inch wide side boards
- side boards painted grey.

Shelves
- there are two shelves extending from port bulkhead over to first stud starboard of it
- one shelf is 4 feet 2-1/2 inches above the deck the next shelf is 10 inches above it.
- extant grey shelf not original
- had a small shelf for the top bunk
  which was painted white and held tobacco
- extant flimsy shelf along upper bunk
  is not original.

Curtain hooks
- along side of top bunk, not original
  25 June 75.
- date of installation is not known.

Book rack
- above lower bunk, is not original
  25 June 75.
- date of installation is not known.

Screening
- may have screening covering open space.
  25 June 75.

General Information

Firemen's quarters.
  Tr., Moran & Keay, p. 83;
  SK, I Bromley, 2;
Bunk occupants 1937
- C. (Shorty) Townsend 1937-1939
- Donald Maclean 1937-1945
- Art Rushworth 1937-1940.

Carpet
- A White Pass carpet on the deck
- curatorial has sample.

Wicker Chair
- cabin may have had one
- see description Saloon deck observation room.

Writing Desk
- may have had a writing desk in the cabin.

Coat hooks
- cast iron painted white.

Clothing
- see Description Aft Starboard Crew's Cabin: General Information

Outfitted to Don Jones 1947

Bunk
- Jones occupied top thwartship bunk. Tr., Jones, pp. 206-207.

Reading material
- girlie magazines Tr., Jones, pp. 210-211;
- sportsman's magazines AS, Jones, 25 June 75.
- pocket books - detective
  - western
- U.S. Army condensed books
- Hard covers - sea stories.

Tobacco

Clothes storage

Clock
Description Port Forward Cabin (Engineer's Stores) Interior Bulkhead

Port Bulkhead Source of Information

Covering
- bare studs
- two studs on 2 foot centers
- forward stud is on a 19 inch +
  center between forward bulkhead and forward door stud
- 3-1/4 inch tongue and groove siding
  is attached to the outside of studs
  to a height of 8 feet 6 inches.

Door
- hinged on its aft end
- door knob at its forward edge
- upper panel of door is glass
- has three lower horizontal panels
  between stiles.
Coat hook board
- between forward door stud and forward bulkhead
- 5 feet 4-1/2 inches off of deck
- holds four hooks.

Forward Bulkhead

Covering
- exposed studs
- has 3-1/4 inch tongue and groove attached to outside of studs.

Hole
- approximately 9-1/2 inches in from the port bulkhead and 4 feet 4-3/4 inches up from the deck
- hole dimensions are 5 inches wide and 7 inches high
- use not known.

Fuse Cabinet
- 3 feet 6 inches up from the deck and 3 feet 9-3/4 inches over from the
starboard bulkhead
- dimensions are 3 feet 9-1/2 inches high and 1 foot 8-1/2 inches wide.

Hole
- directly below thwartship beam
- up against starboard corner bulkhead stud
- dimensions are 1 foot 5-1/4 inches square
- use not known.

Shelving
- starts 3 feet 9-3/4 inches over from the starboard bulkhead and is continuous with shelving on the starboard bulkhead
- four shelves each 1 foot 1/4 inch+ deep including lip on forward edge
- each shelf has a 4 inch lip on its forward edge with all lips except the top one extending up from the forward edge of the shelf whereas the top shelf lip extends down
- height of shelves above the deck are 2 feet 11-1/2 inches, 3 feet 11-1/2
inches, 4 feet 11-1/2 inches and 6 feet 3-1/2 inches
- ends of shelves on starboard bulkhead are covered by an 8 inch wide board extending from the top shelf down to the deck.

Starboard Bulkhead

Covering
- exposed studs on approximately 20 inch centers
- 3-1/4 inch tongue and groove siding on outside of studs
- see cabin bulkhead on other side for height of siding.

Shelving
- see forward bulkhead for description.

Aft Bulkhead
Covering
- exposed studs on approximately 2 foot centers
- has 3-1/4 inch tongue and groove siding attached to outside of studs.

Shelving
- shelving on starboard bulkhead ends on the bulkhead, see forward bulkhead for description.

Sink
- in aft port corner of cabin
- water pipes extend down from the deckhead
- effluent pipe extends down to and through the deck
- bowl type sink
- bowl top is 2 feet 7 inches from deck
- effluent pipe in center of sink is 1 foot 5 inches starboard of port bulkhead.

Opening
- a 1 foot 1 inch wide and 1 foot
high opening has been cut in the top starboard corner of the bulkhead up against the shelf framing
- use not known.

Contents of Stores
- gauges of all sizes
- pipes
- tools
- heavy valves
- everything necessary to run the Klondike's engines.

Description Starboard forward crew's cabin Interior bulkheads

Port Bulkhead

Covering
- 3-1/4 inch tongue and groove siding applied horizontally.

Dimensions
- 6 feet 10-1/2 inches wide
- 8 feet 6-3/4 inches high above which are exposed studs.

Bunks AF, 30-36-s173.
- there are two single bunks up against the bulkhead
- both extend full length of bulkhead
- width of bunks is 2 feet 7-1/2 inches measured to outside edge of bunk side boards
- side boards are 7-1/2 inches high for lower bunk and 8-1/8 for upper
- lower bunk is 1 foot 4-1/8 inches above the deck
- upper bunk is 3 feet 10-5/8 inches above the deck measured to the bottom of the side rail
- most probably of similar construction to what was found in staterooms.

Forward bulkhead
Covering
- exposed bulkhead studs
- 3-1/4 inch tongue and groove
  attached to outside of studs to a
  height of 8 feet 2-5/8 inches.

Closet
- port edge is 2 feet 7-1/2 inches
  over from port bulkhead
- 3 feet 11-3/8 inches wide
- closet opening is 6 feet 1/8 inches
  high and 2 feet 2 inches wide
- may have ship lap as external covering
- depth of closet is not noted.

Electrical panel hole
- 5 inches over from closet and 4 feet
  11 inches above deck
- see engine room aft bulkhead.

