

# THE LOG



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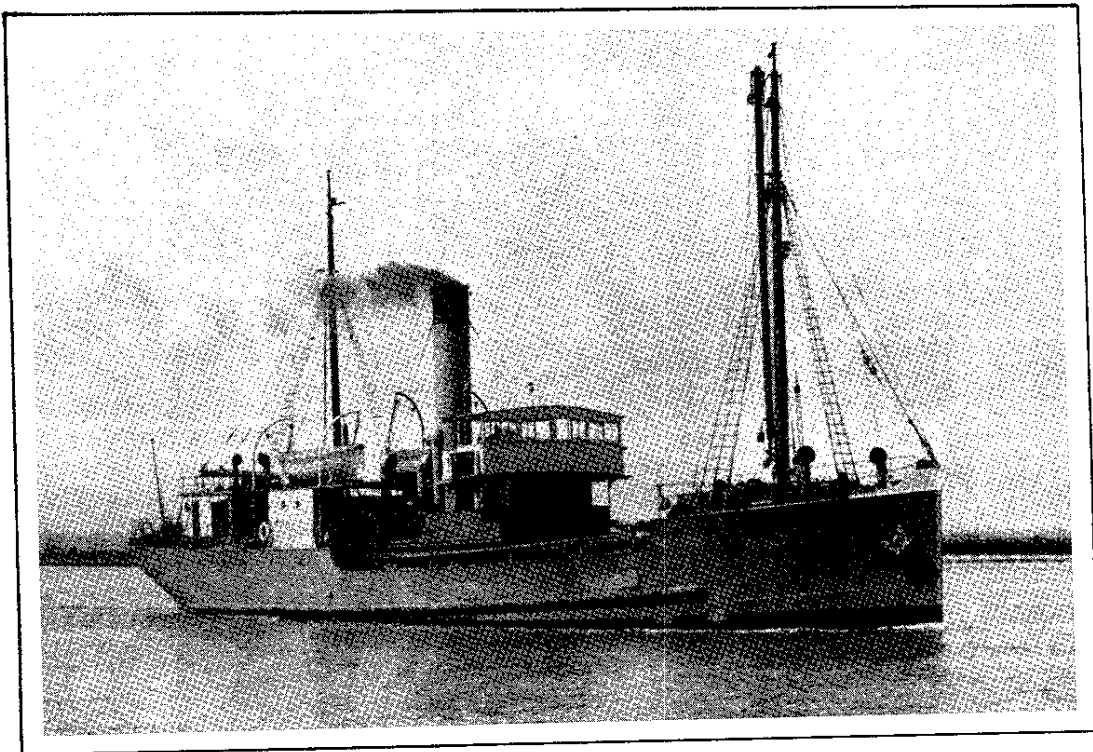
QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.

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TAMBAR

In peace time colours. Served the Commonwealth Marine Salvage Board during the Second World War as a salvage vessel

( A.C.Green collection )

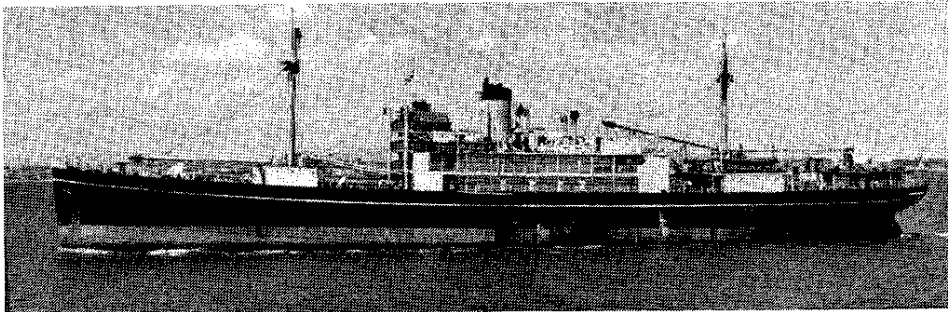
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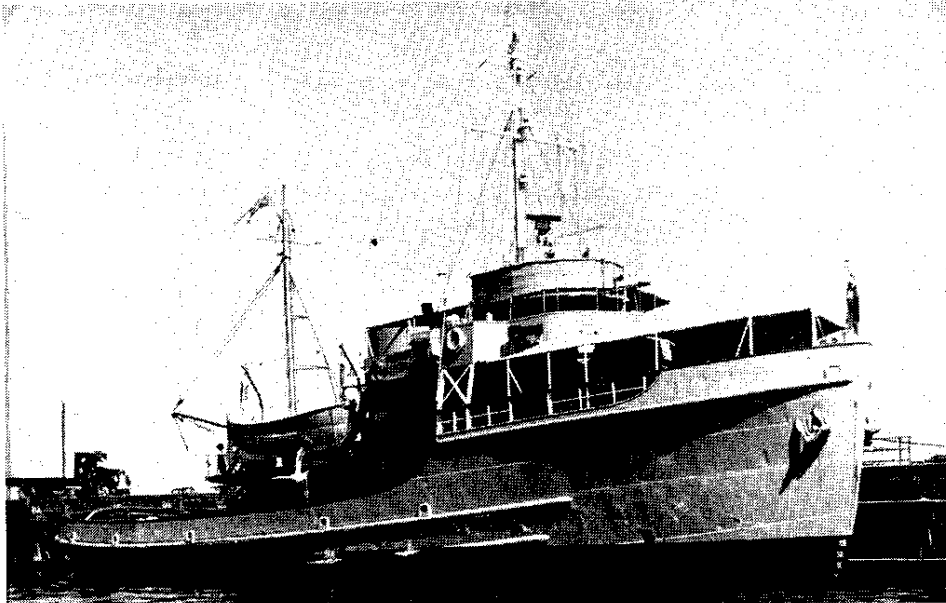
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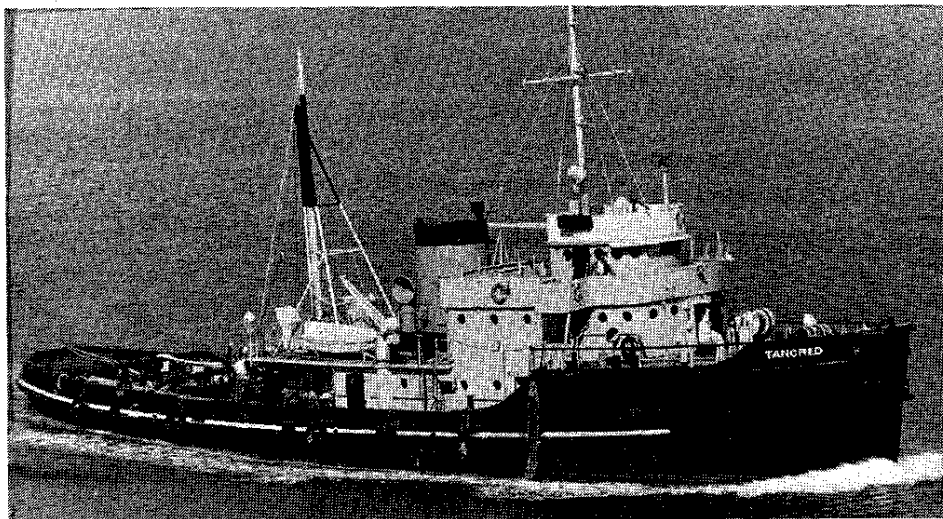
- COMMONWEALTH MARINE SALVAGE BOARD -



ANSHUN as Patrick's Culcairn in 1961 (W.G.Volum)



SPRIGHTLY as a Naval tug (D.Hancock's coll'n)



TANCRED in civilian service at Adelaide (M.R.Dippy)

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# T H E L O G

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23 February, 1980.

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## President's report for 1979.

At the end of the year the executive officers who have run the Association and THE LOG so smoothly over the past three years reached the end of their three-year terms. They all deserve our thanks, especially Bill Volum who as Editor has willingly sacrificed much "spare" time to ensure that THE LOG would appear punctually. Tim Ryan has been forced to relinquish the time-consuming position of Treasurer in order to pursue his career. We are fortunate, however, that his departure has coincided with the return of our former long-serving Editor and latterday President Tom Stevens from a two-year stint abroad and that he has agreed to become our new Treasurer. I am pleased to report that the Editor and Secretary have been re-elected to their former positions for further three-year terms. With regard to projects, much work has been done on two manuscripts and we hope to finalise arrangements for publication early in 1980. Bob Tompkins continues to put much time into the Association's "Duffield" collection of ships' flags and funnels, while Barry Pemberton carries responsibility for the illustrations in THE LOG and production arrangements.

On the coastal shipping scene, 1979 was noteworthy in marking the end of the first generation of bulk carriers which revolutionised the industry after the mid-1950s. ANL sold the last two of the old "Lake" class (11,500 dwt), BHP their veteran workhorses Iron Whyalla and Iron Spencer (both about 12,000 dwt), and Associated SS their Meringa (7,700 dwt) - last of their original fleet. Although considerably larger than the vessels they have replaced, the new bulk carriers such as Lake Hume (16,000 dwt), Iron Sturt (19,000 dwt) and Ormiston (16,600 dwt) are nevertheless dwarfed by BHP's new giants of more than 100,000 dwt. There seems to be emerging a bifurcation of the bulk carrier fleet. Because of port limitations, the volume of cargo flows, and the need for flexibility, about 20,000 dwt seems to be accepted as the optimum size for most vessels in the general bulk trades. It seems significant that the 25,000 dwt Flinders Range and Selwyn Range remained laid up after the failure of the Duchess (Qld.) phosphate project, while the new "Lake" class ships remained in service on the coast. Yet anything less than 100,000 dwt is apparently becoming uneconomic for the Northwest/East coast iron ore trade. It will be interesting to see the fate of the remaining vessels in the 40,000 to 60,000 dwt range, particularly in view of the sale this year to breakers of the 50,000 dwt Darling River, completed as recently as

1966, and the imminent completion (in 1981) of harbour deepening at Newcastle.

The growth in the optimum size of vessel for the Northwest/East coast iron ore trade over the past thirty years has indeed been quite remarkable. The first "bulk carrier" designed for the trade, the 13,000 dwt Iron Yampi commissioned in 1948, was only slightly larger than Iron Whyalla (1954) and Iron Spencer (1957) built for the Whyalla/NSW iron ore trade. Ten years later Iron Flinders, first of the 20,000 tonners, represented a 50% increase in size and set the pattern for the subsequent Wollongong (1962), Mittagong (1963), Musgrave Range (1964) and Gerringong (1965). Within only five years, however, as the last of this series was being delivered, the arrival of the 40,000 dwt Iron Cavalier represented a doubling in size and set the pattern for Darling River (1966), Bogong (1967), Iron Hunter (1968) and Yarra River (1970). Yet no sooner had the last of this class been commissioned than BHP took delivery of the first 100,000 tonner- Iron Somersby- in 1971. Thus from Iron Flinders in 1959 the maximum size had increased fivefold in only twelve years. At 100,000 dwt some kind of plateau seems to have been reached. Iron Shortland completed in 1979 is of about the same size, although towards the end of the year BHP announced the ordering of two 140,000 tonners for delivery in 1981.

The great leap in vessel size in the Northwest iron ore trade has been one reaction to the rapid escalation in manning costs over recent years. Without begrudging the maritime unions their hard-won improvements in wages and conditions, one must at the same time recognise that these have been able to coexist alongside manning scales appropriate to the wage level and technology of the 1950s. Australian manning scales appear now to be out of line with those able to be sustained in other high-wage economies such as those of Northern Europe. In the ore trade, BHP has been able to economise on manning costs per ton of cargo by the use of larger and larger ships. One of the 140,000 dwt ships now on order will be the deadweight equivalent of about eleven "Yampi" class ships, in effect doing away with the need for nine crews (allowing for the present-day two crews per ship). Much smaller vessels have been able to survive in other bulk trades only because of the absence of alternative forms of transport and the ability to pass on rising shipping costs, ultimately to the Australian consumer.

The coastal general cargo trade has almost disappeared, however, because of its inability to pass on rising costs in the face of stiff competition from road and rail transport. The few remaining trades such as East coast/Darwin and Fremantle/Northwest/Darwin survive only because the losses are borne by state commissions and, ultimately, the Australian taxpayer, while the Tasmanian trades are protected by lack of alternatives. Even in these trades excessive manning scales have eroded the benefits of rationalisation through the introduction of modern cargo-handling technologies. In an effort to contain rapidly growing losses the Western Australian Coastal Shipping Commission in 1979 introduced the new multi-purpose Kimberley; designed in Denmark for a standard European crew of eighteen, her accommodation had to be enlarged

for an Australian crew of twice that size. Manning scales have also hindered the development of Australian-flag shipping in deepsea trades. During 1979 the ANL at last commissioned the long-idle Flinders Range and Selwyn Range for international tramping; the alleged losses which these ships are incurring will have been increased considerably by the ANL having to settle on crews of 33 instead of the 24 for which it had negotiated.

High manning scales are of course only one element in the cost disability suffered by Australian-flag shipping. It is validly pointed out that capital charges and bunkering costs constitute larger proportions of total costs now than in the recent past, and that the competitive disadvantage of Australian-flag ships would be greatly reduced if the Australian government offered taxation concessions equivalent to those available in other countries. Furthermore, in the case of coastal operations, it must be conceded that the continued toleration of massive losses on the part of government-owned railways does little to promote the optimum use of national resources. The fact remains, however, that manning scales and hence manning costs are a significant factor and, unlike the levels of interest rates or bunker prices, they are within the control of the industry itself.

The dilemma in which the maritime unions find themselves is, of course, whether the immediate loss of employment which would be caused by them agreeing to reduced scales would be offset by an increase in the number of ships commissioning under the Australian flag. On the one hand the coastal bulk trades largely constitute a captive market; but on the other hand the coastal general cargo trades and the overseas trades have alternatives available to them, and Australian ships must be competitive if they wish to participate. There is in reality a common interest between maritime unions and shipping companies to agree on manning scales for new ships which are consistent with present conditions. There can, of course, be no question of across the board reductions in the manning scales of existing vessels. Such agreement would allow both parties to benefit from greater Australian-flag participation in the carriage of Australia's trade. The danger is that the parties may seek a solution by turning to the Federal government for legislative protection; but a reliance on political patronage and hence taxpayer support would not be conducive to the longer-term development of a healthy Australian merchant marine.

