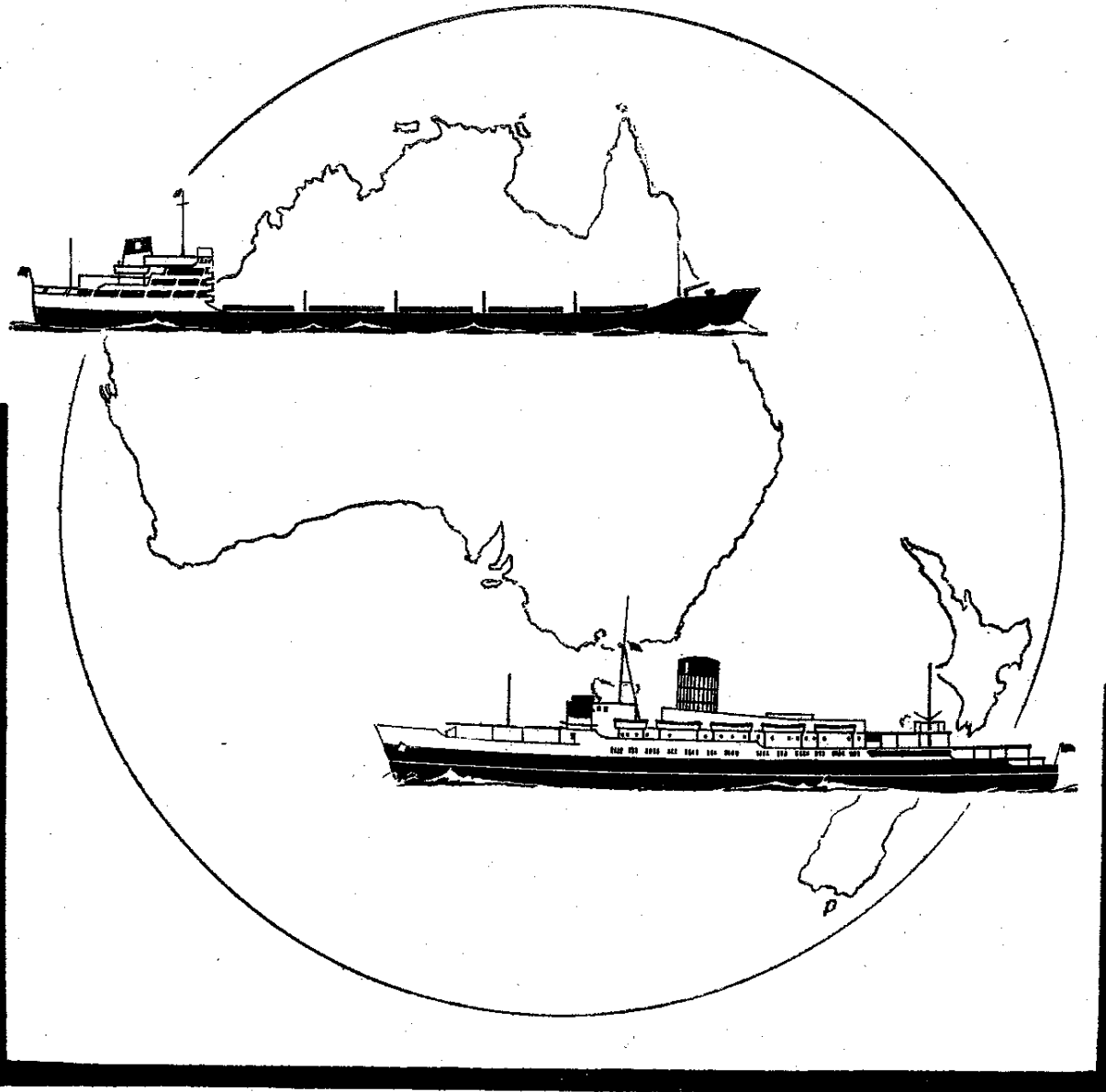
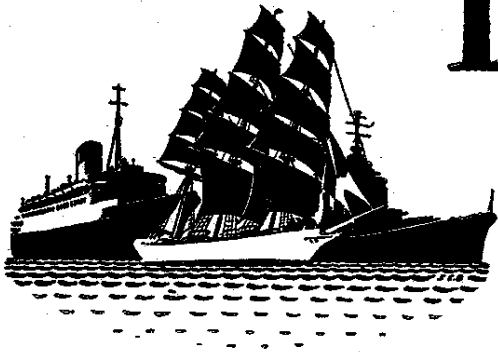


WORLD SHIP SOCIETY

THE LOG



Vol. 14, No. 4

JULY 20, 1967

Price 20 cents Aust.

JOURNAL OF THE AUSTRALIAN & NEW ZEALAND SECTIONS OF THE WORLD SHIP SOCIETY

Published third Thursday every second month.

Registered at G.P.O., Sydney, for transmission by post as a periodical.

THE LOG

Published third Thursday of every second month by the Australian & New Zealand Sections of the World Ship Society.

Editor: T. S. (Tom) Stevens

The Editor welcomes contributions in the form of articles, histories, fleet lists, notes, comments and paragraphs, and will willingly sub-edit into presentable form those that have not been prepared for immediate publication. Questions and answers to questions especially wanted. PLEASE write legibly, print ships' names in capitals, and be accurate.

Editorial correspondence to:

BOX 289, FRANKSTON, VIC.

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BOX 89, P.O., LOBETHAL, South Australia



== COMMENT ==

INTEGRATED DEFENCE SERVICES

Towards the end of June 'The Australian' reported that the present Minister for Defence would be holding discussions with his Canadian opposite number in order to ascertain the results of the introduction of integrated defence services in Canada in 1964.. It appears that savings in the vicinity of 7% of the defence budget have been attained through this arrangement.

In 1957 the Morshead Committee Report recommended a similar step with Australia's forces, but no real effort appears to have been made to implement the recommendations. When it is considered that the defence budget for Australia is in the vicinity of \$ 1,000 million the saving, if based on the Canadian experience, would be substantial and furthermore there is no reason to believe that it would result in loss of efficiency.

It can be appreciated that the service chiefs may not be enthusiastic, nor the politicians if the number of Ministries were reduced to that of defence and Services, but is this any good reason for failing to develop the project ?

We may hear no more on this subject and it will quickly and quietly follow others into the pigeon holes of Canberra, but on the other hand it may be the first step in implementing what appears to be a sensible and satisfactory arrangement for a country such as Australia.

* Ketch MAY QUEEN

from L.D.Rex (Tas.)

The wooden trading ketch MAY QUEEN, owned by the Hobart timber firm Chesterman & Co., has now completed 100 years as a trader. At present she is employed in the Lunc River/Paminea to Hobart run carrying approximately 75,000 s'ft of timber each trip.

Built at Franklin on the Huon River by Alexander Rawson in 1867 for Chesterman's she was sold in 1924 to Claude Boxhall but was repurchased by her original owners in 1940.

During her long life she has had several serious mishaps, the first in 1889 when she capsized in the Huon River. After this her rig was cut down somewhat. Again on November 27, 1940 when coming alongside LORINNA she capsized but was raised three days later.

In 1954 she was entered in the last Hobart Regatta barge race and after that her rig was reduced considerably and she now relies largely on her diesel engine. The original wooden wheel from MAY QUEEN is now preserved in the Sandy Bay regatta pavilion.

The ketch is the last of the old wooden trading craft of southern Tasmania and in view of her age her future as a trading vessel must be limited. It is hoped that some suitable end to her active life may be agreed in the not distant future.

(The above information was taken largely from an address given to the Hobart Branch by Mr.M.Chesterman in April 1967.)

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++++ BRITISH MERCHANT WAR LOSSES

The offers in respect of the above two publications as detailed in earlier issues are still available, although there could be slight delay in receipt of the Losses of W.W. II. The prices are W.W.I \$4-38 and W.W.II \$1-06 and orders and payment can be made to T.S.Stevens, P.O.Box 289, Frankston, Victoria 3199. The publications are sponsored by New Zealand Ship & Marine Society, Wellington.

++++ FLOTSAM & JETSAM

Is the quarterly journal produced by the Cape Town Branch of the W.S.S. and is now in its 14th volume. The content concentrates on ships serving and events associated with the Republic. The journal may be secured by subscription of 7/6 stg to Mr.C.Davidson, 6 Houghton Rd., Camps Bay, C.P. South Africa.

