

GLENLYON was refitted during 1914 by the Owen Sound Dry Dock Company at Owen Sound, Ontario, and she entered Playfair service under the command of Capt. W. Lavigne. She was painted up in Playfair's "trademark" colours, with a light grey hull and white forecandle and cabins. Her stack was crimson, with a broad black smokeband at the top. The steamer proved to be quite successful in Playfair service, and she regularly carried both package freight and bulk cargoes. Of the latter, grain was probably the most frequent, although the presence of the 'tween deck did make the unloading of grain from a package freighter a rather difficult job.

During 1918, GLENLYON was taken in hand by the Midland Shipbuilding Company Ltd., and was substantially rebuilt above decks in the same manner as Playfair "modernized" many of the older vessels which he bought for his fleet. Her bridge structure was completely replaced, although it remained off the forecandle and aft of number one hatch. The lowest level was a squarish deckhouse, somewhat similar to the original, but with portholes instead of windows, and with outward-sloping stanchions supporting the overhang of the deck above. A very large texas cabin was added on the second deck, and it had a broadly curved front with nine large and widely-spaced windows. It is to be assumed that this cabin contained guest quarters, and probably a handsome owner's suite as well. A new pilothouse was placed on the bridge deck, with nine large windows in its rounded front, shaded by a prominent sunvisor. There was no open navigation bridge, and all navigation was done from inside the spacious new pilothouse.

The doghouse remained in its old place on the spar deck, and the stack and masts remained as before, although the old masts were shortened somewhat. The boilerhouse was rebuilt so that it was somewhat higher than before, and a raised wooden rail was built around the coal bunker hatch in the forward part of the boilerhouse. The after cabin may have been rebuilt extensively, but we suspect that it was replaced completely. The new cabin had portholes instead of windows, and it had very little overhang of the boat deck. The lifeboats were moved somewhat aft from their original position, on short outward extensions of the sides of the boat deck to the ship's sides. There no longer was a prominent canopy over the fantail area, but photographs indicate that an awning was spread there in warm summer weather.

It was probably at the same time (although it may have been back in 1914) that GLENLYON was given two cargo elevators to assist in the handling of large freight items through the spar and 'tween deck, rather than having such bulky goods manhandled through the rather small side ports. As we will see later, the addition of these elevators allowed GLENLYON to participate in a very special trade. Most likely at the time of this same rebuilding, GLENLYON was fitted with new steam deck winches, including one up on the forecandle head, and the appropriate fairleads were cut into her rails. As well, the old anchors were removed and more modern stockless anchors were fitted. Anchor pockets were cut into the hull (farther aft than the old hawseholes) and the anchors were tucked up into them when raised.

In 1919, the rebuilt GLENLYON (which in your Editor's humble opinion was even more handsome after the rebuild than before) was commanded by Captain A. A. ("Archie") Hudson. He was one of three brothers (Archie, D'Alton and Harold) from Midland, all of whom sailed the lakes. Archie and D'Alton would be involved in the operation of the North West Transportation Company Ltd., which they formed (with the assistance of James Playfair) in 1929. That company would operate the steamers GEORGIAN, SUPERIOR and A. A. HUDSON and, in fact, the late Capt. D'Alton Hudson was a member of T.M.H.S. for a number of years before his death.

On December 18, 1919, with Capt. Archie Hudson in command, GLENLYON arrived at Fort William, the last boat of the season to cross Lake Superior. She battled extremely heavy weather during the trip and she was totally covered with ice on her arrival. It was estimated that GLENLYON was carrying some 700 tons of ice on her hull and superstructure when she reached the safety of Fort William Harbour.