Shelf
- 7-1/2 inches wide
- has two supports one at either end
  and each 6 inches high
- shelf is 6 feet 10-7/8 inches above
the deck toward the starboard bulkhead.

Starboard Bulkhead

Window AF, 30-36-s173.
- see exterior crew's quarters bulkhead for dimensions
- 5-3/4 inches from the forward bulkhead and 4 feet 3 inches from the deck
- type of window not stated.

Covering AF, 30-36-s173.
- exposed studs
- tongue and groove siding attached to exterior of studs.

Door AF, 30-36-s173.
- top section glass
- three horizontal panes in lower half
- hinged at its forward end
- door knob and lock in its aft end.
Sign
- above door header
- stated 'CERTIFIED
  ACOMMODATION
  4 - SEAMEN'

Shelves
- lower one extends between aft bulkhead and first stud forward and is 6 feet above the deck
- upper shelf sits 7-1/4 inches above lower shelf and extends to second stud forward of aft bulkhead
- depth of shelves is not given.

Aft Bulkhead

Bunks
- extend along aft bulkhead approx. 6 feet 1 inch starting at the starboard bulkhead
- side rails are 8 inches wide and are 1 foot 4-1/2 inches and 3 feet 11-7/8 inches from the deck
- bunks are 2 feet 7-5/8 inches wide
- mode of support at port end was not recorded.

Covering
- exposed studs
- 3-1/4 inch tongue and groove is attached to other side of studs
- siding extends 7 feet 7 inches up the studs, rest is open.

Shelves
- one shelf extends across four bulkhead studs starting with the first starboard stud
- located 6 feet 3 inches above the deck
- shelving is 3/4 inch thick
- depth of shelf was not recorded
- mode of support was not recorded
- a shorter shelf sits between the first and second stud over from the port bulkhead and sits 5 feet 7-1/2 inches above the deck.

Occupants
Tr., Coghlan,
Description Aft Starboard Crew's Cabin Interior Bulkheads

Port Bulkhead | Source of Information

Covering
- 3-1/4 inch tongue and groove siding
  - extends up the bulkhead to a height of 7 feet 4-3/4 inches
- there are exposed studs beyond the siding
- painted white or off white.

Bunks
- two double bunk beds
  - on each side terminate at this bulkhead
  - extend 2 feet 7-3/8 inches into the...
cabin from forward bulkhead and 2 feet 9-3/4 inches in from aft.

Shelf
- extends full length of the bulkhead.
- located 6 feet 10 inches above the deck
- present shelf not original but there was a shelf in this location.

Bunk lights
- there is a bunk light above each bunk
- 2 feet in from the forward bulkhead for bunks there and 1 foot 9 inches from aft bulkheads for bunks there.

Bench
- up against port bulkhead between the two sets of bunks
- a box bench with two legs and a hand hole in the middle of the seat
- bench was about 10 inches deep and 2 or 3 feet long
- legs were planks with a V cut into the bottom of them
- bench stood so that there was about 6-8 inches between it and the bunks
- bench was painted a light green.

Mirror
- may have had a mirror attached to the bulkhead between the bunks.

Forward Bulkhead

Covering
- 3-1/4 inch tongue and groove siding extending 7 feet 3/4 inches up the bulkhead
- has exposed studs from top of siding to the deckhead
- painted white or off white.

Bunk
- bunk beds extend 6 feet 2 inches along this bulkhead from port bulkhead
- lower bunk is 1 foot 4 inches above the deck, upper bunk is 3 feet

Tr., Keay & Moran, p. 117.
11-1/2 inches above the deck

- various colours have been noted for the bunk boards
  - pale green
  - white
  - grey
  colour may have changed from year to year
- paint analysis required.

Shelf
- lower bunk has a short shelf near its starboard end
- located 2 feet 3-7/8 inches from the deck.

Bed springs
- see photograph.

Starboard Bulkhead

Covering
- exposed studs
- has 3-1/4 inch tongue and groove siding attached to the outside of

---

AF, 31-36-s174.
Tr., Keay & Moran, p. 99;
Tr., Lesyk,
the studs to a height of 7 feet 2-1/4 inches painted white or off white.

Window
- located approximately 4 feet 3 inches above the deck
- see exterior crew's quarters bulkhead for location
- may not be original.

Door
- single leaf, 4 panel
- 3 lower horizontal panels
- hinged at aft end
- rim door lock
- 5 feet 11-1/2 inches high
- 3 feet 7/8 inches from aft bulkhead
- never locked.

Closet
- see aft bulkhead.

Curtain or blind
- none on the door.
Aft Bulkhead

Covering
- exposed studs
- has 3-1/4 inch tongue and groove siding attached to outside of studs to a height of 7 feet
- painted white or off white.

Bunks
- extend 6 feet 2 inches along bulkhead from port bulkhead
- extend between closet and port bulkhead
- lower bunk is 1 foot 4 inches above the deck, upper bunk is 3 feet 11 inches above the deck
- bunk side boards are 8 inches wide
- see bunks forward bulkhead.

Closet
- between bunk ends and starboard bulkhead
- 6 feet 2 inches high, 2 feet 1-7/8 inches wide and 2 feet 8-1/8 inches deep
- front opening is 5 feet 8-1/2 inches x 1 foot 1-1/4 inches and is 7-3/4 inches in from the starboard bulwark.

Bed springs
- see photograph.

Shelf
- near top bunk aft.

Shelf
- witness marks above aft lower bunk
- in far corner between stud and bulwark.

Deck

Decking
- boards painted grey.

P. 553.
Tr., Farber, p. 17.
AS, 26 June 75;
Tr., Lesyk, p. 42.
Rug
- A piece of rug was placed on the deck when it could be scrounged, otherwise the deck was bare.

**General Information (Crew)**

**Identified bunk Occupants**
- Top forward - Bill Lesyk 1940
- Bottom forward - Don Macphail 1930-1940
- Top aft - Hubert Farber 1939-40
- Bottom aft - Frank Coghlan 1938-1940
  - A. Keay 1937-1938
- A. Keay may have been in cabin forward of this one.

