

ALMOST SIXTY-SIX YEARS IN SHIPPINGAndrew Crawford of GlasgowBernard W. Lawley, U.K.

ON MARCH 31, 1961, the Glasgow firm of Andrew Crawford & Co. Ltd., shipowners and ship brokers, discontinued business. The firm, had it continued in existence, would have celebrated its 66th year in shipping the following May.

The firm was founded by Andrew Crawford in 1895, but the company did not buy its first ship -- the Clyde-built GOGOVALE, 3097g, for which Crawford paid only £31,000 -- until 1904. In the same year Robert Barr was taken into partnership and the firm was then known as Crawford, Barr & Co. It reverted to its earlier title on Robert Barr's retirement from the firm in 1916.

After World War I the company managed three ex-German ships until their sale in 1921, and it was not until 1927 that the firm resumed as shipowners. They had three vessels all of which were laid up during the depression.

Andrew Crawford & Co. lost heavily in World War II and by the end of 1941 were without any ships. Two had been lost by enemy action; the third had become a naval auxiliary as a water-distilling vessel. However, they were given a number of Government vessels to manage.

The firm re-entered shipowning after the war, but in June 1953 changed the name of the company to the Buchanan Shipping Co. Ltd. At the same time a new Andrew Crawford & Co. Ltd. was incorporated to manage the Buchanan fleet. In 1957 the company sold its last ship and on March 31 1961 the firm went into liquidation.

FLEET LIST

GOGOVALE	3094/04	Sold 1912 to Capper Alexander as WESTBURY. Attacked by submarine with gunfire on 21/8/15 70 miles S.W. of Lizard. Rescued. Torpedoed and sunk without warning 31/8/17. 8 miles S.S.E. of Fastnet.
GRETAVALE	3099/05	Trapped in Baltic 1914. Sold to Sweden as BELOS. Resold as ALSTERN. Sold to Japan as TOKAI MARU. Still in existence 1948
GRYFEVALE	4437/06	Captured by German Raider EMDEN 26/9/14. Released with seamen P.O.W.'s 29/9/14. Chased by submarine 21/10/17 between Dakar and Freetown, struck rock and beached 10 m. N. of Cape Blanco. Constructive total loss.
× GALAVALLE (turret)	3830/07	Sold to Sutherland & Co. 1916 as RENFREW. Torpedoed 24/2/18, 8 miles S.W. of St. Anns Head. 40 lost including the Master.
GARRYVALE (turret)	3938/07	Sold to Finland, same name. Broken up on River Tees 1938.
GOGOVALE (II)	5388/16	Sold to R.S. Dagleish as PENNYWORTH, 1917/18. Sold to

		Italy 1935 as PONTBRIAND. Resold 1935 ORAO. Resold 1937 as XXIV MAGGIO
GRETA VALE	(II) 5385/17	Sold to Donaldson Line as CONCORDIA, 1917. Sunk in collision 5/3/34 off Sable Island on voyage St. Johns to the Clyde.
GOGO VALE	(III) 4586/27	Torpedoed 4/8/40 in position 57.08 N by 16.26 W.
GRETA VALE	(III) 4586/28	Torpedoed 3/11/41 in position 51.21 N by 51.45 W.
GRYFE VALE	(II) 4434/29	Damaged by magnetic mine off mouth of Tyne, 12/39. Salvaged and transferred to Sea Transport Dept., as Water Distilling Ship. Sold 1946 to Anglo Danubian Co. as CHARLES DICKENS. Sold to Japan as FUKUYO MARU. Arrived Innoshima for scrap 29/10/52.
X GARRY VALE	(II) 7176/42	ex BROOMPARK; ex OCEAN STRENGTH. purchased from Denholm's in 1951. Sold to Liberia 1957 as AFRICAN LADY.
GRYFE VALE	(III) 7321/45	ex CROWBOROUGH HILL; ex EMPIRE TOBAGO. Purchased 1951 from Counties Ship Management. Sold 1955 as STERLING VALOUR. Sold to Italy 1958 as MADDA PRIMO. Renamed 1959 as MADDA BOZZO.
GOGO VALE	(IV) 7165/42	ex HOLLYPARK; ex EMPIRE TRISTRAM. Purchased 1955 from Denholm's. Sold to Aviation & Shipping Co 1957 as AVISDALE. Sold 1961 to Lebanon as ST. NICHOLAS.
GALVA VALE	(II) 7174/42	ex RAMILLIES; ex OCEAN VIGOUR. Purchased 1955 from John Cory & Sons, British S.S.Co. Sold 1957 to Italy as CONFIDENZA.

VESSELS MANAGED IN WORLD WAR I and WORLD WAR II.

MARKSBURG		to French buyers in 1921.
HEDWIG HEIDMAN		to German buyers in 1921.
OTTO KALTHOFF		to British buyers in 1921. (Ellerman Lines)
GROENLO	1984/26	ex HELSINKI 35; ex GROENLO 32. former Dutch vessel Bombed and sunk in 1940.
COSTPLEIN	5059/21	ex LUIGI ACCAME 37; ex MONTE NERO. Former Dutch ship Captured and sunk by raider WIDDER, 1940.
SCHIE	1967/22	Former Dutch vessel, torpedoed in 1941.
SPAR	3616/24	Former Dutch vessel, torpedoed 1941.
EMPIRE SCOTT	6100/41	To China Shipping Co 1946 as WALTER SCOTT. Sold 1960 to Hong Kong as ZAFIRO. Later renamed ORIENTAL.

THE EDITOR and publisher of THE LOG apologise for the delay in producing this issue but would ask readers to remember that the entire effort is voluntary and that some times it is just not humanly possible to meet the deadline due to pressure of business.

*** Where they trade ...

... by "Twin Screw"

STEAMERS TO TASMANIA

MOST of the steamers trading to Tasmania from the mainland are coasters of under 200 tons and discounting the few remaining ketches, etc., we find that the trade is basically in the hands of three concerns. These are the Australian National Line, Union S.S. Co. of N.Z. Ltd. and William Holyman & Sons Ltd.

The history of Holyman's was told recently in THE LOG. The well known Union S.S. Co of N.Z. Ltd., has had connections with Tasmania from the time they acquired the Tasmanian S.N.Co.Ltd. in 1891.

The ships presently servicing Tasmania are:-

A.N.L.

M.V. PRINCESS OF TASMANIA	3964/59	Vehicle/passenger ferry. Melbourne/Devonport
M.V. BASS TRADER	4129/61	Vehicle deck/cargo. Melbourne/Burnie, Bell Bay and Devonport.
- M.V. NILPENNA	1468/54	Brisbane/Hobart
M.V. NORTH ESK	1617/57	Tasmania/mainland, fitted for bulk grain.
M.V. SOUTH ESK	1616/59	Melbourne/Devonport/Stanley. Occasionally withdrawn from service.
M.V. ELMORE	584/49	Managed by Southern Shipping Co.Ltd., Sydney/Launceston/Devonport/Stanley.
+ M.V. EUGOWRA	584/48	Managed by Southern Shipping Co.Ltd. Sydney/Hobart.

UNION S.S.CO.OF N.Z.LTD.

