

THE LOG

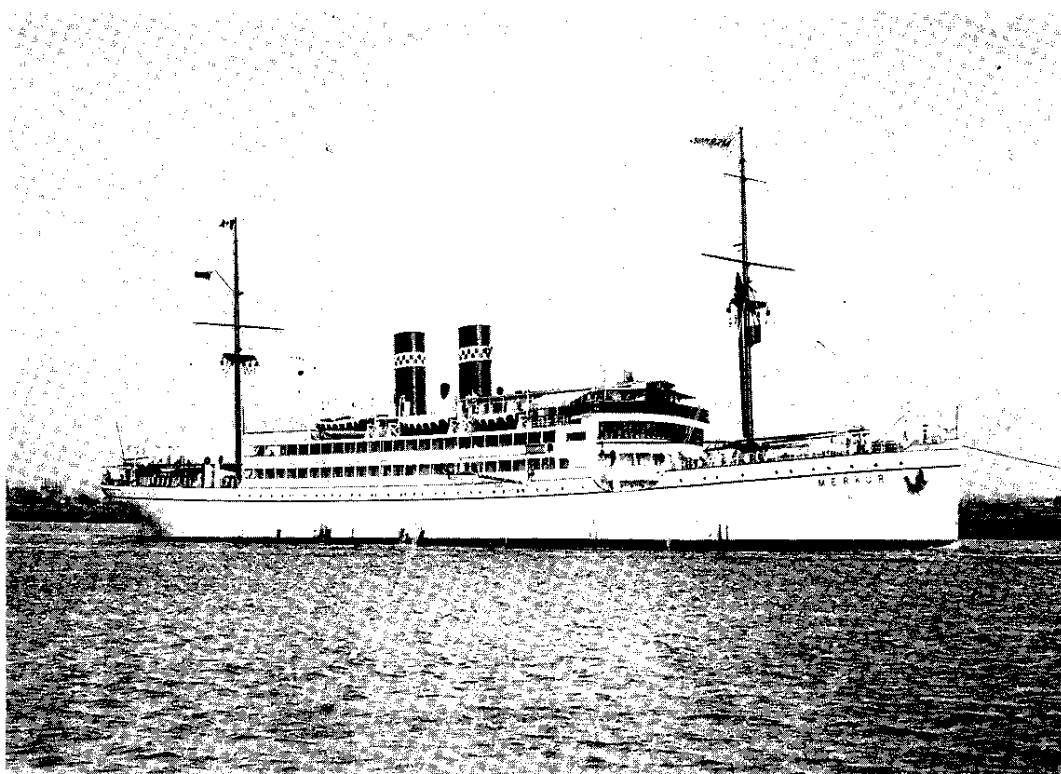


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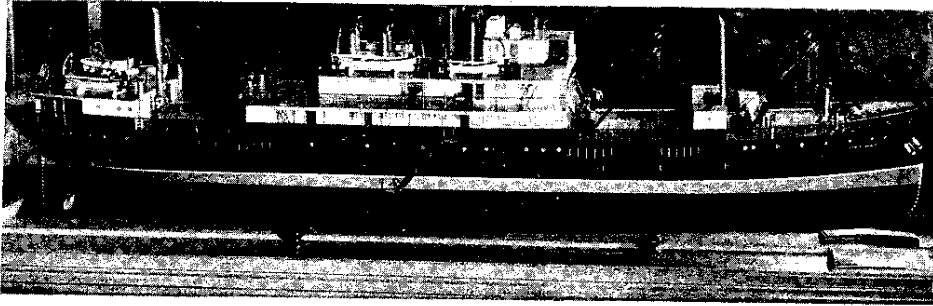
MERKUR

The Burns Philp liner at Melbourne before the war.
(Photo: Green collection, State Library of Victoria)

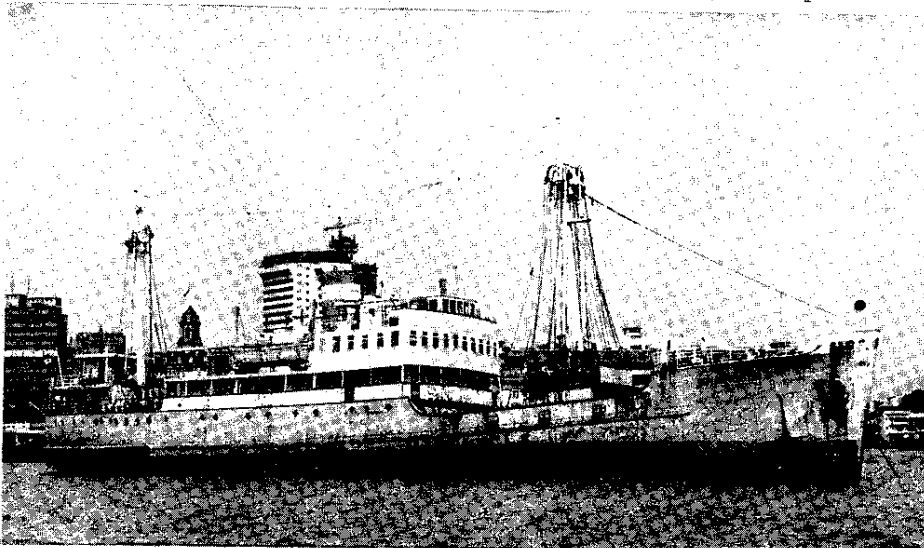
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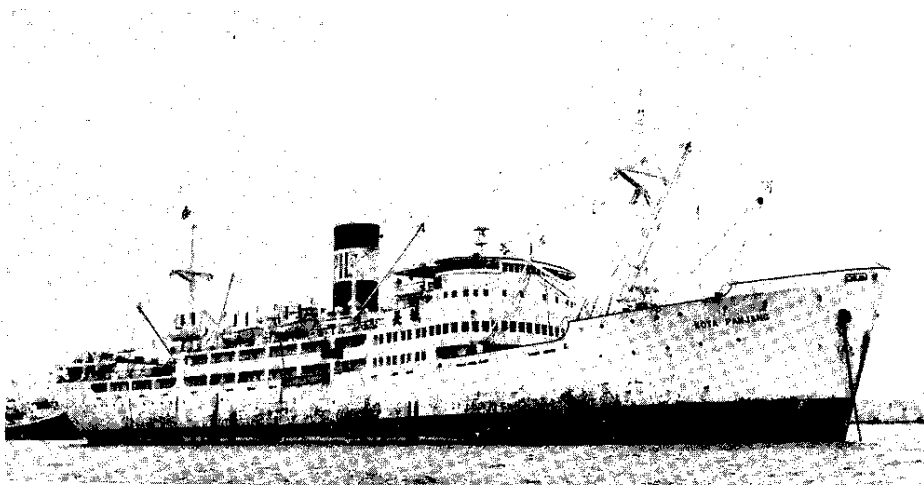
Singapore and Sarawak, March 1973



Half model of "Vyner Brooke", at Kuching.



"Royal Martin" was built as "Morialta".



"Kota Panjang" ex "Changsha".

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* T H E L O G *

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SUMMER ISSUE

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* The motor ships...

NEPTUNA and MERKUR

from: B.A.Wilkinson.

*

When restrictions on German shipping were lifted after World War I many of the companies set about re establishing their pre-war services and in some cases ventured into new fields where expansion in trade appeared promising. One such company was the Flensburg Dampfer Co. (Ozean Linie) of Flensburg, a port on the Baltic Sea near the border with Denmark. This company had operated several cargo ships of upto about 2000 gross tons, mostly in the European trades, and following the war decided to enter the West Indies/Central America and Mexico passenger and cargo trade, therefore an order was placed with Krupps of Kiel for delivery in 1924 of two ships each of just under 6000 gross tons with a length of 393.1 ft and beam 51.9 ft. Propulsion machinery consisted of two six cylinder Krupp four stroke blast injection diesel engines totalling 2800 horsepower, driving twin screws and providing a speed of 12 knots.

The vessels were sister ships, each having a white hull, two funnels, a nicely shaped counter stern, a well deck forward and a generally pleasing appearance. First class accommodation was provided for about 90 passengers who enjoyed the most up to date amenities to be found in ships of this size. The port of registry was Flensburg and the names Rio Panuco and Rio Bravo, the latter was delivered first. They were very successful until the world wide depression of the early 1930's made this, and many other, shipping services unprofitable and both were laid up in Bremerhaven in 1931 where they remained under offer of sale through brokers who had worldwide contacts.