Newcastle, December 1979.

H.W.Dick  
President.

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Subscriptions:- These fell due for some members on 1/1/1980, and those who have not yet renewed are asked to kindly do so promptly through their usual channel. Rates are unchanged at Aust.\$4:00 for residents of Australia and Aust.\$4:50 for all others. Overseas members remitting directly to Australia should do so in Australian currency; remittances should be made payable to the Association.

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Wartime salvage-

Commonwealth Marine Salvage Board

from R.J.F.McDonell.

Introduction

The onset of the Second World War led, even before the entry of Japan into hostilities, to a higher rate of marine casualties in Australian waters than had been experienced in the First World War. German raiders were active in Australian, New Zealand and South-west Pacific waters, and accounted for a number of ships by mines and gunfire. In September 1941 the Minister for Supply, Senator McLeay, in answer to a question in Parliament concerning the steamer Dellie (411/1895) which had stranded on Fingal Beach in northern NSW, said "The Commonwealth has no organisation for salvaging wrecked ships, which is a speculative risk. If the prospects of salvage are hopeful enough, private enterprise may be relied upon to undertake the task."

In the following month a conference was held between representatives of the RAN, shipping interests and the Department of Commerce, in association with the Shipping Control Board, to discuss the creation of a salvage board. The entry of Japan into the war gave added urgency to the matter, and the rapid chain of events soon brought hostilities to Australia's doorstep: (i.e.- Japanese attack Thailand, Malaya and Pearl Harbour 7-8/12/41; Prince of Wales and Repulse sunk 10/12/41; Hong Kong surrenders 25/12/41; Japanese capture Rabaul 23/1/42; Singapore surrenders 15/2/42; first Japanese air raids on Port Moresby 3/2/42 and Darwin 19/2/42). It was in these circumstances that the Commonwealth Marine Salvage Board was established in March 1942.

The Board

The Commonwealth Marine Salvage Board was promulgated by the National Security (Salvage Board) Regulations, which were made under the National Security Act 1939-1940 and gazetted on 14/3/42. (These regulations state that the Board shall be called the "Salvage Board", and the three "Bat" class tugs appear in Lloyd's Register as owned by the "Australian Salvage Board", but the proper name appears later in the war as "Commonwealth Marine Salvage Board". There was a "Salvage Board" at a later stage in the war, which dealt with the "salvage" or recycling of usable materials ashore, thus this (marine) Salvage Board was given its longer title.) The Board consisted of three members; namely the Chairman of the Shipping Control Board (who was "ex officio" chairman of the Salvage Board), the Chief Salvage Officer, and a person appointed by the Minister on the recommendation of the Naval Board. The three original Board members had an unofficial meeting on 24/3/42, their appointments were gazetted on 27/3 and the first official Board meeting was held on 18/4/42. These members were Sir Owen Dixon (Chairman), Captain J.P. (later Sir John) Williams (Chief Salvage Officer) and Lieut.Cdr.G.F.Dixon.

In May 1942 the chairmanship was assumed by Judge Clyne, following the appointment of Sir Owen Dixon as Ambassador to Washington. Subsequent chairmen after Judge Clyne's appointment to the Divorce Court in November 1942 were Messrs. A.H.Gaze (of the BPC) for seven months, C.E.Whitaker for five months, and R.A.Hetherington until the final disbanding of the Board. Lieut.Cdr.Dixon was succeeded as Naval member by Cdr.J.M.M.Swanson, RANR, in October 1942, who in turn was succeeded by Cdr.W.M.Cooke in April 1945. Captain Williams remained Chief Salvage Officer throughout the life of the Board.

The Board's head office was established in Melbourne (ICI Building for a month, then Kurrajong House in Collins Street). In August 1943 the head office was transferred to Sydney (Scottish House in Bridge Street), at which time the Melbourne section moved from Kurrajong House to Phosphate House, also in Collins Street. Original plans were for three salvage vessels, one each stationed at Melbourne, Adelaide and Brisbane. By June 1942 the planned deployment of vessels was:- a salvage vessel and a tug at Darwin, Brisbane and Fremantle, and a tug only at Sydney, Melbourne and Adelaide.

The realities of wartime shipping casualties ultimately dictated that the Board's vessels were deployed in northern waters, but salvage depots (where salvage equipment was held in readiness) and offices were established at Fremantle, Adelaide and Brisbane, and depots were established at Darwin, Cairns, Port Melbourne and Darling Harbour in Sydney. Salvage officers were appointed in each of the mainland states and paid on a retainer basis. The shore staff of the Board, when it reached full strength, appears to have numbered about eighty, excluding shore-based divers.

While the Board engaged directly in marine salvage work, its responsibilities also included arranging for salvage equipment and facilities to be available, the co-ordination of salvage companies, underwriters and others possessing salvage equipment and, subject to naval control, the ordering of priorities and the controlling and carrying out of salvage operations. The Board operated on the "no cure, no pay" principle, and for successful jobs it charged on a basis which recovered costs incurred. Towage was generally charged on an hourly rate basis. No charges were made for services rendered to vessels of the armed forces of Australia and Britain. It would seem, however, that there were some exceptions to the "no cure, no pay" rule, since in May 1943 Lloyd's wrote that they were "reluctant that owners should agree to any form other than No Cure No Pay, except in cases where time allows opportunity for fully considering the matter."

Industrial and personnel problems were not unknown. Merchant crews were employed on the Board's vessels, and they were paid on the scale established for the lighthouse vessel Cape York, with War Risk bonuses added as appropriate for the zone of operations. After the expense of sending a crew to the USA, three men were dismissed in that country for refusing to join their vessel. The Board was adjudged liable for their return to Australia as Distressed British Seamen. When one of the salvage vessels reached

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Papeete and was due to depart, twenty-two crew members were absent from the ship, and she reached Australia with only a skeleton crew. Various refusals of duty were experienced in even the earliest months. These, together with frequent disagreements with unions over wages and conditions, led the Board in November 1942 to ask the Navy to man the vessels. The Navy decided this would be inappropriate; one difficulty was the disparity between merchant service and military rates of pay, and another was the matter of control. Despite the inherent dangers under which Board personnel operated- war risks being added to the normal salvage and marine risks- the casualty rate was almost negligible.

### Salvage vessels

The Board lost no time in securing salvage vessels. In April 1942 a meeting of the Board was informed that two salvage vessels would be supplied from the USA, on condition that Australia agreed to assume salvage responsibility in its own areas. On 18/5/42 the Sydney tug St. Giles, then under requisition by the RAN and working as an anti-submarine vessel, was taken over by the Board. By June the Board had arranged to obtain three tugs from the USA, subject to the same condition which applied to the salvage vessels, and key personnel were appointed to travel to the USA and stand by the five new vessels- all of which were under construction there. Then on 14/7/42 the Board took over Tambar, a small coastal steamer hitherto under requisition by the RAN and working as an auxiliary minesweeper. These seven vessels formed the effective working fleet of the Board, and details will be found in a fleet list which follows. The Board did, however, charter commercial tugs from time to time in order to fulfil commitments.

The five US-built vessels were obtained under the terms of the Lend-Lease arrangements. This meant that, as with all Lend-Lease supplies from the USA to Dominion nations, the vessels were technically assigned to the United Kingdom and then re-assigned to Australia. The two salvage vessels were 213'9" loa x 39' beam with 1360 displacement tonnage and 1750 gross tonnage. They were originally designated "BARS.1" and "BARS.2" in accordance with the US Navy standard classification system under which "ARS" indicated a salvage vessel and the prefix "B" indicated allocation to Britain under Lend-Lease. The ships were completed as Caledonian Salvor and Cambrian Salvor respectively, thus recognising the Scottish and Welsh backgrounds of Judge Clyne and Captain Williams, while conforming to the "Salvor" suffix given to other similar ships provided to the Royal Navy under Lend-Lease. They were completed in 1943 and proceeded to Australia. They carried crews on 45 men.

The three tugs were originally designated "BAT.11", "BAT.12" and "BAT.13", in accordance with the US Navy designation "ATA" for "ocean tug, auxiliary", with the prefix "B" for Lend-Lease to Britain. They were completed as Reserve, Sprightly (both in 1942) and Tancred (in 1943), and were 143' loa x 34' beam with displacement tonnage of 570 standard and 800 full load. All three were initially operated by the Board, and their complement was 34.



Reserve and Sprightly were commissioned into the RAN on 27/8/43 and 23/2/44 respectively; Tancred remained with the Board until after the war had ended.

Finally, the Board entered negotiations in December 1942 for the purchase of the auxiliary ketch Terralinna (30 grt/1922), with the intention of employing her as an auxiliary salvage vessel at Darwin. After protracted bargaining she was bought for about £5,500, and a further £1,500 was spent on repairs and modifications. The nearest she got to Darwin appears to have been Westernport, and it seems that the only use the Board got from her was some service as a training craft for divers. She suffered from engine trouble. During 1943 she was offered to each of the armed services, and each in turn declined the offer. As late as August 1944 her disposal was referred to the Department of Supply, and thereafter she fades from notice insofar as the Board's records are concerned.

### Salvage jobs

The Board was responsible for the successful salvaging of over 600,000 tons gross of allied shipping. Space does not allow of a description of any of the individual cases here, but in the appendices that follow are listed the merchant and naval vessels handled. Most of the work was done in waters to the north and north-east of Australia, and around New Guinea. A few incidents were dealt with in the south-eastern waters of the continent, but there was little activity in the west, except for attention to the sunken Koolama at Wyndham.

Calls for salvage services arose from a variety of causes, and took varying forms. Some were the direct result of enemy action—e.g. bombing, shelling or torpedo; such as the casualties at Darwin, and Anshun at Milne Bay. Then there were the many cases of navigational error leading to strandings. The weather accounted for yet more, the classic cases being Mangola and Wanaka, blown high and dry onto coral reefs within sight of each other, late in 1943, the latter actually lying on her side. Some notable feats of salvage were accomplished, among which may be cited the recovery of Anshun (later to become Patrick's Culcairn), Wanaka and Portmar.

Among the more unusual calls upon the Board's services were the few sunken aircraft recovered; the requirement for the Board's divers to cut up and remove the wreckage of the Sydney Harbour bridge, in the event of its destruction; and the launching of River Burdekin. This ship was built at Brisbane by Evans, Deakin and the launching ceremony was held on 6/3/43. After the hull was released for the launch, it came to rest after moving a little more than 260' down the ways, with an overhang of 110'. After 150' of the sliding ways on both sides of the ship had been renewed, and hauling tackle rigged across the river, a second attempt to launch the ship was made on 9/3, with assistance from St.Giles, Carlock and Beaver. This was unsuccessful and, after further preparations were made, River Burdekin finally entered the river on 25/3 with the assistance of St.Giles (whose propeller was then fouled by a wire), Carlock and Fearless.

Caledonian Salvor and Cambrian Salvor were the backbone of the Board's salvage fleet; they were never commissioned into the RAN but continued in the Board's service until after the war's end, supported principally by Tancred (which likewise was never commissioned into the RAN), St. Giles and Tambar. It is interesting to note that Tambar spent the last eight years of her career (from 1951 to 1959) in the ownership of Cambrian Salvage Pty. Ltd. of Melbourne, a company in which Captain Williams was interested.

#### Winding up

Pursuant to the National Security (Shipping Co-ordination) Regulations of 1945, which were made under the National Security Act 1939-1943 and gazetted on 20/12/45, the Commonwealth Marine Salvage Board ceased to function as from 31/12/45 and its functions were taken over by the Marine Salvage Department of the Australian Shipping Board on 1/1/46. Captain Williams' appointment ended in 1947. The Board was officially wound up on 31/12/49, pursuant to the Defence (Transitional Provisions) Act 1949, which was assented to on 28/10/49.

As for the fleet- St. Giles was re-commissioned into the RAN in August 1945 and was returned to owners in 1946, while Tambar was returned to owners in 1945. Reserve and Sprightly had already been commissioned into the RAN in 1943 and 1944, as recorded above. Tancred was still working for the Salvage Department as late as December 1946, when she was towing the hulk Mombah between Sydney, Newcastle, Coffs Harbour and Brisbane. Mombah was being used to carry timber to Sydney at a time of shortage of building materials. In 1947 Tancred was transferred to the South Australian Harbours Board on long-term lease and was ultimately sold to the Board; she had spent some time at Sydney prior to the transfer, laid up with the "Salvors". The provision of so powerful a tug (1800 horsepower) at Port Adelaide was required under the terms of an agreement reached with the P & O and Orient Lines for the continued use of the port by their passenger ships, and she saw some commercial service there before the arrival of Tusker in 1956. Tancred is still at Adelaide in the service of the Department of Marine and Harbors.

Cambrian Salvor made her last voyage under Salvage Board administration late in 1945, leaving Milne Bay on 17/11/45 and arriving at Sydney on 21/11/45, where she laid up. The last job for Caledonian Salvor was moving the wreck of Koolama at Wyndham, upon completion of which she sailed for Sydney. She arrived there on 18/8/46, having covered the 2,444 miles at an average speed of 13.39 knots. The two "Salvors" were laid up side by side at No.15 berth, Pyrmont. For about two and a half years their powerful generators were run in order to supply electric power to the city of Sydney, to help relieve power shortages. When no longer required for this service they were moved to Huntley's Point, where they lay for about six years. During their long lay-up they were dry-docked every two years or so at Woolwich.

Title to the two ships nominally reverted to the US Navy in 1946,

upon termination of Lend-Lease, although they did not leave Australia. Then in 1948 they were officially transferred to the RAN. Eventually the two ships were offered for sale. Among those to show interest were the Sydney coal firm R.W. Miller & Co., who contemplated their conversion to coal hulks. Eventually, however, both were sold in 1958 to Island Tug and Barge Ltd. of Victoria, B.C., Canada. Caledonian Salvor was renamed Sudbury II and registered at Suva; Cambrian Salvor was not renamed, but was registered in Costa Rica, and in 1961 she passed to the Dutch firm L. Smit & Co., being renamed Caribische Zee in the following year. It is interesting to note that, after more than 35 years, all five of these US-built tugs and salvage vessels are still afloat, and two are still working in Australian waters- a remarkable record of service.

