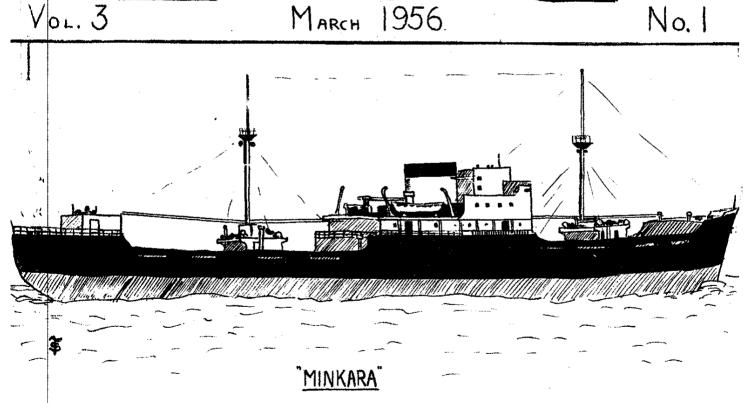


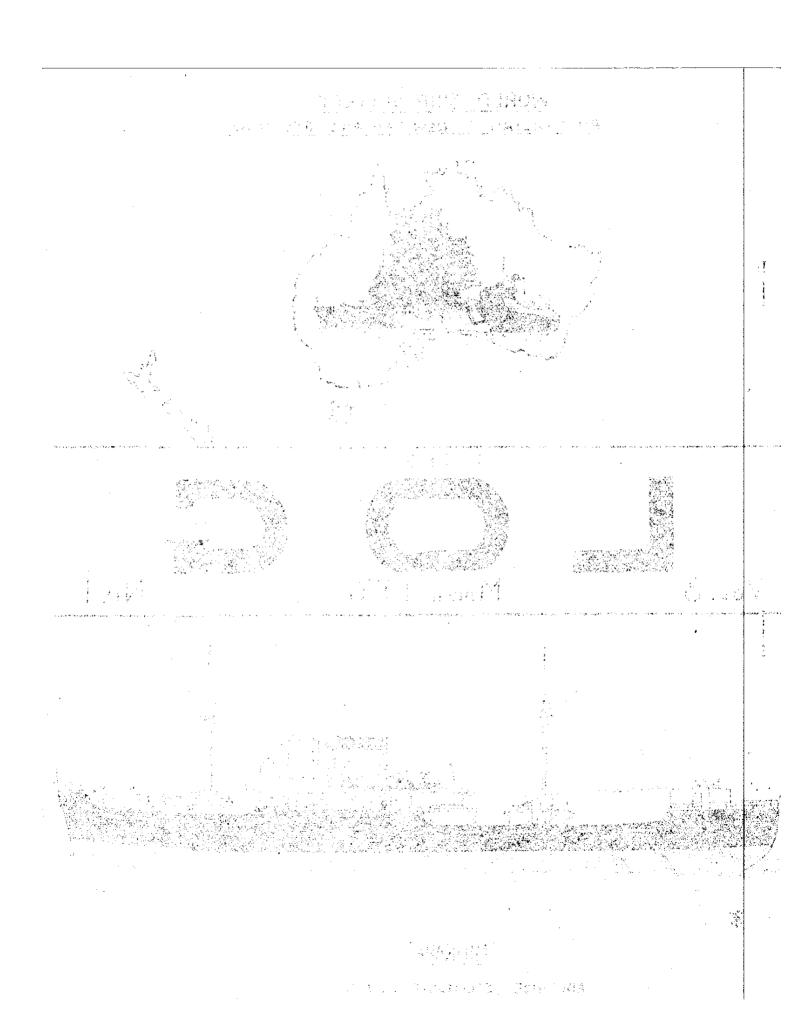
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MARCH 1956.

No. 1



STEAMSHIP CO. LTD. ADELAIDE



- T H E L O G - (Quarterly)

Editor:

Assistant Editor:

T. S. Stevens.

N.L. McKellar.

Vol. 3.

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No. 1.

- EDITORIAL -

Recently three letters received by the Editor raised matters which are, perhaps, best answered through the Editorial. The first, from a maval enthusiast, suggested more articles about warships etc., - the answer here is, if naval enthusiasts write the articles they will be printed. Therefore, if others with similar interests are of the same mind, the cure lies literally in their own hands.

It has also been suggested that the "In Brief" section should be enlarged but this is rather difficult as the typescript of "The Log" is usually completed at least a month before the journal appears, therefore items included in the "In Brief" section although 'hot' news when typed can be outdated by the time "The Log" appears. This is the penalty of a spare time production.

