

top-gallant forecastle with accommodation for pilot, mates, and deckhands; a steel deck house on the forecastle deck (head), with captain's room and bathroom; and a combined chart and wheel house on the navigating bridge overhead. There is a raised quarterdeck, with accommodation in a large steel deck house for engineers, oilers and firemen; a trunk deck running the full length of the cargo oil tanks; and an upper deck at the sides of the expansion trunk. Water ballast and feed water will be carried in the double bottom under the machinery aft, and in addition, the forward and after peaks are arranged as water ballast tanks.

"A pump room aft is furnished with two steam driven cargo oil pumps of horizontal duplex type, each capable of discharging about 250 tons of water per hour. There is a steam driven ballast pump forward. The deck machinery includes a steam windlass; three 7 x 10 in. steam winches; steam steering gear with telemotor control from the navigating bridge; electric lighting throughout; a small refrigerating plant for dealing with the ship's provisions. Steam heating is fitted throughout the living quarters. The propelling machinery consists of a single screw set of triple expansion engines with two boilers. The hull and machinery have been built under the supervision of Anglo-Saxon Petroleum Co., representing the owner."

The shipping registers of the day confirm that LAKESHELL was 253.0 feet in length between perpendiculars, 43.5 feet in the beam, and 17.7 feet in depth with tonnage of 1852 Gross and 1080 Net. She had web frames and longitudinal framing, with a cellular double bottom. Her expansion trunk was 162 feet in length, while the forecastle was 35 feet long and the quarterdeck had a length of 56 feet. The forepeak tank was 44 feet in length, and had a capacity of 102 tons. LAKESHELL was completed as Hull 1426 of the Swan, Hunter shipyard at Wallsend-on-Tyne, a yard that built many Canadian canallers.

LAKESHELL was powered by a triple expansion steam engine which had cylinders of 16, 26½ and 44 inches diameter, and a stroke of 33 inches. It developed 167 Nominal Horsepower or 1,000 Indicated Horsepower. Steam at a working pressure of 180 p.s.i. was supplied by two single-ended, oil-fired, Scotch boilers which had a heating surface of 2,554 square feet. The engine and boilers were all built for the ship by Swan, Hunter & Wigham Richardson Ltd.

To the "Canadian Railway and Marine World" description of LAKESHELL, we can add that, like most canallers, she had very little sheer to her hull. Her anchors were carried in round-topped pockets on each side of the stem at the level of the spar deck. The forecastle head had a small section of closed steel bulwark forward, with only an open pipe rail around the rest. The texas house was wide but shallow, with three portholes in its front, and the navigation bridge above spread to the sides of the ship in the form of wings with a canvas weathercloth across its front rail. The small pilothouse had large windows all around, with three in the front, but the only photo we have of the ship in her original state appears to show shutters on these windows, with portholes cut in them. This arrangement may have been designed to provide protection on the delivery voyage across the North Atlantic. An open rail surrounded the monkey's island on the pilothouse roof, and a large binnacle was mounted there.

The foremast, almost devoid of rake, was set just abaft the break of the forecastle, while the main was stepped about three-quarters of the way down the trunk deck. There were open rails down the sides of the trunk deck and also the well decks, as well as around the quarterdeck aft.

The rather puny smokestack, short and thin, with a single steam whistle on its face and two tall ventilator cowls just ahead and on either side, rose from the after cabin, while the two lifeboats were set on either side of the boat deck under radial davits. If the smokestack looked insignificant in the ship's early years, it looked even worse in later years when it was almost hidden between two "doghouses" built on either side of the forward end of the boat deck to accommodate additional crew when it became necessary to