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***Australian
Shipping.

SHIPOWNING ACTIVITIES
OF THE B.H.P.

***By John
Craike.

The Broken Hill Pty. Co. Ltd., more familiarly known to Australians as the B.H.P., entered the shipowning field in 1919. It took this step because of a threat of interruption to the company's supply of ironstone, which had been lifted by chartered ships. The then Shipping Controller, who exercised supervision of all British ships during World War I, advised B.H.P. that as soon as controls were lifted, the two ships currently employed in the trade would almost certainly return to England in view of the then worldwide shortage of vessels. The only alternative, he said, was for the company to purchase them.

With no immediate prospect of effecting any other arrangements, B.H.P. was forced to enter the shipowning field. It purchased the two ships, the KILBAHA and the AUCHINISH, for what at the time was considered the exorbitant price of £137,500 each.

These vessels of 3200 tons gross had been built in 1911 and 1909 respectively as EMERALD WINGS and BRIGHT WINGS. They had been employed on the coast in connection with the smelting business, firstly under charter, then by government requisition and, finally, by their owners.

Although still under the direction of the Shipping Controller, the ownership of the two vessels had changed in 1918. They had then been renamed, the EMERALD WINGS becoming KILBAHA and the

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BRIGHT WINGS the AUCHINISH. They were again renamed when B.H.P. took over the vessels. They became IRON BARON and IRON PRINCE respectively.

Although the company did not consider the ships ideally suited to the trade, the BARON and the PRINCE gave good service, and carried iron ore and coal until the unfortunate loss of the IRON PRINCE. She was wrecked near Cape Howe on April 19, 1923, bound from Devonport to Newcastle. The IRON BARON continued to trade for another six years. She was sold to Norwegian owners in 1929, and they did not change her name. In 1952 she was sold to Italian owners, and then became the VITTORIO Z.

The tonnage of the BARON and the PRINCE did not quite meet B.H.P.'s need, and from time to time the company had to charter tonnage. Thus, in August 1920 a charter was arranged with the owners of the GRELVEN, of 8500 tons DW, and in November 1920 the WESTBOROUGH was chartered. Both these British-owned steamers carried ore and finished B.H.P. products until their charters expired, the GRELVEN in Feb. 1921 and the WESTBOROUGH in Nov. 1923. To replace the wrecked IRON PRINCE, a charter was arranged with the Commonwealth Government shipping line for their D-class steamer DILGA.

Two ships obviously were not sufficient to fulfil the company's shipping needs, and late in 1923, at the end of the DILGA'S charter, B.H.P. arranged to buy three of the government E-class steamers. These were the EURIMBLA, ENWARRA and BLOUERA, which were renamed IRON MASTER, IRON KNOB and IRON PRINCE respectively. The purchase actually took place early in 1924, and in March 1925 B.H.P. decided to buy another E-class steamer, the EUGOWRA, which was renamed IRON WARRIOR.

These vessels were all about 3350 tons gross, with a DW capacity of 6170 tons. They had seen little service in the Government Line ownership; in fact, one had never made a voyage. The quartette gave sterling service and were the only B.H.P.-owned ships until 1936, when two vessels were delivered from the Port Glasgow yards of Lithgows Ltd. These vessels had been built from plans especially prepared by the company's naval architect to suit its own trade.

These ships were the IRON BARON and the IRON KING, with a tonnage of some 4600 and a DW capacity of about 6000 tons. Their length was 393ft and their breadth 56ft. Special features included in their design were: modified self-trimming cargo holds which were fitted with exceptionally large hatch openings to facilitate grab discharge of iron ore; extra large capacity for water ballast carried in double bottom and wing tanks to give greater immersion and minimum labouring in a sea-way when the ship was in ballast; entirely separate piping and pumping system

for delivering without contamination 2500 tons of fresh water from their ballast tanks at Whyalla jetty while loading ironstone. (Prior to the laying of the Murray River-Whyalla pipeline, fresh water was always at a premium in Whyalla.)

Lithgows completed two similar ships in 1937, and these were named IRON KNIGHT and IRON CHIEFTAIN. Both, however, were torpedoed on the Australian coast during World War II, the IRON CHIEFTAIN on June 3 1942 and the IRON KNIGHT on February 7 1943.

To replace these two vessels, the first cargo ships built at the new Whyalla shipyard were for the company's fleet. They were the IRON MONARCH and IRON DUKE II, launched respectively in October 1942 and May 1943. They joined the B.H.P. fleet in 1943. The "II" was dropped from the IRON DUKE'S name in 1946. Of the Chieftain class, these two were virtually sisters of the ships built by Lithgows.

It was 1948 before the next ship, the IRON YAMPI, joined the fleet. She had a 50% greater ore capacity than the largest of the company's earlier ships, her DW being 12,590 tons on a gross of 9440 and a length of 505ft. She was followed by three more of the Yampi class -- the IRON KIMBERLEY, 9456g, in 1949; the IRON DERBY, 9461g, in 1951 and the IRON WYNDHAM, 9466g, in 1953.

The next addition from Whyalla was the IRON WHYALLA, 7540g, 7763 DW, which was completed in 1954 and was the seventh vessel to come to the fleet from the company's own yards.

The VENISSIEUX (5437g, 7763 DW), owned by the French Government, was acquired in 1955 and was renamed IRON KNIGHT. She had been built at Vancouver, B.C., in 1947 by Burrard Dry Dock Co. Ltd. After being refitted at Cardiff, she went to Swansea and loaded a cargo of anthracite coal, sailing on February 15 1956 for Sauda, Norway. When she arrived there it was reported in the Norwegian press that she was the first Australian merchant vessel to visit Norway.

The IRON KNIGHT loaded 3995 tons of ferro manganese for Australia. She had an eventful voyage home. During the passage of the Red Sea the anthracite cargo heated up and at Aden portion of it had to be discharged and later reloaded. The ship's gear was used to discharge the anthracite at a rate of 23 tons an hour, but it was reloaded by some 300 coolies at the amazing rate of 145 tons an hour.

By 1956 it was apparent that the old E-class ships, built in the early 1920's, were coming to the end of their economical life, and in that year the IRON KNOB was disposed of, being the first ship sold out of the company's service for many years. She became the Panamanian CLARISSE and was reported to have founder-

ed on July 15 1957. The other three ships of this group were sold overseas during 1957-1958. Only the IRON MASTER retained her name. The IRON PRINCE became the KEMBLA BREEZE, while the IRON WARRIOR was renamed the ZEUS.

In 1957 the IRON SPENCER, which is of the Whyalla class, was completed at Whyalla, and recently the 19,000 ton DW IRON FLINDERS was completed there. She underwent sea trials in July. The IRON FLINDERS, largest ship yet built in Australia, is of 70 per cent. welded construction. B.H.P. is building a second 19,000 ton DW ore carrier at Whyalla, her keel having been laid down in August.

In 1938 the company decided to start an apprenticeship scheme in their ships to ensure a continuing supply of trained officers. It was most successful from the start, and there have always been more applications than vacancies. Originally only deck officers were catered for, but since World War II the scheme has been enlarged to embrace marine engineers. Since the commencement of the scheme several of the one-time apprentices have become officers with the fleet.

I would like to thank Mr. Ron Parsons for information and data included in this article and furnished by Mr. Parsons from the growing records of the Australian Central Records. The value of the formation of Australian Central Records is that it enables members of the W.S.S. to compile with accuracy articles such as this, and I hope fellow members will make full use of the Australian Central Records for such purposes.

***M. L. McKellar discusses...

A CENTRAL RECORD

AND ITS USES

In view of the establishment, under the supervision of Mr. Ron Parsons, of an Australian Central Records, the Editor of THE LOG has asked me to write a few lines on the Central Record and its uses. I am pleased to do this because I probably I am, among all members in Australia, the one who has been in closest contact with Mr. Bland, who has charge of the Central Record work.

