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Naval Section:

FAMOUS SHIPS HAVE SWUNG AT  
ANCHOR IN FARM COVE.

By Jack Bastock.

Nearly a hundred years ago the Australian Station was established as a separate naval command, and the Royal Navy began providing a regular squadron for the defence of Australia, New Zealand, and adjacent British possessions in the South Western Pacific area.

This squadron was based on Sydney, N.S.W., and its traditional anchorage was in Farm Cove. The senior ship's buoy, known as No. 1 Buoy, lay about midway between Fort Denison and Man-o'-War Steps, and here it was that many a stately flagship swung to a fresh nor-easter. The lesser vessels of the squadron lay further out toward the entrance to Woolloomooloo Bay, while the small fry -- sloops, gunboats, schooners -- were moored closer inshore. Much of Australia's naval history is linked with the picturesque anchorage of Farm Cove.

It was from here, on January 31, 1863, that the wooden screw corvette Orpheus, flagship of Commodore Burnett, departed never to return. On February 27, while attempting to enter Manakau Harbour, N.Z., she grounded on the south spit of the bar, and was pounded to pieces. Her complement was 259 officers and men; the death roll was 189, including her commander. Only commissioned at Portsmouth late in 1861, the flush-decked, 1706 ton Orpheus was considered the latest and most modern of the RN's steam corvettes, but quickly proved herself a very wet ship.

It was from No. 1 Buoy that the flagship Challenger exchanged signals with the frigate Galatea as the latter, carrying the

Duke of Edinburgh, moored in Farm Cove in 1863. It was here, too, that the old Calliope repaired her damage after her escape from Apia, Samoa, in the teeth of a hurricane on March 15, 1889.

And so we go forward to a perfect spring morning in Farm Cove -- October 4, 1913. Except as a resting-place for seagulls, No. 1 Buoy was vacant, as also were two other buoys, each spaced a couple of cables apart to the eastward of No. 1. The cruiser Cambrian, last of a long line of British flagships on this station, lay close inside the Cove; for this day was to see the end of an old era and the beginning of a new. The first Australian Fleet unit was about to make its initial entry into Port Jackson.

It was, of course, a gala occasion. A public holiday had been proclaimed, and the foreshores were lined with spectators, while hundreds of small craft were decorated with bunting and crowded with cheering passengers. Shortly after 10 a.m. expectancy was at its height, and by 10.30 the first grey shape could be seen by the spectators lining Farm Cove, as the new RAN flagship, the battle-cruiser Australia, took the sharp turn to starboard round Bradley's Head, followed by the light cruisers Melbourne, Sydney, and Encounter, and the destroyers Parramatta, Yarra, and Warrego.

As the Australia approached Farm Cove she exchanged a gun salute with the Cambrian. She tied up at No. 1 Buoy, and the Melbourne and Sydney made fast to the other two buoys to the eastward. The old Encounter, already well-known to Sydneysiders as a unit of the RN squadron for several years, was relegated to a less conspicuous anchorage off Neutral Bay; the destroyers found a haven in the more sheltered waters of inner Farm Cove. Shortly afterwards the whole squadron "dressed ship" to the accompaniment of sirens and whistles shrilling, people cheering, and hats and flags waving. When hundreds of liberty men landed, they were given a tumultuous welcome.

In the carnival atmosphere of that October morning war must have seemed remote. Yet less than 12 months later these ships were all at action stations. Before the close of 1914 the old Encounter had fired the RAN's first shot of the war (on Sept. 14, at Toma, New Britain), the Sydney had vanquished the Emden (at Cocos Island, Nov. 9), and the presence of the Australia, with her eight 12-in. guns, had saved Australia's coastal cities from bombardment by Admiral von Spee's squadron prior to its destruction by the British battle-cruisers Invincible and Infelible at the Falklands Island.

After hard service in almost every part of the world, these ships of the First Australian Fleet Unit experienced peaceful ends. The Australia was towed out and sunk, with ceremonial honours, some 13 miles east of Sydney on April 12, 1924. The Encounter, after spending her later years as the depot ship Penguin, was sunk 18 years to the day after she had fired the RAN's first round of World War I. She met her end off Sydney Heads on Sept. 14, 1832.

The Sydney was broken up at Cockatoo Island in 1928-9, but her foretop and tripod still dominate Bradley's Head. In the early 1930's the Melbourne went to England, taking personnel to man newer vessels for the RAN, and was broken up in the United Kingdom. The destroyers, after service as drill ships in various Australian ports, all found their way to the shipbreakers' yards.

Yes, many famous ships have swung at anchor in Farm Cove. The old warriors, such as the vessels of the first Australian Fleet Unit, have passed on, to be replaced with new ships, which in turn have given way to still newer ones. In this ever-changing pattern of the old giving place to the new, the glory of Farm Cove, as a naval anchorage, has departed. Rare indeed is the stirring call of the bugle or the shrill whistle of the bosun's pipe. No longer do liberty men scramble ashore at Man-o'-War Steps from 12-oared pinnaces or brass-funnelled steam cutters. Instead, most naval men "go ashore" in buses from Garden Island. After all, it's much more modern, much more convenient --- but, also, much less picturesque!

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Third and Final Part.

\*By N. L. McKellar

THE 'KIL' SHIPS OF WORLD WAR I.

(Note: Parts 1 and 2 appeared respectively in the March-April and May-June numbers, in the first of which the general details of this class and the abbreviations of builders' names appeared.)

KILHAM: Smiths 1918. Yd no 735. Engines, builders, 94 r.h.p. (b) Easterner, 1. Brown S Co (Robinson Brown & Co), Newcastle 1920 (O/n 144903); 2. B.J.Sutherland & Co, , 1933. Scrapped at Granton 1933.

KILHAMPTON, KILKEE: Projected only; were to have been built by Cochrane.

KILKEEL: Smiths 1918. Yd No. 729. Engines, builders, 94 r.h.p. (b) Falconer, 1. Brown S Co, Newcastle 1920 (O/n 144918); 2. K. Behrsing, Riga, 1/1927; 3. C.A. Moreira & Co, Oporto; (c) Satellina, 1. E.A. Moreira, Oporto; 2. C.A. Moreira & Co, Oporto. Scrapped at Oporto 1941.

KILKENNY, KILKENZIE, KILKERRAN, KILLADOON, KILLALCOO, KILLANE, KILLARNEY, KILLARRY, KILLEGAN: Projected only. Were to have been built by Cochrane.

KILLENA: Smiths 1918. Yd No 736. Engines, builders, 116 n.h.p. (b) Edwin Douglas, Coombs, Marshall & Co, Middlesboro, 1920

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(O/n 136090); (c) Araucania, T. Landgren & Co, Valparaiso 11/1926. Wrecked Quintera Point, 5/9/1938.

KILLERIC: Smiths 1918. Yd No 737. Engines, Northeastern Marine Eng Co, Newcastle, 99 r.h.p. Sold to Lindsay Swan Hunter Ltd, Swansea 1921 (O/n 143968), converted to salvage vessel. Sold to Panama Salvors Ltd, Panama (O/n 70); name retained throughout. Wrecked off Jamaica, 15/12/1947.

KILLEY: Projected only; was to have been built by Hall.

KILLIGAN: Projected only; was to have been built by Cochrane.

KILLINEY: Smiths 1918. Yd No 738. Engines, builders, 94 r.h.p. (b) Thropton, Joplin & Hull, Newcastle, 1921 (O/n 144900); (c) Britannia, 1. Leith, Hull & Hamburg SP Co, Leith, 1924; 2. Primrose Hill SS, Leith, 9/1944; 3. Phoenicia SS, Malta, 2/1947; still existing.

