The S.S. Minto.

and other CPR boats on the Arrow Lakes

Part 1: The Prototype(s)

A Presentation of ***RHJRail***

The *Minto* at Burton B. C. (c. late 1940's)

RHJ Rail

S. S. Minto.

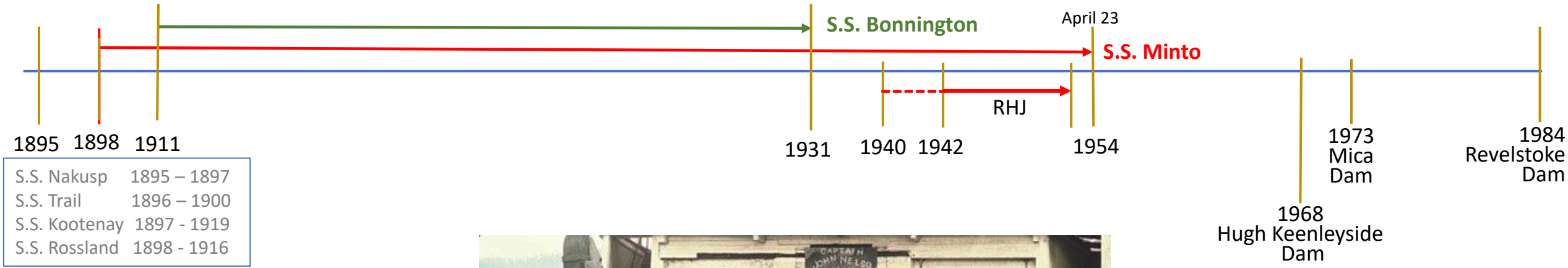
PART 1 – The PROTOTYPE(S)

Contents (2026-01-02)

Click the **logo** at the lower left of any page to return to **Contents.**
Use **PgDn** to advance to the next slide, **PgUp** to back up one slide.
For **pdf viewing**, enable Full Page View and click away!

RHJ Rail

Arrow Lakes Time Line 1895 - 1984



S.S. Nakusp	1895 – 1897
S.S. Trail	1896 – 1900
S.S. Kootenay	1897 - 1919
S.S. Rossland	1898 - 1916

Other CPR sternwheelers operated on the Arrow Lakes in the late 1890's.

Two were destroyed by fire, one sank and one was dismantled.

Minto at Galena Bay, c. 1965

Note the shallow draft and the over-hanging main deck.

RHJ Rail

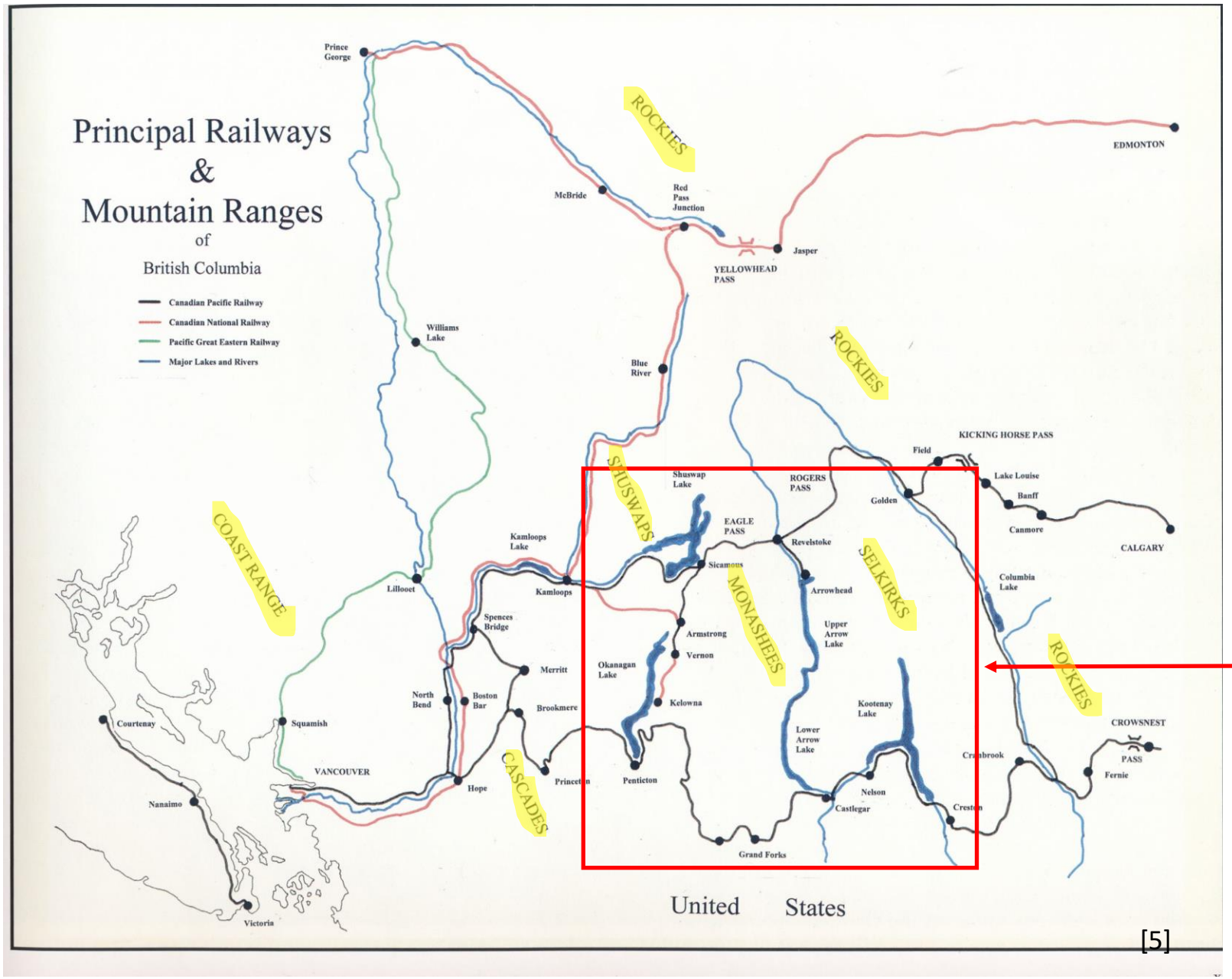
Geography

Mountain Ranges

In the early days of confederation, there was concern that the natural transportation routes run north /south rather than east/west.

The federal government was concerned and wanted an all-Canadian east/west transportation route; hence the CPR main line.

Also, B.C. wanted a land connection to the east. This was a condition of B.C. joining confederation.



[5]

