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"THE LOG"

Quarterly

Produced by the members of

AUSTRALIAN AND NEW ZEALAND SECTION

WORLD SHIP SOCIETY

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----- EDITORIAL-----

Only last issue I announced that much of the work in connection with the LOG was to be taken over by the NSW Branch, but that for the time being I would remain as Editor. Since then I have had the pleasure of meeting Ron Parsons, Secretary of that Branch, and we had some comprehensive discussions on the future of our journal. As a result I have decided to hand over to him and his fellow Sydneysiders after this issue, as it will obviously be much easier if all the work in connection with the LOG is concentrated in one place.

I have had the job of producing this magazine for the past fifteen months, and I am happy to say that the co-operation of members has made it a reasonably easy task. Please reroute all your odd cuttings and snippets of news to Ron Parsons in future and make certain that there is a regular flow so that he will have an even easier job in assembling each issue. Alternatively if you are writing to me on any other matter, I shall be quite happy to pass on any items.

Over the past months the make up of our magazine has slowly been changing, and there has been a gradual increase in the General News Section. Having been led to believe that this is a popular move, and in order that the material will not be too dated by the time you read it, we have decided to bring our a slightly smaller magazine every two months in future. There will also be a change in format as in the interests of economy we have decided to produce the LOG in foolscap size in future, so you can all go ahead and bind up your existing copies.

Finally then many thanks to all members for the assistance you have given in the rapid growth of our Society in both Dominions during the last year, and for your assistance in helping me to get the LOG to you. May you all have a most enjoyable Christmas and get even more pleasure from our mutual hobby in 1958.
Tony Starke.

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As you will have noted in the foregoing Editorial it has been decided to produce the LOG every two months instead of quarterly and it is hoped to issue it on foolscap paper. There is still time to change our plans on the score of format -- do you agree with the proposal to print on foolscap? If you have any objections please let me know as soon as possible, it will depend on a majority decision, and I must have your opinion by the end of January. The economics are clear, foolscap paper costs about 3/- a ream more, the stencils cost the same as for quarto, if we use a few less sheets of paper per copy and a corresponding saving in stencils we should be able to issue the extra two copies a year at about the same cost now needed for the smaller sized production.

Ron Parsons,
NSW Branch, PO Box 72
North Sydney, NSW

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PERHAPS YOU KNOW OF SOMEONE WHO WHILE NOT A W.S.S. MEMBER WOULD LIKE TO OBTAIN REGULAR COPIES OF THE "LOG"? THESE ARE AVAILABLE... FOR SUBSCRIPTION RATES ETC., APPLY TO THE EDITORS AT ABOVE ADDRESS.

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S.S. "SANTON" and "WASTWATER"

by T.S. Stevens.

The names "SANTON" (2,504 G.T.) and "WASTWATER" (2,810 G.T.) are probably not familiar to many people. These two ships were built in 1889 for Huddart Parker, Ltd., for employment in an overseas trading venture which apparently was not a success as the company sold both vessels four years later. When sold the ships parted company the WASTWATER went under foreign flags subsequently becoming FILINIS, DIONYSIOS VAGLIANTOS, INKERMAN and finally COSTI being broken up in 1935, whilst SANTON became GLANAYRON under the British flag and was wrecked as such off Cape Hatteras on May 24th, 1896.

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THE LOSS OF THE "GEORGETTE"

By G.M.Griffiths.

By the end of 1876, West Australia's first stretch of railway had been completed, running from Geraldton to Northampton.

Alongside the jetty at Geraldton lay the Auxiliary steamship "GEORGETTE" official number 63004, 151.5' x 22.5' x 11.5', built by McKellar, McMillan & Co. Dumbarton, with compound engine of 50 NHP supplied by Smith Bros. & Co, Glasgow and 337 tons gross, 212 net register. She had arrived from a New Zealand port with a cargo of railway material. She was one of many vessels chartered to return the recruited railway workers and their families to the Eastern States now that their task in the West had been completed. Included in the passenger list was the owner, Mr. Tom Connor.

Toward the end of November 1876, GEORGETTE sailed from Geraldton and headed south for Fremantle, where additional passengers were to be embarked. With Capt. John Godfrey in command GEORGETTE then set course for Bunbury where a cargo of timber was awaiting her. Fresh to strong southerly breezes were encountered between Rottnest Island and Bunbury. These boisterous conditions prevailed throughout the loading operations.

Whilst loading the cargo of jarrah, the ship suffered a severe jolting, when a heavy jarrah log took charge of the loading winch, crashing to the bottom of the vessel's hold.

