

* THE LOG *

Vol. 3. No. 6.

Journal of the

* NAUTICAL ASSOCIATION of AUSTRALIA Inc. *

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Editor: T.S.Stevens,
Box 1990. G.P.O.,
Brisbane. Qld.4001

Secretary: W.G.Volum,
132 Noble Street,
Geelong. Vict. 3220.

+++++ Background of...

W.R. CARPENTER & Co.,Ltd.

From: T.S.Stevens.

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The enterprise of W.R.Carpenter & Co.,Ltd.,was the lifework of Walter Randolph Carpenter, born in Singapore in 1877, the son of Captain J.B.Carpenter. At an early age he displayed considerable trading ability and even before the age of 21, he had registered and organised a firm under the name of J.B.Carpenter & Co.,which was trading in pearl shell on Thursday Island in 1899, where W.R.Carpenter was at that time living.

The firm of W.R.Carpenter & Co.,Ltd., was established in 1914, the founder was associated with his two brothers in this Company, and having observed the activity of Burns Philp & Co., Ltd., they followed on a very modest scale, purchasing copra and trading goods.

Before progressing further it should be briefly recorded that the area known as Papua (once British New Guinea) came under British protection in 1884 and in 1906 was made a territory of the Commonwealth, whilst the area originally under German control was - by the League of Nations mandate of May 8,1921 -placed under the control of the Commonwealth.

As time went on, Carpenter's expanded their activities, firstly into the operation of small vessels along the New Guinea coast, and then during the depression years they took advantage of conditions and acquired plantations. In order to secure further benefits, they decided to expand into 'deep sea' shipping in 1934, and were thus able to carry their own copra overseas and return with goods for disposal through their island stores organisation. The next logical step was processing the copra and in the mid 1930's a mill was established in New Guinea, followed by another about 1940 in Vancouver. An additional sideline entered in the 1930's was air services, when they established and developed Mandate Airways.

Throughout the years, Sir Walter (as he had become in 1936) was Chairman and active head of the organisation, however, shortly before the war he began gradually to transfer various facets of the business away from Australia. The founder was still an active man after World War II, but at the age of 76, he died in Sydney

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on February 1, 1953, and was succeeded as Chairman by his elder son Mr. R.V. Carpenter. During this gentleman's term as Chairman the Company diversified into investments, securing large holdings in such firms as Ansett and Woolworths. When R.V. Carpenter died in October 1967 the Chairmanship was undertaken by Sir Walter's other son, Mr. C.H.V. Carpenter. The title of the company is now W.R. Carpenter Holdings Ltd.

Turning to the vessels owned by the Carpenter organisation, it would at first appear that their early participation in ship-owning commenced in the mid 1920's, but there is evidence that expansion into this field occurred a little earlier as reference has been found to the loss of the schooner MASCOT - said to be owned by Carpenter - at Vanikoro in 1924. The ownership of powered craft commenced in 1925 with the purchase of the North Coast S.N.Co vessel DURANBAH from James Patrick & Co., and this was followed by MOSSA (ex Brevik) from Europe. The latter had only a short career, being wrecked in September 1927.

Shortly prior to this loss, the DUROUR joined the fleet, followed by the old R.S.Lamb & Company steamer INGA in 1927, then the DURIS, which vessel was built at Smiths Dock Company Middlesbrough as H.M.S. Kildorrey - one of the numerous 'KIL' class of World War I. She was converted to a merchant ship in 1921 and was named Dempster.

It is possible that the establishment of a mill in New Guinea necessitated the acquisition of DESIKOKO and BOPPLE, the former built in 1934 was joined by BOPPLE in 1936. In the meantime the fleet had been expanded by the addition of the 193 ton JOHN BOLTON, which was built for On Chong & Co., - a firm taken over by Carpenter in 1934.

As mentioned earlier it was 1934 that the decision to enter deep sea trading was taken, and in that year Carpenter acquired the George Washington from Norway, renaming it RABAUL, and the Milverton (which had been laid up from 1930) from Elder Dempster. This vessel was a surplus World War standard 'M' class, and she was renamed SALAMAUA. The deep sea fleet was expanded further with the completion of SUVA in 1938, and this vessel remained in the fleet for 25 years - the longest of any vessel owned by the Carpenter organisation.

Reverting to the mid thirties, as a result of the earthquake in Rabaul in 1937, DURIS and DUROUR were lost, both being swept ashore by the tidal wave and neither was salvaged. Possibly as a result of these losses, Carpenter purchased COOMBAR from the North Coast S.N.Co., in 1937, and the following year MAKO was acquired from Richardson & Co., Napier, and towed across the Tasman by SALAMAUA.

Two vessels - ADMIRAL DAY and ADMIRAL CHASE - were purchased by the American Trading & Shipping Company, San Francisco, in 1940, and ADMIRAL DAY passed to the Carpenter organisation the same year. Her career was brief, as on passage to Australia with a cargo of timber, the vessel went ashore at Canton Island on Sept. 18, 1940, and was abandoned two days later. The ADMIRAL CHASE joined the Carpenter fleet in 1941, serving their interests for

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many years until sold in 1951. As a matter of interest, American Trading & Shipping Company was formed by Mr.N.S.Morris, with a major shareholdong in the hands of the Carpenter group.

During the war years two very old ships came into Carpenter's ownership - the Kwang Yuan of 1912, which was renamed EDNA in 1941, and the LANSING of 1890, which retained her name. The latter was built as a cargo ship, converted to a tanker in 1904, then re-converted to a cargo ship in 1942, the year of passing to Carpenters. Whether they converted the ship is not known. Both only survived until 1946, when they were sold.

Changes in the small vessels during the war years involved the sale of COOMBAR to William Crosby & Co., the loss of JOHN BOLTON - wrecked at Walu Island, New Guinea on July 28, 1941, the sale of BOPPLE to Dickson Primer Ltd for conversion to a lighter, and the acquisition of DESIKOKO by the U.S. small ships Commission.

Also during the war the RABAU (ex George Washington) was shelled and sunk in a position 19.30 S - 04.30 E, on May 14, 1941 by the German commerce raider Atlantis, when on voyage U.K. to Cape Town with a cargo of coal. In additon SALAMAUA was damaged by air attack off Java, also in 1941.

In the years immediately after the War, Carpenter's disposed of MAKO and purchased two old Australian coasters - INNISFAIL and PERIOD, however these were resold in 1948 and 1947 respectively. Three small acquisitions were KOMAIWAI and MADANG, followed by the L.S.T. - WEWAK. They also secured two Japanese warbuilt tugs, the larger Hotu Maru built in 1940 had been captured at Rabaul, and ran under that name until refitted at Sydney and named MANAM in 1950. Subsequently she was renamed again - AI SOKULA. The other tug, a small 127 ton vessel is something of a mystery, having been built in Japan - year unknown - and appeared in Carpenter's ownership about 1948 with the name SKILLFUL, and no previous names recorded. Another mystery craft purchased in 1950 was the twin screw wooden vessel TOVATA, which was built by Inland Waterway Corp. Duluth, Miss, in 1942.

Probably the most dramatic change came when Carpenter's purchased four vessels in Canada, these being to the order of the Admiralty were modified 'fort' type standard ships. All appeared in 1947 as LAKEMBA, LAUTOKA, LEVUKA and RABAU. Of these LAUTOKA and RABAU were sold to P & O in 1947 and LEVUKA to the British Phosphate Commissioners in 1948. Carpenter's also purchased the Empire Nigel in 1947, renamed her NANDI, then sold her in 1948 to Bristol City Line of Steamships. Thus out of all these transactions only LAKEMBA remained in the fleet to augement the pre war ADMIRAL CHASE, SALAMAUA (which was renamed LAUTOKA in 1948) and SUVA.

