

stern and was four feet in depth from the collision bulkhead back to the after end of the boiler room, and 5'9" from the engineroom to the afterpeak bulkhead. There were 14 compartments in the double bottom, which could hold 1,500 tons of water ballast.

There were seven gangways on each side of the ship - five for freight, one for first class passengers, and one for second class passengers and supplies. The five gangways leading to the cargo space on the main deck were arranged so that each gangway served two of the hatches which opened into the five cargo holds below. Hoisting machinery was provided for handling package freight and "elevator hatches" were provided to allow HAMONIC to load and unload grain from above. Reefer space was provided for cargo that required refrigeration. The ship could carry 3,000 tons of package freight or 100,000 bushels of wheat.

The steamer's single, four-bladed propeller, 16'6" in diameter and weighing 12 tons, was driven by a quadruple expansion steam engine which had cylinders of 24, 35, 52 and 80 inches diameter, and a stroke of 42 inches. This extremely powerful engine developed 6,000 Indicated Horsepower at 120 revolutions per minute; the Nominal Horsepower was variously reported as 364 (Dominion List) or 415 (Lloyd's). HAMONIC could manage 19½ miles per hour with an ordinary freight load in summer service, or 17 7/10 miles per hour when fully loaded, such as in spring and autumn service. Stretched to her maximum, she could manage 21 miles per hour. There were six coal-fired, single-ended Scotch boilers that were equipped with Howden forced draft, and which were positioned athwartship on the tank top, three on each side, all facing one firehold which ran fore and aft. Each boiler measured 12'6" in diameter and 11'0" in length, and had 264 three-inch tubes and two furnaces. The total grate surface was 243 square feet, while there was an enormous total of 11,070 square feet of heating surface. Coal bunkers were fitted both fore and aft of the boilers, with a trunk feeder fore and aft. The engine and boilers all were manufactured by the shipbuilder, which had its own engine and boiler shops.

HAMONIC was a classic vessel. She had a straight stem and an elliptical counter stern, and there was a lovely sheer to her decks. The spar deck was plated in all around except at the fantail, where it was open with a steel bulwark. Another such closed bulwark was fitted forward on the awning (promenade) deck, the rest of which had an open railing with steel mesh. The rounded pilothouse, which had seven four-sectioned windows in its face, was positioned on the shade deck, forward of the officers' quarters and a large observation room, and an open navigation bridge was located on the monkey's island, with a closed rail and flying bridgewings fitted. A well-proportioned and pleasingly raked smokestack was placed about three-quarters of the way aft, with a small deckhouse abaft it. The tall pole foremast was stepped immediately behind the pilothouse, and the mainmast behind the cabin abaft the stack. Originally there were four lifeboats carried on each side of the shade deck, but in the aftermath of the TITANIC disaster, a fifth boat was added on each side. By at least 1919, the small cabin abaft the funnel had been enlarged considerably to provide additional crew accommodations and, at that time, the aftermost lifeboat on each side was repositioned atop that cabin.

Although an early artist's rendition of HAMONIC showed her with the hull painted black right up to the promenade deck, it actually was black only up to the level of the spar deck rail, with a bright orange boot-top, and this was a considerable improvement. The upper sides and the deckhouses were all painted white, while the stack was the usual Northern Navigation orange-red with a white band and a black top. The foremast was painted white, while the main was black.

The January 1909 issue of "The Railway and Marine World" contained a detailed description of HAMONIC's interior, from parts of which we quote. "She will be supplied with steam steering gear, capstans and windlasses, ope-