M.V. KOONYA	1946/57	N.S.W./ Northern Tasmanian ports.
M.V. KUMALLA	1865/56	Melbourne/Strahan
M.V. WANAKA	2259/38	N.S.W./ Northern Tasmanian ports.
M.V. KAMONA	1785/49	N.S.W./Hobart.
M.V. POOITA	2085/59	N.S.W./Hobart.
M.V. PATEENA	2099/58	N.S.W./Hobart.
M.V. KAROON	2437/51	Melbourne/Hobart.
M.V. RISON	4125/59	Victoria & South Australia/Tasmania.

No doubt with the introduction of the "seaway" ships there will be some re-organisation of employment.

TASMANIAN STEAMERS PTY.LTD. (Subsidiary of Union S.S.Co of N.Z.Ltd.)

M.V. TATANA 1396/55 Sydney/ Northern Tasmania

W.HOLYMAN & SONS PTY.LTD.

M.V. WAREATEA 1440/52 South Australian ports/Hobart.

M.V. TARINA 1596/55 South Australian ports/ Northern Tasmania.
M.V. LEMANA 946/56 Melbourne/Hobart.
M.V. WILLIAM HOLYMAN 1975/61 Melbourne/Launceston.

THE PYRRHUS ANSWERS

AN S. O. S.

Adelaide Member's Experiences

(by Neville R. Wanklyn, jun., an Adelaide member who is now serving in Blue Funnel's PYRRHUS.)

MY SHIP, Alfred Holt & Co.'s PYRRHUS, was 22 hours out of Suez, doing about 18½ knots down the Red Sea, when at 1215 GMT (1415 local time) an S.O.S. was received from a vessel which first gave her bearing as 15 miles off the beach in the desert of Arabia. She later corrected this, but, this too, was wrong, the position being 60 miles North of where we eventually found her. It was by luck, as she was visible from our course.

The ASMARA (East Asiatic) reported her and we arrived on the scene practically together. As we closed in our motor boat was slung out in readiness and arrangements made for towing by VHF.

The stricken ship was the MERCANTILE VICTORY under the Monrovia flag (of convenience) Her superstructure was now blackened and the once white paint work blistered. The funnel was unrecognizable and consequently I could gain little information about her.

The fire had started in the engine room and when extinguished the ship was unable to get under way. She then sent the SOS messages we had heard. These brought the ESSO DURHAM, who did not have the facilities for towing which we enjoyed and, no doubt, was a little dubious about going close anyway. She had powerful fire hoses playing on her deck as she went astern towards the drifting vessel.

However, she did not go very close and moved off eventually while we manoeuvred in to take the MERCANTILE VICTORY in tow because by now an 8 inch towing wire was ready. The two ships which were standing by, excluding the Russian, had agreed to allow us the tow as they did not want it.

TUG ARRIVES.

Seeing our intention the small Russian vessel closed stern to stern with the MERCANTILE VICTORY in a most aggressive and protective manner. She had ignored all signals sent her, but was unlikely to gain the tow as salvage money would have to be paid in gold owing to currency regulations.

We were awaiting radio confirmation from the Master of MERCANTILE VICTORY that he

would take our tow line and accept towage under Lloyds regulations when a small white ship rolled over the horizon. It proved to be a deep sea tug which by pure coincidence was in the area on a patrol.

Thus she was naturally given the tow and our ship headed south as the white tug closed upon the wallowing MERCANTILE VICTORY, on board which the crew, clad in life jackets, struggled to pull up their lifeboat by hand. They were unsuccessful.

The Master of the Monrovia wanted to go to Suez, but Capt. Harries, of the PYRRHUS, had stipulated Port Sudan in Sudan, which was south of us. The incident took place approximately E.N.E. of Gest Zalargud, 22 $\frac{1}{2}$ miles distant.

As we sailed away, the visions of salvage money evaporated and we settled down to routine after squaring up, talk naturally of tows and fires being the main subject. I fear I cannot give you full details as I was working on deck. The tug's name might have been ZISUTER owned by a Danish company, call sign O W L S.

The Russian of drifting vessel had a call sign of U K K O. Also in the vicinity was an Italian and the German Lloyd REGENSTEIN.

Regulations lay down that no ship must pass another in distress, no matter how many other ships are standing by. Also we had a doctor on board, a woman this trip incidentally, and she has been kept very busy these past two days. I'm not sure what she thinks of life at sea except that everything happens at once.

We soon left a no doubt disappointed Rushky behind and passed the massive ESSO DURHAM. For a while we raced with the ASMARA through the warm evening, having left the scene at 1615 hours but by midnight she was ahead having a half a knot or so on us.

What happened to the stricken vessel I do not know. I think the tug belongs to the same company as the SWITZER, which is stationed in readiness at Aden and never seems, to me, to be away from her anchor buoy. It could have been same vessel from the description -- white hull, blue Maltese cross on a black band on a white funnel.

AUSTRALIAN SECTION's Central Record is very pleased to acknowledge the donation of two Lloyds Registers from R. 'Mac' McKenna of Western Australia. Central Record now has a good collection of these important reference books but is always seeking additional copies for use or trade to help in obtaining missing copies. Members who may be able to assist are asked to write BOX 16, PO, WOODVILLE, SOUTH AUSTRALIA.

Since the death of Mr. A. Bland, the United Kingdom Central Records has been trying to spread the work connected with the heavy volume of enquiries and has asked that Australian and New Zealand members try to obtain as much information locally before applying to England. Ron Parsons is always willing to try and round out your information and if a reply does not appear to be available locally, pass on the query.

Most Public Libraries these days seem to have good sets of Lloyds Registers and similar type publications and it is requested that enquiries for simple information such as details of a ship, etc., be sought in your immediate vicinity before contacting and Central Record. Central Record does not object to supplying this type of data but every enquiry, no matter how simple, takes time, and as all work is voluntary time is usually at a premium.

WEST GERMANY BUILDS
OCEAN RESEARCH SHIP

METEOR

has many novel features.

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A DREAM of German scientists for a ship built according to their wishes, has now come true. The dream fulfilment is METEOR which is about 25,000 BRT, more than 250 feet long, 40 feet wide and cost about £1,625,500. METEOR was planned with oceanographical and hydrographical considerations in the foreground.

METEOR will be a floating laboratory for 24 scientists and a 55 man technical, scientific and nautical nucleus crew. A 70 foot long and 13 foot wide work deck to enable outboard work, a geographical laboratory, a bacteriological laboratory with autoclaves and incubators as well as several all-round labs, 2 aquariums and two cold-storage rooms are also included.

A scientific library, a drawing room, photo lab, high frequency and fine mechanic workshop, automatic survey and register instruments to control temperature, salt and even oxygen content of the ocean, a deep sea dredger, underwater photo and television instruments have all their set places in the new ship.

A takeoff and landing platform for helicopters and weather balloons is also included in the design.

The Bremerhaven shipbuilders who constructed METEOR in the WESTER AG shipyards took every precaution to insure quiet working conditions for the scientists.

The bridge was moved forward as far as possible toward the bow so that additional space could be gained for the scientists working deck and additional laboratories. In this sheltered position it is possible that scientific observations can be made even during high winds.

The laboratories furthermore are elastically suspended into the lower parts of the ship, the diesel main engines are in a soundproof space and an effective stabilizer to reduce the noise of the engines and auxiliaries as well as the ship's movements will make it possible for the scientists to have their work as free from vibration as modern technicians can contrive.

METEOR, with its 2,000 HP, has a speed of about 14 knots. This is not an exceptional speed but there is no great need for high speeds on a vessel equipped for scientific research. The vessel has, on the other hand, exceptional manoeuvrability, especially when steaming at a slow speed. With a radius of about 12,000 miles she will probably meet every requirement of the oceanographers.