The third letter was from New Zealand. The member when forwarding an article about a N.Z. coaster said, "I'm afraid this one has been written more with N.Z. readers in view than Australians". This is of no great consequence as after all although printed in Australia "The Log" is distributed to all W.S.S. members in both countries. In fact the Editor would welcome more articles concerning N.Z coasters and the like.

Finally in response to several requests it has been decided to set aside space in each issue for enquiries, members' notices, "wanted and for sale" section. However, it is essential that such paragraphs be kept as brief as possible and members are requested to bear this in mind when submitting notices.

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- WORLD SHIP SOCIETY -

- AUSTRALIAN SECTION. -

Members are advised that Mr. A.J. Starke, has been appointed World Ship Society Agent in Australia following the resignation of Mr. T.S. Stevens who has been Agent since July 1953.

All matters concerning the W S.S. in Australia should be referred to:-

Mr. A. J. Starke,
21 Symonds Street,
Port Pirie. SOUTH AUSTRALIA.
however, anything relating to "The Log" should be referred to
the Editor:-

Mr. T.S. Stevens, 1 Llewellin Grove, Carrum. Victoria.

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PHOTOGRAPHS -

All enquiries concerning the photographs sold by the New Zealand Section of the Society should be directed to:-

Mr. A. McMillan, 1 Highgate, Roslyn. Dunedin. N.Z.

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- H.M.A.S. "K I M B L A" -

The R.A.N. Boom defence vessel "Kimbla" which was recently completed by Walkers Ltd., Maryborough, Queensland was commissioned during December 1955 and proceeded immediately to Sydney.

The new vessel is of the same class as "Kangaroo", "Koala" and "Karangi".

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THE WESTERN AUSTRALIAN STATE SHIPPING SERVICE (Compiled from information supplied by Mr.R.McKenna)

Irrespective of whether one is in favour of or opposed to Government owned and operated utilities, it must be agreed that the State Shipping Service which has been maintained by the Government of the State of Western Australian for the past 44 years has provided invaluable service to the outports of the N.W. Coast and contributed greatly to the development of this area.

In 1912 the Scaddon Labour Government founded the State Shipping Service, the first vessel, a North Sea Trawler of 178 tons gross - the "UNA" - was purchased and used on the South East coastal run from Fremantle to Esperance.

Prior to the advent of the State service the Melbourne Steamship Co., Adelaide Steamship Co., McIlwraith McEacharn Ltd., Western Australian S.N. Co. and the Ocean Steamship Co.(Alfred Holt), which later absorbed the W.A.S.N. Co., ran vessels in the North West trade; however, with the exception of the Ocean Steamship Co. all the others gradually withdrew their vessels.

As "UNA" was not entirely suitable the State Shipping Service replaced her with the "EUCLA", which commenced service in 1914; however, prior to this they purchased in 1912 the twenty year old "DARIUS" of 3295 tons gross which had previously been employed trading (carrying horses) between Australia and India, re-naming her "Kwinana".

The "KWINANA" despite her age was most successful and plied for eight years on the North West coast carrying cargo, cattle and passengers until on Christmas Day 1920 she caught fire at Carnarvon and was gutted. The bulk was towed south, stripped and morred in Careening Bay, Garden Isalnd. There it remained until blown ashore in 1921 (the remains can still be seen) on to the beach that now bears her name as does the Anglo Iranian Oil Refinery which has been built there in recent years.

The policy of expansion was continued and in 1914 the 2937 tons fast steamer "WESTERN AUSTRALIA" was commissioned by the State Shipping Service, having been purchased from the Russian East Asiatic Co., Vladivostok, as the "MONGOLIA". This vessel did not remain long on the coast as it was found that after bunkering coal for the long voyage from Fremantle to Darwin there was only sufficient lifting for 400 tons of cargo. Therefore, in 1915 she was sent to the United Kingdom to be sold, but was taken over by the Admiralty on arrival and served the remainder of the war as a hospital ship, being sold immediately after the war to foreign owners.

The second British motor ship ever built was completed in 1915 for the W.A.S.S as the "KANGAROO" (4348 tons), she was employed overseas during the 1914-1918 war, and on 5.4.1917 whilst steaming in the Mediterranean she rammed and sank an Austrian submarine. After the war the vessel traded on the North West coast until sold in 1938 to Mollers of Hong Kong, who renamed her "NORAH MOLLER". However, her career under this name was short as on 3.2.1942 she was sunk by enemy action.

As the "FUCLA" replaced "UNA" so "KYBRA" (858 tons) replaced "EUCLA" in 1926, the latter vessel being dismantled at Fremantle and the hulk scuttled. Her replacement, "KYBRA", has given 30 years service including a period during World War II as an Asdic and Radar training ship attached to the R.A.N and based mainly in Sydney.