The idea of a Central Record is in itself a wonderful conception. All who have done genuine research have come up against problems which they have been unable to solve because the answers lie in source material not available here. The extent to which the Questions and Answers section of THE LOG is now being used by members is a sufficient indication, not only of the growing interest in maritime research, but of the need members have for seeking outside assistance to help them find the answers to their questions.

Knowing how widely scattered was the world's reliable source material, the World Ship Society conceived the idea of centralising the basic facts concerning all the ships in which we are taking an interest, and having it available for the rounding out of members' own records. The only price put upon a service from the Central Record is that in return for the help of the Central Record, two fair copies of any completed lists should be deposited with the Central Record for the use of other people.

By making this rule, the Central Record has been able to gradually build up an enormous amount of material, particularly in the line of fleet lists, but covering individual ship histories as well, and now is in a position to answer 99 per cent. of the queries it receives.

On the other hand, of course, the contributions of individual members to the Central Record are essential. It is up to each and every one of us to make data available from our own records to help some other enthusiast who may have despatched an inquiry to the Central Record. I personally have received a great deal of help from Mr. Bland; in fact, many of the lists I have produced would have been useless without his assistance.

Again, I have seen lists published in THE LOG where the information has been sent to the contributor via the Central Record. I sometimes recognise these lists as ones I have dealt with on behalf of the Central Record when they have been sent to me by Mr. Bland or Mr. Parsons for an initial workout.

By all of us making our own particular specialised data available, we are helping to build the Central Record into what ultimately will be the world's finest repository of facts concerning ships.

The Australian Central Record, which is being organised by Mr. Parsons, will be a complementary set of archives. While, in England, the World Ship Society is interested in all flags and all types, our Australian Central Record will concentrate primarily on Australian and New Zealand ships. Naturally these are of more interest to local members than would be, for instance, the fleets of South America. But it should never be overlooked that a fleet list of some Chilean firm may be the means of solving the fate of a vessel which disappeared off the Australian run in the 1880's.

The decision of the Australian Section to form its own Central Record is to be heartily applauded. The collection of basic information regarding our maritime history has been neglected for far too long. Much material which would have been of the greatest value and importance today has already been destroyed or lost, but there still exists much that must not be permitted to meet

a similar fate, and the Australian Central Record will play its part in saving this. Already the Australian Central Record is answering many and diverse questions submitted to it by members, and as its collection of basic information increases it will not only find itself asked more and more questions, but will find it is able to answer quickly and accurately more and more of these queries from members.

It is for these reasons I earnestly recommend cooperation with the Central Record on the part of all members. I have always believed that it is up to all of us to share with our fellows the information we gain in the course of our research. None of us are ship enthusiasts for profit: we are amateurs with a deep love of ships and shipping and we should be prepared to give complete and unstinting assistance to everyone of our fellow members.

I appeal to all members who read this article to realize the value of a Central Record, to appreciate when and how to use its resources, and to get solidly behind Mr. Parsons in his efforts to firmly establish the Australian Central Record. So to all I say: Search your conscience and records to see what you can do in the line of submitting lists to either Ron Parsons at P.O. Box 16, Woodville, South Australia, or to Fred Bland, of the Central Record in England.

***Facts you may
not know.

SHIP VENTILATION

***By Captain
J. E. Taylor

The safe carriage of goods by sea can be divided into three distinct phases -- loading, carriage and discharge. However, once a cargo is loaded and the hatches secured the only factor under the control of the ship's personnel is ventilation.

Naturally, the methods of ventilation required depend largely on the type of cargo being carried, but it is first necessary to sketch briefly the types of ventilators fitted in ships.

The older type, with which we are all familiar, are the cowl ventilators consisting of a shaft extending from above deck level to the top of the lower holds. Tween decks through which the shaft passes receive or omit air either by openings in the trunk or by the diameter of the trunk being reduced as it passes through each deck. The ventilating cowls can be rotated by hand, and with this type it is the usual practice to turn the weather ventilators back to wind and the lee ventilators on or facing the wind, with the result that the flow of air below decks is contrary to the wind direction. The reason for this is that air entering the lee ventilators is less likely to contain spray. Under normal conditions the air in each compartment will be changed several times each watch.

The action of this type of ventilator can be supplemented by fitting fans into the trunks, so that they either deliver or exhaust air through the existing shafts. Generally speaking, mechanical ventilation may be carried out in all but extreme weather conditions, but natural ventilation may have to be closed during heavy weather either through the use of canvas covers over the cowls or, if there is a danger of water being shipped, by removing the cowl and plugging the shaft.

The main objective when ventilating general cargo is to prevent condensation, which may be divided into two types commonly known as cargo sweat and ship's sweat. The former is caused by warm air condensing on the cooler surfaces of cargo; the latter by atmospheric moisture condensing on the cool ship's structure and then dripping on to the cargo.

During a normal voyage from England to Australia ventilation would continue for the first week or ten days, by which time the vessel would be in the tropics and the dew point would exceed the cargo temperature. Ventilation should then cease until dew point drops below the cargo temperature. It will therefore be seen that there are periods on each voyage when the closing of ventilators is beneficial.

Every ship has its own peculiarities, and often one finds that certain compartments are more liable to sweat than others. In these cases special precautions are taken to protect the cargo from contact with steel by the use of dunnage and mats, and sawdust boxes may be fitted under ventilator shafts.

One very effective method of controlling condensation is to fit de-humidifiers in the ship. In this case the air is drawn into the system and cooled below its dew point, during which process it precipitates its moisture and is then passed through a heat exchanger and delivered to the holds as dry air.

Strange as it may seem, this equipment is becoming standard for oil tankers, particularly those engaged in carrying light oils, such as petrol and aviation spirit. The explanation is that tankers make a portion of each voyage in ballast, and the inside of the tanks are very subject to corrosion as they cannot be protected by paint. By keeping the air in these tanks dry the corrosion is considerably reduced.

Some time ago I was asked to act as surveyor to supervise the loading of 7500 tons of copper concentrates shipped in small bags containing approximately 140 lb. each. The three previous shipments to leave Australia had been in comparatively small quantities and in each case serious trouble occurred owing to the material heating. It was considered that lack of ventilation due to stowage in deep tanks was the prime cause.

So it was decided to charter a ship to load a full cargo in Adelaide and proceed direct to Japan. On the ship's arrival a conference was held, and as a result of this we decided on a system of stowage which distributed the cargo over as large a floor area as possible and which left transverse air spaces in the form of trenches extending right across the ship at intervals of ten feet. Being very heavy, only forty per cent. of the vessel's cubic capacity was used, and this meant that the height of stow did not exceed seven feet in any space.

Loading was carried out with an average air temperature of 60°, and normal ventilation by means of fans fitted in the vessel's ventilation shafts was commenced on the completion of loading.

About ten days after sailing, by which time the vessel was in the hot weather north of Australia, the temperature of cargo stowed in the holds was found to have reached 160° F., which is getting uncomfortably hot. Additional ventilation was given to these spaces by means of windsails and opening the hatches, and the rise in temperature was controlled.

The only compartments affected were lower holds which probably received less ventilation than the 'tween decks, but this illustrates the importance of ventilation in this special case, and in later shipments the existing ventilation systems have been supplemented by fitting portable fans.

Incidentally, this cargo, which took eighteen days to load, was discharged in Japan in about thirty-six hours, but that is another story.

++Third and... ..final part.

NEW ZEALAND SHIPPING COMPANY LTD.

