

ron attempted to salvage her. In fact, Reid was able to pull MONKSHAVEN off Pie Island but, on October 18th, 1906, she broke away from her moorings and this time she did find Angus Island, which actually is a small string of islets and shoals, located 1.3 miles southeast of Turtle Head, the easternmost point of Pie Island. MONKSHAVEN stranded by the bow, then settled by the stern and slipped off into deep water. She never was recovered and lies there to this day. The irony of her final resting place will become apparent when we look at the history of LEAFIELD a bit later.

Some sources, in error, have assumed that MONKSHAVEN somehow survived these groundings on Lake Superior, because a vessel of that name was involved in a stranding incident on Roix Shoal near St. Felicite, Quebec, on 23rd August, 1914. True, a MONKSHAVEN was the victim of this later incident, but it was an entirely different ship. This other MONKSHAVEN (Br.131833) was 334.5 feet in length and 3357 Gross Tons, had been in 1911 at Sunderland by W. Doxford & Sons Ltd., and was owned by the Eskside Steam Shipping Company Ltd., O. Smales & Sons, managers. Algoma Central's MONKSHAVEN most certainly never left the waters off Angus Island.

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Next, we turn our attention to the steamer THEANO (Br.110350). She was built of iron in 1889-1890 as Hull 16 of Paul Smit, Jr., at Slikkerveer (Rotterdam), The Netherlands. She was 241.8 feet in length (b.p.), 36.0 feet in breadth, and 17.1 feet in depth, 1534 Gross Tons (some sources have said 1646 Gross) and 952 Net. Her machinery was all built for her by the shipyard and comprised a triple expansion engine, with cylinders of 18, 29 and 48 inches diameter, and a stroke of 33 inches, together with two Scotch boilers of which we have no details.

It is reported that THEANO was built for Hudig & Veder, of Rotterdam. Ironically, although THEANO was built in The Netherlands for Dutch owners, she was named for Theano Point, which is located near the mouth of the Montreal River, near the far eastern end of the north shore of Lake Superior. It seems odd that a Dutch ship was named for a place in the Algoma District of Ontario, where the vessel eventually would serve. The reason lies in the fact that the first master of THEANO was Captain Jon Honwink, whose father had participated in an expedition searching for mineral deposits in the Algoma District in 1889. The elder Honwink lost his life in Lake Superior in an accident which occurred near Theano Point, and thus came the name for his son's ship.

By 1900, THEANO was registered at Newcastle, England. Algoma Central brought her to the Great Lakes in 1900, but never put her under Canadian registry, and Newcastle was the port of registry carried on her stern until her untimely demise. THEANO seems to have stayed in the lakes full-time after arriving during 1900, never returning to salt water during winter.

THEANO lasted but one year longer than did MONKSHAVEN, but the Gales of November claimed her on Lake Superior on November 17th, 1906. In a blinding snowstorm and 50 m.p.h. winds, THEANO blundered broadside onto the shore of Trowbridge Island, which is located three miles south-southeast of Thunder Cape. Captain George Pearson kept his crew aboard for two hours, hoping that the steamer could be saved, but she was making water faster than it could be pumped out, and the crew eventually took to the lifeboats. They did so not a moment too soon, for when the cold lake water hit THEANO's hot boilers, an explosion ensued, and the wreck slid off the rocks and sank in deep water.

THEANO's crew of 20 did manage to reach safety, but each lifeboat-load in a different manner. One of the boats was picked up by the passing canaller THE IROQUOIS, which took its occupants to the Canadian Lakehead. The other boat had disappeared into the storm, was not seen by THE IROQUOIS, and had to fight its own way into the safety of Port Arthur harbour.