

The six steamers were returned to lake service in 1922, and at this time they rejoined their "long lost" sister JOHN SHARPLES, which had been operated by the Charcoal Iron Company of America as (b) CICOA after her salvage from the 1910 stranding. She had served in the war effort and remained on the east coast of Canada until 1919, when new owners brought her back to the lakes. In 1920, she was acquired by the Glen Transportation Company Ltd., which was a joint operation of James Playfair and A. E. Mathews, of Toronto, and she was renamed (c) GLENVEGAN.

As soon as possible after Playfair acquired the six French sisterships in 1921, they were given Playfair's typical "Glen" names, and thus FOURAS, the old CRERAR, became (c) GLENGARNOCK. Most of Playfair's "Glen" names had connections with places in his father's Scottish homeland, but the origins of some of the names were particularly obscure, and we can find no obvious derivation for the name GLENGARNOCK in any atlas readily available to us.

As they ran on the lakes in 1922, GLENGARNOCK and her Glen Steamship sisterships looked pretty scruffy indeed, as contemporary photographs indicate. They still had rust-streaked black hulls, with their old names blacked over and the new names painted on rather roughly in large white letters. Their cabins were in a dreadful state and any exposed woodwork was much deteriorated as a result of its exposure to salt water and the lack of careful maintenance during the war crisis. The only significant sign of the ships' Playfair ownership was the painting of their stacks in the usual Playfair design, crimson with a wide black smokeband at the top.

Over the winter of 1922-1923, a general refurbishment was carried out to make GLENGARNOCK and her sisters more fit for lake service, and it was at this time that they began to be painted up in full Playfair colours, with sparkling white cabins and grey hulls. Photos show, however, that even in the spring of 1923, not all of the painting had yet been done.

There is something very unusual about the registry of GLENGARNOCK and her five Glen Steamship fleetmates (GLENARM, GLENDOCHART, GLENDOWAN, GLENEALY and GLENFARN) during their years of Playfair ownership. They did not appear in the List of Shipping, the Canadian government shipping register, then published annually by the Department of Marine and Fisheries. They are not in our copy of the 1922 "Dominion List" (which purports to show all vessels on the Canadian books as at 31st December, 1922) and they are not in the 1924 list either! Likewise, they do not appear in our copy of the 1922 Great Lakes Department register of the American Bureau of Shipping.

We do, however, find them in our 1924-1925 Lloyd's Register, but they are shown simply as being of "British" registry, and no specific port of registry is shown for ANY of the six! We do not have a stern view of any of the sisters at this stage, so we cannot see whether any home port was painted on their fantails. An official number of 145466 was shown by Lloyd's for the GLENGARNOCK, and the same listing recorded her dimensions as 246.3 x 41.0 x 15.3, and her tonnage as 1572 Gross and 1169 Net.

GLENGARNOCK was only to serve for three full seasons under Playfair management, for early in 1925 there came a major reorganization of the fleets which James Playfair had managed. (It must be remembered that Playfair was an entrepreneur, and much of his financing came from outside sources, for many of which his ships carried cargoes.) In 1925, the Great Lakes Navigation Company Ltd. was formed to operate the Playfair upper lakers and, during March of that year, most of the Playfair canaller's were transferred to ownership by the George Hall Coal and Shipping Corporation, Montreal. GLENGARNOCK was one of these, as were her five Glen Steamships sisterships.

Interestingly, this meant that they were reunited with their other sister, BRIGNOGAN (which never was part of the Playfair fleet), but they were separated from the last remaining sister, GLENVEGAN, whose ownership had been shared by Playfair and Mathews, and which at this time was taken over by the Mathews Steamship Company Ltd., Toronto, and was renamed (d) WIARTON (I).