-0-

List of Steam and Motor Vessels Owned
by the Company, 1883-1958.

s.s. OTAKI	7964	1920-1934	Laid down as WAR AJAX. L. CLAN ROBERTSON (Clan Line), 1934-38; STANFLEET (Billmeir & Co), 1938-9; PACIFIC STAR (Blue Star Line), 1939-42. Torpedoed 27/10/1942 off Canary Islands, abandoned 28/10/42 and sunk 30/10/42.
s.s. PIAKO	8336	1920-1941	Laid down as WAR ORESTES. Torpedoed and sunk 18/5/1941 -07° 52 N, 14° 57 W- west of Monrovia.
s.s. HURUNUI	9615	1920-1940	Torpedoed and sunk 14/10/1940 NW of Cape Wrath -58° 58 N, 09° 54 W.

s.s. TEKOA	9760	1922-1958	L. ENDERBY (Br.) 1958-
s.s. TURAKINA	9691	1923-1940	Sunk by German aux. cruiser ORION, 20/8/1940, 500 miles from Wellington in Tasman, 38° 46 27 S, 167° 35 E.
s.s. ROTORUA	11650	1923-1940	Blt 1911 as Shropshire (Federal SN Co. Ltd., 1911-1923). Torpedoed and sunk 11/12/1940, SW of Faroe Island, 58° 56 N, 11° 20 W.
s.s. TONGARIRO	9878	1925-	
s.s. OTARAMA	7759	1921-1928	Blt 1912 as AJANA (Trinder, Anderson & Co.). L. ALARANTO (It.), 1928-1932. Broken up in Italy, 11/1932.
s.s. TASMANIA	9008	1921-1942	Blt 1913 as TASMANIA (Deutsch-Austral). Seized as prize at Antwerp and purchased from Shipping Controller 1921. Sold to Metal Industries for scrapping at Rosyth, 1/1936.
m.v. RANGITIKI	16984	1929-	
m.v. RANGITATA	16969	1929-	
m.v. RANGITANE	16712	1929-1940	Captured and sunk by German aux. cruisers KOLETT and ORION North of Chatham Islands, 26/11/1940.
m.v. ORARI	10477	1931-1958	L. CAPO BIANCO (It.), 1958-
m.v. OPAWA	10354	1931-1942	Torpedoed and sunk SE of Cape Sable, 38° 21 N, 61° 13 W, 6/2/42.
m.v. OTAIO	10298	1930-1941	Torpedoed and sunk 28/8/1941 W. of Valentia, 52° 16 N, 17° 50 W.
m.v. KAIMATA	5395	1937-1954	Blt 1931 as ARDENVOHR (Trinder, Anderson & Co. Ltd., 1931-37.) L. ANTRIM (Avenue Shipping Co. Ltd.), 1954-57; HONG KONG FIR (H.K.), 1957-58; HONG KONG FIR (Pan.), 1958-
m.v. KAIKOURA	6067	1937-1954	L. TYRONE (Avenue Shipping Co. Ltd.), 1954-
m.v. KAIPARA	6032	1938-1955	L. ROSCOMBON (Avenue Shipping Co. Ltd.), 1955-
s.s. RIMUTAKA	16576	1938-1950	Blt 1923 as MONGOLIA (P. & O.); trs. on bare-boat charter to NZSCo 1938. L. EUROPA (Pan.), 1950-51; NASSAU (Lib.), 1951-
m.v. KAIPAKI	6013	1939-1955	L. WESTWATH (Avenue Shipping Co. Ltd.), 1955-

m.v. KAITUNA	4969	1939-1954	Laid down for Transatlantic SS Co., Gothenburg. L. ARMAGH (Avenue Shipping Co Ltd), 1954..
s.s. HORORATA	12090	1942-	
s.s. PAPANUI	10005	1943-	
s.s. PAPAEOA	10006	1944-	
s.s. PIPIRIKI	10065	1944-	
m.v. RAKAIA	8213	1946-	Blt 1945 as EMPIRE ABERCORN (N.O.W.T.), 1945-46.
m.v. HAPARANGI	11281	1947-	
m.v. HURUNUI	11276	1948-	
m.v. RANGITOTO	21809	1949-	
m.v. HINAKURA	11272	1949-	
m.v. RANGITANE	21867	1949-	
m.v. RUAHINE	17851	1951-	
m.v. OTAKI	10934	1953-	
m.v. HAURAKI	11272	1953-	Blt 1947 as NORFOLK (Federal SN Co Ltd), 1947-53.
m.v. WHAKATANE	8726	1954-	
m.v. WHANGAROA	8701	1955-	
m.v. WHARANUI	8701	1956-	
m.v. OTAIO	13314	1958-	

SHORT SEA TRADERS

Powered lighters employed at the port of Tokomaru:

s.s. KIRITONA	136	1909-1925	Sold to Richardson & Co, Napier 1925-42; sold to N.Z. Govt. and used as storeship for R.N.Z.M. Dismantled 1957 and hull only sold for use as barge-gear store.
s.s. KOUTUNUI	167	1911-1925	Sold Richardson & Co, Napier, 1925-53; sold Gisborne Lightering & Stevedoring Co, 1953-

Vessels employed under charter to Blackball Coal Co, of Wellington. (N.B. Vessels were painted in Blackball Coal Co. colours.)

s.s. HESKETH	640	1896-1899	Blt 1883 (AUSM Co), 1883-1896. Wrecked at Greymouth 26/10/1899 on passage from Lyttelton.
s.s. BAREORA	650	1896-1903	Blt 1896 as BREEZE (Br.). Sold to Blackball Coal Co, 1903-08; sold to W. A. Firth, of Sydney, 1908-1919; sold to Electrolytic Zinc Co of Australasia, Hobart, 1919. Wrecked 18/9/1919 on Althorpe Is., S.A., on passage Port Pirie, S.A., to Hobart, Tas.

s.s. PETONE 708 1900-1903 Blt 1900 as GRESHAM (NZS Co.) 1900. Sold Blackball Coal Co, 1903-1911; sold Canterbury Steam Shipping Co 1911-16; sold Petone Shipping Co, London, 1916-18; sold Zenith Shipping Co, London, 1918-9; sold Bennett SS Co, Goole, 1919-41 and renamed SPARTA. Lined and sunk off Hastings 10/3/1941.

VESSELS MANAGED BY N.Z.S. CO. LTD.

s.s. EMPIRE WHIMBREL 5983 1941-1943 Blt 1919 as MONASSES (US Shpg Bd), 1919-41. Torpedoed and sunk by gunfire 11/4/1943 SW of Cape Palmas, 02° 31' N, 15° 5.5' W.

s.s. EMPIRE AVOCET 6015 1942 Blt 1919 as COTATI (US Shpg Bd), 1919-42. Torpedoed and sunk 29/9/42 350 miles S of Freetown, 04° 05' N, 13° 23' W.

s.s. EMPIRE MERGANSER 6149 1942-1947 Blt 1919 as GUINBA (US Shpg Bd), 1919-42. L. KETOS (United Whalers Ltd), 1947-51. Abandoned sinking 650 miles NE of Recife, 2/5/51.

s.s. EMPIRE FLAG 7024 1943-1945 L. CARMIA (Donaldson Line), 1945-54; VICTORIA STAR (Blue Star Line), 1954-55; INCHEARN (Williamson & Co, H.K.), 1955-

s.s. SAMESK 7219 1944-1947 L. LEICESTER (Fed. SN COO), 1947-50; INAGUA (Br), 1950-58; SERAFIN TOPIC (Lib), 1958-

s.s. SAMINGOY 7253 1944-1947 L. STAFFORD (Fed. SN Co), 1947-50; BIMINI (Br), 1950-

s.s. SAMKEY 7219 1943-1948 Launched as CARL THURSGAARD. Missing since 31/1/1948 on passage London to Cuba in ballast.

s.s. SANSIP 7219 1943-1944 Launched as EDWIN A. ROBINSON. Mined and sunk by gunfire in Scheldt Estuary, 7/12/1944.

m.v. EMPIRE ABERCORN 8563 1945-1946 L. RAKAIA (NZS Co), 1946.

s.s. EMPIRE WINDRUSH 13882 1945-1954 Blt 1930 as MONTE ROSA (Hamburg-South America Line), 1930-45. Caught fire 32 miles off Cape Caxine 28/3/1954; ship gutted and sank while under tow 29/3/1954; on passage Kure to Southampton.

