

Despite her age, AMUR remained in operation through the years of World War II, no doubt because she was engaged in an essential trade. By 1946, however, her owner had no further use for her, and she was sold to buyers in the Orient. She was renamed twice that year, first becoming (e) FAR EASTERN CARRIER and, soon afterward, (f) TUNG AN, owned by the Tung An Shipping Company Ltd., of Shanghai, China. She was registered at Shanghai, and the 1949-1950 Lloyd's Register showed no change in dimensions, tonnage or engine details. .

TUNG AN continued in service until her career came to an end on Sunday, April 10, 1949. Bound from Taingteo to Shanghai with a cargo of scrap metal, she stranded to a total loss in a position reported as six miles southwest of Shaweishan, China, at the northern entrance to the Yangtse River. Fog was given as the cause of the accident. (Apart from Shanghai and the Yangtse River, none of these places are identifiable in a current atlas because of the changes which have occurred in China subsequent to the loss of the steamer almost fifty years ago.)

J. H. PLUMMER was the most long-lived of the three Canadian Lake and Ocean sisterships. The AMES, after sailing for the Belgians as (b) BREUGHEL (25), was sold French and was rechristened (c) GINETTE LeBORGNE. Her career ended when she became a war casualty on September 12th, 1940. Returning demobilized troops from North Africa to France, she struck a mine off the west coast of Sardinia and foundered.

The H. M. PELLATT, after her Belgian years as (b) MEMLING, she was sold to the same French owners as was the AMES, and thereafter she went through a long series of renamings. The French rechristened her (c) NICOLE LeBORGNE (34), but she later became (d) GIULIANA PAGAN (35), (e) SCILLIN SECUNDO (37) and (f) SCILLIN. Under the latter name, and flying the Italian flag, she became a casualty of the war on November 13, 1942. Attacked by a British submarine off Kuriat, on the coast of Tunisia, SCILLIN was sunk by gunfire.

Despite their lack of sheer and the minimal rake of their stacks and spars, the PLUMMER, PELLATT and AMES were rather good-looking steamers, and it was unfortunate that they did not all return to the Great Lakes after the First World War. As it was, however, they lived relatively long lives for small ships that had spent so many years on salt water in the latter stages of their careers. The PLUMMER, in particular, probably lasted far longer than her builder ever envisioned. We rather wish that we had a photograph of her during her years of Chinese service to see whether she looked at that time anything similar to the way she had appeared during her years of operation on the Great Lakes.

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#### WINTER LAY-UP LISTINGS

Our readers are reminded that we plan to present our annual review of lake and river lay-ups in the February issue. It requires a great deal of work to compile and verify the lists for each of the many ports, and the assistance of our members is essential to the project.

If you live near a lake port and have not yet sent us your list this winter, please do so as soon as possible, forwarding the information to the address shown in the masthead of our front cover. We traditionally have problems obtaining lay-up lists for Lake Michigan ports, and for the south shore of Lake Erie, including Cleveland and Buffalo, so the assistance of the members in respect of these areas will be particularly appreciated.

We must hear from our members by Friday, January 29th, in order to have our copy ready for the printer early the following week. If you cannot mail the information to us in time, please consider giving us a telephone call (evenings or weekends only, please) at (416) 921-8436. Thank you.

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