

entrance. By this time, the entire Hill fleet was in receivership, and the receivers used Hill's small (39-foot) tug BURLINGTON BERTIE to pull GOOD STAR off the bar. After two days of pulling, GOOD STAR was back at the canal pier on April 5, 1962, just before Danbury Sales Ltd., Toronto, held an auction, by order of the National Trust Company, co-executor of the Hill estate, to dispose of Arthur Hill's vessels.

The auction of the ships was held on Tuesday, April 17, 1962, a cold and blustery day, and the results were sad indeed as the "million dollar fleet" attracted little serious bidding attention and those who came had but few dollars to spend, despite best efforts of auctioneer Marvin Fleishman. BURLINGTON BERTIE sold for just \$5,300 and the highest bid of the day was \$14,800 for the tanker GOOD HOPE, which would go on to serve as the bunkering tanker B.A. SENTINEL, later GULF SENTINEL.

GOOD STAR attracted little interest and she went for \$10,800 to Frank Levy, who was representing the United Steel and Metal Company Ltd., Montreal. She was resold to the Steel Company of Canada Ltd., and soon was towed to its Hamilton scrapyard, where she was dismantled during 1962. The demolition work was completed by March of 1963.

Interestingly, FAIRMOUNT also ended her days as a barge, being sold by Canada Steamship Lines in December of 1960 to Marine Industries Ltd., of Sorel, Quebec. In 1961, her smokestack was removed, although her forward cabins remained, and she was used as a barge under the name (c) M.I.L. 495. Her operation was, however, only sporadic. In November of 1963, she appeared at the Redpath sugar plant at Toronto to unload a cargo of sugar. She lasted until the summer of 1970, when Marine Industries scrapped her at Sorel. Her register was closed on October 22, 1970.

METCALFE and PABJUNE served well over the years, and most likely enjoyed careers far longer than the original owners might ever have expected. We remember with fondness seeing FAIRMOUNT and STARMOUNT in operation during the 1950s, and it is sad to realize that they now have been gone for so long.

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Ed. Note: For their thanks in working with us to put together the histories of FAIRMOUNT and STARMOUNT we extend our most sincere thanks to Sterling Berry, Dr. Ian S. Buxton, Capt. Gerry Ouderkirk and Bill Schell.

The records of departed T.M.H.S. members J. H. Bascom, Ivan Brookes, Jim Kidd and Capt. H. H. Thorn also were of great assistance.

If any of our members should have additional information concerning the operations of Mapes and Ferdon Ltd., we would be most grateful to hear from them.

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CAPTAIN ROBERT CUTT

We regret to advise the members of the passing on January 5, 2004, suddenly, of Capt. Robert Cutt, of St. Catharines. He was T.M.H.S. member 641 and had been with the Society for many years. He was master of HUMBERDOC when, in July of 1958, she made the first commercial transit of the Snell and Eisenhower Locks of the new Seaway. And, on April 25, 1959, she led the parade of the first downbound ships through the full Seaway.

We extend our most sincere sympathies to Capt. Cutt's daughter, Roberta Unruh, of Prince George, B.C., and to the other members of the family.

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