

C O N T I N U I N G

N.L. McKellar's

S O M E Q U E E N S L A N D

S M A L L F R Y

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(continued from page 86)

The MURIEL, built at Adelaide in 1894, and the smaller MARY (90 tons, acquired in 1894, but otherwise not identified), together with the MYALL (also unidentified) served entirely between the roadstead and Ross Creek. The MARY was sold in 1902; the MURIEL was sold in 1926, stripped by her new owners and beached in 1931. The MYALL'S fate I do not know.

The condition of the MARY at the time of which I write was the cause of some concern. She was reported as "kept afloat by the rusted iron frame; her woodwork is black rotten".

Which reminds me of another survey report I have on the ~~MANLY~~ MANLY - used by the A.S.N. and the A.U.S.N. as a tender at Mackay from 1882 to some time in the mid-1890's. After being idle for some time she was wanted for another job and a local shipwright was asked for a report on her condition.

F L O A T I N G H O S T E L

Some extracts: "The planking is started from the frames, in fact I can reave my fingers between." "I have often wondered how she has been kept afloat this last three or four years."

As a matter of fact, she had not; she used to sit on the mud at low tide and it was then that she was inspected; but as the tide rose, she filled aft and half-floated with two feet of water in her.

Despite this report, the MANLY was brought to Brisbane, repaired and then sent to the Burnett River to act as a floating hostel for the boilermakers, etc., engaged in cutting down the hull of the wrecked RANELAGH to enable the boilers to be got out.

But to return to Townsville; the senior lighter in point of age was the AVON. An iron paddler built at Melbourne in 1867, and formerly in the Tasmanian trade, her Ship's Register at Sydney shows that she was wrecked in or near the Bellinger River on June 3 1891. No doubt she was; but the assumption that she stayed wrecked was, as Mark Twain might have remarked, "greatly exaggerated."

Like the MOLTKE, some unknown managed to get her afloat; she was rebuilt at Balmain in 1896 and found her way north. The Adelaide Co. kept her until 1908, when she was sold to Brisbane owners for further work in the coal trade.

Ultimately she was abandoned in the lower reaches of the River soon after the

First World War - some thirty years after she is recorded as having gone out of existence.

Howard Smith's Townsville-based fleet included the // ELLEN (1883) and // LASS O'GCWRIE (1878) - both suited either for work as tenders, or for running to out ports. For harbour duty they had the MAGGIE WESTON (1889), and MOUNT ELLIOTT (1884).

Their hulk MORNING LIGHT I cannot identify - there were several vessels endowed with this popular name; the only clue is that she was built in 1873. Older than her was another unidentified vessel - the iron GEORGE RENNIE, a former sailing vessel. (There were many Rennies - perhaps someone may know this one).

NOT FOR KEEPS

Reverting to Burns Philp's Townsville fleet for a moment - the MYRTLE mentioned is the one which is recorded as having been wrecked near Cook's Opening, in the Barrier Reef, on April 3 1897. She was certainly ashore, but not for keeps, though she was never fit for sea voyages again. She served at least until 1905.

A firm which operated as shipping agents at Townsville and elsewhere was Aplin, Brown and Crawshaw. Around the 1900s they had the // CHRISTINA GOLLAN (1885), lightering within the port and to the rivers. This is the same vessel later owned by Illawarra S.N.Co., wrecked in 1920.

Others in the port were the // BOBBIE TOWNS (1897, owned by D.McGregor), // DOVE (1883, M.Rooney), and two vessels owned by J.Cordingley's Alligator Creek Meat Works - the // NAIAD (1895) and SEA NYMPH.

Primarily the duty of these last two was the transport of frozen meat to overseas ships; it seems strange to think of a ketch - such was the SEA NYMPH - being fitted for this purpose. In fact, she must have been quite a smart little ship - she even carried cargoes of meat to outports.

Then there were the // RIPPLE (1899, owned by N.Boyd, and used in the banana trade) and the // ALEXANDRA. The latter was the A.S.N.-A.U.S.N. vessel of 1863; now a self-propelled refrigerated lighter, she was well past her prime. (She was scuttled off the Townsville breakwater in 1906.)

CAIRNS VETERAN

Further north again, at Cairns, B.P.'s had the // VICTORY (1880) attending to the mail ships. The C.S.R.Co. had four iron lighters (numbered, not named) towed by a small, fine-lined yacht named // FLORENCE. The only other tender in the port was the // ELNATHAN (1877, owned by D.Wilson).

The VICTORY was turned into a hulk in 1903 and was apparently broken up in the same year. The ELNATHAN was merely laid aside when her days were done; her Register was not closed until 1953, but by then her bones, long a familiar sight at Cairns, had disappeared. The veteran of the Cairns shabby sisterhood was the MAIDA. At the time she was owned by the Chillagoe Mining Co., and was serving as a coal hulk. Her story is told by Glassford in the article mentioned earlier (though her service at Cairns is not mentioned.)

Her date of conversion to a hulk, and her sale by the Chillagoe Co to W.R.Black

are unknown; Glassford correctly reports her as passing into A.U.S.N. hands with the purchase of Black's business in 1917. She was burnt for her copper on Bishop's Island in 1933 or 1934 and pieces of half-burnt teak were found for two or three years afterwards as far away as Caloundra.

At Port Douglas the braw Scot (?) Callaghan Walsh ran a shipping agency. He owned a wooden punt named the AGNES and two tenders - the # BEE (1865) and the # LUCY.

The BEE came to him from the old A.S.N. Co., for whom she was built; by 1900 her iron hull was so worn that she was sheathed over with wood. Between 1900 and 1910 she was run on to a mudbank and abandoned. The LUCY I cannot identify.

Cooktown, the terminus of the mail run in the early days, was not a lighterage port. A berth was available at the mouth of the Endeavour River.

THURSDAY ISLAND

Thursday Island was a depot for pearl shell and trochus shell fleets; B.P.'s and the "pearl king" Clark had several receiving ships there. Most of them were small ketches; only one in each fleet merits notice.

Clark owned the DAYSPRING, which had formerly been the Presbyterian Mission's second ship of that name (built 1863.) She was sold by the Church in 1894 and in the following year went on to North West Reef. Here again we have a total loss that was not so total; she was floated later on and was still at Thursday Island well into the first decade of this century.

Burns Philp's notable vessel was the WILLIAM FAIRBAIRN. Built of iron at Liverpool in 1856, she was a full-rigged ship, originally owned by Potter Brothers. In 1870 she passed into the fleet of the renowned Edward Bates & Co., and after various adventures and several changes of ownership, became the Hungarian LJUBIROD, hailing from Ragusa on the Adriatic (now the Yugoslav town of Dubrovnik.)

As the LJUBIROD she went ashore near Thursday Island in 1889 and was abandoned. B.P.'s brought the wreck, finally got her afloat and brought the remains to Thursday Island.

When restored to usefulness (if only as a hulk), the historically-minded and strongly patriotic Scot James Burns gave her back her original name, in honour of the famous engineer born at Kelso, in Roxburghshire. The old ship was later taken to Goode Island and broken up there in 1903.

THE GULF PORTS

Last of all, we come to the ports of the Gulf of Carpentaria - Normanton on the Norman River, and Burketown on the Albert.

Conditions here were unlike anything encountered on other lighterage ports. Not only was there a bar at the mouth of each river; but whereas in other places the tide regularly flows twice in the course of a natural day, at these places there was rarely more than one tide in twentyfour hours. And when perverse winds heap the shallow waters up in the wrong parts of the Gulf, there sometimes is not a tide at all for days on end.

Today, the Carpentaria Shire, embracing some 26,000 square miles has a population of 580 - including Normanton; the Burke Shire, with its centre at Burketown, has 17,000 square miles - and 270 people. The Shire of Croydon, adjoining Carpentaria Shire, has 11,000 square miles and a population of 183.

It is hard to believe that Croydon once had 3,000 people, that Normanton once supported five banks and a newspaper, and that Burketown and Normanton were so important that the British India liners on the London-Brisbane service via the Torres Straits quite often diverted to serve these two ports. These facts require some explanation.