++++ AMERICAN SHIPS

It appears that books on American ships can be obtained from Frank O. Braynard, 213 Glen Ave, Sea Cliff, N.Y. 11579/USA. Those mentioned are 'Lives of the Liners' (\$US 5) and 'Famous American Ships' (\$5).

++++ THE LOG --- SUBSCRIBERS IN NEW ZEALAND.

NEW ZEALAND readers should advise Mr Ian J Farquhar, P.O.Box 385, Dunedin, of alteration in the address and likewise notify him if they wish to subscribe to, or discontinue, the journal. SUBSCRIPTIONS for THE LOG at 6/- N.Z.currency may be paid direct to Mr.Farquhar or to Mr.J.Stein. WELLINGTON subscribers may deal through Mr.L.J. Philpott, P.O.Box 42019, Wainuiomata.

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++++ Vietnam....

THE APPROXIMATE SCORE
from C.E.Jones (Vic).

This list is probably incomplete, and undoubtedly inaccurate at some points, especially in relation to North Vietnamese vessels. Newspaper reports would indicate that up to July 1966 some 43 North Vietnamese vessels had been sunk but other sources give a total of 29.

North Vietnamese warships sunk:

- 2/8/64 - one MTB (50 tons) sunk by gunfire of U.S. destroyer MADDOX.
- 4/8/64 - two MTBs by gunfire from U.S. Destroyers MADDOX & TURNER JOY.
- 5/8/64 - 8 MTBs destroyed by U.S. aircraft.
- 2/3/64 - 5 MGBs (67 tons) destroyed by aircraft.
- 26/4/65 - one 30 ton patrol boat sunk by aircraft.
- 2/6/65 - 3 patrol boats destroyed by aircraft.
- 31/8/65 - one MGB sunk by aircraft.
- 1/2/66 - one 250 ton patrol boat sunk by aircraft.
- 1/7/66 - three MTBs sunk by aircraft.
- 7/7/66 - four MTBs sunk by aircraft.
- 29/8/66 - two MTBs sunk by aircraft.
- 25/9/66 - one MTB sunk by aircraft.

Viet Cong vessels: The only vessel in this category that has been mentioned is one armed junk, sunk by gunfire from a U.S. coastguard cutter on September 19, 1965.

U.S. warships sunk:

- 2/5/64 - aircraft ferry CARD sunk by limpet mine. Later salvaged.
- 14/2/66 - one patrol boat struck a mine and sank.
- 1/11/66 - one 42 ton minesweeper struck a mine and sank.

South Vietnamese warships sunk:

- One small vessel sunk (date unknown) by Viet Cong artillery.
- 28/8/66 - one minesweeper struck mine and sank.
- 2/10/66 - one landing craft struck mine and sank.

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++++ A new....

MATTHEW FLINDERS

Throughout the years this name has been popular, in Australia, with State Government authorities, and we find that the new twin screw, twin rudder, bow well, trailing and cutter suction hopper barge for the Victorian Ports and Harbours Dept has been given the name MATTHEW FLINDERS.

This dredge built by Walkers, Maryborough, arrived in Melbourne on May 12 and is approximately 2000 tons gross, 246 feet b.p. and driven by diesel engines for a speed of 11 knots. She replaces a dredge, also named MATTHEW FLINDERS, built at Balmain in 1917. Both craft were in Melbourne together.

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++++ A veteran retires....

S.S. ADELONG

from "Twin Screw" (Vic).

Almost 31 years of service on the Australian coast, under three houseflags, ended when ADELONG was decommissioned at Sydney on June 7, 1967. Built by Harland & Wolff Ltd., Glasgow, she was launched on May 5, 1936, completed in July and arrived in Melbourne on September 7, 1936.

When completed for Huddart Parker Ltd., she was 3577 tons gross of raised quarter deck with four holds and hatches plus a tank hatch/hold forward. A tween deck was fitted in number four hold only. Of somewhat unusual design and very low freeboard amidships, she had no sisterships. The power was supplied by an uncomplicated three cylinder triple expansion engine with steam from two coal fired boilers. Judging from drawings and photographs her funnel was originally shortish and raked, then lengthened and then possibly replaced.

Her long career has not been without incidents, the first of which occurred about dawn on July 7, 1938 when ADELONG, outward bound from Newcastle for Port Adelaide, was in collision with the inward bound PERTSHIRE (10496/1936) which cut into ADELONG on the starboard bow abaft the forecastle. When the assailant went astern, water flooded into number one hold of ADELONG, however the bulkheads held and she was quickly towed back into Newcastle, then after temporary repairs was towed to Sydney for permanent repairs.

During the war years ADELONG remained on the coast and on two occasions, when steaming on the east coast, narrowly escaped destruction by torpedoes.

Prior to conversion to oil fuel it would seem that the smoke from ADELONG caused some nuisance, particularly to the city of Hobart, when she was on the NSW/Hobart service. There is also a story that ADELONG was ordered to draw her fires in Sydney, just prior to the arrival of the Royal Yacht GOTHIC on the occasion of the first Royal visit.

On June 26, 1952 she went ashore six miles from Port Cygnet but was refloated with some hull damage and then to celebrate her twenty years she was extensively refitted and converted to oil fuel in Sydney in 1957, emerging from this in the June.

Towards the end of 1961 ADELONG was transferred to the ownership of McIlwraith McEacharn Ltd and passed uneventful years until taken over by Associated Steamships Pty., Ltd., in January of 1964. The last three years proved to be somewhat eventful.

On May 15, 1964, when at Melbourne, she developed boiler trouble and as a result was out of commission until the end of July. She then featured in the news on April 13, 1965 when an unsuccessful attempt was made to take the crew off the Greek freighter TANALIS, stranded on Leschenault Reef W.A. The next event was a few months later

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on March 8, 1966 when ADELONG sustained severe bottom damage when leaving Geraldton W.A. for Bell Bay (Tas.) with a cargo of ore. This mishap was the subject of a Marine Court of Inquiry. (Ref. LOG 14/2-45)

Again in the news - and this time headlines - ADELONG picked up the disabled TUDOR on June 11, 1966 and towed her to Port Adelaide. The full details of this episode were printed in THE LOG, Vol. 13/5, page 115.

Although looking somewhat antiquated ADELONG saw the departure of two of her younger contemporaries from the Associated fleet last year, but with the changes in trade requirement and in view of her age, her long career on the coast is now all but ended.

The official details of ADELONG are: O/N 159560; registered Melbourne; 3619 tons gross, 1779 tons nett, 5383 tons dwt; 359'4 o.a. x 48'2, loaded summer draught 22'8 1/4; single screw, steamship, speed abt 10 knots. Owners :- Huddart Parker Ltd 1936-1961; McIlwraith McEacharn Ltd 1961-1964; Associated Steamships Pty. Ltd., 1964-1967.

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++ KEEPING TRACK ++

- WAIPIATA(2847/1926) now Intertrader of Intertrader S.Co, Panama.
- STORM(733/1920) now King Tugir of King Line, Panama.
- CARCOOLA(3296/1943) now Victoria Trader of Oriental Trader N. Panama
- WAIKIMU(6923/1941) now Ta Tung of Tung Lee N. Panama
- BAROOTA(4076/1952) now Jeep Lee of Jeep Fatt S.Co. Panama
- MULUMBINBA(1261/1937) now Jetley of Junner S.Co. Panama
- DELUNGRA(2333/1947) now Poti No2 of Poti Thai N.Co, Bangkok.
- FIONA(2269/1933) now Sumber Tunas of Cia de Nav Sofia, Panama.
- KOORINGA(3377/1938) now Teh Foo of Teh Foo N.Co, Taiwan.
- WAIANA(3372/1937) now Express Trader of Intertrader S.Co, Panama.
- COOLABAH(3327/1943) now Kowloon No1 of Shiu Cheung S & T, Panama.
- KALMANAWA(2515/1944) now Rosa Anna of A.P. Madrigal SS Co. Manila
- ENFIELD(655/1948) now Sultana of Rodriqueza S. Manila
- MATTHEW FLINDERS (2234/1938) now Rauna of Unione Naviera Panamena.P.
- DENMAN(2280/1949) now Aurelio K of Eddie S'ships(Philippines) Inc.
- VITI(701/1940) now Audrey B of M.J. Batty & Co(Panama) Ltd, Panama.

