

Journal of the Australian & New Zealand Sections of the  
WORLD SHIP SOCIETY

VOLUME No. 14. No. 1.

JANUARY 1967

\*\*\*\*\*

Thanks.....

Mr. CHARLES BATESON

The announced retirement of Mr.Charles(Harry) Bateson probably came as a surprise to the readers as in the eight years he has been Editor he has become part of The Log. It is indeed unfortunate for us that we shall no longer have the benefit of his journalistic experience, nevertheless we are grateful for the time and effort he has devoted to The Log since 1958.

In persuing full time authorship over future years Mr.Bateson will be making a substantial contribution to the historical record of the Commonwealth and we hope that from time to time he will have time to contribute to these pages.

\*\*\*\*\*

THE LOG HAS A NEW EDITOR

In assuming the position of Editor and launching The Log into the 14th volume my thoughts go back to March 1954 when the journal was first introduced. At that time we did not have any idea of just how long it would last and it is perhaps a source of wonderment that, relying purely on voluntary contribution and production methods,it has survived the years to this time.

Traditionally an Editor cries persistently for material and it would be remiss of me not to raise my voice to this plea.The Log has, does and will continue to rely on the contributions and notes from members,thus the content,standard and balance depends upon the flow of material. It is therefore not only your journal but it also depends on you for its very existence.

Whilst there is a change of Editor the production,assembly and mailing of The Log will still be in the hands of Mr Ron Parsons,who for many years,has performed this thankless but vital task. I am very pleased to be working in conjunction with him and I shall do my utmost to compile a journal that will give something of interest to all members.

T.S.Stevens.....Editor.

\*\*\*\*\*

(The Log is produced for and on behalf of the Australian and New Zealand Sections of the World Ship Society by T.S.Stevens and printed By Mr.R.Parsons. at Lobethal S.A.)

Bigger & bigger....

+++++++ 210,000 tons deadweight +++++++

On December 7 last the 210,000 ton deadweight tanker IDEMITSU MARU was delivered by the builders - Ishikawajima-Harima Heavy Industries, Yokohama to her owners Idemitsu Tanker Co. for service between Kuwait and Tokuyama Bay, Japan.

To this date the vessel is the largest ship in the world and her approximate dimensions are, 1,115 feet long, 164 feet wide and a loaded draught of 57'6. The main machinery is a cross compound reheated two stage turbine driving a single screw for a speed of 16.6 knots. The crew total 32 persons. She is of conventional tanker design with bridge slightly forward of amidships and engines aft.

Previously TOKYO MARU of 151,000 tons deadweight was the largest vessel, however the new record holder will be exceeded in size by the end of 1968 as National Bulk Carriers Inc, have three 276,000 tonners on order.

+ + + + +

Scandiaships .....

+++++++ m.v. KILLARA +++++++

The KILLARA appeared in Australian waters towards the end of last year and she is the first of four new ships for Swedish Transatlantic. The second ship WAITARA has since arrived and the other two are due for delivery in April and August 1967.

The design was developed by Swedish Transatlantic, Swedish East Asia and Wilh. Wilhelmsen and each company is constructing four of the type. The first to be delivered was the East Asia Co., HONDO in May 1966. They are not designed specifically as container ships but can handle this traffic as well as conventional cargo in unitised form. All 12 ships will not be identical as the design has been adapted by the owners to suit their particular requirements.

KILLARA has an overall length of 512'3", beam 70' and loaded draught of 30'11". There are eight "twin" hatches served by eight fixed cranes of 10 tons capacity. The propelling machinery, giving a speed of 19 knots, is an 8 cylinder Eriksberg/B & W turbo charged diesel and the vessel is fitted with a bow thrust propeller. Unfortunately KILLARA had a mishap on her maiden voyage, when she ran aground on a rock off Nobbys Light (Newcastle) on December 12, causing quite severe hull damage. Temporary repairs were effected at Newcastle and permanent repairs will be carried out upon her return to the continent.

+ + + + +

+++ THE LOG 1967 +++

This year THE LOG will be distributed in March, May, July, September, and November. This January issue has been purposely delayed to allow a lapse of time from the conclusion of the 1966 volume.

+ + + + +

++++The loss of the PHOENIX++++

- one of -

- our very early steamers-

(by- N.L.McKellar. N.S.W.)

+++++

The activities of Edye Manning and his brother William are well known to anyone who has delved even lightly into early Australian steamships. One of the vessels owned by the Mannings was the PHOENIX, which had been built round the engines of the famous SOPHIA JANE, at a cost of six thousand pounds. Several other Sydney business men besides the Mannings held small shares in the ship, but Mannings were the main owners and operators.

Early in March 1850 rumours swept Sydney that PHOENIX had been wrecked; by the third week of the month they proved only too true. Edye Manning himself, and his wife, were aboard at the time she was lost, together with their four children, another 'first class' passenger and ten in the steerage.

The vessel left Sydney for the Clarence River on Wednesday 23rd February 1850 and arrived safely at her destination. On the 27th., she left Grafton for the return voyage, but choppy seas kept her inside the bar until the Sunday. About 11 a.m. that day she was able to pass out, but within an hour a southerly swell came up, with increasing winds. The PHOENIX was unable to make headway, and in fact during the afternoon actually lost steerage way. Her head fell off, and though she attempted to "wear" by dropping an anchor and setting the mainsail, in an endeavour to bring her head into the wind, the manoeuvre was unsuccessful as the anchor chain snapped almost at once.

The second anchor suffered a similar fate and all sails were now set, with the object of selecting a suitable spot on which to run the vessel ashore, rather than have her drift onto the rocky headland which was menacing her. This time the master had better luck and was able to beach her in a sandy cove. The whaleboat was carried away within minutes but the lifeboat was launched and the passengers safely removed. When the tide ebbed all hands turned to the job of removing the cargo, which consisted entirely of bales of wool, and a considerable portion was taken out of the vessel by nightfall. Daybreak the next morning saw them again removing cargo and in the following three days every bale of wool was taken ashore, despite the fact that to recover a few of them the crew had to wade through shallows for half a mile. The hull of PHOENIX remained sound throughout the pounding she took but her decks were damaged beyond repair.