KILLOUR: Smiths 1918. Yd No 739. Engines, Northeastern Marine Eng Co, ~~Newcastle~~, ~~296~~ r.h.p. (b) Naworth, Joplin & Hull, Newcastle, 1921 (O/n 144917); 2. Marlborough SS, Southampton; (c) Opus, J. Ick, Hamburg; (d) Montebello, 1. V. Quarnagli, Trieste, 9/1925; 2. C. Martinolich & Co, Trieste (O/n 243). Wrecked off Pantellaria, 1/1/1944.

KILLOWEN: Smiths 1918. Yd No 740. Engines, Northeastern Marine Eng Co, Sunderland. 116 n.h.p. (b) Curler, 1. Brown S Co, Newcastle, 1920; 2. B.J. Sutherland & Co, 1933-4; (c) Salam, 1. Abdel Salam el Chaffei, Alexandria 1934 (O/n 57); 2. Soc Misr de Nav Maritime, Alexandria; (d) Cyprus, Cyprian Coastal Lines, Famagusta 1940 (O/n 144905); (e) Cyprus B, renamed 1942. Wrecked coast of Cyprus, 3/1944.

KILLYBEGS: Smiths 1918. Yd No 741. Engines, builders, 94 r.h.p. (b) Alwinton, Joplin & Hull, Newcastle, 1920 (O/n 144916); (c) Edina, Leith, Hull & Hamburg SP Co, Leith, 1/1924; (d) Edina II, renamed 1939; (e) Wyetown, Woodtown SS (Comben Longstaffe & Co) Leith 1940. Foundered east of Cromer, 14/1/1943.

KILLYGORDON: Smiths 1918. Yd No 742. Engines, Northeastern Marine Eng Co, Sunderland, 94 r.h.p. (b) Homeford, 1. Homeland S Co, Newcastle 1920 (O/n 144906); 2. Bladon Line, Newcastle; 3. Smiths Coasters Pty Ltd, Durban; (c) Laeveld, 1. Ardenhall SS, Capetown, 8/1946; 2. Dent & Goodwin, Capetown, 1949; (e) Eleoussa, 1. Liberal Co of Panama, Puerto Limon 1952; 2. B. Nikolaou, Piraeus, 11/1955; still existing.

KILMACOLM: Smiths 1918. Yd No . Engines, builders, 94 r.h.p. (b) Nigretia, 1. Palin & Evans, Swansea, 1920; 2. Beaver S Co (W.E. Hinde & Co), Cardiff 1922. Missing on voyage Swansea

7/1/1924 for Rouen.

KILMACRENNAN: Smiths 1918. Yd No 744. Engines, Northeastern Marine Eng Co, Sunderland, 94 r.h.p. (b) Seghill, Joplin & Hull, Newcastle 1920 (C/n 144920); (c) Kaspar, J.M.K. Blumenthal, Hamburg; (d) Merica, I. Van Meel & Co, Rotterdam, 9/1925; 2. Carter SS Co, Gaspe, Canada, 1/1927; 3. J.S. McCormick, Windsor, Ont., 7/1928; Copper SS Corp, Fairport, O. (US O/n 228828). Dropped from registers 1942, disclassified, unfit to go to sea; reinstated in supplement 8 to Lloyds Reg 1949, following rebuilding as (e) Tela, Tropical Nav Co, La Ceiba, Hond (later Guayaquil, Ecuador); still existing.

KILMAINE: Smiths 1918. Yd No 745. Engines, builders, 94 r.h.p. (b) Crofter, Brown S Co, Newcastle 1920 (O/n 145441); (c) Ekko, Pederson & Jelmert, Tvedstrand, 1929. Wrecked on voyage Stettin-Drammen, 25/11/1929.

KILMALLOCH: Smiths. Cancelled on stocks, completed 1919 as (b) Mallock, I. L. Gueret & Co, later Gueret, Llewellyn & Merrett, London (O/n 145049); 2. Radnor SS, London, 3/1928; (c) Scio, Tito Campanella SA, Genoa 1934 (C/n 1984); 2. L. Diena, Genoa, 1949; 3. I. Lewit, Puerto Cortes, 5/1951; (d) Scusy, Cia M'tima Vira, Puerto Limon 1953. Engines originally by builders, but converted to diesels 1935. Scrapped 1955.

KILMANAHAN: Smiths. Engines, builders, 94 r.h.p. Cancelled on stocks, completed as 1919 (b) Manahan (owner wanted); (c) Emlynmor, Emlyn Jones & Co, Cardiff, 1920 (O/n 143576). Missing on voyage Middlesborough 22/10/1927 for Pembroke Dock; passed Dungeness, 24/10/1927.

KILMARNOCK: Smiths 1919. Engines, builders, 94 r.h.p. Yd No 748. Had six subsequent owners without change of name: 1. Kyle Transport Co, L'pool 1921 (O/n 143666); 2. H.J. Brennan, 10/1923; 3. Kilmarnock Ltd, L'pool; 4. J. Kell, Sunderland; 5. R.S. Cors, New York 4/1926 (US O/n 227064); 6. F.K. Warren, Nova Scotia. Then (b) Chelsea, R.S. Cors, New York; (c) Eleanor Boling, Byrd Antarctic Exped., New York, 7/1928; (d) Kilmarnock, owner unknown; (e) Eleanor Boling, W.F. Parker, Miami; (f) Vamar, I. Vamar SS, Norfolk VA, 1933, later Wilmington, Del; 2. Soc Nav Dos Oceanos Sud America, Panama, 1940; 3. Cia de Nav Bolivar Atlantica SA, Panama 1941. Reported wrecked 21/3/1942; full details unknown.

KILMARTEN: Smiths. Engines, builders, 94 r.h.p. Cancelled on stocks; completed 1919 as (b) Mandrake, I. L. Gueret & Co, London, later Gueret, Llewellyn & Merrett (O/n 145032); 2. Radnor SS, London 3/1928; 3. H. Constant, London; became yacht (c) Foinaven, 1934, dropped from merchant register; reclassified as commercial vessel 1947 as (d) Varafjell, D/S A/S

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Saga, Haugesund; (e) Dixi, J.E. Samuelson, Oscarhamn, 1947. Scrapped in U.K., 1952.

KILMEAD: Smiths. Engines, builders, 94 r.h.p. Cancelled on stocks, completed as 1919 (b) Head, L. Gueret & Co, London (O/n 145133); 2 Smiths Coasters Ltd, Durban, 7/1927; retained name throughout; still existing.

KILMELFORD: Smiths 1919. Yd No 751. Engines, builders, 94 r.h.p. (b) Melford, L. F. Fairweather, Southampton; 2. Melford SS, Southampton; (c) Christina, Union Industrielle & M'time (SA Les Armateurs Francais), Rouen, 10/1926; (d) Ville de Nice, A & P Sicard, Marseilles, 6/1927; (e) Ville de Lattaquie, C. Chalhoub, Beirut 1934; (f) Mont Liban, Comptoir M'time de Syrie, Beirut 1937; (g) Georgios P, L. W.F. Achkar, Beirut 1947; 2. Cia Nav y Com Dora, Costa Rica 1950; (h) Perseus, Cia Nav Perseus, Puerto Limon, 1/1955; arrested at Aden 1955, sold locally, beached there.

KILMERSDON: Smiths. Yd No . Engines, builders, 99 r.h.p. Cancelled on stocks, completed 1919 as (b) Mersdon, L. L. Gueret & Co, later Gueret, Llewellyn & Merrett, London; 2. Radnor SS, London, 3/1928; 3. H. Constant, London; (c) San Gorg, F. Coleiro, Malta, 1935; (d) Gaizka, Nav Ortu-Zara SA, Panama 1942; (e) Monaleen, Limerick SS, Limerick 1943 (British O/n was 149864). Scrapped 1950.