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++ CONTAINERSHIPS FOR NEW ZEALAND ??

The report and conclusions reached by the Container and Cargo Handling Committee, New Zealand, indicate that initially four large container ships could operate satisfactorily between N.Z. and U.K. on a one port to one port basis. Partial containerisation of services by 1971 is considered desirable. The specialised ships would be augmented by a limited number of conventional ships.

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Part II of the article by Mr. N. L. McKellar....

+ + TUGS ON A RIVER + +

In September 1903, there came into existence the Brisbane Tug Company, I have never been able to discover the original capital division of this firm. Whether Gibbs, Bright & Co., (successors to Bright Bros.) sold out to Campbell, or whether Websters did the same, or whether all three participated in the new firm is not clear. Whatever the truth, the Tug Company commenced operations by assuming title to GREYHOUND, BOKO, and BEAVER.

No doubt one factor in the formation of the Tug Co. was the knowledge that the A.U.S.N.Co., managing agents of which were the B.I. & Q.A.Co., was building, at its Kangaroo Point workshop, a tug to be called VERA. Conversely, the formation of the Tug Co. might have been the reason why the B.I. & Q.A., sold the VERA after only seven months to H.G.Noble, a Brisbane coal owner.

The position in 1904, therefore, was that the Tug Co. was virtually in possession of a monopoly of interstate and overseas towages. The coal merchants Black and Noble were looking after their own interests and the ageing MABEL attended to the needs of the other odd lighter work.

Black added a major unit to his fleet in 1906 when the CHAMPION was built for him by Evans, Anderson & Phelan of Brisbane. For some unknown reason, he sold the CHAMPION for three thousand pounds to the Queensland Government Marine Department in June 1908 and she was sent to Townsville, from which port she thereafter serviced lightships and lighthouses in the north. With the money obtained Black bought another tug a month later. This was FEARLESS, larger than CHAMPION and GREYHOUND, she completely outclassed BOKO, but was smaller than BEAVER. She had been built by Peter Callen at Stockton in 1895 - a staunch and tight little ship which remained in service for nearly sixty years. Under the Callen flag, FEARLESS had regularly towed three coal laden hulks between Newcastle and Sydney, carrying coal for gas-making at the capital city. On arrival at Brisbane she immediately won the towage of the Adelaide Co., and Howard Smith, though all other major towage remained with the Tug Company.

The B.I. & Q.A.Co., were so impressed with the FEARLESS that they eventually, in March 1910, persuaded Black to sell her to the Agency company. Black got three thousand pounds for her and at least the same amount for the unexpired Adelaide Co., and Smiths contracts, and he immediately contracted with Evans, Anderson & Phelan for a near repeat of the earlier CHAMPION. This vessel also named CHAMPION was delivered in October 1910.

BRISBANE TUG AND STEAMSHIP CO.

In March 1911, the Tug Company changed its name to Brisbane Tug and Steamship Co., and entered the Moreton Bay Passenger trade.

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From memory, I think this was on the demise of the quaintly named Humpybong S.S.Co. "Humpybong" being the native name for the Redcliffe peninsula. To cover the Moreton Bay passenger services the Brisbane Tug & Steamship Co purchased the KOOPA in 1912 and later in 1923 the WEXFORD from the Royal Navy. The latter was rebuilt and emerged as the DOOMBA, at which time her registered owner was Victor Campbell c/- James Campbell & Sons.

With the Tug Co., going from strength to strength it was up to the B.I. & Q.A. company either to answer the challenge or progressively vacate the towage field. It chose the former and the tug under construction at the A.U.S.N. works was speeded up and emerged in March 1911 as CHESTERFORD. She was to have been named FAITHFUL but the name was disallowed by the Board of Trade. She was smaller than most of her rivals and appears to have been built with an eye to the coal lighterage trade rather than the handling of deepsea vessels. So from 1910 to 1914 the Agency had MABEL, FEARLESS and CHESTERFORD.

MCDONALD HAMILTON & CO. EMERGES

On completion of CHESTERFORD, the A.U.S.N. laid down another tug, this time slightly smaller and although to have been named CINTRA (after the crack ASN/AUSN passenger steamer) she was finally completed in 1913 as the GENTYPEDE. A re-orientation of A.U.S.N. policy resulted in GENTYPEDE being sent to Sydney to work with the A.U.S.N. lighterage plant there. Sold in 1923 she returned to Brisbane in March 1924 to work for the coal firm of Hetherington and Rylance. To anticipate - she was sold in 1951 to the Moreton Navigation Co., which, as Moreton Tug & Lighterage Co., still owns her; but she was rebuilt in 1955, converted to a dumb lighter in 1958, and engined again in 1960. Quite an experience for a vessel her age - and she still has plenty of life in her.

The re-orientation of A.U.S.N. policy also resulted in the arrival in 1914 of the second of Brisbane's legendary tugs - the CORINGA. Specially built by Denny of Dumbarton, and engined by Mackie and Baxter, she was a powerful, two funnelled unit, far eclipsing anything then on the river. As soon as she arrived the larger vessels (Orient, White Star, Blue Funnel, Clan, Norddeutscher Lloyd etc.) all began to clamour for her services.

As from September 30, 1915 the B.I. & Q.A. Company was re-organised under the name Macdonald, Hamilton & Co., and then in 1917 the A.U.S.N. and M.H. & Co. jointly bought the major part of W.R. Black's coal interests, with most of his lighters and tugs. They thus became the owners of MYSTERY and SIR CHARLES COWPER. Meanwhile the MABEL was discarded in 1915; CORINGA went to war in May 1917 and BOKO, idle since 1913, was sold for dismantling in 1917.

CAREER of S.T. CORINGA

The CORINGA re-appeared on the Brisbane River in 1919. During the war she had been refitted at Devonport for Salvage, rescue, patrol.

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and minesweeping work, and given a 12 pounder bow gun with a semi-automatic 6-pounder mounted above the engine room skylight. Her crew at this time was the astonishing figure of 49 - anyone having been aboard her could only wonder where all these men could have been accommodated by the time allowance was made for the extra paraphernalia of war. She worked out of Pembroke, Devonport and Milford Haven, finally going to Scapa Flow.

After the armistice she was selected to tow a German submarine to various ports for exhibition purposes, and later towed U 101 from Leith to London and anchored her off the Houses of Parliament in the Thames. After a post war stint of clearing minefields, she was re-conditioned at Devonport, left there for Rosyth in October 1919, and from Rosyth towed the Dutch dredge Merwede to Singapore before returning to her Brisbane home waters.

With the coming of the second world war, CORINGA again went into Naval service. She left Brisbane in January 1940 and little was heard of her until she was reported 'lost'. There is some doubt about how she met her end. One source says "a bomb went down her funnel whilst she was lying at Liverpool". Another says she capsized while evacuating service personnel from a French channel port. Had either of the foregoing causes been the true one, it would have been known to the Naval authorities; as it is, the official list of Royal Navy losses merely says she was 'lost in Atlantic cause unknown, 23rd June 1940'.

The CORINGA was the only tug in Australia to be able to claim four trips between Australia and the U.K. It is a pity she did not survive to make the fifth.

FROM 1919

From 1919 to 1924 the M.H. & Co. tugs thrived. By the latter year, the Tug Co. was experiencing grave financial problems - not by any means entirely due to competition. Their DOOMBA had proved extremely costly to operate and was frequently idle with engine and boiler trouble. On these occasions BEAVER often became a passenger vessel for the duration of a Sunday, even though she was somewhat inadequate, when she would take the Redcliffe run whilst KOOPA did the run to Bribie Island.

Gradually, as BEAVER aged, she was reduced to handling smaller vessels, often with GREYHOUND to assist. In the mid 1920's the Tug Co. nominally enjoyed the patronage of all vessels to the agency of Birts Dalgety, Burns Philp, Clan, Gibbs Bright, Wills Gilchrist & Sanderson, the Commonwealth Line and many others, leaving the balance for M.H. & Co. however in practice some of the aforementioned companies gave the towage of their larger units to M.H. & Co.