The passengers spent about a week under canvas near the wreck, but a small party made their way to Grafton with news of the mishap, and in due course the remainder were picked up by the EAGLE, bound for Moreton Bay, and after a somewhat roundabout journey, reached Sydney.

The last had not been heard, however, of the PHOENIX. Four men remained by her, and ere long, Manning had vast teams of men working to get her free. The story of her salvage is worth an article on its own; it was accomplished by sheer hard digging and dragging. Within a year of her grounding she was running again. Unfortunately she did not last long as within six months she failed again to get clear of the Clarence Bar. When inward bound on 14th April 1852, she struck hard and was swept onto the northern beach. This time there was no reprieve.

It is worth noting that, according to Portus, her engines were dismantled at the time of the first stranding, sent overland all the way back to Sydney and apparently re-installed in the hull when the latter was eventually refloated.

The inadequacy of the engines of PHOENIX showed local merchants and others that something better was required to negotiate the Clarence Bar with success; in fact, it may be said with truth that the double wreck of the PHOENIX was the direct cause of the foundation of the Clarence & Richmond Rivers S.N.CO.

\*\*\*\*\*  
\*\*\*\*\*

Ever heard of the....

#### TAIKOO GAZETTE

Towards the end of each year the Swire Group of companies produce their annual House magazine entitled "Taikoo Gazette". It contains descriptive, informative and well illustrated account of the groups activities.

John Swire & Sons of London are represented in Hong Kong by Butterfield & Swire, who are the Eastern Managers for The China Navigation Co.Ltd. Some of the affiliated companies within the group include Swire & Yuill Pty.,Ltd., Sydney, Cathay Pacific Airways and The Taikoo Dockyard & Eng. Co.,Ltd., Hong Kong.

There is, of course, a list of the ships owned and operated by The China Navigation Company and this, together with a little additional information is detailed hereunder. All the ships are motor vessels and the other information shown is, gross tonnage, year built, passengers - first class & others, service, previous names-if any.

OWNED by C.N.Co. but chartered out to other owners

NORMAN 5957/1959 P-f2 ex KWANGTUNG (CNCo)  
On time charter to Crusader Shipping Co.Ltd.,

TIME CHARTERED by C.N.Co.

NANCHANG	7867/1943	P-f/6	ex GLAUCUS (64) Alfred Holt & Co ex MONMOUTHSHIRE(63) ex TELEMACHUS (57)
----------	-----------	-------	--

UNDER BAREBOAT CHARTER to C.N.Co.

WANLIU	9098/1948		ex WANSTEAD (64), RAEBURN (64) PORT WANSTEAD (63), WANSTEAD (57)
WENCHOW	9098/1950		ex WENDOVER (64)
WOOSUNG	9098/1950		ex WOODFORD (64), ROSETTI (64) WOODFORD (63)

All three on service to  
Australia.

All three owned by Britain Steamship  
Co.Ltd.,(Watts Watts Ltd)

Vessels OWNED by C.N.CO.

ANKING	6119/1950	P-f/34-o/533	Taiwan Service
ANSHUN	6160/1950	P-f/50-0/1186	
CHANGSHA	7412/1949	P-f/84-0/92	Australia Service
CHEFOO	5904/1958	P-f/2	Australia Service
CHEKIANG	5904/1957	P-f/2	Bangkok Service
CHANGTU	5832/1955	P-f/2	Bangkok Service
CHUNGKING	5832/1955	P-f/2	Bangkok Service
HUNAN	8966/1965	P-f/2	Australia Service
KUALA LUMPUR	12598/1936	P-f/257-0/1837	Pilgrims & cruising ex DILWARA (61) B.I.S.N.Co.
KWANGSI	5957/1960	P-f/2	
KWEICHOW	5957/1959	P-f/2	
KWEILIN	5902/1962	P-f/2	Australia Service
NINGHAI	9728/1945	P-f/2	South Pacific Islands ex ATHENIAN (65) Efcarrriers Co-Liberia ex ELYSIA (63) Anchor Line Ltd
SHANSI	3161/1947	P-f/11	Aust/New Guinea Line
SOOCHOW	3154/1947	P-f/11	Aust/New Guinea Line

TAIYUAN	7472/1949	P-f/86-0/91	Australia Service
TIENTSIN	5588/1955	P-f/6	Australia Service ex MAROUA (61) Cia Mar.des Chargeurs Reunis ex FRONTENAC (56) Cia de Nav Cyprian Babre
TSINGTAO	5588/1954	P-f/6	Australia Service ex MANGA(61) Cia Mar.des Chargeurs Reunis ex DURQUESNE(56) Cia de Nav Cyprian Fabre
YOCHOW	6855/1948	P-f/11	South Pacific Islands ex ST THOMAS(65) Sth American Saint Line
YUNNAN	6855/1948	P-f/11	South Pacific Islands ex ST ESSYLT(65) Sth.American Saint Line.

\*\*\*\*\*  
\*\*\*\*\*

Strange craft .....

+++ A NEW OIL RIG +++

Early in 1966 a huge barge arrived at Newcastle from the United States in tow of the old 'saint' class tug POLARIS (ex St. Catherine) and an interesting conversion job has been done by the State Dockyard to the specifications outlined by Zapata-O.D.E.Pty.,Ltd., are an American-Australian concern.

The barge which is being converted to an oil rig for use in the oil search off the Australian coast is 276 feet in length, 70 feet wide and on completion will be unrecognisable from the barge which originally was towed up the harbour. Apart from a lot of other structures, there will be an oil drilling derrick erected amidships to a height of 147 feet and when finished the entire tower will be too tall to pass under the Sydney Harbour Bridge.

The vessel will be airconditioned and there will be a platform for helicopters bringing supplies etc. It is anticipated that the crew will total 52 persons. Eight 20,000 lb anchors are to be used for mooring and each anchor requires 2000 feet of chain, the latter weighing about 40 Lbs per foot. Seven 1000 hp engines will supply power to operate the machinery installed.

+ + + + +

+++ FLOATING CRANE +++

The first prefabricated section of a 250 ton capacity floating crane was laid at Evans Deakin's yard, Brisbane on October 11. This craft, for the Melbourne Harbour Trust, will have an overall length of 151 feet 4 inches and a beam of 66 feet four inches. It will be self propelled by diesel-electric machinery driving twin screws.