#### Acknowledgements

The author acknowledges assistance received from D. Hancox and W. Volum. In compiling the appendices of salvage jobs, which follow, the author was assisted by Australian Archives and the Naval Historian.

#### Editor's note

The foregoing brief history of the Commonwealth Marine Salvage Board has been prepared from a more extensive history of the Board and its activities, which includes detailed descriptions of many of the more notable salvage cases. The author hopes that the full history will be published in the foreseeable future, in which event we will advise details of availability.

In the next issue of THE LOG we will publish a detailed fleet list of the Salvage Board's vessels, together with an account of the subsequent careers of Caledonian Salvor and Cambrian Salvor.

#### Appendix 1:- Salvage jobs- merchant ships

Ships are listed alphabetically, and information is shown in the following order:- name; gross tonnage; place and year built; owners (note that USWSA is abbreviation for United States War Shipping Administration) and port of registry; date of salvage (see note below); details of casualty and result of salvage action; Salvage Board vessel(s) involved (including commercial tugs chartered). Note- Salvage jobs lasted for varying lengths of time, and the dates shown should generally be regarded only as indicative of the date of attendance on a job.

Aeon 3768; Middlesbrough 1913; Hwd. Smith, Melbourne.  
18/9/44; Sydney, collision with Edwin Tillesdell, tow; Cam. Sal.

Altair (ketch) 168(?); Oldenberg(?) 1923(?); owners unknown;  
10/10/42; US Army, agd. Long Reef, NSW, tow to Sydney; St. Aristell.

Andria Doria (tonnage, builders & owners unknown);  
15/10/44; aground Dart Reef, refloated; Tancred.

- Anshun 3188; Greenock 1930; China Nav.Co., London.  
25/6/44; shelled (6/9/42), capsized Milne Bay, refloated,  
towed to Sydney; Tancred.
- Ardent 1804; Sorlandets 1917; D/S A/S Ardent, Tonsberg;  
24/1/44; aground 16/1/44 Port Hedland, cargo lightened,  
refloated; HMAS King Bay.
- Ban Hong Liang 1671; Amsterdam 1908; Heap Eng Moh SS Co.Ltd.,  
Singapore; 30/9/42; afire, Crowdy Bay, anchored, escorted to  
Newcastle; St.Hilary.
- Bantam 3322; Rotterdam 1929; KPM, Batavia;  
15/10/43; bombed, burnt, sunk Oro Bay 28/3/43, salvaged and  
towed; Cal.Sal., Tancred.
- Baralaba 998; Stettin 1921; AUSN, Brisbane;  
10/9/43; foul prop., assisting City of Dallas, cleared by  
diver. (also noted aground at Bundaberg 3/8/44).
- Bering 7631; Chester, Pa., 1920; Alaska Packers, San Francisco;  
21/10/44; agd. Cape Nelson, New Guinea, refloated; Cal.Sal.
- Bidelia 1364; Aberdeen 1927; J.Burke, Brisbane;  
19/1/44; agd. Pipon Island 18/1/44, refloated; Cal.Sal.
- Both 2601; Amsterdam 1931; KPM, Batavia;  
12/3/44; trouble unspecified, towed to Bowen; St.Giles.
- Burwah 2317; Sunderland 1908; Hwd.Smith, Melbourne;  
3/12/42; agd. Cairns channel, disch. cargo, refloated; ? .
- Caradale 1891; Newcastle-on-Tyne 1921; Jas.Patrick, Sydney;  
12/5/43; torpedo not exploded, met at Sydney Heads; local tugs.
- Canberra 7710; Glasgow 1913; Hwd.Smith, Melbourne;  
(?)/1944; agd. Torres Strait, refloated, attention on board.
- Chief Joseph 7180; Portland, Or., 1943; USWSA, Portland, Or.;  
20/7/44; agd. Dart Reef, refloated; Cal.Sal.
- Christy Mathewson 7176; Richmond, Calif., 1943; USWSA, S/'Frisco;  
1/10/44; lost barge 38.15S, 148.50E, recovered; Lindfield.
- City of Dallas 2559; Toledo, O., 1919; Southern SS Co., Phil., Pa.;  
21/10/43; agd. Cape Bowling Green, refloated, towed to Towns-  
ville; Cal.Sal., St.Giles.
- Cities Service Boston 9348; Sparrow's Pt., Md., 1921; Cities Serv.  
Oil Co., NY; 16/5/43; agd. Bass Point, total loss, gear salvaged;  
Sprightly.
- Cleveland Abbe 7176; Portland, Or., 1942; USWSA, Portland, Or.;  
4/3/43; agd. Lytton Rocks, Brisbane River, refloated; local tugs.
- Colac 3341; Walsh Isld. 1920; Huddart Parker, Melbourne;  
16/6/42; agd. South Channel, Port Phillip Bay, disch. iron ore,  
refloated; local tug.
- Colonna (hulk) 1497; Stockton 1878; Adelaide SS Co.;  
16/9/43; sank after fire, Albany, WA, handed salv. to owners.

- Cremer 4608; Amsterdam 1926; KPM, Batavia; (Reserve.  
10/9/43; agd. St. Bees Isld., Qld., not refloated, inspected;
- David F. Barry 7176; Portland, Or., 1943; USWSA, Portland, Or.;  
3/2/44; aground Buna, refloated; Reserve.
- Davenport 911; Coos Bay, Or., 1912; USWSA, San Francisco;  
17/1/44; burnt, sunk off Newcastle breakwater, anchor and cable  
retrieved by divers. Vessel had wooden hull.
- David Hewes 7176; Richmond, Calif., 1943; USWSA, San Francisco;  
30/9/44; agd. Raven Channel, NG, blasted rocks under, refloated;  
Tancred, Cal. Sal.
- Dilga 3308; Walsh Island 1920; Adelaide SS Co., Melbourne;  
10/9/42; agd. Tipara Reef Spit, SA, refloated; local tug.
- Don Isidro 3261; Kiel 1939; De La Rama SS Co., Iloilo; (Tambar.  
19/2/42; bombed, fire, agd. Bathurst Ild., total loss, inspected;
- Dureenbee 223; Walsh Island 1919; Cam & Sons, Sydney;  
3/8/42; gunned by sub. off Moruya, tug too late; St. Aristell.
- Edwin Tillesdell ? ; ? ; USA;  
18/9/44; collision with Aeon at Sydney, assisted; Cam. Sal.
- Empire Spearhead 7177; Wilmington, Calif., 1944; MOWT, London;  
18/10/44; agd. Cairns Channel, refloated; St. Giles.
- Empire Strength 7355; Belfast 1942; MOWT (Blue Star), Belfast; <sup>Ⓢ</sup>SANK,  
17/4/43; collision with Iron Monarch off Melb. <sup>Ⓢ</sup>salved; local tugs.
- Exanthia 6533; Bath, Me., 1941; American Export Lines, New York;  
13/1/43; agd. Halls Bk., Fremantle, refloated; Wyola.
- Falie 215; Maasluis 1919; Spencer Gulf Transp. Co., Port Adelaide;  
27/8/45; engine failed, towed with Tancred from Milne Bay to  
Sydney; Cal. Sal.
- Fort Washington 10422; Swan Island, Or., 1943; USWSA, Portland, Or.;  
(?) 1944; engine breakdown, tug sent.
- Fort Wilhelmus 1752; Beaumont, Tex., 1943; R. Ned. Govt (WSA), Holland;  
21/10/44; agd. Veale Reef, assisted; Cal. Sal.
- Francis Parkman 7176; Los Angeles 1942; USWSA, Los Angeles;  
13/10/44; agd. Curtis Reef, NG, refloated; Cal. Sal.
- Francis P. Blair 7181; Sausalito, Calif., 1943; USWSA, S/Frisco;  
16/7/45; agd. Saumarez Reef, crew saved, total loss; Cam. Sal.
- Free Selector (ketch) 46; Port Adelaide 1875; J. S. Lashman, P. Adlde;  
5/9/42; agd. breakwater, Port Adelaide, refloated(?); local tug.
- George M. Livanos 5482; W. Hartlepool 1938; Livanos Mar. Co., Chios;  
5/3/43; agd. near Whyalla, refloated; Adelaide tugs.
- George D. Prentice 7176; Richmond, Calif., 1943; USWSA, S/Frisco;  
18/6/43; agd. south of Hobart, lightened, refloated; Tancred.
- George M. Embiricos 5728; Sunderland 1921; S. G. Embiricos, Andros;  
8/12/42; agd. Fremantle, refloated; local tug.

George M. Embiricos (continued) (local tugs.  
4/3/43; collision with Koonda at Melbourne, sank, salved;

Gloria (Army) ? ; ? ;  
29/9/45; ? near C. Bali, 6.22S, 149.47E, assisted; Cam. Sal.

Gorgon 3533; Dundee 1933; Ocean SS Co., Liverpool;  
21/4/43; bombed, afire, Milne Bay, towed to Brisbane; Reserve.

Goulburn 2367; Sunderland 1915; Huddart Parker, Melbourne;  
27/7/42; collision with William McArthur off Point Hicks.

Gwydir 1929; Glasgow 1911; Ncle HR SS Co., Newcastle;  
Aug. 42; collision Norah Head, Neo Hebridais, total loss, inspected.

Hero (tug) 161; South Shields 1892; J. Fenwick, Sydney;  
late 1942; sunk Sydney Hbr., collision Northumberland, inspected.

Hinton R. Helper 7176; Los Angeles 1942; USWSA, Los Angeles;  
28/7/43; agd. Cape Nelson, NG, refloated; Sprightly.

Horace H. Lurton 7176; Brunswick, Ga, 1943; USWSA, Brunswick;  
4/4/45; trouble unspecified, assisted; Cal. Sal.

Hugh McCulloch 7176; Richmond, Calif., 1943; USWSA, S/Frisco;  
7/6/43; agd. Wilsons Promontory, refloated; Eagle, Jas. Paterson.

Ina Coolbrith 7176; Los Angeles 1943; USWSA, Los Angeles;  
29/10/44; trouble unspecified, 8.19S, 148.27E, assisted; Tancred.

James S. Hogg 7176; Houston, Tex., 1943; USWSA, Houston;  
16/10/43; agd. Warrego Pass., refloated; HMAS Reserve.

James H. Breasted 7212; Richmond, Calif., 1944; USWSA, S/Frisco;  
10/10/44; agd. Margaret Sh., Buna, towed to Oro Bay; Cal. Sal.

John Hart 7176; Portland, Or., 1942; US Mar. Comn., Portland, Or.;  
20/6/45; agd. NG, refloated; Tancred, Cal. Sal.

John McLean 7181; Richmond, Calif., 1942; USWSA, San Francisco;  
24/4/44; agd. off Caloundra, assisted, refloated; St. Giles.

John Jacob Astor 7176; Portland, Or., 1943; USWSA, Portland;  
31/1/44; hit at Brisbane wharf, repaired; Sprightly.

John Swett 7176; Richmond, Calif., 1943; USWSA, San Francisco;  
29/10/44; agd. off Holicote Bay, refloated; Tancred.

Joseph A. Holmes 7176; Richmond, Calif., 1943; USWSA, S/Frisco;  
25/9/43; agd. off Sandy Cape, lightened, refloated; Tancred,  
Cal. Sal.

Julien Dubuque 7194; Richmond, Calif., 1943; USWSA, S/Frisco;  
17/12/43; agd. Gibson Reef, refloated, towed to Townsville;  
Sprightly, St. Giles.

Kaimata 5269; Dumbarton 1931; NZS Co., Plymouth;  
11/8/43; trouble unspecified, towed Bowen to Brisbane; St. Giles.

Kapara 846; Sunderland 1914; Adelaide SS Co., Melbourne;  
13/11/42; agd. Topgallant Ild., SA, total loss, cargo salved;  
Foremost.

- Klipfontein 10544; Rotterdam 1939; VNSM, The Hague;  
20/8/44; agd. near Jomard Ent., arrived after refloated; Cal.Sal.
- Koolama 4068; Glasgow 1938; WA Govt., Fremantle; (Cal.Sal..  
15/7/46; at Wyndham capsized after bombing, shifted- bottom up;
- Koomilya 2780; Dundee 1929; McIlwraith McEacharn, Melbourne;  
28/7/43; towed Milne Bay to Brisbane; St.Giles.
- Koonda 1631; West Hartlepool 1910; McIlwraith McEacharn, Melb.;  
4/3/43; collision off Melb., towed to berth; Eagle, Jas. Paterson.
- Kotor 3678; W. Hartlepool 1904; San Salvador Panama, Panama;  
10/7/43; agd. Gulf St. Vincent, refltd., esctd. to Adelaide; Woonda.
- Kotoku Maru 6702; Nagasaki 1937; Hiroumi Syozi KK, Osaka;  
21/6/44; surveyed, total loss, fittings salvaged; Cal.Sal.
- Loma Novia 1100; Duluth, Min., 1943; MOWT on bbc ex WSA, London;  
5/5/45; agd. Bett Reef, refloated; Cam.Sal. (tanker mngd. by Shell).
- Lucy Star (trawler) 78; built 1941; regd. at Sydney;  
May 1945; towed to Thursday Island; Cam.Sal.
- Lydia M. Child 7176; Los Angeles 1943; USWSA, Los Angeles;  
27/4/43; torpd. 33.08S, 153.24E, found two boats; Sprightly.
- Malaita 3310; Glasgow 1933; Burns, Philp, Sydney; (St.Giles.  
15/9/42; torpd., temp'ly shored up, Port Moresby, tow to Sydney;
- Mangola 3352; Cockatoo Isld. 1920; Burns, Philp, Singapore;  
24/1/44; blown agd. Corbett Reef 16/12/43, refloated, towed to  
Cairns. Tancred, Cal.Sal.
- Marosa 1513; Elbing 1925; A/S Mabella (K. Bruusgaard), Drammen;  
8/11/42; agd. Wilson's Prom., cargo disch., refloated; Tooronga.
- Matagalpa 1174; Quincy, Mass., 1920; Ceiba (Standard Fruit), N/Orlns;  
31/10/42; fire 26/6/42 Sydney, sunk, raised, towed, abandoned;  
local tugs.
- Mauna Loa 5436; San Pedro, Calif., 1919; Matson, San Francisco;  
Feb. 1943; bombed & sunk Darwin, divers inspect; Tambar.
- Meigs 7358; San Pedro, Calif., 1921; US Govt. War Dept., Los A.;  
Feb. 1943; bombed & sunk Darwin, divers inspect; Tambar.
- Michael J. Goulandris 6669; Sunderland 1921; Goulandris, Andros;  
22/12/44; agd. SW of WA, total loss; HMAS Dubbo.
- Mobilube 10222; Sparrows Pt., Md., 1939; Socony-Vacuum, New York;  
18/1/43 & 26/7/43; tows to and from Sydney after torpedoed &  
repaired; St. Aristell, Reserve.
- Monterey 18017; Quincy, Mass., 1932; Matson, San Francisco;  
26/7/44; agd. off Langemak; refloated; Cal.Sal.
- Mungana 3351; Walsh Island 1920; AUSN, Melbourne;  
28/4/45; agd. Purnata Sh., NG, refloated; Cal.Sal.
- Muscoota (hulk) 2668; built 1888; June 1943 towed Sydney to Thurs.  
Isld. by Sprightly; 23/6/44- survey, sunk 10.24S.150.25E, Tancred.