KILMINGTON: Smiths. Yd No . Engines, builders, 99 r.h.p. Cancelled on stocks, completed 1919 as (b) Mington (O/n 159503), L. Gueret & Co, later Gueret, Llewellyn & Merrett; (c) Briim, F. Jurgensen, Parnu 2/1928; (d) Hammond Lane, Hammond Lane Foundry Co, Dublin; (e) Jary, Cia Comercio e Nav, Rio de Janeiro 1937. Scrapped 1952.

KILMORE: Smiths 1919. Yd No 754. Engines, builders, 99 r.h.p. (b) Newtonia, L. Newton S, 1920 (O/n 143566); 2. Wilton SS, So'ton, 1920; (c) Margot, H. Boysen, Hamburg 10/1926; (d) Ennio, D. Zalezzi Genoa 1933 (O/n 1871); (e) Assab, fishing vessel from 1938. Lost in World War II; details not known.

KILMUCKBRIDGE: Smiths. Yd No . Engines, builders, 94 r.h.p. Completed 1919 as (b) Newton Bay, L. Allen Adams & Co, So'ton (O/n 145386); 2. Grundwell Thompson & Co, So'ton; 3. British & Colonial Tpn Co, Halifax NS; 4. Newton Bay Ltd, Halifax NS; 5. Acadia S Co, Halifax NS; (c) Longbird, L. Bermuda & West Indies SS, Hamilton, Bermuda; 2. H.F. Williams, Nassau, N.P.; Ykk 3. Viking SS, Nassau N.P.; 4. W.A. Wilson, Nassau N.P. 1940; 5. Derwent Steam S Co, Newcastle. Lost in collision east of Blyth, 16/1/1943.

KILMUN: Smiths. Yd No . Engines bldrs. Completed 1920 for R.N. as cable ship; sold 1947; re-engined with Mirrlees disels, became (b) Rask, A/S Rask, Haugesund. Wrecked two miles from Berwick High Light 31/1/1950, bound Bergen-Newcastle. THE END.

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Tugs and Harbour Craft Section:THE VANISHING OF THE STEAM CUTTER LITTLE ORIENT.

By Ronald Parsons

Before Adelaide's Outer Harbour was constructed overseas mail liners anchored off either Largs or Semaphore, passengers and mail being transferred to the shore by steam cutters. For this service in 1879, the Orient S.N. & Co. had especially built for them in Sydney a wooden, single screw cutter, which was named Little Orient.

The Little Orient was 55 ft long (dimensions 54.8x12x5.3), 29 tons gross, 2 mast schooner rig, and had an engine developing 10 nhp. She was typical, no doubt, of many launches being turned out in Sydney at that time, especially by W. A. Dunn at Berry's Bay. The builder of Little Orient is not shown. When registered at Adelaide she was given the official number of 79314.

After a couple of years' service, the Orient Line apparently decided it was not an economical proposition having a tender for their exclusive use, because in February, 1883, Little Orient was sold to the Largs and Semaphore Steam Launch & Boating Co., this company taking over the business of conveying passengers and mails to the piers.

On the morning of Thursday, December 13, 1883, RMS Iberia had arrived off Largs Pier and it was decided that the cutter in attendance would need assistance. Little Orient had a reputation for raising steam fast, and a fire was lit under her boiler while a message for her crew was sent to Semaphore. When the crew arrived they learned that the man who had started the fire had apparently left the firedoor shut, and one of the crewmen, named Cox, went aboard to investigate. Shortly after he had boarded Little Orient, a tremendous explosion was heard and the vessel disappeared, leaving Cox floating amid a mass of debris. He was pulled from the sea, badly injured.

The cause of the explosion was never officially explained, but probably was due to a corroded boiler or a faulty safety valve -- common causes of accidents in small craft in those days. The closing entry in Port Adelaide's register of British shipping says: "Blown to atoms by the bursting of the boiler on December 13 1883. Register closed."

An interesting sidelight on the episode is this comment in the Adelaide "Observer" of Dec. 15, 1883: "... the craft was not insured and it is annoying to the owners to note that she was offered to the Marine Board for the Pirie service but a few days before.

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AUSTRALIAN AND NEW ZEALAND TUGS

By John Goldsworthy

Over 50 tugs are used in the commercial towing activities of the various ports in Australia and New Zealand, and, in addition, there are the numerous tugs employed in dredging and port maintenance activities. The fleets range from about 11 tugs at Sydney to only one tug at small ports.

Starting from the North Queensland port of Cairns and proceeding along the eastern and southern coasts to Fremantle, here are the tug fleets as far as they are known to the writer:

Cairns has one harbour tug, the Tully Falls, owned by Marine Contracting and Towing Co Ltd. Originally this service was operated by the Adelaide SS Co with their tug Uta. At Townsville the Harbour Board operates the Lalor, formerly the Empire Minotaur, which replaced the veteran Alert. At Brisbane there are four tugs, operated by Macdonald, Hamilton & Co. They are the Fearless, Coringa, Carlock and Forceful, the first two of which perpetuate the names of earlier tugs. One of the latter, the first Coringa, was lost by enemy action on overseas service during World War II.

Coming now to NSW, there are four tugs at Newcastle. The Lindfield and the Heroic belong to J. Fenwick & Co, the St. Hilary and the St. Kitts to the Waratah Tug & Salvage Co. The latter was originally named St. Kitts, but when purchased by the Adelaide SS Co, for Fremantle, she was renamed Uco. When the Adelaide Co purchased the Zealandia (ex Empire Winnie) for service at Fremantle, she was renamed Yuna and replaced the Uco, which was then transferred to the Waratah Co at Newcastle. On arrival at Newcastle the Uco reverted to her original name of St. Kitts. She replaced the Waratah tug Champion, and made the third Saint class tug at this port, as the Lindfield formerly was the St. Claude.

The tug fleets in Sydney are operated by three concerns -- J. Fenwick & Co, with five, sometimes six; Waratah with three, sometimes four, and the Wallace Tug Co with two vessels. In the Fenwick fleet is the very modern Sydney Cove, with the Heros (ex St. Erthe), Himma (ex Empire Pat), Hero, Leveret, and Heroine. Waratah have the St. Aristell, Wona, Wonga and Warang, and expect soon the Wooree. Wallace's fleet comprise the Theresa Ward and the former Daley tug Bustler. The Warang and the Hero each spend alternate six month periods at Port Kembla to provide that port's one tug.

With the exception of the Swiftness (ex Sydney tug Plover), which is owned by the Victorian Lighterage Co. and often is employed towing wool barges to Geelong, Melbourne's seven tugs are owned or operated by the various interstate shipping companies. The two newest tugs are the Howard Smith, built in Scotland in 1952 to re-



place the capsized and sunk Terewhiti, and the Batman, built by Morts Dock Ltd., Sydney. Jointly owned by the four shipping companies, the Batman's funnel is painted so as to incorporate all four funnel markings of the companies concerned. The other tugs are the James Paterson, one of the three remaining two-funnel tugs on our coast, the Melbourne SS Co's Tooronga, and Huddart Parker's Eagle, the oldest tug in Melbourne. These are the "Large Tugs;" for, unlike the tugs at other Australian ports, the Melbourne tugs have to be constructed to withstand the sometimes rough waters of Port Phillip Bay and yet be small and manoeuvrable enough to work the confined waters of the Yarra River berths. The other two tugs, the so-called "Small Tugs," are the Melbourne SS Co's Keera, built in England in 1926, and Howard Smith Ltd's Marimba, built by Poole & Steel Ltd., Sydney, in 1913.

Owned by the Geelong Harbour Trust, Geelong's tugs do commercial towing as well as dredging and harbour maintenance, and are comparatively new. The Geelong and Spencer Mall were both built at Northwich, England, in 1955; the H.A. Lumb and Edward J. Fairnie are two wartime US designed and built tugs. The old Wybia, formerly of Launceston and Sydney, has been sold.

