

feet while registered depth was 17.8 feet and moulded, 20 feet. Gross and Net Tonnages were 1905 and 1123, respectively. Two coal-fired, single-ended Scotch boilers, each 10'10" by 10'6" (with a total of 64 square feet of grate surface and 2,136 square feet of heating surface), manufactured by the Central Marine Engineering Works, of West Hartlepool, England, supplied steam at 180 p.s.i. to a shipyard-built triple expansion engine with cylinder bore diameters of 15, 25 and 40 inches, and a stroke of 33 inches. The engine swung a four-bladed propeller of 12'3" diameter and 10'3" pitch, and produced a maximum 760 indicated horsepower at 104 revolutions per minute during trials.

As with many canallers of the period, a lack of power was the PRICE's most notable shortcoming. She was only a seven-knot vessel and often was unable to achieve even that against wind and current. This power shortage, combined with a rather full stern, plagued her manoeuvrability. Whereas most canallers responded to a half-ahead "kick" in a turning manoeuvre, the PRICE usually needed full power before she would answer her helm, according to one of her captains.

In today's politically-correct terminology, JOHN H. PRICE might have been called "aesthetically challenged". A lack of sheer and awkward, spartan superstructure design prompted observers to refer to the PRICE and her sisters as "dishpans", a moniker further encouraged by the use of hull scantlings that were unusually light for this type of ship.

Almost devoid of sheer, the hull began with the usual bluff bow and vertical stem. A three-quarter height forecastle accommodated the mates and forward crew. The forecastle rail was open except for a short length of steel bulwark at the stem head, hardly more than a spirket plate. An anchor windlass was placed on the forecastle head to handle the two bower anchors of 3,600 pounds apiece, which were stowed in pockets with rounded upper corners, set at main deck level. Also on the forecastle head, to port of the windlass, was a snubbing winch and compressor, and abaft of all this equipment was a shallow, rectangular texas cabin that housed the master's quarters and office.

Atop the texas cabin was a pilothouse that measured only 8 feet by 10 feet and was, perhaps, the vessel's worst visual feature. An insignificant-looking structure with three windows and an "eyebrow" facing forward, it was only just adequate to house the steering wheel, engineroom telegraph, compass binnacle and the three souls who usually were required to occupy the tiny space simultaneously. The telegraph was placed adjacent to the wheel, since the master frequently handled the wheel personally during locking operations. Stretcher frames for awnings extended over the bridge deck and wings, and fresh water and sanitary tanks were fitted to either side of the pilothouse. A compass binnacle was situated above on the monkey's island, although the PRICE and her sisters probably never were navigated from there. A slender pipe mast was stepped abaft the forecastle, and the tension on the forestays reversed the designed-in rake of the mast in an unattractive manner.

The PRICE's hull continued from the forecastle to a raised quarterdeck at frame number 50, and ended with a short-overhang counter stern, with an open railing around the entire fantail. Six hatches, one on the quarterdeck, provided access to the two cargo holds, which were separated by one of the ship's three bulkheads, watertight to eight feet above the the double-bottom tank top. A "booby hatch" between numbers three and four hatches gave the crew hold access. A transverse bunker between number six cargo hatch and the after cabin held 150 tons of coal, enough for ten days' steaming at service speed, and was accessible through a full-width hatch.

The full-walkaround after cabin provided accommodations for the engineering officers, oilers, firemen and galley personnel and, of course, mess facilities for the entire ship's company. The boat deck overhung the walkaround