Nancy Hanks 7194; Richmond, Calif., 1943; USWSA, San Francisco;  
20/10/44; agd. Cairns channel, troops aboard, refltd; Cal.Sal.

Norab ? ? ? (Tancred.  
13/10/44; agd. Dart Reef, hospital patients aboard, assisted;

Omaha 2114; Oslo 1918; US Mar.Comn., Panama; (Cal.Sal., St.Giles.  
4/3/44; agd. Egret Reef, refloated-tandem tugs, towed to Cairns;

Orestes steam hopper agd. off Newcastle, refloated, date unknown.

Ormiston 5832; Glasgow 1922; AUSN, Melbourne; (Sprightly.  
12/5/43; torpedoed off Coffs Harbour, escorted to Sydney;

Osthav 8417; Hamburg 1931; Skibs A/S "Osthav", Oslo;  
9/7/42; collision with Robert G. Harper (q.v.); local tugs.

Pahud 2075; Slikkerveer 1927; KPM, Batavia;  
3/8/43; collision with Stephen Girard, assisted.

Panamanian 15903; Camden, NJ, 1904; Wallem & Co., Panama;  
Jan. 1945; severe fire at Fremantle, arranged pumps, etc.,.

Perthshire 10496; Greenock 1936; Scottish Shire Line, Glasgow;  
16/9/42; underwater repairs after collision.

Peter H. Burnett 7176; Los Angeles 1942; USWSA, Los Angeles;  
23/1/43; torpedoed off NSW, towed to Sydney by escorts and  
St. Aristell, arriving there 3/2/43.

Point San Pedro 3303; Mobile, Ala., 1020; Pope & Talbot, S/Frisco;  
27/8/44; agd. near Lae, refloated; Cal.Sal.

Polynesien 1422; Shanghai 1930; Messageries Maritimes, Noumea;  
17/8/45; engine trouble off Sydney, towed to Sydney; Cal.Sal.

Poonbar 909; Port Glasgow 1913; Nelson & Robertson, Sydney;  
27/7/44; difficulties, prepare to assist, tug not needed; St.Giles.

Portmar 5551; Portland, Or., 1919; Calmar SS Corp., New York;  
Mar.-July 1942; bombed, sunk, salvaged, towed to Brisbane; St.Giles.

President Grant 10544; Camden, NJ, 1921; American Pres., S/Frisco;  
Feb.-May 1944; agd. China Str., NG., lengthy salvage attempt,  
total loss; Tancred, St.Giles.

Pueblo 10196; Chester, Pa., 1943; USWSA, Philadelphia;  
28/12/43; agd. Dorrai Sh., NG, transf. oil, refloated; Sprightly.

Ponce 3506; Wilmington, Del., 1899; San Juan Shpg. Co., Panama;  
24/12/44; agd., broadside on reef, refloated; Tancred, Cam.Sal.

Pulganbar 1160; Grangemouth 1912; NCSN Co., Sydney;  
Oct. 1943; details unrecorded; Cal.Sal.

Richard Henry Dana 7176; Los Angeles 1942; USWSA, Los Angeles;  
26/9/44; agd. Curtis Reef, refloated; Tancred, Cal.Sal.

River Burdekin 5108; Brisbane 1943; Dept. Supply & Shpg., Brisbane;  
25/3/43; hauled into river by tackles & tugs after failure of  
launching; St.Giles and local tugs.



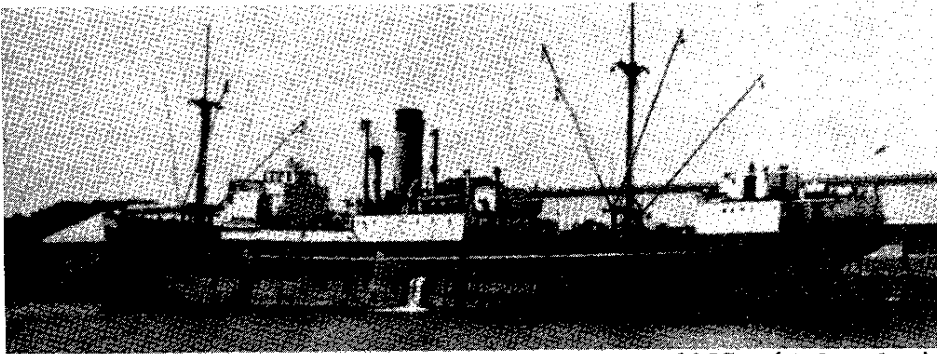
- Robert G. Harper 7176; Portland, Or., 1942; US Mar. Comn., Ptd.;  
9/7/42; holed in collision with Osthav, tow to port; Jas. Paterson.
- Robert J. Walker 7180; Portland, Or., 1943; USWSA, Portland; (PC597).  
24/12/44; torpedoed, derelict, sunk by gunfire, circled her;
- Rufus King 7000; Los Angeles 1942; US Mar. Comn., USA;  
28/8/42; stranded off Moreton Isld., broke back, forepart towed  
to Brisbane; St. Giles.
- Russell H. Chittenden 7207; Los Angeles 1944; USWSA, Los Angeles;  
23/3/45; agd. 100' off Oro Bay, broke back, total loss; Cal. Sal.
- Russell Sage 7176; Panama City, Fla., 1944; USWSA; Pensacola;  
10/5/44; agd. Uluma Reef, NG, refloated; St. Giles.
- Sackett's Harbor 10448; Swan Isld., Or., 1943; USWSA, Portland;  
27/11/43; agd. entrance to Moreton Bay, refloated.
- St. Giles 380; Port Glasgow 1919; Waratah/Salvage Board, Sydney;  
21/6/44; short of coal, towed to Townsville; Tancred, Cam. Sal.
- San Antonio (identity/ies uncertain- several ships of this name)  
19/3/44; agd. Cape Nelson, NG, refloated; St. Giles.  
7/8/44; engine trouble near Montagu Island, stood by; Tancred.
- San Jose (probably 7074; Chichasaw, Ala., 1945; United Fruit Co., NY)  
1/10/45; Milne Bay, incident unknown.
- Sea Star 7886; Pascagoula, Miss., 1943; USWSA, New Orleans;  
2/2/44; turbine stripped, towed to Townsville; St. Giles.
- Stanley Matthews 7181; Richmond, Calif., 1942; USWSA, S/Frisco;  
8/7/44; agd. East coast, NG, refloated; Cal. Sal., two US tugs.
- Starr King 7176; Los Angeles 1942; USWSA, Los Angeles;  
10.2.43; torpedoed 160 miles E. of Sydney, tug despatched, ship  
sank; Heros.
- Stephen Girard 7176; Portland, Or., 1942; USWSA, Portland;  
3/8/43; collision with Pahud, surveyed.
- Stephen B. Elkins 7180; Portland, Or., 1943; USWSA, Portland;  
28/4/43; agd. off Grafton Pass., own power to refloat.
- Stokewell (details unknown)  
27/11/44; agd. near Cape Melville, NG, assisted; St. Giles.
- Sprightly 109; Melbourne 1875; Victorian Lighterage, Melbourne;  
27/11/44; salvaged at Geelong, after collision with Herefordshire.
- Suva 4873; Sunderland 1938; W.R. Carpenter O/sea Shg. Ltd., Suva;  
22/9/44; agd. Dart Reef, NG, refloated; Tancred.
- Storaas 7886; Gothenburg 1929; A/S Nanset, Larvik;  
11/9/42; agd. Port Phillip Bay, refloated; local tugs.
- Swan (lugger) 10; Brisbane Water, NSW, 1894; J.C. Clark, Fremantle;  
9/7/42; ashore off Fremantle, dismasted, lost. (wrecked 30/6/42).
- S.W. Pass (tug) 1117; New Orleans 1943; USWSA, New Orleans;  
2/7/44; agd. Opal Reef, NG, refloated; Cal. Sal.

- Tambar 456; Grangemouth 1912; W.Holyman/Salvage Board, Sydney;  
28/10/43; breakdown, towed astern of Bantam from NG to Brisbane;  
Tancred.
- Tancred 505; Port Arthur, Texas, 1943; Salvage Board, Aust.;  
21/4/44; agd. Rouma Reef, refloated herself.  
27/8/45; engine explosion, towed with Falie NG to Sydney; Cal.Sal.
- Thomas Nelson 7191; Baltimore, Md., 1942; US Mar.Comn., Baltimore;  
18/4/44; agd. Milne Bay, refloated; Tancred.
- Tijuca 5498; Gd. Quevilly 1926; Wilh. Wilhelmsen, Tonsberg;  
5/6/43; breakdown E. of Wilson's Prom., tow to Melbourne; Eagle.
- Tuncurry 286; Cape Hawke, NSW, 1909; Cam & Sons, Sydney;  
20/7/43; sunk at wharf, Bateman's Bay, surveyed.
- Uribes 118; Stockton-on-Tees 1868; Cossack Lightering, Fremantle;  
19/5/42; agd. Rottnest Island, total loss, surveyed.
- Van Der Lijn 2464; Amsterdam 1928; KPM, Batavia; (Cal.Sal.)  
28/10/44; agd. Saidor, NG, refloated, towed to Sydney; (Tancred).
- Wanaka 2259; Glasgow 1938; Union SS Co. of NZ, Sydney;  
Dec. 1943-Feb. 1944; agd. Eden Reef, on side, uprighted, refloated,  
towed; St.Giles, Cam.Sal., Cal.Sal.
- Westmeadow (details unknown)  
8/12/44; agd. (?) NG, assisted; Cam.Sal.
- West Point 5657; Seattle 1918; USWSA, Seattle;  
Dec. 1943; leaking, repaired.
- William D. Boyce 7176; Richmond, Calif., 1944; USWSA, San/Frisco;  
25/3/44; agd. Arlington Reef, refltd. before tug arrived; Tancred.
- William H. Crawford 7196; Houston, Texas, 1943; USWSA, Houston;  
5/5/43; cracked hull, arrived Hobart before tug arr.; Sprightly.
- William McArthur 2393; Aberdeen 1924; R.W. Miller, Melbourne;  
27/7/42; collision with Goulburn off Pt. Hicks, no action.
- William W. Campbell 7176; Richmond, Calif., 1943; USWSA, S/Frisco;  
23/12/44; agd. off Langemak, troops aboard, refloated; Cam.Sal.
- William Williams 7181; Richmond, Calif., 1942; USWSA, S/Frisco;  
22/11/43; trouble unknown, towed Auckland-Sydney; Tancred.
- Yochow 2810; Greenock 1933; China Nav. Co., London;  
29/10/42; disabled Harvey Bay, towed to Sydney; St.Giles.
- Zvir 5607; Port Glasgow 1926; Prekomorska Plovidba, Susak;  
15/11/42; collided with Skagerak in convoy while on passage  
Whyalla to Newcastle with iron ore, sank c.100 miles S. of  
Port Kembla.

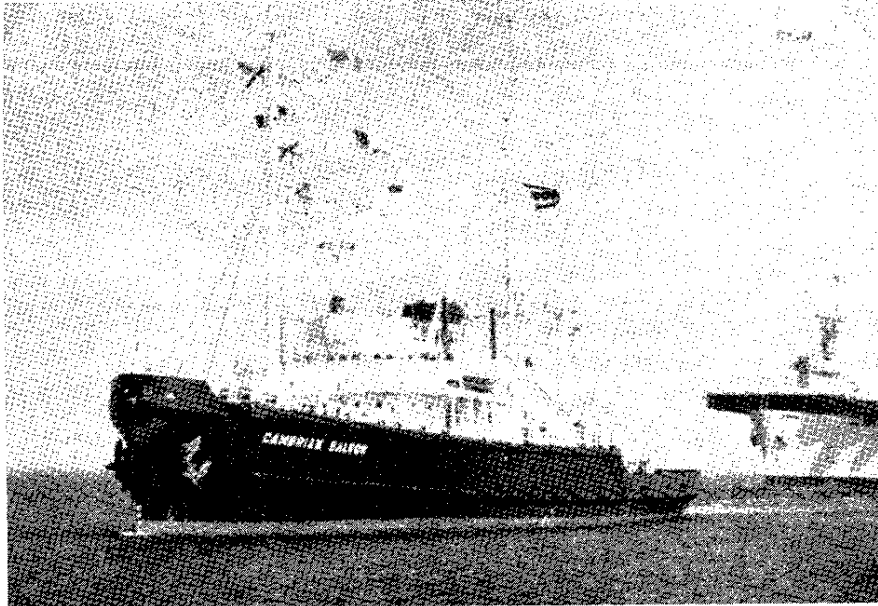
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Appendix 2, giving a list of Salvage jobs- naval vessels, will be published in the next issue of THE LOG.