The cattle country from the Barkly Tableland northwards needed an outlet; the eastern coast of Queensland was too far away, so a killing and boiling down works was established at Burketown in the early 1860's. There was no frozen or chilled beef - tinned meat, hides and tallow were the products. (one of the biggest lines moving to the Gulf, logically, was, therefore, salt!)

SLEEPERS AS CARGO

Normanton, though established at about the same time, soon outstripped Burketown when gold was found at Croydon in 1885. A railway line between Normanton and Croydon was built; one of the principal cargoes for this port comprised railway sleepers; the country is full of termites and the average life of a railway sleeper was less than two years. (Steel rails, incidentally, were the reason for many of the diversions of B.I. ships to the Gulf.)

It was planned that the railway to Croydon should be pushed eastwards to link up with the line reaching south-west from Cairns; but whereas the latter eventually reached Forsayth, the other line was abandoned when the Croydon goldfield petered out.

Meatworks were opened near Normanton in 1892, at a spot named Kimberley, off which the ships used to anchor; Kimberley is no more - it is now Karumba. But while the Kimberley meatworks lasted only four years, and those at Burketown continued well into this century, the position was reversed later when Shand's meatworks at Karumba provided good upward and downward cargoes for John Burke's ships, while Burketown's meatworks died.

Normantown is 56 miles up the river, but tenders could make the journey with ease. Burketown, on the other hand, was only 30 miles from the sea, but not always accessible.

Much depended on the state of the river. In periods of "dry", or if the deep-sea vessel arrived off the bar at an inconvenient time, passengers and mails were taken only as far as Truganini Landing, about six miles below the town.

This spot took its name from the little Burns Philp-Q.S.S. vessel; she would have been light enough draft to reach this spot on certain tides, though there is no evidence that she made the passage regularly. She was employed in the feeder service in 1881 and 1882, between Thursday Island and Gulf ports, meeting the B.I. liners at the former place. It is strange that she has left a Tasmanian native name in a country peopled by such a different type of aborigine.

LIGHTERS

From the inception of services to the area, the necessity for tenders and lighters

was recognised. The A.S.N. Co.'s records are silent on its arrangements other than to note that it had a contract with Captain T.B. Robinson for the provision of lighters.

However, from other sources it is apparent that it also had lighters of its own. By the time the A.U.S.N. took over the mail run, a little more detail emerges. Robinson had two lighters at Normanton - the LYTTON, a wooden vessel of 60 tons, and the iron NORMAN, built in 1885, and a slightly larger unit. Burketown was the home of Robinson's lighter SAMSON, 87 tons, built in 1865.

This was all very well so far as capacity was concerned (though Burketown could have done with another lighter) but Robinson owned no self-propelled vessels. He depended for towage on Burns Philp. At Normanton, they had the // AMY, 32 tons built in 1863, and formerly a tender at Townsville; at Burketown, the // WATER LILY, built of wood in 1882.

In 1887 the A.U.S.N. acquired two lighters from the A.S.N. Co.; both were at Normanton, and they were named ATLAS and HERCULES. Despite the "class" name, they were not sisters of the SAMSON (though there seems little doubt that Robinson acquired that vessel from the A.S.N.); the ATLAS was built in 1882, the HERCULES in 1866; both were of iron. Early A.U.S.N. records describe them as "twin-screw lighters" but I believe that to be an error.

LONDON BUILT PADDLER

To give the little AMY some help at Normanton, where she now had the LYTTON, NORMAN, HERCULES and ATLAS to care for, the A.U.S.N. sent the // DUGONG, an iron tender of 115 tons built in 1875. It had no comparable vessel to send to help the WATER LILY.

After some enquiry, the A.U.S.N. bought the famous FRANCIS CADELL for service at Burketown. She was an iron paddler, built in London, shipped out in frame and erected at Port Adelaide in 1866. In 1871 Bright Brothers bought her for towage service at Brisbane; in 1888 they sold her to the A.U.S.N. and in September of that year she was towed to Burketown by the ARCHER.

In the same year, B.P.'s and the A.U.S.N. pooled their lighterage plant; in 1894 Robinson and his craft were admitted to a loose sort of partnership, Robinson being appointed Superintendent. Out of this arrangement grew the Carpentaria Lighterage Co., registered at Brisbane in December 1900. N.P.'s owned half the capital, the A.U.S.N. a third and Robinson a sixth.

Two other ships were bought - the // WHANGAROA (which I cannot identify) and the // TARANNA (a wooden steamer of 39 tons built 1884.) The A.U.S.N. also sent round from Cooktown their hulk BELLS, a former barque bought at auction in 1897 for £310, and dismantled.

Some local spirits objected to the monopoly held by the Lighterage Co., and in 1898 a small concern called the Northern Shipping Co. was set up in opposition. It had two ships - the // ALICE (built in 1888 for Sydney Harbour work), and the // NELSON of 1898 (the latter being on charter. However, the new concern did not prosper and I can find no evidence of its existence beyond 1901.

LAID ASIDE

The ships of the Carpentaria Lighterage Co. had various ends.

The FRANCIS CADELL, according to records, was wrecked in the Albert River in 1903; in fact she was actually dismantled in 1898 and left derelict; it was in 1903 that the entry was made in her Register.

The BELLS, LYTTON and SAMBOM were laid aside on the mud somewhere in the first decade of the century. The WATER LILY suffered the same fate in 1917.

When the Lighterage Co. went out of business in 1920, the AMY and HERCULES were bought by the Carpentaria Shire Council, the TARANNA and ATLAS by the Burke Shire Council. Both bodies hoped to operate the vessels in conjunction with the service provided by the Queensland Government after the A.U.S.N. could no longer offer for the mail contract.

Neither had much luck and the vessels were soon idle. The AMY sank at her moorings in the Norman River in 1926 and was subsequently waded out to sea by flood waters. The HERCULES survived until 1949 and was then broken up.

The TARANNA was wrecked in the Albert River on April 30 1924; the ATLAS is still lying at Burketown though she has not been used for twenty years or more. The NORMAN, still owned by the Lighterage Co., sank at her moorings in the Norman River in 1925.

In the meantime, the WHANGAROA was no longer owned (though I cannot trace her) and the loss of the NORMAN was not regretted by the Company, which made no attempt to salvage her, but promptly took the opportunity of closing its books and winding up.

BROKEN UP

There remains only the DUGONG. She was ordered to Brisbane for disposal; on the way she struck Pipon Island on June 12 1920. The damage she sustained would not have been serious in a more modern or more valuable vessel; but she was already 45 years old, and no employment was in sight for her. When she eventually made Brisbane a few weeks later, she was sold for breaking up.

One quaint episode to end this tale. When the HERCULES was being sold to the Carpentaria Council, and documents were being checked, it was found that her Ship's Register contained an undischarged mortgage of £300. Transfer, therefore, could not be effected.

All the guarantors under the mortgage were dead (they included James Burns, and James Munro, first manager of the A.U.S.N.).

In the end, Royal Assent to the cancellation of the mortgage had to be obtained - a long and involved legal process which cost considerably more than the £300 of the mortgage!

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Mr. R. H. Mearns, of Brisbane, Q., supplied Mr. N. L. McKellar with the ultimate fate of many of the small ships about which Mr. McKellar writes so interestingly in the above article.

VOANNA'S VOYAGEOF MYSTERY

Fishing Vessel's Disappearance

Led to Radio Law

(by T.W.Fox, Tas.)

On September 26 1948 the 48-foot fishing vessel VOANNA set sail from the fishing port of St. Helens, on the East coast of Tasmania. This 30-year-old vessel was carrying provisions for two or three weeks and, with an extra 70 gallons of fuel, was bound for Three Hummock Islands off the East coast.

For her crew of three, with Thomas Sydney Fox in command, this started out as any ordinary cruise to the deep sea fishing beds off the coast but it was to turn into one of the most baffling mysteries in the maritime history of Tasmania.

On October 19 the Hobart press reported the VOANNA overdue, but there was no immediate concern as to her whereabouts.

On the same day a wellknown aviator, Lloyd Jones, flew two brothers of the missing vessel's master on an intensive air search. The eldest brother, himself a holder of a master's certificate, believed the VOANNA was probably running before a heavy sea and anything up to 400 miles off the Tasmanian coast.

