

For the 1927 season, FAIRMOUNT was commanded by Capt. C. H. Harmanson and her chief engineer was C. Thompson. Capt. J. B. Gamache and chief J. M. Clark were appointed to STARMOUNT, as they had been previously under Mapes and Ferdon management. STARMOUNT was brought into Canadian registry (C.145609) in February of 1927, registered at Montreal. FAIRMOUNT (C.68808) was also registered at Montreal, but there is some suggestion that she may have been registered Canadian as early as 1925, when she still was METCALFE. Both ships appear to have operated quite successfully for C.S.L. for more than thirty years.

A report concerning FAIRMOUNT appeared in the "Kingston Whig-Standard" on Wednesday, December 2, 1931. "Steamer FAIRMOUNT Left Soo on Tuesday. There was a report in Kingston today that the steamer FAIRMOUNT of the C.S.L. was missing. The Whig-Standard asked the Canadian Press if it could verify this story and at 2:30 o'clock this afternoon received this reply: 'Our Soo correspondent says, "Steamer FAIRMOUNT left here yesterday morning and is not expected to reach lakehead until tonight or tomorrow. She carries no wireless but there has been no bad weather since she left."' FAIRMOUNT arrived safely at the lakehead in due course.

The same paper, on Thursday, October 29, 1936, printed a report from Brockville that the STARMOUNT, early that day, had grounded on a shoal at the east end of Refugee Island in the Brockville Narrows of the upper St. Lawrence River. She had been upbound from Montreal for Detroit with a cargo of newsprint. She was reported to be hard on at the bow and leaking slightly. The government steamer GRENVILLE was at Brockville at the time and proceeded to the wreck site, while wrecking equipment also was dispatched. On the 30th, the "Whig-Standard" reported that STARMOUNT had been released at 8:00 p.m. the previous evening and sailed under her own power, with most of the newsprint still aboard, arriving at the drydock at Kingston at 5:00 a.m. on the 30th for temporary repairs. The damage, apparently, was not extensive, and the accident was attributed to the failure of STARMOUNT's steering gear.

On Thursday, April 25, 1940, the "Kingston Whig-Standard" reported on the grounding of the C.S.L. motorship GRAINMOTOR at Cardinal. The report included mention that GRAINMOTOR, along with FAIRMOUNT, had departed the elevator at Kingston on Tuesday with grain for Montreal, and also that STARMOUNT had cleared the Kingston elevator on Wednesday with grain for Montreal.

From the Ivan Brookes 1945 scrapbook, we have an unsourced clipping, probably from the "Hamilton Spectator". "Navigation Opens. Kingston, Ont., April 16 - (CP) - Navigation in Kingston Harbour opened this weekend when 10 vessels cleared on their first trips of the season. Five of the ships - the ELGIN, HASTINGS, SIMCOE, FAIRMOUNT and STARMOUNT - proceeded to the Kingston elevator where they loaded grain and left today for Montreal."

STARMOUNT was one of the first ships moving in Kingston Harbour again the next spring, as reported by the "Whig-Standard" of Wednesday, March 13, 1946. The previous day, the Pyke Towing and Salvage tug SALVAGE PRINCE had spent six hours breaking ice from the shipyard to the C.S.L. dock. The first freighter moved was HASTINGS, which SALVAGE PRINCE towed from the shipyard to the C.S.L. wharf on the night of the 12th, following which STARMOUNT was towed from the C.S.L. wharf to the shipyard. On the morning of the 13th, SALVAGE PRINCE towed BARRIE from the shipyard back to the docks.

The following winter found STARMOUNT amongst the many ships wintering at Toronto, and she was here again for the winter of 1947-1948. She and FAIRMOUNT did not often lay up at Toronto, but occasionally they would be here in the late 1940s or 1950s, usually with storage cargoes of soya beans for the Victory Mills elevator at the foot of Parliament Street.

By the time the early 1950s rolled around, both FAIRMOUNT and STARMOUNT had been given new, shorter and heavier smokestacks (FAIRMOUNT's was the larger). STARMOUNT also now differed from her sister in that she had been