

Much was said in our December and January issues concerning our Ship of the Month No. 187, the Lake Ontario & Bay of Quinte Steamboat Company's side-wheel steamer NORSEMAN (91), (b) NORTH KING. Concerning the steamer's major reconstruction over the winter of 1890-1891, member Gerry Girvin, of Rochester, has come up with two items extracted from the "Port Hope Weekly News". The first is from the issue of May 14, 1891, and describes "The new steamer, the NORTH KING", which was to be placed on the Port Hope to Rochester route by May 20th.

"She belongs to the Lake Ontario Steamboat Co'y (sic.), and is now being completed at the dry dock of Davis & Son, Kingston. She is 176 feet in length, 44 feet wide over the guard(s), 10 feet in depth of hold, 8 feet between decks, and 10 feet high in the upper saloon. The leading features of her construction are the result of the experience of Mr. Gildersleeve, manager of the Company, as to the requirements of the route, and the best experts have contributed in the carrying out of the details. The hull lines are by Capt. J. W. Pierce of Evansville, Ind.; engine proportions by Frank E. Kirby of Detroit, and feathering wheels by Messrs. Logan & Rankin, Toronto. She is sharp and high forward, and the leading idea in the shape of the hull has been to secure a vessel that would make her time in all weathers, and with the greatest comfort to passengers.

"The hold below the main deck, not being required for freight, is mainly devoted to strengthening.

"In addition to the usual water-tight bulkheads and side strengthening, she is screw bolted throughout, and iron-strapped from forward to aft, between the planking and frames. Trusses are built the full depth of the hold, and full length forward and aft over the sister keelsons, with top stringer bolted to the deck beams and posts every six feet, four knees at the corners, between the posts meeting in the centre, each truss thereby forming a succession of knee arches. To prevent side strain, there are double braces from gunwale to bilge across the hull every 20 feet, kned at both ends and bolted together where they cross. Half sponsons are built outside the hull to protect the guards forward of the wheels, which also give increased stability and strength. It is believed that this is the largest amount of strengthening introduced in a wooden steamer.

"She has a skeleton beam engine with cylinder 36-inch in diameter and 10 feet length of stroke, with Stevens valve gear and drop-cut of latest design. The paddle wheels are of the feathering type, 18½ feet in diameter. The small diameter of the wheels, as compared with the leverage of the crank, is designed to give great speed of engine and consequent power. She has two return tubular boilers, one in front of the other, to distribute the weight, and placed face to face with separate smoke stacks to each. The power is estimated at 750 indicated horse-power, and the speed not less than 15 miles.

"The feathering side-wheel type of steamer, although more expensive, has been decided on as the best for passenger lake service, after careful consideration and consultation with the best experts in New York and Detroit.

"The extra width of the guards gives greater space for passenger accommodation, and the tremor and rolling are less than with either single or double screws. These considerations have caused the latest of the Long Island Sound and Upper Lake passenger steamers to be built of this type. The passenger steamers crossing the channels of the English coast are also built with feathering paddles, on account of the lesser vibration and rolling, although they have no guards and but little upper works.

"The NORTH KING will have ample freight room on the main deck, on each side of, and forward of the engine. Between the after gangways is the main saloon, with office, baggage rooms, stairway, etc., and aft of this is the