

**MYLES**

It seems a little difficult to believe, but we actually have put together two hundred of our "Ship of the Month" features for "Scanner". We have come a long way since our first rather tentative effort appeared in the May, 1969, issue, and we hope that our readers will continue to enjoy the feature for many years to come, and also that they will continue to contribute to its preparation.

The ship which we have chosen to feature in this, the last issue of 1992, is a vessel whose history, as far as we are aware, has never before been traced in any detail in print. She was of somewhat unusual construction; she was involved in quite a series of adventures during her life; she was rebuilt on numerous occasions, and she lived an extremely long life for a vessel of her period. There also are a great many questions which remain unanswered in respect of her activities at various stages of her long career.

Your Editor has had an interest in this particular ship ever since, as a small child, he first saw two unusual old photographs of the steamer in dire straits, these photos having been given to his father by the late marine historian and newspaperman, C.H.J. Snider, whose "Schooner Days" feature appeared each Saturday for decades in "The Evening Telegram". These photos are reproduced on the accompanying photopage so that all of our readers may enjoy them.

The propellor MYLES was a combination package freighter and bulk carrier which was built in 1882 at Hamilton, Ontario, by the A. M. Robertson Shipyard. She was of what was known as composite construction, in that she had iron frames, but her hull was planked with oak. She was 175.0 feet in length, 33.6 feet in the beam, and 15.2 feet in depth, with tonnage of 1211 Gross and 929 Net. She was powered by a fore-and-aft compound engine with cylinders of 24 and 46 inches bore, and a stroke of 36 inches. Steam was provided by two Scotch boilers, which measured 8 feet by 10 feet. The engine and boilers were built for the steamer by Copp Bros. and Barry, of Hamilton.

MYLES was launched on Saturday, September 2nd, 1882, and she was christened by Captain Sweet. She was enrolled at Hamilton and was given Canadian official number 77698. Her managing owner was Thomas Myles, who with his son, Charles James Myles, owned all 64 shares of the ship. The Myles family operated a large coal business in Hamilton.

The MYLES was fairly typical of steamers of her period in respect of appearance. Her hull had considerable sheer, with a straight stem and a counter stern. Her main deck was completely enclosed with a wooden deckhouse into which large sideports were cut in order to facilitate the loading and unloading of freight. Package freight could be stowed both on the main deck or in the hold below, and the lower hold could also accommodate bulk cargoes, such as grain or coal.

Most of the crew accommodations were located in a cabin set forward on the upper deck. It was of rather interesting shape, in that it came to a point at its forward end, imitating the shape of the hull itself. (Many passenger and freight boats built in the 1860s and 1870s had cabins shaped like this.) The cabin only extended about a third of the way down the length of the ship, and the centre section of the upper deck was open.

Aft, there was a very tall and thin smokestack. We believe that it rose straight up out of the upper deck, with no cabin around it, and only a small cabin located at the stern, abaft the funnel. We are not absolutely certain about this aft cabin configuration, because the only photos we have of MYLES at this stage are those showing her sunk, and the after part of the upper deck is not visible. However, such a cabin arrangement was typical in freighters of her type.

The pilothouse, set far forward atop the upper deck cabin, was an ornate, octagonal (or "birdcage") structure. It was set so that no window faced dead ahead, and the wheelsman, in looking toward the steering pole would, if