Next Page

RHJ Rail

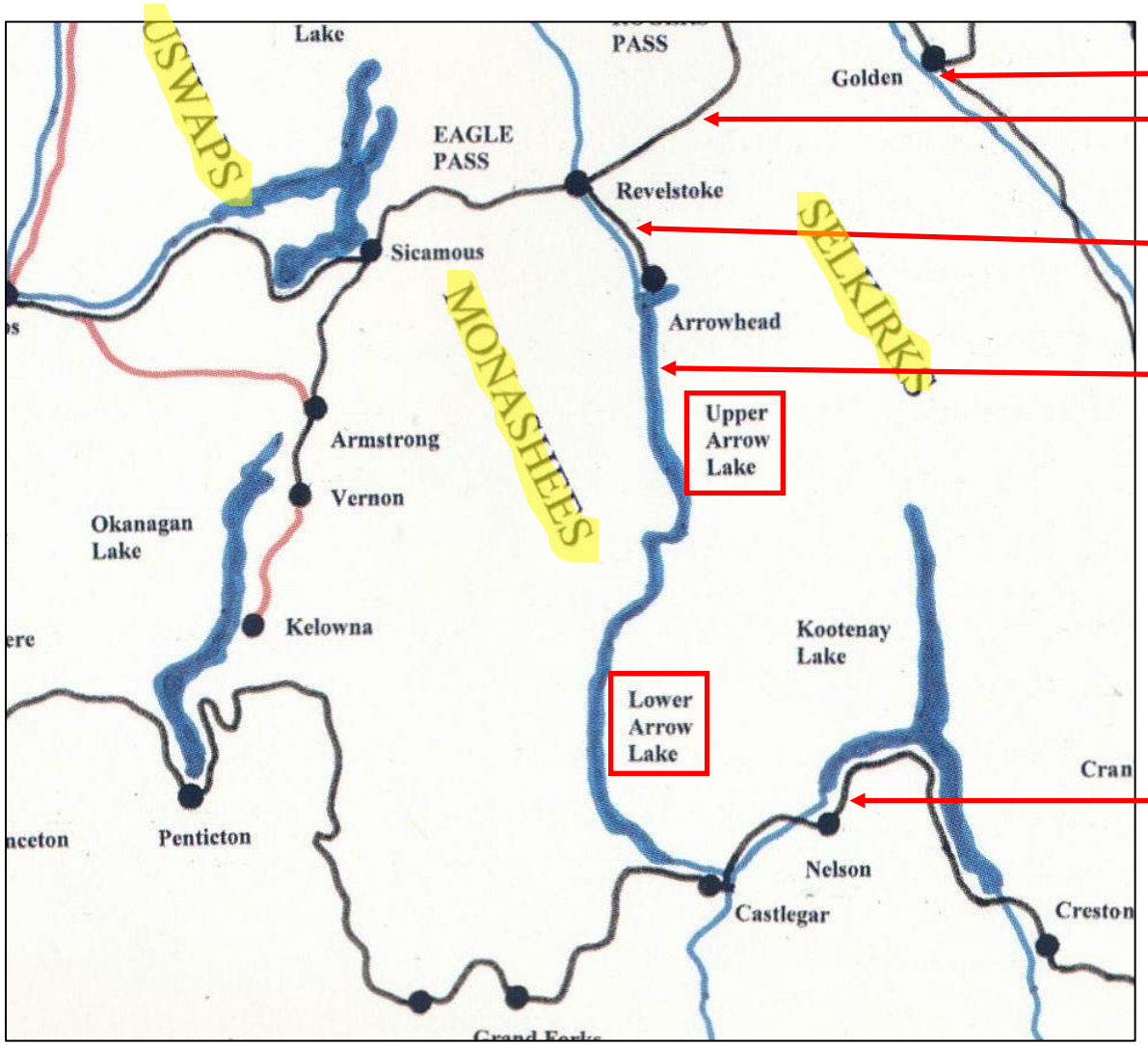
Geography

Major Lakes

Three lakes of concern were the Okanagan, Arrow and Kootenay lakes as they provided the easiest transportation links to the United States and several companies wanted to take advantage of this.

To provide a connection between the two CPR lines in the region, the Arrow Lakes was developed as a connection between them.

This also provided transportation for settlements along these lakes.



Rock Mountain Trench

CPR Main Line

CPR Revelstoke to Arrowhead (railroad) – 27 miles

CPR Arrowhead to Robson (Sternwheelers) – 134 miles

CPR Southern Line

[5]

RHJ Rail

Geography

NOW and THEN

Upper Arrow Lake

Highway 23

Arrowhead

Shelter Bay

Galena Bay

Halcion

St. Leon

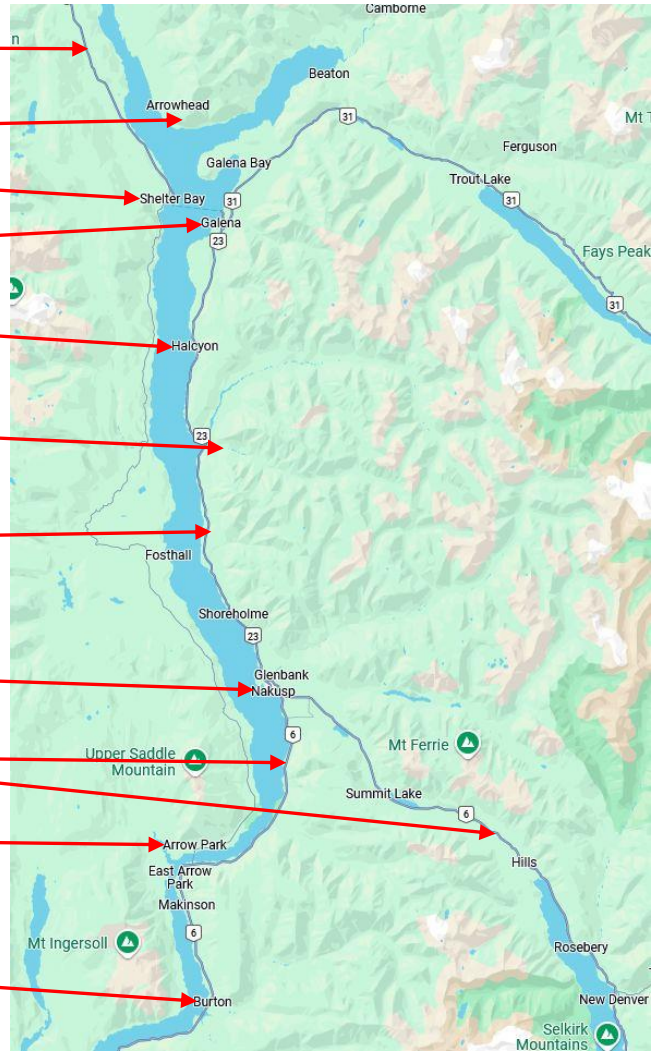
Highway 23

Nakusp

Highway 6

Arrow Park

Burton



Lower Arrow Lake

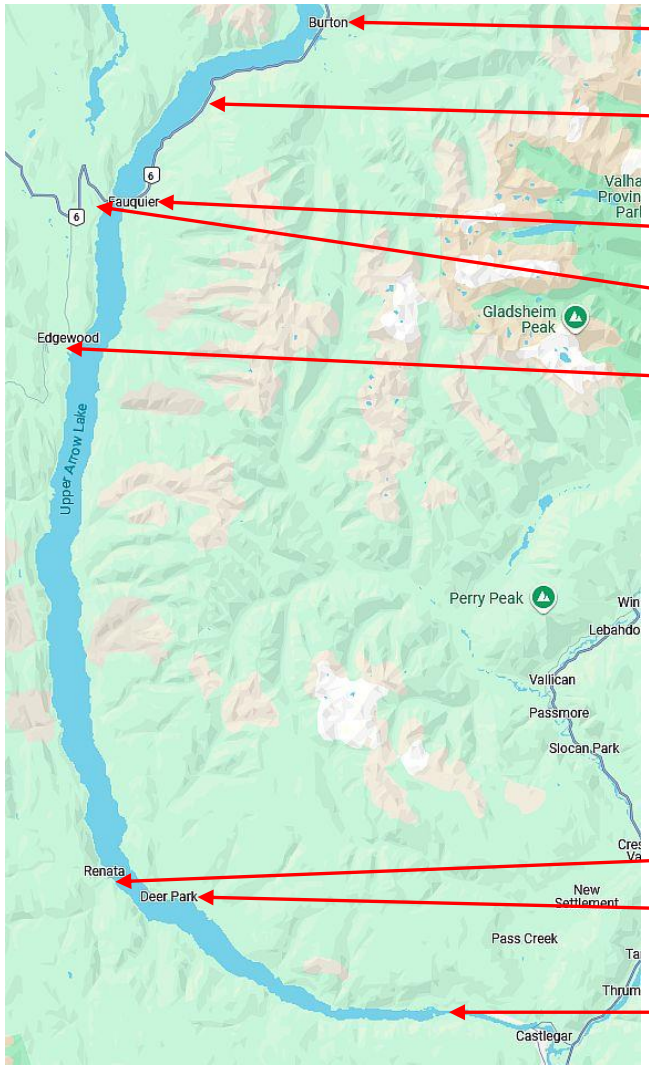
Burton

Highway 6

Fauquier

Needles (to Kelowna)

Edgewood



Renata

Deer Park

(West) Robson

[2]

The distance between Revelstoke and West Robson is about 162 miles.