In 1924 the Tug Co., offered to sell out to Macdonald, Hamilton & Co., but the price asked was considered too high. M.H. & Co. wanted to expand, but was of the opinion that it would be better off

building on its own account rather than paying the price asked for the obsolescent vessels offered. So in July 1925 an order was placed with Alex. Stephen & Co., for the vessel which ultimately emerged as the FORCEFUL - the first vessel in the Brisbane towage business to have engines of 1,000 h.p. She was launched on November 20, 1925 and voyaging via Suez and Torres Strait, arrived Brisbane on March 7, 1926. Meantime, in 1924, FEARLESS - structurally in good shape - had been modernised and fitted with a new collapsible topmast to allow transit under Victoria Bridge.

The Tug Co., now saw that with the proposed sale to M.H. & Co., no longer a possibility, its chances of getting 'out of the red' so far as towage was concerned were rapidly passing. With CORINGA, FEARLESS and FORCEFUL in opposition the outlook for the Tug Co., was grim.

A re-organisation among the Macdonald, Hamilton group in 1927 resulted in the placing of the tugs under a separate concern, known as William & Co., with FEARLESS, FORCEFUL, CHAMPION and CORINGA transferred to this concern. The MYSTERY had been converted to a lighter in 1925 and the SIR CHARLES COWPER had been broken up in 1923.

The next addition to the tug fleet was CARLOCK, built by Alex. Stephen of Glasgow, she left the Clyde on October 10, 1929 and arrived Brisbane December 19, having come via Suez and Torres Strait. She was acclaimed as the last word in tug design and certainly was the most powerful on the river. With her arrival CHESTERFORD became redundant and was laid up with the CHAMPION, which had been idle since 1927. The CHESTERFORD did take occasional short jobs until sold in 1932 but CHAMPION never did a towage job on the river after her transfer to William & Co.

Digressing a moment and reverting to 1926, it was in this year that M.H. & Co changed the livery of their tugs from the traditional A.U.S.N. funnel - black with two white bands - originally inherited from the B.I.S.N. through the Q.S.S., to a black funnel with a broad blue band bearing a red diamond. Hitherto, the A.U.S.N. flag had also been worn and this was replaced by a blue flag with a broad white cross of St. Andrew. The hulls remained black.

Unfortunately I have no record of the funnel and flag colours of all the companies mentioned herein. The Brisbane Tug Co., were grey on hull and funnel, with a broad red band on the latter. Their house flag was dark blue with a red Maltese cross. When CENTIPEDE was serving Hetherington, Rylance & Co.; I recall her wearing a yellow funnel with a black top. The other firms, H.G. Noble and W.R. Black, did not bother to print their funnel colours or flags on their letterheads and as I never saw any of their tugs in action, I have no record of those colours.

IN 1934

There was a minor flurry in 1934 when Hayles Bros., who

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hitherto had been occupied in tourist activities from Townsville to the Barrier Reef, had an 82 foot motorvessel named MIRIMAR built for them by Norman Wright at Brisbane. At first, she was placed in the excursion trade, serving places not covered by the Tug Co's KOOPA and DOOMBA. But before long she engaged in the towage of lighters on the river. In 1936 she was followed by a smaller vessel, the MIRABEL, and for a time it looked as if another rival towage concern would grow up. Neither vessel was large enough to interfere with William & Co., or the BEAVER, but there was always the chance that the proprietors might have ideas of expansion. This, however, never eventuated and both MIRIMAR and MIRABEL were sold to military authorities in 1943.

THE WAR YEARS and AFTER

With CORINGA gone to war and increased activity in the port, William & Co., had no option but to buy BEAVER from the Tug Co., in 1940. She joined FEARLESS, FORCEFUL and CARLOCK in the one remaining tug fleet on the river. There was one other vessel working there, towing lighters, this being the CENTIPEDE. The port became busier after Pearl Harbour and CARLOCK docked the first U.S. military vessel to arrive after the involvement of American forces. Gradually the number of vessels visiting Brisbane rose, until on the peak day there were 72 ships in port. However the Brisbane tugs had been augmented by a few naval tugs and I understand that commercial tugs from Sydney also spent short periods at Brisbane. The only vessel of which I can find acceptable evidence is the GIPPSLAND, which came to Brisbane in 1940 under the ownership of J. Crouch of Melbourne, to run against the KOOPA (of the Tug Co) in the Bay trade and to seek work in the towage of coral barges. The GIPPSLAND, however, did not last long on the river and in 1941 she was sold to Red Funnel Trawler Company.

When peace came again in 1945, William & Co., began to look for a new vessel. They had not been successful when, in 1948, it became necessary to pension off the BEAVER, now 62 years old. She was converted to a lighter and whether or not she is still afloat, I do not know. She was still in service as a dumb lighter in 1958. Soon after BEAVER was sold William & Co., acquired the EMPIRE PEGGY from the Ministry of War Transport and she arrived in Brisbane about December 1948 having steamed down from Singapore. In due course - on March 31, 1949 - she was renamed CORINGA, however prior to this date she had been working in William & Co's colours under her old name.

THE END of the TUG CO.

After the war DOOMBA never returned to her old trade and without the BEAVER, the Tug Co was left with only the KOOPA on the excursion trade. This vessel was sold in February 1952 following a trading loss of four thousand pounds during the previous two years. The remaining assets, mainly land, of the Brisbane Tug & Steamship Company were disposed of and the company wound up soon after.

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THE CORAL TRADE

It is worth digressing for a moment to look at the coral trade - which, as far as I know, has no parallel in Australia. Moreton Bay is a prolific source of rotted coral, which is used in quantity in the making of cement, as it has a high lime content. The coral is dredged in the Bay and transported some 18 miles up the river to a cement factory. In the twenties and early thirties, the towage of laden barges was the province of the FEARLESS, but the cement company bought the former lighthouse (ex N.C.S.N.CO.) steamer KYOGLE, converted her for use as a combination dredge and self-propelled lighter and thus the towage was lost to William & Co. Because of developments not relevant to this story (including the conversion of a wartime L.S.T. for this job and the rise of the Moreton Tug & Lighterage Co.,) the coral business never came back into the hands of William & Co.

THE QUEENSLAND TUG CO. PTY. LTD.

In October 1952 the FEARLESS was sold for breaking up as she had become too small for useful employment. Two years later her name was taken by a tug built in 1945 by Midland S.Y. at Midland, Ontario, as H.M.S. ROCKWING. She arrived in Brisbane, after purchase by William & Co, on December 23, 1953 bearing the name ABQUAIQ III and was renamed in January 1954.

During the reorganisation of the Inchcape interests which followed the demise of the A.U.S.N.Co., in its old form, another company - The Queensland Tug Co. Pty. Ltd. - was set up in 1961 to separate the Brisbane towage business from other interests of William & Co. The Q.T.Co., soon thereafter announced a long range modernisation plan to be undertaken in four stages.

The first three stages have been completed with the addition of the tug NALDHAM, the conversion and modernisation of CARLOCK and the further addition of the tug EAGAR. The fourth stage is the modernisation of FORCEFUL but this has not yet been undertaken, possibly due to a desire to await developments not foreseen in 1961 when the plans were originally decided upon.

A FEW POINTS OF INTEREST

A few other points of interest in regard to towage at Brisbane deserve recording. In the 1950's two companies arose in this field but they were not concerned with towage of interstate or overseas ships. The first is the Moreton Tug & Lighter Co., which owns the ALEX (36 tons, built 1943) and the FORTIS (30/1945). The other is the Riverside Coal Co., which has a substantial business carrying coal from the upper reaches of the river to the electricity generating station at New Farm. This company has CARLISLE (65/1945), ENA (40/1911), HUSTLER (61/1944) and OLYMPIA (34/1947). Sand and gravel merchants Kleinschmidt Bros., have a couple of small units for their own use - the GLEN IRIS (22/1916) and S'PORT (45/1938).

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Four other vessels warrant mention as they played parts of varying importance in the coal lighterage trade. The BELLE, a wooden stern wheeler of 100 tons, built at Sandgate, near Brisbane in 1883, worked for Hetherington & Rylance from 1909 until discarded in the late 1930's; the BOBBIE TOWNS of 135 tons, built of wood at Kincumber in 1894 and long owned by Burns Philp & Co., worked alongside the BELLE from 1915 until broken up in 1924. The UNDINE, 23 tons, built of iron by J.W. Sutton at Brisbane in 1885, was in the coal lighterage trade from 1888 until 1917, when she was converted into a hulk. She served in succession, Wallace & Welsby, G.W. Willcocks H.G. Noble, and the Moxon Lighterage Co. Finally a brief venture on the part of John Burke & Co., should not be forgotten - their little SIR THOMAS, 14 tons, built of iron by W.S. Binnie & Co., Brisbane in 1892, was bought in 1902 and for about nine years was kept busy towing lighters for Burkes when they had the contract for bunkering many A.U.S.N. vessels.