In July 1951, MADANG was lost, and in the same year the veteran ADMIRAL CHASE was sold, followed by WEWAK and LAUTOKA in 1953. The following year Carpenter's purchased the tug Hong Ann and named her AI SOKULA, the previous vessel of that name became the OLIVER MAC until sold in 1956. In 1954 also, they purchased the Mawai and named her MEKLONG, and it was about this time that SKILLFUL was sold.

At the Annual Meeting on November 22,1960, it was stated that the Company did not intend to replace existing tonnage, and so progressively over the years the fleet has been whittled down. TOVATA was sold in 1959, MEKLONG in 1960, AI SOKULA in 1962, the longlived SUVA in 1963 and finally in October 1967, LAKEMBA was wrecked, shortly before her sale.

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In dealing with lesser known Shipowners, one is confronted with difficulty in obtaining information, and in the case of W.R. Carpenter & Co.Ltd., their practice of using subsidiary Companies - sometimes for only brief periods - makes the task even more formidable. Due to this practice, the fleet list that will appear in the next issue of THE LOG may not be complete.

Whilst more research into this concern would be rewarding it would take many months, consequently only the results to date have been recorded in these pages. Should any reader be able to correct or supplement information and detail I should be delighted to hear from him. In conclusion I would thank Mr.N.L.McKellar of Tamworth and Mr.I.J.Farquhar of Dunedin for their invaluable assistance.

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+++++ BARRENJOEY - NORTH HEAD

continued from page 118

maintenance. The Company offers alternative transport by hydrofoil carrying only about an eighth of the passengers of a conventional ferry at three times the speed and nearly twice the fare. These craft can be equally unreliable since repairs to damage sustained from partly submerged floating objects are necessitating frequent withdrawl.

Patronage has declined, and the existing situation could well drive the remaining ferry passengers to seek faster - if less comfortable - journeys at at least competitive fares on the Government buses.

In addition to the NORTH HEAD, only three conventional ferries remain on the Manly service today; the diesel electric Bellubera and Baragoola, and the steamer South Steyne.

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+++++ THE LOG...

INDEX - 1970

It is intended to prepare and print an index to Volume three (1970) of THE LOG and as in the past only sufficient copies will be produced to cover actual orders. Such orders should be placed by January 31, 1971.

Remittance with renewal of subscription will be acceptable or direct to Lt.G.Vickridge, R.A.N.; 36 Perth Drive, R.A.N.A.S. Nowra. N.S.W. 2540, who has again volunteered to prepare the index.

Cost of the index is thirty cents (30).

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+++++Profile of a Sydney veteran...

BARRENJOEY to NORTH HEAD

from: W.P.S.Nicolson.

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Background: The BARRENJOEY and her contemporaries.

The Port Jackson Co-operative Steamship Co.Ltd., (later to become the Port Jackson and Manly Steamship Co.Ltd.) marked the turn of the century by ordering its first double-ended steel screw ferry steamer, the Kuring-Gai from Mort's Dock & Engineering Co., Ltd., Sydney.

In 1905, following the success of this vessel, the Company took delivery of the Binngarra, the first of a sequence of six fine steamers differing in detail and dimensions but basically similar in layout and appearance, and all from Mort's Dock. Each was designed to lift upward of 1300 passengers on the seven-mile journey between Circular Quay and Manly. Rapid embarkation was facilitated by provision of six access gateways on both upper and lower passenger decks. Fine hull lines gave a satisfactory speed to power ratio and they were good sea boats. Principal details for this group of vessels can be summarised:-

<u>Name</u>	<u>Built</u>	<u>Disposal</u>	<u>G.Tons</u>	<u>Dimensions</u>	<u>I.H.P.</u>
BINNGARRA	1905	1933	442	190.5 x 31.7 x 14.8	1150
BURRA-BRA	1908	1943	458	195.3 x 31.7 x 13.5	1200
BELLUBERA	1910	I/S	499	210.0 x 32.2 x 15.1	1400
BALGOWLAH	1912	1951	499	210.0 x 32.2 x 15.1	1400
BARRENJOEY	1913	I/S	500	210.0 x 32.2 x 15.1	1400
BARAGoola	1922	I/S	498	199.5 x 34.1 x 15.3	1300

Subsequent to their building, structural changes were made in all these ships, mainly for greater protection and comfort of passengers and crew. Bulwarks replaced the open rails round the wheelhouses. An additional boat was fitted at the forward end. The wheelhouses themselves were later extended to provide new accommodation for the master and engineers. About 1930, the newer ships had a large portion of their upper decks enclosed. At this period these ferries probably looked their best, and BARRENJOEY's appearance is indicated in the second of the three illustrations accompanying this account.

The wheelhouse structures of the four vessels remaining in service (the Binngarra had been sold in 1933 and the Burra-Bra became a naval auxiliary in 1943) were again extended in the late 1940's - this time to accommodate deckhands and firemen.

When Bellubera was experimentally re-engined with diesel electric machinery in 1935, there was little external alteration beyond the substitution of two squat and widely spaced funnels for the original tall one. She proved economic in operation, but the war intervened and it was not until 1948 that BARRENJOEY was withdrawn from service for a much more radical reconstruction.

The newer Baragoola, rather than the Balgowlah, was selected for the third and last engine conversion. The latter

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latter vessel remained in service only until the NORTH HEAD was commissioned in 1951, and was then sold for scrapping.

The BARRENJOEY - NORTH HEAD conversion.

In the first of the three illustrations I have shown a simplified cutaway view of the BARRENJOEY as designed and originally built. Laid down at Woolwich Point as Mort's Yard No. 39, BARRENJOEY was completed in 1913, the last of three practically identical sisters. Her official number was 131567, her tonnage measurements were 499.63 gross and 339.75 net. She appears to have been originally registered to carry 1520 passengers.

She was withdrawn from service in April 1948, and in the following three years was mechanically, and to a large extent, structurally rebuilt. Her new propelling machinery by British - Thompson - Houston, consisted of four 4 - stroke, 7 cylinder diesel generators placed athwartships and supplying current to four 500 b.h.p. electric motors. These arranged in staggered pairs at each end of the vessel, drive the short propeller shafts through 5:1 reduction gearing. The steam steering gear was replaced with an electric-hydraulic installation. It has been found that optimum performance is achieved in a double ended vessel of this type by running the forward (pulling) propeller at 25% of the speed of the after (pushing) one, a practice that was not possible in the steamers with their 'continuous' shafts.

Forward and aft the hull was rebuilt above the sponson level by flaring to produce a 'clipper' form, and this was accentuated by new hulwarks. All boats were moved to the bridge deck. The wooden superstructure of the upper deck was rebuilt in steel and enclosure extended to the bridge fronts with two additional access gates - a total now of 14 gates. (It is interesting to speculate that these 14 gates, equivalent in total width to a pathway 112 feet wide, could in theory disembark 1500 passengers walking at 2 m.p.h. in twenty seconds flat!).

The name BARRENJOEY was officially changed to NORTH HEAD in September 1950. The ship was recommissioned at a ceremony on May 7th 1951. In three successive years from 1965 to 1967 she went to Melbourne for seasonal excursion work on Port Phillip Bay, becoming the first ferry (apart from a hydrofoil) to operate in another State whilst under Sydney ownership.