Following representations from the Premier (Mr. Cosgrove), the Prime Minister promised to send a Catalina to continue the air search. This plane was of little value to the general search as due to weather conditions she was unable to take-off on October 21, 22 and 26.

The master of the VOANNA was a wellknown seaman and skipper. He had seen action while serving with the second A.I.F. (Middle East, New Guinea, Borneo). He was married with one child. The crewmen were Messrs. S. Ikin and Tasman Cliffard.

Ikin, a navigator in the R.A.A.F during World War II, had sailed a raft from Singapore after the Japanese occupation and his arrival at Sydney Heads was much publicised. He was awarded the D.F.C.

A report was received on October 25 that on or about October 12 a woman had sighted the VOANNA off Flinders Island. The police accepted this story, but most seamen along the coast thought it to be so much fiction.

On October 26 the 70-foot ketch RUBY under the command of the missing master's eldest brother, sailed out of Hobart to search all the anchorages along the East coast. On October 28 the Federal Government brought Dakotas to aid in the search.

They found nothing.

Some weeks later the RUBY after a long, strenuous voyage, limped into port with the disheartening news that there was no trace of the missing vessel. The VOANNA

was declared officially lost with all hands.

Had her master and crew died for nothing?

At first it seemed they had, but it was this particular case that made the federal government pass legislation making it necessary for deep sea fishing craft to carry radio.

ATTAINED ITS MAJORITY

Twenty-first Issue of the annual

DOG WATCH appears

All shiplovers look forward to the annual appearance of the DOG WATCH, the journal of the Shiplovers' Societies of Australia which is so capably edited by Miss S.A.E. Strom and M.T.E. Goldfinch.

The latest issue sees this journal attain its majority. Its 21st issue has come a long way. The annual DOG WATCH grew out of a slim, duplicated quarterly and was first published in 1943. It was duplicated on yellowish, wartime paper, included no illustrations and ran to but 64 pages. What could be said in its favour, however, was that its contents were excellent and had the tang of the sea in almost every line.

This 21st issue, besides having numerous illustrations, is handsomely printed on good quality paper, with an attractive cover and 136 pages of interesting and entertaining text. At 5/6, it is very modestly priced.

The standard of its articles and stories set in the first number has been maintained throughout the years and the latest edition of the DOG WATCH is a veritable mine of information and interest. The field covered is a wide one, and ranges from Mr. C. Hall's article on the search for the BATAVIA and Captain S.B. Brown's The Sandalwood Days to George R. Grant's Voyage on a Tramp Steamer and Captain Archie Horoka's Working up the Bay. There are articles on the Gippsland steamer s.s. DESPATCH, a comparison of three "Great" ships -- the GREAT WESTERN, the GREAT BRITAIN and the GREAT EASTERN, and the second part of the journal of a ship's surgeon on a voyage from London to Australia in the iron barque, SCOTTISH BARD, which was owned by McIlwraith McEcharn, in 1878.

The LOG congratulates DOG WATCH on its coming of age and recommends this 21st issue to all who are interested in ships and the sea.

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Alterations to the N.Z. inter-island express steamer MAORI, which is to be converted into a roll-on, roll-off car ferry, will show few visible signs of major reconstruction. Internally the whole of C. deck will be gutted to provide accommodation for motor vehicles. So far as the MAORI's altered profile is concerned, the disappearance of the samson posts over the forward and after hatches and the erection of a new tripod mast at the stern, will be the most noteworthy features.

WARSHIPS OF THE RISING SUN

Additions to Fate of Ships.

Mr. Rex A. Cox (Tas) sends the following additions to his article published in the last issue of THE LOG.

Heavy cruisers.

FURUTAKA. (KAKO class) Sunk by U.S. cruisers and destroyers off Cape Esperance, October 12, 1942.

HAGURA, 10,940 tons, 661' x 56', 35½ knots; Completed 1929. Sunk by British destroyer off Penang, May 16 1945.

MYOKO, sister to HAGURA

NACHI, sister to HAGURA. Bombed and sunk by U.S. aircraft in Manila Bay, Jan 8, 1944.

ASHIGARA, sister to HAGURA. Sunk by British submarine in Banks Strait, Jan 8 1945.

TONE, 11,900 tons, 661' x 60', 35 knots; Completed 1938. Fate wanted.

CHIKUMA, sister to HAGURA. Sunk at Battle of Leyte Gulf, October 1944.

Light Cruisers.

KUMA; completed 1920 (not 1919). Sister vessels all completed 1921.

SENDAI; Sunk at Battle of Bougainville, November 11 1943.

NAKA; Bombed and sunk by U.S. aircraft at Truk, February 17, 1944

NATORI; 5170 tons, 520' x 46' 36 knots; Completed 1922. Sunk by U.S. submarine off Samar Island, August 18, 1944.

ISUZU; sister to above. Sunk by U.S. submarine off Sunbawa, april 7 1945

ABUKAMA; Sister to above. Sunk at Battle of Leyte Gulf, October 1944.

NAGARA; Sister to above. Sunk by U.S. submarine south of Kyushu, Aug. 7 1944.

KINU; Sister to above. Sunk at Battle of Leyte Gulf, October 1944.

YURA; Sister to above. Sunk by U.S. aircraft off Santa Isabel, October 25, 1942.

TATSUTA; 3,230 tons. 457' x 40', 33 knots, completed 1919. Sunk by U.S. submarine in the Bismarck Sea, December 18, 1942.

TENRYU; Sister to above. Sunk by U.S. submarine off Hachijojima, March 13 1944

KASHIMA; 5,890 tons, 426' x 52', 18 knots; completed 1940. scrapped after the war.

KATORI; sister to above. Sunk by U.S. ships and planes at Truk, February 17, 1944.

*KASHII; Sister to above. Sunk by U.S. planes in the South China Sea, January 12, 1945

*KASHIWARA; Sister to above. Begun 1941, construction abandoned on outbreak of war.

* Training cruiser.

Any additional information, which readers may be able to provide would be much appreciated by Mr. Cox. His address is 12a Mt. Stuart Rd., Hobart, Tas.

SHIPWRECKS AND CASUALTIES

ON THE W.A. COAST

by Bob Johnson (W.A.)

CARLISLE CASTLE: 1,485 tons, built 1868, owners Green & Blackwall. A passenger ship she was sold in 1890. Wrecked near Rockingham in a heavy gale on 12 July 1889. 11 lives lost; 15 saved.

CARNARVON CASTLE: formerly RED ROCK. Caught fire 31 Jan. 1907, en route Liverpool/London, 850 miles S.W. of Cape Leeuwin. Crew left in two boats and spent 24 days afloat before arriving at Fremantle. Two men died at sea, one after landing.

AVISMOAT: A liberty ship, 7,147 tons. Sent out S.O.S. 1,000 miles west of Fremantle on 24 Aug. 1949, en route Hull, England - South Australia. Gas from her cargo of coal blew the hatches on numbers four and five holds. The ship reached Fremantle under her own steam, drawing 37' of water at the stern.

CITY OF YORK: A sailing ship owned by the City Line Ltd., Glasgow. Wrecked on July 12, 1889, on the N.W. coast of Rottnest Island. Her anchor was salvaged and placed in a prominent position at Rottnest. The bay where she rests is named after her.

CURLEW; Schooner of 11 tons, registered at Fremantle. Driven ashore at Onslow during a cyclone 7 Feb. 1911.

JAMES SERVICE: Barque, 441 tons, on passage from Melbourne to Calcutta. Wrecked south of Fremantle 23 July 1879 with the loss of 24 lives.

KWINANA: Owned by W.A. State Shipping Service and engaged on Fremantle-North West coast run. After a serious fire at Carnarvon in December 1920 she made Fremantle under her own steam. She was then stripped of her fittings and moored at Careening Bay, Garden Island, just off Fremantle. Some time after she was blown ashore at a point three miles north of Rockingham. A beach and oil refinery are named after her.

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STEAMERS OF THE DERWENT

AND THE TAMAR

Mr. Thomas W. Fox, a Tasmanian WSS member who contributes articles to THE LOG, has compiled a slender roneed booklet, They Reigned Supreme, which deals with the river steamers of the Derwent and the Tamar.