Eventually all the timber had been loaded, hatches were battened down and the GEORGETTE cast off bound for her next port, Albany, which lay around the Leeuwin. On board was 350 tons of cargo and 70 passengers.

Before daybreak on the 30th of November, when standing well off the coast, the owner, Mr. Connor, while lying in his bunk, heard a strange, thudding noise originating from the stern of the ship. He reported these unusual sounds to the master at breakfast that morning. Capt. Godfrey reasoned that there was no cause for alarm, although the Chief Engineer reported that the pumps were not coping with the customary small amount of water seeping into the bilges. Orders were given that hand pumps were to be manned in an effort to dry the bilges.

That afternoon, John Dewar, the second mate received the ominous tidings that the manual pumps were unable to

cope with the steady influx of water. Bill Dundee, the mate, with two seamen, was ordered by the Master to investigate. The three men descended the dark hold. Standing over waist high, the swirling water surged about them. They found that the strum box in the bilge had become choked with rubbish. Despite their efforts to remove the debris, the three men had to report back to the Captain that the obstructions could not be cleared.

Firemen in the stokehold soon reported that the floor plates were awash. Passengers in the below deck cabins were forced to leave as the water seeped through. With so much volume of water below decks the GEORGETTE plodded sluggishly over the long southerly rollers.

Captain Godfrey had no alternative but to order the lifeboats to be swung out. Course was set to close the land some 10 miles away.

Women and children were ordered into the gig with the mate in charge. Previous to this, a life boat had been swamped whilst launching, resulting in the loss of a few lives. The gig cast off soon after nine o'clock that night. After enduring 12 hours of hardship the gig and its occupants landed safely at Dunsborough, situated midway between Busselton and Cape Naturaliste.

Meanwhile the GEORGETTE continued under sail, she was now appreciably lower in the water. Late in the afternoon, the stricken vessel grounded a few miles south of the mouth of Margaret River, midway between Cape Naturaliste and the Leeuwin.

The danger of the vessel breaking up was observed from the shore. Two riders on horseback appeared through the surf approaching GEORGETTE. These two rode out to the bow where the survivors jumped overboard and grasping the horses' tails, manes and the riders clothes were dragged through the surf to safety. This unorthodox but effective method of rescue was repeated until all the survivors were safely ashore.

One of the rescuers was Grace Bussell. She has rightly earned her place in the annals of West Australian history. The public lost no time in naming her Australia's Grace Darling.

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The second rescuer was a native, Sam Isaacs, a farmhand employed on Grace Bussell's father's nearby station property, "Wallcliffe".

At the subsequent board of enquiry, the loss of the GEORGETTE was considered to have arisen from damage caused to the hull during the course of lading operations at Bunbury when a heavy log fell to the bottom of the hold from the hatch coaming.

A VANISHED TYPE -- THE ARMoured CRUISER.

by D.K. Robertson.

A type of warship, not found in the world's Navies, although once very prominent, is the Armoured Cruiser. This type came into existence in the early 1870's at a time when ironclad design was beginning to settle down and the old sailing line-of-battle ship had disappeared from the naval picture. Several of the European navies began to feel the need for a small but powerful ironclad for service on foreign stations, for flag showing and, in time of war, as a second battle line. The new type had to be reasonably powerful, both in offensive and defensive powers, and yet to be cheaper than the regular battleship. At first regarded as second rate battleships they were soon became known as Armoured Cruisers (or Belted Cruisers). It is possible to trace accurately the development of the types in the Royal Navy but not quite so easily in some foreign fleets where the difference between small battleships and large cruisers, both types sometimes carrying the same weapons, was very small. However this article will deal with the Royal Navy only and so avoid confusion. Even so, it is necessary to be careful when dealing with Royal Navy armoured cruiser development not to include certain types in the "family tree" which do not belong. The first type to be watched were early ironclads which, as they became outclassed in the rapid development of the battleship, were sometimes reclassified as armoured cruisers. Notable in this respect were the BLACK PRINCE and WARRIOR of 1860, and the ACHILLES and her sisters of 1863. The second type which tend to confuse the issue are the Protected Cruisers. These ships were generally large light cruisers, sometimes carrying guns equal to those of the armoured cruiser, but unarmoured as to side protection but fitted with an armoured deck which was arched in such a manner as to afford protection to the vitals of the ship. While this type was fashionable there were few if any of the true armoured cruisers built. The third type in question were the battle cruisers. Some authorities consider the battle cruiser to be the logical development of the armoured cruiser but this article will not include the former. In the case of the battle cruiser the individual classes were

usually of about the same size, if not even bigger than, the contemporary battleship, and always carried the same size guns, although fewer. This was not the case with the armoured cruiser which generally carried much smaller guns on smaller displacement than their contemporary battleships.