**Clothing**
- The clothing of any individual is fairly well a personal matter with each one having his own peculiar idiosyncrasy. For those working on
board the vessel there appears to have been a certain commonality. The most favoured uniform of the crew appears to have been a pair of what is now called 'blue jeans', work boots, a patterned shirt and cap. Clothing for cold and rainy weather was also carried. For those former crew members that have been interviewed more information has been listed than what is contained in the listed photographs. The photographs listed should give a good indication as to type of clothing worn by the deck crew. This subject has been dealt with more comprehensively in the narrative history of the S.S. Klondike.
General reading material
- mechanical magazines  
- geographic magazines
- Macleans
- Field and Stream
- Vancouver Sun Newspaper.

Ash trays
- tops of tobacco cans.

Towelling
- may have brought own bath towels
- used company towels at times
- were provided with a roller towel
  which may have been near sink area
- curatorial has samples.

Bedding
- same as passenger staterooms
- no bedspreads.
Mattress
- kapok mattress
- blue and white ticking.

Rug
- may at times have had a piece of rug that was scrounged
- most of the time there was no rug.

Hooks
- there were clothes hooks attached to the bulkheads
- locations not known.

Outfitted to W. Lesyk (1940)

Pants

Refer to (1940) photographs

Tr., Farber, pp. 67-68;
p. 30.

Tr., Farber, p. 35.

Tr., Keay & Moran, p. 99;
Tr., Lesyk, p. 43;
Tr., Coghlan, pp. 18-19.

Tr., Coghlan, p. 18.
- blue denim. p. 55.

Work boots
- ordinary ankle high leather work boots. p. 55.

Shirts
- ordinary work shirts p. 56.
- T shirts.

Sweater
- no sweaters. p. 56.

Rain wear
- no rain wear. p. 56.

Suit
- worn going up north in the beginning of the year and back down at the end of the season
  - kept in mothballs at the commissary.

Tobacco
- Ogden's Fine Cut. AS, 26 June 75.

Bunk occupied
- Tr., Lesyk,
- top forward bunk.                       pp. 41, 66.

**Outfitted to Andrew Keay**

(1937–1938)

**Tobacco**

- Ogden's Fine Cut
- Chanticler papers
- kept on shelf near head of bunk.

**Picture**

- of wife
- tacked to bulkhead at head of bunk.

**Suitcase**

- pressed black cardboard suitcase
- kept under the bunk.

**Packsack**

- had a packsack
- may have been kept under the bunk.

**Overalls**

- blue denim.
Cap
- white peaked cap
- hung on a hook when not in use.

Shirt
- hickory shirts
- white shirt with blue pin stripe.

Writing material
- pad and pen were kept in the suitcase.

Reading material
- did not read much.

Bunk occupied
- lower one aft.

Outfitted to Frank Coghlan
(1938-1940)

Suitcase
- kept it under the bunk
- kept most of his belongings in it
- still has the suitcase
- curatorial has suitcase.

Shaving gear
- safety razor
- brush
- cake of soap, possibly William's
- Gillett or Minora blades.

Overalls
- denim
- just the pants.

Shirt
- ordinary work shirts.

Socks
- half a dozen pair of work socks.

Work boots
- ankle high work boots
- panko soles.

Reading material
- very little if any. pp. 8-9.

Writing material Tr., Coghlan,
- either a pad of paper or paper from pp. 9-10, 14.
  the coastal steamers
- took his own envelopes up
- had a fountain pen.

Gloves Tr., Coghlan,
- pair of cloth work gloves pp. 10-11.
- not used very much.

Dress Clothes Tr., Coghlan,
- serge pants p. 11.
- wind breaker
- two dress shirts
- kept in the closet.

Letters Tr., Coghlan,
- from home, kept in the suitcase. p. 13.

Dress Shoes Tr., Coghlan,
- Oxfords p. 13.
- only worn at the beginning and the end of the season when coming or leaving the Yukon.
Coat  
- cloth coat for cooler weather.  

Bunk occupied  
- bottom aft.

Outfitted to H. Farber  
(1930-1940)

Suitcase  
- metal steamer trunk  
- kept it on top of the closet at the foot of the bunk.

Slippers  
- Essendale slippers  
- had a low rubber heel  
- strap over the top that was buckled on the side of the slipper  
- heavier than house slippers  
- leather slippers.

Pants  
- blue denim
- two pair

Sweaters
- 3.  

Underwear
- two pairs of heavy underwear  
- combination Penman's  
- buttoned all the way up the front  
- flap in the back  
- mottled white  
- also wore jockey shorts  
- sleeveless undershirts.

Socks
- heavy wool work socks with a red toe and heel.

Coveralls
- blue denim.

Suit
- only worn when coming north in the spring and going back south in the fall.
Gloves
- no gloves.

Shaving gear
- Gillette safety razor
- stick soap in a mug with a brush
- kept in a little case on a shelf by
  the bunk.

Comb
- but no hair brush.

Tobacco
- Ogden's fine cut
- Chanticler papers.

Pictures
- had no pictures on the bulkhead.

Reading material
- magazines of all descriptions
- no books
- were not read in the cabin but on
  the freight deck or in crew's mess.

Writing material
- pen, paper and envelopes kept in the suitcase.  p. 19.

Cap
- black engineers cap  p. 19.
- had celluloid peak.

Watch
- Big Ben pocket watch  p. 34.
- hung on a nail at the head of the bunk when not carried.

Work boots
- ankle high with panko soles.  p. 65.

Bunk occupied

Description Starboard Shower Partitions

Aft partition
- this is a part of aft main bulk-  AF, 31-36-s174.
- shower is 3 feet wide at this bulkhead between two fore-aft partitions.

Shower heads AF, 31-36-s174.
- located up against this bulkhead from pipes that extend along the bulkhead.

Sheeting AF, 31-36-s174.
- tin sheeting extends 5 feet 5/8 inches up the bulkhead above the shower wooden floor drain.

Starboard Partition

Covering AF, 31-36-s174.
- tin sheeting extends 5 feet 1-1/2 inches up the partition
- covers tongue and groove siding.