\*\*\*\*\*

+++ AUSTRALIAN WHITE ENSIGN +++

Towards the end of December its was announced that as from 1st May 1967 the ships of the Royal Australian Navy would fly a new flag to be called "Australian White Ensign". This will replace the White Ensign, flag of the Royal Navy, which has been used by Australian ships since the R.A.N. was formed in 1910.

The new flag will be white and continue to show the Union Jack in the top left hand corner, but the red cross of St George will be replaced by six blue Australian stars. Thus the R.A.N. will now have its equivalent of the National flag (blue) and the mercantile flag (red).

+ + + + +

We enter the controversy.....

????? AN OVERSEAS LINE FOR AUSTRALIA ?????

Certain sections of the daily press have been discussing this issue for many months and the result of a recently held gallup poll states that 71% of the people interviewed favour the project, therefore it is perhaps timely to bring the subject to the pages of THE LOG.

There are two separate fields... the bulk trades and the liner/conference trades. There are two ways of entering... private enterprise or a Government line. Considering the bulk trades first (coal, iron ore, wheat etc.,) with 54,000 ton bulk carriers being built in Australia and a selection of slightly smaller secondhand tonnage available overseas there appears to be no reason why Australia, either on a private basis or Government or both, cannot enter this field. The Government has implied approval but all parties appear reluctant to take the first steps.

The liner/conference field is a little more difficult and here it would appear doubtful whether private enterprise has the necessary resources to go it alone without subsidy, either direct or through shipbuilding loans. The private venture is, after all, out to make a profit and savings in foreign currency and export earnings do not directly benefit the private operator. On the other hand a Government line, with the resources and backing could operate to break even and still benefit the country as a whole.

It would of course, lead to self destruction to get into a freight war with conference lines, therefore cooperation with these lines would be essential, nevertheless the participating presence of such a line could have a sobering effect on the enthusiasm of conference lines to increase freights at more or less regular intervals.

Undoubtedly many thousands of words remain to be written on this subject but when is somebody going to take enlightened action???

+?

MATERIAL for THE LOG

should be sent to the Editor, P.O.Box 289,  
FRANKSTON. Victoria. Australia.

+ + + + +

A glance back .....

+++ THROUGH THE YEARS +++

- \* 1918...Built for the R A N the cruiser ADELAIDE was launched from Cockatoo Island Dockyard, Sydney on July 27.
- \* 1923...PORT AUCKLAND (8308/1922) owned by Commonwealth & Dominion Line, collided with and sank FERNHILL (2399/1908) off Blankenese on October 22.
- 1928...VICEROY OF INDIA (19627 tg) launched for P & O.S.N.Co at the yard of A.Stephen & Sons Ltd., Glasgow on September 15.
- 1933...In June, Union Co., sold KUROW (2625/1909) to Moller & Co.
- 1938...Cunard S.S.Co.Ltd., sold BERTENGARIA (52226/1912 ex Imperator) in October.
- \* 1943...MELBOURNE STAR (11076/1936) torpedoed and sunk 480 miles S.E. of Bermuda on April 2. There were only four survivors.
- 1948...The British tramp HOPESTAR (5267/1936) disappeared on voyage from Newcastle on Tyne to Philadelphia. Last reported Nov 14.
- 1953...H.C.S.Coasters Pty.Ltd., sold their JAMES COOK (2181/1921 ex Belfri)
- 1958...The Norwegian migrant ship SKAUBRYN (9786/1951) was abandoned on fire in Indian Ocean, March 31 on voyage Bremerhaven/Melbourne with 1288 passengers. The vessel sank April 6 when under tow.
- \* 1963...WAIRANGI (12829/1942 ex Empire Grace) stranded 25 miles from Stockholm on August 14. Refloated 12 days later and sold for demolition.

+++++  
Ex R.A.N.....

KURUMBA

Perhaps few would have realised that the entry on page 130 of Marine News (April 1966) relating to the sale for demolition of EVANGELOS signified the end of a former R.A.N. auxiliary.

Built by Swan Hunter & Wigham Richardson, she was laid down in 1915 and launched in September 1916, being completed four months later as a Royal Navy oiler. In May 1920 she was transferred to the R.A.N. with whom she served until sold in 1948. It would be interesting to know details of her activities with the R.A.N. and perhaps some reader can supply this information.

The vessel was of 3976 tons gross, 2262 nett and was 378'6" in length. She was powered by two triple expansion engines driving twin screws. When sold in 1948 she became EVANGELIKI and this was changed to EVANGELOS in 1955, both under Greek ownership.

+++++



+++DEUTSCH - AUSTRALISCHE DAMPFSCIFFFAHRTS GESELLSCHAFT++++++ HAMBURG 1888 - 1926 +++

(German - Australian Steamship Co. - D.A.D.G.)

By - Ian J. Farquhar (New Zealand)

+ + + + +

(In this, the first of two parts, the article covers the period to 1913 and the fleet list to 1910. Whilst it is not often that THE LOG "goes foreign" this fleet is of particular interest as several of the ships ultimately became units of the Commonwealth Fleet of Steamers --refer THE LOG Vol.8 No.4--July 1961). Editor.

+ + + + +

AUTHOR'S NOTE: The fleet list that follows was first published in THE BELGIAN SHIPLOVER, journal of the Belgian Nautical Research Assn., Brussels in 1964. I would particularly like to acknowledge the help I have received from Dr. H. Bischoff of Hamburg and Mr. Wm. Muller of Ontario, Canada, in the preparation of the list of ships.

Prior to World War 1, the D.A.D.G. was, after the Hamburg - Amerikanische Pkt. Act. Ges. (H.A.P.A.G.) and Norddeutscher Lloyd (N.D.L.) the largest German shipping company and one of the principal European cargo lines trading to Australia. Today it is virtually unheard of.

+ + + + +

FOUNDATION

The line was formed in 1888 by a group of Hamburg merchants headed by Jacob Meyer who were concerned that much of the Australian trade would be lost to Hamburg if the rival N.D.L. of Bremen was providing the only German shipping service to Australia. Even in those days there was considerable rivalry between the various ports, and although Australia was British and contained few German influences the trade potential foreseen by the German industrialists was considerable.