At this time, Burns, Philp & Co., Ltd., had intentions of increasing their Singapore passenger and cargo service which had been

much reduced by the loss of Malabar in April 1931, and had been carried on by Marella and the cargo steamer Mangola. There was a demand for more passenger accommodation to and from Java and Singapore and it was thought that Rio Panuco and Rio Bravo would suit this trade. However, following inspection of Rio Panuco by Mr. W.G.R. Snellgrove and Mr. R.L. Waddell, two of Burns Philp's senior engineers who were standing by the building of the motor ship Malaita in Scotland, and the subsequent adverse report to their management, mainly concerning machinery, nothing further was done at that time. It was obvious to these engineers that many of the problems associated with the machinery of the early motor ships had been experienced in these vessels.

In 1934 the German Norddeutscher Lloyd decided to expand their activities and purchased both vessels, renaming them Neptun and MERKUR with registration in Bremen.

The trade between Australia, New Guinea and Hong Kong was increasing rapidly with successful gold mining at Bulolo requiring the transport of passengers to Salamaua and island produce to Hong Kong. The N.D.L. already had two smaller vessels - Bremerhaven and Friderun - running between the Solomon Islands and Hong Kong via ports and remembering the lucrative passenger and cargo trade carried on before World War I between Japan, Hong Kong and Australia via the islands by Prinz Seigismund, Prinz Waldemar and Coblenz, it was considered that a revival of that trade would be a worthwhile undertaking. It would also link up with the main line vessels of N.D.L. running between Europe and the Far East. The main difference between this and the old service was that Hong Kong would be the terminal port northbound.

Both vessels were overhauled and accommodation improved by including four de-luxe suites and a tiled swimming pool was built on the boat deck abaft the funnels. Accommodation was provided for 85 first class and 20 cabin class passengers on each vessel, and in September 1934 the N.D.L. announced its intention to enter the trade.

The line was to be known as the Norddeutscher Lloyd Australia-China Service and would provide monthly sailings between Melbourne, Sydney, Brisbane, Salamaua, Rabaul, Sandakan, Manila and Hong Kong. B.B. Wiltshire & Co., was appointed local agent and the first advertisement appeared in the Sydney press on November 5, 1934 when a round trip in the luxury liner Neptun was quoted at £76 Australian currency.

The Neptun arrived in Sydney on December 6, 1934 under Captain Reinhardt, having brought cargo from Antwerp to Melbourne. The white hull and stately appearance created a very favourable impression in shipping circles. She sailed on Saturday December 8 northbound with a full complement of passengers and cargo.

As could be expected, the intrusion of N.D.L. into the trade was strongly resented by the established and unsubsidised local shipping lines who appealed to the Commonwealth Government for

protection. The matter was taken to the British Government who undoubtedly contacted the German authorities, with the result the N.D.L. agreed to withdraw from the trade.

The management of Burns Philp & Co., recognised the value of this trade and with the strong recommendation of Captain Donaldson, the Company's senior Master, who had spent several years interned in Germany after the loss of Matunga, and who had a high regard for German shipbuilding, they arranged to purchase both Neptun and MERKUR. The latter vessel at this time was on its way to join Neptun. It was decided that Burns Philp & Co., would continue to employ Neptun on the same run but with Saigon as an additional port southbound and this was the only vessel owned by the company to trade regularly to Hong Kong.

The Neptun returned to Sydney from Hong Kong on January 25, 1935 and continued onto Melbourne still under N.D.L. control, but on returning to Sydney on February 7, Captain Reinhardt handed over to Captain Rothery, and with Mr. L. Saddler as Chief Engineer, the first voyage under Burns Philp & Co's ownership commenced from Sydney on February 9, 1935. The crew had been sent back to Germany except for two motormen who made the first round trip and were helpful in the engineroom in translating the various instructions and signs which were all in the German language. The new crew consisted of Malays on deck and Chinese in the engineroom.

It was not until March 11, 1935, when Neptun was between Hong Kong and Sydney that Burns Philp & Co announced the name change to NEPTUNA and the port of registry became Hong Kong.

With the NEPTUNA settled in the Hong Kong service it was expected that MERKUR would run with Marella in the Java/Singapore service and this proved to be the case with the name unchanged and the port of registry as Singapore.

The MERKUR with a German crew arrived in Sydney from Hamburg via the Cape and Melbourne under Captain Possen on February 24, 1935. After discharging the remaining cargo the vessel was taken to Mort's Dock, Balmain, where a Hall's refrigeration plant was installed and the forward tween decks converted to take 25 tons of chilled beef and 275 tons of frozen beef, it was considered that the chilled beef would have a ready sale in Singapore. A Ruston generator was added to supply electric power for the refrigeration plant. This work took 12 weeks and MERKUR sailed on May 26, 1935 for Melbourne under Captain Phillips with Mr. R. L. Waddell as Chief Engineer. The Malay and Chinese crew had arrived the previous day by Mangola from Singapore, and two German motormen had been retained for the first voyage.

Both vessels continued to operate in their respective services for the next four years, although the chilled beef cargoes in MERKUR were discontinued after a few trips as the price was found to be too high for the Singapore buyers. MERKUR gave much less trouble with the machinery, which in NEPTUNA caused delays and considerable expense.

When NEPTUNA was approaching Rabaul on one occasion an unusual sound was heard inside the crank case and was thought to have been caused by loose indicator gear. However on arrival in port investigation showed a connecting rod to be broken about 18" below the throat but miraculously the two parts had not separated. The passage to Sydney was made on five cylinders in the affected engine. Close examination there showed that all rods in both engines had cracks in the throat, starting where an oil hole had been plugged and tending to split the rod. Forgings for new connecting rods were made in Newcastle and the machining was carried out at Morts Dock.

Another serious situation arose when the crankshaft fractured in the port engine of NEPTUNA after leaving Sandakan southbound. This however was more easily repaired as a spare section of shaft was kept at Morts Dock where the replacement was carried out.

A peculiarity beneficial to NEPTUNA was the clean hull below the waterline, as any marine growth was killed by the fresh water of the Saigon River in which the vessel spent several days each voyage.

Each tail shaft of these vessels had a trailing collar which with a portable thrust bearing allowed the propeller to run free while the ship was driven at reduced speed by the other engine. A use for this device occurred when again southbound one engine of NEPTUNA was stopped for about 24 hours while the cooling system of a cylinder was repaired. It was found that the free running propeller turned at 50 r.p.m. against 110 at normal full speed, which gives some indication of the resistance caused by a propeller not allowed to run free. This situation was demonstrated when Bulolo was towed by a Japanese tug to Taiwan for demolition. The tug master complained bitterly when he found that there was no provision for the propellers to run free, stating that the voyage would take four days longer than his contract allowed. Actually it took three days longer.

The rudder on each vessel had an extension plate fitted to the lower half and on drydocking in Sydney it was discovered that MERKUR's plate had been lost, probably since leaving Darwin during that trip. This appeared to have no effect on the steering, never the less a new plate was fitted.

In the Australian film 'Lovers and Luggers' made during the winter of 1937, some scenes were shot at Thursday Island and MERKUR can be seen at the wharf in the background, thus lending authenticity to the film. Mangola also shares the distinction.

When the Japanese were advancing south in World War II, NEPTUNA - without actually being taken over by the Navy - was given special assignments and with other Australian vessels, including Macdhui, evacuated women and children during December 1941 from Rabaul and New Guinea to Australia.

The NEPTUNA was then sent to Darwin with supplies, including 200 tons of depth charges and other explosives, which were awaiting

unloading when the Japanese bombers raided the port area during the morning of February 19, 1942. The bombing of the ship and the resulting explosion of the cargo, completely destroyed NEPTUNA with the loss of 45 lives, including the Master - Captain Michie.

In comparison with NEPTUNA, MERKUR fared well during the war. Taken over by the Navy on December 12, 1941, MERKUR, and later the Blue Funnel line Charon, were fitted out as victualling stores issuing ships to supply the increased number of naval vessels in the combat areas. The Changte had been similarly taken over.

MERKUR supplied stores to American, British and Australian naval units in the eastern Pacific from Noumea to the Philippines. At Manus Island in 1944 a nearby ammunition ship blew up but without damage to MERKUR. In December 1944 the vessel arrived at Manus Island with much needed food and Christmas dinner for the crews of several allied warships, for whom the supply of fresh vegetables was urgently needed. Soon after the war ended supplies were taken to Borneo for liberated prisoners of war.

Early in 1946 MERKUR, still under Government control, was placed on the run to Kure from Australian ports, serving the occupation forces in Japan and continued in this service until mid 1948, then following an extensive overhaul in Sydney the vessel was handed back to Burns Philp & Co., in September 1949 and re entered the Singapore service, sailing from Sydney on September 22, 1949.

Newspaper advertisements quoted a seven week round trip for £210, passengers living onboard throughout.

