

diameter, and the propeller will be of the sectional type with four blades, and will be 16 feet in diameter by 18 feet pitch.

"All pumps will be independent of the main engine. The air pump will be of the vertical simplex type, direct connected to a jet condenser, having 18 inches steam cylinder, and 40 inches pump chamber, with a common stroke of 24 inches. Two main ballast pumps of the centrifugal type, 20 inches in diameter, will be arranged for filling and emptying the double bottom and side tanks through double manifolds fitted between the pumps. The cargo hold can also be flooded and used as ballast in rough weather, two filling and emptying pipes being connected to it from the manifolds in the engine rooms.

"There will be two auxiliary ballast pumps of the horizontal duplex type, 14 x 14 x 18 inches stroke, the suction and discharge connections being 12 inches in diameter. Two main feed pumps of the vertical simplex type, 12 x 8 x 24 inches, will be fitted, and arranged independently of each other, so that either can supply the boilers while the other is being overhauled.

"Other auxiliaries included in the installation will be: general service pump, 8 x 5 x 12 inches, horizontal duplex; two 2½ inch injectors; vertical spiral coil, film feed water heater; mate's pump 10 x 6 x 12 inches, horizontal duplex; 2 bilge pumps, 6 x 4 x 6 inches, horizontal duplex; fresh water pump, 4 x 2 ¾ x 4 inches, horizontal duplex; two ash elevators, in the boiler room, one on each side of the ship. The electrical equipment will consist of two 15 kilowatt, direct connected generating sets. Refrigeration will be amply provided for in a special chamber adjacent to the pantry.

"The ship was placed in service early in October."

GLENEAGLES was a very impressive and handsome vessel indeed. She had a very heavily-built hull, with a straight stem and a graceful counter stern. She was given a full topgallant forecastle, and her forecastle head rail was closed for most of its length. Her anchors were carried in rectangular pockets set into her bows down near the loaded waterline and well back of the stempost.

Unlike the earlier GLENIFFER, GLENEAGLES sported a triple-deck bridge structure atop the forecastle head, with a closed rail around the front of each of its decks, and flying bridge wings on the upper level. There was a large, round-fronted pilothouse with many large windows and a prominent sunvisor, and additional protection for it was provided by means of a canvas "dodger" or weathercloth, which was stretched above the closed steel rail on the bridge deck. The pole foremast, of medium height, was stepped just abaft the pilothouse, and was pleasantly raked.

Aft, there was a large, double-deck cabin, protected from boarding seas by a closed steel taffrail that ran around the stern. The lifeboats were placed on either side, supported on overhangs of the first upper deck, while the coal bunker hatch was set into that same deck at the forward end of the cabin. The smokestack was tall and very heavy, and rose out of the upper cabin, with three very large ventilator cowls in front of it to draw fresh air down into the boiler room. The pole mainmast, raked to match the fore, was set abaft the funnel.

GLENEAGLES was painted in the usual colours worn by Playfair steamers. Her hull was grey with a red boot-top, and her forecastle and cabins were white. Her big stack was crimson, with a broad black smokeband at the top. The foremast was buff, while the main was black. The ship's name was painted in large white letters on each side of the hull, amidships.

GLENEAGLES was enrolled at Midland, Ontario, under Canadian official number 152643. Her registered dimensions were 582.0 x 60.2 x 28.3, and her original tonnage was 8233 Gross, 4780 Net. Her engine, which produced 2,800 i.h.p., and which had cylinder diameters and stroke as already described, was a