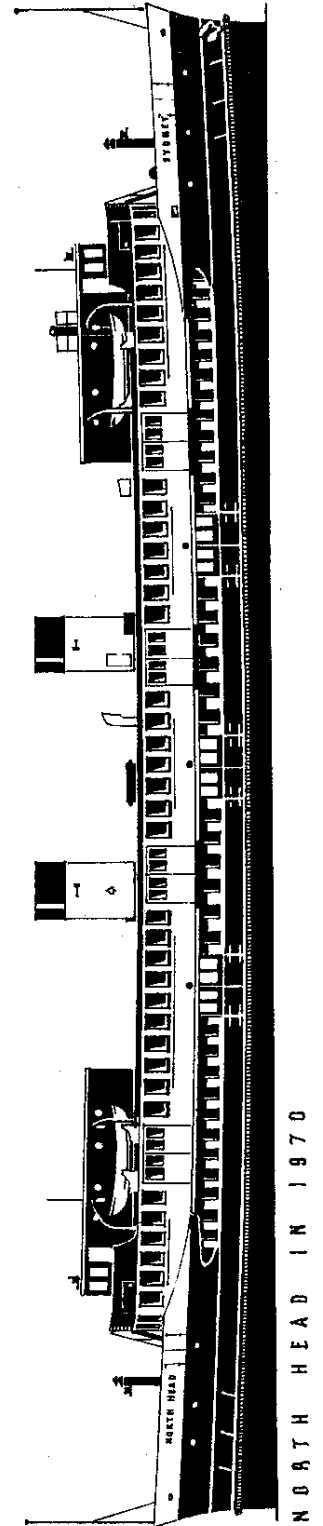
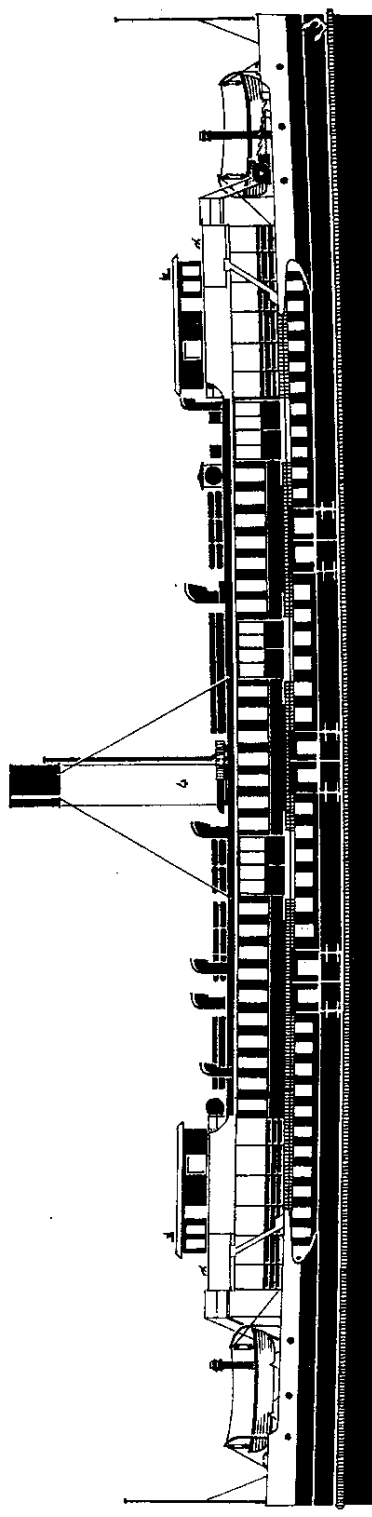
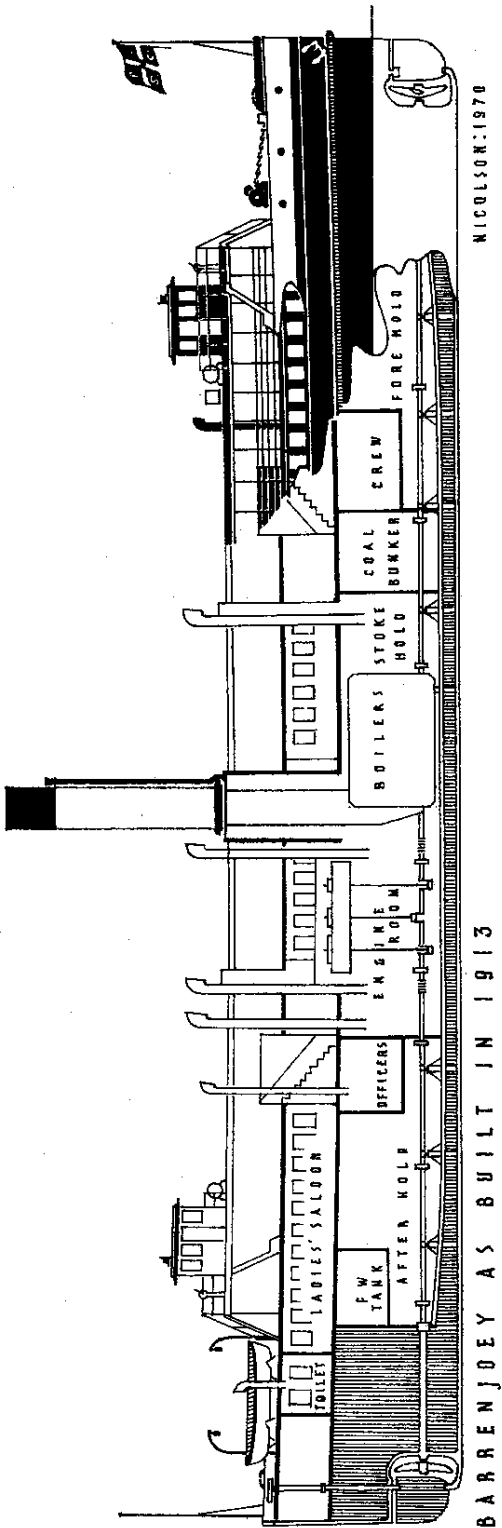
The third illustration represents NORTH HEAD as she appears today in her 57th year of service.

The future of the conventional Manly ferry.

The Port Jackson and Manly Steamship Company has made no statement of intention to either shareholders or patrons (upto the time of writing) regarding maintenance of a conventional ferry service to Manly.

Last year the Company paid its shareholders 10%, its biggest dividend for sometime, and the product of its now somewhat diversified interests; but for the Manly commuter the prospect is bleak. He faces increasing interruption to schedules already curtailed by a diminished fleet of ageing vessels on restricted

(continued page 116)



**T2 TANKER
RECONSTRUCTION**

THE BASIC T2 TYPE
built U.S.A. 1942-1945
10,200-10,700 tons gross
16,800 tons deadweight.