To Russia goes the credit for building the first true armoured (or belted) cruiser. This was the GENERAL ADMIRAL of 1873. The first Royal Navy ship of the type was the SHANNON of 1875, a ship of 5390 tons, built of iron with dimensions of 260' x 54' x 23.4' draught. Her speed was 12 knots and, like her two successors, had a full set of sails for cruising purposes. Sails were considered to be absolutely necessary in those days and there were plenty of sailors who considered engines to be auxiliary to the sails instead of the reverse. The SHANNON's armament was 2 - 10" 18 tons and 7 - 9" 12 ton rifled muzzle-loaders and some smaller, also a couple of the then new torpedo tubes. She was protected by an iron armour belt which had a maximum thickness of 9" and extended from the counter for 200' towards the bow. HMS SHANNON saw some service on the Australian station during the 1880's.

Very soon after SHANNON there appeared the next class comprising two vessels - NELSON and NORTHAMPTON launched in 1877. These ships were larger than SHANNON, being 7630 tons displacement and they were 280' x 60' x 24'8" and had a speed of 14 knots. With armour of the same thickness as SHANNON, namely 9", they had a heavier armament of 4 - 10" and 8 - 9" rifled muzzle-loaders. These ships had long and useful careers. In all these vessels there was a considerable battery of anti-torpedo weapons and machine guns in every likely and unlikely position on the ship in much the same way as today's warships are loaded down with anti-aircraft weapons. There were usually two or more submerged torpedo tubes also. This article will deal only with the heavier weapons of each ship's armament. The same applies to the armour protection which usually was applied to gun positions, conning tower, decks and so on as well as the armour belt in varying thicknesses. This article will only mention the thickness of the main part of the belt which was usually amidships.

After a spell of six years there appeared another pair of ships the IMPERIEUSE of 1883 and WARSPIITE of 1884. These ships were a great advance on

the earlier ships and on a tonnage of 8400 they carried an armament of 4 - 9.2" and 10 - 6" breech loading guns (as against the muzzle loaders of earlier ships) and had 10" of compound armour (instead of iron). These ships were 315' long 62' wide and had a draught of 22'6". Under steam they had a speed of 17 knots and they carried a modified set of sails to assist fuel economy while cruising. They were the last class to have sails and the next class relied entirely of their engines.

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A drop in tonnage occurred in the Orlando class of seven vessels which were launched during 1886, 1887, and 1888. On dimensions of 300' length, 56' beam and 22'6" draught they had a displacement of 5600 tons with a speed of 18 knots. Armament was 2-9.2" and 10 - 6" guns and armour was 10" compound again. The names of these vessels were- Aurora, Australia, Galatea, Immortalite, Narcissus, Orlando and Undaunted. Orlando was a very popular flagships on this station for some years.

Protected cruisers now became fashionable and for a number of years there were no armoured cruisers built but when they were built they were of enormous tonnage - 1200. These new ships were the Sutlej class of 1899-1901, six vessels measuring 454' x 69½' x 28'. With a speed of 21 knots they carried 2- 9.2" and 12 - 6" guns and had 6" steel armour. The names of these vessels were- Sutlej, Cressy, Aboukir, Hogue, Bacchante and Euryalus. Three of the vessels, namely Aboukir, Hogue and Cressy, made morbid history by falling victim, one after the other, to the torpedoes of U-9 in the North Sea on 22nd September, 1914. As a result of this loss the Admiralty ordered ships not to stand by stricken vessels and themselves become casualties.

Following the Cressy class came the four Drake class ships, their names being Drake (sunk by U-boat 1917) Good Hope (lost at Coronel 1914), King Alfred and Leviathan. Good Hope was presented to the Royal Navy by the Cape Colony. On the big tonnage of 14,100 with a measurement of 515' x 71' x 28' they carried 2- 9.2" and 16- 6" guns, had a 6" steel belt and could make 23 knots.

At about the same time as the Drakes were building, another class was under construction, these ships were the famous County class which so distinguished themselves during 1914-18 (as did the new County class during 1939-45). There were ten vessels in this class which were much smaller than their predecessors and were only 9,800 tons, being 440' long, 66' wide and drew 24½'. They were capable of 23 knots and carried an armament of 14- 6" guns, 4 of which were twin turrets. These were the first twin 6" mountings in the R.N. and were not repeated for almost 20 years when

the light cruiser ENTERPRISE received a twin turret about 1920. Armour in this class was only 4" thick. The names of these ships were - KENT, ESSSEX, BEDFORD, MONMOUTH (lost at Coronel 1914), LANCASTER, BERWICK, DONEGAL, CORNWALL, and SUFFOLK. KENT put up a great performance after the Falklands battle when she maintained 25 knots for several hours while chasing the German light cruiser NURNBURG. This was 2 knots better than her designed speed and was achieved at a time when she was awaiting overhaul of her engines after a long period of hard work. It must be remembered too that she was 13 years old at the time and was a coal burner and many of her stokehold crew were fairly new recruits.

