

mast, a considerably shorter pole which was not raked quite as handsomely as was the fore, was set between the fifth and sixth hatches. There was a closed rail down the sides of the spar deck as far as the after end of the bridge structure, which gave way to an open rail past the cargo-working area of the deck. Athwart the forward end of the after cabin began a closed taff-rail which ran right around the fantail.

The after deckhouse was a very bald-looking structure which was set on a slightly different angle than the indented boilerhouse placed at its forward end, and this whole arrangement gave the ship a most peculiar look aft. The two lifeboats were set under radial davits atop the aft deckhouse, while the stack, set at a rather more jaunty rake than either of the masts, rose out of the narrow boilerhouse, between two ventilator cowls. The aft cabin was painted white in the early years, while the stack appears to have been all black.

VULCAN's hull sported a very substantial sheer, which was accentuated by the way her boot-top was brought up to a peak above the loaded waterline at the bow. When the ship was running light, she lifted her bow high in the air and drew very little water forward. Her deeply undercut counter stern gave the after end of the steamer a bit of class, helping to take the eye away from the less-than-handsome after cabin and the open fantail.

During the 1890s, VULCAN Continued to operate under the ownership of the Lorain Steamship Company, but the day-to-day management of her operations was taken over by Messrs. Drake and Maytham, of Buffalo, New York. As far as we can tell, VULCAN operated primarily in the iron ore and coal trades. In 1902, the management of VULCAN passed to J. C. Gilchrist, of Cleveland, Ohio, and in 1903 the various Gilchrist lake shipping interests were consolidated into the Gilchrist Transportation Company, of which Joseph C. Gilchrist was manager. In fact, the Gilchrist Transportation Company held a 23/24ths ownership interest in VULCAN; we do not know who owned the remaining share.

The Gilchrist management gave VULCAN a slightly different livery. The entire hull was now black, including the forecastle. The name, in white letters, appeared on the forecastle, while beneath it, in large white letters, appeared:

THE
GILCHRIST
TRANSPORTATION CO.

The bridge structure was white, as was the accommodations section of the aft deckhouse. The boilerhouse was at times all black and at others had a black lower section while its top was white. The smokestack was all black and, as far as we know, never carried any fleet insignia. The Gilchrist boats were very plain in their appearance, and the only place any identification of the owner appeared, apart from the company name on the bows, was on the houseflag which the boats flew; it was dark blue with a large white letter 'G' in the centre.

By the time VULCAN was running for Gilchrist, her mast arrangements had been changed, no doubt to avoid interference with shore-mounted unloading machines, such as the Hulett unloaders which were coming into fashion. The top of the foremast was lopped off, leaving only a rather stubby spar, and the old mainmast was removed completely, being replaced by a thin steel pipe mast which was set abaft the funnel but which had almost no rake to it.

Joseph C. Gilchrist was one of the best known lake vessel operators of the period. Born at Port Huron, Michigan, in 1850, he grew up in Marine City, where his father had shipping and shipbuilding interests. Joseph later went into the lumber business, first at Alpena, Michigan, and later at Vermilion, Ohio, and before long he began to move his lumber by ship. By the 1880s, Gilchrist was actively engaged in the running of a rapidly-growing fleet of steamers and schooner-barges.