

FAIRMOUNT and STARMOUNT

Down through the years, there have been a number of smaller lake fleets which lasted only a few short years. For many of these, little definite is known about their ownership, management and operations. One such fleet was that of Mapes and Ferdon Ltd., of Montreal, which acted as manager for at least five individual shipping companies in which it appears to have held a controlling interest, and whose involvement in the shipping business seems to have begun in 1917. D. H. Mapes, Jr., was reported as having been from New York, while his partner, L. S. Ferdon, of Collingwood, allegedly was connected with a Montreal electrical engineering firm.

Mapes and Ferdon Ltd. had offices at 43 St. Sacrement Street, Montreal, and apparently had close ties with Canada Steamship Lines Ltd. Indeed, in January of 1920, D. H. Mapes, Jr., married Jessie Eileen Norcross, daughter of Capt. J. W. Norcross, general manager of Canada Steamship Lines. We have another report to the effect that Ferdon also married a Norcross daughter, but that is not confirmed.

In 1917, Mapes and Ferdon's Interlake Navigation Company Ltd. acquired the 1910-built canalizer SASKATOON (i) while she was in deep-sea service, and brought her to the lakes in 1920. In 1920, Mapes and Ferdon acquired the 1896-built AUBE, (a) ROSEMOUNT (i)(16), (b) AUBE (22), (c) ROSEMOUNT (22), from Canada Steamship Lines, which they put under the Aube Steamship Company Ltd. Also in 1922, they bought the former canalizers PORT DE CAEN, (a) ERWIN L. FISHER, of 1910 and PORT DE ST. MALO, (a) CHARLES BEATTY, of 1902, both on salt water, brought them back to the lakes and flipped them to other lake owners in 1923. Then in 1923, the Aube Steamship Company acquired the wooden package freighter JOYLAND, (a) WILLIAM A. HASKELL, of 1884, from John E. Russell after she had been wrecked (under C.S.L. ownership on April 22, 1922). Again in 1923, Mapes and Ferdon purchased the bulk canalizer DALRYMPLE which had been built that year on speculation by the Collingwood Shipbuilding Company Ltd., and they registered her under the Main Transit Company. Another Collingwood-built ship was the sandsucker SAND MERCHANT, which was completed for Mapes and Ferdon in 1927.

The two ships with which we are concerned in this feature were sistership canal-sized bulk carriers built for Mapes and Ferdon in 1923 at Scottish shipyards. The contracts were let to builders who, as far as we know, never built any other vessels for lake service. The ships were christened METCALFE and PABJUNE, and we have absolutely no idea from whence those names came. They do not appear to have been geographical in origin, so may have had sources within the Mapes or Ferdon families.

PABJUNE was launched at Port Glasgow, Scotland, on April 14, 1923, as Hull 348 of Dunlop, Bremner & Company. METCALFE was built at Irvine, Scotland, as Hull 492 of the Ayrshire Dockyard Company, and she was launched on April 30, 1923. METCALFE was enrolled at Br.68808 at Irvine, her owner being the Interlake Navigation Company Ltd., Montreal. PABJUNE was put on the books as Br.145609 at Greenock, Scotland, her registered owner being the Globe Transportation Company Ltd., Montreal.

The first of the ships to sail en route to Canada was PABJUNE, which departed the Clyde on May 12, 1923. She arrived at Sydney, Nova Scotia, presumably with a cargo of coal, on May 28. She left Sydney on June 5 and arrived at Montreal on June 8th. METCALFE sailed from the Clyde on May 20, arrived at Sydney on June 12, and left there on the 16th. She arrived at Quebec City on June 19, and was reported as passing upbound at Dickinson's Landing, at the west end of the Cornwall Canal, on July 12, 1923.

Each ship had a straight stem and a counter stern, and a pretty sheer to the hull. Each was 252.0 feet in length between perpendiculars (261 feet overall), 43.1 feet in the beam, and with a depth of 17.3 feet. There was a 37-foot, fully-topgallant forecastle and a flush quarterdeck. Three cargo holds were provided and three watertight bulkheads. Six hatches were placed on 24-