

completely flush, with no raised forecastle or poop, although there was a closed wooden bulwark running back from the bow to just athwart the first cabins. There was an open rail down the rest of the upper deck and around the fantail. It is easy to see how steamers of this type developed from the combination passenger and general cargo vessels that had operated on the lakes for some forty years before the McVITTIE was built. Truly, this class of package freighter was an integral part of the transition from developmental to modern lake freighter.

The ship had 'tween decks for the stowage of general cargo, with heavier items and bulk cargoes being placed in the lower hold below the main deck. The sides of the main deck "house" were planked in from stem to stern, and there were four large ports on each side for the handling of cargo, together with an additional large port aft which gave entrance (and fresh air) to the engine room.

A heavy wooden rubrail ran all around the hull at the level of the main deck to provide protection during canalling and docking, and two other such rubrails were placed lower down on the hull, although they did not run the full length of the ship's sides. Additional protection for the hull planking was provided by nine big fender strakes which were hung on each side from the upper deck rail. Dropped to their full extent when the ship was manoeuvring in close quarters, these fenders were lifted slightly when the steamer was running in open water to prevent their lower ends from dragging in the water and slowing the progress of the ship, and they could be hauled up parallel to the deck line when the ship was at dock and the way had to be cleared for cargo movement through the ports.

The A. McVITTIE carried two big, stocked anchors which lay on the upper deck just abaft the stem, and normally were hidden from sight behind hinged sections of the bulwarks, although the stocks protruded and were visible near the stempost. The anchor chains emerged from below via hawseholes set on either side close to the stem and just above the level of the main deck. A radial steel davit was set near the bow to work the anchors whenever their use might be required. Right at the stem was placed a tall, vertical steering pole, which had a large multi-coloured ball on it for decoration and visibility.

Set well back down the upper deck from the stem was the ship's rather large texas cabin, which contained quarters for the senior officers. There was not much overhang of the bridge deck over the sides of the texas except at the forward end, where large bridge wings were provided. These wings ran right out to the sides of the hull, and a companionway centred in front of the texas led to the deck above.

Atop the texas was set a large and rather squarish pilothouse which was raised three steps above the bridge deck and was entered through a door on either side. There were three big, sectioned windows across the front of the pilothouse, and a window on either side of the door on each side of the house. The steps which gave entrance to the pilothouse doors continued on upward to flying bridge wings set immediately behind the pilothouse and a few steps below the level of the monkey's island.

The open navigation bridge on the island was gained via steps up from the wings. Around the upper bridge was an open rail, on which was stretched a canvas weathercloth when conditions required it, and stretcher-poles were provided for the placement of a protective awning overhead in hot weather. On the island was placed a binnacle, and also the "cussing box" through which helm orders were relayed down to the wheelsman inside the pilothouse below.

The ship's name was boldly displayed on a fancy nameboard across the front of the pilothouse, below the windows, and also on boards located on either side of the pilothouse, over the door and windows.