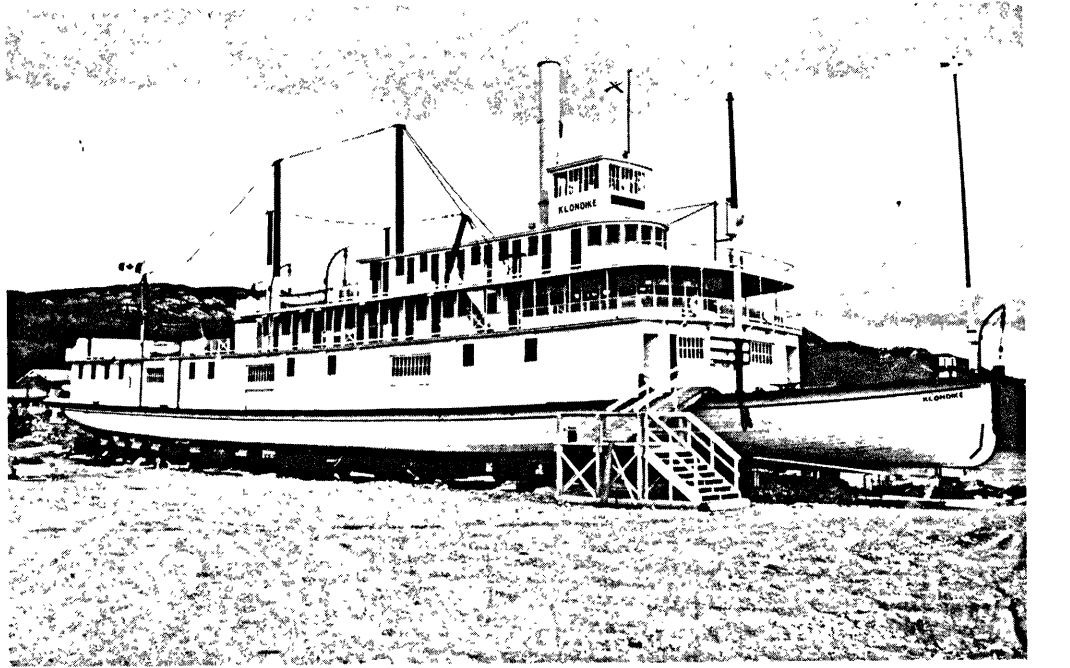


S.S. KLONDIKE



For almost four generations the sternwheeler was the mainstay of the Yukon transportation system. From the late 1860's to the mid 1950's, some 250 sternwheelers plied the Yukon River during the open season of navigation.

The S.S. Klondike No. 1, the forerunner of the vessel which is currently being restored by Parks Canada, was launched in 1929 by the British Yukon Navigation Company. She represented a major breakthrough in sternwheeler design, in that her cargo capacity was increased 50% more over other boats on the river without sacrificing shallow draft. The Klondike was the first boat built large enough to handle the cargo tonnage without having to push a barge.

