

Shane offered the entire Gilchrist fleet for sale. The thirty-three steel-hulled Gilchrist boats were divided up into ten "fleets", each representing a different "class" or size of ship, and offers were solicited for each of these "fleets". We have printed this listing on an earlier occasion, but we think that it is so very interesting that we do so again here to show how the various vessels fell into the various classes. Shown is the name of each ship, together with her length and carrying capacity.

Fleet No. 1

FRANK W. GILCHRIST	416 ft.	7,000
JOSEPH C. GILCHRIST	416	7,000
R. L. IRELAND	416	7,000
R. E. SCHUCK	416	7,000
HENRY S. SILL	416	7,000
PERRY G. WALKER	416	7,000
J. L. WEEKS	416	7,000
LEWIS WOODRUFF	416	7,000

Fleet No. 2

FRANK J. HECKER	464	8,000
GEORGE H. RUSSEL	464	8,000

Fleet No. 3

JOHN SHERWIN	514	10,000
JAMES B. WOOD	514	10,000

Fleet No. 4

GILCHRIST	356	6,000
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Fleet No. 5

GENERAL GARRETSON	520	10,000
H. P. McINTOSH	520	10,000

Fleet No. 6

LAKE SHORE	356	6,000
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(It always has been something of a mystery to us that two sisterships, GILCHRIST and LAKE SHORE, were placed in separate one-ship "fleets". Perhaps it had been anticipated that they would attract bids from buyers who only wanted one ship instead of a group of them.)

As it developed, there were very few individual "takers" for any of the ships or "fleets", and so on January 15, 1913, Judge Day ordered that the remaining vessels be sold at auction on March 6, 1913. On that Thursday in March, H. P. McIntosh, one of J. C. Gilchrist's financial backers and president of the Guardian Savings and Trust Company, acting as trustee for Cleveland banks and other creditors, purchased twenty-two of the steel vessels for the sum of \$2,955,667. The actual appraised value of those particular ships was \$4,390,000. Several of the steel-hulled Gilchrist boats already had been sold by the liquidators prior to the auction, and a few others were sold after the McIntosh acquisition. Twelve of the older, wooden-hulled boats were not bid at all.

As can be seen from the list of ships put up for sale, VULCAN was the oldest and smallest of the lot, and one might have thought that she would not easily find a buyer. Such was not the case, however, and VULCAN actually was sold before the March 6, 1913, auction. In fact, she was acquired by R. C. and D. T. Helm, of Duluth, and her ownership was transferred to their Atlas Steamship Company.

Under her new ownership, VULCAN was painted in generally the same manner as when in the Gilchrist fleet, in that her hull and forecastle were black, her cabins white, and her boilerhouse black. The company's name appeared on a white "ribbon" on the spar deck rail athwart the bridge structure. The stack

Fleet No. 7

JUPITER	346 ft.	5,500
MARS	346	5,500
NEPTUNE	346	5,500
SATURN	346	5,500
URANUS	346	5,500
VENUS	346	5,500

Fleet No. 8

FRANK W. HART	380	6,500
F. M. OSBORNE	380	6,500
E. N. SAUNDERS	380	6,500
STEEL KING	380	6,500
C. W. WATSON	380	6,500

Fleet No. 9

MERIDA	360	5,000
E. W. OGLEBAY	375	5,000
D. M. WHITNEY	412	7,000

Fleet No. 10

THOMAS MAYTHAM	286	3,600
TYRONE (barge)	300	4,000
VULCAN	260	2,800