

ship was running fully loaded. The anchors were carried in deep pockets located well above the loaded waterline, and the anchor windlass was placed in the forecabin. The deck crew was accommodated in the forecabin, while the Captain's and first mate's quarters were in the steel texas cabin on the forecabin head. The texas ran athwartship, with a rounded extension on its forward face. In this section of the texas house were situated the master's chartroom and office.

Atop the texas was placed a beautiful teak pilothouse with five large square windows in its curved face. The wood was stained very dark and the sunvisor was painted dark brown to match. (These two sisters had the broadest sunvisors carried by any of the C.S.L. package freight canallers, and they were the only ones whose visors were always painted brown rather than white.) There were open bridgewings which ran out to the sides of the ship, and awning stretcher frames were fitted around the pilothouse and over the entire bridge deck (as well as over the forecabin head). On the roof of the pilothouse was situated the monkey's island, on which was a binnacle for emergency use. An open steel pipe rail ran around the monkey's island. Aft the pilothouse rose a tall, thin pole mast with virtually no rake.

The steamer's midsection had no sheer whatever, there being a sudden curve upward in the spar deck as it approached the break of the forecabin. "Canadian Railway and Marine World" described the ships' cargo-handling equipment: "The cargo gear, consisting of 4 sampson posts, each having one 5-ton derrick, is operated by one 8x12-inch (forward cargo deck) and two 7x12-inch (aft cargo deck) steam cargo winches, and mooring arrangements are carried out by means of four 6x10-inch steam mooring winches. A hoisting gear, consisting of 13 winches driven through shafting by a double cylinder vertical steam engine, will be fitted in the upper 'tween decks for discharging cargo."

Several things concerning this equipment were notable. First, the derricks on the two portside sampson posts were mounted facing aft, while on the starboard side they were set facing forward. When not in use, the booms were carried high and were crossed athwartship between their respective sampson posts. As with all of the C.S.L. package freight canallers of this period, neither KAMLOOPS nor LETHBRIDGE originally carried a full cargo elevator, although like the rest, LETHBRIDGE later was given one. Instead, as the ships were when built, the 13 interior winches drove a system of hoists to raise and lower cargo stowed in the lower hold.

Access to each of the three cargo holds was provided by three large gangway doors set in each side of the ship at the 'tween deck level. These ports were protected from the ravages of canalling by a single heavy, wooden rubbing strake that ran from bow to stern just below them, and by a steel rub rail that ran level with the centre of the doors. There also were heavy metal plates fitted around the tops and sides of each cargo port.

There was a bit of sheer aft on KAMLOOPS, and her quarterdeck was flush with the spar deck. The rather handsome counter stern was heavy and elliptical in form. A closed steel taffrail ran around the stern to provide protection for the after deckhouse, and a heavy wooden fender strake was set at deck level to protect the fantail.

A large coal bunker was set into the boilerhouse at the forward end of the aft cabin, but it did not extend above the level of the boat deck, nor was there a closed rail around the bunker hatch on the boat deck. The aft cabin was a rectangular structure whose spartan appearance was relieved somewhat by the extension of the boat deck out to the sides of the ship. The lifeboats were mounted in chocks on the boat deck overhang, and could be lifted by means of radial steel davits whose lower ends ran down to footings on the quarterdeck below. Out of the after cabin rose a tall, straight smokestack of pleasing proportions, and several large ventilator cowls surrounded the stack. Aft the funnel was stepped the mainmast, a tall, un-raked and extremely thin steel pole.