For the next three years MERKUR was engaged in the passenger and cargo service to Java and Singapore, except for a voyage to Hong Kong and Japan in December 1949 and again in May 1950. The Marella had been sold in 1949 and MERKUR operated with the cargo ships Burnside and Braeside.

By this time MERKUR was nearly 30 years old and becoming uneconomical to operate, so it was decided that an offer from Japanese shipbreakers be accepted. Leaving Sydney on November 27, 1953 under Captain Rothery, MERKUR sailed for Penang via Brisbane, Singapore and Port Swettenham, thence to Osaka where breaking up took place early in 1954.

Each of these two stately vessels gave the impression of a grand duchess approaching in all her splendour and will long be remembered as probably the most distinguished sister ships to have been seen on the Australian coast.

+ +

The next article...

In March 1973 the Secretary of the N.A.A. succumbed to the lure of the tropics and spent sometime in Borneo and Singapore, and naturally saw something of the shipping and waterfronts in those areas. Upon his return to Australia he wrote the article that follows.

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DRIFTING around BORNEO

from: W.G.Volum.

*

The thriving city state of Singapore provides an endless variety for the shipping enthusiast. Having been founded as a maritime trading post, Singapore still relies heavily on the port and shipping for its prosperity. Naval interest centred on the nuclear powered aircraft carrier USS Enterprise, anchored in the eastern roads, and the Malaysian training ship Hang Tuah (formerly HMS Loch Insh), in dockyard hands. Mercantile interest ranged from the large new container ships on the Europe/Far East service to dilapidated relics of bygone eras and junks and other local traders. A productive time can be spent with camera and hired boat, and of particular interest are the former Australian and New Zealand coasters to be found at anchor in the Eastern roads.

Royal Martin, better known as Morialta, was at that time laid up and appeared in a poor state. Old North coasters are represented by the former Wyrallah and Comara, whilst the former Union S.S. Co., vessels seen were Kawati (name shortened from Kawatiri) and King Tower ex Konini. The Clieveden was also laid up following on her completion of service in the West Australian cement trade.

Former China Navigation ships at anchor were Kota Panjang ex Changsha and Kadina ex Sinkiang. A small, angular, engines aft ship turned out to be Angkor Wat flying the Cambodian flag, a ship once sailing in the Manners fleet as Isabel, and destined to be heavily damaged by gunfire on April 25, 1973 in the Mekong River, being left gutted and sinking.

After the sophistication and bustle of Singapore, Borneo had a strong appeal with its natural beauty and relative lack of development. The areas visited were, nevertheless, prosperous and progressive. Apart from the oil rich areas of Brunei and North Sarawak, the principal sources of prosperity in Sarawak and Sabah are timber, pepper, copra and rubber. Minerals hold promise for the future.

Kuching, capital of Sarawak and once the seat of the white rajahs, lies on the banks of the turbid and fast flowing Sungai (river) Sarawak. Little damaged during the second world war, the town has considerable charm. The old wharves at Kuching town are still in use, but larger ships use the new port at Pending, some miles down river, where extensive additions to the port installations are being built by Japanese contractors. Berthed at Pending was the smartly painted Luna Marina, once the Union Co's Kama.

An interesting find in Kuching was a half model of Vyner Brooke (1670/1928) in the head office of the Sarawak S.S.Co. Built for passenger and cargo service between Kuching and Singapore, she was the Company's flagship. Better known to Australians for the circumstances of her tragic loss. Commissioned by the Royal Navy as an auxiliary patrol vessel in 1940, Vyner Brooke left Singapore after darkness on February 12, 1942 with 192 evacuees

onboard, including 64 Australian nursing sisters. Bombed and sunk on February 14 by Japanese aircraft, the survivors came ashore on Banka Island near Muntok, and among the survivors were 22 nurses. On February 16, a Japanese unit appeared and those men who could walk were marched around a headland and shot, whilst those that could not were bayoneted on the beach - only one survived. The nurses were ordered to wade into the water, where the Japanese gunned them - only one survived, although shockingly wounded, to tell the story.

The Sarawak S.S.Co. still operates but has, for many years, been a subsidiary of Straits Steamship Co. It is recorded that Board meetings were conducted in three languages - some directors spoke no English, others no Chinese. Malay was the link, but all were used, to give nightmares to the secretary.

Kota Kinabalu, the capital of Sabah, is a considerable contrast to Kuching. Sabah was known as British North Borneo before Malaysian independence in 1963, and Kota Kinabalu was Jesselton. The town was almost totally destroyed during the war, and the business area is built largely on land reclaimed from the sea. Extensive port construction work is in progress and the existing pier can accommodate four small to medium size ships. Upon arrival, the two ships berthed were both found to be old Australian traders. Lemana surprisingly still had her Holyman name, whilst the former Burns Philp Tulagi was serving Kie Hock as Kagowa. Numerous very small wooden hulled motor vessels operate short domestic coastal services, and most of these seem to be registered in Labuan.

After three days in Kota Kinabalu, passage was taken in Straits Steamship Co's Klias (5450/1950) around the north and east coasts of Sabah, calling at Kudat, Sandakan, Lahad Datu and terminating at Tawau, near the Indonesian border.

Klias is better known in Australia as China Navigation Co's Anking, and her history has been quite colourful. She was built, with a sistership Anshun, to replace war losses in her owners' passenger and cargo service between Swatow, Hong Kong and Singapore. As such she was able to accommodate 40 first class, 116 steerage (in cabins aft) and approximately 1000 deck passengers in the upper and lower tween decks. She was fitted with steel grills and barricades which had been a normal feature of pre war China Seas traders, as a defence against piracy.

Before Anking was commissioned the Communist regime had taken China and the trade ceased to exist, therefore the owners employed the two ships in a variety of services, including those between Australia and the far east. Whilst on the Australian services the steerage passenger accommodation proved useful for white russian refugees, expelled from China, who migrated to Australia. For many years the ships were placed in the pilgrim trade between Singapore, Malaysia and Jeddah during the season, which lasted for about 5/6 months of the year, and with their capacity for deck passengers they were well suited for this trade. From 1965 until her sale to Straits in 1970, Anking operated a weekly service

between Hong Kong and Keelung.

Under the Straits Steamship flag Klias operates with two former KPM passenger/cargo liners - Kunak and Keningau on the Company's main trunk service between Port Kelang (Port Swettenham), Singapore and the various ports of Sabah. As the eastern parts of Sabah are not yet connected with each other by roads, the ships on this service still find a thriving trade in deck passengers, and would normally have some hundreds onboard. Cabin passengers are not numerous as the Malaysian internal air services are highly efficient, and more attractive to most people. Cargo outward comprises a real 'grocery run' with all manner of manufactured goods, whilst return cargo to Singapore is basically primary products.

The other major units in the Straits fleet serve Sarawak and Brunei from Port Kelang and Singapore, and sail as far north as Kota Kinabalu. These ships are the passenger/cargo ships Kimanis and Rajah Brooke (the latter transferred from the fleet of the Sarawak S.S.Co., and built as the successor to Vyner Brooke), and the smaller Petaling, Perak, Perlis and Auby, all carrying a few passengers. These ships were all built for the Company, and have the characteristic style of engines aft (or nearly aft in Kimanis) and bridge structure far forward.

The ships mentioned above represent the major units in the fleet of Straits Steamship, and all were built between 1948 and 1954. The Company must be seriously considering the matter of replacements, and it is understood that, when port facilities in Eastern Malaysia are able to cater for containerisation, the existing fleet will be replaced with small container ships. Since it is anticipated that the road system in Eastern Malaysia will by then have linked all major centres it is expected that there will be no need for passenger accommodation, cabin or deck, in the new ships.

Straits Steamship Co., has been in existence since 1890, and has occupied a prominent position in the maritime affairs of the Malaya peninsula, and more recently, Borneo. The Company, although always managed from Singapore, except for the years of the second world war, has strong links with the Alfred Holt group. The Company's history is colourful, not to say exciting, and has been well recorded in 'Home Port Singapore' by K.G.Tregonning (Oxford Press, 1967).

Main opposition to Straits in the Borneo trade comes from the Singapore based Kie Hock Shipping Co., many of whose fleet of second hand ships have had associations with Australia. The ships are generally registered in Panama and have Indonesian crews, which are apparently cheaper. Appearance of the ships is generally unimpressive but some inroads have been made into the trade. Apart from Kagowa, Kadina and Kawati, already mentioned, their Melita (once Karlander's Saidor) was seen at Tawau and Karingo (built as C.N.Co's Szechuen) at Lahad Datu.

* The shipowner...

BARTHOLOMEW M. CORRIGAN

Being some account of the shipowning activities of
B.M.Corrigan of Sydney N.S.W.

from: G.A.Hardwick.

