

Journal of the  
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+ T H E L O G +

January 31, 1971.

Page 3.

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+The career of the...

s.s."AWAROA".

from: 'Barnacle Bill'

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The opening years of the present century were a time of prosperity on both sides of the Tasman and the general economic progress was reflected in substantial increases to the coastal shipping fleets. In the north-west of the Auckland Province, shipping services had been maintained along the various arms of the Kaipara Harbour since the beginning of the 1870's, but it was not until the arrival of the Sydney built Aotea in 1898 that a vessel which could be described as properly equipped for the passenger trade joined the harbour fleet. Her success encouraged the directors of her owners - the Northern Union Steam Boat Company - to order an even larger vessel from the same builders, Morrison & Sinclair of Pyrmont.

Although her builders were Australian, the new ship was already, to a considerable extent, a New Zealander, for the timber used in the construction was all heart kauri supplied from the shores of the same Kaipara Harbour that she was designed to serve. At the launching on July 9th, 1904, the new ship was named AWAROA after the stream of the same name that flows into the Kaipara River at Helensville, the southern terminal of her service.

Following successful trials off Sydney Heads, AWAROA sailed direct for the Kaipara under Captain R.C.Hammond. Crossing the bar on Thursday October 6th, 1904, she berthed the following day. With a gross tonnage of 344 on a length of 139 feet and a beam of 25.4 feet, the AWAROA was by far the largest steamer that ever plied regularly on the Kaipara, though much larger vessels were frequently to be seen there loading timber cargoes for overseas. In best Edwardian manner, plush fittings graced her main saloon which accommodated sixty passengers, while a ladies saloon and smoking room were also provided. Down below her triple expansion engines supplied by the Wallsend Slipway & Engineering Company of Newcastle-on-Tyne developed 450 IHP to give a comfort-

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comfortable 12 knots in service. Externally AWAROA was a powerful looking steamer, though she lacked some of the grace of the earlier Aotea and an even larger deckhouse just forward of the foremast did not help to present a balanced profile.

The AWAROA had been designed for the premier trans-harbour route from Helensville to Dargaville via way ports and immediately entered this service, her fine facilities proving a great attraction for passengers. Many of these became less enthusiastic though when it was found that AWAROA was a rather unhandy ship when it came to working the various small jetties with which the Kaipara abounded, so that what she gained in speed underway was often lost in manoeuvring alongside. The narrow hairpin windings of the Kaipara River below Helensville were particularly troublesome to her, and for this reason she was frequently turned round at Mt. Rex at the mouth of the river rather than face the delays and risks of grounding.

Less than a year after her arrival, AWAROA and her owners found themselves fighting for their lives in one of the Kaipara's recurrent bouts of intense competition. Fares dropped away to less than a shilling for the trip from Dargaville to Helensville as the rival owners fought themselves almost to a standstill until in 1907 the inevitable happened with the formation of a new combine under the name of the Kaipara S.S.Co., Ltd., which absorbed the fleets of both competitors. Less than a year passed however before yet another competitor came on the scene and the same process started over again.

In these circumstances, the Kaipara S.S. Company came to look on AWAROA as somewhat of a white elephant. She was admittedly a fine ship but was really too large and expensive to operate for the trade the harbour could support when competition was keen. In this respect the smaller and handier Aotea had proved a much better investment. Moreover AWAROA had the added disadvantage of being too large for the Company's slipway at Helensville so that she had to be sent round to Auckland each year for the annual overhaul, a time and money wasting exercise. It was probably with some measure of relief therefore that in August 1911 the directors of the Kaipara S.S. Company accepted an offer for the ship from the Wellington Harbour Ferries Company, and she left Helensville for Wellington direct on the 17th of that month.

The new owners intended to use AWAROA for both ferry and excursion work in Wellington Harbour in connection with their established services to Eastbourne and Days Bay on the eastern shores of Port Nicholson and to Seaton on the western side at the harbour entrance. She was also employed for charter work further afield - for instance the visit of the battlecruiser H.M.S. New Zealand in 1913 found AWAROA crossing the Strait to Picton and Nelson to carry out tender duties at those ports. This was her swan song with the Wellington Harbour Ferries, as that concern sold its ferry services to the Eastbourne Borough Council in the September 1913, with the exception of AWAROA which was finally sold in 1914 to a Wellington stockbroker - L.H.B. Wilson - who intended to keep her in the excursion trade, but the outbreak of the first World War put an end to this type of work.



+Vessels owned by...

The W.R.CARPENTER GROUP

A brief review of the above concern appeared in the November issue and hereunder is a list of the vessels mentioned. The detail beneath the name is - official number, gross tonnage, year of build, period in Carpenter group.

Any additional information, or ships, that readers are able to supply will be welcomed by the Editor.

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ADMIRAL CHASE Built by Submarine Boat Corp. Newark. N.J. USA as  
 159539 Sutransco : Electric Boat Corp. New York ;  
 3285/1920 324 x 46.2 ; steam turbine.  
 1941-51 1929 Pacific Steamship Co (Admiral Line group) r/n  
 ADMIRAL CHASE ; 1939 American Trading & Shipping  
 Co. San Francisco; 1941 W.R.Carpenter Oversea  
 Shipping Pty.Ltd. later Island Airways Ltd then  
 Island Transport (New Guinea)Ltd.; 1951 Ta Hing  
 & Co(HK)Ltd., Wallem & Co. Mnrgrs; Jan.13,1952  
 in tow tug Caroline Moller broke adrift between  
 Colombo and Sumatra, but was recovered; 1952(late)  
 Lucas Steamship Co.Ltd for demolition at Hong Kong.

ADMIRAL DAY Built by Submarine Boat Corp. Newark. N.J. USA as  
 3285/1920 Sutermsco: Transmarine Corp : 324 x 46.2; steam  
 1940-40 turbine.  
 1931 (June) Portland-California S.S. (Admiral Line  
 group) r/n ADMIRAL DAY; laid up San Francisco Feb.  
 1936; 1940 American Trading & Shipping Co., San  
 Francisco; 1940 W.R.Carpenter Oversea Shipping Pty.  
 Ltd.; Left S.F. for Sydney August 12, 1940, called  
 Honolulu Sept.11th to restow shifted cargo, Sept.  
 20, 1940 went ashore Canton Island, was badly holed  
 and abandoned.

AI SOKULA (1) refer OLIVER MAC.  
 1952-54

AI SOKULA (2) Built as Empire Maybury by Cook, Wellington & Gem-  
 180458 mell Ltd., Beverley. U.K.: M.O.W.T. : 144 x 27.1:  
 400/1945 triple expansion.  
 1954-63 1948 The Ho Hong Steamship Co.(1932)Ltd, Singapore  
 r/n Hong Ann; 1954 Pacific Shipowners Ltd., Suva  
 r/n AI SOKULA; 1963 Milne Bros, Marshall Islands  
 (US flag) r/n Nei Raete II.