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Details of major vessels mentioned:

- VERA: O/N 115606; iron s.s. 28 tg, 59.6 x 12 x 6.3. Built by AUSN Workshop, Brisbane 1903 for A.U.S.N.; sold 3/1904 to H.G. Noble, Bris.; sold 11/1922 to Gravel, Sand & Metal Supply Co. Bris.; Register closed 5/1956 on owners advice "vessel derelict on beach in Cairns Inlet" - presumably went there during war years.
- CHAMPION: (1) O/N 115611; steel s.s. 70 tg, 85 x 18 x 9. eng 30 hp. Built by Evans, Anderson, Phelan & Co., Bris. 1906 for W.R. Black; sold 16/1908 to Queensland Govt; converted lighter 11/1949; in 1960 still in service as gravel barge
- FEARLESS: (1) O/N 94121; wood, s.s. 119tg. 112 x 20 x 9.6. Eng 40 hp. Built by P. Callen, Stockton 1895 for own use; sold 7/1908 to W.R. Black, Bris.; to B.I. & Q.A. 3/1910 (later M.H. & Co.); transferred William & Co. 9/1927; sold for breaking up 10/1952.
- CHAMPION: (2) O/N 115627; iron s.s. 63 tg. 70.5 x 16 x 8. Eng 122 ihp. Built 1910 by Evans, Anderson & Phelan, Bris. for W.R. Black. Sold 4/1917 to Macdonald Hamilton; to William & Co 12/1927 disposed of about January 1932; reported lost in Tweed River 1933.
- CHESTERFORD: O/N 130144; steel s.s. 128 tg, 94 x 19.8 x 11.8 Eng 37 rhp. Built by A.U.S.N. workshop, Bris 1911, for B.I. & Q.A. (later M.H. & Co); to William & Co 9/1927; to J.J. Daley, Sydney 9/1932; to Wallace Tugs Ltd, Sydney 1947; to Ritch & Smith, Port Adelaide 1948, Broken up 1958.
- GENTYPEDE: O/N 131575; stl. s.s. 132 rg, 82 x 22.2 x 9.7. Built AUSN w' shop, Bris. 1913 for A.U.S.N.; To Hetherington &

Rylance, Bris. 1923; to Moreton Nav. Co. 1951; rebuilt 1955; converted dumb lighter 1958; re-engined 1960; still in service with Moreton Tug & Lighterage Co.

CORINGA: (1) O/N 130159; stl s.s. 294 tg. 135.4 x 25.1 x 13. Eng 230 NHP. Built 1914 by Wm Denny & Bros, Dumbarton for B.I. & Q.A.Co. (M.H. & Co from 1915); on R.N. service 1917-1919; t/f William & Co 9/1927; requisitioned by R.N. 5.1.1940; lost in Atlantic 23.6.1940.

FORCEFUL: O/N 139366; stl s.s. 287 tg; 115.1 x 27.1 x 14.7. Eng 1,000 IHP; Built 1925 by A. Stephen & Sons, Linthouse, for M.H. & Co; t/f to William & Co 10/1927; t/f to Q.T.Co. 4/1961. Still in service.

CARLOCK: O/N 139370; stl s.s. 300tg; 121 x 27.1 x 14.7; Eng 1050 IHP. Built 1929 by A. Stephen, Linthouse for William & Co; t/f Q.T.Co. 4/1961; 1964/65 modernised & re-engined.

GIPPSLAND: O/N 120573; wood. s.s. 159 tg. 113 x 22.9 x 9.6; Built by P. Tierney, Paynesville, Vic. Little know of early history, but worked between Bairsdale & Lakes Entrance, Vic. In 1940 owned by J. Crouch, Melb; to Red Funnel Trawlers 1941; taken by Armed Forces later in the war; in 1947 to McRae SS & Salvage Co and when last heard of was on the way to New Guinea to salvage wrecks. Further details of this vessel would be welcome.

CORINGA: (2) O/N 180446; stl, s.s. 259 tg. 105.9 x 30.1 x 12.4; Eng 1100 IHP. Built 1945 by Cock, Welton & Gemmel, Beverley as Empire Peggy for M.O.W.T. Purchased by William & Co 1949; t/f to Q.T.Co 4/1961. Still in service.

FEARLESS: (2) O/N 180573; stl s.s. 249 tg. 105 x 30 x 14.1. Eng 1000 IHP Built 1945 by Midland S.Y., Midland Ont., as Rockwing for R.N. Sold 1948 to Arabian-American Oil Co., r/n Tapline II. renamed Abquaig III in 1949; sold to William & Co 11/1953; t/f to Q.T.Co. 4/1961. Still in service.

NALDHAM: O/N 316199; stl m.v. 220 tg. 104.9 x 28.2 x 12.3; Built 1963 by Adel. Ship Const. Co. for Q.T.Co. Still in service.

RAGAR: O/N 317643; stl. m.v. 220 tg; 104.5 x 28 x 12.3; Built 1966 by Adel. Ship Const. Co. for Q.T.Co.

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The final section of this article, which deals with major towage and salvage jobs undertaken, will appear in the September issue of THE LOG.

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July 20, 1967

++++ A glimpse at.....

THE BELGIAN MERCHANT NAVY

A flag that is not frequently seen in Australian and New Zealand ports is that of Belgium; however the country has a fleet of some 92 vessels totalling 1,136,000 tons deadweight and an average age of just under eight years.

The principal shipowning company is Compagnie Maritime Belge (Lloyd Royal) S.A. who have a fleet of 27, ranging in classes from the CHARLEVILLE of 10,700 tons gross built 1951 to MINERAL SERAING of 32,868 tons gross built in 1965. The company was founded in 1895 as Compagnie Maritime du Congo and in 1930 amalgamated with Lloyd Royal Belge. In 1960 a controlling interest was secured in Deppe Shipping Co., (Armenent Deppe S.A.) who presently own ANVERS, ESCAUT and MINERAL OUGREE.

The services operated by C.M.B. are : Antwerp/Congo; Europe/ East Africa - in conjunction with Deutsche Ost Afrika Linie ; Europe/Persian Gulf - with Nouvelle Compagnie Havraise Peninsulaire de Navigation ; Antwerp/New York ; Congo/Angola/USA - with Farrell and Delta Lines ; Europe/ South America - with Havenlijn ; Florida/ Gulf of Mexico ; and Europe/Mexico.

Other major companies are, Petrofina S.A. who own the tankers FINA ALLEMAGNE , FINA AMERICA , FINA LUXEMBOURG , FINA NORVEGE and REINE FABIOLA, whilst Esso Marine (Belgium) S.A. have ESSO BRUSSELS, ESSO GHENT , and ESSO LIEGE. A management company operating vessels on a tramp basis is Union Belge d'Enterprise Maritimes S.A. who have under their control EEKL , MARY II , PATIGNIES , TAMISE , LIVERVAL and TEMSE.

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(The above, basic information was extracted from an article in "Belgian Economy & Technique - 1967/1", published by 'Publications Economiques Pour L'Etranger, Brussels.)

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++++ Detailed report on....

TOWAGE of "NIDAREID"

from J. Burne (N.S.W.).

The tug WILLARA departed Sydney at 0230 March 28, to a position 45 miles S.E. of Coffs Harbour to assist the disabled bulk carrier NIDAREID and sighted her at 2145 the same day, coming alongside at 2230. The tug then delivered water and fuel to the disabled vessel and repeated the replenishment the next morning before departing for Coffs Harbour to take on more bunkers and water herself.

Departing Coffs Harbour at 0300 March 30, WILLARA returned to NIDAREID, delivered more water and stood by. As the weather deteriorated NIDAREID dropped an anchor in 40 fathoms at 0300 March 31, about

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six miles from Tacking Point. By this time the disabled vessel's emergency power had failed and with the exception of oil riding lights, was in complete darkness. Although on April 1, the vessel was instructed to proceed to Sydney under tow, as repairs could not be effected properly at sea, the Master decided to stay at anchor in the hope of having power by Monday (3rd). He nevertheless changed his mind and at 0600 on April 2, a cable was passed from WILLARA which consisted of 150 fathoms of 4 1/2" wire.