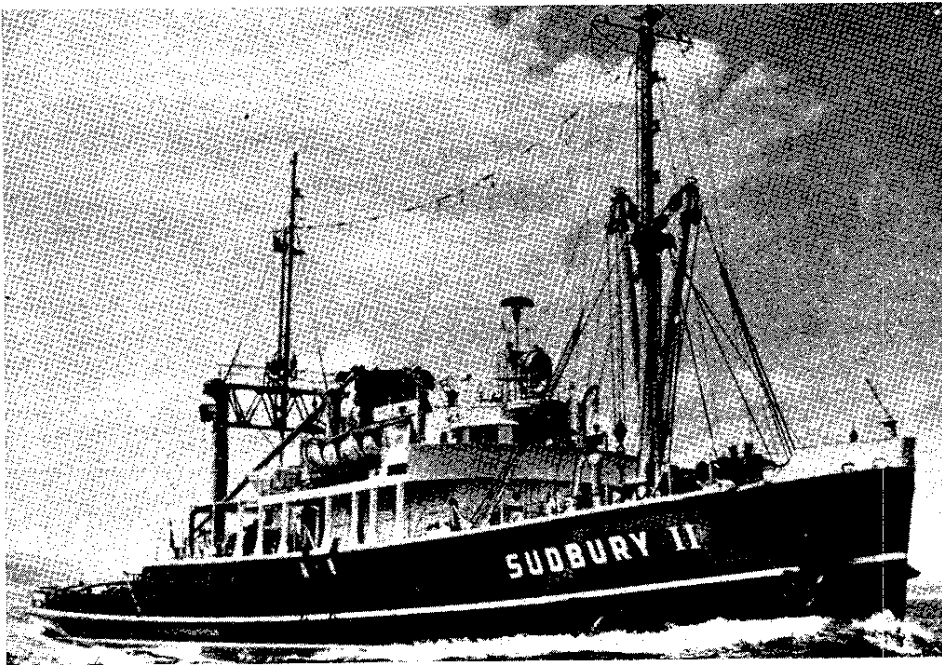
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CARADALE - a C.M.S.B. job. Melbourne Dec 1957 (W.G.Volum)



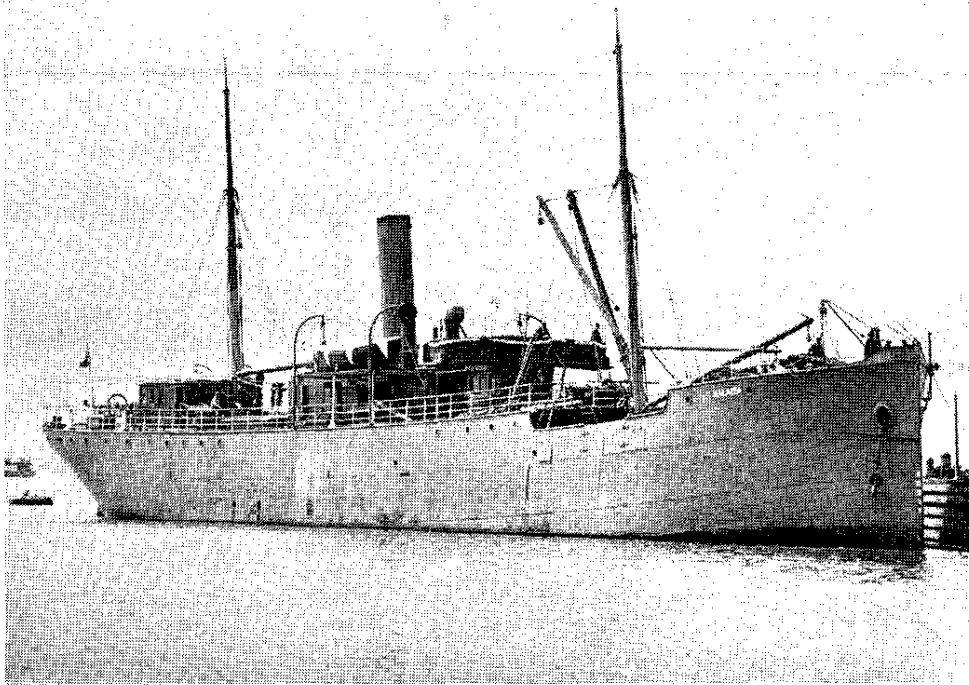
CAMBRIAN SALVOR under Costa Rican flag. (D.Hancock's coll'n)



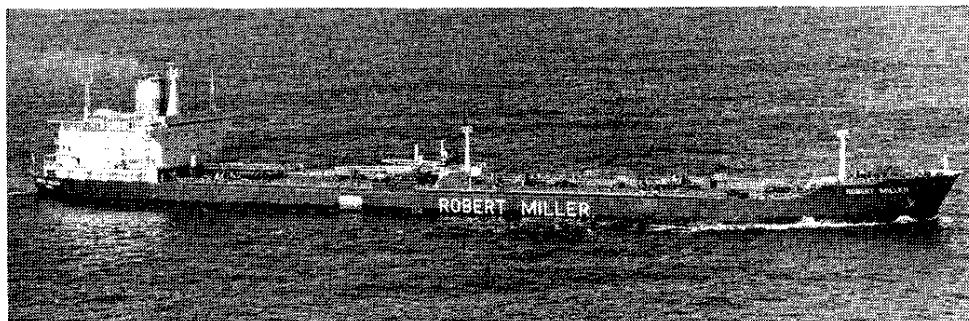
CALEDONIAN SALVOR as Sudbury II

(D.Hancock's coll'n)

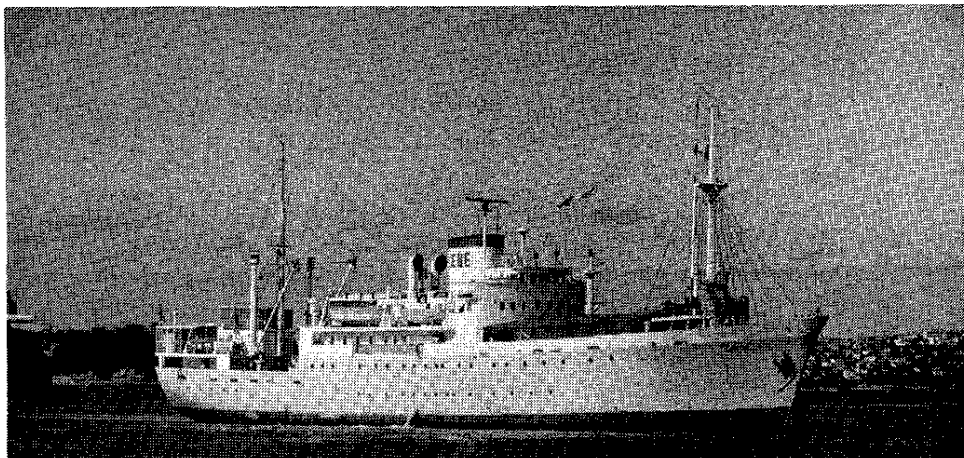
T H E L O G I I



MALAITA at Melbourne (Green collection)



ROBERT MILLER recently aground (B.J.Browne)



LOGOS at Sydney 24.8.79. ref p96 1979 (J.S.Mathieson)

Burns Philp steamer-

S.S.MALAITA

from B.A.Wilkinson.

In March 1893 the Bahamas Steamship Co.Ltd. took delivery of the steamer Antilia, built by the Grangemouth Dockyard Co. as yard No. 178, for the West Indies fruit trade. She was a steel, well deck vessel of 929 tons gross, 200.0 ft. in length and 30.2 ft. in breadth, with a cargo capacity of 1100 tons. There were three hatches and the cellular double bottom could be used for water ballast. A triple expansion engine having cylinders 17", 27" and 44" in diameter with a stroke of 33" was supplied with steam at 160 psi from two single-ended boilers, giving a speed of approximately 10 knots. The main engine had hand reversing gear, and oil lamps were used for lighting as there was no dynamo.

There was accommodation at the after end for 16 saloon passengers. The Master's cabin, chart room and steam steering gear were at the forward end of the combined poop and bridge decks, and a smoke room with access to the saloon was located on this deck behind the main mast. Officers and their mess room were located on the main deck below the Master's cabin, and the deck hands and firemen were accommodated in the forecastle. Antilia was registered at Nassau on the island of New Providence, in the Bahamas.

After trading for about ten years, reports indicate that while in New York a serious fire occurred on board, and was extinguished by scuttling Antilia in shallow water. Subsequently salvaged, the vessel was reconditioned and laid up, with her future uncertain.

During the early 1900s the mail contract with the Australian Federal Government for the New Hebrides and adjoining islands was held by Burns, Philp & Co.Ltd., who employed Tambo and Induna in this service. It was desired to place the latter vessel in the Gilbert, Ellice and Marshall Islands trade, and in 1905 it became necessary to make enquiries overseas regarding a suitable replacement. It was at this time that Antilia, completely repaired, awaited a buyer, in New York. The vessel was recommended by international shipping brokers as being suitable for Burns, Philp & Co.'s requirements, and arrangements were made for her purchase. Antilia left New York for Sydney under Captain Tallack, and experienced rough weather and mechanical troubles necessitating calls at Durban and Melbourne for repairs. Captain Voy was sent to Melbourne to relieve Captain Tallack, and Antilia arrived in Sydney on 23/6/1905.

Two months were spent in overhaul and modifications, and the name was changed to Malaita with registration in Sydney. After bunkering at Newcastle, the first voyage for Burns, Philp & Co. commenced on 1/9/1905 when Malaita, under Captain Bayldon, RNR, left Sydney for Lord Howe Island, Norfolk Island and the New Hebrides. She returned to Sydney on 19/10/1905. On 1/3/1906 Captain Auland took command for one voyage, followed by Captain Weatherall who became the regular master.

In August 1906 Malaita was transferred to the New Guinea and Solomon Islands service via Brisbane for one extended voyage, returning to the islands from Cairns instead of continuing south to Sydney, and during this time Captain Legge was in command. Two similar extended voyages occurred between March and July 1907. When the new Makambo arrived in Sydney in July 1907 for the Papua and Solomon Islands trade, Malaita was transferred to the Gilbert and Ellice Islands service and sailed from Sydney on 5/8/1907- replacing Titus which was soon to be converted to a coal hulk.

The voyages to the Gilbert and Ellice Islands were usually via Vila, and contact was frequently made at Tarawa with Louise J. Kenney for transferring cargo and stores. Three similar voyages were made, then on 29/2/1908 Malaita left Sydney under Captain Voy to rejoin Tambo in the New Hebrides trade- in which she frequently connected with that vessel at Vila to transfer passengers and cargo. Malaita was replaced in the Gilbert and Ellice Islands trade by the newly-arrived Muniara. In May 1910 Matunga replaced Malaita while the latter was undergoing survey, Captain Weatherall transferring for the one voyage and then resuming command of Malaita when Matunga returned to the New Guinea/Rabaul service.

With the transfer of Tambo to the Gilbert and Ellice Islands service in July 1910, Makambo entered the New Hebrides trade to run alternatively each second month with Malaita, and this service continued for the next four years. Captains Hillman, Millington and Weatherall were in command at various times during this period. The importance of the New Hebrides trade warranted the service of two modern vessels, and Malaita- 14 years older than Makambo and becoming somewhat outdated- was replaced in 1914 by the bigger and more suitable Marsina. The final voyage of Malaita in the service of Burns, Philp & Co. ended on arrival in Sydney from the New Hebrides on 23/4/1914, and after discharging cargo she was laid up in Kerosene Bay to await a buyer.

At this time the Melbourne Harbor Trust required a coal hulk, and decided to buy Malaita for this purpose. Following the removal of engines and boilers, which were scrapped, the hull was towed to Melbourne by Huddart Parker's tug Nyora, leaving Sydney on 15/12/1914. The tow took three days and the hull was tied up at a Williamstown pier where final arrangements were made to receive coal. On becoming a coal hulk, Malaita was later taken to Geelong to serve throughout the First World War supplying bunker coal to steamers at that port.

Following the end of the war, the Melbourne shipowner H.B. Black & Co., who was operating the steamer Glaucus, decided to enter the phosphate trade with another ship. As suitable ships were scarce at that time, Black purchased the hulk Malaita from the Melbourne Harbor Trust Commissioners. A little later he purchased the bay steamer Excelsior with the intention of converting her hull into a non-powered lighter, and installing the engines, boilers and any suitable fittings into Malaita, thus making the latter a serviceable steamship. It may be of interest to recall at this stage that the two bay steamers Edina and Excelsior collided in

1899; Excelsior sank and was submerged for nearly nine months before being salvaged, reconditioned and returned to service.

Preparations for conversion commenced at Geelong early in 1919, and the hull was then towed to the works of the Melbourne SS Co. Ltd. at Williamstown for the installation of the machinery and rebuilding of much of the accommodation and superstructure. The saloon contained many of the fine mahogany fittings from Excelsior and the accommodation for members of the crew was of a particularly high standard. The officers and engineers were accommodated in the old staterooms, while the firemen and deck hands had two-berth cabins amidships with a common mess room, and the forecastle was converted to a cool chamber for ship's stores. Material from the two funnels of Excelsior was used to make one elliptical funnel for Malaita, and after the various additions the gross tonnage increased to 940. The main engine from Excelsior was of the quadruple expansion type, cylinder sizes being 15", 21", 31" and 43" in diameter with a stroke of 30", and two boilers operating at 190 psi completed the "new" machinery installation. Official trials took place on Port Phillip Bay on 16/10/1919, and an average speed of ten knots was maintained. On opening out the engines a speed of eleven knots was exceeded. The conversion and reconstruction were considered to be very satisfactory, the whole undertaking having cost approximately £24,000.

The first voyage for H.B. Black & Co. commenced on 23/10/1919 when Malaita left Melbourne for Bluff, New Zealand, under the command of Captain S. Nicholson, late of the Union SS Co.. The cargo consisted of 850 tons of superphosphates, and extra bunker coal was carried as the fuel consumption after reconversion was unknown and no risk was taken of running short of coal. The voyage continued to Auckland and Noumea, and then to Walpole Island to load phosphate for New Zealand. At this time Glaucus was engaged in similar activities. Malaita continued trading for almost two years, during which time the phosphate trade declined, although a number of voyages were made with this cargo. Several voyages were made with timber from Greymouth to Sydney and Adelaide, and coal and general cargo were lifted from Newcastle and Sydney to Noumea.

