

pleted was Hull 387 of the American Ship Building Company's yard at Lorain, Ohio, which was launched on Wednesday, July 27th, 1910. She was named WILLIAM C. MORELAND in honour of a Pittsburgh lawyer who was a vice-president of the Jones and Laughlin Steel Corporation. She entered service in September of 1910. Her near-sister, built as Hull 79 of the Great Lakes Engineering Works at Ecorse, Michigan, was named WILLIS L. KING, but she was not ready for service until mid-April of 1911. By that time, her sistership already had been lost and, to replace her, a virtual duplicate of the MORELAND had been built as Hull 390 of the American Ship Building Company at Lorain. This steamer was THOMAS WALTERS, and she entered service in mid-May of 1911.

WILLIAM C. MORELAND was registered at Duluth, Minnesota, and was given U.S. official number 207851. She was 580.0 feet in length between perpendiculars (600 feet overall), 58.0 feet in the beam, and 32.0 feet in depth, and her tonnage was calculated as 7514 Gross and 5803 Net. (WILLIS L. KING was 7568 Gross and 5712 Net, while the WALTERS was 7518 Gross and 5787 Net, so it can be seen how similar the three steamers were.) She had three cargo holds, with three watertight bulkheads, and access to the holds was gained via 35 hatches on 12-foot centres.

The MORELAND was powered by a triple expansion steam engine with cylinders of 24, 39 and 65 inches diameter and a stroke of 42 inches. At 85 revolutions per minute, the engine produced 2,000 Indicated Horsepower or 274 Nominal Horsepower. Steam at a working pressure of 170 p.s.i. was produced by two coal-fired, single-ended Scotch boilers, each of which measured 16'0" in diameter and 11'6" in length. There were six furnaces, with a combined grate surface of 126 square feet. Total heating surface was 6,338 square feet. The engine and boilers were built for the ship in 1910 by the American Ship Building Company.

WILLIAM C. MORELAND was a handsome freighter. She had a straight stem, a graceful counter stern, and a gentle sheer to her decks. She had a fully-topgallant forecastle 44 feet in length, with a closed bulwark for most of the length of its head, while the quarterdeck aft was flush with the shelter deck. Her stockless anchors were carried in small pockets near the stem, just above the loaded waterline.

On the forecastle head was placed a large texas cabin, containing the master's quarters and office. As company guests were carried, there was an observation lounge across the front of the texas with five large windows. On the bridge deck above, protected by a closed dodger and canvas weathercloth, was the spacious pilothouse. It had nine big windows in its rounded face, with a door and two more windows in each side. A sunvisor was fitted and there also was a noticeable overhang of the pilothouse roof all around. The tall and nicely raked pole foremast rose out of the texas immediately abaft the pilothouse, and right forward was a tall, upright steering pole with a large and decorative ball on it.

Aft there was a large deckhouse on the flush quarterdeck. The forward part of this was the boilerhouse and down through this passed the coal bunker, fed via a hatch in the boat deck above. Just abaft the bunker hatch rose the tall, heavy and well-raked smokestack, which featured a triple-chime whistle on its leading face, near the top. The mainmast, raked to match the stack, rose abaft the funnel and there were a number of large ventilator cowls to admit fresh air to the engine and boiler rooms. A lifeboat was placed on the boat deck overhang on either side of the cabin, and the boats were worked by luffing davits. The tall jackstaff rose from the extreme after end of the boat deck, where it overhung the open fantail.

The MORELAND was painted in the colours that the Jones and Laughlin boats wore for many years. Her hull was green, while her forecastle and cabins were white. The smokestack was black, with a white diamond and the letters 'J & L' in black on the diamond. The foremast was painted buff, while the main was black.