Door AF, 31-36-s174.
- made of 2-1/2 inch tongue and groove
siding applied vertically
- hinged at its aft end with three T hinges.

Port Partition

Covering
- tin sheeting extends 5 feet 3/8 inches above wooden floor drain
- sheeting covers 3-1/4 inch tongue and groove siding
- T and G siding extends up 6 feet 8-5/8 inches at the forward end and 6 feet 11 inches at its aft end.

Light
- a light is situated in the deckhead above the shower area.

Forward Partition

Part of Aft Crew's quarters exterior
bulkhead
- see description given in section dealing with that bulkhead.

<table>
<thead>
<tr>
<th>Description Port Shower Partitions</th>
<th>Source of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aft Partition</td>
<td>AF, 31-36-s174.</td>
</tr>
<tr>
<td>- almost mirror image of starboard shower.</td>
<td></td>
</tr>
<tr>
<td>Starboard Partition</td>
<td>AF, 31-36-s174.</td>
</tr>
<tr>
<td>- similar to one for starboard shower port partition.</td>
<td></td>
</tr>
<tr>
<td>Port Partition</td>
<td>AF, 31-36-s174.</td>
</tr>
<tr>
<td>- similar to one for starboard shower starboard partition.</td>
<td></td>
</tr>
<tr>
<td>Forward Partition</td>
<td></td>
</tr>
<tr>
<td>- part of aft crew's quarters exterior bulkhead</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- see description given in section dealing with that bulkhead.</td>
</tr>
</tbody>
</table>

General Information on Showers
Water
- hot and cold running water. 
  Tr., Coghlan, p. 12; 
  Tr., Farber, pp. 16, 60-61; 
  Tr., Moran & Keay, p. 82.

Duck boards
- or grate
- at bottoms of the shower. 
  Tr., Farber, p. 61;

Description Starboard Toilet Partitions

Aft Partition
- part of aft main bulkhead 
  AF, 31-36-s174.
- see aft main bulkhead
- it is 4 feet 7 inches long.

Port Partition

Covering
- 3-1/4 inch tongue and groove siding.
  AF, 31-36-s174.
Dimensions AF, 31-36-s174.
- 5 feet 10 inches high x 2 feet 3-1/2 inches wide.

Toilet AF, 31-36-s174; Tr., Jan. Conf.
- up against partition Sun. III, p. 48;
- flush box Tr., Farber, p. 90.
- may originally have been a continuous flush type.

Forward Partition

Dimensions AF, 31-36-s174.
- 5 feet 8-3/4 inches above toilet flooring.

Covering AF, 31-36-s174.
- 3-1/4 inch tongue and groove siding.

Door AF, 31-36-s174.
- at starboard end of the partition
- 5 feet 6-3/8 inches high
- made out of 2-1/2 inch tongue and
groove applied vertically.

**Starboard Partition**

**Dimensions**
- 2 feet 3-1/2 inches wide
- 5 feet 8-3/4 inches above toilet flooring.

**Covering**
- 3-1/4 inch tongue and groove siding.

**Description Port and Starboard Toilet, Shower Passageways**

Thwartship Passageways leading to port and starboard shower and toilet areas.

**Forward Partition**

- part of aft crew's quarters exterior
bulkhead

- see description given in section dealing with that bulkhead.

Inboard Partition

- doors to showers

- see description given in section dealing with shower partitions.

Starboard Passageway Aft Partition

Dimensions

- 5 feet 2 inches wide and 6 feet 6 inches high.

Covering

- 3-1/4 inch horizontal tongue and groove siding

Toilet Door

- 9-1/2 inches above the deck
- 5 feet 6-3/8 inches high and 1 foot 8-3/4 inches wide
- made of 2-1/2 inch tongue and groove siding applied vertically
- located 4-1/2 inches from starboard edge.

Port Toilet Partitions

Mirror image of starboard toilet partitions AF, 31-36-s174.

Port Passageway Aft Partition

Dimensions AF, 30-36-s173.
- 5 feet 2-1/8 inches wide and 6 feet 6 inches high.

Covering AF, 30-36-s173.
- 3-1/4 inch tongue and groove cedar siding
- applied horizontally to deck.
Toilet door AF, 30-36-s173.
- 9 inches above the deck
- 1 foot 8-3/4 inches wide and 5 feet 9 inches high
- made of 2-1/2 inch tongue and groove applied vertically to deck.

Hull

General Statement
There is little information concerning the hull that has not been covered in detail in the As-Found blue prints. There are photographs of this section of the ship taken during the ship's construction, and a listing of these photographs has been included at the end of this section. As no further information is presently available which could add to the two sources noted above all that will be given here is a brief outline of how the hull was constructed.

The inside of the hull was divided longitudinally by five keelsons and transversely by six water tight bulkheads. The keelsons consist of a center keelson and two on either side of it. The center keelson and the two outside keelsons were all water tight. It was noted in the blue prints that "the double planking between the 3-7/8 inches x 1 foot 7-1/2
inches base timbers and the 3-7/8 inches x 6-3/4 inches top plate were added in 1954 replacing a truss system in order to stiffen the hull." This refers to the port and starboard water tight keelson and not to the center keelson. The keelsons just port and starboard of the center keelson were skeleton keelsons made up of cross bracing with wedges at the top and bottom and bolts extending from the top plate down and through the bottom plate.

The hull was divided into seven water tight compartments by 6 internal thwartship water tight bulkheads excluding the transom. Each bulkhead consisted of two vertical layers of 5-1/4 inch x 3/4 inch tongue and groove fir separated by a canvas membrane. The bulkheads were interrupted by the various keelsons which extended through them.

Starting aft of the aft water tight bulkhead and extending forward to the forward water tight bulkhead and located between the center and the adjacent keelsons on the port and starboard sides were two plates, one located directly below the deck frames and the other directly on the hull frame. Extending between the two plates were 3 inch x 3 inch fir vertical post deck supports approximately every four feet.

The whole hull was divided up into one hundred and fifty seven thwartship frames (ribs) excluding the transom and the stem. The stem was continuous with the center
keelson. The lower frames were built in two sections bolted together at the chines.