(EDITOR'S NOTE: The first part of this History and Fleet List appeared in THE LOG, v. 6, No. 3, and the second part in v. 6 No 4. Help of the Central Record in compiling the fleet list is acknowledged.)

***Famous paddle
tugboat.

IS THIS A RECORD?

--By Ronald
Parsons

The hull of an old iron ship has recently been cut up in Port Pirie, S.A. A not unusual event, perhaps, but this ship has the distinction of having been owned by the one company for 81 years -- her entire life.

The vessel started out in life as the steamtug ADELAIDE, a fine, iron-hulled paddle tug which when she arrived at Port Adelaide, 120 days out from Aberdeen, under sail as a three-mast schooner was hailed as a very welcome addition to the "tuggage" at the port, which up to that time, again quoting the press of the day, had been "very deficient."

The press was very vocal about the ADELAIDE and very happy to see that the newly-formed Adelaide Steam Tug Co. had bought a paddle tug, because the experiment of a twin screw tug, as evidenced by the GLENELG, had not proved a success.

The papers were sorry to note that the ADELAIDE was not a very handsome piece of nautical engineering. They also reported that the engines should have developed more power than they had on a trial run, but explained this as no doubt due to the fact that her engines were of the latest compound surface condensing type (reputed to be the first in Australia). They added that "when the novelty ... is worn away they will be worked as easily as the older type," and that the floats are "of the feathering description." All in all, and notwithstanding that she was a bit of an ugly duckling, and her engines and floats newfangled, the papers of the day were quite pleased with the ADELAIDE.

In any case the s.t. ADELAIDE was there to stay, and for about thirty years from September 1877 she performed her duties in what must have been a very satisfactory manner.

Eventually, however, the times caught up with the ADELAIDE and she came to the end of her economical life. Her owners decided to gut her and make her into a barge. The Adelaide Steam Tug Co. Ltd, her owners, had contracted for quite a large amount of towing and lightering in Port Pirie in connection with the then new smelters. Lightering flux from points about the Spencer's Gulf, and the finishing of loading vessels at Port Pirie, when the state of the river necessitated the ship finishing off at the anchorage, constituted this work.

By 1958 the lightering business had dwindled, and barge No. 7, as the ADELAIDE had become known on her downgrading, was considered redundant and was sold for scrap. When I saw her in December last the work had just begun. It was still very obvious that the ADELAIDE had been built to last. Her hull appeared as

good as new, and her counter was very clearly defined -- a point which distinguished her from most barges.

It surely must be close to a record to find that the one hull has been in the possession of one organisation throughout a lifetime of more than 80 years!

Details: ADELAIDE, 255g, blt 1877 Hall, Russel & Co, Aberdeen, 141.2x22.4x10.4, 449 ihp. Iron hulled, paddle wheel steam tug.

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THE J. AND A. BROWN

TUG-BOAT FLEET.

(Editor's Note: This fleet list, compiled by Mr. Terry Callen, lists the vessels in the approximate order in which they were acquired. The history of the J. and A. Brown Tug-boat fleet was related by Mr. Callen in an article in THE LOG, vol. 6, No. 4.)

DOOREBANG (32702). Wood, screw, 60 tons, blt 1861 at Morpeth, NSW, 80.0x12.8x7.2, 32 hp. Purchased 1861, sold same year to State Govt. Wrecked near Nobby's 31/7/1873 during fog when towing in a hopper barge.

TAMAR (32543). Wood, paddlewheel, 130, 1833 at Greenock, 90x20x (?), lengthened 30' in 1838; third steamer on Australian coast. Purchased by J. & A. Brown 1863, and was third tug in Newcastle. Beached in sinking condition near Morah Head, NSW, 11/1/1873 and became a total loss.

PATERSON (32292). Iron, paddlewheel, ~~163~~ 219, 1854 in Scotland, 156.8x23.2x10.7. Purchased by a syndicate in 1871 and operated as a tug by J. & A. Brown. Wrecked at entrance to Waitara River, NZ, 13/7/1874.

BUNGAREE (43230). Iron, paddlewheel, 163, 1861 at Glasgow by Barclay, Curle & Co for the ASN Co, 121.5x22.4x9.4, 219 hp. Purchased 1864; sold to Newcastle Coop. Steam Tug Co, 1866; repurchased 1878. Sunk in Newcastle Harbour on 5/10/1865 and 21/7/1866. Laid up in the 1920's and subsequently sold for breaking up.

PRINCE ALFRED (45766). Iron, paddlewheel, 145, 1862 at Poplar, 100.2x21.2x10.1, 80 hp. Purchased from Newcastle Coop S.T. Co 1878. Broken up 1917.

GOOLWA (48675). Iron, paddlewheel, 191, 1864 at Durham for Adelaide owners. Purchased from Newcastle Coop. S. T. Co, 1878; sold 1905. 30.0x21.2x10.3, 90 hp. Hulk run up on mudbank near Hexham, NSW.

LEO (65310). Iron, paddlewheel, 95, 1871 at Bristol by J. Payne, 88.3x16.9x8.9. Purchased from Newcastle Coop S.T.Co 1878. Broken up 1917.

PLUTO later ENTERPRISE (70815). Wood, screw, 47, 1877 at Stockton N.S.W. by Callen Bros., 74.6x14.0x6.8, 25 h.p. Purchased 1879; scuttled off Newcastle in the 1920's.

MAGIC (70812). Wood, screw, 34, 1876 at Stockton NSW. by Callen Bros., 69.0x11.2x6.7, 25 h.p. Purchased 1880, sold 1888; fate unknown.

RAPID (32075). Wood, paddlewheel, 96, 1840 at Port Arthur Tas. Purchased 1881, sold 1893; later broken up.

ENERGY (88968). Wood, screw, 42, 1884 at Stockton, NSW, by Callen Bros. for J. & A. Brown, ~~120x6~~ 86.6x16.0x6.5, 35 h.p. Sunk in collision with steamer off Norah Head, NSW, 31/5/1906.

STORMCOCK (88985). Wood, screw, 148, 1885 at Stockton, NSW, by Callen Bros. for J. & A. Brown, 130.6x20.8x10.2, 90 h.p., attained 15 k. on trials. Laid up in 1920's, scuttled off Newcastle about 1928.

GAMECOCK (88984). Wood, screw, 69, 1886 at Stockton, NSW, by Callen Bros. for J. & A. Brown, 93.0x17.5x8.0, 45 h.p. Taken over by Waratah Tug & Salvage Co, Sydney, 1931; broken up 1950, when 64 years old.

CHAMPION (94122). Steel, screw, 306, 1895 at South Shields by J.P. Rennoldson & Sons for J. & A. Brown, 135.5x24.2x13.9, 149 h.p. (1500 i.h.p.). First tug built overseas for Brown's, known as John Brown's yacht, and probably only tug in the world with a built-in piano in the saloon. Longest tow was the French ship BEAUMANOIR from Suva to Sydney in 1905. In 1924 awarded £6000 salvage for the rescue of the Jap steamer HONOLULU MARU near Jervis Bay, this being the largest award ever made in NSW up to that time. Taken over 1931 by the Waratah Tug & Salvage Co; sold for breaking up 1953; sank Newcastle 25/2/54, and raised in sections 1957 for scrapping.

