

deckload of lumber. It shows the same general cabin and mast configuration as the Roberts photo, but also appears to show a heavy-lift derrick boom positioned on the forward side of the mainmast. As might be expected in wartime, Carley floats have been fitted on angled skids for rapid release, one on the port side of the after end of the bridge, and one on the starboard side over the boilerhouse. The windows on the starboard side of the pilothouse have been plated over and replaced with a pair of portholes. The old "lower" pilothouse seems to have been enlarged by means of an aft-wards extension, and this would appear to be shown in the Roberts photo as well.

As far as the location of the eventual loss of the PLUMMER as (f) TUNG AN is concerned, Bill Schell has been able to provide considerable assistance. The information that we had about her being on a voyage from "Taingteo" to Shanghai at the time of the April 10, 1949, stranding, appears to have been based on a mis-spelling. Bill confirms that her voyage had originated at Tsingtao (for which the Pingyin spelling is "Qingdao"). This is a port of the Shantung (Shandong) area, rather considerably to the north of Shanghai and up the Chinese coast.

In respect of the site of the accident, Bill Schell advises that the U.S. Navy H.O. 112 - Light List gives Chi-Ku Chiao Light (at Amherst Rocks) as in position 31.10 N., 122.23 E. The 1921 China Coaster's Tide Book and Nautical Pocket Manual, under "Principal Bearings and Distances at the Entrance of the Yangtse River", shows Shaweishan bearing magnetic N. 31° W., 16.5 miles from Amherst Rocks. Our information is that TUNG AN stranded some six miles southwest of Shaweishan.

So now we know more precisely where TUNG AN was when she met her demise, but nobody has yet been able to come up with a photo of her under that name, nor under her (e) name, FAR EASTERN CARRIER. We shall continue to hope that one of our members will come across such a photo somewhere, sometime, and will share it with our readers.

By the way, in our January feature, concerning the original tonnages of the J. H. PLUMMER, we mentioned that, because of her British (rather than Canadian) registry, we had no register by which we could verify her tonnage as built, although we noted that our 1915 Lloyd's showed her tonnage as 1582 Gross and 922 Net. Bill Schell confirms that his 1905 Lloyd's shows the same tonnages, as does his 1911 Bureau Veritas register (and the PLUMMER was classed by Bureau Veritas). Since we wrote our original feature, we have come into possession of a 1908 Great Lakes Register (Bureau Veritas), and it also confirms the same Gross and Net tonnage, so we may safely assume that these were the steamer's correct original tonnage figures.

At the close of our January issue's feature on the PLUMMER, we gave a thumbnail sketch of what happened to the PLUMMER's two sisterships, A. E. AMES and H. M. PELLATT, after they, too, left the lakes. We remarked that the Italian-registered SCILLIN, the former PELLATT, was sunk by gunfire from a British submarine off Kuriat, on the Tunisian coast, on November 13, 1942. Bill Schell has provided a bit of additional information based on his translation of the official Italian war loss list, with identification of the submarine from other sources.

It would appear that SCILLIN was on a voyage from Tripoli to Trapani, when she was both shelled and torpedoed by H.M.S. SAHIB on November 13th, 1942. The SCILLIN broke in two and sank at 1947 hours, about nine miles north of Kuriat.

If anybody else can add anything more to our story of the PLUMMER, we would be pleased to receive such additional material, for the edification of all. Meanwhile, we would like to take this opportunity to extend to Ralph Roberts and to Bill Schell our most sincere thanks for their invaluable assistance with this project.