Mr. Fox lists all the steamers that have plied on the Derwent and the Tamar and gives useful information relating to each. Incidents in the history of the individual vessels are recorded as well as constructional details, and there are separate notes on builders, Risdon ferry, river steamer racing, the O'May Brothers and other related subjects. The whole is a most useful and informative booklet, and it is to be hoped

that other WSS members will produce similar little booklets on maritime subjects of Australian interest.

Four photographs on art paper -- the m.v. DERWENT, the s.s. REEMERE, the s.s. KANGAROO and the m.v. MANGANA -- illustrate the book and there is a handy index.

Copies are obtainable from Mr. Catt, a WSS member, at the Diocesan Book Depot, 27 Murray Street, Hobart, Tas., at 4s. a copy to members.

WHEN THE NELLORE

WAS TORPEDOED

* * *

28 Days in a Lifeboat

By "Twin Screw" (Vic.).

On 22 June 1944 the E & A cargo/passenger steamer NELLORE sailed from Bombay for Australia, and shortly before midnight on 29 June, when her position was approximately 8'S. 74'E, she was struck forward on the portside by a torpedo.

The NELLORE immediately commenced to sink slowly by the head and the crew and passengers quickly abandoned the vessel, which was just as well, as about an hour after the torpedoing two submarines surfaced and began to shell the stricken vessel, setting her afire. The NELLORE sunk about 2 a.m. on 30 June.

Three lifeboats were known to have got away and at dawn a course was set for Diego Gracia, 200 miles away, but the boats parted company. Three days later two came together again and on the same day they were sighted by aircraft, which returned the next day and dropped supplies. At this juncture the boats were under 100 miles from their objective.

On the sixth day the weather worsened and the boats parted company.

From hereon we are concerned only with number four boat, in which there were 47 survivors. Having not reached Diego Gracia by the tenth day it was assumed that the boat had missed the objective and consequently course was set for Madagascar.

For the remainder of the voyage the weather conditions were adverse, with winds to gale force at times. This resulted in the lifeboat becoming badly strained by the last week of the voyage.

On the 13th day the first death occurred and thereafter this became a daily misfortune, so that by the time land was sighted only 12 of the 47 persons remained alive.

On the 28th day (28 July 1944) land was sighted about dawn, but owing to the surf the boat stood off until the afternoon, when she made an attempt to beach. However, during this the lifeboat overturned and swamped, one of the remaining survivors being drowned. Another died within a few days of landing.

In all only ten persons survived the journey, which ended near Sahambava (14'10 S 50'3 E) Madagascar.

BLOCKSHIPS SUNK FOR
MULBERRY HARBOUR

By B.W.Lawley, (U.K.).

DOVER HILL	5815/18	Counties Ship Management. ex CLAN MACVICAR (Clan Line) 1936. Sunk 7/2/44 after bomb damage in Kola Inlet 4/4/43.
FLOWERGATE	5200/11	Ex SCHILDTURM (German prize 1919) to Turnbull Scott & Co. Sold 1940 to C.Strubin.& Co. London,same name. Sunk 7/2/44. Raised and towed to T.W.Ward's Yard at Briton Ferry, arrived 15/8/46.
BECHEVILLE	4200/24	Jas.German & Co.London, ex.NEWTON ELM 1937 (J.Ridley Son & Tully) ex WESTLEA same owners, sunk8/2/44
PANOS	4914/20	United Merchants Shipping Co.London. ex AVON VALLEY 1937. ex HOMECLIFFE (J.T.Readhead & Co) 1934. Sunk 8/2/44
ELSWICK PARK	4188/20	Weidner Hopkins & Co.Ltd.Newcastle. Sunk 10/2/44
SALTERSGATE	3940/24	Turnbull Scott & Co.ltd.London, ex OVERSTONE (Charles Radcliffe & Co), Sunk 11/2/44
ALYNBANK	5157/25	Bank Line Ltd. (Andrew Weir & Co) After use as a anti-aircraft cruiser. Sunk 9/6/44 and raised 12/45, broken up by West of Scotland S.B.Co at Troon.
EMPIRE BUNTING	6448/19	M.O.W.T. (Managed by Headlam & Sons) ex EELBECK 1941 U.S.S.B. Sunk /2/44
EMPIRE DEFIANCE	4632/09	M.O.W.T. (Brocklebank Line, mgrs). Built as German <u>ISERLOHN</u> . Price to U.K. 1919. To Reardon Smith & sons as UNION CITY. Sold to Finland 1924 as WASABORG. Sold to Italy 1935 as ERICA. Captured by Royal Navay 6/40 and renamed EMPIRE DEFIANCE. Sunk 2/44. Raised 1951 and towed to Antwerp for scrap, arrived 15/9/51.
EMPIRE FLAMINGO	5200/19	M.O.W.T. (Nisbet & Co.Glasgow) ex JOLEE 1941 U.S.S.B. Sunk /2/44.
EMPIRE MOORHEN	5617/19	M.O.W.T. (Booth Line) managers. ex WEST TOTANT 1941 U.S.S.B. Sunk /2/44.
EMPIRE TAMAR	6581/07	M.O.W.T. Built for Shaw Savill & Albion Co. as KIAORA. Sold 1935 to Italy as VERBANIA. Captured at Haifa 7/40 and renamed EMPIRE TAMAR. Sunk 2/44.
EMPIRE WATERHEN	6004/20	M.O.W.T. (R.Chapman,Manager). ex MANATEE 1941 U.S.S.B sunk 2/44.
INGMAN	3169/07	M.O.W.T. Ex SIGNE 1941, ex LAKE HALLWIL 1941, M.O.T. Harper Mather & Co. for Estonian owners. ex CAROL DORIAN

1938. ex HELMSDALE, E. Lowder Downing & Co. London
Sunk 2/44

MODLIN 3569/06 Polish Owners before taken over by M.O.T. ex WILJA
ex LAURENT SCHIAFFINO ex LE BOUGET ex TINOS ex
HILDA HORN, ex GAVELON. Sunk 2/44

VINLAKE 3938/13 M.O.W.T. ex CSIKOS 1942 ex NORTH PACIFIC 1934.
Felix S.S.Co., Sunk 21/2/44

LYNCHAUG 2839/19 M.O.W.T. Norwegian steamer ex CANADIAN TROOPER
Sunk 26/2/44

SIREHEI 3888/07 M.O.W.T. (Norwegian steamer) ex BRATSBERG 1935
Sunk 26/2/44

EMPIRE TANA 6148/23 M.O.W.T. ex Italian prize CARSO 1943, Sunk 3/44

GEORGIOS P. 4052/03 M.O.W.T. ex Greek steamer formerly Ellerman Hall
Line CROSBY HALL 1927. Sunk 6/44.

NJEGOS 4393/08 M.O.W.T. ex Yugoslav steamer ex NORMAN ISLES ex
SURUGA sunk 6/44

WINHA 3391/04 M.O.W.T. (Finland) ex ATLANTIC 1935 sunk 6/44

MANCHESTER SPINNER 4767/18 Manchester Liners Ltd. ex GRAMPIAN RANGE 1921
Furness Withy. Sunk 9/6/44

MARIPOSA 3800/14 Neil & Pandelis, London, ex GREEK MARINER 1938,
ex GALEB 1935, ex CEFNBRYN 1935, ex GALEB 1934, ex
DEDINJE 1934, ex CEFNBRYN, ex THEOFANO ex IOANNIS
VATIS. Sunk 6/44

BENDORAN 5567/10 Ben Line Steamers Ltd., Leith. built for Indra Line
as INDRADEO. Sold to Alfred Holt 1915 as EURYBATES.
Sold 1926 to Wm. Thomas & Co. Liverpool as CAMBRIAN
PEERESS. To Ben Line 1931 as BENDORAN. Sunk 6/44.

VERA RADCLIFFE 5600/25 Evan Thomas Radcliffe. Sunk 6/44

FORBIN 7291/22 Formerly Charguers Reunis. To M.O.T. 1941 J. Chambers
managers, sunk 6/44

INNERTON 5300/19 Chapman & Willan. Sunk 6/44

BELGIQUE 4606/02 Belgian steamer. ex COURTFIELD, Harris & Dixon in
1915. Sunk 6/44

EMPIRE BITTERN 8370/02 M.O.W.T. Built for Warren Line as IOWA. Sold 1912
to Hamburg Amerika Line as BOHEMIA. Taken over by U.S
Government 1917 and renamed ARTEMIS. Sold to M.O.W.T.
1941 as EMPIRE BITTERN. Sunk 23/6/44.