After a prolonged test period of about three months, METEOR will leave, in October next for its first trip of exploration to the Atlantic and then if all goes well will set out for the Indian Ocean. In that area it will participate for about six months in an international research program that has been sponsored by the UNESCO Oceanographic Committee.

METEOR, it is hoped, will carry on the tradition of a German research ship of this name which gained oceanographical fame during the 1920's.

*****W.S.S. NEWS

ACTIVITIES OF MEMBERS

AND BRANCHES *****

NEW MEMBERS: The following, who have joined the Hobart Branch over the past few months are welcomed aboard:

A.B. Clarke	19 Vaviour Street, New Town
C.M. Maxwell	10 Red Knights Road, Sandy Bay
G.O. Allan	19 Poets Road, West Hobart
H.R. St. Hill	Kelvedon Avenue, Tarcoona
G.J. Omant	17 Somerset Avenue, Lenah Valley
H.E. & Mrs E. Walden	30 Lord Street, Sandy Bay.

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Latest addition to the N.S.W. BRANCH is Mr. C.T. Reddings, 344 Young A Street Annandale.

CHANGES OF ADDRESS: Tom Stevens, for some time living in Sydney, has been posted back to Melbourne by his firm McIlwraith McEachanr Limited, and has transferred from the N.S.W. Branch to Victoria. His new address is 1 Melville Ave, Frankston. Other members with changes of address include NSW members Max Fitzgerald who asks that all mail be addressed to Box 64 PO, Lindfield, NSW. John Bennett has moved to 13 Cobham Ave, West Ryde NSW. Former Hobart branch secretary (recently married) has changed his address from 11 Joynton Street New Town to Bridgewater, Tas., and G.B. Joseph, who also has married, is now living at 95 Allumba Street, Howrah, Tasmania.

HOBART BRANCH; OFFICERS OF THE HOBART BRANCH ELECTED: The Hobart Branch held its annual meeting on April 3, when the following office-bearers were elected:

PRESIDENT	L.K. Bender
HONORARY SECRETARY	P.A. Rafferty
HONORARY TREASURER	D. Kirby
Committee,	A. Catt, D. Wynn, H. MacKinnon, H. Emmett, J. Craike, A. Slevin

COLOUR SLIDES: At the February meeting of the N.S.W. Branch several members showed their latest colour slides. Malcolm Dippy (an Adelaide Branch Member) currently at sea aboard MERINGA, had an excellent series to show, many of the shots being taken at sea, so different from the usual harbour or dockside scenes. John Mathieson, recently returned from New Zealand where he was employed as assistant Purser on the steamer express vessel HINEMOA, also had a good selection of photos of ships on the New Zealand Coast. Being employed at the time by the Union S.S. Co. of N.Z. Ltd., you can imagine that most of the slides featured ships with that company's colours. John Goldsworthy, Ross Cowell, Denis Brooke and Ken Lunney also contributed slides to the evening's entertainment.

HOBART MEETING: Members were entertained at the last meeting by D. Kirby, who screened slides on ships which had recently visited Hobart, G. Cooper who showed a wide selection of yachting slides, and after a Sea Story read by H. Emmett, a shipping quiz of naval and merchant shipping questions was conducted by P. Rafferty and D. Kirby. The meeting closed with a fine presentation of slides taken at day

and night of ships from "here, there and everywhere" by G.Allan.

PHOTO ORDERS: As stated in THE LOG V.11, P44, Glen Joseph, 95 Allumba St, Howrah, Tas., is prepared to include members orders for Sky photos and Alex. Duncan photos when he sends for his own each month. In addition to the above, Glen receives W.S.S. Overseas Photo Rounds from time to time and would be pleased to include any member who may be interested. Periodically, a packet of ships P.C. photos is circulated and those wishing to secure copies are invited to do so. There is no obligation, except to post the packet on to the next addressee. Enquiries direct to G.B. Joseph please.

ROUND WORLD MOVIES: The programme for the March meeting of the N.S.W. Branch was provided by Nick Hedley, who showed a further selection of his movies taken on his round-the-world trip. Shipping at Las Palmas, Cape Town and Durban was shown and created a good deal of discussion, as many of the ships have called at Australian ports.. Mr Hedley donated a large number of Motor Ship magazines for which the Branch is most grateful.

CONGRATULATIONS: NSW Branch member John and Mrs. Burne have a new baby daughter and received congratulations from the members at a recent WSS meeting in Sydney.

SHIP VISITS: A party of members of the NSW Branch recently visited the BRITISH CYGNET, and a photo of the group, with the Master, Capt. Johnson, appears in the latest issue of the BP house magazine. May 6th was the occasion of a visit to U.S.S. GRIDLEY by a party of Adelaide Branch members. The visit, which was arranged by Bob Le Maistre, included a conducted tour by one of the ship's engineer officers. Naturally the engine room received more than it's fair share of the time but this was not unappreciated by the visitors. GRIDLEY was in Port Adelaide for the celebrations connected with Coral Sea week. She is described as a frigate but in appearance seems more like a light cruiser.

ENGINES: At the April meeting of the N.S.W. Branch members were entertained by Mr. Garth Edwards, a marine engineer who has had many years of service in ships on the Australian coast. He related first hand experiences of some of the ships and their engines on which he had worked, and spoke of many types of engines, particularly of older vessels, large passenger liners and cargo vessels with turbines, diesel, triple expansion etc. Later members plied him with questions for a lengthy period.

FILM EVENING: Members of the Adelaide Branch at their April meeting saw an interesting collection of films, old and new. In a varied programme it was hard to pick the most entertaining but perhaps the coloured film showing the new hovercraft service across the Bristol Channel created the most discussion. A special guest for the meeting was Sydney member, Ron Hart.

BACK COPIES of THE LOG for many issues are available — new members wishing to obtain copies are asked to contact THE LOG at box 16 Postoffice, Woodville, Sth. Australia. A few copies of various publications are also on hand, such as **BRITISH WAR LOSSES** — enquire as above.

MARINKALENDER 1964. The latest issue of this profusely illustrated annual devoted to naval vessels has been received by THE LOG. Allan Kull is to be congratulated on the excellence of this important publication.

EDITORIAL:

SUPPORT THE LOG

Members must help to make their
Journal a Success

As Australian and New Zealand members know, THE LOG, is published every second month and serves as a link between all members besides providing a fund of readable articles and news of maritime interest.

The lateness of this issue is due to several factors, but partly and most importantly to the emptiness of the editor's cupboard. Each issue of THE LOG takes quite a lot of material if its 26 pages are to be interestingly and entertainingly filled.

But when the editor set about the preparation of this issue -- a task in which he was delayed a fortnight by absences from Sydney on business -- he found he had scarcely a single article or fleet list in hand, other than a number sent him by U.K. member Bernard W. Lawley, who has long been a consistent support of THE LOG.

Plenty of general news was available, and in the matter of the activities of the branches, both Sydney and Hobart furnished adequate news of their meetings and of the doings of their members. From the rest of Australia and New Zealand, however, there was complete silence.

THE LOG has been praised abroad and by Australian and New Zealand members as a very worthwhile maritime journal, but members as a whole are contributing very little to enable its reputation to be upheld. Yet THE LOG can only be as good, both as a journal of entertainment and a research tool, as WSS members make it.