Built 1943 as
LOOKOUT MOUNTAIN —
Reconstruction 1963 as
WORLD CHOICE
14,294 tons gross
bulk carrier

Built 1945 as
VICTORY LOAN —
Reconstruction 1967 as
TEXACO MELBOURNE
13,899 tons gross
22,381 tons deadweight

Built 1943 as
GREAT MEADOWS —
Reconstruction 1957 as
GULFBEAVER
12,716 tons gross
Approx. 20,000 tons deadweight

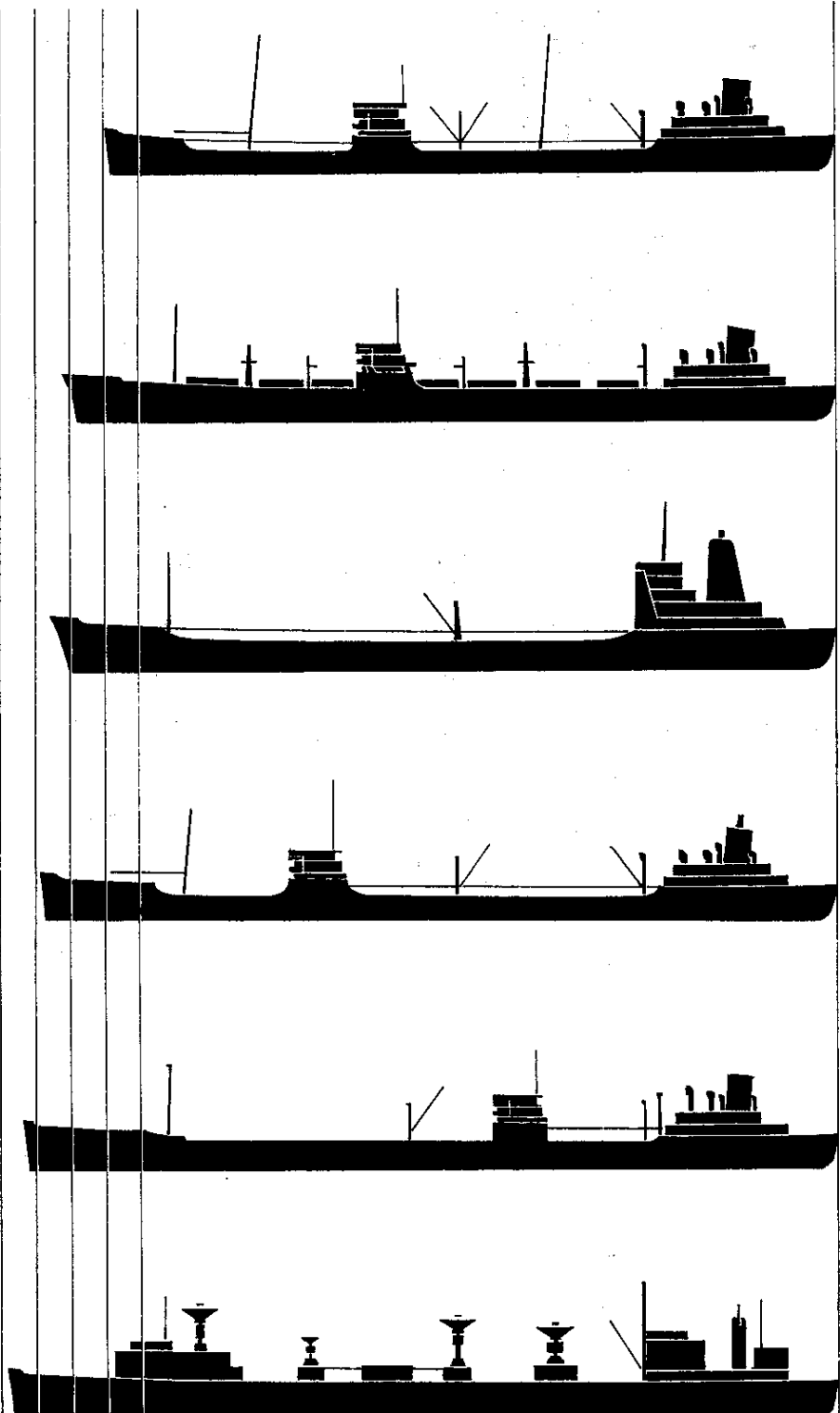
Built 1945 as
ALLATOONA —
Reconstruction 1962 as
TROJAN
14,488 tons gross
24,010 tons deadweight

Built 1944 as
MISSION SAN JUAN —
Reconstruction 1966 as
U.S.N.S. MERCURY
21,626 tons full load
displacement.

LENGTH IN FEET

600 575 550 525 500

0 FEET



+++++Tankers...

PHOENIX SHIP : The T2

from: Bob Tompkins

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The entry of the United States into World War II quickly brought home the realisation that although the Maritime Commission had designed and was building a fleet of standard cargo hulls as the C1, C2, and C3 types to replace ageing World War I standards, no real thought had been given to the possible requirement of a standard tanker design.

The backbone of the existing tanker fleet still consisted of flushdecked, three masted, 1920 vintage ships, and although this aged fleet was progressively being replaced, each company had developed its own individual design - based on the trade as well as personal requirements. Standard Oil of New Jersey had decided that 525 feet was the desired length; Socony Mobil chose 501 feet, while Gulf settled for the then worldwide standard of 440 feet. All ships had one thing in common, this was the power plant of steam turbine.

There were many factors to be considered in designing a standard vessel such as capacity, speed, ease of manufacture, maintenance and availability of components. It was finally decided to adapt the Esso design currently being built by Sun, but to change the power plant because of a lack of facilities for the manufacture of large, close tolerance turbines, and also to reduce the drain on the C2 and C3 program. Diesels had never been accepted by the Americans and it was finally decided to use low-power turbo-electric installations as that plant had proved itself in Atlantic Refining's J.W. van Dyke and they were easy to mass produce.

The first ship of the new type, designated T2-SE-A1 by the U.S.M.C., was launched from the Sun S.B. Corporation, Chester Yard in 1942. Over the next four years she was followed by 480 sisters as well as 43 T2-SE-A2's and one T2-SE-A3. The latter ships, because of larger engines, were absorbed into the U.S. Navy as fleet oilers.

The T2-SE-A1 design specifications were 523'6" overall (501' b.p.), by 68' and with a draught of 30'2". Gross tonnage varied from 10,200 to 10,700, but deadweight was 16,800. Speed was 14½ knots on 45 tons of fuel per day. Tank layout was standard, that is, two longitudinal bulkheads for most of the length, but one odd feature was the division of number one tank, which was jammed against the forecastle, by only one bulkhead.

These ships served the Allies well, and in 1947, with the release of standard ships by the U.S. Government, they found a host of ready buyers at about \$1,750,000 each.

By the early sixties the original numbers had been sadly depleted through accidents and scrapping, but it was noticed that the hulls had given out before the engines, so rebuilding began in earnest when the economics were realised. While many T2's in their original form are still at sea today, an increasing proportion have undergone a measure of reconstruction ranging from simple lengthening to total transformation.

In Australia such conversions as the gearless bulk carrier Beaver Dam, the Union Venus with bridge amidships, and the World C- class, have been seen. In recent times the Texaco Melbourne and Texaco Wellington, so modernised as to defy even an expert to guess at their origin. Another conversion involved a visitor well known in Sydney some years ago, the Nissei Maru, the only T2 to fly the Japanese flag. She was fitted with new pumps and a trailing suction hose and saw service as a sand tanker for the reclamation of parts of the coast of Japan. Still another, the Oregon Trail, was rebuilt in Germany and sailed as the whale factory ship Olympic Challenger (I). She is still afloat as the Kyokuyo Maru No.2. Of particular interest is the fact that she has no less than four funnels replacing the original one.

Recently the U.S.N. 'Mission' class of T2-SE-A2's have found a ready market and are reappearing after extensive surgery as containerships. Others have been lengthened, some aft and at least one forward; one is a chemical carrier, one an L.P.gas tanker, while two more became mobile power stations during a lengthy waterless period in northern Norway. Well known in Sydney last year was the U.S.N.S. Mercury, one of three converted by N.A.S.A. into mobile tracking stations for the Apollo moon shots. This ship after only 18 months use has now been sold and is being rebuilt as a containership.