The next class were slightly larger than the Counties and were the Hampshire class, comprising CARNARVON, ANTRIM, ROXBURGH, DEVONSHIRE, ARGYLL (wrecked 1915) as well as HAMPSHIRE which was lost in 1916 while carrying Lord Kitchener to Russia. These vessels measure 450' x 68½' x 25½' and had a tonnage of 10,850, speed of 22½ knots, 6" armour belt and carried 4 - 7.5" and 6-6" guns. They were built in 1903.

A big jump in tonnage and a return to the 9.2" gun marked the next armoured cruiser class of ships - DUKE OF EDINBURGH and BLACK PRINCE built in 1904. They had a tonnage of 13,550 and measured 510' x 73½' x 27½', speed 22.33 knots and with a 6" armour belt. They had 6 - 9.2" and 10 - 6" guns. BLACK PRINCE was lost at Jutland 1916.

The four ships of the Warrior Class were to have been sisters of the BLACK PRINCE and they had the same tonnage and dimensions, armour, speed etc., but carried 6 - 9.2" and 4 - 7.5" guns. They were named ACHILLES, COCHRANE, NATAL and WARRIOR. NATAL blew up in 1915 and WARRIOR fought to a standstill at Jutland in 1916 and sank while limping home afterwards.

There was only one other armoured cruiser class built for the Royal Navy and this was the Defence class of three vessels, the other two being named MINOTAUR and SHANNON. They were the largest class of them all and had a tonnage of 14,600 and measured 520' x 74½' x 26', had a speed of 23 knots, armour belt was 6" thick and they carried 4 - 9.2" and 10 - 7.5" guns. DEFENCE herself was lost at Jutland.

Those armoured cruisers which survived the war were soon broken up but some representatives of the type remained in service in some foreign navies right
 -x-(correction read -- CORNWALL, CUMBERLAND and SUFFOLK etc)

up till the end of the 1939-45 war, they are all gone now. Originally regarded as second-rate battleships these ships were really cruisers, and when used as such they did good work, especially in clearing the seas of German raiders early in the First War, also on convoy duties. However they were heavily outclassed when up against battleships at Jutland where so many were lost. Even so they fought well and died hard, not one of them was easily sunk. The Germans too, learned somewhat similar lessons as did the British for SCHARNHORST and GNEISENAU at the Falklands and BLUCHER at Dogger Bank were overwhelmed by British battlecruisers which they could neither out-run nor out-fight.

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Investigation Department
Conducted by Tony Starke.

3. CARRISO (see Vol.4. No.3)

It has been confirmed that this vessel was a member of the Oceanic fleet, being purchased in 1923, and sold to Flood Bros., in 1926 as previously stated.

4. That ICI/NOBEL fleet list.

Alan Dando of New Zealand reports of three more ships which have been with this group:

REWA, RIRA and MIRO.

Details known are:-

RIRA (ex Kereru) Wooden Ketch, 100 tons gross. Built Totara North N.Z. 1906, Dimensions 89.7 x 25.3 x 6.7

MIRO: Wooden Ketch. 75 tons gross. Built Auckland 1925 Dimensions 64.0 x 20.5 x 5.9, 120 BHP diesel auxiliary.

We now have HUIA, PIRI, LADY ISOBEL, REWA, RIRA and MIRO in addition to the TARANUI. Any more vessels or further information?

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FAMOUS LINERS OF THE RECENT PAST.
by James A. Stewart.

No.1. "AWATEA"

Built in 1936 for the Union Steam Ship Company of N.Z.Ltd., AWATEA was a passenger liner of the highest class.

She was designed for express service on the Sydney-New Zealand run. The standard of her accommodation and

equipment was equal to if not superior to that in many overseas passenger liners.

Her service speed was 22½ knots, with more in reserve. She set a new record for the voyage Greenock - Wellington when she left the Clyde on her maiden voyage. She made the trip in 28 days, 14 hours 20 minutes: using only three of her six boilers. Her average speed for the trip was 17.06 kts.

In the three brief years of her peacetime career, AWATEA broke every existing speed record for the Tasman crossing. She often engaged in speed duels with the Matson Liners in the Tasman. On one occasion she left Auckland five hours ahead of MARIPOSA and in mid-tasman she was passed by the American liner while steaming at reduced speed in a westerly gale. When the MARIPOSA had a lead of ten miles AWATEA was able to increase speed, she gradually gained on the other ship eventually gaining a lead of a ship's length which was maintained to Sydney.