The need is for a steady stream of articles. It does not matter how they are written, so long as they say something interesting or record the results of an individual's researches into some phase of shipping.

Whether your interest be the compilation of fleet lists, the delving into the history of a particular shipping company or a particular trade, or merely an interest in ships ancient and modern, there is something you can write about that will interest your fellow members. Get down to it, then and let THE LOG have it.

From an editor's point of view, the most disheartening factor in compiling this journal every second month is the lack of interest shown by New Zealanders. Apart from one or two New Zealand members who actively help, little news and scarcely a single article come from New Zealand. Even news of W.S.S. activities there seldom reach the editor.

Yet THE LOG is as much the official journal of the New Zealand branch as it is of the Australian, and its columns are as freely open to the contributions from New Zealand as from Australia. Why then not make it truly your journal, New Zealanders?

The Editor hopes that in drawing attention to the lack of support from members he will now receive through the winter months a good stock of articles and a plentiful supply of news items for forthcoming issues of THE LOG.

It is up to members to make THE LOG a success. They are the only people who can do so.

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+	READERS WANTS, QUESTIONS,	+
+	ANSWERS	+
+	AND	+
+	COMMENTS.	+
+		+

WANTS AND QUESTIONS: In the 1899/1900 Lloyds' Register two ships are listed (possibly more) under ownership of the Blue Star Line Ltd (Carlisle & Co., Managers), viz:

VELLEDA	(1891)	2545 g
VALA	(1891)	2536 g

Both were built by Richardson, Duck & Co, of Stockton-on-Tees. Carlisle & Co's headquarters at that time were at 4 St. Mary Axe, London.

As the Blue Star Line as we know it did not come into existence until 1910/11 (vide THE LOG V.1, No.3, can any member say if there was any connection between the two Blue Star lines, or if not, what became of the earlier company and its ships. Replies to The Editor, THE LOG, GPO Box 4922, G.P.O, Sydney, N.S.W, please.

*** John Craike, 75 Doyle Ave, Lenah Valley, Hobart, Tas., is anxious to purchase a copy of THE LOG V.1, No3, September 1954 and also the following issues of "Marine News" 1954 November & December; 1953 January; and 1952 May and or all earlier issues.

*** Mr. E.H. King, 24 Oxford Terrace, Woburn, Lower Hutt, N.Z., seeks a drawing or picture of Capt. Brampton's ENDEAVOUR, which was wrecked at Dusky Sound, N.Z., many years ago. Can any reader help?

*** R. McKenna (WA) writes; I have two photographs of the s.s. WARRIMOO, one in Union S.S.Co of N.Z.Co Colours and the other taken at Sydney, NSW, in her early days. The latter shows no turtle top-house structure forward of the foremast as when the Union S.S.Co. of N.Z. owned her and the open weather type bridge is on the boat deck, whereas in the first photograph it is one deck higher. Her funnel markings in the second photograph are light (possibly white or cream) with a large cross (possibly red or green) and a black top. In the centre of the cross, in the same colour as the cross, there appears to be a moulding and in each section of the cross is a white spot. The ship has a black hull with a white line around her at main deck level. Can any member state who used the funnel colours des-

cribed? Answers to the Editor, THE LOG, Box 4922, G.P.O., Sydney, NSW, Please.

*** What was the fate of the German liner ROBERT LEY (1939) please? Replies to Editor, THE LOG, Box 4922 GPO, Sydney, N.S.W.

*** Kenneth Skead, 9 Milne Street, Bicton, West Australia, asks for any information, particularly regarding her ownership, about the brig RAVEN, 180g, which arrived in Sydney from Auckland on 7/4/1852 under the command of Captain Bowden. She again arrived Sydney, this time from Newcastle, NSW, on 18/1/1854 under the command of Capt. Skead, who presumably was still her master when she sailed for Melbourne on 24/1/1854. The RAVEN, loaded with a cargo of coal from the Burwood Coal Co., Newcastle, and commanded by Capt. Johnson, arrived at Sydney again on 12/5/1854 from Newcastle. Did Capt. Skead ever own or have shares in the RAVEN? Did he own or command other ships about this time? He is presumed to have left Australia during the 1850's commanding a ship bound for China and was never heard of again.

ANSWERS: Mrs. W.O. Googe, (Qld), writes: The PAKEHA (THE LOG V.10, p52) veteran of the Shaw Savill line's tall funnelled steamers, was sold to the British Iron and Steel Corporation for breaking up. Of 8,115 gt, 477.5 x 63.1 x 31.3, she was built in 1910 by Harland and Wolff, Belfast, to replace the MAORI of 1893, which had been wrecked off the South African coast in 1909. A twin screw vessel, with quadruple expansion reciprocating engines of 4,990 IHP, the PAKEHA had a sea speed of 13½ knots. During World War I she managed to avoid trouble, her work being largely as a transport. One of her jobs was to carry troops out to Durban for the East Africa campaign. In March 1932 she had the distinction of being the first ship from New Zealand to carry cargo to Britain under Imperial Preference. Laid up before World War II she was, in 1939, acquired by the Admiralty for conversion into an imitation of one of the Royal Sovereign class of battleships. In 1941 she was reconverted to a cargo ship without unnecessary alterations and retaining her cruiser stern. Under Shaw Savill management she was renamed EMPIRE PAKEHA until 1946, when she was repurchased by the original owners and renamed PAKEHA. She was at one time used by the British government as a floating warehouse.

*** From John Goldsworthy, (NSW): With reference to the comment (THE LOG VXI p26) made by JP.F. Bell (Qld) concerning the stranding of the MAHENO on Frazer Island, he states the MAHENO was being towed to Japan by Japanese tugs. This vessel was being towed to Japan by the former Tasmanian Steam Navigation Company's Bass Strait vessel OONAH. The OONAH picked up the MAHENO from Sydney, and with the assistance of the tugs CHAMPION and ST. OLAVES she left Sydney Harbour and proceeded north. The tow went well until north of Brisbane, when the line parted and in the bad weather or darkness the OONAH lost sight of her tow. She immediately radioed for assistance and in response to her appeal the Brisbane tug CARLOCK proceeded to sea. When daylight arrived it was found that MAHENO had drifted with the gale and had been blown ashore on Frazer Island. Salvage did not appear practical so the CARLOCK returned to Brisbane and the OONAH continued her voyage to Japan.

The steamer the original writer was referring to as being wrecked on the rocky shores of the East Coast of the South Island of New Zealand was

probably MANUKA, as this vessel was wrecked in the vicinity of Dunedin about the time stated whilst on a voyage from Melbourne to Wellington via Bluff and Dunedin.

*** Mrs. W.O. Googe (Qld) adds the following information to G. Ransom's article on Depot Ships of World War II (THE LOG V.10, p.52);

GREENWICH:- This ship was renamed HEMBURY in 1947, at which time she was owned by J. & R. Grant Ltd. In the 1954/5 edition of the Societys Register Book she was renamed NAVEM HEMBURY, her owners now being Navegacao Mercantil S.A. So far as I know this vessel is still afloat.

WOLFE, ex MONTCALM:- 16,418 tons, 550 x 70 x 28; 4-4", 32- 2 pdr A.A.guns; geared turbines giving a reported speed of 17 knots; complement 480. Disposed 1950.

BLLENHEEM, ex ACHILLES:- Was launched in 1920 with the following registered dimensions: 507.4' x 63.2' x 41.1'; Registered at Liverpool her gross tonnage was 11,404 with a net of 7202.