N.D.L. was subsidised by the German Government for its service to Australia which commenced with the steamer SALIER in 1886, so that one can appreciate the difficult prospects for the establishment of a rival line, which would have to run without a subsidy and have to fight for a share of the cargo. The D.A.D.G. was incorporated in September 1888 with a Capital of two hundred thousand pounds in shares and one hundred thousand pounds in debentures. Seven ships of about 3000 tons gross were ordered, four from British shipyards and three from German builders.

"GERMAN AUSTERITY LINE"

The service was commenced on July 24th, 1889, when ELBERFELD loaded at Hamburg, Amsterdam and Antwerp for Adelaide, Melbourne and Sydney. Most of the funds of the new concern had gone into building the ships and the cost of manning and provisioning was kept as low as possible. As a result, the line in its formative years achieved a very

bad name for shipboard conditions. In 1891 it was reported that seamen had actually jumped overboard from SOMMERFELD to drown rather than stay on the ship. An Australian Court fined the Master of the ship fifty pounds as a result of the appalling food and conditions. Seamen went insane and Officers bought food for the men out of their own pockets. The line thus became known as the "German Austerity Line", but after the initial few years, conditions rapidly changed, as the line established itself and gradually increased its share of the trade.

#### DISTINCTIVE APPEARANCE

After the first series of eleven ships came out between 1889 and 1896, there followed another group of thirteen vessels, all of about 5000 tons gross. All these ships had two thin funnels which, because of the narrowness, looked extremely tall. The ships in this class were MEISSEN, ELBING, BIELEFELD, VARZIN, HARBURG, ITZEHOE, DUISBURG, BERGEDORF, MAGDEBURG, KEIL, LAEISZ, APOLDA and ROSTOCK.

Another peculiar feature adopted in later years was a short well forward and this was another aspect of D.A.D.G. vessels which made for easy recognition. Apparently the idea was that the well, usually placed just abaft of number one hatch, would catch the water coming over and scoop it overside, leaving the deck aft dry. This theory must have been proved in practice for from 1904 until 1926 sixty six of the seventy vessels under D.A.D.G. during this period had the short well deck.

#### CONSOLIDATION

In 1898 the ships commenced calling at Cape Town on the way to Australia instead of just coaling at Port Elizabeth. They also returned via Java and Straits Settlements. By 1900 Brisbane was included in regular service and the ships increased their visits to East Indian ports.

By 1904 D.A.D.G. were running twenty seven ships including some small "feeder" ships. These small ships were used on the South African coast bringing cargo to Cape Town for transhipment to the larger ships. By this method D.A.D.G. ships spent only a day or so at Cape Town en route to Australia. From 1901 to 1903 they also employed a small ship named SHAMROCK to carry bunker coal from Newcastle N.S.W. to their storage hulks.

A direct service from the Continent to Java was started in 1910 and by 1912 they had a completed network of services from the three Continental ports to all main Australian ports, Java, Straits Settlements, Malabar Coast and most of the principal ports in the Dutch East Indies. Most of the East Indian services were run on a regular Conference basis in conjunction with Royal Rotterdam Lloyd, Netherlands Steamship Co., and the Blue Funnel Line Dutch subsidiary. A greater coverage to Australia was given in 1904 when the ships started loading at the Scandinavian ports of Fredrikstad and Gothenburg. This service arose out of a great demand for Scandinavian timber.

Once properly established the Line gave a very good service, the ships were well maintained and extremely efficiently run. They were frequent visitors to Australian ports and from 1910 there were two sailings a week from Hamburg outwards to Australia and the East Indies. The line was essentially cargo only, but most ships had accommodation for a few passengers.

UNITED TYSER LINE

In 1907, D.A.D.G. together with the "Hansa" Deutsche Dfs. Ges. of Bremen made an approach to Funch, Edye and Company prominent New York loading brokers, and proposed running a service from New York to Australia. Although Funch Edye management had strong German connections, they were then agents for the British Line of Tyser and Co., which had commenced a regular run from New York to Australia in 1899, and at first suggested that the German lines should keep out of the trade. The Germans, however, were anxious to push ahead and when it was seen that a freight war might ensue with Tysers, an arrangement was made to run a joint service under the name of the "United Tyser Line".

A three weekly service was instituted with Tyser and Company holding fifty per cent share in the new concern. Earnest endeavours were made to sail the ships on regular advertised dates, and this was something of an innovation to the other lines in the trade at the time. As a consequence they, the American & Australasian Line and the United States & Australasian S.S.Co., had to follow suit.

FURTHER EXTENSIONS

The New York service of the two German concerns was extended in 1911 to include direct sailings to the East Indies. The New Zealand trade was looked at in 1913 and D.A.D.G. resolved to provide a regular despatch from Hamburg, Rotterdam and Antwerp to main New Zealand ports.

The first ship in the service left the Continent in April 1914 and arrived at Auckland on July 2nd, 1914. This was the LINDEN and with war but a few weeks away, she was the first and last ship in the D.A.D.G. service to New Zealand.

(to be continued)

FLEET LIST -- 1888 to 1910"FEEDER" ships on SOUTH AFRICAN COAST.

Vessel, in fleet, previous owners.	Built/gross tons .	Ultimate fate. 'B' = became
<u>INLANDER</u> 1901-1906	1901/752	B/ <u>Sascha</u> (Ger) 1906/07, B/ <u>Gilbert</u> (IndoChina) 1907/11, B/ <u>Loi Yue</u> (China) 1911/21, B/ <u>Hung Lee</u> (China) 1921/37. Sunk to block Tsingtao Harbour- December 1937
<u>TECK</u> 1901-1905 Woermann Line, Hamburg(1892/01)	1892/577	B/ <u>Beira</u> (port) 1905/21. Deleted from Lloyds Register 1921.
<u>PAULINE</u> 1901-1907 H.R. Contard, Apenrade (1900/01)	1900/193	B/ <u>Bilene</u> (port) 1907/12, B/ <u>Lidador</u> (Port) 1912/1917, B/ <u>Atella</u> (Port) 1917/29, B/ <u>Tenso</u> (Dan) 1929/

COASTER employed as COLLIER between NEWCASTLE and SYDNEY

SHAMROCK 1878/1335 B/Shamrock(Br). 1902/03 Sya. Stev. Co.  
1901-1902 Wrecked Catherine Hill Bay. N.S.W.  
ex"Helene Grisar" (1899/01) March 1903.  
A. Grisar, Antwerp)  
ex"Rowland" (1879/1899)  
Stephens & Mawson, Newc. U.K.)

