

GLENROSS got number 148134. But whereas GLENLEDI was registered to the Great Lakes Transportation Company, GLENROSS was not registered as owned either by that firm or by the George Hall Coal & Shipping Corporation. Instead, on the Canadian register, her owner was shown as Swan, Hunter & Wigham Richardson, Wallsend, England. On the Canadian books, she was shown as being 248.1 feet in length b.p., 43.7 feet in breadth, and 22.9 feet in depth, with tonnage of 2309 Gross and 1666 Net.

GLENROSS was powered by a triple expansion steam engine which had cylinders of 18, 30 and 49 inches diameter and 36 inches stroke, which generated Indicated Horsepower of 1,060. Steam at 200 p.s.i. was produced by two single-ended, coal-fired Scotch boilers, each of which measured 10'6" by 13'3". Total grate surface was 98 square feet, while heating surface was 3,126 square feet. The engine and boilers all were manufactured for the ship by McColl & Pollock Limited, of Sunderland.

GLENROSS was a handsome ship, a bit more heavy or substantial in appearance than some of the canallers that were being built in British yards for lake operators. Many of those looked as if they were "built by the mile, cut off by the foot" in mass production, but GLENROSS did not. She had a straight stem and fairly heavy counter stern, with a fully-topgallant fore-castle and a flush quarterdeck. Her anchors were housed in deep pockets. She had a closed steel bulwark for about half the length of the fore-castle head, and then an open pipe rail. There was an open post-and-wire rail down either side of the spar deck, and a closed steel taffrail around the quarterdeck and fantail.

The large texas cabin, containing the master's quarters and office as well as guest quarters, was positioned on the fore-castle head and, above it, on the bridge deck which sported wings to the sides of the ship, was a pilothouse that had five very large windows in its curved front, and a window and door in each side. There were two big windows in the after side of the pilothouse. The tall steel pipe foremast, which had a pleasing rake, was stepped just at the break of the fore-castle. The roughly rectangular after deckhouse sat right on the flush quarterdeck and had a bunker hatch set in its forward end. The tall smokestack rose just abaft two very prominent ventilator cowls, and the thin pipe mainmast was stepped aft of the stack. A lifeboat was positioned on either side of the upper deck aft, and each boat was worked with radial steel davits.

The steamer was given an all-grey hull, as were most Playfair-managed ships, but unlike many of them, her fore-castle head bulwark was not painted white. The deckhouses were white while the foremast was buff and the main was black. The smokestack was painted in traditional Hall colours - black with a white "wishbone" and large white letter 'H'. We know this because of one photo taken on deck, looking aft, taken at Collingwood during the winter of 1925-1926. It would appear, however, that at the start of the 1926 season, her stack was either all black or perhaps Playfair crimson with a black smokeband at the top. Ownership changes may perhaps have had a bearing on that, however.

On Thursday, December 17, 1925, the Collingwood newspaper reported: "The steamer GLENROSS arrived in port on Tuesday night from Montreal and will winter here. The boat, which belongs to Mr. James Playfair is to be lengthened. The exact addition has not yet been decided, but



Photos courtesy Don Boone show GLENROSS being lengthened, winter 1925-1926.