BOPPLE Built by Ardrossan D.D.&S.B.Co, Ardrossan: Wilson  
 91465 Hart & Co.Ltd. Maryborough (Q): 127.1 x 24.1:  
 267/1911 compound.  
 1936-40 1936 Coconut Products Ltd., then W.R.Carpenter &  
 Co.Ltd., Sydney.; 1940 (41?) S.G.White, Sydney;  
 1949 Dickson Primer Ltd., for conversion to a  
 lighter - actual fate unconfirmed.

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+ T H E L O G +

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✓ COOMBAR  
131537  
581/1912  
1937-40

Built by Murdoch & Murray Ltd., P. Glasgow: North Coast S.N.CO.Ltd. : 166 x 30.1 ; two compound engines.  
1937 W.R.Carpenter & Co(Solomon Islands)Ltd;  
1940 Wm.Crosby & Co.,Melbourne; April 1941 requisitioned by R.A.N. as auxiliary minesweeper;  
1946 Barrett & Co.,Singapore; 1948 Cambay Prince S.S.Co.,Singapore r/n San David ; 1948 S.A.de Chalandage et de Remorguage de L'Indo China, Hong Kong - 1949 r/n Orion registered Haiphong; 1956 Soc.Saigonaise de Transportes Maritime & Fluviaux Saigon -r/n Trung Thin.

DESIKOKO  
139408  
230/1934  
1934-43

Built by A.W.Settree.N.S.W.: Coconut Products Ltd: wood 111 x 24.6; diesel.  
1943 requisitioned by .U.S.Small Ships Commission:  
1946 returned Disposals Commission and sold Chinese - r/n Yua Hwa - foundered off Newcastle (NSW) Jan. 5. 1947 en route to China.

DURANBAH  
117580  
284/1905  
1925- ?

Built by Scott of Kinghorn Ltd,Kinghorn: North Coast S.N.Co.Ltd.: 130 x 23.1; compound, diesel fitted 1925.  
1922 James Partick & Co, Sydney; 1925 W.R.Carpenter & Co (Solomon Islands)Ltd, later W.R.Carpenter & Co.Ltd.Sydney; fate unknown, believed captured by Japanese.

DURIS  
145459  
671/1918  
1928-37

Built by Smiths Dock Co.Ltd.,Middlesborough as Kildorrey ('Kil' class - H.M.S.): 170.2 x 30 ; triple expansion.  
1921 registered at Newcastle(UK) as Dempster owned by 'T'Steam Coasters Ltd (Robinson,Brown & Co.Ltd Mngrs); 1928 W.R.Carpenter & Co.Ltd; 1937 driven ashore by tidal wave and earthquake at Rabaul, eventually covered by lava.

DUROUR  
152015  
820/1914  
1926-37

Built Zaltbommel,Holland 1914, reconstructed Sliedrecht,Holland 1920 as Madal; 180.5 x 36: triple expansion (fitted 1926).  
1920 Societe du Madal, Monaco; 1926 W.R.Carpenter & Co (Solomon Islands)Ltd.; 1937 driven ashore by tidal wave and earthquake at Rabaul and eventually covered by lava.

EDNA  
157804  
2244/1912  
?

Built by Harlan & Hollingsworth Corp.Wilmington, USA as John A Hooper; 283.3 x 44: triple expansion.  
1917 W.R.Grace & Co.New York r/n Santa Alicia;  
1920 Sudden & Christensen, San Francisco r/n Edna Christensen (Western Mercantile Marine Corp);  
1941 Yung Yuan S.S.Co. Chefob, r/n Kwang Yuan ;  
1942(?) W.R.Carpenter Oversea Shipping Ltd -r/n EDNA, registered in Panama - later registered owners appear to be C.S.T.Ltd.,Suva.  
1946 sold Chinese owners r/n Hu Kiang - wrecked Jan.24, 1947 near Dairen (39.45 N - 120.02 E).

HOTU MARU  
? -1950

refer OLIVER MAC

INGA  
125234  
948/1904  
1927-30

Built by A.Vuijk Capelle a/d Ysel; Akties Dpsk. Inga (Bugge & Olsen) Norway: 215.3 x 31.5 ; triple expansion. 1910 Inga S.S.Pty Ltd (R.S.Lamb & Co.Ltd.Sydney); 1926 James Patrick & Co, Sydney; 1927 W.R.Carpenter & Co.Ltd - firstly N.Z.resitry then 1928 Tulagi; 1930 Madrigal & Co,Philippines r/n Cetus ; Dec.10 1941 scuttled Cagayan River.

INNISFAIL  
131515  
399/1912  
1946-48

Built by Mackie & Thompson Ltd,Glasgow as Blaxland: Allen Taylor & Co.Sydney; 144.5 x 32.2 ; compound twin screw. 1915 Wm.Holyman & Sons; /<sup>1916</sup>Australian Steamships P.L. (Howard Smith Ltd) r/n INNISFAIL; 1946 W.R.Carpenter & Co.Ltd; 1948 Lisin S.N.Co.,China - ultimate fate unknown, dropped from 59/60 register.

JOHN BOLTON  
139406  
193/1933  
1934-41

Built by A.Settree.N.S.W.; On Chong & Co.,Samarai; wood 111 x 21.5; diesel. 1934 W.R.Carpenter & Co.Ltd; July 28 1941 wrecked Witu Island,New Guinea.

KOMAIWAI  
157811  
177/1947  
1947-

Built by A.W.Settree,N.S.W; W.R.Carpenter & Co (Fiji)Ltd., later Island Transport Ltd; wood 77 x 19.5; diesel. Stillin service - gross tonnage 140, registered at Suva.

LAKEMBA  
181732  
7240/1946  
1947-67

Built by Burrard D.D.Co.Ltd.Vancouver to the order of British Admiralty and launched June 8,1945 as Spurn Point (F42) - a depot ship for landing craft. Completed December 1945; 441.5 x 57: triple exp. 1947 Pacific Shipowners Co.Ltd, refitted with accommodation for 98 passengers and sailed on first voyage May 1948. Oct.5 1967 aground midway between Suva and Lautoka (18.36S - 177.48E) on voyage Vancouver to Sydney. Sank about October 9.1967.

LANSING  
97782  
4422/1890  
1942-46

Built by Palmers Co.Newcastle(UK) as British Queen: British Shipowners Co.Ltd,Liverpool: 400 x 47.2 : triple expansion. 1904 Union S.S.Co.Inc,Los Angeles - converted to tanker r/n LANSING; 1907 fitted for oil fuel; later owners -Fisherman's Produce Co.,San Francisco: 1942 convert dry cargo; 1942 W.R.Carpenter & Co.Ltd: 1946 China Trading Corp (W.C.T.Hwong,Shanghai) r/n China Navigator; 1948 broken up.