*

B.M.Corrigan's name as a shipowner first appears about 1879, in association with William Reidy, also of Sydney, and they owned the Jessie Matilda, Shannon, Lalla Rookh, Prosper Coulon, Sarsfield, Western Star and Condong, all sailing vessels. This association continued for about 10 to 11 years and the ships appear to have traded mainly to the Richmond River and Tweed River, bringing timber cargoes to Sydney. They also carried on business in Sydney as ship chandlers and after B.M.Corrigan himself ceased to be a shipowner, a ship chandler business continued to be conducted in Sydney up until 1943 - in the later years at 189 Sussex Street.

From about 1890 onwards B.M.Corrigan owned both sailing vessels and steamers, firstly under the name B.M.Corrigan, then B.M.Corrigan & Company, and from 1914 as B.M.Corrigan & Co., Ltd. From about 1936 it was Company Pty., Ltd., under which name it remained until its demise in February 1943.

Of the ships mentioned above the following information is available :-

JESSIE MATILDA - a wooden brigantine of 89 tons, built in 1877 and was owned by them (Corrigan & Reidy) for ten years from 1879, and was wrecked on Evans Reef N.S.W. in July 1889.

SHANNON - a wooden schooner of 66 tons built in 1880. Sold by them in 1882 she was destined to have a long career in the coastal trade and as late as 1924 when owned by Goodlet & Smith Ltd, Sydney, was engaged in the timber trade from Cape Hawke to Sydney.

LALLA ROOKH - wooden ketch of 59 tons and built in 1875, was owned by them from 1882 to 1884.

PROSPER COULON - wooden schooner of 74 tons built in 1876 was owned by them for a short period from 1882.

SARFIELD - a wooden barquentine of 175 tons built in 1883 was owned by them until March 1887, when she was wrecked at the entrance to the Richmond River.

LIFFEY - a wooden brigantine of 102 tons built in 1885 at Brisbane Water. Dimensions 96.2' x 22' x 7.2'. About 1891 her ownership was transferred to B.M.Corrigan. Wrecked at the Richmond River in July 1898.

WESTERN STAR - a wooden brigantine of 124 tons, dimensions 99' x 23' x 8.8', built at Riverton N.Z. in 1885 and acquired by Corrigan & Reidy the following year. About four years later transferred to B.M.Corrigan. On July 15, 1904 was sunk in collision with

Tagliaferro, off Newcastle, with the loss of four crew.

CONDONG - a wooden topsail schooner of 72 tons nett, built in 1885 at Brisbane Water for Corrigan & Reidy. Dimensions 82.2' x 21' x 9.8'. The Sydney Morning Herald of May 22, 1885 reported that she 'was built of best seasoned hardwood, well finished and a handy little vessel'. The vessel was employed in the cargo trade between the North Coast & Sydney. She capsized and sank off the N.W. coast in August 1886.

As well as the vessels mentioned above which were transferred to B.M. Corrigan, he had registered in his name, Eliza Allan, Karoo-la, Lady Bowen, and Prosperity, the coastal steamers Friendship, Kiltobranks, Mokau and Tay I and the river steamers Binghie, Sabrina and Tatham.

ELIZA ALLAN - was a wooden brigantine of 105 tons, built in 1879 at Nambucca River. Dimensions 88.1' x 21.4' x 8.2'. Acquired by Corrigan in 1892 she ran for him in the North Coast trade until about 1908, when he sold the ship to C.S.R. who converted her into a barge for carrying sugar cane on the northern Rivers. In 1934 her register was closed as C.S.R. had advised that she had been broken up.

KAROO LA - a wooden schooner of 201 tons with dimensions 119.8' x 23.8' x 9.9', was built in 1884 at Nambucca River. Bought in 1890 by Corrigan, she was wrecked near Port Stephens in May 1896.

LADY BOWEN - an iron 4 masted schooner of 671 tons, built as a steamer in 1864 by A & J Inglis of Glasgow for the Australasian S.N.Co., who ran her in the intercolonial trade. In December 1875 she was lengthened by 18 feet. In December 1882 LADY BOWEN was bought by the Hunter River New S.N. of Sydney and ran in the passenger and cargo trade between Newcastle & Sydney. In October 1888 she passed into the ownership of Captain W. Summerbell of Sydney, who sold her in January the following year to Corrigan, who, in October 1889, had her converted into a sailing ship. LADY BOWEN was wrecked on Kennedy Shoal, near Cardwell (Q) on August 19, 1894.

PROSPERITY - a wooden brigantine of 125 tons, dimensions 92.3' x 22.5' x 9.2', was built at Brisbane Water in 1868. After being owned first in Melbourne, then New Zealand and finally Queensland she was bought in 1897 by Corrigan. PROSPERITY was totally wrecked on Stradbroke Island (Q) on February 14, 1902.

FRIENDSHIP - the first steamer - was a single screw wooden vessel, two masted and schooner rigged, of 214 tons, built in 1897 by Rock Davis at Blackwall, Brisbane Water. Dimensions 100.9' x 26.8' x 8.3'. She had compound engines, steam being supplied by a single ended boiler. FRIENDSHIP was registered in July 1897 in the ownership of B.M. Corrigan who ran her in the passenger and cargo trade between the Tweed River and Sydney.

The vessel was nearly lost the year she was built. On December 29 whilst sheltering in Danger Bay near the mouth of the Tweed River,

she narrowly escaped being driven ashore losing one of her masts. 'In response to distress signals the tug boat went out and at great risk saved FRIENDSHIP just as she was nearing the breakers' (The Tweed Daily Centenary Supplement 1923).

On November 18, 1912 FRIENDSHIP was totally wrecked at Tweed Heads while crossing in from Sydney about 11 p.m., when she ran onto the rocks at the south side of the entrance. The vessel soon broke up and the wreck sank, although part of her gear was saved. Earlier the same year -- On June 2 -- FRIENDSHIP was nearly lost when she went ashore at the Tweed River entrance.

* KILTOBRANKS - a wooden, schooner rigged, steamer of 272 tons, built in 1908 by Rock Davis at Blackwall, Brisbane Water, specially for the Richmond River trade in which she was engaged until about 1916. Bought by G.T. Bell of Melbourne, the vessel ran between Melbourne and Tasmania until returning to N.S.W. coastal trade in December 1923 under charter to the South Coast Metal Co., who employed her carrying blue metal from the jetty near Shellharbour to Sydney. The vessel was totally wrecked near the jetty on the afternoon of February 21, 1924. Fully laden with blue metal she cast off from the jetty but a strong N.E. wind blew her into shallow water. A few hours after the vessel grounded she became a total loss, but the crew were able to reach shore.

MOKAU - was acquired by Corrigan in 1906 - a wooden screw steamer of 162 tons, she was built by David Drake of Sydney for the Taranaki Collieries Ltd., Sydney, who employed her as a collier on the New Zealand coast. Lengthened by 20 feet in July 1906 her tonnage increased to 194 ft and she ran between the Tweed River and Sydney until about 1918 when she was sold to Kirton & Earnshaw, who employed the ship in the coastal cargo trade for a short period. In 1919 she was running between Sydney and Wollongong and Jervis Bay. While on a voyage from Ulladulla to Newcastle with a cargo of silica aboard, MOKAU sprang a leak on January 19, 1922 and had to be beached in Wreck Bay. She was destroyed by a rough seas where she lay.

* TAY I - the only steel steamer owned - was 527 tons gross, of the well deck type, built in 1908 by the Goole S.B. & E. Co. of Goole. Dimensions 165' x 26' x 12.5', propelled by a triple expansion engine, steam being supplied from a single ended boiler of 180 lbs p.s.i. working pressure. Her first owner was E.P. Hutchinson, bought by Corrigan (& Co. Ltd) in 1913 she entered the Richmond River cargo trade in which she remained until 1916 at which time she was sold to Reese Bros, Christchurch (NZ) and was renamed Orepuki. In 1925 Reese Bros formed the Orepuki S.S. Co. Ltd., to which the vessel was transferred. The opening of the Otira tunnel in 1924 had meant that much cargo previously carried by sea between the West Coast of the South Island and Lyttelton now went by rail, so in 1925 Orepuki was sold to the Anchor Shipping & Foundry Co. Ltd., Nelson who continued to employ the vessel in the coastal trade carrying timber. In 1936 the Anchor Company sold her to F.E. Jackson & Co, Auckland who broke her up at Nelson the

The J3 was sold to a Mr. Hill of Melbourne in January 1926 and is the hulk to be found at Swan Island, near Queenscliff in Victoria. Some years ago I made enquiries about her in the local area and the following quotation is from a letter I received from Mr. Clive Patching, a resident there. J3 " was put in its present position as a breakwater about 1926-27. It was partially stripped at the time. Later on the generators and battery charging equipment were removed, and used at the Island depot for charging batteries and for providing light. It is rumored that brass and copper fittings also taken from it - stripping it right out - have been buried over at Swan Island, but unfortunately nobody here knows the locality."