COMMENTS: Jim Clare (NSW) writes: When the booklet on the A.U.S.N. was issued some time ago I was reminded that the KANOWNA ran for the Eastern & Australian Line for a period after the war. Sea Breezes published a history of the Eastern & Australian line in its October 1963 issue, written by W.A. Laxon (N.Z.), in which there is a mention of the sale of the EMPIRE in 1920. As I do not remember the EMPIRE appearing here after the 1914-1918 war I thought perhaps the KANOWNA may have been a replacement for the EMPIRE until the ARAFURA entered service.

I have not had an opportunity to visit the Public Library of N.S.W. and I find that until 4/5/1920 only EASTERN and ST. ALBANS appear in Eastern & Australian advertisements, and the KANOWNA appears with July, later August. She made her first departure for Eastern & Australian Line on Tuesday 17/8/1920.

On 8/1/1921 there is mention of the ex-German SWAKOPMUND being expected in Sydney and she duly arrived on 20.2.1921, when it was announced that she would be renamed ARAFURA. The KANOWNA continued in the Eastern & Australian lists until September 1921, the ARAFURA making her first departure late November 1921, when the KANOWNA ceases to appear. I do not know when she resumed for A.U.S.N.

*** From Arthur Corkill (NSW): In the March LOG is a report of skindivers having found the wreck of the KAYHORSE off Evans Head. Surely this should read CAHORS, the Australasian Steam Navigation Company's steamer, which was wrecked on Evans reef, which is near the Richmond River, on June 10, 1885? The CAHORS, 1,254 gt was built in 1883, and was one of the fastest ships on the Australian coast, on one occasion doing the trip from Sydney to Brisbane (wharf to wharf) in 33 1/2 hours, not bad even by today's standards. Many attempts were made to get the CAHORS off the reef, but all were unsuccessful. However a great deal of the cargo and fittings were salvaged, but eventually the ship broke up.

*** AUSTRALIAN's fate as given in my amendment to Ian Cooper's list of Wm. Holyman's fleet (THE LOG, V.X. pp.107,137; XI, p 14) was that shown in the Customs House register. Upon reading your correspondents' statements I immediately checked newspapers for the period and find that she went ashore on a reef at the south end of Wardang Island about 9 pm on May 8, 1912. She was abandoned with the bow dry but the stern reported to be in five fathoms. At the time of the accident she was

carrying wheat from Venus Bay to discharge into the ship VERBENA, which was loading at Port Victoria. The Captain was of the opinion that salvage was not possible. Marine surveyors were not so sure and while the wreck was abandoned to the underwriters a number of salvage attempts were made. No definite news of success was reported, so presumably the wreck was in fact broken up although no further reports were published. — Ron Parsons (S.A.)

*** John Craike (Tas.) and R. McKinney (N.Z.) write to point out the IMPERIAL STAR (THE LOG, V.XI, p.48) is not a pre-war vessel, having been built in 1948. The earlier IMPERIAL STAR (10,733 g, 1935) became a war loss in a Malta convoy on 28/9/1941.

*** John Holmes, 115 Preston Road, Yeovil, United Kingdom, seeks a photo of his father's last ship, DARCOILA, one of Douglas & Ramsay, Glasgow, tramps. If any reader can help would they please contact Mr. Holmes direct.

*** John Craike (Tas.) contributes this item: Surely the record held by the United States vessel A.A.AUGUSTUS (6,390g) must be unique in the history of Lloyds' Register of Shipping. "A.A.A.", built in 1909, has appeared as first entry in Lloyds Register for over fifty years and only recently has been deleted from the book. She was 504 feet in length, with a breadth of 54 feet. Her official number was 207074 and her owners Pioneer S.S.Co. It would appear that she has always been managed by Hutchinson & co. She was built at Lorain, Ohio; U.S.A., by the American S.B.Co. and was registered at Wilmington, Delaware, although during her earlier days she was enrolled at Fairport, Ohio.

*** Central Records has received an enquiry concerning the vessel RARAWAI. According to her owners, Colonial Sugar Refining Company Limited, RARAWAI arrived in Rewa, Fiji, October 8 1884, under tow of FIONA from Sydney. She was reportedly a paddle steamer. The C.S.R. has no further record of her and no details -- anyone able to assist with any information please contact Central Records at Box 16 Postoffice Woodville, S.A.

*** Can anyone clear up the following; ILUKA, (O.N.75036, Iron P.S., built 1879 W.M.Ford, Blue's Point, Sydney, 128 g., 110.9 x 18.3 x 7.2) was reported to the Customs House Sydney in 1911 as being converted into a lighter. Her last owners, Colonial Sugar Refining Company state that " .. was used on the Clarence River for many years and then brought to Sydney and used as a sugar lighter. She was then sold to the government who used her at Newcastle until she was sunk and then purchased by Engel Brothers of Tea Gardens, near Port Stephens, N.S.W. Engel Bros., apparently raised her, installed a reciprocating engine and a screw and used her for carrying timber logs to their saw mill. She was towed to Sydney but turned down for war service. She was still reported to be carrying logs to the saw mill in 1944." Is this one and the same ship as registered in 1879? If she is identical with the vessel employed lately with the saw mill when was she raised and converted to screw? What was her final fate? Replies to the Editor, THE LOG, Box 4922, G.P.O, Sydney, N.S.W.

GENERAL NEWS

FROM THE SEVEN SEAS

=====

AND

AROUND THE COASTS

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cOo cOo

CLOSING DATE for the next issue of THE LOG is Friday June 26, with late news up to Friday July 3.

* * *

THE EDITOR thanks the following members for assistance in compiling this section: T.S. Stevens (Vic), R. McKenna (W.A.), John Craike (Tas), Mrs. G. O. Googe (Qld), G. Griffith (W.A.), R. A. Johnson (N.Z.), R. Parsons (S.A.), Bob Johnson (W.A.), and Bob McDougall (N.Z.).

* * *

THE KOOLAMA (3777g, blt 1958) was seen in eastern states during March and April, when she inaugurated the round Australia service of the West Australian State Shipping Service. The KOOJARRA (2959g, blt 1956) left Fremantle early in May on the first of her two consecutive voyages and will be followed by the KANGAROO (4129, blt 1962) in August and the DELAMERE (2835g, blt 1946) in October and again in November.

* * *

* THE ENFIELD (384g, blt 1948) is at present under charter to Townsville Transport and Services Pty. Ltd. and is running copper from Townsville to Port Kembla and Melbourne:

* * *

MOBIL OIL Australia Pty. Ltd., and The Shell Co. of Australia Ltd., are both to introduce oil tankers on the Australian coast under the Australian flag. In the case of the Mobil tanker, this will be operated on bareboat charter to Associated Steamships Pty. Ltd., and will be under charter to Mobil Australia. The ship will wear Associated colours.

* * *

+ THE DALBY (2474g, blt 1947) and the WINDARRA (3139g, blt 1953), which have been under charter to John Burke Ltd., reverted to A.N.L. at the end of April and hence forth the southern ports/North Queensland trade previously operated by Burkes will be carried on by A.N.L. This leaves Burke's with only their northern interests and particularly the employment of WAIBEN (1379g, blt 1940). wjocj services Thursday Island and Gulf of Carpentaria ports from Brisbane.