Towards the end of 1926 the 4372 ton motor passenger/cargo vessel "KOOLINDA" was delivered to the SSS., but she had a somewhat unfortunate few years early in her career as during the first three years she was aground several times and on one occasion severely damaged her bottom. This was followed by uneventful trading, both in peace and war, until 1951, when the first of a series of incidents, including two fires, a grounding and an engine breakdown occurred.

In 1938 the 4026 ton vessel "KOOLAMA" was delivered to the S.S.S. This vessel had a brief career on the coast as at noon on the 20th February 1942 when off Cape Londonderry en route from Derby to Wyndham she was severely damaged by Japanese bombers. The vessel was beached and after ten days undergoing repairs she proceeded to Wyndham, arriving there on 2.3.1942, but within 24 hours the vessel turned turtle and became a total loss. She was raised in 1948, towed to sea and scuttled.

Since the war three ships have been added, two, the "DORRIGO" and "DULVERTON", have since 1947 and 1948, respectively, run on the W.A. Coast under Charter to S.S.S. and were finally purchased from the Commonwealth Government in June 1954. These two vessels are to be modernised and fitted with diesel auxiliaries, work having already commenced on "DULVERTON".

The other vessel, the "KABBARLI", carrying passengers, refrigerated and general cargo, was commissioned in 1951. A similar vessel is at present under construction and was launched as the "KOOJARRA" during January 1956. She will have accommodation for 62 passengers and 2000 tons cargo. In addition, another vessel, slightly larger, has been ordered from W. Denny & Bros., Dumbarton, and no doubt when this vessel is commissioned the ageing "KOOLINDA" will be disposed of.

During the years since the S.S.S. was founded several ships have been chartered to augment the service; the principal vessels so employed were the "BAMBRA" from 1916 to 1927, "CHUNGKING" (1942 to 1946) and the Commonwealth Government vessel "DAYLESFORD" (after a lengthy refit, during which she was converted to oil fuel) joined the S.S.S. fleet—under Charter — towards the end of 1955.

The State Shipping Service has its headquarters in Fremantle and is operated on the same basis as the private Shipping Companies. According to figures published by the W.A. Weekend Mail, in 1954 the S.S.S. ships steamed 195478 miles, carried 3387 passengers, 117880 tons of cargo and 3246 cattle, whilst maintaining their extensive service which covers over 2000 miles calling at the following ports - Fremantle, Geraldton, Carnarvon, Pt. Cloates, Onslow, Pt. Samson, Pt. Hedland, Broome, Derby, Wyndham and Darwin.

Hereafter follows a detailed fleet list of the Western Australian State Shipping Service:-

UNA.

178 tg. 87 tn. 0/n 96214. Built by Cochrane Cooper & Schofield, Beverly 1890. Iron, single screw, triple expansion engine, 111' x 20.7-depth 11'.

Formerly a North Sea trawler, purchased in 1912 from R.J. Lynn of Fremantle, sold 1915.

ex Wexford (J. Bacon Ltd. Liverpool) 564 tg. 292 tn. 0/n 115233. Built by S. Knight & Co., Ayr. 12/1901. Steel, single screw, triple expansion engine, 187.6 x 28 draft 12'9". Commissioned by WASS in 1914 sold 1926 and dismantled at Fremantle. Hulk scuttled.

ex Darius (A.Currie & Co.Melbourne)
3295tg. 2130 tn. 0/n 101707. Built by W. Doxford & Son
Sunderland 11/1892. Steel, single screw, triple expansion
engines, 340.8 x 43 - moulded depth 26'4".

Purchased and renamed 1912, gutted by fire at Carnarvon
25.12.1920. Hulk towed to Fremantle and early in 1921
blown ashore on 'Kwinana' beach.

WESTERN AUSTRALIA. ex Mongolia (Russian East Asiatic Co.Vladivostok)

2937 tg. 1628 tn. Built by Stablimento Tecnico,
Trieste 8/1901. Twin screw (16 knots) two triple expansion
engines. 244 x 43 - draft 19'5".

Purchased 1914 sent to U.K. 1915 and used by Admiralty as
hospital ship. Sold immediately after the war and
subsequently became 'Patricia' of Svenska Lloyd. Gothenburg.
She dropped out of the Registers about 1930.

KANGAROO.

4348 tg. 2706 tn. 0/n 131682. Built by Harland & Wolff, Irvine, 10/1915. Twin screw, oil engines (2 - 6 cyl) 365.2 x 50.1 draft 23'5".

Sank Austrian submarine in Mediterranean 5.4.1917. Sold May 1938 to Moller Line Ltd. and renamed 'Norah Moller' (registered Shanghai) sunk by enemy action 3.2.1942.

KYBRA.