Adelaide's towing fleet of seven comprise Huddart Parker's Foremost, which assisted at the salvage of the steamer Mill Hill when abandoned by her crew after developing a bad list through her cargo shifting, and six tugs operated by the Adelaide Steam Tug Co and its subsidiary, Ritch & Smith. These are the new Tusker, said to be the most powerful tug in Australian waters, the two funneller Woonda, the Yelta, a similar tug to Sydney's Wonga, the George Dinsdale and the Chesterford. At the outports of Port Pirie and Whyalla the Yacka and the Falcon operate.

Fremantle has three tugs in service -- the Swan River Shipping Co's two-funneller Wyola, the Adelaide SS Co's Yuna (formerly Zea-landia and Empire Winnie) and the Wilga (formerly the Middlesbrough tug Banbury Cross) -- and two oil company tugs at Kwinana -- the B.P. Tanker Coy's Cockburn and Parmelia, which eventually will be replaced by two larger tugs being built at Brisbane by Evans Deakin. The Wilga, operated jointly by the two tug companies, arrived at Fremantle to replace the veteran Wato, which had gone across to the west from Adelaide after being replaced by the Sydney-built Yelta. The tug Larda was to have replaced the Wato, but was lost with all hands in the Indian Ocean when on her delivery voyage.

At Launceston, which includes Bell Bay and Beauty Point, the Launceston Marine Board operates the three tugs Westamar, Inveresk and James Wallace. The latter was originally built for the James Wallace Tug Company at Sydney, and was purchased by the Launceston Marine Board in the 1930's. At that time she was replaced by two tugs -- the Wybia from Launceston and Theresa Ward from the Bluff, in New Zealand.

In New Zealand, with the exception of Wellington, where the USSSCo operates the tugs Taicma and Tapuhi, all tugs are owned and operated by the various harbour boards. At Auckland the Harbour Board has the tugs Te Awhina, William C. Daldy and the new Auckland, and at Wanganui there's the Kahurangi. In the South Island, Lyttelton has the Lyttelton II, with her predecessor, the Lyttelton, in reserve, and at Dunedin the Otago Harbour Board has the Dunedin, and has now acquired the new Otago. At Bluff is the Awarua, which replaced the Theresa Ward, which was then sold to James Wallace & Co, of Sydney, NSW, where she is still in use as a port tug. Before this the Harbour Board at Bluff built a modern diesel tug, the Southland, but she was not a success and was sold to Hollers, of Hong Kong, being renamed Frosty Moller.

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#### Sail Section:

#### THE ABRAHAM RYDBERG.

The four-mast barque Abraham Rydberg was wellknown to sail enthusiasts when she was in the Australian grain trade, and many who collect sailing ship pictures must have excellent photos of her. But there were three vessels of this name, and it is surprising how many get the last two of these vessels mixed up.

The first Abraham Rydberg seems to have been the smallest full-rigged ship ever built; for on dimensions of 101x22.3x11.5 she was only of 149 tons. Owned by the Rydberg Foundation, founded as a nautical school through a bequest by the Swedish shipowner, Abraham Rydberg, who died in 1845, she was a training ship until 1911. She was then renamed Abraham. Eventually sold by the Foundation, she was converted into a cargo carrier, her tonnage being raised to 168, was cut down to a barque, and, about 1930, given an auxiliary engine. She was eventually hulked in 1935.

As a training ship, she was replaced by the steel, 262 tons full-rigger Abraham Rydberg II, built at Stockholm in 1912. The Foundation sold her, in 1928, to Ingles M. Uppercue, of New York, who had her modernised, installed an auxiliary engine, and renamed her the Seven Seas. In August, 1937, she had a race with the Joseph Conrad, the full-rigger made famous when sailed round the world by Australian Alan Villiers, captain of Mayflower II. The Joseph Conrad, launched in 1882 as the Georg Stage, was of 203 tons. The race, which was to start from anchor, in the tradition of the racing of the old New Bedford whalers, was from Newport, US, to Hamilton Harbour, Bermuda, about 660 nautical miles. With adverse and very light winds, the two ships were not in sight of one another for the greater part of the race, but finished together. On official elapsed times, the Joseph Conrad won the race by 55 sec. - a remarkably close finish for a 660 mile voyage. But the times of both ships were very slow: they averaged only  $2\frac{3}{4}$  knots.

The Seven Seas was taken into the U.S. Navy during World War II, which she survived. What happened to her after the war the writer doesn't know.

The third Abraham Rydberg was the ship wellknown in the Australian grain trade. A steel, four-masted barque of 2148 tons gross, she was launched at Glasgow by Charles Connell & Co in 1892 as the Hawaiian Isles, and for a time was employed in the Honolulu sugar trade, running to the South American west coast. Among her owners was the Matson Navigation Co, of San Francisco, in whose ownership she sailed from 1906 until 1909.

The Hawaiian Isles was then bought by the Aläska Packers Assn, and as the Star of Greenland ran between the Alaskan fish canning stations and San Francisco until 1926. After being laid up for three years, she was purchased by the Foundation and re-named Abraham Rydberg. It was as a training ship that she entered the Australian grain trade, but she made no outstanding passages.

In the early part of World War II she ran between the USA and South America, but in the middle of 1943 was sold to Julio Rieiro Campus, of Oporto, who renamed her Foz do Douro and in 1945 gave her two 650 h.p. diesels and twin screws. She retained some of her sails for a time, but eventually all were discarded and she ranked as a motorship.

In Lloyds for 1955-56 -- the last issue I have -- she is marked: "Laid up--Surveys overdue--Class suspended."-Harry Bateson,

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NEW TRAINING SHIP FOR WEST GERMANY.

After the Pamir disaster work was suspended on the barque Gorch Fock, which was being built for the West German Navy by Blohm & Voss. Now that the controversy over the utility of sail training for cadets has died down, and presumably after some kind of inquiry or investigation, the West German Government has decided to go ahead with its original scheme, and work has recommenced on the Gorch Fock.

This barque of 1500 tons probably will be launched from the shipyards of Blohm & Voss this month (July). She will have a 750 h.p. auxiliary engine, and will accommodate about 200 cadets.

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RUSSIAN VISITOR: The Russian three-masted auxiliary schooner Zarja, on a worldwide scientific expedition, visited Fremantle last month, arriving June 12. She has covered 33,000 miles, testing and resurveying the earth's magnetism, a task carried out only once previously -- by the USA about 30 years ago. While in port the Zarja's instruments were all checked with master instruments at the W.A. University and W.A. Observatory.-R. McKenna.

News and Activities of  
the World Ship Society

BAD NEWS: SUBSCRIPTIONS UP!

We regret that from July 1 the cost of being interested in ships increases appreciably. A hint was given in a recent MARINE NEWS that a rise in your subscription was inevitable, and the Society's annual general meeting confirmed new rates. In addition, we have had locally to review the position of THE LOG, and it has been decided that a small charge for this must be included in our local subscriptions. This latter charge is brought about by the considerable increase in membership in both Australia and New Zealand and the consequential rise in costs being out of proportion to our revenue. The new rates, which will take effect as subscriptions become due after June 30, are as follows:

	<u>Australia</u> (Australian Currency)	<u>New Zealand</u> (N.Z. Currency)
Full Members (Adult)	£1:15:0	£1:7:6
Full Members (Junior)	£1: 8:0	£1:2:6
Associates	7:6	-

Elsewhere in this issue (see page 63) you will see that the price of photographs has also been increased. It is unpleasant having to announce price increases, but it was thought best to give you all the bitter pills in one go.

We are sorry to have to make these announcements, but all of them are quite inevitable, and we hope you feel that the enjoyment you receive from membership of the Society will make them worthwhile.