RHJ Rail

Geography

- The Arrow Lakes valley, on the Columbia River, was narrow compared to valleys of the other large lakes of the interior, in the sense that, although the actual distance between the mountain ranges was considerable, most of this space was taken up by the lakes and this left very little flat land for farming or settlements.
- Thus the settlements were few and far between.
- Some settlements were little more than a single farm or two or a logging encampment.
- The main settlements were Nakusp, on the upper lake, Burton (much smaller) between the two lakes, Fauquier (very small) on the lower lake, and Robson at the southern end of the lower lake, near Castlegar.
- The upper lake had two “resort” locations between Arrowhead and Nakusp – Halcion Hot Springs and St. Leon.
- The lake boats stopped at each of these.
- In 1968, due to the Columbia River Treaty, the entire lakes were flooded when the Hugh Keenleyside dam was put into service.
- The lake boats were long out of service by then.

RHJ Rail

Geography

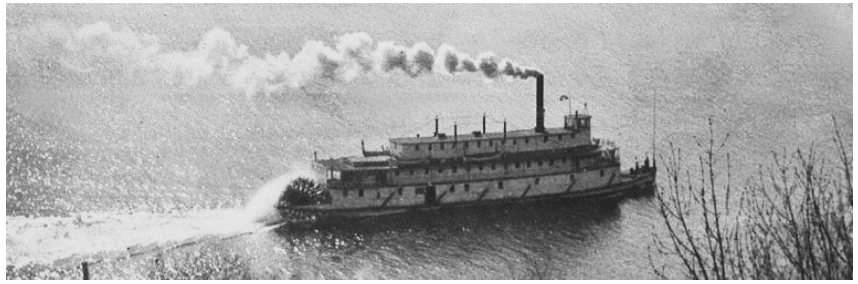
THEN: The Columbia River starts in the Rocky Mountain Trench at Columbia Lake near Canal Flats, flows north to Golden (Donald) and the "Big Bend" and then south to the United States. It was subject to significant variation in water level with time of the year and different years.

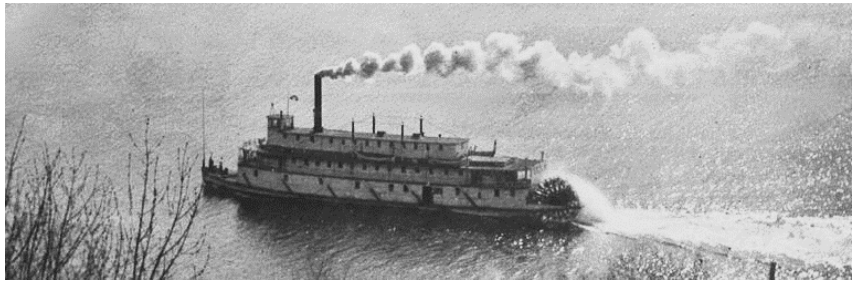
These changes occurred with the seasons (spring and summer were often "high water"); lower water levels were common in the late summer, fall and winter.

This made for difficult navigation, floods, and varying amounts of water supplies.

Now: The Arrow Lakes Reservoir consists of three storage facilities for flood control and hydro-electric power generation. The normal elevation for the **Arrow Lakes reservoir** is between 440.1 and 419.9 meters .

The elevation of **Castlegar, BC**, is about 450 meters. The elevation of **Nakusp, BC**, is approximately 457.2 meters - only about 7 meters (23 feet) different. These are the elevations of the towns which are about 140 miles or 225 kilometers apart, not the reservoir, lakes or river.





RHJ Rail

History

[7]

Arrowhead, c. 1900

RHJ Rail

History

Two early photos of the *Minto* at Arrowhead

RHJ Rail

History - St. Leon

There are several hot springs on the western side of the Selkirks along the Arrow Lakes.

Several of these were developed into early tourist attractions (Halcon, St. Leon, Nakusp).

The Hotel at St. Leon - c. 1940's

RHJ Rail

History - Nakusp, 1947

The “shipways” at the Nakusp ship yard. Aerial view from 1947.

An aerial photo from 1947 shows Canyon Road at top sharply angling away from Nakusp across the tracks toward the bridge. (Pat Archibald photo, ALHS 2017.021.4.1)

RHJ Rail

History – The Minto

Note that "The ***Minto.***" was always spelled with a period after its name as was the custom in the early 20th century.

A hand-tinted photo of the *Minto* by a Nelson photographer. c. 1950

RHJ Rail

History – The CPR

- The Canadian Pacific Railway main line went west from Calgary, to Revelstoke, and beyond.
- A second line was constructed west from Medicine Hat to Castlegar and beyond.
- This was partly to counter US companies from making incursions into the southern part of Western Canada (the Kooteneys, the Arrow Lakes, the Okanagan, among other locations).
- In the late 1890's, the company wanted to connect its two lines and it chose to do so by using lake boats which were sternwheelers of various sizes.
- Other routes, or partial routes, were constructed, in the Okanogan for example.
- The route we will focus on is the route from Revelstoke to Castlegar, a north-south route on the Arrow Lakes.
- There were several sternwheelers on the Arrow Lakes over the years.
- The ***Minto*** was the last of these and was withdrawn from service in 1954.

RHJ Rail

History – Communities and Publications

- The communities were few, the roads were primitive and did not cover the entire distance from Revelstoke to Castlegar. (They still don't.)
- This made some communities and local residents dependent on the lake boats for their everyday life.
- The ***Minto*** typically travelled from wharf to wharf and from community to community on a twice weekly schedule.
- However, stops on the shore were not uncommon, sometimes arranged by a signal fire on the beach.
- The use of 1890's technology in an evolving world gave the boats a cultural charm(!) that far exceeded their technology but some people cursed the awkwardness and slowness of this mode of travel.
- Numerous small publications published by the local residents, as well as mainline authors and news papers, documented how the residents felt about the region and its transportation choices, or lack thereof.
- The two paintings by Max Jacquiard of the ***Minto*** at Arrowhead give an idea of the time period and the type of transportation technology in use at the time at this location.

RHJ Rail

History - Paintings

In this painting by Max Jacquiard, the two boats are meeting at Arrowhead and the short, mixed train from Revelstoke is clearly visible.

- This is a winter scene but there is very little ice on the lake
- The engine has been turned, the train has not
- The small motor launch pushing a barge with a vehicle on it is coming from Beaton
- The ***Minto*** is coming from Nakusp
- The small two-story station sits between the wharf track and upper tracks
- The location had an “Armstrong” turntable (not shown) on which the engine alone was turned for the trip back to Revelstoke.

“Meeting at Arrowhead” – Max Jacquiard

RHJ Rail

History - Paintings

In this painting by Max Jacquiard, the ***Minto*** is shown approaching the wharf at Arrowhead and the short, mixed train from Revelstoke is clearly visible.

The mixed train sometimes had a flat car and/or a tank car to service the few forest industries along the way.

This is quite an interesting view as there is nowhere to stand to see a similar scene so it was composed from the artist's brilliant mind.

This was a commissioned work and very few copies were made for sale.

"The Minto at Arrowhead" – Max Jacquiard

RHJ Rail

History – After the Boats

The Columbia River Treaty

The Columbia River Treaty (CRT) came into force on September 16, 1964. It is an international treaty between the governments of the United States (US) and Canada to develop and operate three storage facilities in BC in order to further regulate flows on the Columbia and Kootenay rivers.

The primary objective of the Treaty is to optimize flood control and power generation in both countries, for which Canada is compensated. It further permitted the US to construct the Libby dam and associated Koocanusa reservoir, which extends into BC.