PARKHAVEN 4803/20 Dutch Ship. Sunk 6/44

PARKLAAN 3807/11 Dutch ship. ex RONNSKAR 1937. ex CALDY LIGHT 1934.
Lewis Lougher & Co. ex ARABIER (Brys & Gylsen) ex

MANNINGTRY (Sivewright Bacon & Co.) Sunk 6/44

NORFLAK 5672/19 M.O.W.T. ex EMPIRE KITTIWAKE 1942, ex FORBES HAUPTMANN
ex WESTERN ALLY (U.S.S.B) Sunk 24/6/44

+ NORJERV 5582/19 M.O.W.T. ex EMPIRE EAGLE 1942, ex INDIANIAN (U.S.S.B)
ex WILLHILO 1937, ex GOLDEN ROD 1934 ex WEST ISLIP
sunk 26/6/44

STANWELL 5767/14 Stanhope S.S.Co.Ltd. London ex STOCKWELL 1938
(Brocklebank Line) Sunk 29/6/44

MAYCREST 4755/13 Crest Shipping Co. London ex ISTOK 1940 (Yugoslav)
ex MONGOLIAN PRINCE 1928, Prince Line, ex VERDALA 1918
(Gow-Harrison), Sunk 4/8/44

BOSWORTH 6672/19 H.M.Thomson Ltd. ex WAR PERIDOT. Sunk 4/9/44

Also used as a blockship was H.M.S. DURBAN.

* WSS NEWS AND NOTES *

AT THE annual general meeting of the N.S.W.Branch, held on July 16, Mr.Malcolm Longstaff was re-elected president. Election of other office-bearers resulted i Vice President, Mr.Jim Freeman; Hon.Secretary, Mrs.Kitty Dick; Hon Treasurer, Mr.Arthur Corkill; Committeemen, Messrs Stanley Welch and Bob Ponza.

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Mr.Jeremy Stein has left Wollington, N.Z., and is now running his own business at Tauranga, in the Bay of Plenty, N.Z.

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A presentation was made to Mr.Fred Roderick by members of the N.S.W.Branch at their July meeting on the occasion of his marriage. Mr.Roderick, as most members know, long printed "The Log" for the society.

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Another N.S.W. member -- Mr.Peter Nicolson -- was congratulated by N.S.W members at the same meeting on his marriage.

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Welcome aboard: New member, Mrs. Patricia Lumsdaine, 11 Violet Street,Balgowlah, NSW

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The Wellington, N.Z., branch held a meeting on July 29 at which Mr.P.J.(Paddy) Leahy was elected chairman, Mr.L.J. (LAWrie) Philpott secretary, and Messrs. A. Roskvist, J.Henry and V.Young, and Miss M.McDonald,committee members. Subsequently the branch held a film evening. The address of the new secretary, Mr.Philpott, is P.O.Box 19, Wainuiomata, N.Z.

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The Hon. Treasurer of N.S.W. Branch (Arthur Corkill, 74 Wharf Rd, Gladesville NSW) reminds members of his branch that dues became payable mid-year and requests immediate payment from those who are unfinancial.

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Welcome aboard H.J. Hancock, 37 Chiltern Road, Willoughby,; John Prescott 29 Burke Street, Parramatta; J.A. Tuk, 5/4 Cremorne Rd, Cremorne; F.J. Warham 235 Annandale St, Annandale; David Chandler, 8 Charlecot St, Dulwich Hill; all recent enrollments in the N.S.W. Branch.

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The Melbourne branch, of which Mr. Doug Robertson (phone 47-7175) is secretary, is endeavouring to arrange monthly meetings instead of every second month. Meetings are held in the Railways Institute building.

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Nearly 70 members and their friends attended the August meeting of the Hobart branch. Mr. Reg Wilson and Mr. Lindsay Rex presented "Shipping Roundup", and then Mr. John Craike narrated "Hobart Waterfront Scenes," which had been prepared by Mr. George Allan. The guest speaker was Dr. W. Bryden, Director of the Tasmanian Museum and Art Gallery, who gave an informative talk on his recent visit to American maritime museums, including Mystic and the Peabody.

The WOONDA, 309g/1915, former Adelaide tug which was withdrawn from service recently and offered for sale has been bought by Port Lincoln tuna fisherman Mr. K. W. Tidswell. Mr. Tidswell has stated that WOONDA will be converted for tuna fishing.

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+ ADELONG 3619/1936, has been immobilised at Melbourne since mid-May owing to boiler trouble. She was expected to return to trading about the end of August.

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The Blue Funnel HELENUS, 10,125g/1949, HECTOR 10,125g/1950, IXION 10,125g/1951 and JASON 10,160g/1950 are all to undergo extensive refit, during which their passenger accommodation will be eliminated.

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Tankers have been in the news and it is anticipated that the following will be in service on the coast before the end of the year: Shell Co's HEMIGLYPTA, 12,180g/1955, Ampol's WILLIAM G. WALKLEY 12,624g/1954, CALTEX LIVERPOOL 11,814g/1952 the BRITISH CYGNET, MOBIL PROGRESS and an unnamed Esso vessel.

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The two bulk carriers recently ordered for construction at Whyalla will be 47,000 tons dw with a length b.p. of 690' beam 104' and loaded draft of 38'.

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READERS' QUESTIONS, ANSWERS, WANTS AND COMMENTS

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The Rev.K.W.Morgan, of the Parochial District of The Pine Rivers, whose address is The Vicarage, 3 Redcliffe Road, Petrie, Qld., writes to say that a church in his parish on the shores of Moreton Bay seeks a small model of the ENDEAVOUR, the vessel in which Captain Cook sailed up the coast of Moreton Bay. The model is to be placed in the church along with gifts from the church in which Cook was baptised and the one in which he was married. If any member can supply such a model would they write the Rev.Morgan direct?

Mr.F.M.Gregory, 106 National Park St., Hamilton, 2N, NSW,,wishes to purchase prints, drawings or cards, of the following ships (which all had some association with the Bonapartes): HMS ORONTES, 1879; frigate BELLE POULE, 1840, French; Brig L'INCONSTANT 185, French; HMS BELLEROPHON, 1815; HMS NORTHUMBERLAND, 1815; Frigate MUIRON, 1799, French; HMS UNDAUNTED,1814; Ship CORSAIR, 1817; Ship GENERAL HARRIS, 1820; Ship PHAETON, 1816; Ship HEROD, 1821; Ship REDPOLE, 1815; Ship NEWCASTLE, 1816; ship GRIFFON, 1816; Ship VIGO, 1820; Ship CORMORANT, 1815; Ship CONQUEROR, 1815; Ship PODARGUS, 1819; Ship WENCHELSEA, 1818; Ship HIBERNIA, 1824. The dates quotes are those in which these ships flourished.

Ian Dunnet, 7 Grindlay St., Edinburgh, Scotland, seeks a photo of the former Ben Line steamer BENRINNES. She was built as OCEAN VOLUNTEER in 1942 and was of 7140 tons renamed ALCYONE UNION in 1949, BENRINNES 1950 and TWINBEAR in 1959. In 1962 Queensland Shipping Co renamed her KUALA TREERGASUS and she was sold to Chinese shipbreakers in the same year. If any reader can assist with a photo under any name, but preferably BENRINNES, please contact Ian direct.

GROEJLLA. Michael J.Wurth,2/5 Bellevue St., Maroubra Bay, NSW, seeks a photo of this vessel, preferably in AUSN colours. Any reader able to help please contact direct.

Available for EXCHANGE ONLY -- not for sale -- for earlier editions, Volume 1 of 1955-6 Iloyds Register of Shipping. Enquiries and offers Box 16 P6, Woodville,S.A.

