

full topgallant forecastle and poop, and with a closed rail (also of steel) enclosing the sides of the open section of the main deck.

The steamer was powered by a steeple compound engine, with cylinders of 22 and 42 inches diameter, and a stroke of 32 inches, which developed 600 Indicated Horsepower and could turn 110 revolutions per minute. The engine was built in 1892 by the Dry Dock Engine Works, of Detroit. Steam at a working pressure of 125 pounds per square inch was generated by a single-ended Scotch boiler which measured 11'6" by 13'0", and which had three furnaces and 1,899 square feet of heating surface. The boiler was built for the ship in 1892 by the Globe Iron Works, of Cleveland.

We have no information on the launch of Hull 52, but she was duly completed and was enrolled at Buffalo, New York, under U.S. official number 77037. We have no idea why Buffalo was chosen for her port of registry. The ship was christened JOHN B. KETCHAM 2d., reportedly in honour of one of the officers of the Craig Shipbuilding Company. It is important to note that KETCHAM was spelled with an 'A' in it, and also that all of the registers of the period, together with the ship's own nameboards, showed the ordinal number abbreviated in the older fashion '2d.', rather than as '2nd' which generally is used today.

Sometime after the completion of the KETCHAM, the shipyard was successful in finding a buyer for the ship, and in 1893 she was transferred to the ownership of Henry N. Loud, who operated a well-known and thriving lumber business out of the small port of Au Sable, Michigan, otherwise known as Oscoda. This little harbour, no longer a commercial port today, is located on the west shore of Lake Huron, above Tawas City. Loud soon put his new acquisition into service in the lumber trade, as one of our photographs of the KETCHAM will show. With a high deckload of lumber, she is shown ready to depart Au Sable.

Loud operated a large number of steamers and schooners over the years, but apart from the KETCHAM, the best known of them probably was the wooden-hulled KONGO (17), (a) SAGINAW VALLEY (99), (b) MERIDEN (04), (d) OVERLAND, which is the vessel seen lying between the wharf and the KETCHAM in the Bradshaw photo. This steamer, U.S.115769 and C.134520, was originally built as a package freighter back in 1881. She was owned from 1917 to 1919 by Capt. Robert Scott Misener, and she was his very first vessel acquisition. OVERLAND finished her days as a sandsucker on Lake Ontario, operating until 1925 when she broke her back whilst loading on the Niagara Bar.

JOHN B. KETCHAM 2d. was a handsome steamer, although she was built more along the lines of the older, wooden-hulled lumber carriers than the newer bulk carriers then making their appearance. She had a straight stem (which actually seemed to pull back at the top when the steamer was running light and high in the bow) and a deeply-undercut counter stern. Her hull had three watertight compartments. She was fitted with very large hatches on 24-foot centres, which were designed to make it easier to stow the big sticks of lumber into her holds. Her anchors were, in the fashion of the day, carried up on the forecastle head, behind removable sections of the rail, with the chains feeding out of hawseholes set just above the level of the main deck. A radial davit was set near the stempost to lift and lower the anchors as might be required.

The closed rail that ran all the way around the main deck was built of steel, but the sides of both the forecastle and poop above the main deck rail were built of wood, as was the full-length forecastle head rail. A small and squarish pilothouse, with two sectioned windows in its face, sat directly atop the forecastle head, with a small texas cabin behind it to provide office and sleeping quarters for the master. On the monkey's island atop the pilothouse was an open navigation bridge, with a high wooden rail and frames for raising a protective canvas dodger, or weathercloth. The roof