

kers Ltd., Shell Canada by then having established its own shipping department.

We have an unsourced and undated clipping from the Kidd collection indicating that PETER G. CAMPBELL had damaged one of her propellers en route to Toronto on one of her trips. The assistance of the Pyke Salvage tug SALVAGE PRINCE was sought and the latter took the tanker in tow and brought her safely to Toronto. Neither her crew nor that of the tug would talk with reporters about the incident, so we have no other details.

The "Kingston Whig-Standard" of Saturday, May 15, 1937, reported: "The freighter PETER G. CAMPBELL, under Capt. W. K. Hines, en route to Port Stanley with a cargo of oil, had an exciting time in the Welland Canal during the night. The ship bumped into a breast (wall) at Lock 3 and opened a hole in her hull and began shipping water. On reaching Thorold, it seemed that the boat was going to sink and firemen were called to use their pumper only to find that their line was not long enough. The freighter proceeded to an oil dock a few hundred yards up the canal where the water was finally pumped out. The ship was patched up and went down the canal today en route back to Toronto."

In 1946, the ship was rebuilt with a much larger navigation bridge forward. It was a three-deck structure with accommodation for the deck officers. On the top deck was a pilothouse with five windows in its face, a sunvisor over the windows, and flying bridgewings on either side. Her tonnage was now 884 Gross and 649 Net.

In 1950, Shell renamed the tanker as (b) RIVERSHELL (i), the name chosen because she spent most of her time on the St. Lawrence River, hauling crude oil from Montreal to the Shell refinery located on Commissioners Street along the north wall of the Toronto Turning Basin. At this time, her hull was painted black, her cabins a cream colour, and her stack was buff with a very narrow black smokeband at the top, a narrow black ribbon around the stack about half-way down, and a Shell logo on the stack between the two bands.

Shell continued to operate the tanker until 1960, when she was sold to Arthur Hill, of Burlington, Ontario, who was assembling a fleet of old vessels, mostly tugs but also including the barge STARMOUNT, formerly of the C.S.L. fleet. They were all given names beginning with the word "Good" and, on February 18, 1961, RIVERSHELL was renamed (c) GOOD HOPE. She never saw any operation under that name, however, as Hill died in October of 1961, following which the registered owner became Emma M. Hill, Burlington. On April 17, 1962, Denbury Sales Ltd. conducted an auction of all of the Hill vessels at the Burlington piers, where the ships all were laid up, and GOOD HOPE was acquired by R. W. Smith, Toronto, for \$14,800 for his Ship Repairs & Supplies Ltd.

Smith had GOOD HOPE brought to the Toronto Turning Basin on April 28, 1962, and there she was refurbished. On May 15, 1962, she was renamed (d) B. A. SENTINEL and registered to Johnstone Shipping Ltd., which put her in the local bunkering service on western Lake Ontario for the British American Oil Company Ltd. The long-familiar red, green and white B.A. corporate logo was placed on her stack and on the cabin face below the pilothouse windows.

She was renamed (e) GULF SENTINEL in March of 1969, when those remaining B.A. tankers operating on the lakes, namely B. A. PEERLESS and B. A. CANADA, plus the chartered SENTINEL, were taken over on charter by Gulf Oil Canada Ltd., Toronto, which continued to run the Toronto - Hamilton area bunkering service. This bunkers trade continued until the end of the 1973 season, at which time GULF SENTINEL's service was discontinued and the charter to Gulf Oil was dropped.

In 1974, GULF SENTINEL was chartered to Shell Canada Ltd. and she was taken to Sarnia for use as a bunkering tanker on the St. Clair River, operating out of the Shell refinery at Corunna, Ontario. For this service, she was given back one of her old names, becoming (f) RIVERSHELL (iii), a most suitable name. We are not sure why Shell felt it needed a bunkering tanker on the St. Clair River, because for years the company has operated a flourishing bunkering dock adjacent to its Corunna refinery. In any event, RIVERSHELL's service was not successful and the tanker returned to Toronto in November of 1974 and was laid up. The charter to Shell was not renewed in 1975.

RIVERSHELL lay idle along the west wall of the Toronto Turning Basin through the 1975 season and, there being no prospects for further service for her, she was sold in 1976 to United Metals Ltd., Hamilton. On June 12, 1976, she was towed by the tug LAC VANCOUVER from Toronto to the Strathearne Avenue scrapyard at Hamilton, and there she quickly was broken