Fred Haager writes; "During the early 1920's I saw a sailing vessel (I think a barque) sail into Botany Bay on the southern side, turn north when ⁱⁿside the head lands, and sail into La Perouse till she was 'brought up' all standing on the shallowing beach. I seem to remember that it was a winters afternoon, cold strong southerly blowing, but with good visibility. She had to have lighters sent to unload the cargo and it took some days to get her off. Can anyone name the ship and the circumstances. Later during 1930 I saw a stranded steam vessel lying on her beam ends in the surf of a beach south of Townsville. Can anyone name this vessel?" Replies to the Editor please.

ANSWERS:

Further to The LOG V. II, p99, the KAURI was sold in 1962 to Cromulla Shipping Co/ Ltd, of Hongkong (John Manners & Co Managers.) She was registered at Suva, (Fiji) under her old name and was renamed CAROLINA in June 1963. She recently sank in Hongkong when caught in a typhoon with all her port holes open and on survey. Mrs.W.O.Googe, Brisbane, Qld.

Just a few lines to congratulate you on the continued high quality of "The LOG", in particular I like the new type in the May issue which reached me yesterday. You have no doubt had replies to the W.A. member's enquiry re EURIPIDES and RUNIC (The LOG V.11 p64), but perhaps the following will be of interest. I regret I have no information on MINDEROO.

EURIPIDES (14,947/14) dimensions as in The LOG, was sold by Aberdeen White Star Line, to Shaw Savill, in 1932, being renamed AKAROA. She was broken up by De Smedt, Antwerp, arriving 12/5/1954.

RUNIC (12490/00) was sold by White Star Line, in 1930, to New Sevilla Whaling Co. (C hr.Salvesen Mgr.) who converted her to a Whaling Factory of 13801 g.r.t., renaming her NEW SEVILLA. She was torpedoed West of Islay, 20/9/1940, in position 55.48N 7.22W.

Incidentally, another White Star liner, the SUEVIC 12351/01, became a Whale Factory ship on her sale to Yngvar Hvistendahl, Oslo, in 1929. She was renamed SKYTTEREN and was sunk 1/4/42 by German naval forces in the Skaggerak whilst trying to escape to England with other ships.

The above information from my files is based on "Ships of the World, Vol.3" by Tony Starke, and notes by B.W.Lawley.

Whilst writing, may I draw the attention of Australian members to the interest of A.E.Phipps, of the West Midlands Branch, in funnels and house flags. He is particularly keen to obtain information on new and extinct companies, and would welcome letters and drawings. The address:- A.E.Phipps, "Cape Caxine", 27 Howley Grange Road, Halesowen, near BIRMINGHAM, U.K. ...David Hollick, West Midlands, UK.

In Mr McKellar's interesting article "Some Queensland Small Fry" which is concluded in this issue are mentioned one or two ships, particulars of which were not available to the author. The following might prove of some interest in this regard;

MARTHA REID (p.83) Official number 57556, 80 tons, 83' x 22' x 6.7, built 1875 Mackay Bros, Hobart. Owned in New Zealand till 1884 when registered at Rockhampton This register closed with the remarks '... and subsequently condemned, taken down the Fitzroy River and burnt, about June 1919'.

MARY (p.109) Official number 94137, built 1874 in New South Wales, 96'0 x 18' x 7'

MYALL (p.109) This is most probably the vessel, Official number 83884, 74 tons g. built 1883 Scott Bros, Newcastle, NSW., Her register shows owners in 1892 as Howard Smith, then June 1908 Australian Meat Export Co and registration at Townsville. It seems that sometime about 1908 her engines were removed and the

vessel converted into a cutter. It is reported that the ship was broken up in 1922.

MORNING LIGHT (p.110) Official number 46973, built as a schooner in 1873 at Rockhampton for Norris & O'Dwyer of that port. Wrecked Magnetic Island 1913.

.... Ron Parsons, Woodville, S.A.

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***	THE LOG'S General News Section	***
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CLOSING DATE for the November issue of THE LOG will be Friday October 23 1964 with late news up to October 30.

Princess Alexandra will launch the SOUTHAMPTON CASTLE, latest addition to the Union-Castle fleet, at Wallsend on October 20. This 12,200-ton cargo mailship is being built by Swan, Hunter and Wigham Richardson Ltd. and is scheduled for delivery in April 1965. Her sister ship, GOOD HOPE CASTLE, is due to be launched early next year and will be delivered the following July. It is expected these two fast vessels will reduce the voyage time between Southampton and Cape Town from 13½ to 11½ days.

Alfred Holt & Co. are for the first time to build in a Japanese yard. The Blue Funnel Line has ordered two 13,000g. cargo liners from Mitsubishi Heavy Industries Limited. Recently this company ordered five cargo liners from Vickers-Armstrongs (Shipbuilders) Ltd. and one from John Brown and Co (Clydebank) Ltd., so the line will have eight new vessels coming forward.

* The twin-screw refrigerator steamer BORIAS, ex Perthshire, 10,496g, which was built at Greenock in 1936, has been sold to Japanese shipbreakers.

Supplementing the regular sailings of the Cogedar Line's FLAVIA and AURELIA to Australia, the RYNDAM, 15,015g, is to leave Southampton on November 7 in the joint Cogedar-Holland America Line service to Australia, New Zealand and round the world. Her sister ship, the MAASDAM, will make a voyage from Rotterdam and Southampton to Australia and New Zealand in mid-October 1965.

 * Further to the Editor's remarks concerning WSS members publishing booklets,
 * etc., giving the results of their research (p.119) the printers of THE LOG
 * wish to state that they are only too willing to assist in producing such
 * matter. Anyone requiring duplicating of any material is asked to write
 * Box 16, Postoffice, Woodville, South Australia, setting out their needs.
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TWO Oberon-class submarines for the R.A.N. will be built by Scotts' Shipbuilding & Engineering Co.Ltd. at Greenock. This makes four of these submarines which Scotts' are now building for Australia. They will be named OXLEY, OTWAY, OVENS and ONSLOW, the first two commemorating Australian submarines in service between 1927 and 1931.

The AUSTRALIAN CITY, launched on the Clyde by the Fairfield Shipbuilding & Engineering Co.Ltd, on July 15, is the largest ship so far owned by the Reardon-Smith Line. She is a 27,000 ton dw bulk carrier and will be followed by a sister ship from the same builders.

+ Early on August 9 the freighter KOORAWATHA ran aground on Torrens Island, in the Port River at Adelaide, and spent six hours on a sand bar before the tugs TUSKER, YELTA, FOREMOST and WOONDA pulled her clear. Bound for Fremantle at the time, she was ashore from 7.30 a.m. to 1.30 p.m.

The Port Line has ordered a 9300-ton DW refrigerated cargo motorship from Barclay, Curle & Co.Ltd. at Whiteinch, Glasgow. She is scheduled for delivery at the end of 1965.

The sale of the Union S.S.Co's veteran motor vessel KARU (1058g, Glasgow 1935) was reported in the last issue of THE LOG (v.xi,106), but after that issue had gone to press she became a casualty. Her new owners, Australia Pacific Shipping (H/K) Ltd., of Hongkong, renamed her the DOROTHIE and intended to use her in general trading in the Far East. However, as the DOROTHIE she struck the southern side of the Jomard Islands reef at 10 p.m. on July 11 and was abandoned at 6 a.m. the following morning. She was then aground for her full length and with her engineroom flooded. Her crew of 15 were rescued from a lifeboat by the motor vessel BARON JEDBURGH and taken to Rabaul. The DOROTHIE was bound from Auckland to Hongkong via Sydney and Guam when she went aground in the Jomard Passage, which is the main route through the Coral sea.

Judge John F.Kilkenny, sitting in the U.S. District Court for the Southern District of California, recently found that both the ORIANA and the U.S. aircraft carrier KEARSAGE were to blame for the collision between the two vessels on 3 Dec.

1962. He divided the damaged.

French archaeologists have found the wreck of a ship thought to be 3000 years old off the coast of southern France.

The Queensland Government has accepted the tender of Evans Deakin & Co Pty. Ltd. for the construction of a shallow building dock at the Kangaroo Point shipyard leased by the firm from the government. This 740 ft. long dock, to cost £402,435 will enable ships up to 47,500 tons to be built at the yard.