Hugh Keenleyside Dam near Castlegar

RHJ Rail

History - After the Boats

Arrow Lakes Dams

Hugh Keenleyside Dam - **1968**
(5 miles north of Castlegar)

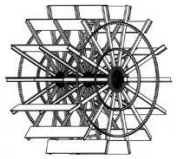
Revelstoke Dam - **1984**
(5 km, 3.1 miles north of Revelstoke)

Mica Dam - **1973**
(135 km north of Revelstoke; top of the “Big Bend”)

The average elevation of the Arrow Lakes reservoir fluctuates due to management by BC Hydro, but general elevations hover around **1,400 feet (427m)** for current levels. [6]

RHJ Rail

History - After the Boats



The preparation for this Treaty also foresaw the end of operations of sternwheelers on the Arrow Lakes because:

- Work was started on the dams several years before the Treaty was finalized and the lake surface rose significantly with the Keenleyside dam being put into service at Robson in 1968. Some towns and villages were either destroyed of moved to higher ground.
- There was little business for boats on the lakes since the massive construction required the building, upgrading and relocating of roads, providing much better access to the region.
- Boat service was no longer needed for remote communities because they either had better roads or no longer existed.

The rise in the lake level would necessitate the building of a new highway (Highway 23) from Revelstoke to Shelter Bay on the west side of the Columbia River.

Two relatively large diesel-powered ferrys were constructed to provide a lake crossing for vehicular traffic between Shelter Bay (on the west) and Galena Bay (on the east)

The residents of the area would have much preferred a bridge rather than ferry service and much heated discussion was held on this issue.

A compromise of sorts was reached when the B.C. government pledged to provide **free ferry service** instead.

History - After the Boats

The MV Columbia runs across the upper Arrow Lake, 49 kilometers south of Revelstoke on Highway 23, between Shelter Bay (west side) and Galena Bay (east side).

NOW

RHJ Rail

History - After the Boats

The Needles ferry runs across the Lower Arrow Lake, about 59 kilometers south of Nakusp on Highway 6, between Fauquier (east side) and Needles (west side).

Highway 6 continues on to Kelowna.

NOW

RHJ Rail

The CPR Arrow Lakes Boats

So, what about the boats? You might ask.

Well….

RHJ Rail

The CPR Arrow Lakes Boats

S.S. Nakusp
1895-1897
"Wooding Up" along the shore.

S.S. Minto
1898 -1954

S.S. Bonnington
1911-1931

RHJ Rail

The CPR Arrow Lakes Boats

Sternwheelers:

S.S. Nakusp	1895 – 1897	Destroyed by fire at Arrowhead, Dec. 23, 1896
S.S. Trail	1896 – 1900	Destroyed by fire at Robson, June 1900
S.S. Kootenay	1897 – 1919	Retired 1919, sold 1920
S.S. Rossland	1898 – 1916	Sank at Nakusp, 1917
S.S. Minto	1898 – 1954	Out of Service
S.S. Bonnington	1911 – 1931	Out of Service

Tugs:

MV Columbia	1948 - 1954
Whatshan	1940's – 1993

Other:

MV Lardeau	Arrowhead to Galena Bay, before the Shelter Bay to Galena Bay route was built.

There were other boats over the years as well.

Revelstoke Museum & Archives

RHJ Rail

The S.S. Minto.

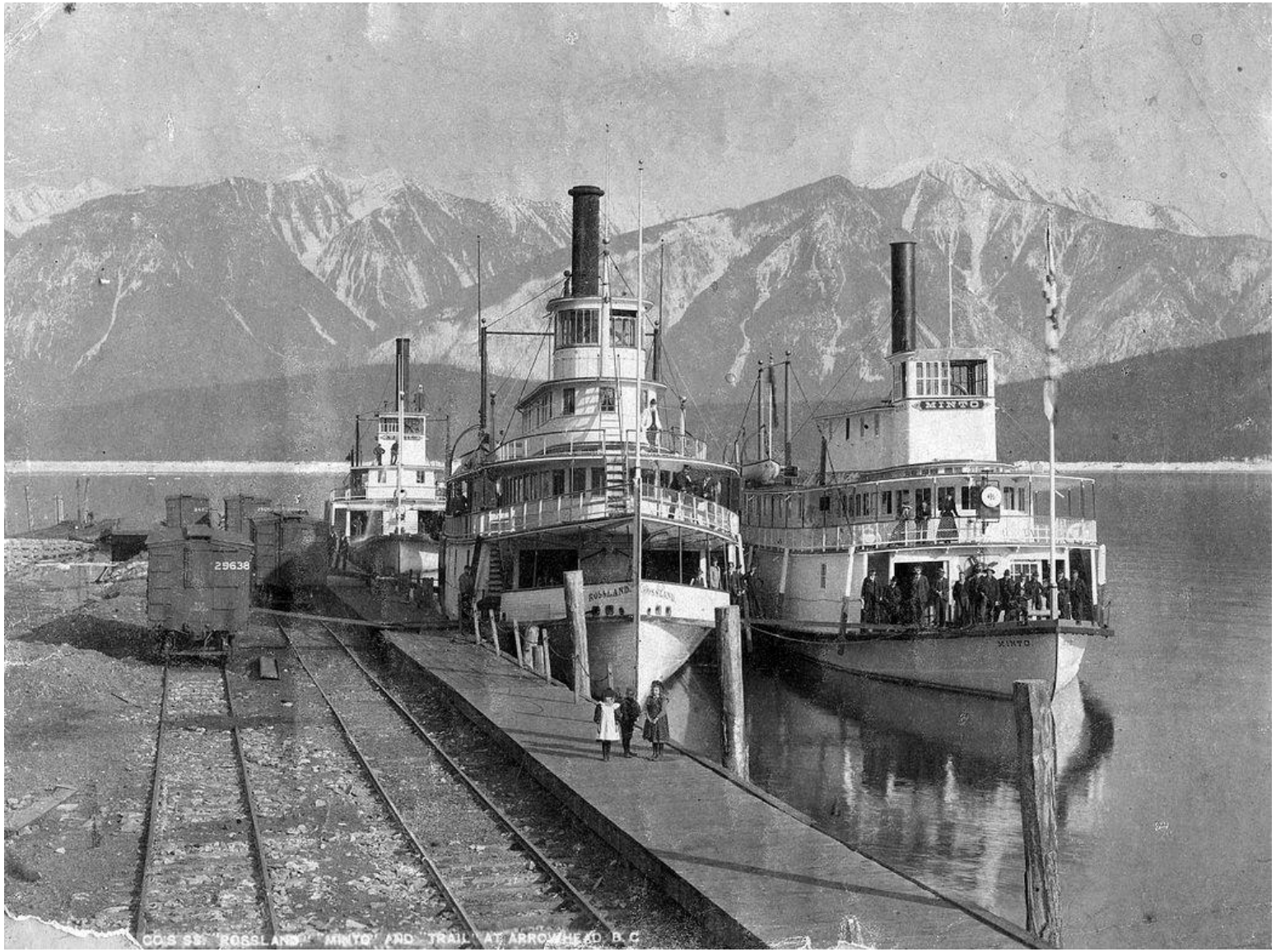
Note some of the details:

- The fire axe on the side of the pilot-house
- The two “queen posts” which help to hold the ends of the vessel
- The carbon-arc search light which was controlled from the plot-house
- The life belts at the ready
- The wire guard below the passenger railing all around the boat on this deck
- The wharf with no gap between the Minto and the wharf and the pilings which were common at most wharfs along the lakes

The *S.S. Minto* at Burton, July 1950

RHJ Rail

S.S. Trail, Rossland, and Minto



The ***S.S. Trail***, the ***S.S. Rossland*** and the ***S.S. Minto***
(l. to r.) at Arrowhead, c. 1899