FLEET LIST

ELBERFELD 1889/2630 B/Hercynia(H.A.P.A.G.) 1894/05,  
1889-1904 B/Lachta(Russ) 1905/18, Taken over by  
Fins as prize 1918. Returned Russia 1923  
Deleted from Lloyds 1937

ESSEN 1889/2985 B/Austria(German Levante Line) 09/19,  
1889-1907 Surrendered as prize 5.4.19, Sold to  
T.B. Stott & Co, Liverpool-same name.  
Brk/up U.S.A. 1923

ERLANGEN 1889/2750 Stranded on Maldiv Islands Aug 20  
1889-1894 1894 becme total loss.

SELINGEN 1889/2844 Wrecked Nov. 4, 1904 near Hottentot  
1889-1904 Point on passage Swakopmunde to C'twn.

BARMEN 1889/2646 B/Bolivia(H.A.P.A.G.) 94/98, B/Schwinge  
1889-1894 (Kayser & C) 98/19, Surrendered as prize  
1919, placed under Shipping Controller  
(J. Gardiner & So., Mngrs), resold Germany  
1922 B/Ems 22/24, Brk/up Lubeck 1924

CHEMNITZ 1889/2758 B/Enrique Lihn(Lihn & Co, Antofagasta)  
1889-1906 06/11. Deleted from Lloyds 1912.

SOMMERFELD 1889/2609 B/Roma (de Freitas, Hamburg) 06/10, B/Roma  
1889-1906 (German Levante) 10/19, Surrendered 1919,  
placed under Shipping Controller (Owen &  
Watkin Williams & Co, Mngrs) Resold Germans  
1922 B/Erda (E. Retzlaff) 22/22, Brk/up  
Blyth 1933.

STASSFURT 1891/3231 B/Chios(german Levante) 06/11, Foundered in  
1891-1906 Bay of Biscay Dec. 21, 1911 on passage  
Tees to Oran

SONNEBERG 1894/1912 B/Waelsung (H.H. Schmidt) 12/15, Captured  
1894-1912 Petrograd Aug. 14. B/Buki(Russ) Mined  
Dec. 18, 1916. 59-34N, 24-25 E.

Jan 17 1967

THE LOG

Page 13.

<u>FLENSBURG</u> 1895-1912	1895/4435	B/ <u>Waltraute</u> (H.H.Schmidt) 12/15, Captured Bari 1915 by Italians. B/ <u>Angelo Brunetti</u> Brk/up Italy 1931.
<u>AUGSBURG</u> 1896-1912	1896/4907	Left New York February 2nd 1912 for Java, not reported since.
<u>MEISSEN</u> 1897-1913	1897/5209	B/ <u>Woglinde</u> (Schmidt) 13/18, B/ <u>Hersfeld</u> (Continental Rederi-Ger) 18/19, Surrender 20.5.19, B/ <u>Hersfeld</u> Shipping Contr. (F.C.Strick Mngrs) 19/21. B/ <u>Ruth Kayser</u> (Reed Kayser-Ger) 21/25. Brk/up U.K. 1926
<u>ELBING</u> 1898-1919	1898/5677	Shipping Contr. (W.Runciman, Mngrs) 19/21 B/ <u>Heinrich Kayser</u> (Reed Kayser) Sailed Hampton Roads for Bremen Dec.2.1922, last reported Dec 6, off Newfoundland.
<u>BIELEFELD</u> 1898-1919	1898/5186	Surrendered 1919 under Belgian Govt 1920 B/ <u>Kobun Maru</u> (Japan.Govt) 1920. Foundered 300 miles E. of Shanghai Dec 29, 1928
<u>VARZIN</u> 1899-1919	1899/5192	B/ <u>Varzin</u> (Sec. State for India) 19/22 B/ <u>Electra Stavroudi</u> (Grk) 22/28, B/ <u>Ioannis Th. Vlassopoulos</u> (Grk) 28/29. Brk/up 1929
^ <u>HARBURG</u> 1899-1917	1899/4472	Seized New York 1917. B/ <u>Pawnee</u> (USSB) 17/23 California S S Co 1923, Brk/up H.K. 1928
<u>ITZEHOE</u> 1899-1911	1899/5134	Wrecked off Cape Recife (nr Algoa Bay) May 24, 1911, passage Hamburg/Aust.
<u>DUISBURG</u> 1900-1917	1900/5155	B/ <u>Burgermeister von Mello</u> (Ger) 17/19. Surrender as prize to France March 23, 1919 B/ <u>Mont Aigoual</u> (GTM) 20/24. Brk/up 1924
<u>BERGEDORF</u> 1900-1911	1900/5125	Wrecked April 4, 1911 off Cp. Comorin on passage Port Pirie to Hamburg .
<u>MAGDEBURG</u> 1900-1917	1900/4497	Seized New York 1917. B/ <u>Neuse</u> (USSB) Brk/up U.S.A. 1923
<u>KIEL</u> 1900-1917	1900/5143	Seized Wilmington USA 1917. B/ <u>Camden</u> (USN) 17/46. Brk/up Baltimore 1949.
<u>OFFENBACH</u> 1900-1919	1900/5445	Surrendered as prize to UK. 15.8.1919 Shipping Contr. (BISN Mnrs). B/ <u>Anna Kayser</u> (Reed Kayser.Ger) 21/26. B/ <u>Nordsee</u> (Ger) 26/33/ Brk/up Germany 1933
<u>LAEISZ</u> 1900-1908	1900/5157	Wrecked March 16, 1908 in Red Sea on passage Sydney to Hamburg.

