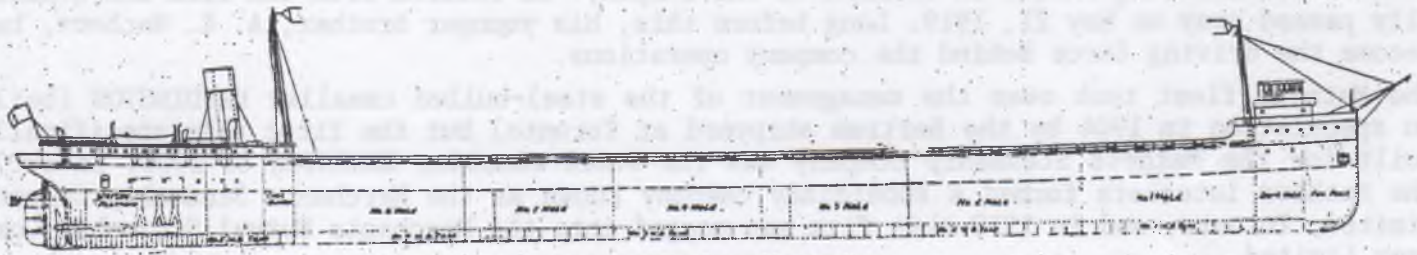


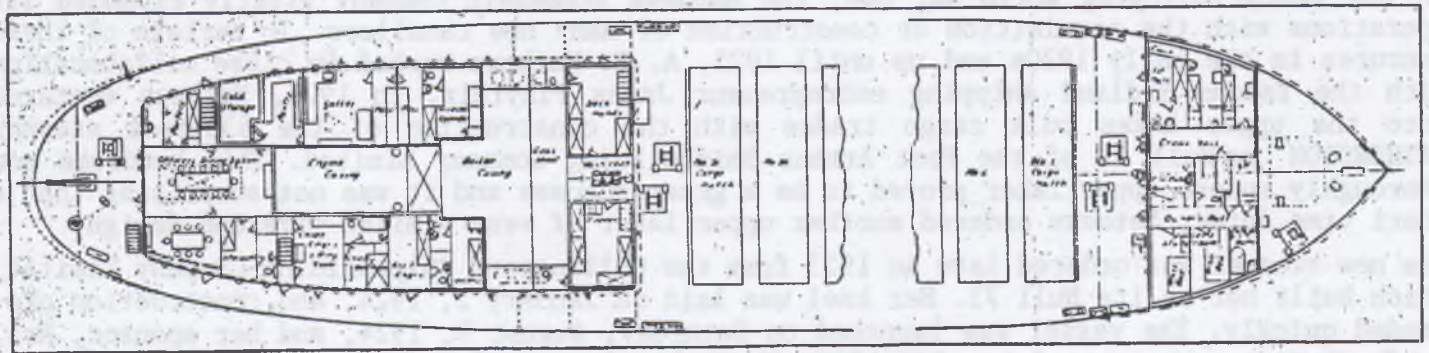
visions. There will be six 8 x 10 specially designed mooring engines, and 2 small winches will be placed amidships for sliding the steel hatch covers.

"The propelling machinery and auxiliaries will consist of the following: - One triple expansion jet condensing engine having cylinders of $24\frac{1}{2}$, $41\frac{1}{2}$ and 72 in. diameter by 48 in. stroke, with direct connected air pump, 2 bilge pumps and 1 cooler pump.

"There will be 3 Scotch boilers 14 x 10 $\frac{3}{4}$ ft., fitted with induced draft and built for a working pressure of 195 lb. per sq. in.; two 14 x 9 x 24 in. vertical simplex main feed pumps; one 6 x 5 $\frac{3}{4}$ x 6 in. horizontal mate's pump; one 6 x 5 $\frac{3}{4}$ x 6 in. horizontal duplex sanitary pump; one $4\frac{1}{2}$ x 4 x 4 in. horizontal fresh water pump; two $2\frac{1}{2}$ in. double tube injectors; two 6 in. ash ejectors; one 10 x 6 x 12 horizontal duplex general service pump. The power developed will be about 2,100 i.h.p. at sea and 2,800 i.h.p. on trial."



Outboard profile, Steamship Royalton.



Spar deck, Steamship Royalton.

ROYALTON was launched in an almost completed state and the finishing touches soon were put to her so that she was able to enter service on September 1, 1924. Her first master was Capt. C. Albinson, while John Myler was her chief engineer. The steamer was enrolled at Toronto under Canadian official number 151108., and her tonnage was registered as 7164 Gross and 5194 Net. Her carrying capacity of 12,200 gross tons, made her the largest ship Mathews ever owned. To the details of her machinery, we should add that she was powered by a "Shipping Board" engine built back in 1919 by the Allis-Chalmers Manufacturing Company, while her boilers were made in 1924 by the Collingwood Shipbuilding Company. The boilers had a combined grate surface of 165 square feet and heating surface of 5,865 square feet. They were fired with coal.

ROYALTON was a truly handsome steamer with traditional lines, good sheer to her hull, a straight stem and a well-proportioned counter stern. She had a fully topgallant forecastle atop which was a large texas cabin and, above that, a big pilothouse with eleven windows in its rounded face and a door and another window in each side. There was a sunvisor over the windows and the bridge deck was protected by a solid steel dodger. The well raked but fairly short foremast rose immediately abaft the texas.

An open post-and-wire rail ran down either side of the spar deck and back aft there was a closed steel taffrail around the fantail on the flush quarterdeck. There was a large after deckhouse with a coal bunker hatch located in its forward end. There was a lifeboat on either side of the boat deck, worked with luffing davits. Rising from the boat deck just abaft the bunker hatch was the steamer's most prominent feature, her very tall and fat smokestack. It was nicely raked to match the tall mainmast that was stepped just ahead of it.

ROYALTON was painted in the usual Mathews Steamship livery. Her hull was black and the forecastle and cabins were white. The ship's name was painted in black letters on the white