The exterior of the hull was covered by 2-3/4 inch thick planking that varied in width from 1 foot 1 inch along the flat part of the hull to as small as 4-1/2 inches in the chine area. The whole hull was caulked, possibly with hemp. In addition to the damaged planks that were removed from the bottom of the hull preparatory to replacement the following spring, a plank was generally removed from the hull in the forward water-tight compartment for ventilation after the boat was hauled-up at the end of the navigation season.

There were various internal structures in the hull with the most prominent of these probably being the boiler cradle. The main part of the cradle consisted of 2-1/2 inch thick and 1 foot 4 inches wide planks on edge, separated by two inch spacers all of which were bolted together, with frame 113 being part of the cradle. A tie rod joined together the ends of the main part of the cradle. The tie rod extended down from the end of the bolted timbers to the hull area, then across the bottom support members located below the thwartship timbers directly below the boiler and then extended up to the other end of the timbers. Tension was kept on the tie rod through two turnbuckles with one toward either end. The above section held up four 8-1/4 inches high and 10 inches wide blocks upon which sat a 1/2 inch thick x 1 foot 1-3/4 inches wide steel bearing plate.
Two other boiler cradle beams were located forward of the above section with one sitting above frame 117 and one forward of it, approximately between frames 121 and 122. Each one of these beams extended from keelson number one on the port side to keelson number one on the starboard side. The beams had a 1/2 inch thick steel plate on top upon which the boiler sat.

The king posts had a similar type of support system as has been already described for the main part of the boiler cradle. They were supported on the center line of the center keelson by tie rods and braces with steel plates at the ends of the braces.

All hog posts and hog chains terminated on the keelsons. The hog posts were stepped into the keelsons and the hog chains were secured to them through a strap type of arrangement.

Engine supports were located directly below the engines on either side. These were basically two timbers placed on edge, with the inboard timber being scarfed with the main paddle wheel support aft and the outboard timber extending aft and forming the pitman opening with the main paddlewheel support. The engine supports were braced from below in the hull by cross bracing and steel rods similar to the skeleton keelsons in the hull.

Inboard of the engine support on the starboard side was a water well open to the river that served as a feed
tank for the boilers. The well was approximately 2 feet 3/4 inches x 4 feet 7 inches and was 4 feet high. All the boards used in the construction of the well were caulked. Water entered the well through a five inch diameter screened hole cut into the bottom.

The hull exterior had the Klondike sign at the bow and the depth markings on the stem and further aft on the hull. There were two ring anchors on both sides with one in the vicinity of frame number 110 and the other near frame 10.

The painting scheme of the hull was simple in that it was white. The only variations to this scheme were the lettering on the Klondike sign and the depth markings, both of which were black, and a red stripe that extended the full length of the hull just below the rubbing strake.

Information on the Hull

AF, 1-13-s180 to AF, 13-14-s192;
P. 75, 76, 78,
80, 226, 227,
228, 229, 230,
231, 283, 284,
286, 287.
Furnishings Index

A

Anchors

- Description Foredeck: Foredeck

Ashtrays

- Description Dining Room: Furnishings
- Description Observation Lounge: Furnishings

Axe, Fire

- Description Engine Room: Aft Bulkhead
- Description Interior Bulkheads of Cargo Space: Port and Starboard Bulkheads
- Description Exterior Bulkheads Saloon Deck Housing: Aft Bulkhead
- Description Texas Deck Cabins Exterior: Aft Bulkhead
- Description Wheelhouse Interior: Starboard and Port Bulkheads
Badminton and equipment - Description Saloon Deck

Bags, Linen - Contents of Cabin B-P3 as Linen Locker

Bags, Way Mail - Description Cabin S-S1: Outfitted to J. Forde

Bakegoods - Description Cabin S-P8: Possible Contents of Bakery

Bakepans - Description Cabin S-P8: Possible Contents of Bakery

Baking Supplies - Description Cabin S-P8: Possible Contents of Bakery

Barrels, Fire - Description Saloon Deck

Barrels, Metal Drinking - Description Boat Deck

Water - Description Saloon Deck

Barrels, Wooden Water - Description Saloon Deck

Barrels, Water - Description Foredeck: Foredeck

Bedding, Crew - Description Aft Starboard Crews' Cabin Interior Bulkhead: General Information

Bedspread - Texas Deck Cabins Interiors:

General Furnishings

- Saloon Deck Cabins: General Furnishings

Bell, Ship's - Description Texas Deck
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belt, Life</td>
<td>- Texas Deck Cabins, Interiors:</td>
</tr>
<tr>
<td></td>
<td>General Furnishings</td>
</tr>
<tr>
<td></td>
<td>- Saloon Deck Cabins: General Furnishings</td>
</tr>
<tr>
<td>Bench</td>
<td>- Description Aft Starboard Crews'</td>
</tr>
<tr>
<td></td>
<td>Cabin Interior Bulkheads: Port Bulkhead</td>
</tr>
<tr>
<td>Benches</td>
<td>- Description Crews' Mess:</td>
</tr>
<tr>
<td></td>
<td>Furnishings</td>
</tr>
<tr>
<td>Bin, Coal</td>
<td>- Description Saloon Deck</td>
</tr>
<tr>
<td>Blankets</td>
<td>- Texas Deck Cabins Interiors:</td>
</tr>
<tr>
<td></td>
<td>General Furnishings</td>
</tr>
<tr>
<td></td>
<td>- Saloon Deck Cabins: General Furnishings</td>
</tr>
<tr>
<td>Blind, Window</td>
<td>- Texas Deck Cabins Interiors:</td>
</tr>
<tr>
<td></td>
<td>General Furnishings</td>
</tr>
<tr>
<td></td>
<td>- Saloon Deck Cabins: General Furnishings</td>
</tr>
<tr>
<td>Boards, Dunnage</td>
<td>- Description Freight Deck Main Cargo Area:</td>
</tr>
<tr>
<td></td>
<td>Cargo Information General</td>
</tr>
<tr>
<td>Board, Notice</td>
<td>- Description Dining Room:</td>
</tr>
<tr>
<td></td>
<td>Furnishings</td>
</tr>
<tr>
<td>Board, Run Off</td>
<td>- Description Foredeck: Foredeck</td>
</tr>
<tr>
<td>Board, Scrub</td>
<td>- Description Engine Room: Aft Bulkhead</td>
</tr>
<tr>
<td>Boats, Life</td>
<td>- Description Boat Deck</td>
</tr>
<tr>
<td></td>
<td>- Description Saloon Deck</td>
</tr>
</tbody>
</table>
Boats, Work
- Description Saloon Deck