The J7 spent some time after paying off at the Flinders Naval Depot (HMAS Cerberus) in use as an emergency power plant. In November 1929 she was sold to Morris & Watts of Melbourne and was towed from Flinders on December 4, 1929 to Melbourne. After stripping, her hulk was grounded at Sandringham, Victoria.

The 'J' class submarine not transferred to Australia was J6. She had been sunk in error on October 15, 1918 off Blyth by the decoy ship Gymric after she had failed to answer a challenge. The R.A.N newspaper 'Navy News' recently (July 19, 1974) published a detailed and entertaining account of the voyage to Australia by the remaining 'J' class vessels. The account was taken from the diary of LTO Pearson (J7), which is now in the National Library, Canberra.

From the above it emerges that both myself and the other correspondent made a mistake in part of the information we previously supplied. The reference to a Dutch submarine, however, could lead to an interesting story. H.T. Lenton's book 'Royal Netherlands Navy' mentions four of that Navy's submarines as having been scrapped in Australia.

It seems that the fate of these vessels may be less well documented than the 'J' class. V.G. Fall's 'The Sea and the Forrest' mentions on page 198 that the remains of the Dutch submarine KII (sic, presumably he means K XI) were run ashore in Jervis Bay, south of Fremantle, in 1945, and are still there. It is not clear from Fall's text whether the remains can be seen from the beach or are entirely underwater. While this point can doubtless be quickly cleared up, perhaps somebody can amplify the fates of K VIII, K IX, and K XII, which are also recorded as having been scrapped in Australia.

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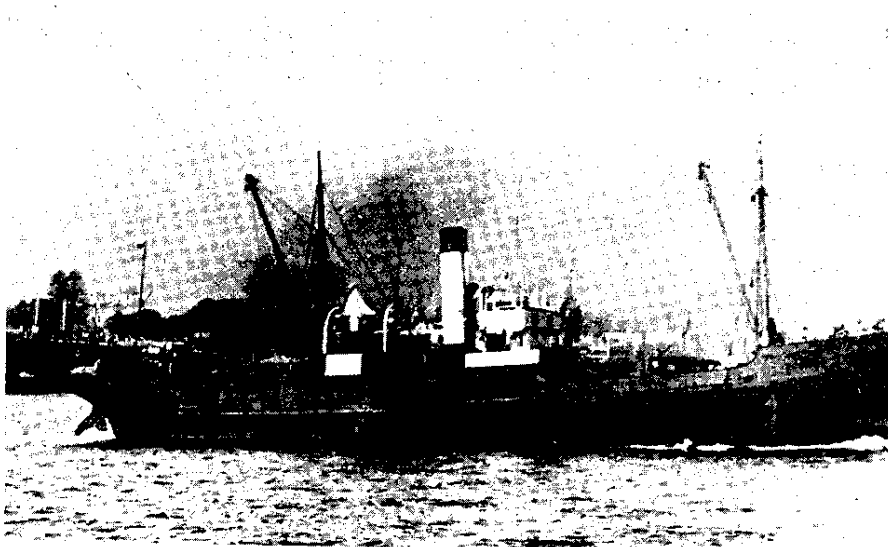
MATERIAL for THE LOG...

There is always a need for material for the journal, be it long articles, notes or news. The greater the supply of material that is on hand - particularly articles - the more interesting the content of the journal becomes. As it is now we endeavour to present variety in each issue but this can continue only if the range of material is available.

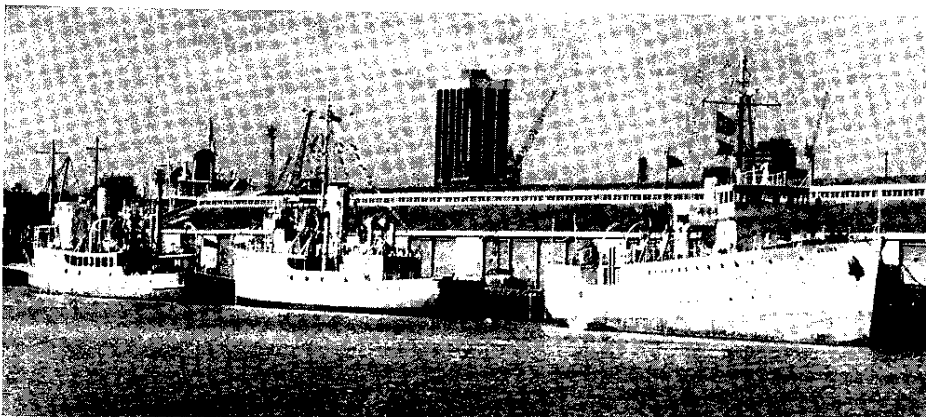
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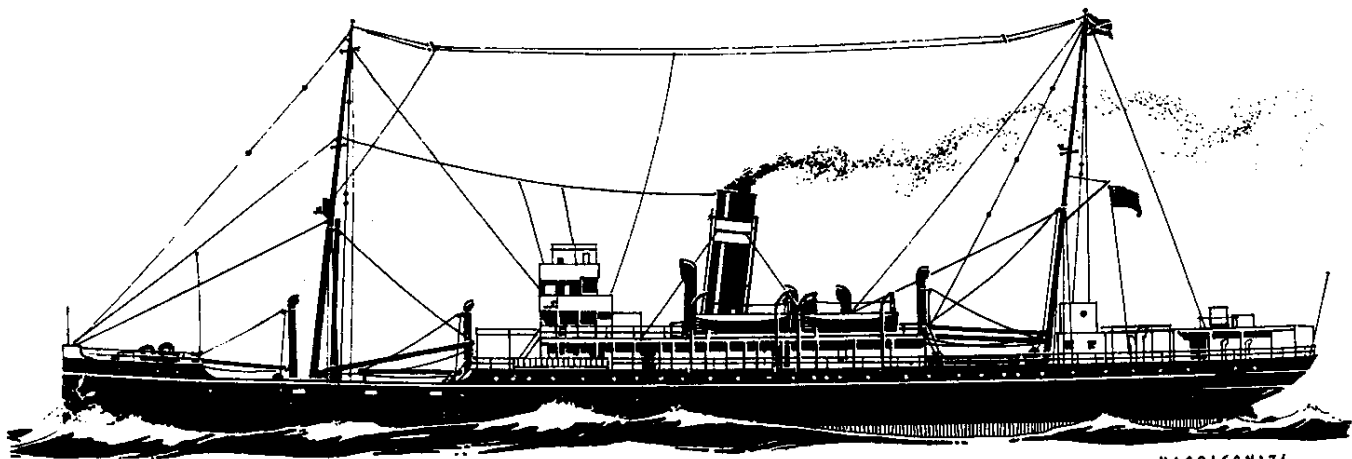
"Kiltobranks" in the hyacinths, Richmond River (Dufty)



"Tay I" was Corrigans' largest ship (Dufty)



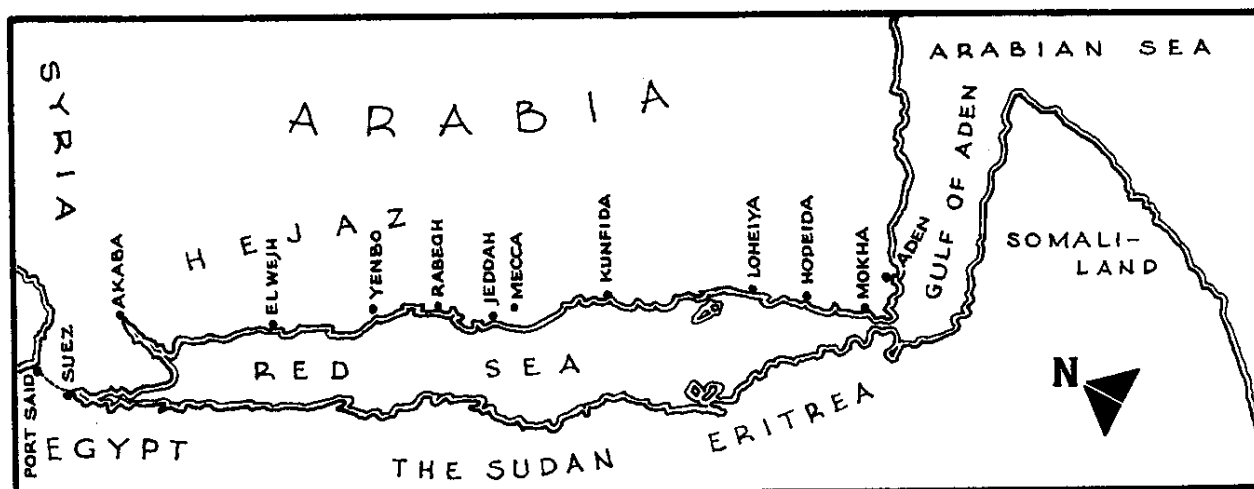
Three "Bathursts" at Melbourne- "Rip" (ex "Whyalla"),
"Castlemaine" and "Akuna" (ex "Gladstone") (W.G. Volum)



NICOLSON:74

The Suva as she appeared on her return to peacetime service in 1920 with tall topmasts, prominent wireless rig and a small superimposed deckhouse immediately abaft the mainmast. The three guns which had comprised her main armament were probably mounted on either side of the forward welldeck and on the poop deckhouse.