At 0700 the port anchor cable was slipped, there being no power to haul it in, and the tow commenced. The weather worsened and although initially a S.E. wind force 4/5 with rough sea this changed in the evening to E.S.E. force 5. At 0030 on April 3, when approximately 25 miles from Sugarloaf Point, it was found impossible to bring NIDAREID round onto a S.S.W. course; therefore both vessels were hove to and a request sent for a second tug.

At 0900 April 3, WARILLA left Newcastle and came up with the other two at 1700, however continuation of the tow was postponed until daylight. Shortly after the tow commenced next morning the tow line of WARILLA carried away and she shifted a starboard bow position to a port quarter, which was found more satisfactory and the tow proceeded at a speed of four knots.

On six occasions in the next 24 hours the tugs could not hold NIDAREID on the desired course, so they had to take a round turn to starboard and then carry on. At 0200 on April 5, the WARILLA's line carried away and more time was lost. Meantime the weather had not improved and a heavy N.E. swell was experienced together with a falling barometer influenced by the edge of cyclone 'Glenda'.

At 0800 the tug SYDNEY COVE was sighted N.E. of Sydney Heads and she took a starboard quarter line, and they all entered the Heads at noon on April 5. Meantime Sydney Harbour was closed to all other shipping from 1130 to 1430 and four other tugs met NIDAREID at the Bank anchorage and took her to the dolphins at Kirribilli. The vessel had been towed 200 miles.

On May 4, the repairs to NIDAREID were completed and she sailed for China with her cargo of 27,000 tons of wheat.

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**** Another tow

FRIESLAND / KATRINE MAERSK

The Dutch tug FRIESLAND (591/1936) towed a dredge from Sydney to Fremantle but was forced back to Albany on May 10 but eventually reached Fremantle on May 20. On the return voyage to Victoria she answered a call for assistance from the tanker KATRINE MAERSK (24527/1961) and took her in tow for Fremantle but once again took shelter at Albany on May 31. From there the tanker steamed to Fremantle, where repairs were effected and she sailed on June 9.

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++++ W. S. S. NEWS and NOTES:

(Branch Secretaries please note that the closing date for next issue is AUGUST 31.)

SUBSCRIPTIONS: A percentage of members have subscriptions fall due on July 1, therefore they are requested to cooperate with their Branch Secretary or Mr. R. Parsons (as appropriate) in arranging renewal.

N.S.W. Branch: On May 10, a small party visited the Sea Cadet establishment at Snapper Island in Sydney Harbour, where a large collection of badges and crests of R.A.N. vessels is preserved. At the May (18th) meeting a "Panel Quiz" was held and the members of the panel - Messrs Burne, Bennett, Goldsworthy and Hart, coped quite expertly with the questions.

At the meeting on June 15, slides were shown by Miss Stella Green and Messrs Grohs, Cowell, Burgoyne and J. Freeman. In addition a 'taped' slide show was given by former Hobart member Reg Wilson. It dealt with a voyage from Hobart to Sydney by 'Empress of Australia'. The Annual General Meeting of the Branch will be held in July.

VICTORIAN BRANCH: At our meeting in May Mr. Colin Jones gave a talk on early Historical Warships. In June our guest speaker, Father Kevin Quinlan, Director of the Stella Maris Club for Seaman, gave a talk covering the history of the Club and he also discussed the various aspects of a seaman's life.

Meetings are held on the third Wednesday of each month in Room 4 of the Victorian Railways Institute, Flinders Street, commencing at 8.p.m. Visitors are always welcome.

HOBART Branch: The June meeting began with "Waterfront Roundup" and was followed by a talk given by Mr. A. Slevin on the new Cunard 'Q4'. The guest speaker was Mr. D.G.O. May of Tasmanian Ship Lovers' Society, who presented an illustrated talk entitled "100 years of Hobart River Barges".

FREMANTLE: There is now Branch in W.A. but 7/8 members reside there and Mr. R. McKenna, 4 Harwood Street, Hilton Park. W.A. 6163, acts as a liaison point.

ADELAIDE Branch: We have no news from this Branch but have heard that they plan to prepare an illustrated talk on the history of Port Adelaide. No doubt more will be heard about this in due course.

PERSONALIA: An Illustrated commentary of Australian Shipping and Harbours, prepared by Mr. J.Y. Freeman, Sydney, has been circulating through U.K. Branches and it has received a very favourable reception. Several of the Branches now have intentions of making similar productions for circulation in Australia. In addition Mr. Freeman is now working on another programme to be released later this year.

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The Hon. Secretary of N.S.W. Branch - Mr. S. Welch, 3 Zola Ave., Ryde, has advised that a Mr. M. Richards is considering printing a book 'History of North Coast S.N.Co.' priced between \$1 & \$2 but wishes to assess the market first. Readers interested could contact Mr. S. Welch.

NEW MEMBERS:

N.S.W. Branch : Messrs M. Shuhevych and P.A. Gillard.
Victorian Branch : Messrs H.W. Dick and D.G. Wilks.

POSTCODES:

The Australian Post Office has introduced district postcodes comprising a new four digit number. Would members please incorporate their residential postcode in their correspondence henceforth. Letters to The Editor, should now be addressed to :
P.O. Box 289, Frankston. Vict. 3199. (add Australia if from overseas)

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++++ READER'S WANTS QUESTIONS

ANSWERS and COMMENTS +++++

Items for this section for inclusion in September should be lodged no later than August 31. The EDITOR would also mention that no charge is made for recording in this section.

+++ WANTS :

Mr. R. McKenna, 4 Harwood St., Hilton Park. W.A. wants to acquire a 1942/1943 Lloyds register and a 1951/1952 Lloyds. He has a 1927/8 and several in the 1950's series which could be available to exchange.

Mr. C.A. Moore, Customers Mail, A.N.Z. Bank, Martin Place, Sydney, is a keen collector of maritime badges and buttons and is anxious to add to his collection by either purchase or exchange.

Mr. D.K. Robertson, 14 Storey Rd. Reservoir, Vict, wishes to purchase photos, negatives or plates of any of the Australasian Squadron of the 1890's. HMS, Wallaroo, Katoomba, Mildura, Tauranga, Ringarooma, Karrakatta etc, also HMNZS Philomel. He also seeks photos of Murray River and Gippsland Lankes craft.

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Dr. A.R. Gilchrist, 13 Warne St., Heilberg. Vict. 3084, enquires what is known of a false keel of a yacht or ketch found on Macquarie Isl and in 1966/67. It has been established that the wood originated on the east coast of the Australian mainland.

Mr. L.R. Gooch, 59 Eighth St, Parkdale, Vict, 3194, enquires for details, position etc., of any vessels lost in Java Sea and Sunda Strait during the war years. Also can anyone supply the official longitude and

latitude for the following, USS Pope, Houston, HMS. Jupiter, Exeter, Encounter and Electra and the Dutch Kortenaer.

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Mr. A. Arbon, 2 Linwood Tee., Brighton, S.A. is writing a history of the P & O Company and wishes to secure photos suitable for publishing of S'naver, S'aird (pre & post war), Viceroy of India, Kaiser I Hind, Medina (1911), Maloja (1911), Macedonia (1903), Marmora (1903), Moldavia (03) Vactoria or Brittainia (1887) or Oceana, Arcadia (1888), Himalaya (1853) Isis or Osiris (1898), Chusan (1852) Hindostan (1842), William Fawcett (1829). Also required are personal experiences and sketches or pictures of affiliated companies ships past and present. Furthermoredetials os ships sunk or damaged in the war with personal stories and details of P & O tranpsorts in the Boer War. An enquiry about NANKIN appears in answers section.

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Mr. I. J. Farquhar, P.O. Box 385, Dunedin, N.Z. writes : In 1899 the Union Co., sold their steamer BEAUTIFUL STAR (177/1862) to Thos Nichols of Hobart. According to the Hobart Registry the ship remained under Nichols ownership until she became a total loss after being burnt out on December 25, 1907 at Hobart. In a report in the Hobart 'Mercury' on Dec 27, it states that BEAUTIFUL STAR was purchased by Mr. Nichols and finally came into the hands of the Huon Channel & Peninsula S.S. Co. Although this transaction is not mentioned in the register, Thos, Nichols may have been a partner or principal in the Huon Co and I would be grateful if any reader could give me information concerning this.