In September 1939 she docked at Sydney to undergo survey. Capt. A.H.Davey who has commanded the ship was transferred to MAUNGANUI.

The first war service of AWATEA was the transport from New Zealand to Sydney of the advance guard of the N.Z.E.F.

Following the loss of NIAGARA it transferred to the Vancouver service carrying Australian and New Zealand Air Force personal to Canada.

She made a brief return to the Tasman service early in 1941. Capt. Davey was given the honour of commanding his old ship for the last time before failing health forced him to retire.

In September of that year AWATEA was requisitioned at Vancouver for service as a trooper. In the desperate urgency of her conversion the luxurious fittings were ripped out with crowbars. Most of the material was scrapped, some was sold but very little remained as a memento of the peacetime Tasman flyer.

As a trooper she served in many war theatres before she was converted in 1942 to a Landing Ship, Infantry. She sailed from Halifax in convoy en route to Scotland but during a submarine scare she rammed and sank the U.S. Destroyer BUCK which crossed her bows too sharply. The destroyer was cut in two and AWATEA sustained severe damage which necessitated

returning to Halifax for repairs.

On completion of repairs she sailed for the Clyde. Following her conversion to an L.S.I. she carried out practice landings in Loch Fyne together with units of the P & O Line and other former passenger ships.

On October 26th the first convoy of about 20 ships left for North Africa. Headed by the flagship HMS PULOLO flying the flag of Vice-Admiral Sir Harold M. Burrough, the convoy consisted in addition to AWATEA, of STRATHNAVER, VICEROY OF INDIA, ETTRICK, CATHAY, MOOLTAN, URLANA, KEREN, besides four Dutch, two Polish and four American liners.

Originally it was planned that AWATEA would land her troops at Algiers and return to England. However, the first link in a chain of circumstance was forged that led to AWATEA being sunk. First, STRATHNAVER developed boiler trouble, AWATEA being the only spare ship had to take over the mission planned for the P & O ship. After taking on troops and their equipment she sailed for Jijelli, where her RAF commandoes had the task of capturing an aerodrome. On arrival at the release position a heavy swell made it unsafe to attempt a landing. The ship was ordered back to Bougie to disembark troops and resume her voyage to England.

Arriving in Bougie roads shortly before noon AWATEA was in time for the daily air raid. From about midday onwards the anchorage was under continuous air attack. Due in measure to the failure to capture the aerodrome at Jijelli fighter cover was insufficient, AWATEA got under way late in the afternoon and immediately was the target for concentrated attack by aircraft. Every gun was manned and firing, the rate of fire being so rapid that the guns used ammunition faster than it could be brought from the magazine. Two planes were shot down and others damaged but AWATEA was unable to escape. A stick of bombs landed on the forward hatches, starting a fire that spread through the ship. An aerial torpedo in the engine room brought the ship to a halt. The order to abandon ship, which was carried out without serious casualties, despite strafing by low-flying planes. The crew were picked up by a destroyer.

AWATEA eventually sank one mile north of Bougie breakwater. The final port of call in a short but spectacular career that began in a blaze of glory and ended, still glorious, in the conflagration of war.

For his part in the action, Capt. Morgan was awarded the Distinguished Service Order. Later he was awarded Lloyds War Medal for distinguished service. Other decorations were awarded to several members of the crew, including three awards of the Distinguished Service Cross.

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The following letter has been received from Mr. T.W. George of Penryn, Cornwall and I hope that members will dig out what information they have and send it to me for onward transmission.

Tony Starke.

Australian Representative,
World Ship Society.

Dear Mr. Starke,

I am writing to you in connection with the Society's proposed 'Naval Record', and wonder if you can assist in any way.

I myself, am being responsible for the section from 1939-extant although, naturally, any information that you may be able to give concerning the Royal Australian Navy previous to this period is going to be very welcome.

My particular reason for writing is to enquire of those small craft serving (principally during the War 39/45) as requisitioned vessels in harbour duties and patrols &c. These are probably what you call N.A.P. vessels, are they not? Those that are not likely to be found listed in the Australian Navy List, that is. Can you let me have a list of these craft, also details of conversion out of RAN since cessation of hostilities of m.t.b.s, Motor Launches and the other tiddlers of the fleet.

Anything that you may be able to suggest will be greatly welcomed here, and I look forward to your favourable news.

(signed) T.E.George.