The map below shows the ship's principal wartime area of operations during the period 1916-1918, when she carried a complement of Royal Navy officers and men in missions and patrols on the Arabian coast.



*The A.U.S.N. liner...

S U V A

Thirty five years of peace and war.

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Written & illustrated by W.P.S.Nicolson.

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In the earliest years of this century the Australasian United Steam Navigation Co.Ltd., was engaged in a vigorous fleet replacement programme, as part of which the steel passenger and cargo steamer SUVA was completed in 1906 at Belfast by Workman, Clark & Co.Ltd. Described as a single decker with spar deck, she was pleasantly proportioned and had a high standard of accommodation for a vessel of her size. Her dimensions were 300.3' (lp) x 41.1' x 11.8' depth and she measured 2,229 tons gross and 1,159 nett. Steam was provided by two single ended boilers at 200 lb. pressure for a 414 NHP triple expansion engine driving a single screw. The speed was 12 knots.

As her name suggests, she was designed for the Company's Fijian trade which was then expanding so rapidly that within three years it was found necessary to order a much larger vessel - Levuka 1910, 6129 tons gross - to cope with it. Accounts of the SUVA's service in the next five years vary, but she appears to have been engaged on the three to four weekly Gulf ports mail and passenger service (Brisbane/Townsville/Cairns/Cooktown/Thursday Island/Normanton/Burketown) up to the outbreak of war in 1914.

She was requisitioned in Brisbane by the Admiralty on July 19, 1915 and taken to Garden Island, Sydney, where she was fitted with two 4.7" guns, a mounting for a third gun and other service equipment. She was commissioned in Sydney on October 21, 1915 under Capt. S.Gilling of the A.U.S.N. and sailed for Colombo, where the third gun was fitted, and Aden. It was proposed to use her to hunt the gun-running dhows whose activities were a peacetime nuisance in the Red Sea, but a more serious problem in war. At Aden, however, she was thought unsuitable for this work and returned to Colombo or Bombay where Gilling and his Australian crew were replaced by Comdr.A.H.Oldham, R.N. and Royal Navy officers and crew. The SUVA then joined other armed vessels in patrols of the Arabian Sea, Gulf of Aden and Red Sea.

Partly on the suggestion of the C-in-C East Indies and Egypt naval forces, Vice-Admiral R.E.Wemyss, Britain provided money, arms and advisors to encourage rebellion by the Arabs against their 200 year old domination by the Turks. The revolt began at Mecca on June 5, 1916, led by King Hussein of the Hejaz. The Navy's part in this slow moving campaign was to supply the Arabs from the sea and harrass the Turks occupying the Red Sea ports. T.E.Lawrence (Lawrence of Arabia) played an important role in the revolt and twice came onboard SUVA during negotiations with the Arabs at the port of Yenbo. He also made a coastal voyage in the ship with the

Emir Feisal (Hussein's son, and later King of Iraq).

The arab revolt drained Turkish manpower and supplies and diverted Turkish forces from the British advance through Palestine, but it also denied the Germans facilities to send submarine parts by rail for assembly and operation from the Red Sea coast. The success of such a German plan would have been disastrous for Allied shipping, but it cost little to frustrate.

From 1916 to 1918 between routine patrols SUVA took part in a series of sorties against the Arabian coastal towns of Akaba, El Wejh, Kufida, Salif, Hodeida, Loheiya and Mokha. These operations involved bombardments and landings or evacuations of refugees, but they were often inconclusive since the Turks, having retreated inland, would retake the towns from the Arabs when the Navy departed. A patrol of the Somali coast was made in 1916. In command of SUVA about this time was Capt. W.H.D.Boyle, R.N. who was appointed Senior Naval Officer in the Red Sea. Wemyss had a high regard for this red-haired captain who was eventually to become Admiral of the Fleet the Earl of Cork and Orrery.

On February 15, 1917 the German raider Wolf (ex Wachtfels, Hansa Line, 5,800 g.t.) then operating in the Indian Ocean began laying a total of 126 mines off Colombo, Cape Comorin and Bombay, and SUVA was despatched briefly for special minesweeping patrol duties in Ceylon coastal waters.

Early in 1919 the SUVA returned to Australia via Aden and Colombo under Capt. H.A.Buchanan-Wollaston, R.N., and paid off in Sydney. Shortly afterwards Lord Jellicoe began a tour of the Dominions in H.M.S. New Zealand to assess postwar naval defence needs. The SUVA with her modest draught and adequate accommodation was considered a more suitable vehicle for the local part of the Admirals tour than the 18,000 ton battlecruiser, and her return to merchant service was therefore postponed. With two small guns mounted amid ships and painted in the livery of a trooper - white hull with blue band and buff funnel - she was briefly recommissioned and embarked Jellicoe and his staff at Brisbane late in June, 1919.

For over a month she had the rare distinction of carrying the flag of and Admiral of the Fleet - the Union Jack worn at the mainmasthead. After visiting the Solomons (Fauro Is.) and calling at Rabaul, Samarai, Port Moresby and Thursday Island, the inspection party disembarked at Gladstone, arriving in Sydney by train on August 8, 1919 to rejoin the New Zealand.

Having finally finished her Government service SUVA now faced re-conversion for peacetime duties, and she was restored to A.U.S.N. on December 19, 1919.

The Fijian trade boom, which had necessitated the SUVA's replacement by a larger vessel in 1910, and which had depended on the promise of largescale tropical fruit imports into Australia, had collapsed through the Federal Government's protection of the Australian fruit growers. The SUVA thus again became adequate for her

original role and she remained on the Fiji service almost continuously until 1928 when she was laid up and replaced by the Union S.S. Company's Moeraki.

The SUVA's otherwise uneventful career with the A.U.S.N. was marred by two mishaps. She was involved on December 7, 1925 in a collision with the Australian Steamships Chillagoe (1494 tg) off Sydney Heads, and she had once struck the tug Hero off Broken Bay on August 28, 1908.

In September 1928 SUVA was sold to Madrigal & Co., of Manila and renamed Sirius. In December 1929 she became Bohol of Fernandez Bros., of Manila and she remained in their service until sunk in Manila Harbour during the bombing attacks that for some weeks preceded the Japanese occupation on January 3, 1942.

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Principal references for this article were the Official History of Australia in the War of 1914-1918, vols 7 and 9; the Australian War Memorial, Canberra; the A.U.S.N.Co.Ltd., by R.Parsons in THE LOG vol 8, July-November 1961; Mr. John Bastock; Revolt in the Desert, by T.E.Lawrence; the Life of John Rushworth, Earl Jellicoe; by R.H.S.Bacon; Pageant of the Pacific, Vol 2, 1937, by F.Rhodes.

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* PHOTO Offer No.F.2.

The following post card photos are available from the negatives of Mr. J.Y.Freeman. Price per card twenty (20) cents Aust. currency plus twenty (20) cents per order for post and packing. Orders with remittance payable to N.A.A. to W.G.Volum, 132 Noble Street, Geelong. Vict. 3220.

CLOSING date January 7, 1975 - orders will not be printed until after that date, so please allow ample time thereafter for despatch.

Australian/ New Zealand - owned or chartered and date photo taken.

- IRON SIRIUS (7/10/73) LYSAGHT ENTERPRISE (7/1/74)
- JOHN BURKE (23/5/70) LADY LORNA (13/2/70 -P & O Aust.)
- MATTHEW FLINDERS (12/5/74 - Flinders Shipping)
- NYORA (9/1962 - Burke) NANCY HEATH (20/4/74 - H.Smith)
- SHELL COVE (11/5/74 -Fenwick)
- CENTURY (19/5/73) UNION NEW ZEALAND (16/2/74)
- DENMAN (28/1/67) WARREN (11/5/74 - Adel.Co.)