COMMODORE (74986). Iron, paddlewheel, 187, 1877 at South Shields by J. Eltringham, 130.9x20.7x10.3, 95 h.p. Purchased 1898 from Port Jackson Steamship Co; scuttled off Newcastle 8/9/1931. Was probably Australia's last active sea-going paddle tug.

IRRESISTIBLE (87172). Steel, screw, 136, 1883 at London by Edwards & Symes, 109.0x21.0x9.0, 90 h.p. Purchased 1898 from Port Jackson SS Co; scuttled off Newcastle 27/8/1931.

PORT JACKSON (83769). Iron, screw, 108, 1883 at Dunedin by R.S. Sparrow & Co, 103.9x17.5x7.7, 38 n.h.p. Purchased 1898 from Port Jackson SS Co; wrecked near Norah Head, NSW, 12/2/1910.

OSPREY ex EAGLE (89095). Steel, screw, 208, 1885 at Dundee by Pearce Bros, 125.3x22.1x12.5, 95 hp. Purchased 1922 from Melbourne Harbour Trust (who had purchased her from Huddart Parker 1889); scuttled off Newcastle 11/1931.

- ST. GILES (143373). Steel, screw, 465, 1919 at Glasgow by Ferguson Bros. for the Admiralty, 135.4x29.0x13.7, 208 h.p.. Purchased 1922, arrvd Newcastle 7/11/22; taken over 1931 by Waratah T. & S. Co; fo'c'sle removed just prior to World War II, but reb't when taken over for service by RAN; sold 1956 to Managers, Hong Kong, and towed away by BRENDA ex KINI.
- ST. OLAVES (143036). Steel, screw, 468, 1919 at Glasgow by Harland & Wolff for the Admiralty, 135.6x29.0x13.7, 208 h.p. Purchased 1922, arrvd Newcastle 8/11/22; taken over 1931 by Waratah T. & S. Co; returned to Admiralty in World War II and lost in U.K. waters.
- ROLLICKER (143164). Steel, twin screw, 817, 1919 at Port Glasgow by Ferguson Bros for the Admiralty, 175.0x34.1x16.4, 231 h.p. Purchased 1922, arrvd Newcastle 13/11/22; largest tug owned in Australia; sold two years later to Nigerian Govt.
- ST. HILARY (143778). Steel, screw, 414, 1919 at Lytham at Lytham S. & E. Co for the Admiralty, 135.3x29.0x13.6, 208 h.p. Purchased 1926 by Brown's, who removed her fo'c'sle at Hexham; taken over 1931 by Waratah T. & S. Co; laid up 1958 at Sydney.
- ST. ARISTELL (145042). Steel, screw, 413, 1920 at Yarmouth by Crabtrees for the Admiralty, 135.2x29.1x13.6, 208 h.p. Purchased 1926 by Brown's, who removed her fo'c'sle at Hexham (tonnage reduced to 390); taken over 1931 by Waratah T. & S Co; still in service at Newcastle, 5/1959.
- ST. MABYN (143413). Steel, screw, 444, 1919 at Hessle by Livinstone & Cooper for the Admiralty, 135.5x29.0x13.6, 208 h.p. Purchased 1926 by Brown's but laid up at Hexham; sold 1931 to Mollers, Hong Kong.

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 * SEND A STAMPED ADDRESSED ENVELOPE *
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 * The proposed higher postal charges will fall heavily upon *
 * the Australian Section of the WSS. With its members re- *
 * siding all over Australia and adjacent territories, postal *
 * charges are naturally a big item in the maintenance of cor- *
 * respondence and the distribution of THE LOG. This charge *
 * will now sharply increase. All writing Central Records, *
 * the Australian and branch secretaries and THE LOG are there- *
 * fore asked to help by sending a stamped, addressed envelope *
 * whenever they expect a reply. Observance of this request *
 * will greatly help the WSS meet these higher costs. *

* * * * *

* QUESTIONS AND * * * * *

* ANSWERS * * * * *

* * * * *

Members are requested to send answers to THE LOG as well as to the inquirer when his name and address are given. Please try and answer these queries.

QUESTIONS

Q. 25: I have a postcard, postmarked from Suva, Fiji, 5 October 1908, which appears to be the SOUTH AUSTRALIAN (716g, blt Glasgow 1876), but I cannot reconcile her funnel markings and house flag. The black funnel has a fairly thin white band about one-third down its length; the flag is probably red in each corner, with a white cross which runs to the edge of the flag on all four sides, and in the centre, probably in red, the initials C.K. Can anybody identify funnel and flag and give me the history of the SOUTH AUSTRALIAN?—W.R. McKenna. (W.A.)

Q. 26: I have several photos of the Australian corvette M236 taken when she was on the Fremantle slipway in Sept. 1957. Both her number and name, HMAS GLENELG, are clearly discernible in these photos. But Jane's for 1950-51 shows HMAS GLENELG as M326, not 236. What is the explanation of this discrepancy?—R. McKenna (W.A.)

ANSWERS

Q. 18: Foreign war loss lists issued include:

German: "Die Deutsche Handelsflotte und ihr Schicksal," by Eckardt & Messtorff, Hamburg, 1953; "Die Schiffe der Deutsche Kriegsmarine und Luftwaffe und ihr Verbleit," by Erich Groner, 1954. Norway, Sweden, Denmark: "Norges, Sveriges og Danmarks Handelsflater," by Den Norsk Veritas, Oslo, section i, covering 1939, published 1940; section ii, 1940-1945, published 1946. France: A partial and rather scrappy list is contained in the Feb, 1948 issue of the monthly "Annales Techniques de la Marine Marchand," Paris. All above are in their own languages. Other foreign language lists are those published by the governments of Brazil, Greece and Italy. The former I have in translation; the middle one I would never try to grapple with, and the Italian is so woefully full of errors and shortcomings that I never bothered to get a copy. America: A list was published by the American Merchant Marine Institute in 1946, but gave only areas of loss, i.e. Indian Ocean, Southwest Pacific, etc. It was reprinted in the 1946 annual edition of the American journal THE LOG, and is not very valuable. Japan: In 1947 the joint Army-Navy Assessment Committee on Japanese shipping losses published a massive document listing all known Jap losses, giving good detail and the source of the loss -- i.e. US aircraft; Dutch submarine, etc. All the foregoing are out of print and are obtainable only through secondhand booksellers. Even these lists fall far short of what

we require, so the Central Record of WSS, through Mr. A. L. Bland, has been working for years on producing worthwhile lists of world losses of the war. These are more reliable than most of the documents referred to, though the JANAC list of Jap losses cannot be bettered (no one, other than this Committee, had access to the records) and, in the main, the Norsk Veritas lists are pretty reliable. Through my association with Central Record work, I have copies of the war loss lists of various countries, except Iceland and Yugoslavia. The Italian list is somewhat incomplete, though Mr. Bland is working on a fresh copy; the others are as complete as possible. I also have the German books mentioned, the JANAC and Norsk Veritas lists, and so on. I am prepared to help members who want to ascertain details of war losses but I would ask that these points be observed:

1. Arrange queries by countries and arrange ships alphabetically in each country.
2. Submit queries in such a way that, for instance, the name of the ship, the tonnage and any other means of identification (e.g. owner) is well over to the left of the page, so that I can write the details without having to transcribe the query; and please don't send more than 40 or 50 at a time, and
3. Send a stamped, addressed envelope for reply.