Each year there are fewer wartime standard ships left, but the T2, or parts thereof, will be around for many years yet, a monument to good design and craftsmanship. However, any attempt to compile a complete list will be complicated now by the necessity for such descriptions as the following :-

"Abiqua 10536/43 cut in two. Forepart joined to afterpart of Windsor 16032/44-63 and the resulting tanker named Bear Paw. After part of Abiqua joined to forepart of Windsor and renamed Abiqua.

The discarded midbody and bow of William F Humphrey 10622/44 have been rebuilt as a barge, while the afterpart with a new forepart is still afloat.

The bow and stern of Midlake 19513/44 have been joined to the old midbody of Isara 20700/58."

The result of the last reconstruction should indeed be something to see, since the midbody of the French Shell tanker Isara has a beam of 84 feet five inches, as against the 68 feet of the T2.

The accompanying illustrations give some idea of the diversity of length and shape in a random selection of T2 conversions.

 ++++++ ACKNOWLEDGMENT...

The illustrations page that appeared in the September issue of THE LOG, was compiled and supplied by Lt. G.L.W.Vickridge, R.A.N. and we express our thanks for this contribution.

 CHANGED your ADDRESS ??? - if so please remember to tell us, so that THE LOG can be mailed correctly.

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* T H E L O G *

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+++++Coastal collier...

s.s. WAR SPRAY

from: W.G.Volum

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In considering the fleets of colliers which have served Australia, the WAR SPRAY occupies a special, and perhaps forgotten, position, since her owners were not a recognised shipping or coal firm. The owners were the Melbourne firm of merchants - James Bell and Company Pty., Ltd - and the ship represented their only foray into the ranks of steamship owners.

Operating on the Australian coast from 1921 to 1929, WAR SPRAY was a 'C' type standard ship, one of the many ordered during the First World War by the Shipping Controller (U.K.Government). Completed in June 1918, she was built by R.Thompson & Sons Ltd., Sunderland, gross tonnage was 3121 and net 1876. Dimensions were 331.3 ft (B.p.), length (342' o.a.), 46.8 ft breadth, with a draught of 21'9". Her triple expansion engine was made by J.Dickinson & Sons Ltd., Sunderland. Three single ended boilers supplied steam at 180 lbs p.s.i., cylinder diameters were 25", 41" and 68", with a stroke of 45". Designed speed was 11½ knots, single screw and coal burning.

After trading for a little less than twelve months under the ownership of the Shipping Controller, during which time she was managed by G.B.Harland & Co., WAR SPRAY was sold in mid 1919 to R.W.J.Sutherland & Co., Cardiff, for about £120,000. Towards the end of 1920 she changed hands again, this time going to General Maritime Trust Ltd (R.R.Shankland, Manager) of London.

In October 1921, James Bell & Co.,Pty.,Ltd., bought the vessel for about £40,000. It is surprising that the name WAR SPRAY was retained through all these transfers, and in fact the ship is unique for the length of time she retained her 'War' name after passing to commercial ownership.

On the Australian coast her employment was the carriage of coal from the mines of J & A Brown, from Newcastle to Geelong and Melbourne. Northbound passages were normally in ballast, although consignments of produce were sometimes obtained.

The colour scheme was typical of the time - black hull and funnel, dark brown upper works, except around and below the bridge which was white. The Geelong agents for WAR SPRAY were George Hague and Co.,Pty.,Ltd., a local woolbroking firm which was taken over by Elder,Smith & Co., in 1937. This was the only ship agency work undertaken by Hague and resulted from a family relationship with the Bells.

In May 1924, the ownership of the vessel was transferred to Bell Steamships Pty.,Ltd., but WAR SPRAY remained registered in Melbourne. Her service on the coast appears to have been relatively uneventful; however on April 27, 1928 she was involved in a minor collision with Holyman's Lutana off Port Phillip Heads but damage to each ship was minor and neither returned to port.

The Australian service of WAR SPRAY came to an end in 1929, as in April of that year she was sold to Harold Crofton Sleight of

Melbourne, and was transferred to the Auckland registry. Sleigh's ownership was apparently only for broking purposes, as two months later she was resold to Hamane Shoten K.K.of Tarumi, Japan, being renamed Tamahime Maru. She retained this name and ownership for the rest of her career and on June 5,1944 whilst sailing as a Japanese naval transport in convoy bound for the Marianas, the vessel was torpedoed and sunk by the U.S.submarine Shark about 300 miles west of those islands, in position 18.40N.,140.35E.

As mentioned WAR SPRAY was a 'C' class standard and these were scaled down versions of the 'A' and 'B' types, designed with coal and ore cargoes in mind. Mitchell & Sawyer's list ninety ships of the type in their "British Standard ships of W.W.I", and apparently more were ordered by private owners after the war.

The WAR SPRAY was not the only ship of her type to serve in Australian and New Zealand waters. The Adelaide S.S.Co., ships Aldinga and Aroona were of the same type, as were the Union S.S. Co. of N.Z.Ltd., Kaikorai, Kaitoke, Kaiwarra, Kawatiri and Kekerangu.

During the service of the vessel on the coast the Master was Captain H. Saunders and prior to joining WAR SPRAY he had served upto Chief Officer in Brown's Hexham. After the sale of WAR SPRAY he served briefly with B.H.P. and was then Harbour Master at Geelong for many years.

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The author wishes to acknowledge the assistance of Mrs H.Saunders and 'The Belgian Shiplover' (B.N.R.A.).

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+++++PHOTO OFFER...

OFFER No: 12L

This offer closes FEBRUARY 1st, 1971 and it is regretted that any orders received after that date cannot be accepted. Orders with remittance should be directed to :- N.J.Kirby, P.O.Box 46, LYTTELTON. N.Z. Photographs are postcard size and cost 12 cents per card plus five cents per dozen postage.

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Australian vessels

Abel Tasman	57	Iron Duke	43	Harwood (s)	49
Iron Monarch	43	Caltex Sydney	63	Iron Whyalla	54
George H Evans	46	Caltx Kurnell	65	Montoro	56
Bulolo	38	River Murrumbidge	45	River Murchison	45
River Glendg	44	River Burnett	47	Lake Macquarie	58
Mount Keira	60	Illowra	57	Noongah	55
Ransdorp	34	Binburra	50		

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Blue Star Line Ltd. (not previously offered).

Empire Star	46	Rhodesia Star	43	Canberra Star	56
Royal Star	42	Hobart Star	57	South Africa Star	44
Canterbury Star	60	America Star	64	Adelaide Star	50
New York Star	65	Southland Star	67	Halifax Star (s)	64
Imperial Star	48	Timaru Star	67	Gladstone Star	57
Paraguay Star	48	Melbourne Star	48	Townsville Star	57
Tasmania Star	50	Napier Star	42.		

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+++++ NAUTICAL ASSOCIATION of AUSTRALIA Inc.

SUBSCRIPTION - As you are aware postages costs were increased from October 1st, 1970 and this has had the effect of doubling our postage costs for each issue. In addition there is a steady insidious increase in other expenses.

The Committee has examined the effect of the various factors involved in producing THE LOG and despite these increasing costs has decided that the subscription for THE LOG will not be varied in 1971 as it is felt that we shall be able to absorb them.

Subscribers are however requested to effect payment of their subscriptions promptly so that the Association has funds to meet expenses, and is also able to avoid incurring unnecessary costs in chasing up subscriptions or printing more copies of The Log than are required. Your cooperation in helping to keep expenses down will assist in holding the subscription down.