* * *

* THE MARRA (1396g, blt 1955), which was not transferred to Associated Steamships is therefore still owned by The Adelaide Steamship (Operations) Ltd., was laid up at Sydney on January 12 last, but from February 21 was used for two weeks by the Army as a stationary training unit. Following this the vessel was taken on charter by the Union S.S.Co. of N.Z.Ltd., for about two months and has been trading between Northern Tasmanian ports and N.S.W.

* THE KOORINGA is expected to be delivered to her owners about May 20 and after a period of cargo trials at Melbourne is expected to sail on her first voyage to Fremantle on June 1.

* THE BRITISH registered oil tanker MOBIL ENTERPRISE created a new record for the Fremantle Inner Harbour when she berthed on thursday March 5 1964. She had just arrived from New Zealand in ballast en route to the Persian Gulf. Her tonnage of 51,300 tons eclipses by some several hundred tons a sister ship which called at Fremantle about 14 months ago.

* RELICS OF anti-submarine measures of World War II are being moved by Navy skindivers on the Navy launch LEEUWIN. The dolphins were 60 four-pronged erections which ran from Woodmans Point to the north end of Garden Island (one of the islands protecting Cockburn Sound). These were used to support an anti-submarine net.

* AS A RESULT of a merger between two Japanese shipping firms, Ilno Lines ships will lose their identity when absorbed by the "K" Line. Ilno have operated a direct service to West Australiasince early in 1957 and all the services will be replaced by "K" Line ships. The Fremantle agent for these ships has recently made a trip to Japan and says that additional tonnage would be put on the run almost immediately.

* THE UNION Steam Ship Co. of N.Z.Ltd intends to convert the Wellington-Lyttelton ship MAORI into a roll-on-roll-off vehicular ferry to run in conjunction with the ferry ordered from the Fairfield Shipbuilding and Engineering Co. Tenders will be called for the reconstruction of the MAORI and a contract will be placed either late this year or early in 1965. While the new ship is being built the service will be carried on by the HINEMOA and the RANGATIRA.

* WEST GERMANY has commissioned its first post-war destroyer, raising to 238 the number of ships sailing under the flag of the new German Navy. The new destroyer HAMBURG, is the first of a series of four 2850 ton destroyers ordered by the Defence Ministry six years ago.

* THE SANKO Steamship Company, a Japanese shipowner and operator, has decided

to build two of the world's largest tankers each of 152,000 tons d.w. The Company said orders had been placed with Volishikawajima-Harima Heavy Industries a leading Japanese shipbuilder, to build the two tankers at a cost of about 4,400 million Yen (£A5,500,000) each. Cunard's QUEEN ELIZABETH is 83,673 tons.

THE 11,257g American tanker SAN JACINTO broke in two on 26/3/1964 after an explosion off the Virginia coast. The vessel was bound from Portland, Maine, to Houston, Texas, in ballast.

HOLLAND IS to build a 20,000 ton liner to bring Dutch people to Australia to visit homesick migrants. She will be built by the Dutch shipbuilding group Verolme at Poyenburg, near Rotterdam.

THE NEW £2,000,000 hydrographic ship HMAS MORESBY officially joined the Royal Australian Navy on 5/3/1964. She is equipped with her own helicopter.

THE FOUR-BLADED screw of the wrecked GEORGETTE which founded in 1876 with 70 passengers aboard has been recovered from the seabed at 20 feet, 135 yards from the beach. The screw will be cleaned and given to the Augusta Hospital as a memorial to the seven people drowned in the wreck.

THE MELBOURNE company, Heine Brothers (Australasia) Limited, -- exporters and importers -- have, despite intensive efforts, failed to establish a direct shipping link between Australia and the west coast of South America. The company was unable to charter the necessary tonnage from overseas companies because of a big demand for ships to carry United States wheat to Russia.

ARRIVED at Westport (N.Z.) on her delivery voyage from Britain, the GUARDIAN CARRIER, 1538g. She is a bulk cement carrier with a capacity of up to 1600 tons and will trade from Westport to other parts of New Zealand. The GUARDIAN CARRIER was chartered from the West River Shipping Co, by the Guardian Cement Co. She was converted into a bulk carrier by F.T. Everard & Sons Ltd., at Great Yarmouth, UK

THE NEWCASTLE State Dockyard is building a £1,000,000, 3600-ton motor cargo vessel for Burns, Philp & Co. Ltd. M.A.N. diesels will give the 300-foot vessel a speed of about 14 knots. Designed specially for trade between Australia, New Guinea and Pacific Island ports, the new vessel will have all crew and passenger accommodation air-conditioned. She will replace the well known MALAITA, now more than 30 years old.

LAUNCHED FROM John Brown's at Clydebank in 1943 HMS LOCH FADA has been recommissioned in Hongkong after a three months' refit at the Taikoo Dockyard. The

LOCH FADA took part in the sinkings of German submarines U 385, U 608 and U 1018 during World War II.

* * *

LATE IN April the Fisheries patrol boat PENGHANA was slipped at Battery Point, Hobart, for routine maintenance and repairs.

* * *

ON MAY 22, recently designated in the U.S.A. as National Maritime Day by President Johnson, a hero of the 1854 sinking of the Collins Line passenger paddlewheeler ARCTIC will be honoured at Newport News. He was 22-year-old cadet engineer Steward Holland, who as the ARCTIC was sinking remained in the bow firing flares in the vain hope of summoning assistance. The ARCTIC collided with the French iron screw steamer VESTA in a fog on 27/9/1854 off the Grand Banks of Newfoundland and went down with the loss of over 300 lives. A fund was raised to honour Holland's gallantry, but the bank in which the subscriptions were lodged failed and the memorial was never erected. Now a plaque will be unveiled on May 22.

* * *

LATEST EDITION to the Ellerman Lines' fleet is the CITY OF ADELAIDE, built by Barclay, Curle & Co. Ltd. and sister of the CITY OF SYDNEY and CITY OF CANBERRA. The CITY OF ADELAIDE is the third ship built by Ellerman in the last four years for the M.A.N.Z. service between Australia, Canada and the United States.

* * *

ALLIED CHEMICAL Tankers and Shipping, which is wholly owned by Ametex Australia Pty. Ltd., is to introduce a specialised tanker for the carriage of liquid chemicals on the Australian coast.

* * *

SPEAKING RECENTLY in Wellington (N.Z.), Capt Alan Villiers said the cost of building a replica of Captain Cook's ENDEAVOUR and sailing it from Britain to Australia and New Zealand would be about £187,000. If the necessary funds are forthcoming it is proposed to start building the ship next year and it is hoped the voyage will be made toward the end of 1968.

* * *

SHAW, SAVILL will introduce two new ships next february to replace existing vessels now trading between Britain, Australia and New Zealand.

* * *

BRITISH PETROLEUM Ltd., has asked the Australian Shipbuilding Board to call tenders from Australian yards for building two 19,000 D.W. ton tankers.

* * *

UNDER NEW regulations in Western Australia all sea-going fishing vessels and passenger vessels licensed to operate within harbour limits, but which proceed outside protected waters, must be equipped with two-way radio telephones. Previously only ships exceeding 750 tons gross have had to have two-way radio telephones, but now vessels below this tonnage are brought under the regulation and it is estimated that between 800 and 900 vessels will have to be fitted.

OWNED BY Mount Goldsworthy Mining Associated the 42-foot lugger DORIS MAREA disappeared from Port Hedland on 6/2/1964. She was reported by the wooden vessel NORFOLK WHALER a week later seven miles west of Bedout Island, but nothing more was heard of the vessel until the Indonesian Government announced on April 8 that the DORIS MAREA had been washed ashore after grounding on Sunba Island about a month earlier and that three men aboard had been detained.