<u>APOLDA</u> 1901-1914	1901/4939	Seized Table Bay Aug. 1914, taken over by South African Govt. T/f Board of Trade London 1923. B/ <u>Verbania</u> (Itl) 26/32. Brk/up Italy 1932.
<u>ROSTOCK</u> 1901-1914	1901/4957	Seized Port Said Sept. 8. 1914. B/ <u>Hunsmoor</u> (Admiralty) 14/18. Torp. S.W. Owers Light vessel Feb 20, 1918.
X <u>ALTONA</u> 1902-1914	1902/4312	Seized Melbourne 1914. B/ <u>Conargo</u> (Aust. Gvt) 14/18. Torp. March 31. 1918 near Isle of Man.
<u>OTTENSEN</u> 1904-1919	1904/4258	Surrendered as Prize to UK 1919. Wrecked Sept. 1922.
- <u>BERLIN</u> 1904-1914	1904/4196	Seized Sydney 1914. B/ <u>Parattah</u> (Aust Gvt) 14/25. B/ <u>Markakis</u> (Grk) 25/32. B/up 1932.
^ <u>OBERHAUSEN</u> 1905-1914	1905/4322	Seized Port Huon 1914. B/ <u>Booral</u> (Aust Gvt) 14/26. B/ <u>Atlas</u> (Grk) 26/29. B/ <u>Elpidophoros</u> (Grk) 29/30. Stranded Mar. 1930, refloated b/up Italy 1930.
* <u>SOLINGEN</u> 1905-1919	1905/4195	Shipping Contr. (Easton Greig, Mngrs) 19/22 B/ <u>Kari Skogland</u> (Nor) 22/31, B/ <u>Viking II</u> (Nor) 31/35, B/ <u>Kung Ho</u> (Ch) 35/38, B/ <u>Koan Maru</u> (Jp) 38/45. Mined May 17, 1945, 34-38N 135-11E.
<u>LINDEN</u> 1906-1919	1906/4188	B/ <u>Eemland</u> (Royal Holland Lloyd) 20/51 B/ <u>Van</u> (Tky) 51/64. B/up 1964.
<u>GOSLAR</u> 1906-1914	1906/4331	Seized Suez 8/14. B/ <u>Huntsfall</u> (Admlty) Torp. Oct 2, 1916 Aegean Sea.
<u>HAGEN</u> 1906-1919	1906/4210	Surrendered 8/19. Shipping Contr (BISM) 19/21. B/ <u>Aegaeon</u> (Grk) 21/31. B/ <u>Michael N</u> (Grk) 31/32. B/ <u>Petrakis Nomikos</u> (Grk) 32/36 b/ip Greece 1936.
<u>REICHENBACH</u> 1906-1915	1906/4217	B/ <u>Meteor</u> (Bergen S.S. Co, Nor) 15/16. Torp off Scilly Isles Dec 7, 1916
<u>PLAUEN</u> 1907-1919	1907/4210	Surrendered 13.4.19, Shipping Contr (Watts Watts, Mngrs) 19/21. B/ <u>City of Milan</u> (Ellermans) 21/30. B/ <u>Ganda</u> (Port) 30/41 Sunk June 9, 1941.
<u>NEUMUNSTER</u> 1907-1914	1907/4224	Captured off Rottneest Is. W.A. 16.8.14. B/ <u>Cooee</u> (Aust Gvt) 14/25. B/ <u>Bomarsund</u> (Fin) 25/35. B/up Belgium 1935.

<u>FURTH</u> 1907-1919	1907/4397	B/ <u>Kerman</u> (Anglo-Persian Oil Co. Br) 19/22 B/ <u>Sultania</u> (Persian Gulf SNGs. Bombay) 22/33. Broken up 1933
+ <u>OSNABRUGK</u> 1907-1914	1907/4240	Captured Sydney 1914. <u>Jalulu</u> (Aust Gvt) 14/25. China 25/33. B/ <u>Sung Peng</u> (Ch) 33/37. Broken up China 1937.
* <u>WORMS</u> 1907-1916	1907/4428	Captured by Russian, Gulf of Bothnia 11.7.16. B/ <u>Cha</u> (Russ. Transport). Sunk Dec 13. 1918 Gulf of Finland. Salvaged 1918 by Germans and rebuilt. B/ <u>Harburg</u> (DADG) 21/26 (HAPAG) 26/32. Broken up 1932.
<u>HANAU</u> 1907-1919	1907/4221	Shipping Contr (B.J. Sutherland. Mngrs) 19/21 B/ <u>Ribera</u> (Bolton S. Br) 21/32. B/up Italy 32.
* <u>ANNABERG</u> 1909-1914	1909/4463	Seized at Alexandria 8/14. B/ <u>Hunsbrook</u> (Admiralty) Torp. Bristol Channel Nov. 11, 1917, beached and scrapped.
<u>ISERLOHN</u> 1909-1919	1909/4672	Surrendered 10.8.19. Shipping Contr. (BISN) 19/21. B/ <u>Union City</u> (Reardon Smith. Br) 21/25 B/ <u>Wasaborg</u> (Fin) 25/35. B/ <u>Erica</u> (It) 35/40. Captured 1940 B/ <u>Empire Defiance</u> (Br) Sunk as blockship at Normandy Beachhead June 8, 1944. Raised 1951 and broken up.
<u>HAMM</u> 1910-1914	1910/4598	Seized at Cape Town 8/14. Shipping Contr. (Federal S N Co. Mngrs) 14/22. B/ <u>Aghios</u> <u>Marcos</u> (Grk) 22/33. B/up Italy 1933.
<u>RENDSBURG</u> 1910-1919	1910/4639	French Govt. 19/20. B/ <u>Mont Kemmel</u> (GTM) 20/34. B/ <u>Dimitrios Chandris</u> (Grk) 34/47 B/ <u>Wasa</u> (Fin) 47/53. B/up Japan 1953.
<u>WISMAR</u> 1910-1919	1910/4686	Surrendered 18.8.19. Shipping Contr. (BISN) 19/21. B/ <u>Truro City</u> (Reardon Smith) 21/27. B/ <u>Pilot</u> (Ger) 27/33. B/up 1933
↖ <u>ELSHORN</u> 1910-1917	1910/4594	Seized at Manila. B/ <u>Casco</u> (USSB) 17/22 B/ <u>Mannheim</u> (DADG) 22/24. B/ <u>Elinshorn</u> (DADG) 24/26 (HAPAG) 26/33. B/up 1933
<u>ESSLINGEN</u> 1910-1917	1910/4902	Seized Manila. B/ <u>Nyanza</u> (USSB) 17/20. B/ <u>Commercial Guide</u> (Moore McCormack USA) 20/36. B/ <u>Paolina</u> (It) 36/42. Mined 6 miles 130' off Cape Bon Aug 27, 1942

(to be continued)

\*\*\*\*\* W.S.S. News and Notes \*\*\*\*\*

Due to the short time that has elapsed between the appearance of Vol.13 No6 and this issue going to press there has been no opportunity to gather material for this section. Would Branch Secretaries please note that their advices for the next issue should be in the hands of The Editor by 9th March.