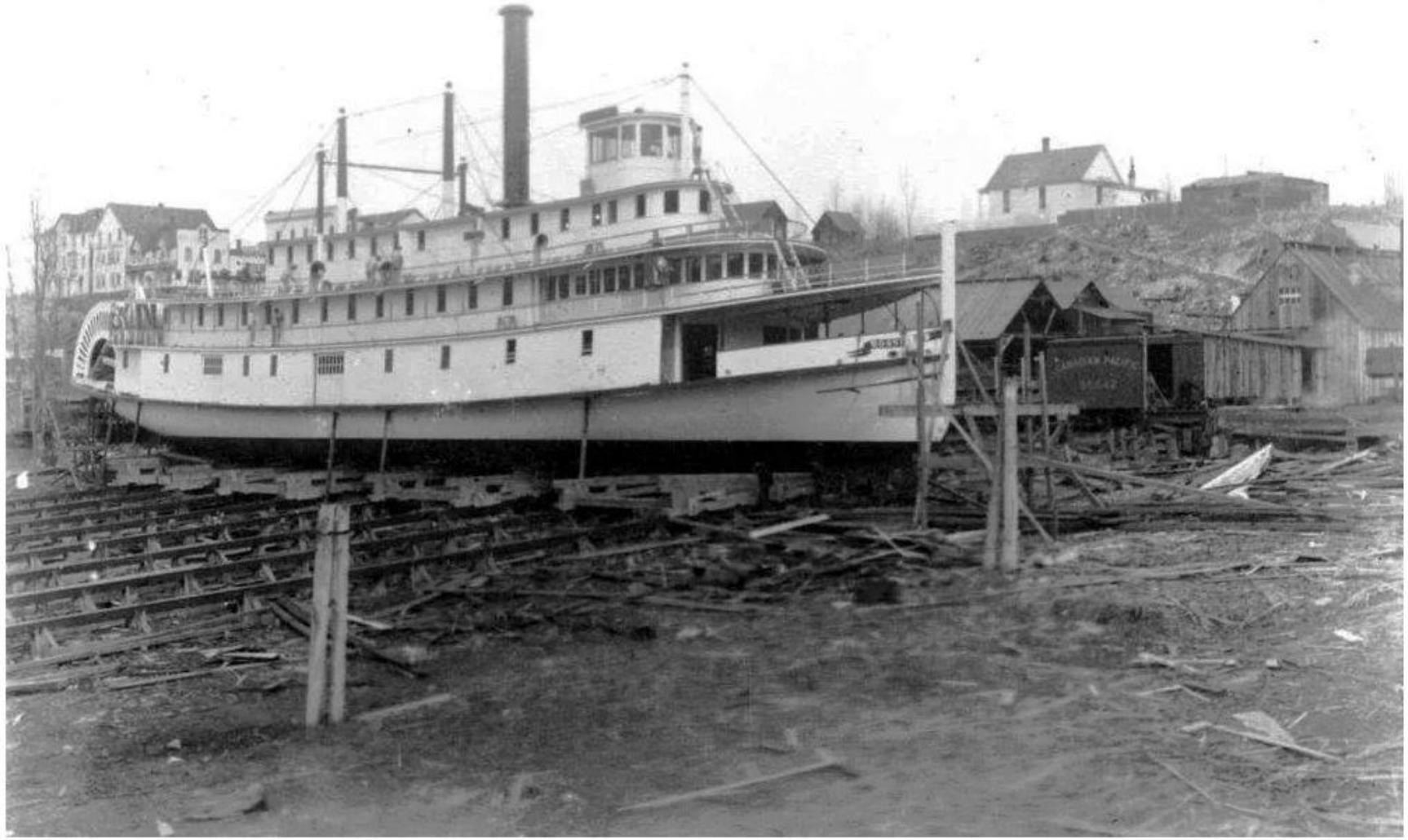
In the early days of the CPR boats on the Arrow Lakes, the three boats at left could be seen together on occasion, but not for long!

The ***S.S. Trail*** burned down in 1900.

The **S S. Rossland** sank in 1917.

RHJ Rail

S.S. Rossland



Rossland at Nakusp, 1909. Image D-08170: Courtesy of BC Archives.

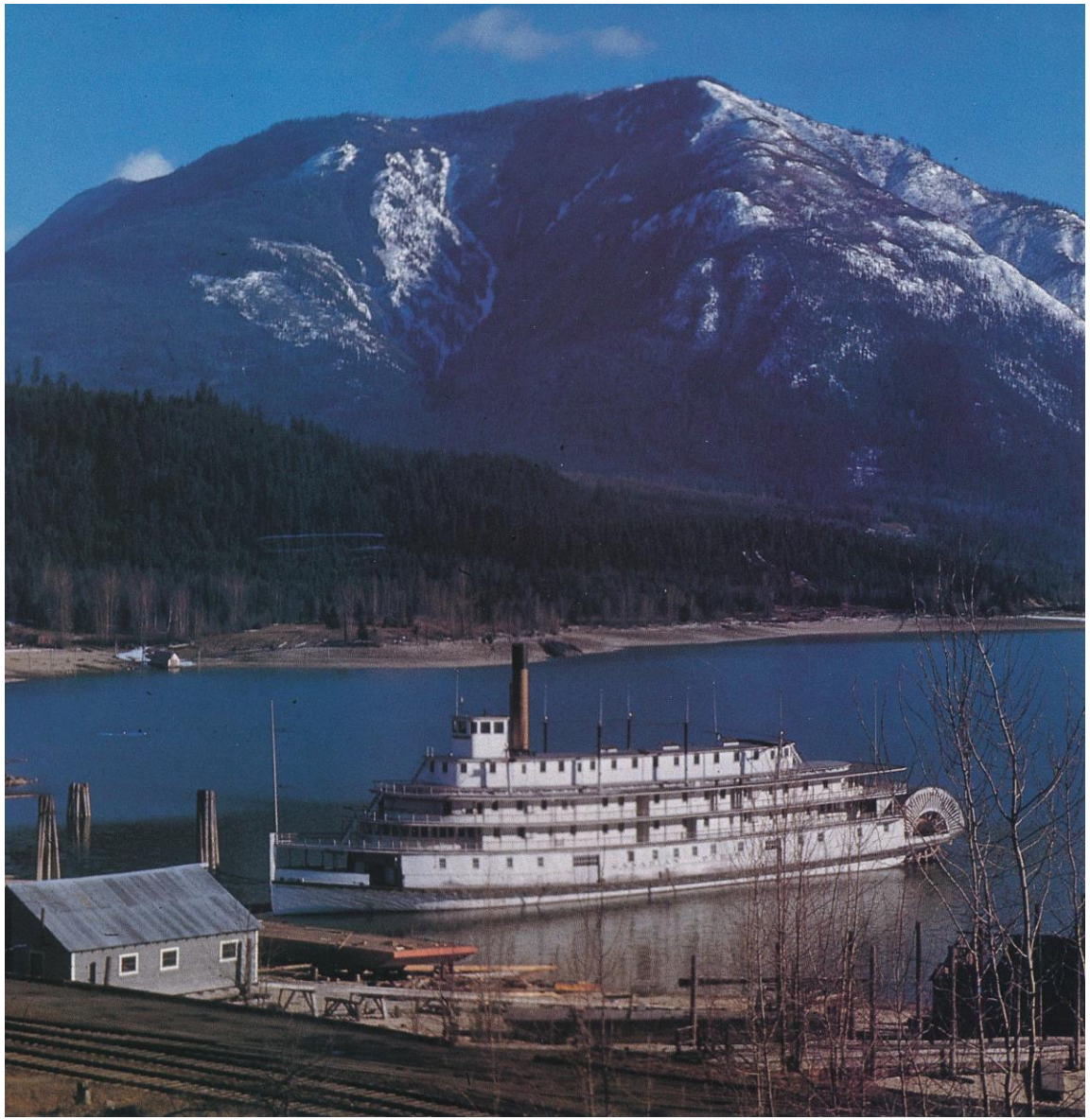
The ***Rossland*** up on the "ways" at Nakusp, c. 1909.

The shipyard at Nakusp was the home of all CPR vessels on the Arrow Lakes for all the time the vessels were in operation.

"On January 25, 1917, the ***S.S. Rossland***'s storied career was brought to an end. While moored at the CPR shipyard in Nakusp, where she had been since 1916, the ***Rossland*** sank due to an overload of ice and snow." [8]

RHJ Rail

S.S. Bonnington



The *S.S. Bonnington* at Nakusp, its home port.

In the earlier years, there were other sternwheelers on the Arrow Lakes besides the ***Minto***.

The ***Bonnington*** was much larger than the ***Minto*** and was built to serve the tourist trade but was taken out of service long before the ***Minto***. It served from 1911 to 1931, mostly in the summer seasons. The stock market crash of 1929 greatly reduced the demand for luxury tourist travel.