Trading conditions became increasingly difficult, however, and on arrival in Melbourne from Westport on 8/9/1921 Malaita was laid up alongside the old Railway Pier at Port Melbourne. After two years at the pier, during which time she broke away in bad weather but was safely moored at an adjoining berth, a more permanent location for the idle vessel was found at an anchorage in Hobson's Bay about a mile off South Melbourne.

The day of 17/11/1926 was long remembered for the violent storm which struck Melbourne and inflicted great damage around the foreshores. At the height of the cyclonic winds Malaita broke away from her moorings. The anchors holding Glaucus, also laid up nearby, dragged for a short distance until they regained their hold. Malaita was rapidly blown towards shore, and she crashed into Stubb's Baths at South Melbourne, completely demolishing sections

of the timber structure and becoming embedded in the sand. Attempts to tow the stranded vessel off at the next high tide by the tugs James Paterson and Tooronga failed, and suggestions to use explosives to blow up the vessel were met with loud protests from local residents.

At this time Malaita was abandoned by H.B.Black & Co., and the Melbourne Harbor Trust Commissioners became responsible for salvage. Preparations for refloating continued; at one stage steam was raised in hopes of assisting with the main engines, but it was not until 6/5/1927 that Malaita was towed clear by tugs and winches. She was taken to an anchorage well off shore, and later to the Ann Street Pier at Williamstown. The Commissioners offered the vessel for sale at auction, which took place on 7/7/1927. The buyers were Messrs. O'Regan, Hester and Rice, who paid £280 for the vessel, which had not been greatly damaged. Stripped of all valuable equipment, what remained of Malaita was towed to sea on 20/11/1927 and scuttled off Port Phillip.

Few vessels have had such a new lease of life after serving as a coal hulk, and with such a change in machinery. Malaita must be regarded as a vessel which had a most unusual career.

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ANL - Annual Report 1979. (continued from page 23)

The Fleet

At 30/6/1979 the ANL fleet comprised 35 ships (the same number as the previous year) of 1,362,060 dwt and average age 5.90 years. These figures include Allunga, the four chartered coastal bulk carriers and the two "refinanced" Australia/Japan ore carriers. During the year the Line took delivery of the two "Ranges" from Newcastle, and the last two of the new "Lake" class. Ships sold during the year were Lake Sorell, Lake Macquarie, North Esk and Darling River. At year-end there were no new ships under construction or on order. With the sale of Jeparit after 30/6/1979, the oldest ship in the fleet is Empress of Australia (built 1965), and the next oldest ship dates from 1968. The fleet is modern, and the Line is well placed to meet trading opportunities.

The substantial increase in bunker costs is causing some concern, and the Line is introducing measures to give better fuel economy. Some of the fleet has been slow steaming; and of particular interest is that since 30/6 the Line has called tenders for two 75,000 dwt bulk carriers with coal-fired boilers and steam turbines, for the Weipa/Gladstone bauxite trade (they would replace Tolga and Yarra River).

With the inauguration of a service from Victoria/Tasmania to Fremantle during the year ( for which Townsville Trader was recommissioned), the commissioning of the last two Australia/Japan ore carriers in February 1979, and the commissioning of the new "Ranges" since 30/6 for overseas trading, the fleet is fully employed for the first time in some years.

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## Commentary-

ANL - Annual Report 1979.

The Annual Report of the Australian Shipping Commission (The Australian National Line) for the year ended 30/6/1979 is to hand, and following is a summary of its main features.

Financial results

The Commission reports a net loss of \$4.708m (\$4,708,000) for the year, compared with a net profit of \$5.692m in the previous year. These results are after charging exchange losses on foreign currency borrowings, the losses being \$2.528m in 1979 and \$2.950m in 1978. The Commission has, however, changed its accounting policy in respect of exchange losses in that unrealised losses are now transferred to a fluctuation account, and will be charged to profit and loss account in future years. If this change of policy had not occurred, the loss for 1979 would have been \$11.080m greater, i.e., the loss would have been \$15.788m.. It may be noted also that the 1979 loss computed for taxation purposes was \$7.699m, and that accumulated taxation losses carried forward at year end amount to \$25.560m..

The result is clearly disappointing, and demonstrates once again the Commission's vulnerability to heavy borrowings and the risk of foreign currency fluctuations. The debt/equity ratio has deteriorated to 14.2:1 (compared with 12.6:1 in 1978), in spite of the refinancing of Australian Progress and Australian Prospector by sale and lease-back (ref. THE LOG 1979, P.94). The low level of capital funds must be a continuing cause of concern and, as pointed out previously in these columns, constitutes an unstable financial situation which no commercial concern could tolerate.

The operating result is a loss of \$2.182m (compared with a profit of \$8.644m in 1978). The Overseas Liner and Coastal Liner Divisions operated profitably, although the ANRO service was unprofitable, Darwin Trader continued to incur losses and implementation of a decision to withdraw from the Darwin service has been deferred, and Empress of Australia continues to be subsidised by the Commonwealth Government. The Bulk Trades Division incurred a loss for the year; Australian Progress and Australian Purpose were idle for most of the year, the two new "Ranges" were idle for all of the year (although they have since been commissioned), freight rates in the Australia/Japan ore trade are unsatisfactory, and industrial trouble in the Pilbara had a serious effect.

Certain of the Line's customers are assuming greater responsibility for their own cargoes, and ANL is consequently losing some business: the commissioning of Ormiston by CSR led to the withdrawal of Jeparit without replacement; the charter of Stirling Range to BPC terminated; and the charters of bulk carriers to BHP for the coastal ore trade are not being renewed. Development of the Line's twelve terminals (container and/or vehicle deck) in Australia continues; in particular the new three-berth terminal at Botany Bay is commissioning during the 1979/80 year. (To page 22.)

The Dufty collection of ship photographs

Postcard prints of the following ships are offered at 35 cents per print with a postal surcharge of 20 cents on each offer. Closing dates are strictly observed, but a combined order for each group of three offers is accepted providing it is received before the closing date for the first offer in the group. Orders with remittance to:- "Photo Offer", PO Box 534, Strathfield, NSW, 2135. Please make cheques, money orders and postal notes payable to "The World Ship Society".

Offer No D 69: closing date 30/4/1980

|   |                         |         |
|---|-------------------------|---------|
| 1. Bonalbo                                  | North Coast SN          | 960/25  |
| 2. Duris (ex Dempster, ex Kildorrey)        | W.R. Carpenter          | 671/18  |
| - 3. Edouard Detaille (stl. bqe)            | N. & C. Guillon, Nantes | 2287/01 |
| - 4. Fordsdale                              | Commonwealth Line       | 9674/24 |
| 5. G. Koch (wrecked)                        | Svendson & Christensen  | 1779/88 |
| 6. Hiawatha (stl. ship)                     | Act. Hiawatha (Norway)  | 1562/91 |
| 7. Kempsey                                  | N. Cain Coastal Co-Op.  | 500/07  |
| 8. Lady Carrington                          | Sydney Ferries Ltd.     | 146/07  |
| 9. Makura                                   | Union SS Co. of NZ      | 8075/08 |
| - 10. Naringa                               | British India           | 6607/23 |
| 11. Pilbarra                                | AUSN                    | 2664/97 |
| 12. Star of Lapland (ex Atlas) (4-mst. bqe) | Sewell, Bath (USA)      | 3381/02 |

Offer No D 70: closing date 31/5/1980

|  |                              |          |
|--|------------------------------|----------|
| - 1. Chronos                           | Australian Steamships        | 4364/15  |
| 2. East Wind                           | USSB                         | 5869/18  |
| 3. Heroine                             | J. Fenwick & Co.             | 207/09   |
| 4. Koolonga                            | McIlwraith McEacharn         | 4260/14  |
| - 5. Laranah                           | W. Holyman                   | 701/14   |
| 6. Latona (dredge)                     | NSW Govt.                    | 390/11   |
| 7. Medina                              | P & O                        | 12358/11 |
| - 8. Mokoia                            | Union SS Co. of NZ           | 3502/98  |
| 9. Montgomeryshire (iron ship) (wrckd) | Ak. Montgomeryshire, Norway. | 1452/77  |
| 10. Myrtle Holme (iron bqe)            | Hine Bros., Maryport         | 945/75   |
| 11. Vimiera (stl. 4-mst. bqe)          | J. Hardy & Co., Glasgow      | 2233/91  |
| - 12. Yulgilbar                        | North Coast SN               | 814/07   |

Offer No D 71: closing date 30/6/1980

|  |                             |         |
|--|-----------------------------|---------|
| 1. Bardic  | White Star                  | 7960/19 |
| 2. Guernsey (turret)   | W. Wilhelmsen               | 4375/98 |
| - 3. Manuka  | Union SS Co. of NZ          | 4534/03 |
| 4. Momba   | Adelaide SS Co.             | 3021/26 |
| 5. Neptuna (ex Neptun, ex Rio Panuco)                            | Burns, Philp                | 5952/24 |
| 6. Nordstjernen (ex Teresa, ex R.C. Rickmers) (wood bqe)         | P. Jacobsen, Norway.        | 1744/88 |
| 7. Rosedale (aground)  | North Coast SN              | 274/77  |
| 8. Shamrock  | D.N. Joubert                | 82/01   |
| - 9. Tay   | AUSN                        | 367/01  |
| 10. Tusitala (ex Sophie, ex Sierra Lucena, ex Inveruglas) (ship) | Ship Tusitala Co., New Yk.  | 1748/83 |
| 11. Verentia (ex War Lemur)                                      | Cunard                      | 5185/18 |
| 12. William P. Frye (stl. 4-mst. bqe)                            | A. Sewell & Co., Bath, USA. | 3374/01 |

New Books

|   |                        |           |
|---|------------------------|-----------|
| <u>Register of Merchant Ships Completed in 1972</u> | \$9:50                 | posted.   |
| do  | 1973                   | \$9:50 do |
| do  | 1932/3                 | \$3:50 do |
| do  | 1970; Supplement No.1. |           |

all by A.J.Starke, PO Box 157, Lyndoch, SA, 5351. Refer to THE LOG P.118 - 1978 for general details; some profile illust. now incld..

The World's Super Ships 1965 - 1980 by I.G.Stewart; I.G.S.Marine Publishers, 12 Stoddart Way, Bateman, WA, 6153; \$16:50 posted; gives details and histories of 750 "supertankers"; ref.THE LOG P. 119 - 1979 for general details of this series.

Talbot Booth's Merchant Ships; Vol.2, Stg.£12:00 covering vessels with engines aft and bridge amidships or forward; Vol.3, Stg.£20:00 covering vessels with engines, superstructures & bridge aft; Supplement No.1 to Vol.1, Stg.\$3:50; refer THE LOG P.118 - 1978 for general details of this excellent work.

Merchant Fleets in Profile (ref.THE LOG P.34 - 1979 for general details); Vol.2 (Cunard, American, Red Star, Inman, Leyland, Dominion, Atlantic Transport & White Star) and Vol.3 (Union, Castle, Union-Castle, Allan, Canadian Pacific) are now available at Stg.£6:95 each; in preparation are Vol.4 (HAPAG) and Vol.5 (Royal Mail, Pacific SN); same format as Vol.1.

North Atlantic Seaway (ref.P.118 - 1978)- Vols.3 & 4 now available.

Conway's All the World's Fighting Ships 1860 - 1905; Conway Maritime Press; 440 pages c. 8½" x 12"; profusely illust.; Stg.£24:00; the title is justified, and seagoing fighting vessels down to about 400 tons are covered, with some smaller vessels. Major and minor navies are covered, and the ships are introduced by articles on the political, economic and technical backgrounds as they affected each nation. Further volumes are planned for the period since 1905. The book contains a wealth of detail; a monumental work.

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A waterfront takeover-

James Patrick and Co.Pty.Ltd.

On 1/1/1980 it was announced that Howard Smith Ltd. had bought all of the share capital of Patrick Investments Pty.Ltd., which was the investment company of the Reed, Patrick and Radford families. Consideration is \$14.1 million cash paid 1/2/1980 and the issue of 2.1 million Howard Smith shares of \$1 each at a premium of \$5:97, the shares to be issued on 25/2/1980. Thus the total notional value of the purchase is \$28.7 million, although at current share market prices the transaction was worth about \$30.3m.. Sir Reginald Reed will remain Chairman and Managing Director of Patricks for five years, and will be appointed to the Howard Smith board; he is 70 years of age.

The principal asset of Patrick Investments Pty.Ltd. is a 60.66% shareholding in James Patrick & Co.Pty.Ltd., which is Australia's largest stevedore. Patrick Investments also holds the Patrick agency interests. Howard Smith already held 12.07% of James Patrick, and so will now hold 72.73% of the company. The remaining shareholder in James Patrick is McIlwraith McEacharn Ltd. with 27.27%; McIlwraith made an offer for the Reed, Patrick and Radford interests in 1979, but it was Smith's later offer which was accepted.

Mr.N.L.McKellar writes as follows:

The face of Australian shipping has changed dramatically over the past 50 years and historians both professional and amateur have done a great deal to put facts on paper before they are forgotten. Nonetheless, I am sure that a lot of unrecorded history still remains to be discovered. This article was inspired by the purchase by Howard Smith Ltd. of a controlling interest in James Patrick & Co.Pty.Ltd. for \$30.28 million. One little paragraph in the report of this purchase in the Sydney Morning Herald of 2/2/1980 read as follows:-

"The other 39.34% of James Patrick & Co. is held in a nominee company of Coopers & Lybrand. Howard Smith already held 12.07% of James Patrick & Co. through this nominee company".

Behind that statement lies one of the best kept secrets of Australian shipping management.

The history of James Patrick & Co. has been fully covered in THE LOG of 16/5/1963 and 2/6/1973. Anyone reading those articles would be justified in wondering how it was that Patricks survived so many bankruptcies and re-organisations and still managed to keep trading. Indeed, with virtually every member of the Associated Steamship Owners (except Howard Smith) having abandoned the interstate trade, most of them are now only a memory; yet Patricks, because of their stevedoring and agency interests, are still associated with Australia's ports.

After all Patricks' vicissitudes, the last straw came for the organisation in the depression days of 1933. Desparately short of

money, Patricks did not know where to turn. The total capital of James Patrick & Co. was £46,100 in £1 shares. They were in debt, freights were low, and there was little hope of getting out of trouble with a share issue because the available money for investment (particularly in shipping, which was a notorious loser) was scarce.