\*\*\*\*\*

\*\*\*\*\* BRITISH MERCHANT VESSELS LOST

IN WORLD WAR I \*\*\*\*\*

The New Zealand Ship and Marine Society have copies of "British Merchant vessels lost ( and molested ) by the enemy in World War I " available. The content comprises 98 pages merchant ships captured or destroyed, 36 pages merchant ships damaged or molested but not sunk and 20 pages of index.

The list gives the name of the ship, its gross tonnage, the date, position and means of loss or damage and the number of lives lost. Readers of The Log in Australia may obtain the publication for \$4-38 and to facilitate ordering arrangements have been made for orders and payment to be made through Mr. T.S. Stevens, P.O. Box 289, Frankston Vict. Cheques or money orders should be made payable to him. Members of the New Zealand Ship and Marine Society resident in Australia may purchase the publication at a concessional price of \$3-12 by the abovementioned facilities.

\*\*\*\*\*

\*\*\*\*\* NEW PUBLICATIONS \*\*\*\*\*

PATRICK LOGAN - Tyrant of Brisbane - by Charles Bateson.  
Ure Smith Pty.Ltd., 166 Phillip St. Sydney. Price \$3-00

EARLY NEW ZEALAND STEAMERS - Vol 1 (1840-1861) by J.D. Wilkinson.  
Historical Maritime Productions, 281 Nae Nae Rd., Lower Hutt.  
N.Z. Price 37/6 NZ currency plus 2/- postage.

BRITISH MERCHANT VESSELS LOST WORLD WAR I - The New Zealand Ship & Marine Society. Wellington. Price \$ 4-38. See above for special ordering facilities.

THE HISTORY & DESCRIPTION OF SYDNEY HARBOUR - by P.R. Stephenson.  
Rigby Ltd. Adelaide. Price \$ 6-50.

In a review of this book Mr. Bateson says " its is a worthy history of a great port, profusely illustrated with old and modern photographs and a text crammed with authentic information. " He further recommends that readers should have a look through its pages next time they are in a bookshap.

\*\*\*\*\*



+++ READERS' WANTS -- QUESTIONS --

ANSWERS -- and COMMENTS +++

\*\*\*\*\*

Items for this section which members wish to have printed in the March issue of The Log, should be in the hands of the Editor by 3rd March 1967

+ + + + +

+++ Questions :

Mr.D.K.Robertson, 14 Storey Rd., Reservoir. Victoria, writes: " A 75' vessel named ATLANTIC was wrecked on Flinders Reef, Queensland in June 1939. Diesel engined, she was said to have been originally built for the Victorian Government and was used as a minesweeper, later fitted as a whale chaser. Went to Brisbane November 1938 and lost seven months later. I would be pleased to have the original name and background history of the vessel also a photograph if possible.

+ + + + +

Mr.F.M.Gregory, Hon. Secretary of The Shiplovers' Society, Newcastle, N.S.W. writes: " From time to time there appears a reference in our local press regarding the largest or the longest ship to enter Newcastle Harbour. I am not so concerned with the largest but I believe that the longest ship to visit Newcastle was s.s. CERAMIC of the Liverpool White Star Company, built in 1913 and sunk in 1942..655 feet long. There are references in the press to such ships as Apache, Ante Topic, Star Bay, Skiron, Aino, Arica, Mai Bente, Donau and Serafin Topic. The length of these which is quoted in some cases are less than CERAMIC, but it does not say how these are measured. I believe that prior to 1955 the length of ships was measured between perpendiculars as is CERAMIC, and after this date the length is calculated on the "summer load line" which makes a difference of between 10 and 20 feet. If the ships named above are measured by this system then they could exceed the CERAMIC length."

\*\*\*\*\*

+++ Answers :

Reference the question from Mr.Gregory. The official length of a British ship is still taken between perpendiculars. Lloyd's commenced to show the overall length in the early 1940's but the practice was not uniform throughout the registers until about 1955. The overall length of CERAMIC ,according to Merchant Ships 1943, was 675 feet. The definition of the respective length, given in "Ship Construction, Registration & Classification" is as follows : Length is measured between perpendiculars from fore part of the stem at its uppermost point to the aft side of the stern post. The overall length is the maximum length of vessel from fore side of stem to aftermost limit of the stern.

EDITOR.

+ + + + +

+++ General News:

\*\*\*\*\* AROUND THE COASTS AND  
FROM THE SEVEN SEAS \*\*\*\*\*  
\*\*\*\*\*

SANTHIA (8590/1950) has been sold by B.I.S.N.Co., to the Shipping Corporation of India, Bombay.

Following the announcement of the cessation of its North Atlantic passenger service, the Donaldson Line has sold the steamer LAURENTIA (8349/1945- ex Medina Victory) to Spanish shipbreakers.

+ Millers tanker R.W.MILLER (11741/1951), which had been idle at Sydney since August last, recommissioned in January to load a cargo of wheat for India. Their other tanker MILLERS MCARTHUR (11744/1951) has been taken on time charter by B P Australia Ltd., for a period of 12 months.

Bulk carrier MIMOSA (20817/1964) sailed from Newcastle on December 3rd with 28,600 tons of coal, this being a new record quantity in one bottom. The previous record of 28,538 tons was held by ERO (23535/1965).

JARDINE MATHESON & CO.Ltd., Hong Kong, have increased their in William Crosby (Holdings)Ltd, to just over 25%. Crosby conducts shipping agency, travel, transport, insurance and building trades operations.

+ BP ENDEAVOUR (11137/1962 - ex British Cygnet) was renamed BP EXPLORER in January in order to release the name for the new tanker building at Newcastle. This new vessel is scheduled for launching on January 28.

H.M.A. Ships VENDETTA and DUCHESS left early in January to serve with the Strategic Reserve in South East Asian waters. They will relieve PARRAMATTA and STUART.