The **Bonnington** was a near twin of the ***S.S. Sicamous*** on the Okanogan Lake and the ***S.S. Nasookin*** on the Kootenay Lake, the three largest CPR boats in the interior of BC.

The **Sicamous** had one of its passenger decks removed, making it lower in height and less prone to wind effects. It is preserved at Penticton and is a tourist attraction.

The **Bonnington** was was never modified like the ***Sicamous.***

Note the ornate paddle wheel cover.

S.S. Bonnington

The ***S.S. Bonnington*** at Needles

Needles, on the west side of the Lower Arrow Lake, was across from Fauquier. The road went down the east side of the lakes from Nakusp to Fauquier where it crossed the lake using a non-powered cable ferry to Needles.

The road from Needles went west to the Okanagan at Kelowna and was a poor road by today's standards.

This picture is unusual in that there is obviously snow on the ground and the ***Bonnington*** usually just ran in the summer tourist season.

The "cabin" on the ferry reminds one of much later cabooses on the CPR.

RHJ Rail

The S.S. Minto.

The ***Minto*** was originally ordered to operate on the Stikine River in north-western BC in support of the Klondike gold rush.

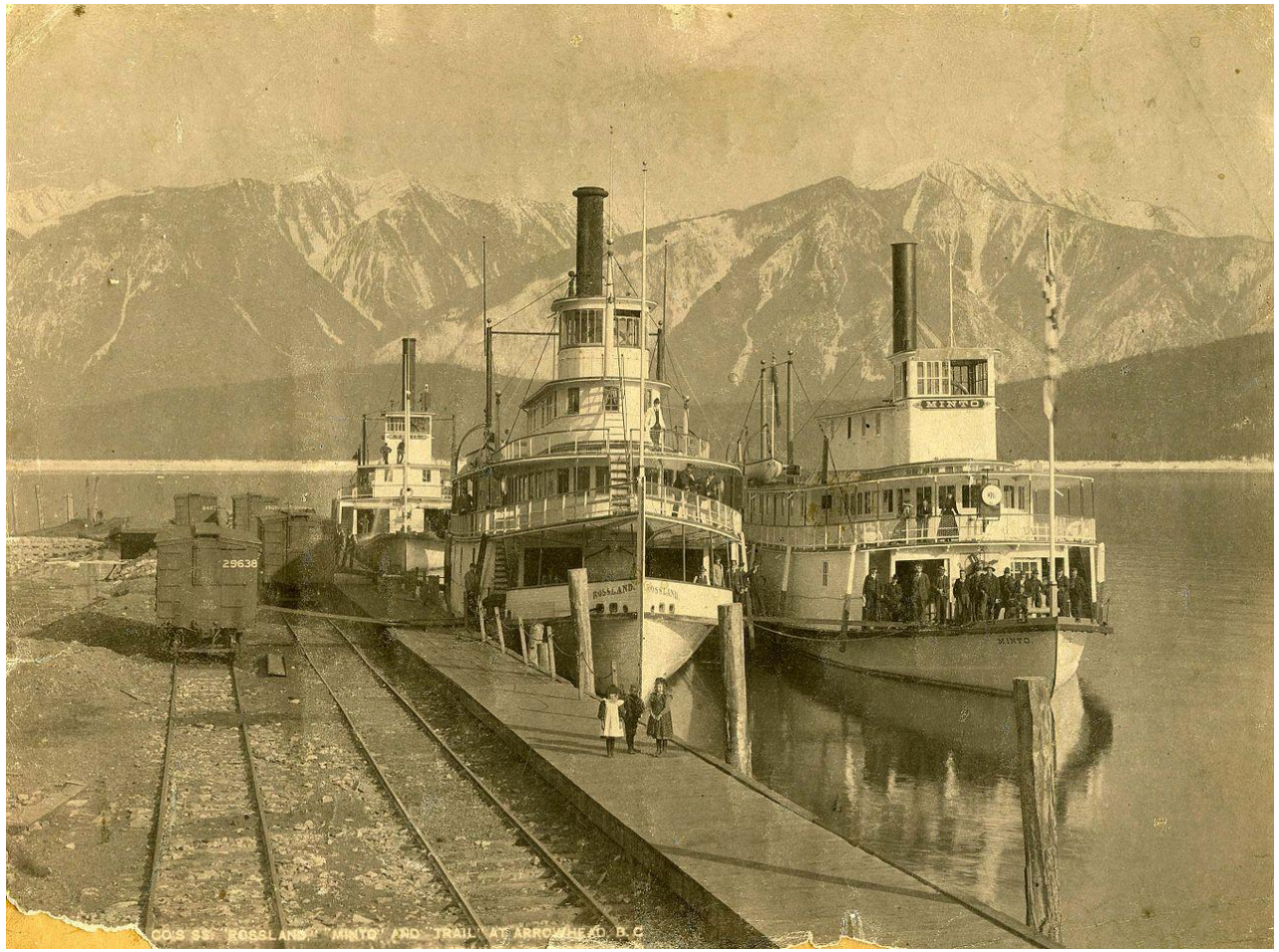
By the time the ***Minto*** was built, the gold rush fever had died down and the Minto was no longer needed at its original destination.

In 1898, the ***Minto*** had been shipped by rail to Vancouver in over 1,000 pieces.

It was then diverted to Nakusp and the ***Minto*** was assembled there at the shipyard.

There were a number of other boats on the Arrow Lakes over the years and the shipyard was used for the construction and maintenance of all of those.

In the winter, some boats were pulled up on the “ways”, out of the water, at Nakusp.



RHJ Rail

The S.S. Minto.

- The ***Minto*** was a Sternwheeler and had surface propulsion provided by means of a paddle wheel mounted on the stern.
- The hull was made of wood and was flat-bottomed resulting in a very shallow draft.
- The hull of the ***Minto*** was covered with metal which enabled it to operate in icy conditions when the lake was partially frozen.
- In extreme ice conditions the ***Minto*** would push a barge to break the ice.
- The paddle wheel was powered by means of two large crank shafts, one on each side. (17.1 nhp each)
- The crankshafts were powered by two steam cylinders mounted on the lower deck and powered by steam from the boiler, similar in operation to a steam locomotive.

RHJ Rail

The S.S. Minto.

Note the cable “hand rail” running along the outside of the main deck. This enabled crew members to access the outside of the vessel, including the paddle wheel.

The ***Minto*** ran in cold weather while most other boats did not.

Ice build-up could sometimes be a problem.

[4]

The ***S.S. Minto*** alongside the ***S.S. Bonnington*** at Nakusp in the 1940’s

RHJ Rail

The S.S. Minto.