A. J. Starke, Australian Agent. I. J. Farquhar, NZ Agent.

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MAGAZINES TO CIRCULATE.

The Australian Section of the WSS receives copies of various magazines produced by other branches, and arrangements have been made for them to be loaned to members. If you wish to receive these periodicals give your name to your local branch secretary or, if you do not belong to the NSW or Tasmanian Branch, write to Mr. D. K. ROBERTSON, 14 Storey Road, Reservoir, N.19, Vic.

For the smooth operating of the scheme it is essential that magazines should be returned in one week. A similar scheme organized three years ago broke down when members failed to return magazines promptly.

The various magazines do not appear regularly, and there could be a long waiting list for a particular magazine. Mr. Robertson will do his best to obtain an even distribution. When writing him please state whether you would like to read the back issues or only current ones. Magazines available: SHIP AHOY (South Wales), 3 copies from Summer '56; FLOTSAM & JETSAM (South Africa), 7 from Aug. '55; OUTSIDER (Hamburg), 4 from June '57; INTERCOM (USA), 6 from Jan. '57.-TONY STARKE.

Merchant Ship Section:FORERUNNERS OF THE PORT LINE

## 2.-The History and Ships of James P. Corry &amp; Co.

(Editor's Note: This is the second of a series of articles and fleet lists covering the four companies which were the forerunners of the line known today as Port Line Ltd. The first article appeared in the May-June issue of THE LOG.)

activities

The shipowning ~~families~~ of the Corry family began in the early part of the 19th century. The founder of the firm, Robert Corry, who was born in 1800 in County Down, started a timber importing business and later employed several of his own ships in this service between the UK and Canada. In 1859 he decided to expand and gave an order to Harland & Wolff for his first iron ship.

This vessel, the Jane Porter, was the first of 11 ships specially built for Corry. The others were all given names beginning with Star of ---, and this system of nomenclature was universally adopted by the company until it was wound up in 1914. In the same way as the Port prefix has been used to denote Port Line vessels, the Corry line became generally known as the Star Line.

Most of their sailing ships were running in the Calcutta jute trade and it was not until the 1880's that Corry clipper ventured into the Australian trade. One of these, the Star of Italy, went out from London to Melbourne in 78 days and home in 79, proving her a flier of no mean repute.

Corry's last sailing ship was built in 1886 and a year later they took delivery of their first steamer, the Star of Victoria. In 1889 another steamer, the Star of England, was built, and the two ships were hired for voyages to India, but also that year they were chartered by Tyser & Co for a number of voyages to New Zealand. The ships were equipped with refrigerating machinery at the charterers' expense, but after six voyages with frozen meat cargoes, the Corry Line purchased the refrigerating machinery and the ships continued to load in NZ on a commission basis for the Tyser Line.

Over the next few years a valuable association was developed between the Tyser and Star Lines, and the latter company built a number of new ships essentially designed for the frozen meat trade. On a smaller scale, the Corry Line also participated in the carriage of frozen meat from South America, but their activities were mainly centred on the NZ trade.

The last two ships ordered by Corry's were the Star of Victoria and the Star of England, which each gave 34 years of sterling service as well as trooping and performing other special work during two World Wars. When the amalgamation of the other

three companies took place in 1914 to form the Commonwealth and Dominion Line, the Corry Line contributed five large modern ships, although the last progress payments on the Star of England and the Star of Victoria were paid by the new company. The Star Line ships had black hulls and white upperworks, with the same buff funnel with black top as the Tyser Line.

By comparison with the Tyser Line, the James P. Corry Star Line had a comparatively easy entry into the NZ trade. Their efforts in developing the frozen meat trade, however, were considerable. The first chief engineer of the company, Alexander MacDonald, was an expert in refrigeration methods and directed the installation and maintenance of the equipment in both Tyser and Star Line ships over a number of years before becoming the first Superintendent Engineer of the C & D Line.

FLEET LIST---SAILING SHIPS

	Blt.	Tons		Blt.	Tons
CHIEFTAIN	1826	325	STAR OF ALBION	1864	979
SUMMERHILL (1840)	1820	198	STAR OF SCOTIA	1864	999
QUEEN OF THE WEST	1843	1433	STAR OF GREECE	1868	1289
PERSIAN	1851	1132	STAR OF PERSIA	1868	1289
ALABAMA	1852	519	STAR OF GERMANY	1872	1337
SAINT HELENA	1852	811	STAR OF BRAGAL	1874	1870
CHARGER	1856	1060	STAR OF RUSSIA	1874	1681
JANE PORTER	1860	953	STAR OF FRANCE	1877	1644
STAR OF ERIN	1862	949	STAR OF ITALY	1877	1644
STAR OF DENMARK	1863	998	STAR OF AUSTRIA	1886	1693

FLEET LIST-STEAMERS.

<u>STAR OF VICTORIA</u>	1887	3451: Sold to Austrian buyers 1911, renamed <u>Frigida</u> ; sold Argentine buyers 1915, renamed <u>Moinha Fluminense</u> ; sold to French buyers 1916, renamed <u>Marseille</u> . Lost in collision off Ile d'Yeu, 20/3/1917.
<u>STAR OF ENGLAND:</u>	1889	3782: Became <u>Purificazione</u> , 1912 1913. Abandoned North Atlantic, 8/9/1915, from Genoa to Norfolk.
<u>STAR OF NEW ZEALAND:</u>	1895	4840: Wrecked, 4/12/1915 as <u>Ile de Melene</u> (Fr.), bound River Plate to Havre.
<u>STAR OF AUSTRALIA:</u>	1899	6179: Became <u>Port Stephens</u> , 1914. Broken up in Italy, 1924.
<u>STAR OF IRELAND:</u>	1903	4331: Became <u>Highland Star</u> (Blue Star Line), 1916; sold to F.W. Ward and broken up, <u>Inverkeithing</u> , 1930.
<u>STAR OF SCOTLAND:</u>	1904	6230: Became <u>Port Campbell</u> , 1914. Torped. and sunk 115 miles WSW from Bishop Rock, 7/4/1918.
<u>STAR OF JAPAN:</u>	1906	6250: Wrecked off W. African coast, 2/4/1908, bound London to NZ.
<u>STAR OF CANADA:</u>	1909	7280: Wrecked Gisborne, NZ, 23/6/1912, while loading for UK.

STAR OF INDIA: 1910 7316: Became Port Pirie, 1916. Broken up  
 Briton Ferry, 1935.  
STAR OF VICTORIA: 1914 9142: Became Port Melbourne, 1916. Arrvd.  
 Blyth 18/5/48 to be broken up.  
STAR OF ENGLAND: 1914 9129: Became Port Sydney 1916. Broken up  
 Preston in 1948.

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\*\*T. S. Stevens tells of--

#### THE COMMONWEALTH LINE OF STEAMERS.

(Editor's Note: This article is of particular and timely interest because of the eight Commonwealth Government ships included in Section 1 of Photo Offer No. 9 on p. 63 of this issue of THE LOG).

The Commonwealth Fleet of Steamers, now better known as the Old Commonwealth Line, has received a great deal of attention from politicians but very little from shipping historians, with the result that the interesting vessels owned by the line have been almost forgotten.

The line came into existence in 1916. Two years earlier the Fisher Government had indicated that steps would be taken to establish a Government Line to engage in overseas trading, but with a change of government late in 1914 nothing had eventuated. Then in 1916 the Prime Minister (Mr. W.M. Hughes), while in England, purchased on his own responsibility 15 cargo vessels for just over £2 m. to help clear the wheat harvest, then held in Australia owing to the shortage of tonnage. These ships became known as the "Australis" and from 1916 to 1918 were used mainly to shift bulk cargoes from Australia, although at various times other voyages were made to assist the overall war effort.