* * *

THE PANAMANIAN liner ITALIA (16,77g, blt 1928) ex JOHN ERICSSON, ex KUNGSHOLM, has been sold by Home Lines for £E446,000 and next month is to become a floating luxury hotel at Freeport, Grand Bahama Island. She has been converted into a 500-room hotel with accommodation for 1400 guests.

* * *

H.M.S. ONYX, an Oberon class submarine built at Chatham Dockyard, has been sold by the Royal Navy to the Royal Canadian Navy. To replace her, a new Oberon class submarine will be built by Cammell, Laird & Co. Ltd., at Birkenhead. Scott's Ship Building and Engineering Co Ltd., of Greenock, is expected to build two similar submarines for the Royal Australian Navy. Incidentally, the Canadians will rename the ONYX the OJIBAWA.

* * *

LAI D DOWN in 1962 as a 23,000 tonner, the SHALOM, flagship of the Zim Israel Navigation Co. Ltd., has been officially measured at 25,300 tons gross. She was built by Chantiers de l'Atlantique, of St. Nazaire. She will carry 1100 passengers.

* * *

THE SITMAR liner FAIRSTAR (22,500g), which is undergoing an extensive refit for the Australian trade at Schiedam, Holland, is due to reach Sydney about mid-June. Originally she was due in April, but dockyard delays put her two months behind schedule.

* * *

THE SYDNEY-Tasmania ferry EMPRESS OF AUSTRALIA, the 9850-ton roll-on roll-off ferry now being fitted out in Sydney, will go into service from the first week in December and is expected to make three trips from Sydney to Tasmanian ports every fortnight. Lowest fares will be £17 single for a passenger in a four-berth cabin and £27 for an accompanied car.

* * *

HMS HERMES, the 23,000-ton aircraft carrier which was commissioned four and a half years ago and which cost £18,000,000 sterling to build, is to undergo a two-year refit in Devonport Dockyard. Her overhaul is to equip her to handle the 1600 m.p.h. Phantom II aircraft which Britain is to buy from the U.S.A.

* * *

HMS DUCHESS, the British destroyer loaned indefinitely to Australia as a replacement for the sunken HMAS VOYAGER, arrived in Sydney on April 19. A Daring Class destroyer, the DUCHESS was launched in 1951 and is the fifth R.N. vessel to bear that name.

A NEW COASTAL passenger service? Dr. G. Lauro, vice-president of Flotta Lauro Line announced recently that this shipowner was planning to enter the Australian coastal trade. Dr. Lauro said that the company's present passenger vessels on the Australia run, SYDNEY and ROMA would be withdrawn next year and be replaced by the former Dutch ships ORANJE and WILLEM RUYSS. These new ships will be renamed ACHILLE LAURO and ANGELINA LAURO and after rebuilding will be about 23,000 tons and carry 1,600 passengers at 23 knots. It is planned that one of the withdrawn ships would remain in Australian waters. Dr. Lauro said that although plans were not final, it was intended to use the vessel to commence an Australian coastal passenger service. It was also intended to use the ship for passenger traffic between Australia and New Zealand, Hong Kong and perhaps Japan.

* * *

ANOTHER COMORIN. This well remembered P & O name will appear in the shipping lists again when the 9236g cargo ship SINGAPORE is renamed. On her June sailing from London COMORIN will operate on the same route as CATHAY and CHITRAL, that is U.K., Malaysia, Manila and Hong Kong via the Continent.

* * *

OXFORDSHIRE sold. The 20,586-ton former British troopship has been sold to Monte Carlo owners and will be renamed FAIR STAR and operate under the Liberian flag. Bibby Lines have recently spend a large sum on refitting OXFORDSHIRE at a Dutch shipyard. At the time it was announced that the present owners, Fairline Shipping Corporation, would charter the ship but they later decided to buy her outright.

* * *

QUEENSLAND State Government intends spending over half a million in modernising the Evans, Deakin shipyards on the Brisbane river it was announced recently. The Government who own the yard and lease it to the shipbuilding company intend to spend most of the money in building a new shallow dock that would enable ships of up to 50,000 tons to be built with the maximum of safety and economy.

* * *

UNION S.S. Co of N.Z. Ltd. announced recently that they were obtaining the WHAKATANE to put on the New Zealand-Malaysia trade. It was stated that due to the increase in refrigerated trade between N.Z., Malaysia, India and Ceylon it was planned to employ WHAKATANE (which has about 90,000 cubic foot refrigerated space), WAIRIMU and WAIRATA in the service. WAIKARE currently in the trade will be transferred to the trans-Tasman service which was experiencing a growing demand for refrigerated cargo space.

* * *

P & O have stated that due to the withdrawal of the Dutch Mails service vessels of their company will make periodic calls, both outward and home ward, at Flushing. Nine calls will be made in 1965.

GRIM TALE OF SHIPWRECK

Ten Months on Deserted Pacific Isle

o-O-o

Story of the Barque

Seladon.

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DURING the second week of July 1896 the Norwegian barque, SELADON, lay in the port of Newcastle, N.S.W., loading coal. The day before the ship was scheduled to clear for Honolulu the captain, Adal Jaeger, staggered on deck and asked that a doctor be called.

For some time Jaeger had believed he was dying but had not seen a doctor partly because of the exigencies of life in an ocean tramp and partly because he thought himself beyond aid.

Latterly however his health had deteriorated so rapidly that he was scarcely able to carry out his duties.

After examining the patient a Newcastle doctor confirmed his fears. He was in an advanced stage of tuberculosis. Both lungs were so badly affected that the doctor frankly told him that the end might come at any time. If he sailed for Honolulu it was most unlikely that he would sail for any other port. Jaeger scoffed at the suggestion that he enter a Newcastle nursing home and await the inevitable under proper care and with some degree of comfort.

As he later told his second mate, Olairs Ludi, he had been at sea since he was 11 years old and was determined to die on his own deck. When the end came his ship mates would give his body to the element on which he had lived for 40 years. He told his chief mate, Christian Nilsson, that he must be prepared to take over command before the voyage was over. Yet of the two, Nilsson was to be the first to die. The morning after the captain saw the doctor the barque left the Hunter River for Honolulu. She was never seen again.

ON REEF

Built in Norway in 1877 (Lloyds 1895/6:- Wood barque, 1102 r, 1001g, built by Jorgensen & Knudsen, Drammen, owned by G.Gundersen of Stravanger, 189.4 x 38.8 x 21.8, -- Editor) the SELADON was a 1000-ton vessel owned by Gustave Yundersen of Stavanger. For many years she had been roaming the northern waters picking up

cargoes wherever they were available.

Before coming to Australia she had carried a consignment of Baltic pine to Algoa Bay, South Africa. It was while there that the owner had cabled Captain Jaeger to take his ship to Newcastle and see what freights were offering.

When she left Newcastle the SELADON carried 1500 tons of coal consigned to the Honolulu gasworks from the Cardiff colliery.

Apart from her master, the ship carried a crew of 15 which included two 13-year old boys, Hans Tollefson and Tommas Berensen.

How far the captain's illness contributed to the disaster of the SELADON was never established. All evidence suggested that he was unfit for duty and incapable of coping with an emergency.

