

tonnage figure as being inaccurate, under the circumstances.

Probably because of a delay in processing paperwork, CELTIC does not appear in the 1874 Dominion List of Vessels, which purports to show all ships on the Canadian registry books as of 31st December, 1874.

CELTIC was powered by a low-pressure steam engine which had but one single cylinder 34 inches in diameter, and a stroke also of 34 inches. The engine was built by Thomas Wilson & Company, of Dundas, Ontario, which also supplied the three-furnace, return-tube boiler. The boiler would, almost certainly, have been fuelled with wood, at least in the early years of the steamer's operation. The machinery powered a single screw propeller.

CELTIC was, in appearance, typical of the combination passenger and freight propellers which were common in Canadian lake trade at that time. Her high but narrow wooden hull had a very prominent sheer, which carried right up through the superstructure. The prominent stempost would have been classed as "straight", but in fact it curved inward as it ran down toward the forefoot and at its upper end it pulled back slightly off the perpendicular. The counter stern was heavily undercut below the main deck, and the boxy nature of the cabin there gave the stern a rather bluff look.

A heavy wooden fender strake ran along the main deck gunwale to protect the hull when canalling or docking. The main deck was completely enclosed by a high wooden cabin, with another fender strake running around the ship at "rail" (or waist) level. Three large cargo ports were cut into each side of the main deck cabin, and it was through these that all of the cargo was loaded and unloaded. Cargo in bulk could be placed in the hold, while packaged goods would be stacked on the main deck or down in the hold. The main deck also was where "deck passengers", those who had purchased passage but not stateroom accommodation, would have to find a place to "bunk", either on their own mattresses laid out anywhere there was space, or atop bales of hay, etc.

The anchor chains ran out from hawseholes in the main deck rail forward, but the stocked anchors themselves rested above on the upper deck, worked by means of a davit located near the stempost. Down each side of the steamer, there were five big timber fenders. They were suspended from the upper deck rail and hung at a rakish angle to provide further protection to the hull when the steamer was manoeuvring in close quarters. Ropes and/or chains attached to the lower ends of these fenders were used to change their angle so that the lower ends of the timbers did not drag in the water and thus retard the progress of the ship.

On the upper (or promenade) deck, there was a closed wooden rail forward, and an open post rail around the rest of the deck. The passenger cabin was located on this deck and it was typical of many such steamers' cabins in that it came to a point at its forward end. The small staterooms ran down either side of the cabin, while tables were set in the saloon down the centre at mealtimes. In the fashion of the day, the gentlemen's smoking room would have been located at the forward end of the cabin, while the ladies' lounge was placed right aft. There was almost no sheltering overhang of the boat deck down the sides of the upper cabin, and the only shelter would have been provided by a large canvas awning which in suitable weather was stretched above the forward end of the promenade at the bow.

Far forward on the hurricane deck, or boat deck, was the ship's ornate octagonal (or "birdcage") pilothouse. Each of its sides (except the one in the back on the starboard side, which held the door) sported two tall, sectioned and round-topped windows. As in the case of MYLES, described in an earlier feature, CELTIC had her pilothouse turned so that none of its sides faced straight forward, this being done so that the wheelsman would have a clear view ahead as he stood at either side of the huge "armstrong" steering wheel. Steering from a position immediately behind the wheel was well nigh