At that time, the Associated Steamship Owners consisted of The Adelaide Company, AUSN, Howard Smith, Huddart Parker, McIlwraiths and James Paterson. The Board of the Associated Steamship Owners approached Patricks and offered to buy a half-share of the Company for £23,051 - just £1 more than 50% of the capital. There would have been no hope of Patricks obtaining anything like face value for their shares on the then market, so they were grateful to get that healthy capital injection. Thereafter, the Associated Companies held shares in Patricks in the following percentages:-

|                      |                    |
|----------------------|--------------------|
| Adelaide Company     | 12.5%              |
| AUSN                 | 9.0                |
| Howard Smith         | 11.5               |
| Huddart Parker       | 7.0                |
| McIlwraith McEacharn | 9.0                |
| James Paterson       | 1.0 (total- 50.0%) |

Who owned the one share to keep the controlling interest; I have never been able to find out.

It was, of course, a matter of great importance that nobody should know that Patricks were no longer in opposition to the Associated Companies. Patricks had a long record of rate cutting, and by gaining control of their operation, the Associated Companies were able to end a disturbing rate war between Melbourne and Brisbane. Merchants and shippers would not have been amused had they known that control of Patricks by the Associated Owners allowed sundry freight increases in the years thereafter. I do have details of these increases, but having been reproached publicly for dwelling too much on these matters in my published history of the AUSN Company, I will not report those rises. Suffice it to say that Patricks immediately brought their rates up to a figure of 1/- per ton less than the rates charged by the Associated Owners, and thereafter when those owners increased their charges, so did Patricks. The 1/- difference was not sufficient to attract long-term customers away from the Associated Owners in view of the other benefits provided to faithful customers by the major companies, who were content to let Patricks seem to still be "undercutting".

As part of the camouflage, the shares of Patricks which thereafter were owned by the Associated Companies never appeared in the names of those companies. The Auditor for Patricks was a firm called Hardie, Way & Allard. The shares were all registered in the name of Mr. J. March Hardie, who held a dual position as auditor for Patricks and trustee for those companies who held the majority of the Patrick shares. His must have been a difficult wire to tread, because he represented both parties. J. March Hardie is, I believe, long dead; Hardie, Way & Allard have now become Coopers & Lybrand, but no doubt the "nominee company" comprises the investment made

by the Associated Companies, which was thereafter referred to as "The Hardie Trust".

It would be noted that Smiths lately held 12.07% of Patricks, compared with the 11.5% which was originally bought. On the demise of Huddart Parker, Patersons and the AUSN, to say nothing of the re-organisation of The Adelaide Company and McIlwraiths, there is no doubt that the shareholdings have changed considerably. The original 50% has been reduced to 39.34%, so either some of the individual shares were sold back to Patricks, or further capital has been contributed disproportionately to the interests held.

Nonetheless, perhaps after nearly 50 years this little bit of "inside history" may give the clue to some historians as to why from 1933-1939 there was considerable "rationalisation" of freight charges on the Australian coast.

N.L.McKellar.

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THE LOG - please note that despatch of the next issue may be delayed for a week or two.

Andrew Weir Centenary

The Bank Line Ltd. advise that in 1985 they celebrate the centenary of the Andrew Weir Group. To mark the occasion they will be publishing a book, and they seek material in the form of information, paper clippings and photographs. Company records were destroyed during the Second World War, and they are particularly keen to get photographs of their sailing ships and early steamers. Anyone able to help should write to the company at Baltic Exchange Buildings, 21 Bury Street, London, EC3A 5AU, England.

THE LOG - Index for 1979

Mr.A.H.Corkill of Sydney has again kindly prepared an index for THE LOG. Copies are available at 50 cents each, postage included. orders with remittance to the Editor, PO Box 4114, Melbourne, Vic., 3001, by 30/4/1980. Despatch will be with the next issue of THE LOG.

Preservation of Diamantina

The Queensland Maritime Museum Association, which is the owner of the preserved tug Forceful, is seeking to acquire the RAN frigate HMAS Diamantina for preservation at Brisbane. The Association has launched an appeal for funds for this purpose, and anyone interested in assisting may write to the Association at PO Box 197, Hamilton, Qld., 4007.

North Head - deck camber (ref.Pp. 83 & 103 - 1979)

Mr.Prescott has been advised that, in the reconstruction of Barrenjoey to North Head, the deck camber was removed from that part of the promenade deck formerly comprising the aft open shelter.

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MARITIME MISCELLANY:

Closing date for items for the next issue- 8/5/1980.

For assistance in compiling this section the Editor expresses particular thanks to Messrs. J.Burne, W.Barber, J.Freeman, H.Dick, C.Ellwood (NSW), K.LeLeu, N.Wanklyn (SA), R.McKenna (WA), L.Rex, D.Hancox (Vic), G.Hardwick (NSW) and R.McDougall (NZ).

Coastal and South Pacific

Marama returned to the trans-Tasman service 12/79, having been displaced from South Pacific service by Forum Samoa.  
Karetu withdrawn from NZ coal trade; arrived Nelson 16/12 to lay up.  
Seaway Princess registry changed from Hobart to Sydney in 1979;  
Seaway Prince is still registered in Port Adelaide.

Tambo River (ref.P.122- 1979) and Tolga each loaded bauxite for Europe late 1979. Tolga returns to Australia after dry-docking at Lisbon 1/80, and her bare-boat charter from Wilhelmsen to ANL has been extended to enable ANL to meet commitments in the Weipa/Gladstone bauxite trade. This trade also employs Yarra River, and both ships would be replaced by the proposed two 75,000 dwt coal-fired steamers (ref.Pp.129-(1979) and 22).

Stirling Range carried phosphate to Antwerp, and was due London late 12/79; early in 2/80 she was reported sold.

Lake Eyre loaded wheat at Newcastle 1/80 for Singapore.

Bulkships is reported to be interested in up to four coal-fired ore carriers, including two of 75,000 dwt for Qld.bauxite trade.

Iron Spencer left Newcastle 30/11 for Taiwan breakers, in tow of Progress Rover (ex Batman); was sold to Jenhow Trading Co.Pte.Ltd. of Singapore, and Melbourne register was closed on 14/12/79. The service speed of the new 140,000 dwt ships (ref.P.122- 1979) is expected to be 14.25 knots, for economy reasons, compared with the usual 15 knots at present for ships of this type.

Cycle arrived Brisbane 14/1, decommissioned 18/1; awaiting sale. At Annual General Meeting of Coal & Allied Ind. it was announced that the new ship (sister to Conara) would be named Camira, & due in service 6/80.

State Shipping Service of WA is considering two more "Kimberley" type (Hamlet Multiflex) ships to replace Boogalla and Nyanda.

H.C.Sleigh Ltd. has bought the Greek tanker Iolcos (ex Fotini Carras, 44,646 grt/1968) for coastal and overseas crude oil transport; due in service about 4/80; delivery to Sleigh 2/80.

Ocean Endeavour (ref.P.91- 1979) sold by Odeco to a Bermudan Co., and left Port Lincoln 12/79 in tow of the Bugsier tug Arctic, bound for the Mediterranean. Accompanied to Fremantle by Bass Tide.

Ocean Digger (ref.P.91- 1979) to commence drilling for BP off WA (NW Shelf) 2/80. Regional Endeavour still drilling for Woodside. Southern Cross left Port Hedland 1/80 to drill in NT, and later is to go to Indonesian waters for Gulf Oil.

John Hunter - from 22/10/79 - 14,962 grt, 8650 net t..

Golden Bay delivered 25/10/79 by Robb Caledon, Dundee, to Blue Circle Industries Ltd., for Tarakohe Shipping Co.Ltd.; arrived Wellington 27/12; arr. Tarakohe 14/1 for first cargo. Ligar Bay laid up at Nelson 2/10; sold to a UK cement co. for service in Shetland Islands; left Nelson 15/12 for UK. John Wilson is for sale, still in service early 2/80, to be withdrawn shortly.

Dunedin doing five coal voyages ex Westport, Jan/Feb.1980.

Pacific Forum Line: Forum Samoa arrived Auckland 18/12 from Germany; is owned by Western Samoa Govt., managed by Samoa Shipping Services (joint Samoa Govt./Columbus Line), manned by German officers and W/Samoan crew; entered NZ/Islands service 12/79, replacing Toa Moana which arrived Auckland 27/12 and laid up.

Fua Kavenga left Germany 12/79, in Melbourne 2/80 for Australia/Islands service in which she replaces the chartered Greek flag Okeanis; owned by Govt. of Tonga, managed by Shipping Corp. of Polynesia (joint Tonga Govt./Columbus Line), manned by German officers and Tongan crew, on ten year time charter to PFL.

The NZ Shipping Corp. has chartered Strider Isis (Ref.Pp.123 & 127- 1979) from Sea Containers Atlantic Ltd. for sub-charter to PFL for NZ/PNG service; delivery 3/80, to r/n Forum New Zealand.

Lorena (ref.P.123- 1979) handed over to new owners- Flying Phoenix Ltd., Singapore.

North Sky (ex North Esk) sailed Adelaide 13/11 to start an 8-weekly service Adelaide/PNG/Islands; salt north, general cargo-south.

Wyuna (ref.P.123- 1979) left Melbourne 28/11 for Launceston. The ketch Hawk (built 1881; ref.Pp.59 & 92- 1979) reported for sale; owner Jaques Sapir of Noumea has withdrawn from trading in New Hebrides/New Caledonia area. Vessel arrived Melbourne 23/1, and Maritime Trust hopes to see her preserved at Williamstown.

The former Port Adelaide pilot launch Sir Wallace Bruce is now a VIP launch for the SA Dept. of Marine and Harbors.

The initial order for pilot launches for NSW placed by the MSB was for three vessels. Besides Governor Hunter (ref.Pp.92 & 123- 1979), the remaining two are due for delivery in 1980, and will be named Governor King and Governor Bligh.

Cape Pillar (on lighthouse duty) and Cape Don (on fishery survey work for CSIRO) were in Hobart together during 1/80.

May Queen (ref.P.59- 1979) restoration at Hobart now completed.

Cathkit (ref.P.123- 1975) withdrawn from service in 1975, is still laid up at Electrona.

The bucket dredger A.D.Victoria has been bare-boat chartered for six months (with option to extend to 12 months) by SA Dept. of Marine & Harbors, to replace H.C.Meyer; was at Albany 1/80.

The grab hopper dredger Fremantle (345/1954), lately known as Fremantle P.W.6 and laid up at Fremantle for about two years, has been sold by WA Public Works Dept. to T.Korevaar & Sons Pty.Ltd. of Melbourne; refitting at Fremantle from 11/79, to Vic. c.3/80. The old dredger Macquarie (225/1908) is aground in Prince of Wales Bay, Hobart. The old Victorian dredger Pioneer (ref.P.60- 1979) is berthed at Reid St.Pier, Williamstown, where demolition started late 1979.



Kawatiri (ref.P.124- 1979) completed 11/79, arrived Westport 24/11 and started work 17/12. Mawhera (ref.P.124- 1979) left Westport in tow of tug Herenui 15/1 for Nelson, where slipped for inspection and removal of propellers; arrived Auckland 25/1 for scrapping.

Trawler Greshanne of Eden (ex tug Iron Cove) was radio relay ship for the 1979 Sydney/Hobart yacht race 12/79. This corrects report on P.63 (1979) that Ivan Franko would perform this duty.

Geraldton Endeavour (ref.P.123- 1979) ran sea trials 6/12.

Tamar Steel Boats Pty.Ltd., Launceston, to build 34m fisheries training vessel for the Australian Maritime College; will be stern trawler, accomodate 12 trainees, cost \$3.4 mill., delivery 1981. Cheyne II (ref.P.124- 1979) arrived Hobart 7/11, is owned by the Maritime Museum of Tasmania; reconditioning expected to take 18 mths.

Ferries and tourist vessels: The Murray River vessel Coonawarra has been renamed Paddle Boat Coonawarra. A race for riverboats at Loxton (Murray River) on 20/1 saw Roy win from Florence Annie and Susan Joy. Captain K.Veenstra is planning a third Murray River cruise vessel, to be named Murray Adventurer; he is also considering a passenger ferry service between Rapid Bay and Kingscote (on Kangaroo Island). Ku-ring-gai-II and the Cowes (Westernport) ferry service are for sale by French Island Co-operative Ltd..

The Bruny Island ferry service is currently operated by Mangana on a continuous basis, with Harry O'May (ex Man On) in addition on weekends, holidays, etc.. Moreton Island Cruises called tenders for a vehicular, bow ramp ferry- 32.0m loa, tsmv, 12 knots. Carrington yard is building a 40-berth cruiser for Roylen, Mackay.

A race between five PTC ferries on Sydney Harbour on 20/1 saw Lady Woodward win, followed by Kanangra, Karingal, Lady Cutler and Karrabee.

Lady Denman has been donated to the Huskisson Rotary Club, for preservation there (it is near Nowra); she left Sydney on 2/1 in tow of HMAS Snipe, got as far as Bondi and was brought back to Garden Island as result of wave damage and serious leaking.

The Mackay-based cruise vessel Whitsunday Wanderer arrived at Sydney 11/10 for six months service there during the summer.

Catamaran tourist vessel for Bay of Islands (ref.P.124- 1979) was launched Whangarei 7/12 as Tiger Lily and completed 12/79; a second such vessel is to follow.

Balama 240 grt motor ferry launched 19/11 by James W. Cook & Co. Ltd., Wivenhoe, UK, for Solomon Islands Govt. (ref.P.28- 1979).

The former Moreton Bay pilot vessel Matthew Flinders commenced running cruises from Lautoka around the Fijian Islands, for Seafarer Cruises Ltd., in 12/79; carries 100 passengers in 35 cabins ( 2, 3 & 4 berth), crew of 20, duration 3 days & 2 nights.

### Tugs

Edina (ref.P.125- 1979) transferred from Waratah Towage Pty.Ltd. on 2/8/79 to Geelong Port Services Pty.Ltd., and name changed from Waitara to Edina on 6/9/79 (vide Melbourne Register). The four ex-GHT tugs are registered in the ownership of Geelong Port Services Pty.Ltd.. Geelong & Spencer Nall funnels painted black 12/79.