↳ LAUTOKA (1)  
157810  
7375/1947  
1947-47

Built by West Coast Shipbuilders Ltd,Vancouver, to the order of British Admiralty, launched May 29, 1945 as Tarbat Ness (F84) -maintenance ship: 441.5 x 57.2; triple expansion. 1946 purchased and completed 1/1947 as LAUTOKA W.R.Carpenter (Canada)Ltd., then Lautoka Steamship Ltd; 1947 P & O S.N.Co r/n Devanhá ; as such aground for 4 days near Cairns in Nov.1952;

LAUTOKA  
(cont)

1961 Fraternity S.S. Hong Kong r/n Fortune Canary;  
1964 Hai An S.Co. Hong Kong r/n Wing An.

LAUTOKA (2)  
1948-53

refer SALAMAUA

LEVUKA  
181713  
7611/1945  
1947-48

Built by West Coast Shipbuilders Ltd, Vancouver to the order of British Admiralty and launched March 3, 1945 as Dungeness (F46) -depot ship for landing craft: 439.5 x 57.2: triple expansion.  
1947 Pacific Shipowners Ltd, r/n LEVUKA; 1948 British Phosphate Commissioners r/n Triadic.

MADANG  
179911  
126/1947  
1947-51

Built by A.W. Settree NSW; New Guinea Co. Ltd; wood 77 x 19.5; diesel.  
July 15, 1951 wrecked Ottilien Reef, Vitu Island bound Madang/Rabaul.

MAKO  
121595  
493/1914  
1938-46

Built by Bow, McLachlan & Co, Paisley; Richardson & Co. Ltd., Napier (NZ): 153.5 x 25.1: triple expansion.  
1938 W.R. Carpenter & Co, Coconut Products Ltd:  
1946 Mayer Nav. Co. Shanghai r/n Mei Hwa; 1947 Hua Sheng S.S. Shanghai r/n Hai Ou; dropped from register 1963/4.

MANAM  
1950-52

refer OLIVER MAC

MEKLONG  
180163  
394/1945  
1954-60

Built by Batram & Sons Ltd., Sunderland as Empire Mayrose: M.O.W.T.: 151 x 27.1; triple expansion.  
1947 Straits S.S. Co. Ltd Singapore r/n Mawai; 1954 Pacific Shipowners Ltd r/n MEKLONG; 1960 P.T. Garina Line, Indonesia r/n Karang Djawa.

MOSSA  
270/1918  
1925-27

Built by A/S Trosvik M.V. Brevik; 116.3 x 22.3; diesel.  
1925 W.R. Carpenter (Solomon Islands) Ltd; September 1927 wrecked.

NANDI  
168962  
7067/1943  
1947-48

Built by W. Gray & Co., Hartlepool as Empire Nigel: M.O.W.T.: 446.3 x 56.2: triple expansion.  
1944 r/n Archangelsk, reverted to Empire Nigel in 1946; 1947 W.R. Carpenter Oversea Shipping Ltd, r/n NANDI; 1948 Bristol City Line of Steamships r/n Bristol City; 1957 Spolsna Plovba, Yugoslavia r/n Zelengora.

OLIVER MAC  
174168  
556/1940  
1954-56

Built in Japan; 170.8 x 28.9; triple expansion.  
Captured from Japanese at Rabaul as HOTU MARU, purchased by W.R. Carpenter (New Guinea) Ltd., and registered at Port Moresby as HOTU MARU.  
1950 r/n MANAM (W.R. Carpenter & Co. Ltd - registered Suva), damaged by fire at Sydney during refit May 1951.  
1952 r/n AI SOKULA (1) -Pacific Shipowners Ltd;  
1954 r/n OLIVER MAC, Pacific Shipowners Ltd; 1956 sold to Hong Kong Rolling Mills H.K. and arrived Hong Kong for demolition April 5, 1957.

- PERIOD  
 X 120736  
 2785/1907  
 1946-47
- Built by Sir R.Dixon & Co, Middlesborough; Howard Smith & Co.Ltd ; 339.8 x 45.3 ; triple expansion. Dec.5 1942 heavily damaged by aircraft in northern Australian waters, attackers driven off by H.M.A.S. Castlemaine.  
 1946(July) W.R.Carpenter & Co.Ltd, registered Port Moresby; 1947 Tung An Shipping Co.Ltd, Shanghai r/n Tung Ziang ; 1950 Grande Shipping Corp, Panama r/n Pacifico; 1952 Chinese Peoples S.N.CO; dropped from register 1960/61.
- RABAUL (1)  
 763510  
 5618/1916  
 1934-41
- Built by Akt.Burmeistr & Wain, Copenhagen ; Akt Borga (P.Olsen) Norway ; 425.5 x 55.3 ; twin screw diesel; named George Washington.  
 1934 W.R.Carpenter & Co.Ltd r/n, RABAUL, later W.R.Carpenter Oversea Shipping P.L.: May 14, 1941 on passage Milford Haven to Capetown and about 700 miles N.W. of Walvis Bay, was attacked and sunk by the German raider Atlantis, Nine lives lost. (Vessel illustrated on cover of November issue).
- RABAUL (2)  
 157809  
 7349/1946  
 1946-47
- Built by West Coast Shipbuilders Ltd.Vancouver to the order of the British Admiralty and launched April 12, 1945 as Orfordness (F67) -maintenance vessel; 441.5 x 57.2 ; triple expansion.  
 1946 W.R.Carpenter (Canada)Ltd, completed October 1946 as RABAUL - Rabual Steamship Ltd, Suva.  
 1947 P & O S.N.Co r/n Dongola ; 1961 Surendra Overseas Ltd, India r/n Apj Ashwini ; 1965 (Feb) sold Indian shipbreakers.
- SALAMAUA  
 144193  
 6676/1920  
 1934-48
- Built by Harland & Wolff Ltd, Glasgow as Glentara : Glen Line Ltd, Glasgow; 406 x 54.2 ; twin screw diesel.  
 1929 Elder Dempster & Co. r/n Milverton - laid up 1930; 1934 W.R.Carpenter & Co .Ltd , later W.R.Carpenter Oversea Shipping P.L., r/n SALAMAUA. 1941 (July) involved in movemnet of army vehicles from Port Said to Cyprus; 1948 Pacific Shipowners Ltd r/n LAUTOKA (2); Nov.19 1951 stranded on reef outside Port Moresby - refloated Nov.25 ; 1953 sold Japanese shipbreakers arrived Japan Sept.1953.
- SKILLFUL  
 174169  
 127/ ?  
 1947?/1953?
- Built Japan - tug -: 87.6 x 22.5 ; twin screw diesel; No previous history known, acquired by W.R.Carpenter (New Guinea)Ltd about 1947 or 48. Later New Guinea Co.Ltd., Rabaul. In 1953 or 54 sold to Singapore Harbour Board and dropped from register after 1963/4.
- SUVA  
 92850  
 4873/1938  
 1938-63
- Built by Bartram & Sons Ltd, Sunderland ; W.R.Carpenter & Co.Ltd ; 422 x 56.7 ; triple expansion. Later W.R.Carpenter Oversea Shipping P.L. Rabaul and Pacific Shipowners Ltd, Suva.  
 1963 sold and broken up at Hong Kong. (Illustrated on cover of November issue.)



TOVATA  
191607  
112/1942  
1950-59 ?