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SUBSCRIPTION renewal: The subscription of some readers expires on December 31, and early attention to renewal is recommended. The subscription rate for six copies of THE LOG is one dollar eighty cents (\$1-80) Aust. for subscribers in Australia and New Zealand. Readers resident in other countries the rate is Two dollars thirty cents (\$2-30) Australian currency.

Members of W.S.S.Branches in Sydney, Hobart and Burnie should effect renewal through their appropriate Branch Secretary.

Subscribers resident in New Zealand may remit to the Dominion Secretary of the New Zealand Ship & Marine Society, P.O.Box 5104 Wellington (with whom we have reciprocal arrangements), or direct to our agent and Committee member - Mr.I.J.Farquhar, P.O.Box 385, Dunedin.

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Cheques, Money orders etc., should be made payable to the Nautical Association of Australia Inc.

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+++++Correspondence, continued from page 124

St. OSYTH was later chartered by the Colonial Line of Australian Packets, and between 1875 and 1877 made a number of voyages on their behalf between London and Australian ports. The vessel would therefore have been on the Companys berth when the photograph on page ix was taken.

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Editor's note: In view of Mr.Lane's comments perhaps we should have stated ' pioneer steamer for the forerunners of the Orient Line' and regret our misleading note on page ix. I would take this opportunity to mention that Mr.Lane has also written re the Wallarah Coal Company Ltd, but this has been held over .

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++++++MUSEUMS...

FREMANTLE; Mr.R.McKenna reports the opening of the Fremantle Branch of the W.A.Museum on October 17 last. This section places emphasis on maritime matters and there are relics from Dutch ships, early colonial events and models of the river steamers DUCHESS, WESTRALIAN and ZEPHYR, also a half model of the coaster ASHRIDGE. In due time the restored pilot vessel LADY FORREST and a pearling lugger will be incorporated. The Museum is situated in Finnerty Street, off James Street, about ten minutes walk from the centre of Fremantle.

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PORT ADELAIDE; Over a period of years Mr.K.Le Leu has been building up his museum at 5 Clouston Street, Largs Bay. Initially concentrating on relics etc., from Australian built ships, he has developed the museum to cover a broader field. A new fifty ft., building is being constructed to accommodate the wheelhouse/chartroom of the tug FOREMOST and later the wheelhouse and main steam engine from a dredge will be added.

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BRISBANE; Preparations are being made to form the Queensland Maritime Museum Association with a view to establishing a museum in Brisbane.

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++++++CORRESPONDENCE...

The following interesting letter has been received from Mr.W.J. Lane of Mount Colah, N.S.W.....

HELEN B. STERLING (The Log - Vol 2, p.144 & Vol 3. p.35 & 63)

Quite by accident I came across a reference to a vessel of this name and also a photograph of her in the 'Sydney Morning Herald' of 5th and 6th March 1931. The news item in the issue of the 5th states that the sixmasted schooner HELEN B. STERLING, which has been idle at Rose Bay since early in 1930, when she was declared unseaworthy, will be towed to Kerosene Bay (which the paper describes as ' the graveyard of forgotten ships') that afternoon, passing under the Harbour Bridge at 3 pm. The item goes onto explain the schooner's masts are ' more than 170 ft. high' and it is necessary that she pass under the bridge only at low water. The next days' issue of the paper(Mar.6) carried a photograph of the ship passing under the bridge.

ST. OSYTH (illustration September 1970)

Is it nota little misleading to describe this ship as the 'pioneer Orient Line steamship' ? According to the book "North Star to Southern Cross" ST OSYTH (3541/1873) made only one return voyage to Australia under charter to Anderson, Anderson & Co. This voyage commenced from London on October 31, 1874 and was actually the third steamship sailing to Australia arranged by the interests which later formed the Orient Line. The earlier sailings were made by SIRACUSA (1255) ex London November 11, 1872 and EASBY (1489) ex London March 28, 1874.

+++++Past event involving...

t.s.m.v. PALANA

Almost twenty years ago the large refrigerated cargo vessel PALANA, owned by the P & O.S.N.Co.Ltd., stranded on a reef extending from the southernmost part of Pine Peak Island (60 miles E.S.E. of Mackay, Queensland) whilst on a voyage from Brisbane to Townsville in ballast.

It was on January 3, 1951, at 10.14 pm that the Master became concerned at the position of his vessel and took over control from the Torres Strait Pilot. Attempts were made to correct the situation but the vessel struck at 10.20 pm, abreast of number three hold on the starboardside about 16 feet below the waterline, fracturing the hull and causing flooding of that hold and the engineroom.

The Dutch (N.V.Stoomv. Maats.) freighter Singkep (6657/22) arrived two hours after the stranding and some of the crew were transferred from the listing PALANA. Later further crew were transferred and landed by the freighter at Mackay on January 7. Meantime the tug Carlock reached PALANA on the night of January 6, followed by Lalor and finally Coringa on January 15.

By January 19 some power had been restored onboard PALANA and the vessel was then towed to Mackay, anchored and then on January 22 beached inside the northern breakwater for further repairs before being towed the 918 miles to Sydney. Eventually arriving in Sydney on March 24, the vessel was repaired at Cockatoo Dock and recommissioned in November 1951.

The Court of Marine Inquiry found that an unexpected and exceptionally strong set to the north east had caused the stranding.

Originally built as Sussex for the Federal S.N.Co., by John Brown & Co.Ltd.,Clydebank, the vessel was 11063 tons gross, 6515 nett, 532.2 feet in length and powered by two ten cylinder diesels driving twin screws.

During the war (as Sussex) on November 24,1939 when on a voyage from London to U.K.west coast in ballast, she was damaged by a magnetic mine off Southend, then in September 1940 was attacked by aircraft and struck by two bombs, but nevertheless reached the Clyde. Finally the vessel was in Singapore in 1942 and only just cleared the port before the capitulation.

In 1946 Sussex, and her sister ship Essex, were transferred to the P & O and became PALANA, and Paringa respectively. Thus it was as PALANA when on voyage from Lyttelton to London that the vessel went to the assistance of the disabled British (Runciman) freighter Fernmoor (5012/36) which broke down on September 18, 1948 in a position 32.54 S, 145.27 W. Commencing the tow on September 21 about 700 miles south west of Pitcairn Island, the 2300 miles to Auckland was accomplished in 23 days.

After her 1951 mishap PALANA remained with P & O until 1954 then transferred back to Federal and was renamed Cambridge for the remainder of her life, which ended at Niigata (Japan) where she arrived on November 5, 1962.

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+++++MARITIME MISCELLANY...

Closing date for items for the next issue - JANUARY 15.

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In compiling this section the Editor expresses particular thanks to Messrs: D.Finch, J.Burne, W.Lane (NSW); G.Cox (Tas); T.Ryan (V); W.Foote (Q); R.McKenna (WA) and N.Kirby (NZ).

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COASTAL and SOUTH PACIFIC:

It seems likley that the order for the second R.W.Miller tanker will be placed with Evans Deakin & Co.,Brisbane. They are presently building a tanker for Esso Standard and this could be floated out of the building dock about May.

Ref.P.104, ECHUCA, 'mini' containership for A.N.L., was built by Astilleros Construcciones S.A.,Vigo,Spain, is 289 ft.o.a., 47 ft beam and has a capacity for 134 standard ISO containers. Powered by a 2000 hp diesel, she will have a service speed of 12 knots.

Ref.P.64. MARY HOLYMAN (2250 dwt) is due to enter service between Tasmania and Sth.Australia during January.