Book, Cook
- Description Cabin S-S9: Outfitted to J. Moran and H. Nicholson
- Description Galley: Furnishings

Book, Letter Press
- Description Cabin S-S1: Outfitted to J. Forde

Book, Log
- Description Cabin S-S1: Outfitted to J. Forde
- Description Wheelhouse Interior: Deckhead

Box, Wood
- Description Texas Deck

Boxes, Lifebelt
- Description Saloon Deck

Brooms
- Description Galley: Furnishings
- Description Saloon Deck

Brush, Dish
- Description Galley: Furnishings

Brush, Sink
- Description Galley: Furnishings

Buckets, Fire
- Description Saloon Deck
- Description Skylight Deck
- Description Texas Deck

Buckets, Wash
- Description Saloon Deck

Bunks, Portable
- Description Freight Deck Main Cargo Area: Material Stowed on Freight Deck

Butter Pat Maker
- Description Galley: Furnishings
Cable, Fo'c'sle

Calendar

- Description Foredeck: Foredeck
- Description Cabin B-S1: Furnishings
- Description Cabin B-P2: Furnishings
- Description Cabin S-S1: Outfitted to J. Forde
- Description Cabin S-S9: Outfitted to J. Moran and H. Nicholson
- Description Crews' Mess: Furnishings
- Description Engine Room: Aft Bulkhead
- Description Dining Room: Furnishings
- Description Wheelhouse Interior: Forward Bulkhead

Can Opener

- Description Galley: Forward Bulkhead post 1950

Canvas, Blackout

- Description Exterior Bulkheads
  Saloon Deck Housing: Port and Starboard Bulkheads
- Description Port and Starboard Skylight Bulkheads
Carafe, Water - Texas Deck Cabins Interiors:
  General Furnishings

Cargo, Foredeck - Description Foredeck: Foredeck

Cargo, General - See subsections of Description
  Freight Deck Main Cargo Area

Carpet, Master's Cabin - Description Cabin B-Pl Deck

Carpet, Runner - Description Observation Lounge:
  Furnishings

Carpet - Description Engine Room: Deck

Carts, Freight - Description Freight Deck Main
  Cargo Area: Material Stowed on Freight Deck

Carts, Cordwood - Description Freight Deck Main
  Cargo Area: Material Stowed on Freight Deck

Certificate - Description Wheelhouse Interior:
  Forward Bulkhead

Chair, Basketweave - Description Cabin B-Pl:
  Furnishings
  Description Cabin B-S1:
  Furnishings
  Description Observation Lounge:
  Furnishings
  Description Saloon Deck
  Description Wheelhouse Interior:
  Deck
Chair, Bentwood
- Description Cabin B-P1: Furnishings
- Description Cabin B-P2: Furnishings
- Description Cabin B-S1: Furnishings
- Description Cabin S-P3: Outfitted to W.R. McGregor
- Description Crews' Mess: Furnishings
- Description Dining Room: Furnishings
- Texas Deck Cabins Interiors: General Furnishings
- Saloon Deck Cabins: General Furnishings

Chair, Captain's
- Description Observation Lounge: Furnishings
- Description Saloon Deck

Chair, Captain's High
- Description Engine Room: Deck
- Description Wheelhouse Interior: Deck

Chair, Upholstered
- Description Observation Lounge: Furnishings

Chairs, Card Table
- Description Freight Deck Main Cargo Area: Material Stowed on
Chalk, Woodpile
- Description Cabin S-Sl: Outfitted to J. Forde

China
- Description Dining Room: China
- Description Dining Room: Furnishings

Chocks, Lifeboat
- Description Boat Deck
- Description Saloon Deck

Clipboards
- Description Cabin S-Sl: Outfitted to J. Forde
- Description Engine Room: Aft Bulkhead
- Description Wheelhouse Interior: Other Furnishings

Clips, Spring
- Description Cabin S-Sl: Outfitted to J. Forde

Clock, (Alarm)
- Description Cabin S-Sl: Outfitted to J. Forde
- Description Cabin S-P8: Possible Contents of Bakery
- Description Galley: Furnishings
- Description Wheelhouse Interior: Forward Bulkhead

Cloth, Cheese
- Description Galley: Furnishings

Cloth, Oil
- Description Crews' Mess: Furnishings
Cloths, Table - Description Dining Room: Furnishings

Coal, Galley - Description Freight Deck Main Cargo Area: Material Stowed on Freight Deck

- Description Galley: Furnishings

Compass - Description Wheelhouse Interior: Deck

Compass, Stand - Description Wheelhouse Interior: Deck

Contents, Cupboard - Description Observation Lounge: Furnishings

Contents, Lifeboats - Description Boat Deck

- Description Saloon Deck

Contents, Lockers - Description Interior Bulkheads of Cargo Space: Starboard Bulkhead and Port Bulkhead

Cots - Description Freight Deck Main Cargo Area: Material Stowed on Freight Deck

Couch - Description Observation Lounge: Furnishings

Covers, Canvas Lifeboat - Description Boat Deck

- Description Saloon Deck

Covers, Metal Lifeboat - Description Boat Deck

- Description Saloon Deck
Covering, Screen Door - Texas Deck Cabins Interiors: General Furnishings
Cruet Set - Description Dining Room: Furnishings
Cup, Drinking - Description Saloon Deck
Curtain, Bunk - Description Cabin B-P1: Furnishings
- Description Cabin S-S1: Outfitted to J. Forde
Curtain, Sink - Texas Deck Cabins Interiors: General Furnishings
Curtains - Description Internal Structures of Observation and Dining Areas: Furnishings
Curtains, Waiter's Station - Description Dining Room: Furnishings
- Description Cabin B-P2:
Curtains, Window Furnishings
- Description Cabin S-S1: Outfitted to J. Forde
- Description Observation Lounge: Furnishings
- Description Wheelhouse Interior: Port, Starboard and Aft Bulkheads
- Texas Deck Cabins Interiors: General Furnishings
- Saloon Deck Cabins: General Furnishings