Built by Inland Waterway Corp. Duluth. U.S.A. :  
113.5 x 18 ; wood twin screw diesel.  
Early history unknown.  
1950 (July) Island Transport Ltd, Suva ; after  
1959/60 dropped from register.

WEWAK  
174170  
358/1944  
1949-53

Built by Redpath Brown & Co, Glasgow as 'L.C.T.' ;  
186.5 x 30 ; twin screw diesel.  
1949 W.R. Carpenter (New Guinea) Ltd, Madang - arrived  
Sydney Dec 17, 1949 in tow of MANAM ; 1953 Marine  
Contracting & Towing Co. Ltd., Cairns ; September  
5 1960 wrecked at Locka, Timor.

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+Enquiry...

H.M.S. - H.M.V.S. "NELSON"

Any information covering aspects of the long career of this vessel will be welcomed by Mr. J. Millar, 16 Heathorn Ave., Sandy Bay, Tasmania 7005. In sending his enquiry he also provides us with some information regarding the ship which is summarised hereunder. It will be recalled that a report of her launching was printed in May 1970 issue of THE LOG.

" The NELSON - a first rate, 120 gun Ship-of-the line, of 2617 tons was built at Woolwich early last century. Begun in December 1809, she was launched on July 4, 1814. Her service in English waters is unknown to me until 1859/60 when she was converted to screw propulsion and cut down at Portsmouth.

Donated to the Colonial Government of Victoria NELSON was brought out to Melbourne and later cut down again being sold out of service in 1898. Used as a storeship at Melbourne, she was towed to Sydney in 1900 and cut in two by her owners - The Union Steamship Co. As a matter of interest when this was being done some of her fine teak panelling was incorporated in the deck and cabin fittings of the steam yacht Ena and this still can be seen as the vessel is still afloat as the fishing boat Aurore, working out of Hobart.

After NELSON was cut in halves I understand one half was used as a coal hulk and the other as a lighter. The fate of the lighter is particularly required. The coal hulk portion - presumably the bow section - finally finished up in this capacity at Hobart, where it was broken up in the 1920's. Information as to when the coal hulk portion of NELSON left Sydney for Tasmanis, and by what ship or tug it was towed would be most helpful."

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+The NAVAL HISTORICAL SOCIETY of AUSTRALIA advises that a limited number of copies of the society's annual magazine will be available for sale at fifty cents post paid. 'Naval Historical Review-1971' contains articles on Australian and British naval subjects including biographies and ships' histories. Orders should be addressed to the Secretary, Naval Historical Society of Australia, HMA Naval Dockyard, Garden Island, N.S.W. 2000.

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INTRODUCTION...It is not often that we introduce one of our contributors, but as on this occasion it enables the Editor to say a few words on a worthwhile subject, we have departed from customary practice. The author of the short article that follows is also responsible for the appropriate illustration appearing in this issue. Tim Ryan is a sixteen year old student at Xavier College, Melbourne and is very active in the school's club, which is known as 'The Marine Studies group'.

It is most commendable that the School should encourage such interests, giving the students a basic knowledge of ships and the sea by discussion, reading matter and films. The Marine Studies group is one of several such activities functioning at the school.

This Association is much in favour of encouraging the youth of today - or those that are so inclined - to develop an interest in maritime matters and we feel sure that many of our readers, particularly those active in research, will also give encouragement and assistance.

It is well worth remembering that the youth of today must take over where we leave off - without them our work is largely wasted

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+The Shaw Savill Quartette...

- ATHENIC - CORINTHIC - CERAMIC - GOTHIC -

from: T.Ryan.

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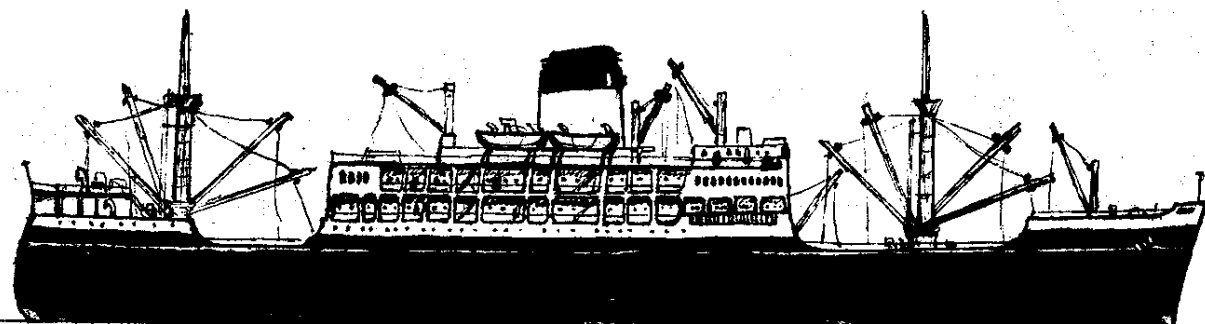
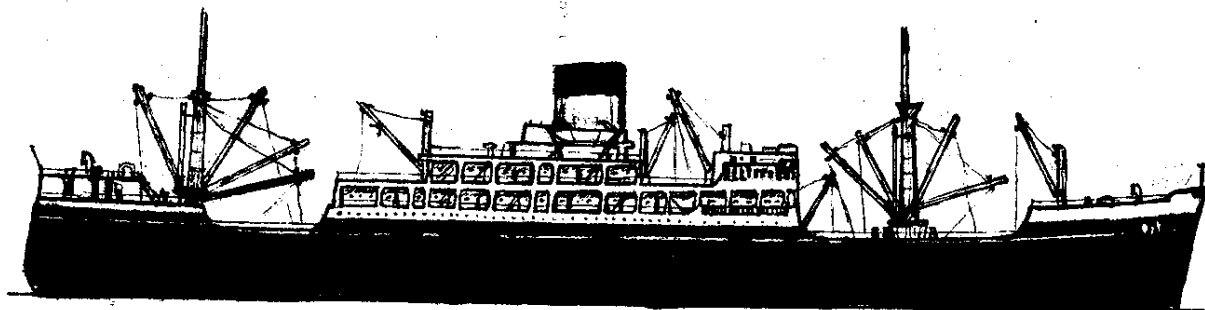
The ATHENIC was the first of the vessels to be completed and entered service in mid 1947. The others followed at frequent intervals and the last vessel GOTHIC was completed in late 1948. All the ships were designed for the U.K.-New Zealand trade of Shaw Savill & Albion Company and were large cargo carriers, although accommodation for 85 first class passengers was included.

There were slight differences in design between the first pair and the second pair. The CERAMIC and GOTHIC had larger funnels with a Thornycroft smoke deflector on top, whereas CORINTHIC and ATHENIC had the normal funnel. The first named pair also had rounded stems with the Company houseflag, whilst the ATHENIC and CORINTHIC had a split stem, with the result that they were officially slightly shorter than the second pair.