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DON'T FORGET -- WE CANNOT KEEP THE LOG GOING WITHOUT YOUR CONTINUED SUPPORT IN THE WAY OF FLEET LISTS, HISTORICAL ITEMS AND GENERAL MARITIME NEWS -- IF YOU DO NOT HAVE THE TIME TO REWRITE YOUR NEWS ITEMS SEND THE CLIPPINGS -- WE WILL DO THE REST.

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Remember all Editorial, items, news, correspondence connected with the LOG is now to be directed to WORLD SHIP SOCIETY, NSW BRANCH, BOX 72, PO NORTH SYDNEY. NSW.

GENERAL NEWS SECTION.

Compiled from notes kindly supplied by Messrs I. Cooper, I. Farquaher, J. Freeman, R. McKenna, L. Rex & R. Parsons.

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Two new vessels have been added to the New Zealand coastal fleet recently. KONINI a motorship, 2,100 D.W. tons joined the Union Company having been built by Henry Robb of Leith while PARERA of about 800 Tons gross is now sailing for Richardson & Co., having been built by Geo. Brown of Greenock. Both vessels carry the names of former units in the fleets of their respective owners. The first KONINI, 1,420 tons gross was wrecked on her maiden voyage from New Zealand to England, running ashore at Whale Head at the back of Bluff Hill on December 22nd, 1924. The earlier PARERA was a ship of 555 tons gross, built in 1921 at GLENSIDE. She joined Richardson's fleet in 1924 and was renamed, serving the company until 1936 when she became the HOLMLEA of Holm & Co. In 1950 she passed to the Lancy Steamship Co., as KIAMA. Her end came on Jan. 19th, 1951 when she developed a list and capsized off North Beach, Tuggerah with a loss of seven lives. Particulars of the new ships are:-

KONINI 250' x 41½' x 17¾' depth, Engined with a 5 cyl. Clark-Sulzer diesel, 1500 BHP - 11 knots.
PARERA 208' x 37'. British Polar diesel, 1130BHP.

Another new vessel for U.S.S.co of N.Z.Ltd, KORAKI, was due to commence her maiden voyage in August. Built by Alex. Stephens she will be the 53rd vessel added to the fleet since the end of W.W.II. KORAKI of 5,300 d.w. has dimensions 325' x 51' x 26'.

A deletion from the Union fleet is WAIMARINO (1930, 3,088 g) which was sold to J. Manners. Renamed SAN EDUARDO she now flies the Panamanian flag. (I.F.)

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Details of the new Bass Strait ferry building at Newcastle NSW are:-

| | |
|-----------------------|-----------|
| Gross tons | 4,600 |
| Length, Waterline | 356 feet. |
| Breadth, moulded | 58 feet. |
| Depth to vehicle deck | 50 feet. |

The vessel is to be propelled by 2 Nohal-Polar two stroke diesels developing 4300 BHP. She will have twin screws, twin rudders and Voith Schnedier bow propeller, and will carry 400 passengers and 100 vehicles. (LR)

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The new ship building for Adelaide S.S.Co.Ltd., by Evans Deakin & Co.Ltd., Brisbane, is to be named MUNDOORA, and will be 5,200 tons, diesel engined and capable of 12½ knots.

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The four Lake class ships of the ANL are to be fitted with Radar and gyro compasses. Consideration is being given

to the fitting of all vessels of the fleet with this equipment.

.....
The four master Auxiliary schooner KERMANDIE ran aground on North Point reef, 6 miles from Stanley, Tasmania, during a storm on the night of 6th Sept. Unsuccessful attempts were made to refloat the ship by the United Salvage Co. of Melbourne and on the 23rd she was declared a total wreck. The wreck was sold for £750 as scrap to a Mr. W.B.McBullock who hopes to retrieve the two valuable diesels which were installed in the vessel in 1948.

KERMANDIE, a vessel of 343 tons gross was built on the Huon River in 1920, and was owned by the Kauri Timber Co. She was the only 4 master on the Coast. (IC)

.....
The remains of Joseph Conrad's old ship OTAGO were destroyed by fire in August at the ship graveyard at East Risdon near Hobart. OTAGO was an iron barque of 367 tons gross, built at Glasgow in 1869. Purchased by Huddart Parker in 1900 she served as a coal hulk until 1931 when she was taken to East Risdon.