On the outbreak of war in 1914 a large number of enemy cargo ships had been seized in Commonwealth ports and placed under the control of the Navy Department for use as transports and cargo carriers. In 1918 most of the survivors were transferred to the Commonwealth Fleet of Steamers, so that upon the conclusion of hostilities the Commonwealth operated a fleet that varied from transps to the ex-enemy cargo liners which in pre-war years had been regularly on the Australian service and therefore were ideal for an Australia/Continent service.

It was not long after the war that the opening shots were exchanged between the Conference Lines and the Commonwealth Line, but as the Hughes Government was in office until 1923 there was no sign of the Commonwealth weakening up to that year. In 1923 the Bruce-Page Government took office, and it was during its occupancy of the Government benches that the line was wound up and disbanded owing to the large operating losses that were being incurred.

In a pamphlet entitled THE STORY OF THE COMMONWEALTH FLEET OF STEAMERS, Mr. D.J. Amos alleges that Mr. S.M. Bruce set out to destroy the fleet and that by a series of astute moves during the next five years he succeeded. The fleet was very rapidly reduced indeed after 1923, and by 1927 only seven ships remained. These were disposed of the following year, so that in all the life of the old Commonwealth Line covered a period of just over 12 years.

In addition to the "Australis" and the ex-enemy steamers, the Australian-built "D" and "E" class were added to the fleet between 1919 and 1924, together with the two "F" class cargo liners. The ships in these three classes totalled 21 steamers, to which must be added the five "Bay" class passenger liners which we built in the UK during the same period.

Apart from the actual shipping services, the line caused the first large scale shipbuilding to be undertaken in the Commonwealth. Unfortunately, this industry virtually died with the old Commonwealth Line, and was not revived until World War II. The long service given by the "D" and "E" classes on the Australian coast is a lasting tribute to the workmanship that went into these vessels.

This is but a brief outline of the old Commonwealth Line. There were doubtless many good reasons why the line should have been disbanded and just as many why it should have continued, but they lie outside the scope of this article. Yet having regard to the later establishment of the Australian National Line through the Australian Shipping Board one cannot help wondering whether the winding-up of the old line might not have been premature.

In a future issue of THE LOG I hope to give a brief history of the ships of the old Commonwealth Line, but the careers of Boorara, Australmead, Dumosa, and Erriba have been related in earlier issues of THE LOG.

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\*\*\*THEY'VE PASSED THE  
HALF CENTURY MARK!

N. Rosanoski writes of  
some old-timers.

The shipbuilders of last century knew their jobs, and they sent down the ways vessels that were so staunch and tight that, given ordinary luck and adequate care and maintenance, they were capable of rendering many years of useful and profitable service. Here are the records of just a few of these great veterans.

Eighty-four years ago, in 1874, Robert Duncan & Co. built the 1323 ton iron barque Nelson at Glasgow for the Albion Line (which amalgamated with Shaw Savill in 1882). She was a ~~xxxix~~ sister ship to the Dunedin, which went missing in 1890 when homeward bound.

On her 23 voyages to New Zealand, the Nelson brought out many settlers, mainly to Dunedin and Wellington. She made several fast



passages, including one of 75 days in 1874 and another of 77 in 1883. She was sold to Chilean interests in 1906. Although no longer 100 Al, she still flies the Chilean flag, and is owned by Jerman Oelckers y Cia. The remarkable thing about this 84-year-old veteran is that she still figures in Lloyds under her original name.

These veterans aren't all old-time sailing ships. Fifty-seven years of active service, for instance, is the record of the former White Star-Shaw Savill liner Athenic, which since 1928 has been sailing under the Norwegian flag as the whaling factory ship Pelagos.

Built by Harland & Wolff at Belfast in 1901, the Athenic was the first of three 12,000 ton ships that became famous in the NZ trade. She has long survived her sisters. The Corinthic was sold to the shipbreakers in 1931, the Ionic in 1936. But the Athenic was the first to go out of the NZ trade, being sold to Svend Foyn Bruun, of Tonsberg, in 1928. Converted at a British shipyard to a whaling factory ship, she was altered beyond recognition by the substitution of a flensing deck for her passenger superstructure, the building of a sloping ramp in her stern for hauling whale carcasses on board, and drastic alterations to her masts and funnel. Her boilers were fitted for oil fuel and she was renamed Pelagos.

On her 12th voyage to the Antarctic in 1941, the Pelagos, with two other factory ships and 11 whale-catchers, was captured by the German raider Pinguin, which sent her "catch" to France as prizes. The Pelagos reverted to her Norwegian owners and after a thorough refit returned to the whaling industry, in which she is still actively employed.

Another old veteran, the 1337 ton Canopus, is a Sixty Miler, operating between Sydney and Newcastle. She was built at Newcastle-upon-Tyne in 1903 for the Westport Coal Co. in NZ. A collier with three hatches of the self-trimming type, the Canopus was probably the first ship with engines right aft built for the NZ coastal trade. In her early days she ran mostly between Westport and Lyttelton, and having a good turn of speed made some notably fast passages.

She was sold in the early 1930's to R.W. Miller & Co. Pty. Ltd. of Sydney, and is still running on her original engines.

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WELCOME ABOARD, MITEs.

New Australian members of WSS include: J. Boas, Flat 2, 6 Ocean Av, Edgecliff, NSW; A.L. Botten, 370 Park St, Newtown, Tas; Rev E.W. Doncaster, 27 Gesses St, Victoria Park, WA; C. Ellwood, 27 Avenue Rd, Mosman, NSW; R. Hail, 4 Letitia St, N. Hobart; H.L. Hurst, 37 Mt Stuart Rd, N. Hobart; L.N. Inglis, 23 View St, Albany, WA; Miss E. Langham, 44 Kaoota Rd, Rose Bay, Tas; G. Lithgow, 11 Cressy St, Exs

Newtown, Tas; K. Lunney, 64 Parr Parade, Dee Why, NSW; H.A. Smart,  
1 Hooper Cres, Mt Stuart, Hobart.

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\*QUESTIONS AND ANSWERS\*  
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- Q. 5: Wanted details, including date, damage, names of any ship going to her aid, of stranding of Adelaide SS Co's Koombana at Shark's Bay, WA, and her refloating. @E.W.D. (WA).
- Q. 6: In May 1917 I sailed in a convoy from Sydney in which New Zealanders were in the Pakeha, Tofua, and Turakina (flagship) and eventually when we sailed from Fremantle there were 35 to 40 ships, escorted, as far as Durban, by two Japanese gunboats. Wanted the names of all ships in the convoy.-F.K. (Wairoa, NZ).
- Q. 7: What Australian ship was engaged by a surfaced Jap. sub south of Albany in World War II, but escaped owing to superior speed? Was she Katoomba?-R.McK. (WA).

REPLIES.

- Q. 3: The Ship Larkins, 701 tons, was built at Calcutta in 1808, and after the dismemberment of the East India fleets was owned by T. Haviside & Co, of Cornhill, London. When bought by the P. & O., she sailed from London 24/3/1853 and arrived Albany July 11, with full cargo of bunker coal. She was a coal hulk there for 30 years or so, and having on board a 12 pdr. saluting cannon fired off a saluting round when the P. & O. mail steamer was signalled from Breaksea Is. Eventually she was laid ashore on Frenchman's Beach and dismantled. Her figurehead stood for many years outside the P & O office in Stirling Terrace; although it represented a warlike and ferocious viking it was affectionately known as "Tommy Larkins. When the P & O office closed, the Viking was removed to the Candyup property at Lower Kalgan owned by Mr. H.C. Poole, where it still stands with another (from the old Kingfisher, I think). Mr. Poole intends presenting Viking to the Albany Museum when established. @Roderick Glassford, Chatswood, NSW.
- Q. 4: Date of the Rabaul volcanic eruption was 29/5/1937, when Vulcan Is blew up and tidal waves followed. (H.B.) However, G. G. Ollis, 40 Merrivale Rd, Pymble, NSW, says it was in April 1936 and that the Kildorrey was carried a mile inland. Mr. Ollis has a photo of her taken where she ended up, and will try to locate negative to give N.McK. a copy if required.