Cushion, Captain's High Chair - Description Wheelhouse Interior: Deck

Cushion, Engine Room Bench - Description Engine Room: Aft Bulkhead

Cushion, Wheelhouse Bench - Description Wheelhouse Interior: Aft Bulkhead

Cutlery - Description Crews' Mess: Furnishings
- Description Dining Room: Furnishings

D

Desk - Description Cabin B-Pl: Furnishings

Desk, Writing - Description Internal Structures of Observation and Dining Areas: Furnishings

Dishes - Description Crews' Mess: Furnishings
- Description Galley: Furnishings
Drum, Rope  
- Description Foredeck: Foredeck

Dustpan  
- Description Galley: Furnishings

E

Eiderdowns  
- Description Cabin B-P2: Furnishings
- Texas Deck Cabins Interiors: General Furnishings
- Saloon Deck Cabins: General Furnishings

Extinguishers, Fire  
- Description Engine Room: Aft Bulkhead
- Texas Deck Cabins Exterior: Aft Bulkhead

F

Flags  
- Description Foredeck
- Description Paddle Wheel and Transom
- Description Wheelhouse Exterior: Roof

Flashlights  
- Description Cabin S-Sl: Outfitted
to J. Forde
- Information about Boiler and Boiler Area

Foodstuffs
- Description Galley: Foodstuffs in Galley

Form, Berthing List
- Description Cabin S-Sl: Outfitted to J. Forde

Form, Customs
- Description Cabin S-Sl: Outfitted to J. Forde

Form, Expense Bill
- Description Cabin S-Sl: Outfitted to J. Forde

Form, Requisition A-72
- Description Cabin S-P3: Outfitted to W.R. McGregor

Form, Waybill
- Description Cabin S-Sl: Outfitted to J. Forde

Freight
- Description Freight Deck Main Cargo Area: General Cargo Upstream and Downstream

G

Gangplank, Main
- Description Foredeck: Foredeck

Gangplank, Narrow
- Description Foredeck: Foredeck

Gauntlets
- Information about Boiler and Boiler Area
Glasses, Water
- Texas Deck Cabins Interiors:
  General Furnishings
- Saloon Deck Cabins: General Furnishings
Glue
- Description Cabin S-Sl: Outfitted to J. Forde

H

Hanger, Plant
- Description Dining Room:
  Furnishings
Haul Boy
- Texas Deck Cabins Interiors:
  General Furnishings
- Saloon Deck Cabins: General Furnishings
Heater, Airtight
- Description Wheelhouse Interior:
  Deck
Holders, Pot
- Description Galley: Furnishings
Horses, Gangplank
- Description Freight Deck Cargo Area: Material Stowed on Freight Deck
Hose, Deck
- Description Saloon Deck
Hose, Fire
- Description Boat Deck
I

Icebox - Description Saloon Deck
Icecream Maker - Description Saloon Deck
Ink, Writing - Description Cabin S-S1: Outfitted to J. Forde

J

Jugs, Water - Description Linen Locker: General Statement

K

Kit, First Aid - Description Cabin S-P3: Outfitted to W.R. McGregor

L

Life-rings - Description Boat Deck
- Description Saloon Deck
Linens - Contents of Cabin B-P3 as Linen Locker
- Description Linen Locker: General Statement
- Saloon Deck Cabins: General Furnishings
- Texas Deck Cabins Interiors: General Furnishings

Lock, Yale
- Description Cabin B-P3: Outboard Bulkhead
- Description Cabin S-Bl: Outfitted to J. Forde

Locker Meat
- Description Saloon Deck

Locker Vegetable
- Description Saloon Deck

Mail, Way
- Description Cabin S-Sl: Outfitted to J. Forde

Map, Yukon
- Description Dining Room: Furnishings

Mats, Coconut
- Description Saloon Deck

Mattress
- Description Aft Starboard Crews' Cabin Interior Bulkheads: General Information
- Saloon Deck Cabins: General Furnishings
- Texas Deck Cabins Interiors: General Furnishings
Menu, Blanks
- Description Cabin S-P3: Outfitted to W.R. McGregor

Menu
- Description Crews' Mess: Furnishings
- Description Dining Room: Furnishings

Mops
- Description Saloon Deck

Motor, Outboard
- Description Freight Deck Main Cargo Area: Material Stowed on Freight Deck

N

Napkins
- Description Dining Room: Furnishings

O

P

Paddlewheel Buckets, spare
- Description Freight Deck Main Cargo Area: Material Stowed on Freight Deck
Pail - Description Dining Room:
   Furnishings