To deal with the specific ships mentioned in this question provides a good instance of the difficulties with war losses. The JANAC list is as complete as ANY list of Jap war losses is ever likely to be; yet MELBOURNE MARU is not on it. This means she just sailed from somewhere and never arrived anywhere else, and her sinking has not been claimed by anybody. Had there been a claim made, the claimant would have been credited with the sinking in the absence of any better claim. It is apparent therefore that she was sunk by some aircraft or submarine that never returned to base. As to the other three the facts are:

BRISBANE MARU and CANBERRA MARU: Sunk on same day (14/11/1942) off New Georgia, in the Solomons (lat 8.30 S, long 158.45 E).
 SYDNEY MARU: SM/T (USS BOWFIN), 28/11/43 in 12.46 N, 109.42 E.
 N. L. McKellar (Tamworth, N.S.W.).

Q. 19: According to the Marine Underwriters' Register for 1927, Q. 22: the MAHINAPUA was hulked at Sydney in 1911. She is still in the 1937 Register, which is the latest I have in this series. The 1927 Register says the TAVIUNI was broken up and register cancelled 6/1924. Rhodes, Pageant of the Pacific, says the TAKAPUNA, TAVIUNI and TE ANAU were "all broken up or scuttled in June 1924." - N. L. McKellar (Tamworth, NSW).

Q. 20: HMNZS BELLONA and HMS HOBART were not even near sisters. BELLONA is a modified or later DIDO class vessel launched in 1943; HOBART ex HMS APOLLO is an AMPHION class ship launched in 1934. HOBART is the larger of the two, with displacement tonnages of 7105 standard, 9420 full load and dimensions of 550' o.a.x56'8"x15'8" mean, compared with BELLONA'S 5900 standard,

7560 full load, 512' oax50½'x15' mean. If photos of the two ships are compared it will be seen that there is a general similarity but also many differences. BELLONA'S main turrets are of rounded design, HOBART'S rectangular; BELLONA mounts both a searchlight platform and a director tower on her bridge, HOBART only a single director tower; BELLONA mounts a 40 mm. AA gun and a director tower between "B" turret and the front of the bridge; the superstructure is piled up around the aftermost funnel of BELLONA but not in Hobart, and the latter's mainmast is stepped further abaft the aftermost funnel than BELLONA'S. There are differences also in armament.-B.F. Dunn (Dunedin, NZ); D.K. Robertson (Reservoir, Vic); N.L. McKellar (Tamworth, NSW).

Q. 24: KONIGIN LUISE had no name later than EDISON, and was broken up in Italy in 1935 (from July on) under that name. The spelling above is the only correct way; it is the only way the Germans spell it. Folk often confuse the German spelling with the Dutch, which is KONINGIN. Also, because there is no way in English of equalling the German "o" with two dots over it, it is often spelt KOENIGIN, which is not strictly correct.

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** AROUND THE COAST AND FROM *****Conducted by the Editor.

** THE SEVEN SEAS. *****General News Section.

++CLOSING DATE for the next issue of THE LOG will be FRIDAY OCTOBER 30, with late news up to FRIDAY NOVEMBER 6.

* * *

++Mr. A. T. Johnston, 105 Heke Street, Ngaio, Wellington, N.Z., is anxious to procure photos of USSCo vessels in Australian waters. Mr. Johnston is endeavouring to secure photos of the entire fleet. Any member who can help should write direct.

* * *

++Mr. J. Rooney, 17 5th Avenue, Gimli, Manitoba, Canada, seeks postcard photos of the following RAN ships and is willing to pay for them: HMAS STALWART (1918), QUEENBOROUGH (1942), WATERHEN (1918), KATOOMBA (1891), BOOMERANG (1891), GAYUNDAH (1884) and PROTECTOR (1884). All, of course, were not RAN. He also asks for ship histories of RAN and RNZN ships from Armstrong's Elsmek yard, Palmers or Swan, Hunter. His interest is Tyne-built vessels.

* * *

++A small Folk Museum is being established at Cygnet (Tas.) to house photographs and relics of the early days of the Huon, with special emphasis on shipping. WSS members and readers of THE LOG are appealed to for any photos and information about the trading ketches or barges of the Huon and the men who manned them. In particular, details of the fate of the following vessels, all built at the Wilson yard, Pt. Cygnet, are sought:

EVALEETA (100 ton ketch, last heard of trading in New Guinea waters), ALCAIRO, ROOGANAH, SPEEDWELL, GOOD INTENT, ONE AND ALL, SIR JOHN FRANKLIN, LEILATEAH. Information about other vessels built at the Wilson yard is also requested. Members able to help should write Miss P. Helberg, Youth Hostel, Esplanade, Cygnet, Tas., a member of the Hobart branch of the WSS.

* * *

++The Northern SS Co's new coaster TAWANUI (891g) arrived on the New Zealand coast at the end of July and made her first visit to Dunedin on Aug. 1. A motor vessel, she is a sister of the 892-ton PORANUI (completed in Oct. 1956), and on her delivery voyage was involved in a collision with a tug in the Suez Canal. A visible reminder of this episode is a dent in the vessel's bow.

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* You'll Read these in the next LOG * * *

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* GLASGOW BUILT AND REGISTERED: 18 Andrew Weir Motor Ships *
* by "The Bo'sun." * * *

* BOMBARDMENT CRAFT, by D. K. Robertson. * * *

* RANDOM THOUGHTS ON THE BOOK, by N. L. McKellar. * * *

* B.H.P. SHIPYARD AT WHYALLA, by Ron Parsons. * * *

++Two new RAN frigates are to be armed with British Green Light sea-to-air guided missiles, a close-range, anti-aircraft weapon that will replace the Bofors. One frigate is building at Williamstown, the other at Cockatoo.

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++The Australian-Oriental Line, in conjunction with the China Navigation Co, will introduce a regular monthly service between Hobart and Far Eastern ports in October. From Hobart the ships will call at Sydney, Brisbane, North Queensland ports, Manila and, if necessary, Philippine outports, Hong Kong, Keelung, Pusan, and all main Jap ports. The service will be maintained by the China Navigation Co's ANKING (6124g, 2/1950), CHANGSHA (7412g, 5/1949) and TAIYUAN (7472g, 11/1949), with the Australian Oriental line's CHANGTE (4324g, 9/1925) and TAIPING (4324g 1/1926) supplementing the regular sailings as required.

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++ANL's RIVER BURDEKIN (4901g, 12/1943) has been sold to the Indonesian Government's shipping line for £87,500.

* * *

++When the TAWANUI (see paragraph earlier in these notes) called at Burnie (Tas) with a cargo of china clay from Fowey, Cornwall and loaded general cargo at Hobart for Auckland on her delivery voyage, it was the first time a ship of the Northern SS Co's fleet had visited Tasmania. The TAWANUI sailed from Hobart on 13/7/1959. Incidentally she is not only the newest but also the largest unit of her owners' fleet.

++When the Cunard cruise liner *CARONIA* (34183g, 1948) calls at Yalta and Odessa in October during a cruise to the Mediterranean and Black Sea, it will be the first call at a Russian port made by a Cunarder since the *FRANCONIA* (20341g, 1923) served as HQ and communications ship for the British delegation at the Yalta Conference in 1945.

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++ANL's *MOUNT KEIRA*, a 14,000 ton iron ore carrier, was launched at Whyalla on 4/8, and when commissioned next March will be the line's largest vessel. A second bulk cargo motor ship, the *MOUNT KEMBLA*, is due to be launched at Whyalla next March for the same owners. Both vessels will be 512'9" OA, with a 64' beam and depth of 35'6".

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++The motorships *TURIHAUA* (515g, 1948), *INAMA* (251g, 1923) and *FINN GERDA* (930g, 1956) have been advertised for sale in New Zealand. The twin screw passenger ferry *MURITAI* (462g, 1922) is also for sale.