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NAUTILUS - a monthly magazine in the German language, available from - G.Detlefsen, 236 Bad Segeberg, Ziegelstr. 16. West Germany.

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* SOCIETY notes...

W.S.S. - N.S.W.Branch: At the meeting in August, three films were presented - "Idemitsu Maru", the building and trials of the world's first 200,000 ton tanker. "Thames Port", recent developments in the Port of London, and "Your Cunard Holiday to America", a Cunard publicity film of the 1950's. The annual Harbour Cruise has been arranged for Saturday, February 1st, 1975, on LADY DENMAN. Adult fare for cruise \$1-20.

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W.S.S. - Hobart Branch:At the meeting in August, members were entertained by Mr. John Greenhill who, with his wife and daughter, sailed from England to Tasmania in their 26 ft yacht 'Moonbird'. His talk was illustrated with slides of their voyage which took 17 months to complete by way of the Carribean and Pacific Islands.

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QUEENSLAND MARITIME MUSEUM ASSOCIATION: A special steaming of FORCEFUL was arranged to witness the final departure of the P & O liner HIMALAYA on October 20. The library and office facilities at the South Brisbane dock site are being expanded and a small club room is being developed.

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S.A.KETCH PRESERVATION SOCIETY: The ANNIE WATT was moved by road on August 27 to the suburb of Glanville and rests on land adjacent to an old church which Mr. K. Le Leu is developing as a ketch museum, and where his recently acquired accommodation section (30'x 14'6) from the old dredge ADELAIDE is also located. This section comprises the cabins of the Master, Mate and Chief Engineer, also the saloon.

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* CORRESPONDENCE...

Mr. S.A.Kentwell writes regarding DUNTROON...

+ " It is not generally known that DUNTROON has yet another claim to notoriety in that she apparently ran down and sank an American destroyer during World War II. Paul Silverstone's "U.S. Warships of World War II" states that U.S.S. PERKINS (DD 377) was sunk in a collision with m.v. DUNTROON east of New Guinea on November 29, 1943. It would appear that news of this collision was suppressed through wartime censorship and for this reason even today very little is known about it. U.S.S. PERKINS was a destroyer of 1465 tons and was completed in 1935. The PERKINS was among the vessels in Sydney Harbour during the Japanese midget submarine attack. "

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* BOOK received...

LOG of the CENTURION - by Leo Heap, published 1973 by Hart-Davis MacGibbon, London. Our copy from Hicks Smith & Sons P.L., Sydney. Price about \$A 10-20..... This well presented book relies on

ALSTERTOR in August and \$17,668.30 in respect of SEVILLAN REEFER also in August, whilst progressive payments (reached \$29,388.31 by the end of August) in respect of the tanker PRIMA MAERSK, had been made.

It has also been stated that any monies were lodged in account SO90-091 at the Commonwealth Savings Bank, and it is admitted that this is an S.U.A. account, long established as their Peace & Progress Fund. The account also shows a payment in respect of MANCHESTER VIGOUR dispute in Fremantle last year. The balance of the fund as at December 31, 1973 was \$106,987.24.

This current enquiry should not be confused with delays and payments in pursuing agreements under the I.T.F. agreements regarding wages paid to crews of foreign ships. It is reported that some \$300,000 back wages has been secured for crews and about \$180,000 remitted to the I.T.F. in the form of fees for membership in the Seafarers Section. In this field of activity the Waterside Workers Federation is active.

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H.M.A.S. ANZAC

+ On October 4, HMAS ANZAC decommissioned at Sydney and thus ended 23 years of service during which time the vessel has visited many ports in Asia and the Pacific Islands, showing the flag, participating in warfare, exercises and on two occasions - February 1954 and March 1963 - as Royal escort.

Laid down at Williamstown Naval Dockyard on September 23, 1946, ANZAC was a Battle class destroyer with standard displacement of 2400 tons, length 379 ft, beam 41.5 ft and mean draught 13.5 ft. The original main armament comprised 4 x 4.5 inch guns in two twin turrets. The vessel was launched on August 20, 1948 and commissioned on March 14, 1951.

With hostilities in Korea later that year, ANZAC was despatched on July 30, 1951 to join the United Nations forces and undertook her first bombardment on September 6, 1951. A second period in Korea followed in 1952 when the vessel was away 305 days and steamed 57,865 miles.

As with all warships there were periodical refits throughout her service, which except for these breaks, was continuous. In November 1955 the ship was attached to the Strategic Reserve based at Singapore and returned there again in April 1957 and March 1959.

In April 1963, ANZAC was converted to a training ship and in October/November 1966 undertook survey work off North West Australia before another refit during which the second turret was removed and replaced by a classroom. Although a training ship, ANZAC escorted SYDNEY to Vietnam in June 1968.

In her capacity as training ship the vessel has, in recent years, been a frequent visitor to the Pacific Islands.

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m.v. KABBARLI

In November 1971, THE LOG recorded the departure of KABBARLI from Fremantle on October 8, bound for the east after purchased by Asiatic Intermodal Seabridge S.A. and flying the Panamanian flag.

It is now reported that KABBARLI (2983/1951) is a burnt out wreck lying in the Mekong River at Phnom-Penh due to the following circumstances :- bound Hong Kong/Singapore/Phnom-Penh with a cargo of general merchandise, KABBARLI was struck by communist rockets in the Mekong River on July 31 and a fire broke out in number two hold, but was brought under control and the ship reached its destination and berthed. At the pier the ship developed a list and was beached, however the fire then spread and gutted the vessel. Later she broke her moorings and capsized. This was the second encounter that KABBARLI had with warfare as she struck a mine in June 1972 and was beached at Vung Tai on June 17, but was refloated and repaired.

The vessel was part of the Commonwealth shipbuilding programme and had hull dimensions similar to the 'D' class. When launched on June 3, 1950 she was named Dongara and was the first modern cargo/passenger ship built in Australia. According to reports at the time the vessel was originally designed for service on the eastern and southern coasts, but when partially constructed was sold to the W.A.Government who required a number of structural changes to fit the vessel for trading in a northern area.

KABBARLI was delivered to the W.A.Government at Newcastle on November 23, 1951, having a gross tonnage of 2693, nett 1359 and deadweight 2355. Accommodation was provided for 37 passengers and the vessel was powered by twin British Polar diesels connected through an electric magnetic couple and single reduction gearing to a single shaft. This was the first occasion that such a system had been fitted to a vessel built in Australia.

The vessel served the W.A.Government well, had a major refit in 1962 when the forward well deck was plated in , and was finally overtaken by the economy of operations.

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*Reference Page 104 - the following paragraph should be substituted for paragraph two on page 104 relating to FRIENDSHIP. The Editor overlooked the alteration when preparing the stencil.

"In 1912 FRIENDSHIP was totally wrecked at Tweed Heads. While attempting to cross out about midnight on November 28, she struck the bottom and in a short time was driven onto the beach immediately south of the south training wall. Her crew all reached the shore safely. She was lying broadside to the seas with bow touching the rocks. In this exposed position FRIENDSHIP bumped a good deal and filled with water. Earlier the same year - on June 2 - the vessel was nearly lost when she went ashore on the north side of the Tweed entrance."

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* NAUTICAL ASSOCIATION of AUSTRALIA Inc.

THE LOG has another box number which can be used for communications to both the Secretary and the Editor ... it is Post Office Box 4144 MELBOURNE. Vict. 3001.

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Elsewhere we advised that the present subscription of \$2-50 (A.C.) remains unchanged; however this is not to say that some variation might not be necessary mid way through 1975, because of ever increasing costs. In 1974 we were fortunate that most of our material was purchased either late 1973 or early 1974 so that the dramatic increases did not have such a great effect on this year.

In 1975 THE LOG will be produced by a new process on different paper and present indications are that this will prove to be more costly, however when the March issue is dealt with we shall have a better idea of our costing and will then decided regarding the subscription.

This is also the last issue of THE LOG to be produced and mailed from Brisbane - as from next year these functions will be undertaken in Melbourne.

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FLAGS and FUNNELS - A former United Kingdom member of the Association, the late R.N.Duffield, has bequeasted to the Association his collection of coloured drawings of "Flags & funnels" of the World's shipping companies".

The collections, which is presently in the custody of the Hon. Secretary, consists of over 14,000 items, and includes 155 Australian, 66 New Zealand, 81 'British China' together with sailing vessel owners, whalers, fishing smacks, etc. The collection represents a lifetime's work by the late Mr. Duffield, and the general execution of the work is very pleasing.

Your committee is presently considering the matter of custody and useage of these items, and it is hoped to devise some means of utilising the collection for the overall benefit of members.

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In addition Mr. J.Y. Freeman of Sydney has kindly presented to the Association a copy of "Lloyd's Book of House Flags & Funnels" published in 1912. This volume contains about 2,000 items.