A sixty ft., ferry for use between Kangaroo Island (SA) and Cape Jervis, is to be launched shortly and commissioned in December.

Ref.P.41. P.J.ADAMS - new details; length 784*4", gross tonnage 33979, nett 22807.

Ref.P.109. Unit Shipping Co.Ltd., who are introducing a tug/barge service between the N.Z.ports of Onehunga and Timaru, have acquired a tug and barge in Canada and they will voyage to N.Z. via Sydney. The tug has been named UNIT SHIPPER (ex Le Beau) and it is reported that a new tug will be built in Hong Kong.later.

LAKE BARRINE (7215/56) is making a voyage to Auckland with sugar, following two similar voyages by INYULA (4893/54).

Tenders have been called for the purchase and removal of the dredge ANTELON (460/1898),presently at Newcastle.

+ YARRUNGA(3473/55) was delivered to W.A.State Shipping Service at Melbourne on October 14 under bareboat charter for six to 18 months.

The third Cook Strait (Wellington/Picton) ferry is to be named ARAHANGA and is expected to be delivered late in 1971.

MAHENO (5282/1905) returned from the past when 19 unexploded bombs were located near the wreck, which went ashore on Fraser Isl. (Q) on July 9, 1935 whilst being towed east for demolition. The bombs are believed to have been dropped by RAAF pilots doing target practice during the war.

Former Brisbane pilot vessel MATTHEW FLINDERS (827/54) purchased recently by Mr.B. Elsey for use as a VIP craft at Daydream Island (Q), has been advertised for sale.

WINDARRA (2355/53) arrived Sydney on October 9 and laid up. It is now reported that the vessel has been sold and renamed Colin Two. In addition YANDERRA (3446/54) has been sold to Hong Kong owners and renamed Colin Three. She loaded in Brisbane for Indonesia and sailed on November 15.

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It is reported that A.N.L. has sold BOONAROO (3904/53) and the BULWARRA (4010/54) and they will be delivered at Sydney shortly.

JACQUES DEL MAR (ex Malekula 3786/52) has been sold by Societe Maritime Caledonienne, Noumea to Pacific Breeze Nav.Co.,Panama. Delivered at Sydney and renamed Isabel, she sailed on Nov. 1.

TULAGI (2746/55) has been sold by Burns Philp & Co.Ltd., to Societe Maritime Caledonienne, Noumea. Delivered at Sydney during the last week of October she has been renamed Jacques del Mar.

+ Whilst under refit at Sydney early in November, the funnel colours of MILLERS MACARTHUR (11744/51) were changed. The blue is now dark both below and above the band, which has changed to yellow with a dark blue 'M' thereon. One wonders whether the yellow is in recognition of the Bulkships holding in Millers.

Ref.P.88 - GALLANTRY (ex Talinga) owned by Elios Cia Nav.S.A. Panama. Ref.P.105 - EXMOUTH (ex Iron Duke) owned by Pac-Trade Nav. Co.,Liberia, and THANASIS M (ex Illowra) owned by Athenmar Shg. Co. Cyprus.

TUGS:

CAREENING COVE was launched from Carrington Slipway, Newcastle on November 14.

Ref.P.88 - FORCEFUL (288/1925) was withdrawn from service on Sept. 28 and laid up. She was the last of the coal burning tugs in Brisbane.

FARM COVE (327/1939) has been chartered by Queensland Tug Co., for two years for use at Brisbane and left Sydney on Sept.21.

YUNA (479/44) is to be replaced at Fremantle by a new tug launched at Port Adelaide on November 5.

Ref.P.43. WYOLA (306/1912) has been broken up at Fremantle.

+ JAMES WALLACE (188/1924) was sold early in October by the Port of Launceston Authority to Mr.D.McMurtry (Perth). The vessel has been stripped and gutted and it is understood the remains will be scuttled in Bass Strait.

Ref.P.105 - BBT, it appears that this craft is jointly owned by Howard Smith Industries Ltd and McIlwraith McEacharn Ltd.

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OVERSEAS:

NELLA DAN (2206/61) and THALA DAN (2000/57) have been chartered by the Australian Government for the annual voyages to Antarctica. The former commences late in November and THALA DAN in January.

MARION SLEIGH (12210/57) has been sold by Sleigh's to Norway.

EMMA BAKKE (6442/62), RAGNA BAKKE (11440/61), MARTHA BAKKE (11440/60), LLOYD BAKKE (9745/59) and GUDRUN BAKKE (9740/58) are being modernised in Japan for Knutsen Line. A sixty ft cellular container section is being fitted. RAGNA BAKKE, after conversion, is due in Darwin early in December.

CUNARD ADVENTURER, 17000 ton passenger liner for Cunard, is to be launched early in 1971.

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Ref.P.106. QUEEN ELIZABETH (82997/40) purchased at auction by C.Y. Tung, is to be named Seawise University (Bahaman registry) and leave Port Everglades (Florida) in November for Hong Kong via CapeTown, Ceylon and Singapore. At Hong Kong she will be sonvert-ed into a mobile university.

Ref.P.106. PARALLA is expected in Australia in February, whilst the second PAD vessel has been named ALLUNGA and will be operated by A.N.L.

The ships to be operated by Neptune Orient Line on their Malaysia Singapore/Australia service are - NEPTUNE BERYL (ex Cap Nelson 3070/65), NEPTUNE JASPER (ex Cap Flinders 3064/64) and NEPTUNE JADE (ex Moresby 3175/65).

Ref.P.108. The two containerships building in Germany for Matson, have been sold by Pacific Far East Lines to affiliates of Sealand.

Orient Overseas Lines are to modify their HONG KONG TRUTH, HONG KONG BEAUTY and HONG KONG SURETY so that they can carry containers as well as conventional cargo.

RANDFONTEIN (13694/58) is to be transferred to R.I.L.for their Far East/Australia service.

Following on the arrival of MELBOURNE EXPRESS and SYDNEY EXPRESS, the next of the Seabridge group ships are Mess.Maritime KANGOUROU in January and the Dutch ABEL TASMAN in March.

BRITANIS (ex Lurline) is due on her first voyage to Australia in March 1971.

ARANDA, AKAROA, ARAWA -operated by Shaw Savill on a round the world service via New Zealand and Australia, are to be withdrawn in February, April and May respectively, because of high operating costs.

On September 10, whilst at Geelong, ASIA BREEZE (5328/49) was renamed Atlas Navigator, having been sold by Cambay Prince S.S. Co.,Hong Kong to Asiatic Nav.Corp.,Panama.

SAKURA MARU (12611/62) currently in Australian waters, owned by Japan Industry Floating Fair (JIFF) is on her 6th, and last cruise before being replaced by a new vessel. The previous JIFF ship to visit Australia and New Zealand was NYK's Aki Maru at the end of 1960.

CASTEL FELICE (12478/30) made her last Australian landfall on September 16 and after reaching Sydney was destored, then left on October 7 for a Taiwan scrapyard.

+

ACCIDENTS and MISHAPS:

WAHINE - it is reported that to date two million dollars have been spent endeavouring to remove the wreck,

JUWARA (ex Surrey 8227/52) was delayed at Fremantle for five days with engine trouble and finally sailed on Sept.26.

MALAYSIA PERTAMA (ex Binburra 3952/50) put into Brisbane with boiler trouble late in September and spent over two weeks under repair.