The Eastern and Australian Steamship Co. is to re-enter the Australia-Japan passenger grade with a regular service between the two countries. The first sailing will be made by the ARAMAC from Melbourne on 8 Feb. 1965 via Sydney, Brisbane, Manila and Hongkong to Japanese ports. The ARAMAC was formerly the Cunarder PARTHIA (13,600g 1948) and later sailed as the REMUERA for the N.Z. Shipping Co.

The first load of cattle ever to leave the Gulf of Carpentaria for an overseas port was loaded into the Danish cattle freighter CLARA CLAUSEN. Loaded at Burketown for Manila, the cargo comprised 900 head of cattle.

The fishing vessel GARIBALDI sprang a leak off Port Noarlunga early on the morning of August 5 and after her crew had been taken off she was put under tow by the m.v. PORT MELBOURNE. However, when the pilot launch took over the tow she sank about 400 yards seaward of the outer harbour breakwater at Port Adelaide. She was successfully refloated on August 7 and was slipped next day.

Flying a 186-ft. paying off pendant, Alfred Holt's motor vessel GORGON was given a rousing sound off when she sailed from Fremantle on her last trip on July 21, bound for Singapore and thence to the shipbreakers at Hongkong. She was designed and built for the Singapore-W.A. service, and since she entered it has made 294 round trips between Fremantle and Singapore.

First bagged sugar handled at Townsville by the Sugar Board was recently loaded into the Danish freighter ESTEL MAERSK for Peru. In future all bagged sugar shipped from Queensland will be handled at Townsville.

* The Adelaide S.S.Co's motor vessel MARRA, chartered by the W.A.State Shipping Service for 12 months, arrived at Fremantle on August 4 and sailed two days later on her first voyage to N.W.ports.

Burns Philp are to dispose of their passenger vessels and concentrate on cargo carrying, according to an announcement at the company's annual general meeting on August 20. It is expected both the MALAITA and the BULOLO will be sold. A new cargo vessel to replace MALAITA is already being built at Newcastle.

The Dutch vessel HOLLANDS DREEF was the first vessel to load wheat from the new £3,000,000 bulk wheat silo at North Fremantle on August 8th. She loaded 14,000 tons for Japan. The new silo can load at a rate of 1,600 tons an hour, compared with a previous maximum of 600 tons an hour. Four conveyor belts are used instead of two.

The human skeleton found near Mandurah, West Australia, is believed to be the remains of a survivor or person drowned when the British sailing barque JAMES SERVICE foundered off Mandurah Heads in 1878. The reef is now called the James Service Reef. The vessel had 70 people on board, including a theatrical group. The storm was one of the worst of that year and there were no known survivors.

Two record breaking ships:- the Norwegian grain carrier LYSLAND, (20,422g, 613ft long) loaded a record grain shipment of 29,700 tons at Fremantle. The tanker MOBIL DAYLIGHT is the largest vessel ever to come to Victoria. Of 95,000 tons she berthed at the special oil wharf at Williamstown - 887 feet long.

The M.V. GERRINGONG (21,000 ton dw) a bulk carrier, now under construction at Whyalla for Bulkships Ltd., should be commissioned by the middle of next year. The vessel is very similiar to the recently launched A.N.L. MUSGRAVE RANGE.

The N.Z.S.Co REMUERA, ex Cunard PARTHIA, mentioned elsewhere in these notes as having been purchased by the E & A Line, will acquire the name ARAMAC which is an old A.U.S.N. shipname. The former vessel of this name was built in 1889 and hulked in 1925 and was sometimes chartered to the E & A for far eastern voyages.

The BAROSSA (4265g 1938) was delivered to Cronulla Shipping Co., of Hongkong at Sydney at the end of May and after loading cargo at Thevenard sailed for the east via Fremantle. At Hongkong she will undergo survey. (refer THE LOG V.xi, 102)

The MARRA (1936g, 1955) following completion of time charter to Union S.S.Co and after survey at Port Adelaide, has been taken on 12 months bare boat charter by the W.A. Government Line to run from Fremantle to N.W. Ports, particularly with cargoes of cement.

News and notes about Tankers:

The largest tanker built in the U.K. was launched at Belfast on August 6 from the yard of Harland & Wolff Ltd. She was the 90,000-ton DW TEXACO MARACAIBO, the fourth vessel to be built at Belfast for the Texaco group of companies. Her predecessors were two 28,000-tonners and one 50,000-tonner.

The TEXACO MARACAIBO is a three-island, single screw vessel with a curved raked stem and a cruiser stern, and her dimensions are 854'6" o.a. x 125' x 63'3", with a loaded draught of 47'6". She will be driven by double reduction geared turbines designed to give her a service speed of 16½ knots. The propulsion plant is operated from the bridge control station.

The Texaco group, which expects to have 100 tankers of over 3,000,000 tons dw in service by the end of the year, launched the 61,000-ton dw REGENT PEMBROKE on the Tyne shortly before the TEXACO MARACAIBO and another 61,000-tonner at Kiel.

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The world's largest tanker -- of 150,000 tons dw -- is to be built at Yokohama for Tokyo Anker Co. Ltd. by Ishikawajima-Harima Heavy Industries Co. Ltd. Some months ago this shipyard contracted with Sanko Kisen K.K. for two 152,000-tonners, but subsequently these vessels were reduced to a deadweight tonnage of 125,000. However, it is believed the size of these vessels may again be increased to 150,000. The NISSHO MARU, 132,250 tons, is the largest tanker at present in service. The new 150,000-tonner will be launched late next year and enter service in 1966.

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Among recent sales of tankers should be noted the following: the steam tanker EMANUELE MORASSO (12,825g, Montfalcone 1956), sold at auction by her Italian owners to other Italian interests; the twin screw motor tanker HAMILTON LAKE ex Gulfpride (12,510g Kearny 1927), which is to go to Spanish shipbreakers; the T2 tankers SEGOVIA ex Prairial ex Berne ex Sandy Lake (10,567g, Mobile 1945), which has been purchased by Liberian buyers, WASHINGTON CARRIER ex Texaco Carrier, ex Washington, ex Contreras (10,412 g Chester, Pa., 1943) which is to be broken up in Spain, and ESSO CHITTAGONG ex Stanvac Durban, ex Glacier Park (10,429g, Portland, 1944) which has been bought from Esso Standard Eastern Inc. by Amalgamated Marine Transport S.A., of Panama.

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Two T3 tank steamers, the SACHEM (10,259g, Maryland 1943) and the WILTON ex Saconnet (10,245g, Sparrows Point 1944), are to be broken up, the former by Japanese and the latter by Spanish shipbreakers. The tank steamer TRANSPETROL ex Brigitte ex Brigit Maersk, ex Comet (9,243g, Chester 1930) will go to Yugoslav shipbreakers.

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Shell Bermuda (Overseas) Ltd., have renamed all their tankers. The SAN CALISTO, 21,178g, becomes the VERMETUS, the SAN CONRADO, 21,179g, the VALVATA, the SAN EDMUNDO, 11,954g, the HUMILARIA, the SAN EMILLIANO 12,265g, the HEMITROCHUS, the SAN ERNESTO, 12,300g, the ALINDA, the SAN FABIAN, 12,179g, the HASTULA, the SAN FELIPE; 12,179g, the HOLOSPIRA, the SAN FERNANDO, 12,214g, the HEMICARDIUM, the SAN FLORENTINO 12,214g, the HEMIDONAX, the SAN FORTUNATO, 12,277g, the HEMIMACTRA, the SAN GASPARE, 20,893g,

the VERTAGUS, the SAN GERARDO, 20,893g, the VERCONELLA, and the SAN GREGORIO, 10,256g, the VITTA.

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Two names which have had a long association with passenger liners running to Australia and New Zealand and which can be traced back to the sailing ship days are now to be carried by two tankers. Both vessels will be owned by Trident Tankers Ltd., a P & O group company.

They are the ORAMA, a 63,000-tonner built on the Clyde by Lithgows Ltd., and the OPAWA, a sister ship launched at Whiteinch on August 13 by Barclay, Curle & Co.Ltd. Both tankers will go on long-term charter to Texaco.