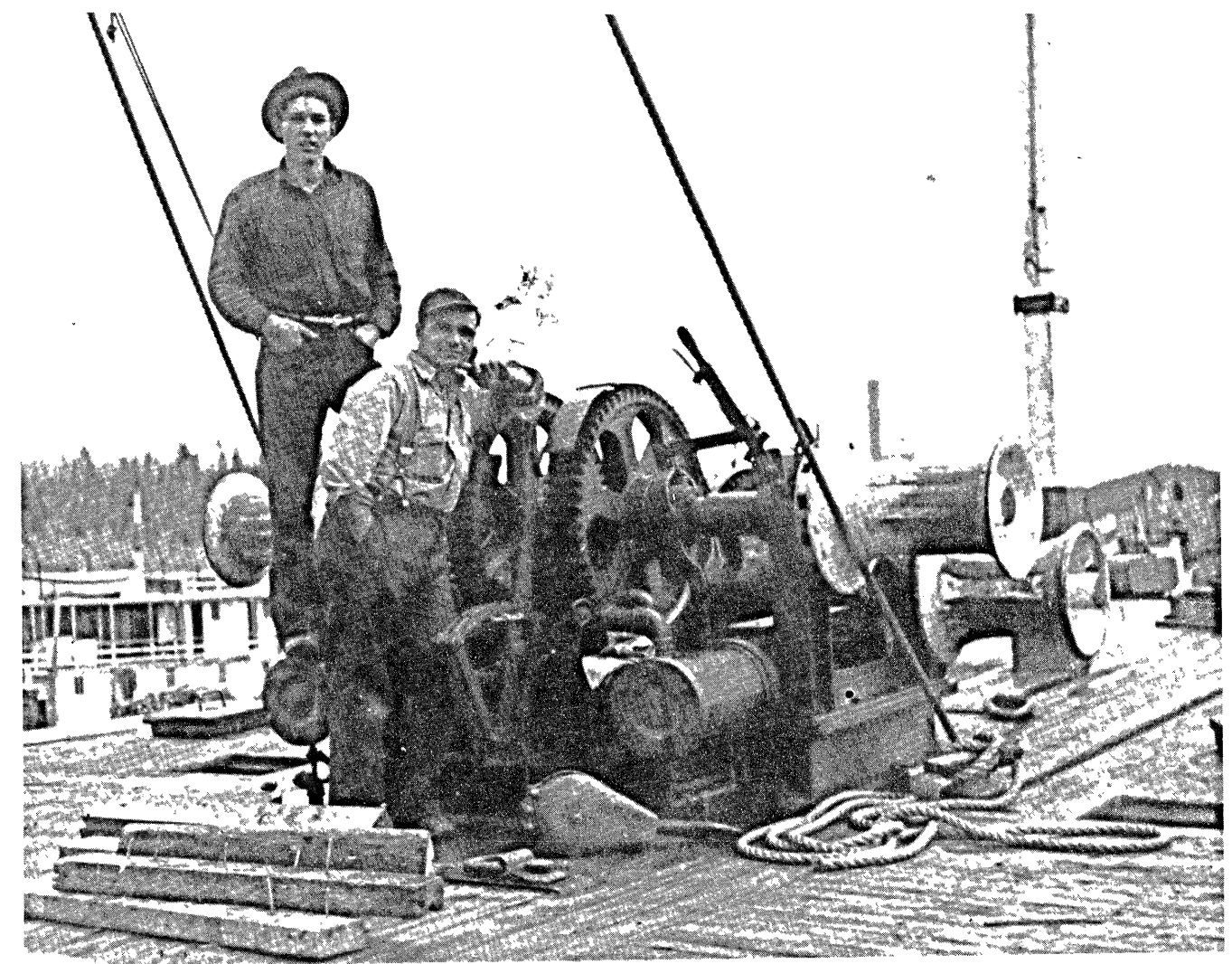
The career of the S. S. Klondike No. 1 came to an abrupt end in 1936, when the vessel struck a reef and broke its back. The company immediately had the S. S. Klondike No. 2 built . . . a virtual carbon copy of her predecessor.

For five years, the Klondike laboured as a cargo vessel, carrying merchandise, supplies and a few passengers from Whitehorse to Dawson. She made the run downstream in 36 hours with one or two stops to take on wood. After clearing Dawson, she would proceed to Stewart Landing where she loaded with silver-lead ore to be transported up river to Whitehorse. The return run against the current was much tougher and required four or five days.

This first chapter in the career of the Klondike No. 2 ended in 1941, when the territory's largest producer of silver-lead ore suspended operation. Fortunately, the termination of ore shipments was partially offset by the massive demand for transportation created by the construction of the Alaska Highway.

The end of the Klondike's career came as a result of the seasonal aspect of river transport . . . and progress. Although silver-lead production did resume in 1946, it did nothing to forestall the inevitable. When all-weather roads were constructed in the early 50's, it signified the passing of sternwheelers as freight carriers on the Yukon River.

In a last ditch attempt to save her career, the S. S. Klondike was extensively refurbished as a cruise ship, but the plan was ten years too early to capitalize on the territory's now burgeoning tourist trade. In August, 1955, the S. S. Klondike No. 2 steamed into Whitehorse, to end her last run up river. She now draws many tourists to the bank of the Yukon River in Whiskey Flats, Whitehorse, where she sits in permanent retirement.



Parks
Canada

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Canada

Engineering
and Architecture

Génie et
architecture

This drawing set has been prepared for model making purposes from the 150 drawings produced for the S.S. Klondike restoration project.

Project title / Titre du projet

MODEL DRAWING COLLECTION
S.S. KLONDIKE

YUKON RIVER STERN WHEELER

Drawing title / Titre du dessin

ELEVATIONS AND
DETAILS

Designed by / Conception par

Approved by / Approuvé par

Drawn by / Tracé par

Date

Checked by / Vérifié par

Scale / Echelle

Project asset number / Numéro du projet d'immobilisation

sheet no. / feuille no.

Drawing reference number / Numéro de référence du dessin