Eagar (ref.P.94) renamed Cumu at Suva 12/79, is owned by South Sea Towage Ltd. (Howard Smith majority shareholder, Burns, Philp minority s/holder) and chartered to Port Services Ltd. (in which the shareholders are the Ports Authority of Fiji, Howard Smith and Burns, Philp).

The former Albany tug Kalgan (ref.P.63- 1975:- reported sold to Hobart) serves at Hobart under the name Maydena.

William C. Daldy (ref.P.125- 1979) made first excursion trip 28/1. Lyttelton re-entered service 2/80 after major boiler overhaul lasting more than a year. (Both tugs operated by preservation societies.)

### Overseas

A press report 1/80 indicated that R.W. Miller is contemplating, in partnership with South Korean interests, acquiring two coal-fired 120,000 dwt colliers for the Australia/South Korea coal trade. The same report said that BHP was understood to be planning two larger coal-fired bulk carriers for lifting exports. CRA is understood to be interested in 100,000 dwt bulk carriers flying the Australian flag, for its export trade (no mention of coal firing).

Ships chartered by the Antarctic Division of the Department of Science for the 1979/80 Australian National Antarctic Research Expedition are Nella Dan, Thala Dan and Nanok S. The last named is 2208 grt, built 1962 and owned by Red.A.E.Sorensen A/S, Svendborg.

New Zealand Caribbean delivered 1/80, due NZ & Australia 3/80 on maiden voyage for Bank & Savill Line. Unconfirmed reports indicate that the British sisters will be named Willowbank and Dunedin.

Canberra Maru arrived Sydney 19/11; Hakuba Maru arrived Sydney 6/1; Nichigoh Maru arrived Sydney 1/2; comparison with first generation container ships may be expressed as follows:-

|                      |             |                    |            |           |
|----------------------|-------------|--------------------|------------|-----------|
| <u>Hakozaki Maru</u> | 23,669 grt, | 1247 teu(257 ref), | 34,200 hp, | 23.1kts.  |
| <u>Hakuba Maru</u>   | 36,723 grt, | 1584 teu(586 ref), | 27,200 hp, | 21.55kts. |

Columbus Queensland arrived NZ & Australia on maiden voyage 1/80. Austral Pioneer arr. NZ & Aust. 1/80 on m/v, and replaces Austral Endurance; like the "E" ships, she accommodates 12 passengers.

ABC Container Line's Brussel arrived Fremantle 1/80 on m/v.

Turquoise Bounty and Strider Isis withdrawn from Iran service 12/79 by Bounty Line, due to Iranian political situation.

The Blue Funnel Melampus (16,030/1977) was in Australian waters 11/79 on charter to ACTA; she was "traditional" Blue Funnel in having numerous "goal post" masts (kingposts).

Port Caroline now on charter to Hoegh (Norway), and was on NZ coast early 1980; Port Chalmers is on charter to Salen (Sweden).

Welsh Troubadour (ref.Pp.96 & 127- 1979) sold late 1979.

Pacific Installer (ref.P.122- 1978) is to be replaced as Maui support ship by Stena Constructor, completed in Sweden 12/79 and due NZ late 2/80.

The P & O Annual Report for y/e 31/12/1978 shows that Sea Princess is leased from Finance for Shipping Ltd.. Minghua (ref.P.127- 1979) has been operating cruises from Sydney since the beginning of 1980. The Australian Govt. has banned Soviet cruise ships from Australian ports after 31/5/1980, as a protest against Soviet involvement in Afghanistan; Before this, CTC Lines had been reported as reducing the number of cruises ex Australia later in the year. Shota Rustaveli reported 1/80 to be transporting Cuban troops to Africa. The Italian cruise ship Italia (12,219/1967, Costa) visited Sydney, Melbourne & Fremantle in 2/80, while on a round the world cruise. Kota Singapura (8978/1951, ex Tjiluwah) sold 11/79 to Taiwan brkrs. Ships sold to Taiwan breakers recently include Aros (1948) and Ellen Bakke (1954). Somerset (1962) sold by P & O to Greeks. The SD 14 City of Exeter is for sale.

Eight British container ships on the UK/Far East service are to be converted from steam to diesel propulsion, in Japan between 10/80 and 1/82:- 5 "Liverpool Bay" class and 3 Ben/Ellerman ships. No confirmation that other "Bays" are to be converted (ref.P.95).

The largest livestock carrier to visit South Australia is the Saudi Arabian Al-Yasrah, which loaded 77,500 sheep at Port Lincoln and Adelaide during 12/79 for Kuwait; she is a converted Spanish oil tanker. Port Lincoln also received its biggest bulk carrier when the Indian Kasturba (42,141 grt/1975) loaded wheat for Egypt

The British Shell tanker Entalina (19,656/1978) rescued 150 Vietnamese refugees from a sinking boat on 29/11/1979 off the coast of west Borneo, while Entalina was on passage from Singapore to Darwin with petroleum products. Ship arrived Darwin 4/12, the Australian Govt. granted temporary refuge to the Vietnamese, and Entalina left Darwin 9/12 after being delayed by industrial action in protest at Govt. action over the refugees.

Ile de Lumiere carried c. 1000 tonnes of relief supplies from Bangkok to Phnom Penh during 11/79, and was the second Western ship to reach the Kampuchean capital up the Mekong River since the communist victory in Vietnam in 1975. By early 1980 the ship was advertised as back on Sydney/Norfolk Isld/Lord Howe Is. run.

A Hong Kong court on 2/1 acquitted the master and four crew members of Skyluck (ref.P.127 and prior- 1979) of conspiracy charges, on the grounds that the conspiracy was to take the refugees to the Philippines, and not to Hong Kong. The court was told that the trip of Skyluck was pre-arranged, and that the ship had entered Vietnamese waters three times to pick up refugees, who had paid gold to Vietnamese officials for their escape. Skyluck landed 600 refugees in the Philippines before the ship was chased away from shore by authorities, and the remaining 2642 refugees had forced the master to sail to Hong Kong. The judge described the accused as "evil men who attempted to profit from trafficking in human cargo".

#### Accidents and mishaps

Robert Miller touched bottom Moreton Bay 0830 6/1; no damage apparent.

Ampol Sarel - on passage Dumai to Brisbane, was attempting to anchor near Thursday Island 31/1 due to engine trouble, when anchor cable parted and one anchor and 1100 ft. of cable were lost. Later recovered by John Burke and brought to Brisbane.

Mobil Australis grounded 300 ft. west of main entrance channel to Port Pirie 0630 11/2; refloated 1145 by 4 tugs; no damage apparent.

Allunga grounded in Port River, Adelaide, on 8/12, due to complete power failure while proceeding up river; refloated quickly with tug assistance; no underwater damage.

Zincmaster incurred slight hull damage at Melbourne 15/12 while berthing; tug pushed ship onto wharf.

A passenger was lost overboard from Empress of Australia c. 0130 14/12; 2½ hours search at daybreak unsuccessful; ship arrived at Melbourne about 6 hours late.

H.C.Meyer (ref.P.128- 1979) was hauled upright on 18/12, and subsequently made watertight. Two refloating attempts, on 6 & 7/2, failed due mainly to pumping difficulties.

Panamanian bulk carrier Howard Star (30,006/1967) suffered engine failure in Bass Strait 19/1 while on passage Indonesia to Sydney in ballast; taken in tow 20/1 by Corsair off Cape Paterson; arrived Melbourne 21/1. (Position of breakdown was 39.00S., 144.14E.).

Philippine Tourist (ex Fairsky) suffered extensive fire damage 3/11 while berthed at Pier 15, Manila South Harbour, as floating casino; 200 people escaped, no serious injuries; fire apparently caused by faulty electrical wiring; damage mainly to Promenade, Boat & Sun Decks; Likely to be CTL.

Linda Clausen (ex Cunard Ambassador) (livestock carrier) suffered fire in auxiliary engine 12/79 while on passage Australia to Iran with 33,000 sheep; fire extinguished with CO<sub>2</sub> after several hours; ship then lay "dead" & ventilating plant could not be started; c. 13,000 sheep in lowest hold died; vessel towed to Sri Lanka where remaining sheep transferred to another Clausen ship. Repairs to fire damage expected to be completed at Singapore by end 2/80.

Silverharrier suffered engine failure off Cape Schank 16/2; taken in tow by Sir Roy Fidge and arrived Melbourne 17/2.

Dutch heavy lift ship Happy Runner struck Shearer Rock, one mile east of Tiritiri Matangi Island, 2000 9/12, two hours after leaving Auckland with 360 tonnes explosives for Australia. Refloated herself three hours later, returned to Auckland under own power, badly holed and leaking. Sailed again 18/12 after temporary repairs.

Auckland Fairmile-type ferries- Ngaroma small fire on board, off Auckland, 28/12; Motunui suffered badly shattered bow in collision with Auckland wharf c. 14-15/1, repaired at Auckland.

#### Naval

Sydney (FFG) keel laid 16/1; to commission 1/1983. Fremantle did official sea trials 11/79, & was to leave for Australia late 12/79.

Oxley rejoined First Aust. Sub. Squadron at Sydney 18/12, upon completion of half-life refit and modernisation; was at Cockatoo Dockyard for over two years. Oxley is the first of the six submarines to be so refitted- the programme started 10/77 and is expected to be completed in 1985. Orion has been undergoing engine repairs at Sembawang D/yard, Singapore; was to sail for Aust. 30/1.

Diamantina steamed for last time 23/11, on Sydney Harbour, then berthed at Garden Island for decommissioning; was due to officially pay off on 20/2; ship has WA 150th anniversary logo on funnel.

Adroit apprehended the Taiwanese fishing vessel Tai Shang No.1 on 5-4/11, north of Melville Island, & escorted her to Darwin. This was third such apprehension in 1979.

Teal (ex HMAS; ref.P.65- 1978) has been sold by Mr.I.Baker, and is being converted to a prawn trawler at Hobart.

Old Manawanui (ex YTL 622, built 1945) sold 11/79 to Paeroa Historical Maritime Park Society Inc. for preservation & display as a working tug on the Waihou River; towed Auckland to Paeroa 8-9/12. Tarapunga (Pennant A 08) launched Whangarei 9/11; not yet delivered. Takapu to be launched about 4/80.

#### Company and General

Sir Hamilton Sleigh died in Melbourne on 24/11/1979, aged 83.

Phosphate mining ceased on Banaba (Ocean Island) during Nov/Dec. 1979, with the last shipment being lifted by Cape Hawke. Supplies from Christmas Island will be increased, but those reserves may last for only about 7 years, depending on prices & production costs.

McIlwraith McEacharn Ltd. and The Shell Co. of Australia Ltd. now have a combined holding of 77% in Bellambi Coal Co.Ltd., following the disposal of the Consolidated Gold Fields Aust.Ltd. holding.

Holland & Son Pty.Ltd. has sold its business (Holland Launch Services, operating at Melbourne & Westernport) to Howard Smith Industries Pty.Ltd. and McIlwraith McEacharn Ltd..

The Hobart office of McIlwraith McEacharn Ltd. was closed 12/79, and Hetherington & Kingsbury established a new office at the same location. The McIlwraith office was established in Hobart in 1961 after the Huddart Parker Ltd. takeover. The coastal ship management undertaken by McIlwraith (ref.P.97- 1979) commenced 1/7/78.

The offshore supply & service vessels ordered by Bulkships Ltd. will be operated by a new division of the co. called Atlas Offshore. The sale of the Bulkships shareholding in R.W.Miller to Atlantic Richfield (USA) has been finalised.

Legislation for an Australian shipping register is to be introduced in the next session of Federal Parliament (ref.P.66- 1978). The new Act will require Australian ships to fly the National (blue) flag, and thus the Australian merchant shipping (red) flag will vanish. The Aust.Govt. has been considering use of VLCCs for crude oil storage.

Antony Gibbs & Sons Ltd., London, (parent co. of Gibbs, Bright & Co.)- a controlling interest is being sought by the Hongkong & Shanghai Banking Corp..

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Nautical Association of Australia Inc. - Committee

The committee of the Association comprises Messrs. G.A.Hardwick, W.P.S.Nicolson, S.E.Welch (Sydney), H.W.Dick (Newcastle), R.E.Wright (Canberra), I.J.Farquhar (Dunedin), T.S.Stevens, B.M.Pemberton (Melbourne) and W.G.Volum (Geelong).

Mr.H.W.Dick has been re-elected President, and will hold office during 1980. Messrs.R.E.Wright and W.G.Volum were re-elected Secretary and Editor respectively for further periods of three years commencing 1/1/1980, in accordance with the constitution. Mr.T.J.Ryan was unavailable for re-election as Treasurer and, in accordance with the constitution, retired from the committee on 31/12/1979. We record our deep appreciation for the substantial contribution made by Mr.Ryan to the progress of the Association. Mr.T.S.Stevens, who returned to Melbourne in December 1979 after completion of his London assignment, was elected Treasurer for a period of three years from 1/1/1980.

The following addresses should be used when writing to the Association:-

|                       |               |   |   |
|-----------------------|---------------|---|---|
| Editor/Vice President | W.G.Volum     | ) | P.O.Box 4114,<br>Melbourne, Vic., 3001. |
| Illustrations Editor  | B.M.Pemberton | ) |   |
| Treasurer             | T.S.Stevens   | ) |   |
| Secretary             | R.E.Wright    |   | 12 Schwarz Place, Flynn, ACT, 2615.     |
| NZ Agent              | I.J.Farquhar  |   | P.O.Box 385, Dunedin, New Zealand.      |

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Requests for information

Mr.T.Hajduk of 5534 Field Avenue, Detroit, Michigan, USA, 48213, seeks to correspond and exchange information with anyone interested in Far Eastern merchant shipping during the period 1939 - 1946, and particularly Japanese, Chinese, Philippino, European FE Companies.

Mr.N.P.Blackburn of 74 Higher Coombe Drive, Teignmouth, TQ14 9NL, Devon, England, seeks the fate of Dunbar's clipper Ballarat, built by Duthie at Aberdeen in 1852, and particularly her history after 1863/64 when she was owned by Vanner & Co. of London.

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