In 1952 the GOTHIC was taken over by the British Government and converted into the Royal Yacht for the tour of Australia and New Zealand. Painted white, the vessel had her accommodation increased but there were few external alterations. After the tour she reverted to her former role as cargo/passenger vessel.

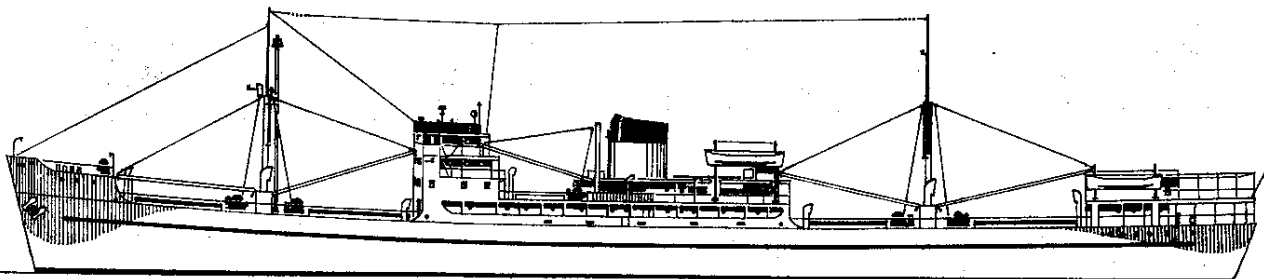
The four vessels continued in the trade until 1965 when ATHENIC and CORINTHIC were withdrawn and stripped of their passenger accommodation which included cutting away part of their structure. In January 1968 the GOTHIC and CERAMIC ceased to carry passengers but were not subject to the same alterations.

Young ship enthusiast Timothy Ryan from Elwood, Victoria this month draws and describes Shaw Savill's popular ATHENIC Class of 1947-8.

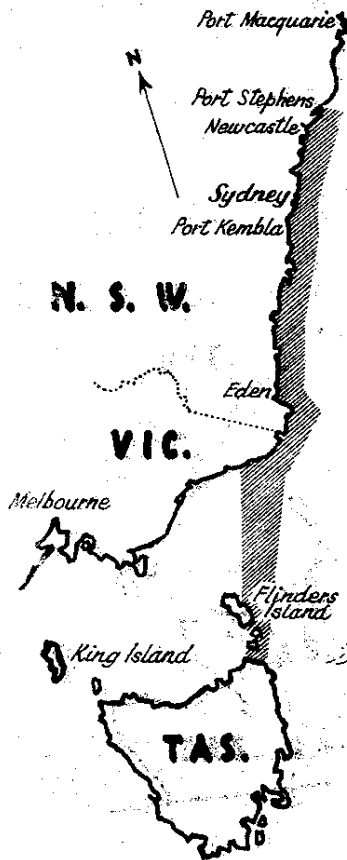


The upper illustration shows how ATHENIC and CORINTHIC appeared after being converted to purely cargo carriers. Their superstructures were originally very similar to those of CERAMIC and GOTHIC (lower drawing) the principal differences being in the funnels and the ventilators around the funnels. The last pair also had a differently shaped bow.

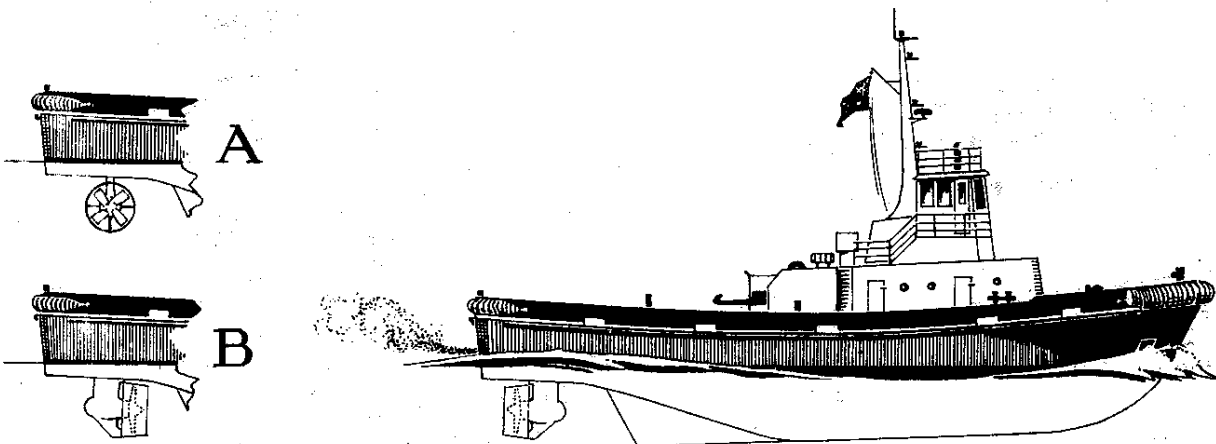
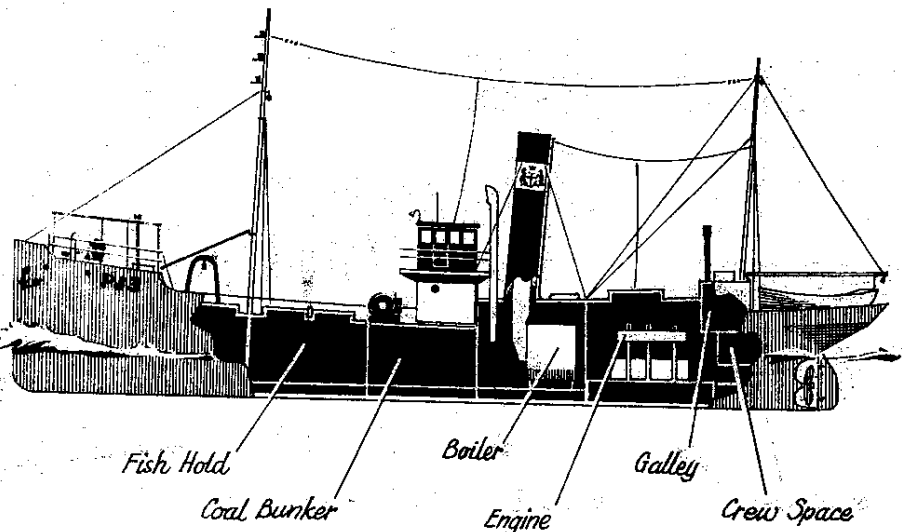
LAKEMBA of Pacific Shipowners Ltd. (W.R. Carpenter)



Of the four modified Fort type standard ships acquired by Carpenters in 1947, LAKEMBA was the only one retained for more than a year. Passenger berths for 92 proved popular on the trans-Pacific service to Vancouver. LAKEMBA sank on October 8th, 1967 after grounding on a reef near Suva.



The New South Wales Government steam trawlers GUNUNDAAL, BROLGA and KORAAGA were the first of some thirty similar vessels working these coastal fishing grounds for various Sydney-based owners from 1915 until the withdrawal of the last Red Funnel trawler in 1959.