An old wooden river steamer, the TOGO, was also destroyed in the fire. TOGO was of 153 tons and built on the Tamar in 1906. During W.W.I. she served in the RAN as a minesweeper, and when built was one of the fastest ships in Australia. (IC)

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Auxiliary LEPRENA 105 tons has been sold to Messrs. M.Sampson & E.V.Jaeger of Smithton, Tasmania, and will in future trade between that port & Melbourne. (IC)

.....
Schooner PIRI made her last voyage ICIANZ in July. She lost her rudder in a storm 400 miles from New Zealand but arrived safely with a jury rudder. She is now laid up at Auckland. (IC)

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Former BHP 'E' class steamer IRON KNOB (ex EUWARRA) had a brief career on leaving these shores. Sold in 1956 to P.Vrangos and renamed CLARISSE under the Panamanian flag, she was abandoned leaking south of Socotra on 15th, July, foundering 3 days later.

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Fire, believed to have been caused by spontaneous combustion, broke out in 170 tons of explosive cargo in the No.1 hold of Huddart Parker's WOOMERA when she was at Fremantle in mid-August. The blaze was extinguished by the local fire brigade. (R.McK.)
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Several interesting items concerning vessels owned by the Government of West Australia have been reported. Firstly the KOOJARRA was slipped for hull scraping at Fremantle in August. She is the largest vessel to be slipped there, and 100 tons of deck gear had to be removed before it could be done.

Refitting of DELAMERE is expected to be complete by January next year. KYBRA and KOOLINDA are both expected to retire at this time and rumor has it that KOOLINDA will go to U.K. for breaking up, and that her crew will bring back the new KOOLAMA.

Bucket dredge PARMELIA which has been in retirement at Garden Island for several years has been reconditioned. She will be used to assist in the construction of a new No.10 berth, at North Wharf, Fremantle. (R.McK.)

.....
HMS THOROUGH a 'T' class submarine on loan to Australia, sailed for U.K. in October and is being replaced by HMS ANDREW. (LR)

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Norske-Amerika liner BERGENSFJORD is to make a south Pacific cruise in February of next year. Calls will include, Hobart, Melbourne and Sydney. (IC)

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Migrant ship CAPTAIN HOBSON recently in the news following her breakdown and 600 mile tow to Auckland, is to resume passenger service to New Zealand in December. (IF)

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Gotaverken, Gothenburg, have launched the cargo motor vessel G.D.KENNEDY for the Rederi A/B Transatlantic, which will also serve as the owner's training ship. She will be delivered as an open shelter decker carrying about 9,700 tons d.w. The vessel bears the name originally carried by the owner's first school-ship, the well known square rigger in which many M.N. officers received their initial sea training, between 1915-1923. In addition to the usual crew accommodation in the new ship, facilities are provided to accommodate 52 cadets, with lecture rooms, laboratory, workshop etc. All accommodation is situated aft. Radar, echo sounding and direction finding equipment etc., will be fitted in duplicate. For instruction purposes, both ordinary cargo derricks and deck cranes will be fitted.

The G.D.KENNEDY which is the 47th vessel constructed by Gotaverken for the Transatlantic group will be propelled by an 8 Cylinder Gotaverken diesel engine which will give the ship a loaded service speed of 15½ knots. (JF)

.....

General Manager, H.H.Dobie, of Union S.S.Co.of N.Z.Ltd., stated recently that the Company had no plans for replacing the present Tasman ferry MONOWAI which he said "had some years of service left yet".

When the current building programme of USS Co of NZ is completed the fleet will consist of 70 ships, 53 of them built since World War II. A feature of the seven latest ships building will be the fibreglass lifeboats. These will be the first vessels to operate in Australasian waters with this equipment.

(RP)

.....

WORLD SHIP SOCIETY

Australian & New Zealand Sections, Photo Offer No.6.

CLOSING DATES: Aust. & N.Z. 31st Jan.1958
Overseas 28th Feb.1958

We continue the practice introduced last issue of stating the angle from which the photo has been taken, i.e. Br-Broadside, B-Bow, S-Stern, (A)-Alongside

Prints will be postcard size & can be ordered of

A.J.STARKE, 21 SYMONDS STREET, PORT PIRIE, Sth.Aust.

Remittances to include sixpence postage, should be made payable to A.J.Starke, at Fort Pirie Postoffice.

.. .. .

Section One.

All prints are single weight glossy.