All went well for three weeks. Then on August 6 the wind rose to gale force and at 11.30 the following night the barque crashed on one of the reefs surrounding Starbuck Island, about 200 miles south of Hawaii.

Scarcely more than a black rock sticking out of the ocean, Starbuck was only vaguely indicated on the charts of the day.

Added to the British Pacific possessions in 1866 by Commander Swinburne, it was a valuable source of guano deposits.

The scene of many wrecks, the island had a sinister reputation among mariners who usually gave it a wide berth.

The French military transport, EURYALE, which piled up on Starbuck in 1870 while on her way to New Caledonia, had been the last ship lost there.

With the SELADON now firmly impaled on the reef the crew could do nothing as a succession of rollers lifted her then dumped her back on the coral.

In a few minutes the sea was pouring in at several places and Olsen, the carpenter, reported four feet of water in the bilge.

One after the other the three masts splintered and crashed into the sea. With the barque breaking up under the crew's feet, Captain Jaeger ordered her to be abandoned.

Hastily provisioning the SELADON's two boats, eight men piled into each and pulled away from the wreck. But before they had gone 20 yards Jaeger realised he had forgotten his sextant.

He ordered the boat to return.

But the men had not pulled far when the captain knew that he must proceed without his sextant. Huge seas were now dashing over the ship. A small boat had no chance of approaching.

Then, as the men watched, the matter of the sextant was settled finally. The SELADON rolled over, slid from the reef and disappeared from sight.

The forgotten sextant was to cost the lives of the first mate and the carpenter and very nearly resulted in the death of all hands.

With no means of fixing his latitude, the captain set a course for Malden Island which, according to the charts, lay about 100 miles to the north-east.

FIRST DEATHS

To add to Jaeger's difficulties the second boat which was under Nilsson's charge did not sail well and had to be towed.

As they were only three degrees south of the equator the heat was intense.

Stretched out in the bottom of his boat the dying captain did his best to keep up the spirits of his men. Repeatedly he told them they must be picked up at any time.

From the start the provisions were rationed. The men had to make do with a spoonful of tinned meat and a few biscuits a day.

This food was washed down their parched throats with a little water which was already going sour in the warm kegs.

On August 18, 11 days after the wreck, the second boat broached to in a sudden squall, capsized and sank. Nilsson went down with it, but the others were saved.

Now not only did 15 men have to exist on provisions for eight, but the crowding in the boat rapidly reduced the survivors' already weakened constitutions.

When the biscuits ran out the men were reduced to trying to maintain life on a daily ration of one sardine and a tablespoon of almost undrinkable water.

Although all the men realised they faced death it was obvious the captain could not last long. Already he had suffered several severe haemorrhages.

On August 31 the last morsel of food was eaten. For the next seven days there was only water.

The long ordeal came to an end 29 days after the SELADON was wrecked. After sailing, rowing and drifting nearly 2,000 miles, a tiny island was sighted.

Captain Jaeger tried to rally his men for a last turn at the oars but the effort was beyond them.

All they could do was let the boat drift helplessly into the breakers until it was flung on the beach and wrecked.

The men crawled up the beach until they were clear of the surf and collapsed.

Soon after Captain Jaeger died while Olsen, the carpenter, was now near the end. Before morning he too was dead.

Towards dawn two Rotumah natives who had been stranded on the island more than a year came upon the dying survivors of the SELADON.

The natives were soon feeding the emaciated men on coconuts, fish and turtles. Without this kindly treatment all would have perished.

SHIP SIGHTED

As the months passed and the SELADON was not reported at Honolulu she was posted missing.

It was surmised in shipping circles that spontaneous combustion in her cargo had set her alight like so many other coal carrying vessels.

The Australian insurance company which had covered the cargo paid out on the policy while Lloyds of London made good the loss of the barque.

Not until the following July was the tragic story of her last voyage revealed.

Right through their period on the island the castaways maintained a fire on the beach. But as time passed their optimism faded.

They realised that years might elapse before a vessel passed close to investigate the smoke.

Then on the morning of July 16, 1897, after they had been 10 months and 10 days on the island, they were awakened by the cries of one of their comrades.

They jumped to their feet. A small steamer was standing several miles off the beach.

Within a few minutes the 13 survivors of the SELADON and the two natives were stoking the fire with driftwood and dried seaweed and waving frantically.

Finally their signals were seen. An hour later all were aboard the Fijian government steamer, CLYDE.

Only then did the survivors learn that they had spent almost a year on Sophia Island, one of the Ellice group. Obviously they had drifted many degrees off course during their open boat voyage.

A few days later the Sophia Island castaways were landed in Suva with nothing but the tatters they stood in.

Touched by their plight the Suva public raised a fund to buy them clothing and send them off with a few pounds in their pockets.

The Rotumah boys were returned to their own island while the Norwegians were given passages to Sydney in the barque ELLEN.

More money was subscribed for them in Sydney, and the Norwegian consul arranged for them to be sent back to their homeland.

The saga of their hardship has few parallels in the history of the Pacific. But the two boys at least thought little of it.

Interviewed at the Sailors' Home before they left Sydney, young Thomas Berensen admitted that although they hadn't enjoyed their 29 days in the boats, the ten months on Sophia Island had been bearable.

CORRECTION; On page 79 of this issue it was reported that Central Records of Australasia had received a donation of Lloyds Registers from R. 'Mac' McKenna (W.A.). Please amend this paragraph to read that THREE sets of this valuable reference work were donated. Not two as appears on the page mentioned above.

* * *

Ron Parsons, Australian Secretary asks that members who have contacted him recently accept his apologies for delay in replying. The delay, he advises, has been due to an unexpected rush of business. With the despatch of this issue of the LOG it is anticipated that the accumulated backlog of mail will swiftly be answered.

* * *

CHRISTMAS CARDS: A number of members have enquired concerning the possibility of obtaining W.S.S. Christmas cards. Enquiries reveal that before it becomes possible to have special cards printed a large volume must be ordered or the price becomes prohibitive. If sufficient interest is shown we will obtain a quotation for the best possible price. Will Branch Secretaries or others interested please try to ascertain an estimate of the numbers required in their area and advise Ron Parsons, Box 16, Postoffice Woodville before July 3rd. If the estimates indicate sufficient numbers would probably be ordered we can approach the suppliers and advise members in the next issue of the cost and ask for firm orders. The type of card envisaged is just a simple, neatly printed card with a ship motif and W.S.S. badge. It is probable that for orders above a certain quantity individual names and addresses could be included for little or no additional cost. PLEASE REMEMBER -- WE MUST KNOW PROMPTLY.

* * *

KOORINGA, mentioned elsewhere in this issue, is not only the first ship built in Australia to be fitted with track mounted gantry-type deck cranes, but will be one of the few ships ever seen on the Australian coast with such lifting gear. The two huge 17-ton capacity track-mounted cranes run on special tracks extending along the port and starboard sides of the cargo deck area. They were made by Vickers-Hoskins, of West Australia.

* * *

SPEED trials of BRITISH ENSIGN, the biggest yet B.P. tanker, were run recently in Scottish waters. The 71,000-ton vessel, which draws 43' returned an average speed of 16.6 knots. She is powered with a 20,000 S.H.P. steam turbine.

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WHAT IS claimed to be the world's largest dredger was delivered to the Japanese Transportation Ministry by Uraga Heavy Industries in April. Named KAZUSA MARU it is claimed that she is capable of dredging to a depth of 70 ft. KAZUSA MARU is 17,000 tons.

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