The first 'Duckpeller' tug to be built outside Japan, CAREENING COVE, was delivered by Carrington Slipways, Newcastle, to Fenwick's in mid-December. Propellers are mounted in twin units to swivel through 360° to give directional thrust for greater manoeuvring efficiency than is possible with conventional fixed screws and rudders. In the profiles above, the units are shown positioned A for lateral thrust and B for going astern. A sister vessel, SHELL COVE, should follow this January

On August 1, 1968, while en route from New Zealand to U.K., a fire gutted the forward half of the accommodation of the GOTHIC causing the loss of five lives. The blaze was extinguished and the vessel returned to Wellington under her own steam where temporary repairs were carried out. The ship sailed for Britain in September and made one more round trip between U.K. and New Zealand, after which she was sold to Taiwan breakers in May 1969 and made her last voyage out via Australian ports under the management of Cairns Noble & Co., Ltd., arriving in Taiwan for demoltion in the August.

Two months later - in October 1969, both ATHENIC and CORINTHIC arrived in Taiwan for demoltion, thus CERAMIC remains the only survivor of this unique quartette.

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+Continued from page 17

DEEP SEA TRAWLING in AUSTRALIA

There were other ships which operated as trawlers for varying periods, the most notable being the East Star of 383 tons gross and Palmerston of 463 tons gross. Both had previously been colliers on the N.S.W.coast, trading to Wollongong. The former as Kurrara, was withdrawn from the coal trade in 1923 and sold to J & J Daley of Sydney for use as a tug on Sydney Harbour. Later she was sold to Eastways Limited who ran her as a trawler. The Palmerston was withdrawn from the coal trade towards the end of 1928 and converted to a trawler at Sydney. However she had only a brief career as such as she was in collission with Millimumul of the Red Funnel Fleet off Jervis Bay on May 29, 1929 and sank without loss of life.

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Fleet lists of the principal trawler operators out of Sydney will appear in the next issue of THE LOG.

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+ PHOTO OFFER...

It is advised that the photographic offer which has been appearing in THE LOG for the last two years will be suspended for about 12 months as two of the three sponsors will (or have) be proceeding overseas. It is hoped that eventually we will be able to recommence the offers from this source and in the meantime it remains to be seen whether an alternative can be introduced.

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+Obituary...

Advice has been received that Mr.A.D.Edwardes of Glenunga, S.A. died at the beginning of October 1970. This gentleman had an excellent collection of photographs of ships, principally old sailing ships and was a specialist in the history of these craft. It is understood that the collection of photographs has been donated to the South Australian State Library.

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+ Part one of...

DEEP SEA TRAWLING in AUSTRALIA

from: G.A.Hardwick.

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Steam trawling in Australia dates back to 1898 when the small steamer Thetis carried out experiments using an otter trawl, along the New South Wales coast between Manning Heads and Jervis Bay working in depths varying from 10 to 80 fathoms.

Then in 1904 the Western Australian Government's Rip carried out investigations in various areas on the west coast of Western Australia between the vicinity of Cape Cuvier in the north and Cape Naturaliste in the south, and in 1910 that Government's Penguin conducted investigations on the south coast from east of Albany eastward to Recherche Archipelago. Meanwhile in 1909 the Commonwealth Government had had the Endeavour built under the supervision of the late Mr.H.C.Dannevig. This vessel of 331 tons carried out a number of experimental cruises in the Great Australian Bight, off the coasts of South Australia, Victoria and Tasmania, also in Bass Strait, along the whole of the New South Wales coast and up the Queensland coast as far north as Townsville, the most important being an area of 6,000 square miles extending from near Port Stephens on the N.S.W.coast, past Sydney, Gabo Island and down off Flinders Island in Bass Strait. Unfortunately her work was prematurely cut short when she was lost with all hands towards the end of 1914 on a voyage back to Australia from Macquarie Island. Mr.Dannevig was onboard on her last voyage.

In 1914 the New South Wales Government began to investigate the fishing industry and the late Mr.D.G.Stead, an authority on marine life, was sent overseas to report on the trawling methods in use there. As a result the Government bought, the following year, three 'Castle' type trawlers at a cost of £22,000. These were the Brolga, Gunundaal and Koraaga. They were very strong vessels and were built and engined by Smith's Dock Yard at Middlesbrough. The dimensions of Brolga were 117' x 22' x 12.8' draft and 15' depth aft. The other two ships were each two feet shorter. The tonnage of each ship was 221 gross and 82 nett and each vessel had triple expansion engines of 57 nominal horse power. The ships had a double-barrel trawl winch, each drum carrying 800 fathoms of wire, whilst those in Brolga carried an extra 200 fathoms. Properly insulated holds for the carriage of fish were also provided.

The first trawling cruise began in May 1915, the area on the N.S.W.coast which proved successful was a strip extending from Port Stephens in the north to the vicinity of Green Cape in the south, the most satisfactory depths being 30 to 35 fathoms.

In 1917 the New South Wales Government had the Colliboi built by Morrison & Sinclair Ltd., of Sydney. A twin screw motor ship of 300 tons gross, she was fitted with oil engines of 114 nominal horse power. Extensive insulated space was provided for the carriage of fish from the stations which the Government had established at Port Stephens and Eden. The Colliboi ran on the coast for several years until sold in 1921 to the Tasmanian Gover-

Government to run between Bass Strait Islands and Tasmania. In 1929 the ship was bought by William Holyman & Sons Ltd., who retained her in this trade until she was lost on August 24, 1932. The Colliboi was on a voyage from Launceston to King Island via Hunter Island with passengers, livestock and general cargo when she sprang a leak and was beached at Woolnorth Point near Smithton. Her compliment reached the shore safely but Colliboi became a total wreck.

All three 'Castle' trawlers saw service in the War as they were requisitioned by the Navy and manned by personnel from the R.A.N. Brigade for employment for various periods on either coast guard or mine sweeping duties. After the Cumberland was lost through striking one of the Wolf's mines near Gabo Island the Gunundaal and Koraaga began mine sweeping duties in the vicinity of Gabo Island on October 8, 1917. A number of mines were recovered and the minefield five miles south of Gabo Island was discovered. Sweeping was stopped on February 12, 1918 as no more mines were recovered and the ships went back to their owners. As further mines were recovered Gunundaal was requisitioned again in September of that year and swept for nearly three weeks with no success, afterwhich she was returned to her owners.

In 1918 the wooden steamer Bar-ee-mul of 237 tons gross and 88 tons net was built, also by Morrison & Sinclair Ltd., of Sydney. Her dimensions were 127.8' x 23.4' x 13.2' and she was propelled by triple expansion engines of 51 registered horse power. Designed for investigation work, the Bar-ee-mul was sold the following year to the Queensland Government and renamed Thistle. She carried our work along the coast up to about Cairns for several years. It was found that for the most part the areas were small and the bottom was too rough to permit trawling without much damage to gear. Returning to Sydney she reverted to her old name having been bought by Red Funnel Fisheries Ltd., under whose flag she sailed out of Sydney on trawling cruises for many years.