The ORAMA, whose maiden voyage was to the Persian Gulf, has an overall length of 775 ft. and an extreme breadth of 106 ft. Her total cargo capacity is 2,786,327 cu.ft. She will on charter have a limited load draught of 38 ft 8 in., which gives her a deadweight capacity of about 56,670 tons. At this draught she attained a speed of over 16 knots on her trials. Her main engine is a 10-cylinder, two-stroke turbo-charged B & W-type diesel.

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B.P.Tankers recently sold two of their motor tankers, the BRITISH LIBERTY (8,589g, 1949) to Hongkong shipbreakers, and the BRITISH NAVIGATOR (6,135g,1951) to Belgian Shipbreakers. Both vessels were built at Sunderland.

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The 12,646 gons gross INVICTA, which has been sold, along with her operating company, by Monrovia interests to American buyers, was built at Chester, Pa., in 1944 as a T2 tanker. She was originally named the GEO.G., and subsequently became successively the IMPERIAL FREDERICTON, the ESSO ELIZABETH and the FRENCHTOWN. In 1961 she was converted to a bulk carrier, being lengthened, widened and deepened.

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Two T3 tankers, both built at Sparrows Point in 1943, have been sold by Socony Mobil Oil Co. Inc., of New York, and are now owned by Pier Shipping Corporation. They are the SAUCON ex Wellesley 10,248g, and the SHABONEE, 10,255g.

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German Shipbreakers are to break up the stean tanker SOUTHERN OPAL ex Empire Opal (12,874g, 1941).

The BARALGA (3895g,1956) is at time of writing undergoing survey at Melbourne.

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The RIVER BURNETT (5188g,1947) is possibly earmarked for disposal in the near future. She is the last of the "River" class on the Australian coast.

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The KOORAWATIA (4054g,1947) ex Barrigun is rumoured to have been sold to Hongkong interests, with delivery about September.

MILLER'S CANOPUS suffered an engine breakdown on the voyage from Bell Bay to Geelong on August 3 and was towed to port by the Melbourne tugs WALUMBA and BATHMAN.

The KOORINGA has a gross tonnage of 5,825 and the SEAWAY QUEEN of 2961.

The United States Lines have sold the AMERICA (33,961g,1940) to the Chandris group, who intend to operate her on a round-the-world service from the U.K. and Greece to Australia and New Zealand via the Suez and Panama canals. The Chandris Lines already operate the ELLINIS and the PATRIS. No announcement has yet been made as to any renaming of the AMERICA, but she is expected to enter service with Chandris about the middle of 1965.

The USSCO's SEAWAY KING, built at Whyalla and sister ship of the SEAWAY QUEEN, which entered the Melbourne-Hobart service last June, left Sydney on September 1 on her maiden voyage to Hobart. She is a roll-on,roll-off cargo vessel, with no passenger accommodation.

A typing error in THE LOG (v.xi,104) gave the date of the tanker ARADES'A Arrival at Kwinana as June 10 instead of June 6. R. McEenna (WA) also writes to point out it was not the vessel's first trip to Australia since her collision with the MIRAFLORES on Feb.25 1963, but her third. Our apologies.

The USSCO's new freighter KARETU (3222g), sister ship of the KAREPO, arrived at Auckland, N.Z. on July 27, on her maiden voyage from Singapore.

Scheduled to make her maiden voyage from Sydney on December 5, the Tasmanian passenger ferry EMPRESS OF AUSTRALIA has already been booked out both ways for its first 13 voyages.

The Holland-Australia Line's freighter KOUDEKORK (7779g) arrived at Fremantle on August 3 on her maiden voyage from Holland. With the KLOOSTERKORK, she was specially built for the Australian trade, and each vessel has a service speed of 20 knots. The KOUDEKORK has an OA length of 541 ft., the KLOOSTERKORK, which was not launched until last April, is not due to leave on her maiden voyage to Australia until november.

The Editor thanks the following members for assistance in compiling this section: R.Parsons, (SA), R.McKenna, (WA), T.S.Stevens (Vic.), G.Griffith (WA) Mrs.W.O.Googe, (Qld.) and John Craike (Tas.)

The purchase of three new dredges is planned by the Auckland Harbour Board. Tenders have been called for one, a cutter suction dredge, and tenders for the other two are to be called later this year. One is to be a bucket dredge and the other is a heavy grab dredge fitted with rock chopping gear. HAPAI is to be sold following delivery of the bucket dredge.

It has been reported, following representations by a deputation to the W.A. Minister for Industrial Development, that the West Australian government is negotiating for the establishment of a small shipbuilding industry in Cockburn Sound and also has plans for adding bigger and faster ships to the State Shipping Service.

+ The 12,400 ton tanker R.W.MILLER, formerly Storheim arrived at the Newcastle State Dockyard during August for conversion to Australian standards. It was anticipated that the work would take about three weeks. Built in 1951 the R.W.MILLER is the third to be bought for the Australian trade by R.W.Miller & Co.Pty.Ltd.

Another tanker, the CALTEX LIVERPOOL, is also being converted for Australian registry by Howard Smith Industries Ltd., Sydney.

It may soon be possible for ocean-going vessels to sail from the East coast to the West coast of India and vice versa by means of a new canal connecting the Palk Strait and the Gulf of Mannar. Such a route would provide an alternative to the current route round the south of Ceylon, which is sometimes difficult to navigate due to adverse weather conditions, especially during the monsoons.

It is proposed that the canal should have a consistent bottom width of 150' and a depth of 32'. It is claimed that by using the proposed canal the trip from Madras to Tutocorin on the Gulf of Mannar would be reduced from 750 miles to only 316. It is estimated, on figures collected during a recent three year survey period, that approximately 2,000 ships with a nett tonnage of 900,000 would pass through the canal annually.

Recently the first of two hydrofoil passenger ferries for the Waiheke Shipping Co.Ltd. arrived at Auckland on board the Wilh Wilhelmsen freighter TALLEYRAND. Originally to have been named WAI-MANU, the ferry was subsequently renamed MANU-WAI because of a misinterpretation of the meaning of her name. Trials were carried out successfully in the weeks following her arrival and she was then put into service. Carrying 72 passengers at 35 knots, she is powered by a

1350 hp Daimler-Benz diesel engine and cost £NZ100,000. Her name means "water bird".

More than 200 wealthy maiden voyagers have booked cabins on Britain's new £22 Million Cunard Line trans-atlantic liner, temporarily named Q4, which will not be launched until 1968.

Valued at £700,000, 17,500 tons of rutile sand recently shipped in the bulk carrier HAFNIA from Brisbane represented six months production of N.S.W. Rutile Mining Co., and was the world's largest single-producers shipment of rutile sand. The sand will be discharged at West Austabulah on the Great Lakes in U.S.A. This ship carried a similiar quantity of sand last year but the cargo was provided by two producers.

Shipping interests from all over Australia, including Owners and Operators engaged in Overseas, Interstate and Intrastate trades, met at the Sydney Chamber of Commerce on September 3 and formed the first Australian Chamber of Shipping.

For the first time in Australia's history organisations engaged in all phases of shipping have united to form a body where their representatives can discuss and act upon their common problems.

Fire-damaged Norwegian tanker PACIFIC TRADER left Brisbane recently under tow for repairs in Japan. The Brisbane river tugs FEARLESS, NALDHAM and CORINGA towed her past the Pile Light anchorage and there the Japanese tug BENTEN MARU took over for the 4,400-mile voyage to Japan. PACIFIC TRADERS departure from Brisbane had been delayed because of strike action on the waterfront in an effort to have her repairs done in Australia. Unionists claiming that as she had earned her living on the Australian coast it was only fair that the work be given to Australian yards. A compromise was eventually worked out which allowed her to sail for Japan.

The 2,950-i.h.p. ocean tug GELDERLAND arrived in Botany Bay early September after successfully completing a long tow from Rotterdam with the large cutter dredge H.A.M.208. The dredge is to be employed on work connected with the Sydney Kingsford Smith airport reclamation.

A record 'export' from Queensland was loaded into the N.G.L. freighter RIEDERSTEIN early September. The consignment comprised a 72 ton diesel locomotive and two transformers weighing $83\frac{1}{2}$ and 75 tons. The goods were for other Australian ports; the locomotive and 75 ton transformer were destined for West Australia and the other transformer for Port Adelaide.