

four slightly smaller ones facing aft, plus two additional windows and a door on each side. Interior bulkheads were panelled in light green, with a dark green battleship linoleum on the deck. A mahogany chart table and a settee upholstered in red leather were built over drinking water and sanitary water tanks. The usual navigation equipment was installed: wheel and binnacle, engineroom telegraph, radio direction-finder, radiotelephone, depth recorder, and a Canadian Marconi radar set. The latter item represented a fairly recent addition to a canaller's pilothouse, for radar was in common use on the upper lakers for a number of years before it was considered necessary for the safe operation of canallers.

The monkey's island atop the pilothouse was fitted with the standard compass (viewed by the wheelsman below, as needed, by periscope), the RDF loop and the radar scanner. A short pipe mast stepped against the after pilothouse bulkhead bore a spreader, navigation lights including the lighted 'H' whistle monogram, the radiotelephone antenna and the ship's bell.

EASTCLIFFE HALL's midbody contained two cargo holds, separated by a watertight bulkhead. The double bottom held tanks for water ballast, which also could be carried in the number two hold. Access to the holds was via six cargo hatches and a pair of "booby hatches". A low trunk deck provided a platform for the hatches; numbers 4, 5 and 6 had raised coamings. Hatches were not covered by modern steel folding or telescoping covers, but instead by more traditional beams, boards and tarpaulins secured by windy bars.

Two tall, pleasingly-tapered masts were stepped on the spar deck, the first between numbers one and two hatches, the second between hatches four and five. The aft masthead running light was fitted at the truck of the second of these masts, the mizzen. Each of these two deck masts bore two booms with 2½-ton individual lift capacity, operated by adjacent winches placed in cages. Additional cage-enclosed winches, one at each end of the spar deck, handled the mooring lines. The cages were fitted around the winches to ensure a clear, safe working space when the ship was carrying a high deckload of pulpwood.

The fully-enclosed poop contained accommodations for engineers, oilers, wheelsmen, electrician (if carried) and galley staff, as well as mess facilities. On the boat deck above was a house built partially into the trailing edge of the funnel, which accommodated the chief engineer. The emergency steering position was fitted atop this structure, the aft mooring winch just abaft it. The low funnel, roughly teardrop in section, contained sanitary water tanks as well as the exhaust uptakes. A Kockums Typhon air horn was mounted on the leading edge of the stack. Other boat deck gear included drinking and sanitary water tanks, lockers for propane cylinders, and the two 26-person-capacity lifeboats, one on each side, outboard of and athwart the funnel. The lifeboats were worked by strangely anachronistic radial davits, rather than by the much more efficient luffing type that had come into general use in most parts of the world many years earlier.

Located just below the accommodations in the poop was EASTCLIFFE HALL's engineroom, housing her two Fairbanks-Morse four-cylinder, two-stroke, opposed-piston diesels, each producing 640 braking horsepower, swinging their propellers through single reduction gears. Cylinder bores were 205 mm. and piston strokes were 255 mm. These engines were non-reversing, with pneumatic couplings to the gearboxes. This power package permitted a remarkably small engineroom. The combined engine output provided a slight but useful speed advantage over older canallers, not to mention the manoeuvring benefits of two screws with a rudder abaft each propeller. The other dividend was economy of operation. In many situations, such as running the levels in the canals, the ship could be operated on one engine, providing adequate speed and fuel-saving benefits.

The vessel's stern was of the cruiser type, fully radiused to the load wa-