Then in 1919 the Government had four steam trawlers built at the Government Dockyard at Newcastle. These were the Dibbiu, Dureenbee, Goonambee and Goorangai. They were yawl-rigged single screw steel vessels, each 223 tons gross and 78 tons net and they were fitted with triple expansion engines of 78 registered horse power. When the trawling fleet was disposed of the Dibbiu and Goorangai went to Messrs Cam & Sons and the other two were sold to Red Funnel Fisheries Ltd. The Dibbiu sold in 1928, was renamed Charlie Cam the same year. She sprang a leak while returning to Sydney from a cruise in the vicinity of Green Cape and was beached at Bunga Head, 12 miles north of Tathra on June 22, 1932. The crew landed safely but the ship became a total wreck. Subsequently Dureenbee and Goonambee were sold by Red Funnel Fisheries Ltd., to Cam & Sons in 1929.

By 1928 the trawling industry had become very profitable, but there were already signs that the existing grounds were being fished out so the following year the trawlers were further afield to the areas off Cape Everard in Victoria and Flinders Island at the eastern end of Bass Strait. These areas were found to be heavily stocked with tiger flathead which were in great demand on the Sydney market, but after about two years, catches fell off and

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and activity was greatly reduced on these grounds, which never recovered. In Victoria the Coomonderry and later the Jane Wright (later Camro) operated out of Melbourne but with indifferent results.

All this pointed to overfishing but no one had thought that the area of 6,000 square miles could have been overfished in so short a time. But this is really not surprising when it is realised that the area of the local fishing grounds is less than five per cent of the area available in the North Sea. In 1933 Alfie Cam made an exploratory trip to New Zealand waters and large quantities of fish were found but the long voyage to and from New Zealand was very costly.

The three pioneer trawlers in the State Government fleet all had interesting careers. When the State Government decided to abandon the trawling industry in 1923 the Brolga and Gunundaal were sold to Sanford Ltd., trawler owners of Auckland and went to New Zealand. Both returned to the N.S.W. coast in 1925, having been bought by the Coastal Trawling Company Ltd., who restored their old names. That Company also bought Koraaga from the Government and the three trawlers were operated out of Sydney.

The Brolga was returning to Sydney from Melbourne after having inaugurated what was to be a weekly service to that port with cargoes of fish, when she struck Beware Reef off the north east coast of Victoria early on the morning of August 13, 1926. She slipped off the reef and sank but her crew of eleven reached the shore safely some eight hours after the vessel struck.

The Gunundaal and Koraaga later passed into the hands of Red Funnel Fisheries Ltd., who in turn sold them in 1929 to Cam & Sons. The former was lost on November 4, 1929 when she was wrecked on a reef one mile south of Cape Howe. All hands reached the shore safely.

The Koraaga was lost under strange circumstances in September 1931. Bound to Sydney from a fishing cruise off the south coast of N.S.W. she struck the rocks off the end of Bass Point, near Shell-harbour late on the night of September 8, 1931 and was badly holed. Fearing that the ship would sink the crew of eleven abandoned her and rowed in the lifeboat to Kiama, but returning to the scene the following morning they were astonished to see that the incoming tide had refloated Koraaga which was drifting out to sea. The crew overtook the trawler and boarded where they found that the engine room was flooded and the watertight bulkheads were keeping the vessel afloat. Koraaga continued to drift all day in a southerly direction, finally heeling over and sinking in the afternoon about five miles east of Black Head, Gerringong.

In October 1933 the Directors of Red Funnel Fisheries Ltd., reported to their shareholders that they had sold the undertaking to a newly formed Company - Red Funnel Trawlers Ltd - because of the unsatisfactory trading results over the previous five years and ever decreasing catches of fish. That Company later changed its name to Red Funnel Trawlers Pty., Ltd. Their ships, as did those of their predecessor, had grey hulls, brown and white superstructure and red funnel with black top. They continued to operate



out of Sydney. Red Funnel Fisheries Limited was subsequently wound up.

In 1934 Red Funnel Trawlers Pty., Ltd., had the motor vessel Nanagai of 58 tons gross built in Sydney. She was a Seine trawler and this represented a departure from the deepsea trawling methods which had been previously employed. The Nanagai was able to operate on grounds close to the coast which had not been worked by steam trawlers. She was the forerunner of the large fleet of Seine trawlers which have operated on the coast since. But the Seine trawler fleet in the end has been affected in the same way as the larger trawlers, overfishing has resulted in ever decreasing catches with consequent adverse effect on the financial results of the ships.

Messrs Cam & Sons continued to be the largest fleet operating out of Sydney. Formed as a partnership in 1927, the firm later converted to a Company - Cam & Sons Pty., Limited. For many years they operated from the Baltic Wharf, at the foot of Market Street, Sydney. Later the Company moved to premises at no 1 Bank Street, Pyrmont from which they continued to operate until it became no longer economic to continue and they abandoned trawling in 1954.

The third fleet of importance operating out of Sydney was that of Mr. A.A. Murrell, who had three trawlers, David Blake of 202 tons gross which was brought out from Hull in 1927 and Samuel Benbow 203 tons gross also brought out from the United Kingdom in 1929. The third vessel Tongkol of 292 tons gross came from Singapore in the same year.

The David Blake and Samuel Benbow were practically sister ships. The former struck Mimosa Rock north of Thathra, N.S.W., on March 5, 1934 and was beached on the nearby Araganui Beach, subsequently becoming a total wreck. The latter, which had in the meantime been sold to Cam & Sons Pty., Ltd., was requisitioned for mine sweeping duties in the 1939-45 war. Murrell abandoned trawling in 1946 and Tongkol was sold overseas, leaving Australia the next year.

After the war Red Funnel Trawlers Pty., Limited replaced its pre-war fleet with four New Zealand wartime built ships, the Maldanna, Moona, Matong and Mulloka, the last being added in 1955. These ships were built for the Royal New Zealand Navy as minesweepers and for anti-submarine duties. They were of very strong construction and cost about £73,000 each to build. The Red Funnel Company acquired them for a fraction of that price. The Mulloka was bought from Sanford Ltd., and was previously the Waipu, having been converted into a trawler by her N.Z. owners.

Red Funnel Trawlers Pty., Ltd., also finally ceased operations in January 1959, giving the reason for closing down as changes in the Fisheries & Oyster Farms Act, which made it uneconomic for them to continue operations. The Moona was recommissioned the following year but only ran for a short period before being laid up again in Sydney.

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+MARITIME MISCELLANY...

Closing date for items for the next issue - MARCH 19.

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In compiling this section the Editor expresses particular thanks to Messrs: D.Finch, J.Burne, J.Freeman, G.Hardwick (NSW); T.Ryan (V); W.Foote (Q); N.Wanklyn (SA) and R.McKenna (WA).

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COASTAL and SOUTH PACIFIC:

Ref.P.126. Now confirmed that the 62,000 dwt.tanker (785 x 106) for R.W.Miller & Co., will be built by Evans Deakin, Brisbane.

Howard Smith Industries has called tenders for a 24,000 dwt product tanker.