Answers to Questions 1 and 2 in May/June LOG are still unanswered. Will members please help their fellow members by trying to let the Editor have answers to all questions asked in this column.

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THE LOG needs articles, paragraphs, and articles of original research. Do your bit to help. Send to Harry Bateson, Box 4922, GPO, SYDNEY, N.S.W.

General News Section:Conducted by the Editor.AROUND THE COAST AND FROM THE SEVEN SEAS.

\*Closing date for September/October LOG: September 3, 1958.

An error in pagination occurred in last LOG, for which my apologies. Make folios of last three pages run: 38, 39, 40.

Last issue I announced an article in current LOG would deal with the Wellington-Lyttelton steamer express service in World War II. Subsequently I discovered this was simply a word-for-word repeat from a published book and it has therefore been omitted. THE LOG wants only ORIGINAL work -- your work -- in its pages.

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Cover drawing of THE LOG, introduced last issue, is work of Sydney member Jack Bastock, to whom our thanks are hereby expressed.

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Tasmanian branch now meets every second month instead of quarterly. Meetings are held in YMCA, Hobart, on first Friday in Feb, Apr., June, Aug, Oct and Dec. In May this branch had a very successful film night, the films being provided by courtesy of Vacuum Oil Co. At the branch's next meeting on Aug. 1 "Hard to Windward," the award-winning film of the Sydney-Hobart yacht race will be shown.

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Sydney Branch, which meets on the third Thursday of every month in the North Sydney Council Chambers, saw films of the St. Lawrence Seaway and the building of a tanker at its last meeting. Next meeting on July 17 will be annual general meeting. No passes are needed for visit to Fairsky on July 29. Members will meet at wharf entrance at 2 p.m.

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FAILURES OF WORLD WAR I: N.L. McKellar (Tamworth, NSW) sends these notes to this article by T.S. Stevens in last LOG: Two vessels were commenced in Australia -- Braeside and Burnside -- by Kidman and Mayoh, of Parramatta. They were to measure 250x45x21. Braeside was completed as 5-mst bargentine, and was towed to sea and burnt off Sydney 1/12/1923 as being unfit for trading. I do not know if Burnside was ever completed. Boobvalla, although abandoned on fire, was towed into Seattle; her damaged hull was sold to the Cary Davis Tug & Barge Co, Seattle, and turned into a hulk. "Fairplay" 30/10/1930 prints a report from its Sydney correspondent dated 15/9/30 saying Berringa and Bethanga were deliberately burnt off Sydney Heads in the week ended 15/9/1930, so it looks as if they were hulked at Melbourne as stated by Rhodes (Pageant of the Pacific) and not by J.F. Sandoz at San Francisco.

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THE RICAN STAR: Sold to Brisbane, the Rican Star is now mother ship to a fleet of prawning trawlers on the Queensland coast. J. A. Stewart (Sydney, NSW) sends this history of her: 495 tons gross, she was built in 1922 by the Newport News Shipbuilding and Dry Dock Co as the yacht Dolphin for Cornelius Vanderbilt, senr. She first ar-

arrived Sydney in Nov. 1955 with a cargo of explosives from Canada. On leaving port for the return passage she was forced to turn back by engine trouble, and after a long spell in dock was laid up for sale. Purchased in 1956 by a local syndicate, together with the trawlers Mary Cam and Samuel Benbow -- the three ships fetched a reported \$74,000 -- she was converted as a refrigerated cargo ship in order to serve as a mother ship for the trawlers. But the venture was abandoned and, returned to the sale list, the Rican Star lay idle in Rozelle Bay, Sydney, until purchased by her present owners last April. Then Vanderbilt sold her, she was renamed Elena and, sold again, became Samana Queen in 1951 and took her present name in 1952. USN took her over during World War II, in which she served as USS Lynx. Her owners in 1952 were the Rican Star Line of Costa Rica, who sold her, without change of name, to Northern SS Co. Name of her 1956 buyers is not known.

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BLUE PETER ASHORE: Huddart Parker's Hobart office flew the Blue Peter on 17/6/1958. Company was moving from the Davey St premises built for it in 1891 to a new home at 117 Macquarie St.

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THE DELAMERE: On completion of refit and clipping, the Delamere loaded 1500 tons of cargo for NW ports to Derby, and on 1/5/1958 left Victoria Quay for sea trials, later returning to Fremantle. Next day she left Fremantle for sea trials and continued on maiden voyage for Derby. She completed round trip by berthing Fremantle at 6.30 p.m. on 24/5/1958.

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CRUISING: M.v. Kanimbla is scheduled to leave Sydney on Sept 10 on a 42 day cruise to Rabaul, Yokohama, Kobe, Hong Kong and Madang. Is due back in Sydney on October 22.

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ROUND THE WORLD: Royal Inter-ocean Lines announced twin screw motor-ship Willem Ruys (21,119 tons, 631.2x82x29.2, built Flushing 1947) will sail from Melbourne and Sydney in April, 1959, on a round-the-world luxury cruise.

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BULKSHIPS LTD.: With a nominal capital of £5 m., Bulkships Ltd. was registered in Melbourne at the end of May by six Australian coastal shipping cos. -- Howard Smith, Huddart Parker, Adelaide SS, Melbourne SS, James Patrick, and McIlwraith, McEacharn. Initially the new co. will build two 14,000 bulk carriers for the iron ore and general bulk cargo trades.

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MODEL COMING HERE: An 8½ft scale model of the P & O's 45,000 ton Gamberra, now being built for the Australia-U.K. service, will be on display in Australia late this year.

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TRAWLER LAUNCHED: On June 21 Wilson Bros launched a 60ft fishing trawler at Cygnet, Tas. for Geoff Martyn, of Port Arthur. Will a Tasmanian correspondent please let me have her name and particulars?

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NEW TASSIE FERRY: Work on the new Bass Strait ferry is progressing

well at the State Dockyard, Newcastle, and it is expected she will be operating for ANL about Nov, 1959.

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HER NAME MEANS WATERFOWL: The WA State Shipping Service's Koolana, an aboriginal name for waterfowl, was launched at Dumbarton, Scotland, by William Denny & Sons on 11/10/1957, and on 27/5/58 the WA Agent-General in the UK (Mr. E. K. Hoar) took delivery of her for the WA Govt. The Koolana sailed from Liverpool 31/5/58 on her maiden voyage to Fremantle. At time THE LOG went to press, she was due to arrive on July 5 and to leave Fremantle on her first NW trip, calling at all ports to Wyndham, on July 12.

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RN CRUISER FOR HOBART: The Ceylong class cruiser HMS Newfoundland is due at Hobart on July 28 and will remain there until August 1. Laid down by Swan, Hunter and Wigham Richardson on 9/11/1939, she was launched 19/12/41 and completed 31/12/42. With a displacement of 8,800 tons, the Newfoundland has a length of 549 ft and a beam of 62 ft. She was given two lattice masts, a new bridge and improved A.A. armament when reconstructed in Devonport Dockyard. Her main armament comprises nine 6in guns and six 21in. torpedo tubes.

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TIED UP: The 4227 ton motorship Koolinda, sold some time back by the WA State Shipping Service to Australian Pacific Shipping Pty Ltd, was still tied up at Fremantle when THE LOG went to press. Latest rumor on the port grapevine is she is up for sale (possibly for scrap). Collapse of the Philippine cattle market following suspected disease introduced by cattle from North Australia is responsible for her present idleness.

