

In 1917, with the Great War still raging in Europe and with there being such need for tonnage to assist in the transportation of essential war materials, the PLUMMER and both of her sisters were requisitioned for service on salt water. During October, the management of the vessels was transferred to the Canadian Maritime Company, which was sponsored by the Canadian federal government. All three of the steamers operated successfully on the deep seas, and all survived the hostilities of this conflict without harm.

As was the case with most of the canallers requisitioned for ocean service during this war, the PLUMMER, AMES and PELLATT did not return to the lakes immediately after the coming of peace in November of 1918. Instead, all three remained in service on salt water, most likely in service around the British and French coasts. Two of them would never again see the fresh water of the Great Lakes, while one would return briefly.

In 1920, all three steamers were sold to the Societe Belge d'Armement Maritime, of Antwerp, Belgium, and they were re-registered at Antwerp. The AMES was renamed (b) BREUGHEL, the PELLATT became (b) MEMLING, and the PLUMMER was rechristened (b) VAN EYCK. We have no knowledge of their activities whilst working for the new owner, but we must assume that they operated in European coastal trades.

While the other two ships continued under their Belgian ownership, VAN EYCK again became (c) J. H. PLUMMER when, in 1923, she was acquired by Sir Thomas Wilson, of Wilson & Reid, Belfast, Northern Ireland. Sir Thomas then resold the PLUMMER to Kirkwood Lines Ltd., of Toronto and Montreal, of which T. M. Kirkwood was manager. Sir Thomas Wilson took back a substantial mortgage on the PLUMMER. The steamer was re-registered at Montreal, and her vitals were recorded in the 1924-1925 edition of Lloyd's Register as 246.6 x 36.6 x 21.7, 1626 Gross and 988 Net Tons.

At the time of the acquisition of the PLUMMER, Kirkwood Lines was operating a package freight service between Quebec City, Montreal, Toronto and Hamilton with the small, ocean-type freighter GREYPOINT, which also had come to Kirkwood via the services of Wilson & Reid. In the early autumn of 1923, J. H. PLUMMER also operated on the same route, but as Kirkwood wished to establish a service linking lower lakes and St. Lawrence River ports with Vancouver, British Columbia, the PLUMMER was taken off her usual run. She then loaded for the west coast, and she cleared Toronto, bound for Vancouver, on Tuesday, November 20th, 1923.

Unfortunately, it would appear that this voyage was not the financial success that Kirkwood had anticipated, due in part to competition from the Canadian Government Merchant Marine. Soon after J. H. PLUMMER arrived at Vancouver after her long trip via the Panama Canal, there were reports in the press that she had been repossessed by the mortgagees. Sir Thomas Wilson, however, was quoted as stating that such reports were not true.

Nevertheless, the PLUMMER did not return to the lakes, and she was sold early in 1924 to the Coastwise Steamship and Barge Company Ltd., of Vancouver and Seattle, being registered at Victoria, British Columbia, under the name (d) AMUR (II). She was used to carry concentrates from the Anyox and Britannia mines to Tacoma, Washington, the managers of the Coastwise Steamship and Barge Company fleet being J. Griffiths and Sons, of Vancouver. The May, 1924, issue of "Canadian Railway and Marine World" showed appointments for this fleet for the 1924 season, and the master and chief engineer, respectively, of AMUR were shown as Capt. H. Ormiston and T. Drummond.

The 1932 Record of the American Bureau of Shipping showed AMUR still under the same ownership and with the same port of registry, but with revised tonnage of 1643 Gross and 1238 Net. By 1937, the Dominion List of Shipping was showing AMUR as being registered at Vancouver, rather than at Victoria, but with no other changes.