The *S.S. Moyie*, a nearly identical boat on the Kootenay Lake

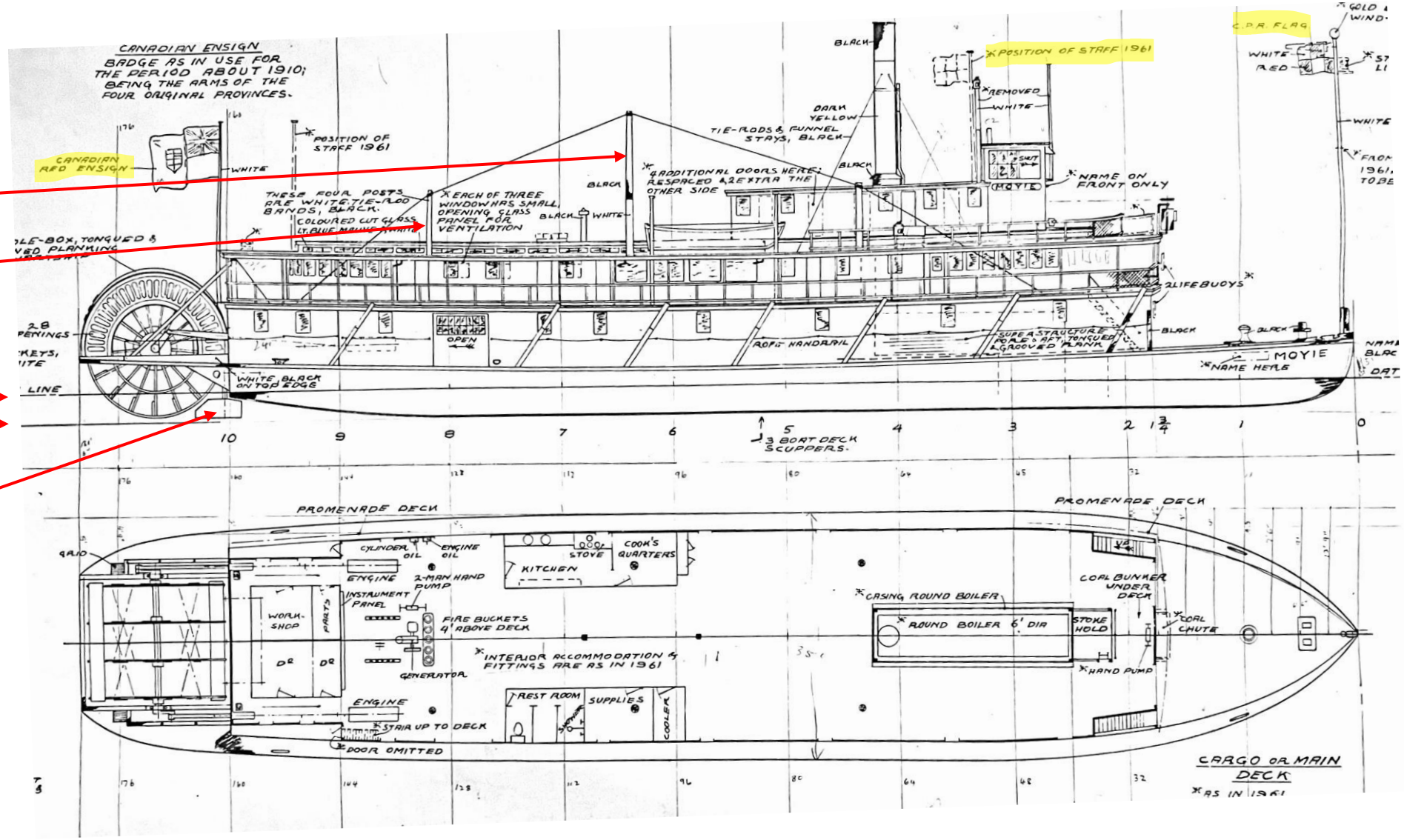
King Post

Queen Posts

Water Level

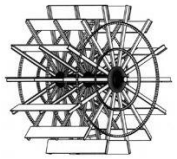
Hull Bottom

Rudders



RHJ Rail

The S.S. Minto.



Comparison between the Minto and the Moyie

Minto: [3]

- Built: 1898, Bertram Iron Works, Toronto
- Length: 161.7 feet
- Breadth: 30.1 feet
- Depth: 5.1 feet
- Gross Tons*: **828.9**
- Net Tons*: **522.2**
- Hull: Composite (wood / metal)
- Cylinders: 2 x 16x72
- Power: 17.1 nhp*n[6]
- Later additions - Extra Cabins on top deck

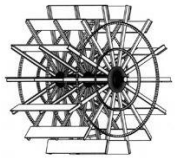
Moyie: [3]

- Built: 1898, Bertram Iron Works, Toronto
- Length: 161.7 feet
- Breadth: 30.1 feet
- Depth: 5.1 feet
- Gross Tons*: **838.9**
- Net Tons*: **525.9**
- Hull: Composite (wood / metal)
- Cylinders: 2 x 16x72
- Power: 17.1 nhp* [6]
- The **Moyie** was a little “heavier” than the **Minto** but built to the same dimensions.

* These terms had different definitions at different locations, different times and and in different settings (e.g. marine vs. land.) A **nhp** (Nautical Horse Power) has a somewhat vague definition.

RHJ Rail

The S.S. Minto.



- The boiler was mounted forward on the lower deck and the smoke stack was at the rear of the boiler and extended through all decks as can be seen on the “blue print” plans earlier.
- The boiler was hand-fired using coal. Some of the earliest boats on the lake were wood-fired.
- The ***Minto*** had two “Queen Posts” on each side which helped support the ends of the hull much like a truss-rod on a railway car.
- Some sternwheelers also had centered “King Posts” which provided further support for longer-hulled or heavier vessels.
- The ***Minto*** was different from the ***Moyie*** which had one kingpost and two queen posts on each side as shown on the plans earlier.
- Four small rudders were mounted at the rear of the hull ahead of the paddle wheel.
- In operation the boat would typically back out of its docked position and then turn and proceed on its route.

The S.S. Minto.

Comparison between the Minto and the Moyie

In the two photos above, one difference that can be seen is that the ***Moyie*** (right, Kootenay Lake) and most of the boats on the Arrow Lakes had a functional and decorative paddle wheel cover while the ***Minto*** (left) never did.

Perhaps this was to allow for easier access to the paddle wheel in the winter where ice build-up could be a problem not faced by most other boats, which usually didn't run in freezing conditions.

RHJ Rail

The S.S. Minto. - Operation

- The ***Minto*** operated on the Upper and Lower Arrow Lakes from Arrowhead at the north to Robson at the south, a distance of **134 miles**.
- It operated from 1898 to 1954.
- It's home port was Nakusp on the Upper Arrow Lake.
- It ran on a twice weekly schedule: Nakusp to Arrowhead and back; Nakusp to Robson; then Robson to Nakusp; then one day lay-over in Nakusp.
- The trip from Nakusp to Robson was longer than the trip from Nakusp to Arrowhead.
- The current was southbound, meaning the trip from Nakusp to Robson was easier and faster than the trip north where often the ***Minto*** had to fight a strong current at some locations.

RHJ Rail

The S.S. Minto.

Photo Credit: Richrd Johnson

The Nakusp Museum has a very few items from the *Minto.*

RHJ Rail

The S.S. Minto. – CPR Connection

CPR 10-wheeler 444 is pictured at Arrowhead after running the 27 miles from Revelstoke with a mixed train (as represented in Max Jacquiard's two paintings) to meet the ***Minto.***

The Revelstoke to Arrowhead branch line closed in 1968.

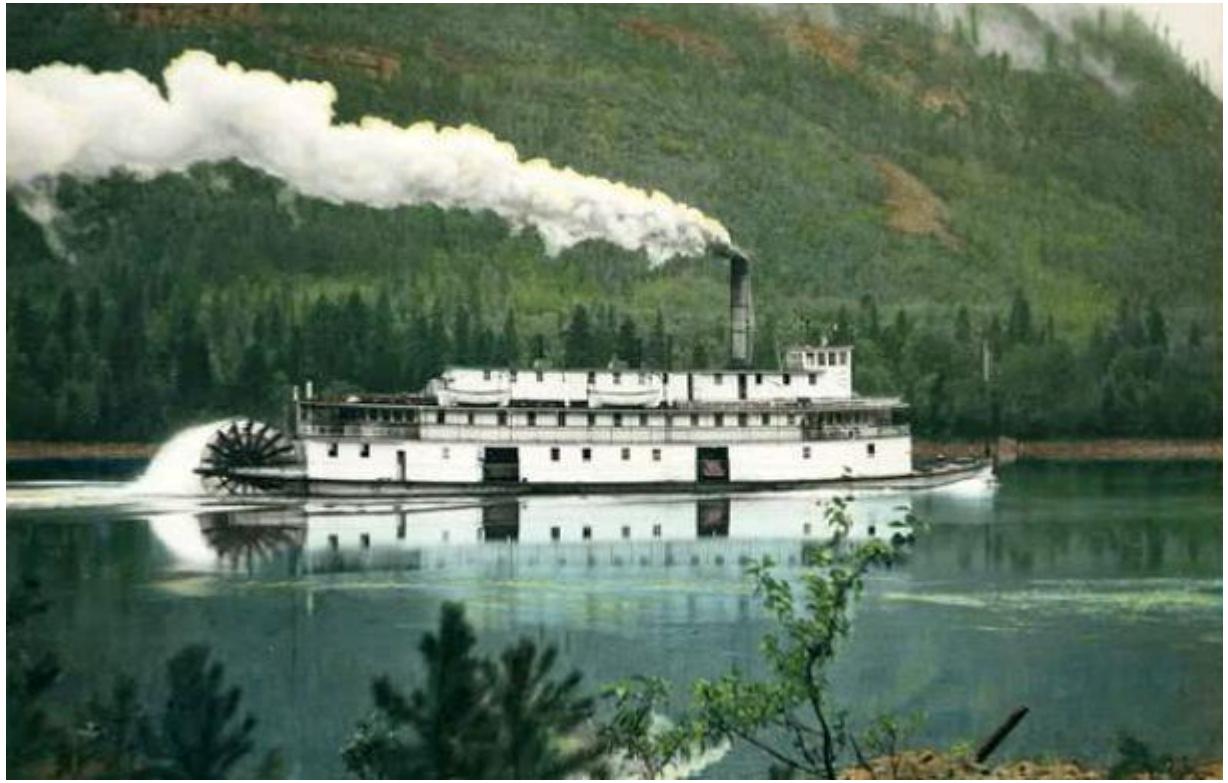
Floyd Yeats made this photograph in 1939 while on his honeymoon.