All ships listed in this section: Union S.S.Co of NZ.

| | tons | built | | |
|------------|-------|-------|----------|-----------------|
| PALOONA | 2793 | 1899 | Br to B, | ex Zealandia |
| KAITUNA | 1977 | 1904 | Br to B | |
| KAIWARRA | 3051 | 1919 | Br to B | |
| * TAHITI | 7978 | 1904 | Br to B | ex Pt Kingston |
| WAKATIPU | 1796 | 1876 | Br | |
| * LOONGANA | 2448 | 1904 | Br to B | |
| WAINUI | 684 | 1886 | Br to B | |
| ARMAGH | 12269 | 1917 | Br to B | |
| KALINGO | 2047 | 1927 | Br to B | |
| KAIRANGA | 2839 | 1921 | Br to B | ex St Rominique |
| LEITRIM | 9540 | 1916 | Br to B | L. Narbada |
| KCROMIKO | 2479 | 1907 | Br to S | |
| KAREPO | 2622 | 1929 | Br to B | |
| * MANUKA | 4505 | 1903 | Br to S | |
| ATUA | 3444 | 1906 | Br | |
| * KARITANE | 1376 | 1903 | Br to B | ex Cavalier |

(contd)

| | tons | Built | |
|------------|------|-------|--------------------------|
| WAIHORA | 2003 | 1883 | Br |
| *MAHENO | 5282 | 1905 | Br to B |
| *MOONAH | 1758 | 1888 | Br to B (A) |
| KOROWAI | 2525 | 1938 | Br to B |
| *KEKERANGU | 3146 | 1919 | Br to B ex Cosmos ex War |
| MOKOIA | 3502 | 1898 | Br to B Coast |
| WAIPOHI | 1919 | 1901 | Br (A) |
| *KANNA | 1948 | 1911 | Br to B |
| *KINI | 1388 | 1930 | Br |
| KAROOH | 2437 | 1951 | Br to B (A) |
| KAITOKE | 3551 | 1948 | Br to B |
| KARTIGI | 2353 | 1925 | Br to B |
| KOPUA | 1529 | 1937 | Br to B |
| TOFUA | 5299 | 1951 | Br to B |

Section Two.

| | Gross/Yr | blt | Owners | Taken | Angle |
|-------------------|----------|-----|------------------------|-------|------------|
| ARGYLL | 10200/56 | | Villanueva | 57 | Br to B |
| AGAMEMNON | 7829/29 | | Alfred Holt | 56 | Br to S |
| BARFONN | 10929/56 | | I/S Barfonn | 57 | Br to B |
| BIDELIA | 1385/27 | | John Burke | 55 | Br |
| BRITISH TRIUMPH | 8640/49 | | B.P.Tankers | 56 | Br to S |
| BRITISH WISDOM | 8273/45 | | B.P.Tankers | 56 | Br to B |
| CALOUNDR | 4053/50 | | A.U.S.N. | 57 | Br to B |
| CALTEX LISBON | 10448/45 | | O'Seas Tankship(UK) | 55 | Br to S |
| CREDO | 16355/51 | | A/S Jensens Rederi | 57 | Br to B |
| CYCLE | 3952/39 | | Australian SS P/L | 56 | Br to B |
| DELOS | 5528/52 | | Hillerstrom | 54 | Br to S |
| DIAMANTIS PATERAS | 6110/55 | | Diamantia Soc De Trsp | 56 | Br to S |
| EASTERN GLORY | 6500/49 | | Indo China S.N. Co | 55 | Br to B |
| EASTERN STAR | 6523/51 | | Indo China S.N.Co. | 52 | Br to B(A) |
| FOREST | 4993/37 | | Morel Ltd. | 50 | Br to B(A) |
| FERNHURST | 7131/45 | | Rex S.Co/Hadjilias | 54 | Br to B |
| GEELONG STAR | 8454/45 | | Blue Star Line | 56 | Br to B |
| HERONSPH | 7185/42 | | Pool S.Co/Ropners | 52 | Br to B |
| MERLIN | 7190/45 | | San Pedro Cia Armadora | 56 | Br to B |
| MIDDLESEX | 8284/53 | | Federal S.N.Co. | 53 | Br to S |
| MUIDERKERK | 7650/45 | | United Netherlands | 57 | Br to B |
| NELEUS | 7802/53 | | Alfred Holt | 53 | Br to S |
| NUDDEA | 8596/54 | | B.I.S.N.Co.Ltd. | 55 | Br to B |
| OSAKA MARU | 6653/49 | | Osaka Shosen | 52 | Br to S |
| ROWANBANK | 7262/43 | | Bank Line | 52 | Br to B |
| TEESPOOL | 7154/42 | | Pool S Co.Ropners | 53 | Br to B |
| TEMPLE HALL | 8003/54 | | Lambert Bros. | 56 | Br to B |
| CYGNET | 7187/44 | | Bahia Salinas | 57 | Br to B |
| IBERIA | 2981/54 | | P & O S.N.Co. | 57 | Br to B |
| SANDEFJORD | 5676/50 | | Halder Virik | 57 | Br to B |

DO NOT FORGET THE NEW ADDRESS FOR PLACING ORDERS ---

A.J.STARKE, 21, Symonds street, Port Pirie, S.A.

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