

**Duluth:** MESABI MINER, EDGAR B. SPEER, PAUL R. TREGURTHA. (Incomplete)

**Superior:** ARTHUR M. ANDERSON, ARMCO, EDNA G. (tug), ELTON HOYT 2nd, J. L. MAUTHE, WALTER J. MCCARTHY JR., GEORGE A. STINSON, LEE A. TREGURTHA. (List Incomplete.)

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We wish to extend our thanks to the following members and friends of the Toronto Marine Historical Society who have assisted us with this effort by supplying the necessary additional information: Roger Chapman, Glen Gardiner, Andy LaBorde, George Lee, Alan Mann, Leslie Reading, Greg Rudnick, Albert Schelling and Larry Tonnos.

Even with these additional listings, there may still be some errors or omissions, so if you have spotted anything wrong with any of our reports, please advise so that we may set the historical record straight in our next issue, even though by then the 1994 navigation season will already have begun.

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### NEWMOUNT/MEAFORD REVISITED

It was our pleasure to present, as Ship of the Month No. 208, in the issue of December 1993, the Farrar Transportation Company Ltd. steam canaller MEAFORD (I), which started life as (a) NEWMOUNT (06). She was built by the C. S. Swan & Hunter Shipyard at Wallsend-on-Tyne, England, as its Hull 292, a near-sistership to the 1903-built FAIRMOUNT and WESTMOUNT of the Montreal Transportation Company Ltd.

To illustrate our feature, we presented two views of MEAFORD, together with comparison photographs of FAIRMOUNT and WESTMOUNT. What we were unable to show you at that time, however, was a photo of NEWMOUNT. In fact, we were unaware that any such photograph existed.

Shortly after our feature appeared, however, we received a package from longtime T.M.H.S. member Ralph K. Roberts, of Saginaw, Michigan, and much to our surprise, the envelope contained a stern-view photo of NEWMOUNT. The photo confirms that Newcastle was the steamer's registry port. To make the view even more interesting, the stern of the ill-fated steamer WEXFORD is visible at the far right side.

We could not resist sharing this extremely rare photograph with our members and so it is featured on the photopage which accompanies this issue. We hope that our readers will enjoy seeing it, and we thank Ralph Roberts for his generosity in sharing this gem with all of us.

Readers may also recall the confusion over where MEAFORD may have sunk an enemy submarine on June 12, 1917. "Canadian Railway and Marine World" in October of 1917 reported that MEAFORD used gunfire to sink an enemy sub off the coast of Sicily on June 12, 1917, while information uncovered by member John Wilterding indicated that although the only enemy vessel sunk that day was a small mine-laying submarine sunk off Cornwall's Lizard Point by depth charges from H.M.S. SEA KING, MEAFORD allegedly drove off an attack by a U-Boat in the entrance to the English Channel on May 27, 1917. This conflict of information has caused us considerable concern.

Member Carl Ehrke, of Belleville, may have resolved this conundrum when he suggests that the "Canadian Railway and Marine World" reporter may have misinterpreted the site of the occurrence as Sicily, when the original report might have mentioned the Isles of Scilly, which lie to the southwest of Lizard Point. This seems to us to be the most logical answer we yet have heard. But as to what submarine MEAFORD "sank", and on what date, who knows?

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