

registered at London, England. She was built for the Scottish Line Ltd., of London, for which McIlwraith, McEachern and Co. Ltd. were managers. The firm gave its ships names beginning with "Scottish", and our HERO was the second vessel in the fleet to bear this name, the first also having been a Doxford-built ship, a 920-ton, iron-hulled barque built in 1876 and sold out of the fleet in 1893. The name SCOTTISH HERO obviously was intended to honour one (if not many) of Scotland's patriots, but we know not which. Perhaps it was one of two famous warriors, either William Wallace (1272-1305) or Robert Bruce (1274-1329), the latter having served as Scotland's king (Robert I - 1306-1329).

McIlwraith, McEachern and Co. Ltd. had been founded at London on February 1, 1875, by Andrew McIlwraith and Malcolm McEachern, and began business as shipping and insurance agents. They began to own vessels in 1876 to pursue an agreement with the State of Queensland, Australia, to carry migrants to Queensland ports, operating out of London. At the time they owned SCOTTISH HERO (ii), their vessels had black hulls, white cabins, and red stacks with black tops. The company's houseflag was a yellow rectangle with a red border set in from the yellow edge, and bearing a lion rampant in red.

SCOTTISH HERO was 297.0 feet in length between perpendiculars (315'6" overall), 40.0 feet in the beam and 21.5 feet in depth, and her tonnage was 2202 (sometimes reported as 2201) Gross and 1386 Net. Her hull had four watertight bulkheads. She was powered by a quadruple expansion engine which the 1908 Great Lakes Register noted worked on three cranks (instead of the four one might expect); it had cylinders of 19½, 27½, 39 and 55 inches diameter and a stroke of 42 inches, and swung the steamer's single screw. The engine developed 285 NHP or 1,400 IHP, although the 1908 Great Lakes Register reported that the Indicated Horsepower was 1,000 at 60 revolutions per minute. The engine was built by the Doxford firm in 1895. Steam at 110 p.s.i. was provided by two coal-fired, watertube boilers manufactured in 1895 by Babcock & Wilcox at Renfrew, Scotland. Each 12'1" x 11'6" x 10'9" boiler had two furnaces, and overall there were 162 square feet of grate surface and 5,186 square feet of heating surface.

The HERO was generally a typical turret steamer, with her hull shape as previously described. She had a straight stem and a fully topgallant forecastle with a turtle-backed head. There was a very small section of closed bulwark right forward, but the rest of the forecastle head had only an open rail. The stockless anchors were suspended from hawseholes set close to the stem and just forward of the point where the curve of the harbour deck was faired into the side plating.

The superstructure was made up of two deckhouses amidships. There was a roughly rectangular texas cabin, containing accommodations, set on the upper deck and, atop it, behind a closed bulwark that ran all around the bridge deck and the bridgewings, was a varnished pilothouse which had three windows in its front. Navigation generally was done from the monkey's island above, with shelter being provided by a closed wooden bulwark and canvas weathercloths. We believe that the master's quarters were located abaft the pilothouse. The galley stovepipe rose forward of the cabin on the starboard side.

The second midships deckhouse, separated from the bridge structure by the coal bunker hatch, contained additional crew quarters. From near its forward end rose the tall, thin and almost unraked smokestack, with the steam 'scape pipe and whistle carried on its forward face. A large ventilator cowl was placed on either side of the funnel and just forward of it. Three lifeboats, two on the starboard side and one to port, were placed on outward extensions of the boat deck; they were worked with luffing davits, but how they could manage to drop clear of the harbour deck, we do not know. Although there was only a post-and-wire rail down most of the upper deck, a waist-high closed steel bulwark was placed down either side of the deckhouses. There was no deckhouse aft, and the flush quarterdeck was totally open to the seas, including the fantail area where the emergency steering position was situated.