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++The Knutsen Line's new cargo-passenger motorship *LLOYD BAKKE* (10500@W) arrived at Fremantle at the end of July. She has been specially built for the Australia-Japan-U.S. service.

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++Riverside Shipping & Engineering Co Ltd, a public company with a nominal capital of £250,000 in 5s. shares, has been registered to salvage sunken shipping and cargo off the Australian coast.

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++Launched at the Royal Naval Dockyard at Chatham on 18/7/59, *HMS OBERON* is the first RN submarine to have a superstructure of moulded fibreglass, which will be thoroughly tested during the next two years.

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++Japan plans to build two 34,000 ton Pacific liners, costing £11 m. each, by 1964. They'll have a speed of 24 knots and will carry 200 first class and 1000 tourist class passengers.

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++The wooden twin screw motorship *WAIKUA* (346g, 1913) has been withdrawn permanently from the Bluff-Stewart Island service by the N.Z. Government. She will be replaced probably by a new ship, and meanwhile the service will be maintained by the Marine Department's Westport tug *JAMES O'BRIEN*.

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++The new Bass Strait ferry *PRINCESS OF TASMANIA* underwent her sea trials at the end of July, leaving Newcastle on 20/7. She paid Sydney an unexpected visit on the final day of her trials, putting into Port Jackson on 24/7.

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++It took two hours, four hours and 100 dock workers to put the P. & O. liner *HIMALAYA* (27955g, 1949) into the Captain Cook dry-dock at Sydney on 18/8. She was the largest merchant ship to ever enter the dock.

++The WARILLA, the first hydroconic-hull tug built in Australia, arrived in Sydney on 18/8 from Adelaide, where she was built for the Waratah Tug & Salvage Co by the Adelaide Ship Construction Co.

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++The explosives ship PIRI, ex TANGAROA (264g, 1917), has been bought by a New Guinea syndicate for £5000. Originally built in Sydney as the TANGAROA for the Pacific Cable Board, she had been carrying explosives between Melbourne and N.Z. ports for some 32 years when she was taken off the run a couple of years ago. Since then she has been laid up at Auckland.

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++The Blue Funnel Line will institute a new direct cargo service between Darwin and Singapore with the IDOMENEUS (7809g, 1926).

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++The Orient Line's 40,000 ton liner ORIANA will be launched by Princess Alexandra at Barrow-in-Furness on 3/11. Having a service speed of around 27-28 knots, the ORIANA, when she is finally commissioned, is expected to reduce the passage from London to Sydney by a week.

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++ANL's LAKE ILLAWARRA ran aground on a sandbank in Newcastle on 28/8/59, but was towed free by two tugs a few hours' later.

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++Full details of the USS's lending library scheme, now operating in Australia, were contained in the last issue of THE LOG, where anybody interested will find details of the books and magazines available and the charges made. The scheme is being operated by Doug Robertson, 14 Storey Rd, Reservoir, N.19, Vic

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++For help in compiling this section the Editor thanks Glen Joseph (Tas), John Duncan (NZ), Ron Parsons (SA), John Craike (Tas), Doug Wright (NZ), G. Griffiths (WA), J. Stein (NZ), R. McKenna (WA) and Lindsay Rex (Tas).

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++Holm & Co. recently chartered the NZ coaster PAKURA (722g, 1922) while their fire-damaged HOLMBURN (841g, 1957) is being repaired. Built at Vlaardingen, Holland, she was originally named MAJA and became the SUNNY GIRL before passing to her present owners, Richardson & Co, of Napier, in 1924.

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++Bound from Daru to Port Moresby, the 50-ton, 85ft MUNIARA went missing at the end of July, with a crew of 14 aboard. She was owned by the Steamships Trading Co, Port Moresby.

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++The aux. scow TALISMAN, built at Whangaroa in 1897, is said to be the oldest vessel on the NZ coast. She trades between Wellington, Nelson and Motueka.

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++The USSCo's WAIPORI (4282g, 1938) has been laid up at Port Chalmers for a year, but it is not known if she is to be sold.

W.S.S. ACTIVITIES***MEETINGS...NEW MEMBERS...PAY UP!

**Denis Brook was re-elected President at the annual meeting of the N.S.W. branch in July. Other officers re-elected were Arthur Corkill as Treasurer and Mrs. Kitty Dick, who has returned from a trip abroad, as Secretary. LOG editor Harry Bateson did not stand for re-election as a committeeman, and the new NSW Committee consists of John Burne, W. (Bill) May and Stan Welch, the latter acting also as LOG Treasurer. Bob Tompkins remains the N.S.W. representative on the Committee investigating the proposed Australian Constitution.

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**At the July meeting of the Adelaide branch Mr. Ron Parsons gave an interesting talk on the development of the B.H.P. shipyard at Whyalla. For the August meeting members were invited to the meeting of the Shiplovers' Society of South Australia for a colorful illustrated talk on crayfishing around the coast of Kangaroo Island and in adjacent waters. The branch's thanks go to Mr. Errol Monk for this invitation.

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**Hobart member Lindsay Rex, 16 Oakleigh Avenue, Tarooma, Tas., will supply members with copies of Harry O'May's HOBART RIVER CRAFT AND SEALERS OF BASS STRAIT (15s.), WOODEN HOOKERS OF HOBART TOWN AND WHALERS OUT OF V.D.L. (20s.), Will Lawson's BLUE GUM CLIPPERS AND WHALESHIPS OF TASMANIA (20s.), J.E.Philp's THE HARRIET MACGREGOR: A STAUNCH SHIP'S SEA STORY (2s.6d.) and L. Norman's SEA WOLVES AND BANDITS (40s.) Prices are plus postage and a stamped, addressed envelope to Lindsay will bring details of postage costs to anybody interested in obtaining copies.

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**At the August meeting of the Wellington (N.Z.) branch Mr. C.A. Roskvist gave an interesting talk on the West Coast of the South Island. It was recorded on tape, so that Australian and eventually English branches may hear it. This is a sound idea which might be adopted by Australian branches, so that talks may be interchanged between the different branches.

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**If you haven't paid your current sub, please pay up at once.

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 * PHOTO OFFER CLOSING DATE *
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 * The Editor regrets that, due to misreading a letter from *
 * Tony Starke, the Clsing Date has been omitted from Photo *
 * Offer No. 16 on pages 139-140. It is NOVEMBER 15, 1959. *
 * On p. 139 YAMAHIKO MARU SHOULD read YAMAHIKO MARU. *

**NEW MEMBERS: New Zealand: J.L.Grainger, 33 Norman St, Anderson's Bay, Dunedin (Junior); R.Johnson, 3 Kilgour St, Runanga, via Greymouth; A.T.King, c/o N.Z. Shipping Co, PO Box 895, Christchurch. (Junior). Victoria: Sqn-Leader P. Hards (RAF), HQ, Maintenance Command, RAAF, Albert Park Barracks, Melbourne; Kerry Hodges, 15 Cobden St, Kew, E.4, Melbourne (Junior). Tasmania: G.A.Griggs, Howden, Tas; Rev. C.MacFarlane, 55 Wellesley St, South Hobart; P.C.James, 20 Runnymede St, Battery Pt, Hobart; Paul Charlton, 5 Petty St, West Hobart. Change of address: K.D.Pullen, now c/o 56 Cole Street, Williamstown, Vic.

**Capt. G. Foster, a Port of Hobart pilot, was guest speaker at the last meeting of the Hobart branch. Reg Wilson showed color slides, including some from WSS member Frank Edwards in Vancouver, B.C.; and Lindsay Rex' usual shipping round-up was read.