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In his letter Mr. Arbon enquiries about NANKIN and mentions that after capture she was renamed Miollnir. According to the information in the possession of the Editor the following is applicable:- E & A steamer NANKIN (7058/1912) captured on May 10, 1942 in South Indian Ocean (26.42 S - 89.56 E) by raider THOR (Raider No 10). Taken to Yokohama, arriving there July 18, and converted to German Navy supply ship, being renamed LEUTHEN. Totally destroyed at Yokohama by fire and explosion involving Thor and Uckermark on November 30, 1942.

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++++ General News from....

AROUND THE COASTS and
from THE SEVEN SEAS +++

Items for this section in September must be available by AUGUST 31.

Due to the quantity of news this issue it has been necessary to combine and/or condense information. The Editor expresses particular thanks to Messrs S.Welch(NSW) and R.J.McDougall(NZ) and gratefully acknowledges assistance from Mrs W.O.Googe and Messrs R.McKenna(WA), J.Y.Freeman(NSW), I.J.Farquhar (NZ), H.W.Dick (Vic), C.E.Jones (Vic), L.D.Rex(Tas), S.A.Kentwell (Vic) and N.R.Wanklyn(SA).

Australian Sail Training Association is shortly to discuss with the Australian Shipbuilding Board, preparations of plans and specifications for a suitable vessel to be constructed in Australia. Later it is intended to appeal to the public for funds.

Refer V 14/3 P 69. HOLMLEA (527/1946) was not renamed Mark Rusmor as anticipated but became Wallisian. Delivered to Athol Rusden at Onehunga on April 27, she was on her first voyage from Suva to the Wallis Islands when she ran onto Nukutolo Reef, 130 miles NE of Suva on the morning of May 8. The 18 people onboard were taken off by the Fiji Govt. Vuniwai and later transferred to HMNZS Kiama. WALLISIAN was reported to be taking water and breaking up.

Mitsui-OSK Lines have successfully arranged with the Soviet Govt., for use of the Arctic passage between Japan and Europe. Russian icebreakers will lead Japanese ships in convoy during the period end July to mid October when the passage is negotiable.

Trans-Austral Shipping Pty.Ltd has been established in Sydney to handle the agency arrangements of Swedish Transatlantic and Pacific Australia Direct Line, following the amalgamation of Birt & Co with P & O Australia Pty,Ltd.

LE REDOUBTABLE, nuclear submarine for the French Navy was launched in March and construction of her sistership LE TERRIBLE commences.

It has been reported that before the end of the year the coastal tankers CALTEX MANCHESTER and CALTEX LIVERPOOL will be withdrawn and replaced by three 5500 dwt tankers from overseas.

Refer V14/3 - the sistership of the N.Z.S.Co MATAURA is to be named MANAPOURI when she is launched in Japan in August.

The 115250 dwt tanker NARICA launched at Newc-on-Tyne on April 26 was the largest to date from a British yard.

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* YARRUNGA (3473/1955) of ANL, taken on bareboat charter by W.A. State Shipping Service for 11 months, was delivered at Melbourne and arrived Fremantle May 2.

* LEMANA (946/1956) has been on charter to A.E.L for use on Burnie/mainland service whilst WARRINGA (2716/1955) was delivered on charter to A.N.L. for upto six months for use on their Queensland services.

Donaldson Lines CORINALDO (8378/1949) was sold to China N.Co. and made one voyage under the name NINGPO before being resold. China N. has now purchased the Anchor Line SIDONIA (5705/1961) to become HUPEH.

* HMASubmarine OXLEY sailed from UK on June 12 and is expected at Brisbane about August 13 and Sydney on 18th.

The container dock under construction at Melbourne is named 'Swanson Dock', after the present Chairman of the Melbourne Harbor Trust.

Large quantities of wheat were loaded at Brisbane in the Greek KEA (13752/1958) on May 12 and two days later in MEKAMBO (21176/1962). The latter was French and the two ships lifted a total over 44000.

* CALEDONIA STAR (9134/1942) twin screw, steamed over 3300 miles on one engine due to a leaking stern gland. On passage Peru to Lyttelton she put into Napier on May 13 for repairs.

The hopper barge MORIB (683/1944) left Brisbane for Sydney in tow of tug GARLOCK on April 28 and is now being used by Cintra in the construction of the White Bay container berths. She now has a black funnel with a yellow band with the letters M P P thereon.

The U.K. Ministry of Defence has purchased the Laretzen ANITA DAN (2641/1956) for conversion to an ice patrol vessel to replace the 30 year old HMS Protector.

Work on the missile repair and maintenance centre at Sydney is expected to be completed shortly. The centre will initially concentrate on servicing Tartar missile which is used on the R.A.N. new missile destroyers. Eventually servicing of Seacat and Ikara systems will be undertaken.

Refer V14/3. A further two ex escort carriers similar to RHODESIA STAR (8469/1943) have changed. SOUTH AFRICA STAR (8523/1944) launched as USN Winjah and completed in 1944 as HMS Reaper has been sold to Japanese breakers and after loading coke at Port Kembla sailed for Japan in May. The other is FRIESLAND (8304/1943) of Rotterdam Lloyd, launched as USN Rance and completed as HMS Niantic has been sold to the G.T. Yung group.

MINKARA (2616/1954) on passage Fremantle/Stenhouse Bay put into Albany on June 3 with engine trouble.

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New Zealand Navy notes: HMNZS WAIKATO arrived at Tauranga on June 2 at the end of her delivery voyage from U.K. HMNZS BLACKPOOL on passage from Far East to N.Z. spent two weeks at Sydney for machinery repairs and arrived Auckland May 25. During a major refit at Auckland
* HMNZS OTAGO had a large section of her bow replaced, the original bow having been knocked out of alignment in a collision with two U.S. destroyers at Peral Harbour in August 1964. Two vessels which were on loan to the Royal N.Z. Navy at Singapore from April 1965 to December 1966 have been disposed of by the R.N. These are HICKLETON reported sold to Argentine Navy and SANTON to be broken up.

46 DONGARA (ex Wangara) of W.A. State Shipping Service, is to go to Hong Kong late July/early August to be lengthened by 30 feet. The alterations will cost \$251,420 and take about eight weeks. It will be remembered that KOOLAMA was lengthened by 24 feet last year.

SHALOM (25320/1964) of Zim Israel Nav. has been sold, with delivery end 1967, to Deutsche-Atlantik Line as a replacement for their burnt out Hanseatic. Early 1969 she will be joined by their Hamburg which is presently under construction.

ARAKAWA ex Salmar (8199/1956) and ARADINA ex Salsette (8199/1956) recently entered service for E & A thus displacing NELLORE (9895/1945) and NANKIN (7746/1945) which have now become Oriana of Austin Nav. Corp. Panama and Bolina of Universal Mariners S.A. Panama, respectively.

* SDB 1324 which has been stationed at HMAS HUON (Naval station at Hobart) left on June 13 for Melbourne escorted by HMAS ANZAC. She originally replaced a GPV in 1957 and is being replaced herself by HMAS BASS which is due to arrive July 12.

Naval visitors to Sydney in recent months have included U.S. Ships Epperson (Destroyer), Bennington (carrier), Sacramento (combat support ship), HMNZS Inverell. At Fremantle since February the following U.S.N. ships have been seen Mills (Dest. Radar picket), Bainbridge & Thomas J Gary (Dest), Duluth (Amphib. transport), Blackfin (Sub), Carbonero (Sub), R.D. Conrad (Oceanographic Research ship), Coastal Sentry & Swordknot (Satellite tracking vessels). The last two have had extensive refits at Fremantle.

The first large shipment of alumina to go overseas from Gladstone left recently in the bulk carrier HOLTEFJELL (23859/1965).

PAPUAN CHIEF (2436/1953) ex Bahia 66 ex Italian 66 ex Bahia 64 recently purchased and refitted by China Nav. Co is to commence service on the Australia/New Guinea run in July and SHANSI (3161/1947) and SOOCHOW (3154/1947) sailed on their last voyages on June 3 and 18 respectively.

Newcastle State Dockyard are presently constructing a 95' tug for the N.S.W. Dept of Works. Delivery is expected late 1967 and the tug is to be named A.R. FORD.