The W.A.Government expects to receive tenders for the construction of two ( 18 knot) 'LASH' type ships by mid February. As yet the Commonwealth Government has not confirmed that a loan will be granted for the building of the ships.

WARRENDER - 290 tg., motor driven barge, was launched by Perrin Engineering, Brisbane on December 30 for Gulf Shipping Company.

ALANNA FAY - built by Index Slipway & Engineering Co., Brisbane was launched late November. The vessel is registered at Darwin.

Dredge SIR THOMAS HILEY is expected to commence trials off Maryborough (Q) on January 26.

MANDALAY - 100 ft passenger ferry for use by Hayles Magnetic Island Cruises was launched by Mill Kraft Boatyard, Brisbane on December 14.

TROUBRIDGE (1996/61) was withdrawn from the Port Adelaide/Port Lincoln service on December 31 and will now run only to Kangaroo Island.

BARALGA (3895/56) will henceforth be engaged in the NSW/Nth Queensland trade, replacing SOUTH ESK (1616/59) and NILPENNA (1468/54).

MARSINA (2224/53) concluded her charter to Burns Philp & Co., and redelivered to China Navigation at Sydney on November 18, reverting to her old name PAPUAN CHIEF.

SAN PEDRO STRAIT (331/1968) has been chartered to undertake marine geological surveys between south of the Great Barrier Reef and Cape Byron.

CYCLE (4161/1939) former Howard Smith coaster sold ten years ago, returned to Brisbane as AMITA (Teh-Hu S.S.Co., Hong Kong) in December to load fertiliser. Whilst there her lifesaving and cargo gear were condemned.

Ref.P. 18/70 & 87/70. BRINGHAM - after purchase by Southern Concrete Masonary Ltd last year, work progressed at Port Adelaide towards conversion to a prawn trawler; however the vessel has recently been subject to court proceedings.

ALAGNA (975/1961) has been withdrawn from northern service by John Burke Ltd and after docking was laid up at Brisbane.

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+ T H E L O G +

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WALLARAH (1448/1952) - Owners J & A Brown & Abermain Seaham Collieries Ltd; has been laid up at Sydney since October 21.

Ref.P.18/70 - GEO H. EVANS (ex Hinemoa) at Dampier (WA) as a power supply ship since May 1969, is being offered for sale.

KOOJARRA (2959/1956) arrived Fremantle December 22 at the conclusion of her last voyage, and after discharge was decommissioned pending disposal.

\* Ref.P.126. WINDARRA (2355/1953) delivered to Colin Navigation Co., at Sydney on October 20 and left as Colin TWO on October 23 for Port Augusta.

\* BOONAROO (3904/1953) laid up at Sydney on November 7 and BULWARRA (4010/1954) laid up November 26, are reported sold and renamed Colin Four and Colin Five.

TUGS:

Ref.P.127 -WATO (115 ft) launched at Port Adelaide on November 5 for use at Fremantle.

WANDILLA launched at Port Adelaide for Waratah Towage Division on November 17.

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OVERSEAS:

FLINDERS BAY has had her carrying capacity increased by 200 containers, also an alteration to her funnel extension.

Ref.P.128 -SEAWISE UNIVERSITY (ex Queen Elizabeth 82997/1940) is now expected to leave Florida in January, and after conversion at Hong Kong, commission in her new role in October.

SHOTA RUSTAVELI (19861/1967) was detained at Cristobal (Panama Canal) on a voyage to Australia in December.

COLUMBUS NEW ZEALAND -21200 tons dwt. containership for Aust/NZ/ East Coast USA service was launched at Hamburg on November 26.

MANORA first of the new B.I.S.N.vessels arrived in Australia in December, meantime a sister MORVADA was launched on November 3. Others of the class are MERKARA and MULBERRA, also two reefer ships ZAIDA and ZIRA.

ANDES (26435/1939) - Royal Mail Liner - commenced her last series of cruises from Southampton on January 10 and will be withdrawn in April.

TAMERLANE, WOOLLAHRA, TARONGA, TIRANNA, TALARAH and TORRENS are all to be fitted with a container hold.

KANGOUROU, Mess.Maritmes containership, developed boiler trouble on trials and delivery, scheduled for early February, will be slightly delayed.

CALIFORNIA STAR - 15000 dwt containership, was launched in West Germany on January 12.

It is rumoured that FRANCIS DRAKE (7743/1947), GEORGE ANSON (7743/1948), TJILUWAH (9849/1951) and TJIWANGI (9846/1951) are to be withdrawn from service this year.

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ACCIDENTS and MISHAPS:

- + COLLIN ROSE (4696/1936 ex Age) grounded in Paluan Bay, Philippines due to the effects of typhoon 'Jean' and heavy seas caused the hull to fracture. Vessel abandoned on October 15.
- + AUSTRALIS (26315/1940). On October 22 between Auckland and Suva a fire in the galley damaged 40 cabins and subsequently about half of the passengers were sent by air. After temporary repairs the vessel left Suva on October 30.  
Ref.P.105 - SLIDRE (1102/1938) aground in Philippines area in November due to typhoon 'Patsy'. Owners Pacific Trading & Navigation Co., Panama.
- + COLIN TWO (ex Windarra 2355/1953) on passage Port Augusta to Singapore, suffered engine trouble on November 15, 200 miles S.E. of Esperance and called at Albany on November 18.  
KOOJARRA (2959/1956) after vacating the berth to an anchorage at Broome, was grounded during cyclone 'Eva' on December 4 and refloated the next day.  
STERLING (30683/1966) tanker - grounded near Point Henry (Geelong) on December 19, when outward bound.
- + GALLANTRY ( ex Talinga 7582/1955) suffered some fire damage to accommodation at Melbourne on December 22.
- + ATREVIDA was docked at Brisbane on January 3 for propeller repairs after losing a blade on the voyage to Australia.

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GREY FUNNEL SECTION:

GASCOYNE and QUICKMATCH - both lying at Williamston - have been classified ' for disposal'.

BANKS assisted the Army in a survey of the Sir Joseph Banks Isl. South Australia.

The new 20,000 ton fast combat supply ship for the R.A.N. - which is still on the drawing board - is to be named PROTECTOR.

TORRENS is to commission at Sydney on January 19.

The new Oceanographic ship is to be named COOK, whilst the hydrographic vessel to be built at Williamston is to be named FLINDERS. This latter ship will be about 700 tons displ. - 161' x 33'.

Patrol boats AITAPE and LADAVA journeyed 497 miles up the Fly River (Papua/New Guinea) to Kiunga in December. The river was found and named by HMS Fly in 1842.

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COMPANY and GENERAL NEWS:

The 67 year old, former Fremantle, pilot vessel LADY FORREST was installed as an outdoor exhibit at the North Fremantle Maritime Museum in November.

T.N.T. and the P & O group are undertaking discussions in London during January regarding the future of the Union S.S.Co., of N.Z. Ltd. As yet the N.Z. Government has not announced its attitude to the proposed take over.