Pail, Commode - Saloon Deck Cabins: General
   Furnishings

- Texas Deck Cabins Interiors:
   General Furnishings

Pallet, Wooden - Description Cabin S-P8: Possible
   Contents of Bakery

Pans, Roasting - Description Galley: Furnishings

Peeler, Potato - Description Galley: Furnishings

Pick, Ice - Description Galley: Furnishings

Pillow - Saloon Deck Cabins: General
   Furnishings

- Texas Deck Cabins Interiors:
   General Furnishings

Pinups - Description Crews' Quarters: Main
   Aft Bulkhead

Pitcher, Water - Saloon Deck Cabins: General
   Furnishings

- Texas Deck Cabins
   Interiors: General Furnishings

Placemats - Description Dining Room:
   Furnishings

Poker - Information about Boiler and
   Boiler Area

Pole, Fishing - Description Engine Room: Aft
Bulkhead

Poles, Sounding - Description Freight Deck Housing

Exterior Bulkheads: Starboard and Port Bulkheads

Postcards and Pamphlets - Description Cabin S-Sl: Outfitted to J. Forde

Post, Punching - Description Foredeck: Foredeck

Press, Letter - Description Cabin S-Sl: Outfitted to J. Forde

- Description Internal Structures of Observation and Dining Areas: Furnishings

Punching gear, Boiler - Information on Boiler and Boiler Area

Quoits - Description Saloon Deck

Rack, Firebucket - Description Saloon Deck

- Description Skylight Deck

- Description Texas Deck
Rack, Firehose - Description Boat Deck
- Description Saloon Deck Housing
Rack, Drinking Glass - Description Dining Room:
  Furnishings
Rack, Waymail Bag - Description Cabin S-Sl: Outfitted to J. Forde
Radiator - Description Internal Structures of Observation and Dining Areas:
  Furnishings
- Description Observation Lounge:
  Furnishings
Radiophone, U.S. Army - Description Cabin S-Sl: Outfitted to J. Forde
- Description Wheelhouse Interiors:
  Deck
Rags, Navy Sweat - Information about Boiler and Boiler Area
- Description Engine Room: Deck
Rasps - Description Galley: Furnishings
Rings, Napkin - Description Dining Room:
  Furnishings
Rope - Description Interior Bulkheads of Cargo Space: Starboard and Port Bulkheads
Rudders, Spare - Description Freight Deck Main Cargo Area: Material Stowed on Freight Deck
Rug, Crew - Description Aft Starboard Crews'
Cabin Interior Bulkheads: General Information

Rug - Description Cabin B-P2: Furnishings

Rugs - Saloon Deck Cabins: General Furnishings

- Texas Deck Cabins Interiors: General Furnishings

Safe - Description Internal Structures of Observation and Dining Areas: Furnishings

Scales, Dough - Description Cabin S-P8: Possible Contents of Bakery

Scuttle, Coal - Description Galley: Furnishings

Seating Arrangement Dining Room - Description Cabin S-S1: Outfitted to J. Forde

Sharpener, pencil - Description Cabin S-S1: Outfitted to J. Forde

Shovel, Coal - Description Saloon Deck

Shuffleboard and Equip. - Description Saloon Deck

Sink, Dining Room - Description Dining Room: Furnishings
Soap
- Contents of Cabin B-P3 as Linen Locker
- Description Crews' Quarters: Main Aft Bulkhead
- Saloon Deck Cabins: General Furnishings
- Texas Deck Cabins Interiors:
  General Furnishings
Soap, Ivory Laundry
- Description Freight Deck Main Cargo Area: Material Stowed on Freight Deck
Spike, Bill
- Description Cabin S-S1: Outfitted to J. Forde
Spittoon
- Description Observation Lounge:
  Furnishings
- Description Wheelhouse Interior:
  Deck
Squeezy
- Description Saloon Deck
Stamps, Bar
- Description Cabin S-S1: Outfitted to J. Forde
Stamp, Freight Way Bill
- Description Cabin S-S1: Outfitted to J. Forde
Stand, Waterbarrels
- Description Boat Deck
- Description Saloon Deck
Stapler
- Description Cabin S-S1: Outfitted to J. Forde
Stationery, WP&YR  - Description Cabin S-P3: Outfitted to W.R. McGregor
                  - Description Cabin S-Sl: Outfitted to J. Forde
Steel, Sharpening  - Description Galley: Furnishings
Steps, Texas Deck  - Description Port and Starboard Stateroom Stillight Deck Bulkheads
Stateroom Skylight Deck Bulkheads
Sticks, Cordwood  - Description Freight Deck Housing Measuring Exterior Bulkheads: Forward Bulkhead
Stone, Pumice  - Description Galley: Furnishings
String, Wrapping  - Description Galley: Furnishings (Sugy) Powder - Description Freight Deck Main Cargo Area: Material Stowed on Freight Deck Supplies, Observation  - Description Cabin S-P3: Outfitted to W.R. McGregor
Table  - Description Cabin B-Sl: Furnishings
        - Description Crews' Mess: Furnishings
        - Description Engine Room: Deck
Table, Card
- Description Freight Deck Main
  Cargo Area: Material Stowed on Freight Deck
- Description Observation Lounge: Furnishings

Table, Dining
- Description Dining Room: Furnishings

Table, Drill
- Description Interior Bulkheads of Cargo Space: Aft Bulkhead

Table, Officer's Dining
- Description Dining Room: Furnishings

Table, Ping Pong
- Description Dining Room: Furnishings

Table, Serving
- Description Dining Room: Furnishings

Tanks, Oil
- Description Freight Deck Main
  Cargo Area: Material Stowed on Freight Deck

Tarpaulins
- Description Freight Deck Main
  Cargo Area: Material Stowed on Freight Deck

Telephone
- Description Engine Room: Aft Bulkhead

Thermometer
- Description Galley: Furnishings

Tickets, Meal
- Description Cabin S-Sl: Outfitted to J. Forde
Tickets, Way
- Description Cabin S-Sl: Outfitted to J. Forde

Tiebacks, Curtain
- Saloon Deck Cabins: General Furnishings
- Texas Deck Cabins Interiors: General Furnishings

Tongs, Ice
- Description Galley: Furnishings

Tools, Jewellery J. Scotland
- Description Engine Room: Aft Bulkhead

Towels
- Saloon Deck Cabins: General Furnishings
- Texas Deck Cabins Interiors: General Furnishings

Typewriter
- Description Cabin S-P3: Outfitted to W.R. McGregor
- Description Cabin S-Sl: Outfitted to J. Forde

Urns, Coffee
- Description Dining Room: Furnishings
Vases, Flower - Description Dining Room: Furnishings
Voucher, Wood - Description Cabin S-Sl: Outfitted to J. Forde
Wood, Cord - Description Foredeck: Foredeck
- Description Freight Deck Main Cargo Area: Material Stowed on Freight Deck
Wool, Steel - Description Galley: Furnishings
Writing Material - Description Internal Structures of Observation and Dining Areas: Furnishings

XYZ