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A variety of overseas ships that have served in Australasian waters have recently changed hands etc., - ASHBURTON sold as San Roberto to Japan breakers --- all the following Swedish Transatlantic ships; MATTAWUNGA (5702/1945) and WANGARATTA (5838/1945) to Greek buyers, BARRANDUNA (5789/1945) to Svenska Lloyd, G.D.KENNEDY (7123/1958) to Hong Kong buyers, W.R.LUNGREN (6631/1958) also reported sold --- AAGTEKERK (8149/1943) of Nederlandsche to Chinese buyers renamed E.Yung --- MANDOWI (4472/1951) latterly Dunstan now Rubens of Booth S.S. Liverpool --- CULRAIN (6782/1941) sold as Mersinidi to Singapore breakers --- BEECH HILL (7150/1943) sold as Alken to Chinese Republic for breaking up --- HERONSPool (6914/1942) sold as Liana to Italian breakers - = - KISTA DAN (1244/1952) aosl to Martin Karlsen, Norway, renamed Martin Karlsen --- VINGROM (9477/1958) renamed East Sea --- WEYBRIDGE (9221/1958) and WIMBLEDON (9223/1958) - the latter better known as Port Wimbledon - sold National Shipping Corp. Karachi --- SYDNEY STAR (11219/1936) renamed Kent for voyage to Japanese breakers --- PERIM (9550/1945) sold by P & O to Greeks for resale for breaking up --- HORORATA (12090/1942) sold by NZSCo to London Greeks, resold to Formosan breakers --- KOREA (9945/1939) sold by Danish East Asiatic to Hong Kong breakers.

The Columbus Lines freighter CAP ORTEGAL (6583/1956) loaded the yacht Dame Pattie at Sydney on May 25 and has now delivered her safely to New York, for the America Cup challenge in September.

Contracts for the first stage of the A.N.L. terminal at Newstead (Bris) were awarded in May. The terminal will initially serve two of the three R/o-R/o vessels ordered by A.N.L. from Evans Deakin, Brisbane.

The Belgian naval escort vessel DE MOOR (ex HMS Rosario -1953) is presently engaged in a scientific expedition to the Great Barrier Reef.

The tug WILLIAM R GOLDING was launched at Adelaide on May 9 for Howard Smith Industries Ltd and will be used at Gladstone. On May 12 CASTLE COVE was launched for J. Fenwick of Sydney and on June 9 the 98 ft WYBIA for the Marine Board of Launceston.

Hydrofoil MANLY is to be sent to W.A. about August/September to run between Fremantle & Rottnest Isl and is to be renamed SEAWING.

Ellermans have recently sold : CITY of PRETORIA (8450/1947) to Embajada, Piraeus - she is now Proxenseien. CITY of LONDON (8434/1947) to Sornia Cia Maritime, Panama, now Sandran. CITY of HULL (8458/1947) to Greek buyers.

SPENCER MARU (12351 dwt) of Daiichi Chuo K.K., is specially designed to load copper, zinc and lead from Spencer Gulf ports.

According to U.S. Maritime Administration, at the end of November 1966 they had in the reserve fleet - 654 Liberty ships and 155 Victory ships.

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* Unnion S.S.Co of N.Z. events : KOOTARA (2429/1952) which has had sulphuric acid tanks fitted at Sydney is expected to recommission about June 28.

KATUI (942/1946) sprang a leak on voyage Auckland to Oamaru and put into Wellington for repairs on June 17. This vessel will be replaced on the run in October when the new R/o-R/o HAWEA arrives.

KOMATA (3543/1947) has been sold to a Manners subsidiary Compania San Miguel S.A., Panama and renamed Antonio Regidor. Delivered at Auckland June 14, she sailed to Tauranga to load timber for Japan.

KANNA (942/1946) sold in May to Cia Nav. Luna S.A. Panama, delivered Auckland May 9 and sailed 27th as Luna Marina for Melbourne where she loaded a cargo of flour for Indonesia. KANNA is a sister of KATUI and they are basically of a standard war design of 1200 ton dwt ships of the Empire Pacific class.

WAITEMATA (7364/1946) was in Melbourne under her new name Amelia early in May loading scrap for Japan.

- WAITOMOI (7020/1944) which has been Blue Shark since 1963 has been sold for breaking up in Taiwan.

RANGATIRA and HINEMOA are still laid up at Wellington pending sale.

SIGSILVER (104500 dwt) bulk carrier launched for Silver Line in March will, on completion, be taken on a four year charter by Sigval Borgensen, Norway.

VITTORIO VENETO - cruiser, 8850 dwt, 511 feet, launched in February for the Italian Navy. A sisitership TRIESTE is under construction.

RONA (built 1885) the last active coal hulk at Melbourne is said to be near the end of her career.

HAMILTON (13315/1960) tanker owned by Hamilton Shipping Co. Ltd (Evan Thomas Radcliffe & Co) is to be used on the New Zealand coast in conjunction with Athel Viscount. It is expected that she will be delivered in Singpaore mid July.

It is reported thata joint Korean/Polish enterprise under the name 'Korean-Polish Maritime Brokers Agency' will shortly begin a service between North Korea and Australia via Asian ports. Two Polish vessels NARWIK (7065/1942) and MICHIEWICZ are to be used.

Recent launches : TIMARU STAR (10750 dwt) in February and NEW ZEALAND STAR in May. STRAAT HOLLAND (12500dwt) in March, TORRENS (12400dwt) Feb, TEMPLAR (82299 dwt tanker) March, VESTFOLD (74104 dwt ore/oil carrier) Feb, TIRANNA (12700dwt) March. The last four for Wilhelmsens.

Former Australian coaster KOORALYA (3133/1944) has changed her name from Mandarin Star to Fortune Bay, whilsr Clovelly ex PATTAWILYA (3655/1945) has been sold to Japanese breakers.

Southern Cross Slipway, Perth are building a 75 ft tug for Geraldton Tug Co.

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JELA TOPIC (16657/1967) lifted the largest cargo ever from Port Lincoln in June ,when she loaded 25700 tons bulk wheat for Beirut.

ADELONG(3619/1936) sold to Austral-Pacific Shipping,Panama (Hong Kong) with delivery Sydney about July 10.

A vessel formerly owned y the Navy as a motor water lighter is now being refitted for Islands service as CARBIR.

* NEW ZEALAND STAR (10941/1935)will,upon completion of her current charter to Crusdaer Line be delivered to Japanese breakers in July.

Preparation for the construction of the ore loading jetty at Port Latta (Tas) is well advanced. When completed vessels upto 70000 tons dwt will be able to use the port.

TAUPATA (268/1930) a two masted aux.schooner called at Fremantle on April 8 and sailed on May 3 bound for African coast,where she will engage in fishing. Built at Auckland in 1930 by Geo.Niccol,she was owned On the N.Z.coast by Anchor Shipping & Foundry Co and Pearl Kasper S.Co.Ltd.

Dutch frigate ISAAC SWEERS launched in March was the last of six of 'Van Speijk' class,the design of which is based on the 'Leander' class of the Royal Navy.

The new tanker BP ENDEAVOUR is expected to commence preliminary trials early in August,acceptance trials mid August and be delivered end Augst. Her unnamed sister(but probably BP Enterprise) is scheduled for completion end March 1968, whilst the unnamed 22000 ton dwt Shell Co tanker building at Whyalla is due for delivery end May.

EEKLO a Belgian bulk varrier loaded 33000 tons of wheat at Fremantle for Amsterdam and sailed March 26.

Overseas with cargo :- IRON DUKE (Taiwan), IRON Wyndham (Japan) TALINGA (Manila) JEPARIT (Vietnam).

The Norwegian tanker MAGNOLIA (12210/1957) has been purchased by H.C.Sleigh Ltd and renamed MARION SLEIGH

* VAN LINSCHOTEN (5921/1958) has been lengthened and renamed STRAAT LUANDA whilst similar surgery will be carried out on VAN SPILBERGEN (5921/1958) and VAN DER HAGEN (5924/1958) they will be renamed STRAAT LUZON and STRAAT LAGOS repectively.

WILLOMEE (313/1945) foundered on June 23 when 15 Miles NE of Bream Head,the entrance to Whangarei Harbour(NZ). Full report next issue.

(THE LOG is produced for and on behalf of the Australian and New Zealand Sections of the World Ship Society by T.S.Stevens of Frankston,Vict. and printed by R.H.Parsons at Lobethal.S.A.)