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- + BOONAROO (3904/53) demolished the base of a crane and the propeller blades struck a launch on October 3, when the vessel was berthing at Storey & Kerrs repair wharf in Sydney.
- + IRANDA (4893/57) grounded at Lucinda Point (Q) -again- on October 5 and refloated without damage two days later.
- + HOBART STAR (8398/56) suffered a minor engine room fire at Melbourne on November 2.

IRON HUNTER (34048/68) - On November 5 when in Bass Strait about 25 miles off the coast between Cliffy Island and Port Welshpool, suffered a severe engineroom fire and was disabled. The oil rig service vessels Lady Lorna, Victoria Tide and Smit Lloyd 12 went to her assistance and towed the vessel to Melbourne, arriving there on November 6. After temporary repairs and with limited power IRON HUNTER left for Newcastle in tow of the tugs Sir Roy Fidge (Geelong) and Elton Griffin (Melbourne) on November 13. One engineer was killed in the fire.

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GREY FUNNEL SECTION:

PARRAMATTA and STUART arrived Fremantle on October 9 after six months with the strategic reserve. Both will refit at Williamstown and PARRAMATTA arrived there on October 22. The HOBART also called at Fremantle a day or so later on her way home from Vietnam.

TRV 254 sailed from Williamstown for Sydney on Sept. 7 to join TRV 253. TRV 255 is still under construction.

LADAVA left Sydney recently to join the Papua/New Guinea Patrol Boat Squadron for two years.

- + SNIPE is being converted into a 'minehunter' at Sydney.

On September 30, whilst at anchor off Garden Island, Sydney,

- + MELBOURNE was struck by the Manly ferry South Steyne - only very minor damage was sustained by both craft.

The R.A.N. has decided to use gas turbines in the new light destroyers. The system chosen is known as COGOG and comprises a small gas turbine for economical cruising up to about 20 knots, and for higher speeds the main gas turbine automatically takes over.

The Parliamentary Works Committee has concluded that Garden Island in Cockburn Sound W.A., is a suitable location for the establishment of a naval support facility.

- + R.N.Z. Navy frigate WAIKATO was disabled by fire in the engine-room when 200 miles N.E. of Auckland on October 5 and was towed by HMS Minerva to Auckland, arriving there on October 7.

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COMPANY and GENERAL NEWS:

T.N.T. state that irrespective of whether they are successful in acquiring the Union S.S.Co. of N.Z.Ltd, they intend to enter the trans Tasman trade. Meanwhile a N.Z. Government sponsored committee has been investigating the take over bid.

Steamship Trading Co.Ltd., are reported to be constructing a coaster and barge type ship for use in New Guinea waters.

W.A.State Shipping Service is to receive protection through State Act of Parliament preventing other vessels trading intrastate in W.A. without a permit from the Commissioner of Transport.

As from October 1971 the N.Z.Railway Department are assuming maritime operations of their Wellington/Picton ferries ARAMOANA and ARANUI, this function having been in the hands of the Union S.S.Co.

Having left Guayaquil (Ecuador) on May 29, the raft LA BALSA - constructed of seven balsa logs, with a crew of four, drifted 7000 miles to Australia. They were first sighted 20 miles N.E. of Double Island Point (Q) and towed into Mooloolaba (80 miles north of Brisbane) on November 5.

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++++++SOCIETY NOTES:-

Tasmanian Ship Society - At the October meeting a fine selection of shipping colour slides provided by W.S.S.(Victoria Branch) was shown and the evening was augmented by Waterfront roundup and a Nautical Quiz. Hon.Secretary: K.I.Barr, Adelphi Rd.Claremont. Tasmania 7011.

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W.S.S. - Burnie Branch; At the October meeting three films were shown, these being 'Pitcairn People', 'Small Propellers' and 'Island Link'. In addition slides of waterways of New Zealand and local shipping were also provided. Hon.Secretary: Mrs J. Ready, 10 Ormsby Street, Wivenhoe, Tasmania 7320.

+
W.S.S. - Queensland Branch; At the October meeting Mr.R.Wilkie of the Meteorological Bureau delivered an informative lecture on weather forecasting and the recent cyclone 'Ada'. Hon.Secretary: Mr.A.Smith, P.O.Box 6, Stafford, Queensland. 4053.

+
W.S.S. - N.S.W. Branch; At the September meeting Miss Stella Green described a recent round voyage to Singapore and Malaysia in the Thorsorient of Norse Oriental Line. At the October meeting Mr.D.Finch spoke on the subject 'Ships of the Orient Line', illustrating his subject with slides. Hon.Secretary: Mr.D.Finch, 19 Cramer Crescent, Chatswood. N.S.W.2067.

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WANTED - Mr.W.P.S. Nicolson, 15A Wandella Ave., Roseville. N.S.W. 2069, wants to contact anyone with knowledge of the local service of the small Shell tanker PHASIANELLA, said to be the first Australian flag tanker. Any photograph or reference to a photograph of this ship is also sought.

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EDITORIAL material will be welcomed by the Editor so that future issues of THE LOG can be preplanned. Articles of two/three pages on non topical subjects are most appreciated. Please direct material to Editor, THE LOG, Box 1990. G.P.O. Brisbane. Qld.4001/

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November 30, 1970.

+++++ Veteran tug...

JAMES WALLACE

from: G.W.Cox.

+

For a number of years the most modern and efficient tug on Sydney Harbour, the JAMES WALLACE was built on the Clyde in 1923 for James Wallace & Co., Sydney.

In 1933 it was purchased by the Marine Board of Launceston to replace the tug Wybia and engaged on the Tamar until 1942. In that year JAMES WALLACE was taken over by the Navy Board, converted from coal to oil fuel and loaned to the U.S. authorities for use in northern waters, where it earned an outstanding war record.

On one occasion as the tug put into Milne Bay, towing a string of barges, Zero fighters bombed and machine gunned it. Several seamen were hit as the Japanese made runs over the almost defenceless tug. The ship's mate, whose steel helmet and shirt were pierced by bullets, gallantly manned a machine gun. Crouching behind a large coil of cable, he managed to train his gun on one of the fighters as it squared up preparatory to raking the after deck. The gunner's aim was perfect and the plane hit the sea. This gave JAMES WALLACE the distinction of being the only tug to bring down a plane in eastern waters.

At the end of hostilities the tug returned to Sydney and eighteen months later was repurchased by the Launceston Marine Board. On completion of alterations to the vessel at Sydney, it left for Newcastle to take three barges in tow, each carrying 200 tons of coal for ballast. The barges, strung out astern in single file and connected by a 4" steel hawser, were spread over a distance of half a mile at sea. On account of heavy weather the voyage to the Tamar River took 28 days, including 18 days sheltering in Twofold Bay. At times during the storm the crew could see halfway along the bottom of the leading barge, and then it would disappear in a cloud of spray.

On returning to Launceston, JAMES WALLACE resumed normal duties consisting chiefly of berthing and unberthing ships at Beauty Point, Inspection Head and Bell Bay. The tug was the first vessel to use the William Hart Graving Dock which was completed in October 1961.

In 1967 JAMES WALLACE was superseded by the new Wybia and it was intended to dispose of the older vessel, but instead it was used to supply steam for melting tallow in storage tanks at Bell Bay, however JAMES WALLACE was recalled to towage service when Wybia was out of commission after being holed and sunk in May 1968.

Now in October 1970, the veteran has been sold, stripped and gutted.

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THE LOG is prepared and printed for distribution on the last day of every second month by T.S.Stevens, 15 Marvin St. Holland Park, Queensland, on behalf of the NAUTICAL ASSOCIATION of AUSTRALIA Inc.