WAIHEMO (7206/1946) sold by Union Co., to Madrigal Shipping Co.Inc., has been renamed MARIA SUSANA, whilst KAIMANAWA (2525/1944) sold to the same concern has been renamed ROSA ANNA.

ORIENTAL QUEEN (11004/1936 ex Kanimbla) has been withdrawn from trans Tasman service and transferred to Indonesian waters. She arrived at Sydney at the conclusion of the last crossing on January 13.

BOGONG (33834/1966) after running trials prior to Christmas, was delivered to Bulkships Ltd., on January 5. She is the largest vessel built in Australia to this date and is also the largest ship on the Australian register.

Permission has been given by the Australian Government for Colonial Sugar Refining Co and ACF and Shirley Fertiliser Ltd., to jointly import a small specialised tanker to transport chemicals, on the condition that within four years a replacement must be built in Australia.

Union S.S.Co., intend to name their new roll-on/roll-off, Auckland/Lyttelton ship, HAWEA. There have been two previous vessels of this name in the fleet.

\* LAKE BOGA (7327/1957) was chartered at the latter end of 1966 by Hastings Shipping Co. Pty. Ltd, (subsidiary of Daniel Ludwig) for 5/7 voyages between Weipa and Gladstone with bauxite. It is rumoured that later she will be replaced by DARLING RIVER until Hastings Shipping construct their own vessel.

WAITEMATA (7206/1946) is to be withdrawn from service in March and the Cook Strait ferries RANGATIRA (6152/1931) and HINEMOA (6911/1946) are laid up at Wellington pending disposal.

WATAMURRA (1894/1947) has been sold by Associated Steamships to Isabel Navigation Co., Panama and was delivered at Sydney mid January. The vessel is to be renamed ISABEL BRENDA.

The R.N. submarine AMPHION collided with TIMBARRA (7530/1954) in Hong Kong Harbour on January 10, but neither vessel sustained damage.

Furness Withy & Co., London have sold their QUEEN OF BERMUDA (22552/1933) to British shipbreakers, whilst her onetime sistership ARKADIA (20648/1931-ex New Australia ex Monarch of Bermuda) has been reported as sold to Spanish shipbreakers.

The Hydrofoil MANLY in Melbourne for a nine week summer season was damaged during her first week of operations, when she sustained hull damage when attempting to berth at St Kilda pier during a squall on January 15.

The loss of the Greek ferry IRAKLION (8922/1949) was extensively reported in the daily press. This vessel owned by Aegean S.N.CO., Piraeus (Typoldos Bros Ltd.), was previously the Bibby Line Leicestershire and was built for their U K /Rangoon service. Commissioned in December 1949 she was a single screw turbine cargo vessel with accommodation for 76 passengers. With alteration in trade requirements she was sold to Typoldos in 1965 and underwent structural alterations to fit her for her new service as a Mediterranean ferry. Her sistership Warwickshire of 1948 was also sold to Typoldos and is operating as Hania.

WILDURA (15966/1944) which arrived at Comalco, Bell Bay with 18,000 tons of coke from California early in December was the largest ship to enter the Tamar. Commissioned as a tanker in 1944 she has since been rebuilt as a bulk carrier.

Reported from Brisbane that the first of the R A N fast patrol boats is almost ready for launching from Evans Deakins yard. The others in the class should follow at short intervals.

E & A Line delivered their NANKIN (7746/1945 ex Mount Holyoke Victory) to Eastern buyers in December.

MITTAGONG (12580/1963) collided with a barge (PWD 70) in Newcastle Harbour on January 10, after the barge had broken adrift from the tug Ben Shortridge.

STALWART t.s.m.v., classified as an 'escort maintenance vessel' which is being built by Cockatoo Island Dockyard for the R.A.N. was launched on October 7. The vessel will be driven by two 6cylinder RD 68 Sulzer engines giving a speed of 18 knots.

BERLIN (18600/1925 - ex Gripsholm) has been sold to Italian shipbreakers by Norddeutscher Lloyd.

The reconstruction of Associated Steamships' WOOMERA (1952) was completed in January and the vessel sailed from Sydney on 15th. Previously of split profile, the bridge and accommodation block are now combined, the hatches modified and fitted with steel lides, the conventional cargo gear replaced by three 20 tons capacity cranes and the boilers converted to oil fuel. As a result of this the gross tonnage is increased to 5614 tons and the nett to 3037 tons. Previous tonnages were 4033 and 2095.

The following A.N.L. ships are laid up :- YANDERRA (3446/1954), DENMAN (2265/1949) and NILPENA (1468/1954).

IRON SPENCER (7837/1957) loaded the first shipment of lime sand at Proper Bay (near Port Lincoln S.A.) in December and has since been followed by IRON WHYALLA (7843/1954), GERRINGONG (14506/1965) and LAKE TORRENS (7329/1957)

+++++

The Editor welcomes contributions to this section and the closing date for the next issue will be 8th March.

+++++

KEEPING TRACK

The following vessels, previously well known in Australasian waters, have recently changed their names: -

- BORDA (4038/1951) now LYEMEN of Shui Cheung S & T. Hong Kong.
- KARALTA (389/1947) now AUTOLY of Hermes Asia S & T Agency, Panama.
- WYRALLAH (1049/1934) now (again) COLORADA DEL MAR of Societa Mtme Caledonienne, Noumea.
- WAIMARINO (3107/1930) now CONTINENTAL TRADER of Oriental Trader N.Co Panama.
- SWANVALLEY (4970/1935) now STAR OF VICTORIA of Leecho S.S.Co., Panama.
- FIONA (2269/1933) now SYMBER PERMINA of Cia de Nav Sofia, Panama.
- BUNDALBER (4324/1939) now DORINTHIA of Panamanian Oriental S.S.Corp, Panama.

+++++

OVERSEAS

The following Australian flag ships were overseas in January.  
JEPARIT (6341/19640 - Vietnam, IRON DUKE (4937/1943) - Taiwan  
IRON WARRIOR (4075/1950) - Taiwan, IRON WYNDHAM (9484/1953) - Singapore  
IRON YAMPI (9547/1948) - Manila, TIMBARRA (7530/1954) - Hong Kong  
TALINGA (7582/1955) - Manila.

+++++