Photo Credit: Floyd Yeats (1939)

RHJ Rail

The S.S. Minto. and its Environment

- The Arrow Lakes valley was generally wide but was mostly taken up by the lakes with mountains coming right to the shore in many locations.
- There was (and is) very little flat land for settlements and farms, so it did not see the population growth that was seen in the Kootenays and in the Okanogan.
- It had very few roads, unlike the other two valleys.
- The main industry was forestry, logging for both lumber and poles. Another was fruit growing. The forestry products were hauled out by trucks, often on very rough and temporary roads and sometimes by log booms floating on the lakes. The fruit business used the ***Minto*** for its transport.
- Many of the settlements in the Arrow Lakes region were very isolated, some with no road access at all.
- The shallow draft and metal clad hull of the ***Minto*** made shore landings possible at locations with no wharf.



The *S.S. Minto* near Nakusp in 1950

RHJ Rail

The S.S. Minto.

This picture shows the ***Minto*** docked at Burton in the summer of 1950.

The ***Minto*** was in service until April 1954, so it still has a few years left in it.

After that time, new roads were built and existing roads were upgraded.

The presenter rode on the ***Minto*** numerous times and this shows him waiting for departure from Burton.

RHJ Rail

The S.S. Minto.

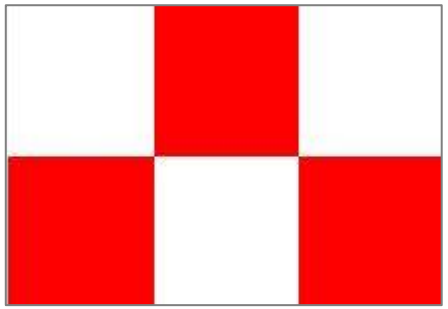
"With flags buffeting in the cool breeze, the ***Minto*** makes her final run through the bar-ridden narrows that separate the upper and lower Arrow Lakes." [4]

[4]

The *Minto's* Final Run - April 23, 1954

RHJ Rail

The S.S. Minto. - CPR Flag



- Throughout its long existence, the ***Minto*** flew the Canadian Pacific (house) flag. In the few color photographs of the day, the flag was often faded and the red color often appeared to have a faded orange appearance.
- This flag was adopted in the late 1880's for the company's steamship service. It represented the alternate sections of the land grant given to the company for the construction of the transcontinental railway.
- It was customary to fly this flag on the ***Minto*** just behind the pilot house.
- The tall pole at the bow often flew a wind sock while the jackstaff at the stern flew the Canadian Red Ensign.

RHJ Rail

The S.S. Minto.

Photo Credit: Richrd Johnson

After being taken out of service, efforts to preserve the ***Minto*** (like the ***Moyie*** at Kaslo) met with little success.

The boat was then sold to a local land owner at Galena Bay, across from Arrowhead and Shelter Bay.

An attempt to restore the ***Minto*** by private means had virtually no support either.

The ***Minto*** was towed up onto the beach and left to decay for about ten years.

This picture shows how little draft the boat had, making it easier to navigate in shallow waters, when it was in service.

RHJ Rail

The S.S. Minto.

This picture shows the ***Minto*** from a different angle at Galena Bay, beached south of Arrowhead.

It shows the shallow draft of the boat as well as its deteriorating condition.

The shallow draft is also apparent on the preceding slide.

The *Minto* hulk at Galena Bay, 1965-05-22

Photo Credit: Richrd Johnson

Last slide in main presentation.

RHJ Rail

Fun Facts

- The paddle wheel rotated such that the paddles in the water pushed the water backwards thus propelling the flat-bottomed vessel forward.
- This pulled water from under the boat, sometimes resulting in the boat sitting a littler lower than the surface of the surrounding water.
- This was not normally a problem, but in shallow water or passing over sandbars, the boat could become stuck.
- In this situation, paddle wheelers could back off of the sand bar, reverse direction and then back over the obstruction using the paddle wheel in reverse.
- This pushed water under the boat and provided more clearance.
- In the model by RHJ, the paddle wheel only rotates in one direction (forward), but that's okay since the model never gets wet anyway!
- The **S.S. Minto** was named after Gilbert Elliot-Murray-Kynynmound, the 4th Earl of Minto, who was the Governor General of Canada from 1898 to 1904. He was a prominent figure in Canadian history and several other places (Viceroy of India from 1905 to 1910) and was a British Peer.

(Well, maybe not so much fun after all.)

RHJ Rail

References

On-line Links:

The Arrow Lakes

Arrow Lakes Reservoir (BC Hydro) [10]

Steamboats of the Arrow Lakes (Complete list of all 20)

S.S. Lytton	1890 - 1904	Dismantled
S.S. Nakusp	1895 – 1897	Destroyed by fire at Arrowhead, Dec. 23, 1896
S.S. Trail	1896 – 1900	Destroyed by fire at Robson, June 1900
S.S. Kootenay	1897 – 1919	Retired 1919, sold 1920
S.S. Rossland	1898 – 1916	Sank at Nakusp, 1917
S.S. Minto	1898 – 1954	Out of Service (best on-line reference for the Minto)
S.S. Bonnington	1911 – 1931	Out of Service

Arrow Lakes Map (BC Hydro) [11]

THE KÜTNE READER- Adventures in Kootenaiana (Article about Nakusp and area)

Print:

Paddlewheelers on the Frontier, Art Downs, 1972 [1] [2]

Sternwheelers and Steam Tugs, Robert D. Turner, 1984 [3]

Commemorative Calendar, Arrow Lakes Historical Society, 1992 [4]

Train Master –The railway Art of Max Jacquiard, Barrie Sanford, 2012 [5]

Google and Google Maps [6]

Wikipedia [7]

BC Archives [8]

Canadian Rail, a publication of the C.R.H.A., No. 268, May 1974, page 1, "The Lady of the Lake", Rev. Leighton Straight (Calgary) [9]

RHJ Rail

The End

The S.S. Minto near Nakusp in 1950

RHJ Rail

The End (really!)

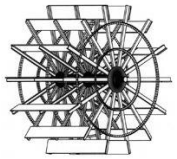
Towed out into Galena Bay and burned, 1968-08-01

RHJ Rail

Next:

The **S.S. Minto.** – Part 2
The Model (built 53 years ago)

Nautical Horse Power



Who says Nautical Horsepower isn’t a real thing? Its just that nobody knows exactly what you’re referring to! It means different things in different contexts in different times!

"Nautical horsepower" isn't a single standard unit but refers to power in marine contexts, often measured as **Shaft Horsepower (SHP)**, which is the actual power reaching the propeller after engine/gearbox losses, or sometimes loosely as **Brake Horsepower (BHP)** from the engine itself, with **SHP** being more realistic for performance.

See nautical horse horsepower calculator and How many horsepower is a nautical horsepower?