

During the course of the rebuilding, the overall length of VULCAN was reduced by some 27 feet, and her old bow, which had been cut away completely, was replaced by an entirely new and much more modern forward end. The steamer's revised dimensions were 243.0 x 38.0 x 21.0, and she was 1799 Gross and 1024 Net.

She now had a straight stem with a modern stockless anchor on the port side and a mushroom anchor to starboard, both suspended from hawseholes. There was a full topgallant forecastle with a short section of closed bulwark at the stem. A rather large texas cabin was placed on the forecastle head; there were three large windows in its face, and a wider back section of the texas supported wide bridge wings. On the bridge deck was placed an entirely new pilothouse, a rectangular structure with three windows in its front and three windows and a door in each side. No sunvisor was provided. The bridge deck was surrounded by an open pipe rail. A new and rather more substantial foremast was situated immediately abaft the texas.

The side windows and doors in both pilothouse and texas were set at an extremely acute angle because the sheer of the hull was such that even the new bow rose very markedly toward the stem. If her bow was modern and rakish, however, the steamer's stern section stood in marked contrast because it had not been modernized at all, and still showed its old and rather peculiar cabin lines.

The rebuilt VULCAN joined the fleet of the Montreal Transportation Company Ltd., of Montreal, and she was returned to service in 1920 under the name (b) VINMOUNT. This name, which used the "Mount" suffix which the M.T.Co. had chosen for a number of its newer vessels, is of questionable origin, although it has been suggested that it may refer to the Bois de Vincennes, an eastern suburb of Paris, France, and the site of a World War One battle in which Canadian troops participated.

The steamer was given a black hull and forecastle, while the forecastle head bulwark was white. The cabins fore and aft, and also the boilerhouse, were white. The stack was all black, and the raised steel circle, on which the old Helm 'H' had been carried, remained in place, although it was painted over in black. The only photo we have of VINMOUNT at this stage of her career shows no evidence of the small white letters 'M.T.Co.' which usually appeared on the stacks of the fleet's vessels. A large letter 'V' was placed on the foremast near its top, although it was not illuminated as a "whistle light" such as many lake vessels carried.

By this point in time, control of the venerable Montreal Transportation Company had been acquired by Roy M. Wolvin and associates who, of course, also were much interested in the ownership and management of Canada Steamship Lines Ltd., and before the 1920 navigation season was over, the M.T.Co. had formally been absorbed into the C.S.L. corporate structure.

As a consequence, VINMOUNT became part of the C.S.L. fleet and she was given its usual colours. The C.S.L. boats at that time wore red hulls and forecastles, their cabins were white, and they sported the orange-red, white and black stack that has become so familiar. On the bows was painted the white outline of a diamond with the letters 'CSL' inside in white. It was not until about 1927 that VINMOUNT received the white forecastle which the fleet then was adopting, and in place of the diamond, the company's name was spelled out in large white letters, "billboard-style", down the sides of the steamer.

There were other changes in VINMOUNT during her C.S.L. years, and these all involved her forward end. As our photo of VINMOUNT at Toronto in 1928 shows, she had gained a sunvisor over her wheelhouse windows by that time, there was a binnacle on the monkey's island, the island itself was surrounded by a high steel-pipe rail, and there were nameboards on that rail on each side. As well, the steps up to the bridge deck no longer ran up from the forward side of the texas extensions to the bridgewings, but instead were moved to a