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BACK ON RUN: ANL's Denman has returned to the Tasmanian run, from which she was withdrawn when due for her annual overhaul in July, 1957.

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CARRIES CITY'S ARMS: The Port Hobart now carries a plaque of the arms of the Tasmanian capital after which she is named. It was presented recently by the Lord Mayor of Hobart. WSS member Richard Tallboys some time ago served for two years in this vessel.

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ROUGH MAIDEN VOYAGE: The 12,000 ton Norwegian cargo ship Golden Master experienced a very rough passage from Nauru on her maiden voyage to Australia. A day out from Nauru she ran into a continuous week of fierce winds, which did not drop below force six. The Golden Master arrived at Hobart on 16/6/58, and is notable for having a woman radio officer, 26-year-old Miss Hanne Eli, abeth Ostbo.

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ON A NEW BEAT: The British Phosphate Commission's Triadic, previously running between Ocean Is, Nauru, and Melbourne, is now on the Christmas Is-Fremantle phosphate run. She relieved the Graig, which has left the local phosphate run. Built for the RN in 1945 as a landing craft repair ship and known at one stage of her history as HMS Dungeness, the Triadic was operated for a time by a

Sydney concern as the Levuka. In addition to charter ships, the British Phosphate Commission operates the Triona, Trienza and Triasta in addition to the Triadic.

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GIANTS OF THEIR DAY: If you'll glance at the opposite page, you'll see that Photo Offer No 9 includes pictures of three wellknown sister ships -- the Shropshire, Argyllshire and Wiltshire. When built they were all three among the largest cargo carriers in the world and certainly were the largest refrigerated ships of their day. They were easily recognized by their mast arrangement -- three forward of the bridge and three aft. The Shropshire was built at Clydebank in 1911, and was of 12,148 tons gross. She was run from 1911 to 1922 by the Federal SN Co. Transferred to the NZ Shipping Co in 1922 she was renamed Rotorua. She was torpedoed and sunk off the north of Scotland on Dec 11, 1940. The 12,079 ton Argyllshire, also built in 1911, was in the Scottish Shire Line fleet (Turnbull Martin & Co Ltd) until 1932, when she was sold to the Clan Line and renamed Clan Urguhart. In July 1936 she was sold to T.W.Ward and later was broken up at Briton Ferry. The 12,148 ton Wiltshire was launched in 1912 and throughout her career was in the Federal SN Co's fleet. She was wrecked 31/5/1922 at Rosalie Bay, Great Barrier Island.

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LOSS OF FIRST KOOLAMA: With the advent of the new Koolama, G. Griffiths (Margaret River, WA) has sent along a note on the loss of her predecessor, the 4000 ton Koolama launched at Harland & Wolff's Belfast yards in Dec 1937 at a cost of £226,000. In Feb 1942, when 160 miles from the port of Wyndham, she was sighted and attacked by a lone Jap seaplane. No damage resulted from this attack, but two hours later she was attacked by three high-flying bombers and suffered considerable damage. Making water and difficult to handle, the Koolama was anchored off Cape Richliers (Lat. 13°56' S. long. 127°22' E), where her passengers and some crew members were disembarked. These eventually reached the Drysdale River Mission. The Koolama then sailed for Wyndham, but she was no sooner alongside the meatworks jetty than Wyndham was subjected to a severe air raid by Jap bombers. During the raid the Koolama heeled over and sank alongside the jetty, where she remains.

\* \* \* \* \*

A WORD OF THANKS: The Editor thanks the following for material supplied for this column: N. L. McKellar (Tamworth), John Craike (Hobart), Arthur Redman (Burnie, Tas.), G. Griffiths (W.A.), Hal Emmett (Hobart), J. A. Stewart (Sydney), R. McKenna (WA), Mark Hurburgh (Hobart). News, notes and jottings are always wanted, so send them along, but please date clippings and state sources of information. Incidentally, if I've overlooked naming anybody, my sincere apologies.

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ROUGH: Burnie had its wildest weather for a year on two successive Saturdays when the Manoora and Kanimbla were there. It was rough on the 700 tourists the ships carried between them.

PHOTO OFFER NO. 9.

Australian and New Zealand Sections of the World Ship Society.

CLOSING DATE: SEPTEMBER 6.

Severe import restrictions imposed in New Zealand, where all Section 1 is printed, have created certain difficulties in regard to securing sufficient printing paper to cope with the demand for cards from this section. However, we are still able to include this section in the present offer, but we cannot guarantee that we shall be able to continue to do so. We shall just as long as we can, however.

It is regretted that, as from this offer, an increase of 3d. Aust. per card in price must come into force. The costs in taking and printing the cards, both in Australia and in New Zealand, have been rising slowly over the last three years and now involve the cards being supplied to the Society at a loss. As many hours of voluntary labour go into the Photo Offer, it is obviously unjust that the members concerned should also be out of pocket.

New prices in Australian currency are 1s. for single weight and 1s.3d. for double weight, and having regard to the exceptionally high standard of the postcards offered, we feel these prices are still unusually cheap and that members will continue to support the Photo Offer to the same extent as in the past.

As a guide to overseas clients we point out that 51 Australian is equal to 16s. sterling, and one U.S. dollar to eight shillings and ninepence.

SECTION ONE

All prints single weight glossy. Price: 1s. each Australian.

	Tons	Built		Owner
CARINA, ex Griefswald	5485	1907	Br to S	(Commonwealth)
BOORAL, ex Oberhausen	4359	1905	Br to B	(Government)
AUSTRALPLAIN, ex Ardanmohr	4607	1907	Br to B	"
AUSTRALMOUNT, ex Strathbeg	4338	1909	Br	"
BOONAH, ex Melbourne	6117	1912	Br to B	"
BAKARA, ex Cannstatt	5970	1913	Br to S	"
CALULU, ex Osnabruck	4265	1907	Br to B	"
ARGYLLSHIRE	12097	1911	Br to B	Scottish Shire
OSWESTRY GRANGE	7381	1902	Br to B	Hculder Bros.
LANCASHIRE	9445	1917	Br to B	Bibby Line
AUSTRALIAN	2838	1896	Br to B	E & A Line
EASTERN	3586	1899	Br to B	"
ST. ALBANS	4119	1910	Br to B	"
TAIPING	4324	1906	Br to B(a)	A & O Line
CHANGSHA	2269	1885	Br to S	China Nav. Co.
WILTSHIRE	12160	1912	Br to B	Federal SN.

## Section One (Continued)

SHROPSHIRE	12148	1911	Br.	Federal SN Co.
VAN WAERWIJCK	3040	1909	Br to B	K. P. M.
VAN SPILBERGEN	2995	1908	Br to B	K. P. M.
SULBURRA	2353	1917	Br to B	Commonwealth Govt.

SECTION TWO

	<u>Taken</u>			
BARRINGTON COURT	'57 6033	1952	Br to B	Court Line
EURWAH	'58 2669	1956	Br to B	Aust Sships P&L (Howard Smith)
CITY OF WINCHESTER	'54 10594	1952	Br to B	Ellerman Lines
EIFUKU MARU	'57 5490	1953	Br to B	Shofuku Kisen
G.D. KENNEDY	'58 7500	1957	Br to B	Transatlantic SS.
GENERAL GUISAN	'51 5142	1948	Br to B	Suisse Atlantique
INYULA (INYULA)	'58 4887	1954	Br to S	Aust. National Line
JAPARA	'56 3323	1930	Br to B	Royal Interocean
KING WILLIAM	'55 5284	1928	Br to S	King Line
KOONYA	'58 1946	1957	Br to B	Union SS Co.

Notes: Br to B=Broadside to bow; Br to S=Broadside to stern;  
Br=Broadside; (a)=Alongside wharf.

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