**Mr. R.D.H.Bagot, second radio officer on the OLYMPIC at the time, gave an interesting talk to NSW members at their last meeting entitled "The Mystery of the Titanic."

**The Tasmanian branch's Photographic Salon and Ship Model exhibition will be held at the YMCA on Friday December 4 1959 at 8 p.m. The organisers are anxious to hear from anyone (WSS member or otherwise) willing to exhibit models. This is not a competition and all types of models, including plastic, are wanted. Those interested should contact John Craike, 75 Doyle Ave, Lenah Valley (Phone 8-3031) or Reg Wilson, 47 Cascade Rd, South Hobart (2-3184).

**Last meeting of the Hobart Photographic group ~~was~~ was held at the residence of Mr. David Kirby, who showed some 200 ship slides taken from 1952 onwards. Black and white prints submitted by various members were discussed, and preliminary details finalized for the International Ship Photographic to be held in 1960 or 1961. Recently five members of the group covered 420 miles by car on a photo expedition to the ports of Burnie, Devonport and Ulverstone, taking some 150 photos, colour and black and white.

**A postcard showing the MAID OF KENT has been received from WSS member RON FANNON, from Paris. He left Australia early this year in the FAIRSKY and expects to be home about Christmas.

FOR THE PHOTO COLLECTOR

INDEXING A CARD COLLECTION=====By R. McKenna (W.A.)

In last issue of THE LOG I told how I keep my ship photos on 8"x5" system cards in proper filing cabinets. I keep the photos in alphabetical order, but later I hope to break these up under individual shipping companies, so that where I have five or more photos of the vessels of one company these will be grouped together.

But if you adopt my method of keeping ship photos, an adequate index is essential. I use loose leaf alphabetical index books, of which ultimately I expect to have seven, of 300 pages each. Details of a ship are recorded on each page, with its name, type, official number, and all known Lloyds' data, etc. Below this are recorded the known dates and incidents concerning that particular ship, including its ultimate fate. I also list here references to any books in my collection in which further details of the ship's history may be found.

It will be obvious at once that I need a good cross index between my cards and my data book, especially for ships which may have been renamed. On the card bearing each photo I place the initial letter of the ship's name in the right hand corner, and add to this the page number from the data book where the ship's history is to be found. Thus, for the KANIBLA, the letter K is placed in the right hand corner of the card, and as in the data book KANIBLA is dealt with on page 16 of the K section, the complete entry reads K16.

Say a visitor asks me, "S.s. LIGURIA -- what have you got on her?" I go straight to the L section of the cards in the filing drawer for Foreign Ships, and produce the card bearing the photo of LIGURIA. In the right hand corner is the legend L18, which takes me to page 18 of the L section of the data book. There, across the top of the page, is printed: "Refer M26, Australian Photo Section and data book." That page of the data book gives me s.s. MARELLA, and so leads me to the photo of the MARELLA.

I consider this method of reference is foolproof, quick and simple. At first I stored my ship photos away in odd places, in some bookcase or cupboard. Then I went in for albums and soon found I was sorry for it. Now I use the card system and data books I have outlined, and I am well satisfied. Each collector must make his own decision on how to keep his photos, but I suggest from experience that beginners will be well advised to at least give serious consideration to the system I employ.

(Mr. McKenna's first article appeared in THE LOG, v. 6, No. 4.Ed.)

A helpful review..NOTES ON THE SHIPS IN
PHOTO OFFER NO 16..by "Navigator."

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The most historic vessel featured in Photo Offer No 16 is, of course, the BRITANNIC, the famous White Star liner launched from the Belfast yard of Harland & Wolff in 2/1874. An iron, screw, four-mast barque, with two funnels, she was the pride of the White Star fleet. She captured the Atlantic Blue Riband, westbound, in 1876 with a run of seven days 14 hours 11 mins. and added the eastbound record shortly afterwards with a crossing of seven days 12 hours 37 mins.

From the point of view of the Australian collector, her real interest lies in the fact that, employed as a transport during the Boer War, she brought the Imperial representative contingent of South African Volunteers to Australia. On that passage she stranded in the Suez Canal. She was broken up in 1903, German ship-breakers paying £11,500 for her.

* * *

Another historic ship included in this offer is the four-mast barque ARCHIBALD RUSSELL, launched by Scott's at Greenock in 1905. She was the last sailing vessel that famous firm built and the last square-rigger ever built on the Clyde. She made quite a few smart passages -- 93 days from Sydney to the Channel in 1906 among them -- and was bought by Captain Erikson in 1924. Converted to a barge on the Humber, she was broken up in 1949.

* * *

The SOMALI, of course, was one of the P. & O's. successful S-class of intermediate passenger ships designed for the Calcutta and Eastern services. The first of this class was the SICILIA, launched in 1900, and she was followed by the SOMALI, SOUDAN and SYRIA in 1901 and the SARDINIA in 1902. I am not sure of the order in which the three 1901 ships were completed. The SOMALI was broken up in Denmark in 1923.

* * *

It is not often, unfortunately, that naval vessels are included in the Photo Offer, and therefore naval enthusiasts will be glad to see the light cruiser ROYALIST listed in this offer. Her date of build is given in the Photo Offer as 1952, but this modified DIDO class cruiser was launched at Greenock in 1942. She was reconstructed and modernised before transfer to the RNZN.

* * *

The SAN EDUARDO, of course, is the ex-USSCo's WAIMARINO, and I believe this photo shows her still in Union colours. Launched in 1930, she was the second WAIMARINO in the Union fleet, the first having been launched in 1914.

* * *

The TESTBANK was one of more than 20 vessels sunk, set on fire or damaged when JU 88's raided Bari on the night of 2/3 Dec. 1943 and exploded with an early hit a ship carrying ammunition.

PHOTO OFFER NO 16

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1606	TESTBANK	1937	5083	Weir
1607	TIBERTON	1910	5225	Chapman
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1623	ROYALIST (RNZN)	1952	5900d.	Light cruiser	W.
1624	SAN EDUARDO	1930	3088	Hanners	W.
1625	TANEA (T.)	1950	3060	Shell Co. N.Z.	W.
1626	WAIPOI	1938	4282	Union SS Co N.Z.	W.
1627	ARDEAL	1922	5735	Roumanian Govt.	H.
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1632	GEORGIDORE	1954	8063	Maritime S & T.	H
1633	GLENARTNEY	1950	8992	Glen	H
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1636	MEDON	1942	7362	Holt	H
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1643	EMPRESS OF AUSTRALIA ex C.G.T. DE GRASSE	1924	19379	Canadian Pacific	E
1644	ARCHIBALD RUSSELL (S.V.) (Taken Gravesend 2/9/1932; bldrs, Scotts, Greenock, 1943 converted to barge on Number; 1949 broken up.)	1905	2354	G. Erikson	S
1645	DUCHESS OF BEDFORD (Liverpool 24/5/1935, J. Brown, Glasgow; later EMPRESS OF FRANCE.)	1928	20123	Canadian Pacific	S
1646	LAHORE (Thames, 14/6/1933; R. Thompson, S'ld; S/T 21.03N, 20.38W 8/3/1941).	1920	5304	P. & O.	S
1647	PILSUDSKI (Tilbury, 11/5/37; Monfalcone; mined North Sea 26/11/39)	1935	14294	Gdynia Amerika	S
1648	TASMANIA (Royal Albert Dock, 2/7/1935; Flensburger; B.U. 1936).	1913	9008	N.Z.S.Co.	S
1649	WILHELM GUSTLOFF (Tilbury 10/4/1938; B. & V., Hamburg; taking German col-S ony in UK outside 3 mile limit to vote on Hitler's an- nexation of Austria, etc.)	1937	24000	Deutsche Arbeitsfront	

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