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Mr. W.P.S. Nicolson has advised that AUSTRALIA'S FIGHTING SHIPS by John Bastock, Angus & Robertson, Sydney is for publication early in 1975. The publishers have indicated that this book can be made available to members of N.A.A. and W.S.S. at a substantial special discount price. Details will appear in March issue, but should you require earlier advice, information may be available from the Secretary of the N.S.W. Branch of the W.S.S., Box 534, P.O. Strathfield. N.S.W. 2135 after December.

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* MARITIME MISCELLANY...

Closing date for items for the next issue - FEBRUARY 5.

For assistance in compiling this section the Editor expresses thanks to Messrs; J. Burne, D. Finch, T. Callen (NSW); R. McKenna (WA); R. McDougall (NZ) K. Le Leu and S. A. Kentwell.

COASTAL and SOUTH PACIFIC:

The Commonwealth Government are to have a 1860 ton gross, diesel electric research vessel built for C.S.I.R.O. with accommodation for 19 scientists and laboratory facilities. Delivery 1976.

OCEAN ENDEAVOUR - oil rig under construction by Transfield at Woodmans Point (WA) is expected to be floated before Christmas.

Ref.P.53 - MELBOURNE TRADER is being built in Norway for A.N.L.

F.V. LINDBERG a 23.47m purse seine fishing vessel was launched by Whangarei E.Co. on August 10 for Sanford Ltd. Auckland.

LADY GAY was launched by Carrington, Newcastle for Australian Offshore Services on October 11.

* JOHN HUNTER, 24500 dwt tanker for Botany Tanker Co., was launched by State Dockyard on October 16.

Ref.P.85 The new CENTURY is said to have been built in East Germany in 1973 as Hansa.

* Ref.P.84 - SEAWAY PRINCE was launched for Union S.S.Co Of N.Z. Lt at Whyalla on September 21 and delivery is expected about March. Her sister SEAWAY PRINCESS is expected to be completed in October, whilst KOOTARA (2414/52) will probably be sold shortly.

* Ref.P.84 - Columbia was delivered to Union S.S. in Japan mid October and renamed UNION AUCKLAND. The proposal to charter Bari has been abandoned.

Ref.P.87 - ARATIKA arrived Wellington Sept 2 and entered the Wellington/Picton service on Sept.5.

EXPRESS arrived Sydney for docking Sept.17, but delivery to Howard Smith Ltd was delayed by various factors until October.

* LADY WAKEHURST arrived Sydney Oct.3, and her sister LADY NORTHCOTT was launched September 26.

* B.H.P. has purchased the A.T.L.S. vessels CAPE ARNHEM (4307/73) and CAPE YORK (4307/73). The former was delivered at Newcastle mid October and will be named Iron Arnhem and the latter will be named Iron York when delivered late November. IRON CAVALIER (23811/62) is to be redelivered to owners and will be replaced by IRON CUMBERLAND (ex World Achilles). It is anticipated that IRON WARRIOR (4075/50) will be sold shortly, and it is reported that BHP has chartered the 27000 dwt Star Kestrel and Star Kerry.

Ref.P.85 - TOA MOANA (1190/68) was out of service for 4 weeks at Auckland undergoing machinery modifications and hull repairs. She returned to service on October 10.

ROBERT MILLER - on June 26 Evans Deakin issued a writ claiming \$6,757,000 against the Commonwealth claiming that the contract for construction of the vessel had been frustrated, due to consequences of flood, and thus discharged. On June 27 the Commonwealth rescinded the contract and on July 16 assumed responsibility for the custody and care of the vessel. On August 16 ownership was transferred to R.W.Miller & Co.Ltd., then on September 2 an agreement was executed between Millers and Evans Deakin for the latter to supply all engineering, mechanical and trials services to complete the vessel.

A dredge being built by Dillingham, Fremantle for I.H.C.Holland has been named WOMBAT.

- * BULKNESS, involved in a year long dispute over manning and under charter to Comalco for the Gladstone/Bluff run, is to be managed by the N.Z.Shipping Corp., with manning split between Australian and N.Z. Unions.

Former ferry Lady Scott (96/14) is now operating in Sydney as the ~~crusing~~ ~~restraunt~~ JOHN CADMAN.

The new floating dock for Melbourne arrived there on September 28 and is expected to commission early next year. The tug ALBATROS, which experienced engine trouble during the tow and had repairs at Balboa and Tahiti, then went to Newcastle and left there on October 9 bound for Malaysia with the Belgian suction dredge LEIE (which had lain idle for 2½ years) in tow.

- * Ref.P.27 KIETA (584/48 ex Eugowra) left Cairns in July, in tow, for scrapping in the Philippines.

A steel hulk (32m) previously known as BD4 or Rockdriller was scuttled on October 6 at Cowan Artificial Reef in Moreton Bay.

TUGS:

Carrington are to build three 28m, twin screw tugs, for Fenwick & Co., one of which will replace FARM COVE (339/39)

Ref P 27 - STUART (65/61) left Sydney for Mackay (Q) on July 24.

CONDOR - 30 ton twin screw pusher tug, was lowered into Corio Bay (Geelong) on Oct.4, having been built by T.Korevaar & Sons for use in handling lighters from P.F.E.L. ships.

- * MANLY COVE (327/38) sold at Cairns to J.F.Causing Inc of Cebu, was renamed Maria Aurora II, then went to Ballina and towed the dredge Hermes to Brisbane to pick up another dredge destined for scrapping by Atlas Copper Mines, Philippines.

Ref.P.86 - RANGI entered service on Otago Harbour on Sept.9 and

- * OTAGO was sold to overseas buyers with delivery before Christmas. The second tug - to be named TAIAROA - is due for completion mid 1975.

OVERSEAS:

- * Ref. P.86 - N.Z.AORANGI (ex Majestic) was delivered and renamed at Wellington on Aug.14 and commenced loading for U.K.

Five 10800 dwt 24 knot reefer ships are under construction for Blue Star Line, the first AFRIC STAR was to be launched on Sept. 30. The others are to be named ALMEDA STAR, ANDALUCIA STAR, AVILA STAR and AVELONA STAR.

P & O has renamed SPIRIT of LONDON - SUN PRINCESS and has acquired ISLAND PRINCESS (ex Island Venture). They have also purchased the Norwegian cruise liner SEA VENTURE, delivery 1975, for use out of North America and Australia.

Ref. P.50 - HIMALAYA (27989/49) sailed from Brisbane on October 20, bound for Hong Kong at the end of her P & O service.

ORIENTAL ENTERPRISE and ORIENTAL MARINER are to replace HongKong Success and Oriental Amiga on the O.O.L. service between Hong Kong and Australia.

JEAN L D 39000 dwt bulk carrier was delayed 91 days due to union bans associated with French nuclear tests. The vessel arrived off Port Kembla on June 29 and finally cleared the port on Sept 29.

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ACCIDENTS and MISHAPS:

* STRAITSMAN (720/72) after being delayed by an industrial dispute is now expected to leave Melbourne for Launceston early November in tow of WYBIA.

Ref.P.58 - UNIVERSAL KING (9050/58) towed to Newcastle after being damaged at Port Kembla on April 19, left there in tow for Japan on August 30.

Ref.P.88 - SYGNA (30503/67) - the bow section was recovered without difficulty, but shortly after the stern section came off it went ashore again on Sept. 27 and although two further attempts were made on Oct. 10, they were unsuccessful.

> LARCHBANK suffered a fire in her cargo at Sydney on July 25.

SOUTH STEYNE (1203/38) was seriously damaged by fire at Mort Bay, Sydney on August 25 and although moved to a repair berth on Oct. 10 her future is still uncertain.

RUBYCORN (22202/63) on voyage Port Latta to Japan with ore, suffered a major engine failure and put into Sydney on August 28. Repairs are likely to take at least six weeks.

* BRISBANE TRADER (6326/69) on passage Melbourne to Burnie, returned to port on Sept. 2 after a fire broke out among six containers on deck. During the fire Sydney Trader and the Geelong tug Moorabool were in attendance.

DIDO (1571/49) when leaving Brisbane for N.Z., the vessel rammed the Pinkenba wheat wharf causing damage to the wharf and severe damage to the bow. Some cargo had to be discharged to allow repairs which took about three weeks.

LIVINGSTONE (ex Koyo Maru 1270/68) LPG carrier bound Fremantle to Durban, returned to port on Sept. 9, eleven days after leaving, with machinery trouble and was delayed until September 14.

SUMMER ISSUE

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* T H E L O G *

Volume 7 (New series)

Journal of the NAUTICAL ASSOCIATION of AUSTRALIA Inc.

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