858 tg. 440 bn. 0/n 140159. Built by Coaster Construction
Co.Ltd. Montrose 4/1926. Launched 13.1.1926. Single screw,
oil engine (6 cyl) 204.2 x 31.1 draft 11'10".

Taken over by RAN during war. Still in service.

KOOLINDA 4372 tg. 2281 tn. 0/n 140160. Built by Harland & Wolff, Glasgow, 12/1926. Twin screw, oil engine (2-8 cyl) 330.3 x 50.2 draft 18'8". Still in service.

KOOLAMA

4068 tg. 2113 tn. 0/n 140148. Built by Harland & Wolff Glasgow. 3/1938. Launched 16.12.1937. Twin serew, oil engine (2-6 cyl) 362.2 o.a. - 348 x 54.2 draft 18'. Bombed by Japanese 20.2.1942 severely damaged, sank at Wyndham 3.3.1942. Hulk raised and scuttled 1948.

Launched as 'Dongara' (Commonwealth Government)
2693 tg. 1359 tn. 0/n 140224. Built by NSW Gov't
Dockyard, Newcastle 11/1951. Launched 3.6.1950.
Single screw driven by two five cyl. oil engines
geared to one shaft. 289.8 o.a. - 279 x 46.1 draft
18'02". Still in service.

DORRIGO

2321 tg. 1161 tn. 0/n 156154. Built by NSW Gov't
Dockyard, Newcastle 5/1946. Single screw, compound
4 cyl. engine, oil fuel. 291 .2 o.a. - 279 x 46.3
draft 19'. Purchased from Commonwealth Government June
1954.

DULVERTON

2280 tg. 1123 tn. 0/n 179875. Built by Evans Deakin & Co. Brisbane 6/1948. Single screw, compound 4 cyl. engine. cil fuel. 291.3 o.a. - 278.9 x 46.3 draft 21'6". Purchased from Commonwealth Government June 1954. Blown ashore near East Lewis Island, 900 miles north of Fremantle, during Cyclone on 31.12.1954 refloated under own power 10.1.1955.

KOOJARRA

Building at N.S.W Government Dockyard, Newcastle. Launched January 1956.

- Passenger vessel crdered from. W. Denny Bros. Dumbarton.

Details of Chartered tonnage.

BAMBRA.

ex. Prinz Sigismund (Hamburg - Amerika Packet.)
Owned by Commonwealth Government. 3302 tg. 1844 tn.
O/n 139033. Built by Akt. Ges. Weser, Bremen 1903.
Twin screw, two triple expansion engines. 327.1 x 42.2
x 24.3. Seized at Brisbane on outbreak of 1914 war.
Loaned to W.A. Government in May 1915 and used by them
until sold to B.O.T in 1927.

CHUNCKING

Owned by China Navigation Co. Ltd., 2171 tg. 1311 tn. O/n 137671. Built by Taikoo Dockyard & Eng. Co. Hong Kong. 1914. Single screw, triple expansion engines. 285 x 44.1 x 19.1. Chartered between 1942 and 1946.

DAYLESFORD.

Owned by Commonwealth Government.

2351 tg. 1124 tn. O/n 156024. Built by Broken Hill Co.

Pty. Ltd., Thyalla 11/1946. Single screw, compound

4 cyl. engine. oil fuel. 291.3 o.a. - 278.9 x 46.3

draft 19. Commenced service for W.A.S.S. 12/1955.

"ANN JAMIESON".

by R. A. Parsons.

The brig "Ann Jamieson" 238 tons burden, recently arrived in Sydney from London was unloading a general cargo on Saturday November 30th 1833 when suddenly, between three and four in the afternoon she blew up, without any warning, killing six men and injuring a number of people on nearby ships also extensively damaging property in the immediate vicinity.

This fine vessel, as she was described in the newspapers of the day, was berthed at King Street wharf, when a terrific explosion shattered her after hold carrying away the cabin and quarter deck and setting the ship afire. This fire was extinguished after burning for two hours by scuttling the vessel through cutting a hole in the bow.

First reports indicated that seven of the crew and two wharflabourers were killed but this was later reduced to six killed, mostly labourers. In addition members of the crew of a ship lying alongside "Ann Jamieson" were injured, one man losing a leg and the others suffering burns.

The warehouses nearby suffered damage from the fire, some buildings going on fire several times - the fire brigades of 1833 not being remarkable for their efficiency.

The Sydney Morning Herald on Monday December 2nd reporting this "Most Dreadful Spectacle" said it was the worst disaster to happen in Sydney for twenty years. The paper also reported that the Captain was a heavy loser in the disaster, as although the ship was insured, he was also owner of a large part of the cargo. The wreck was subsequently sold for £300. 0.0

The "SYDNEY" - "EMDEN" Battle.

by D. K. Robertson.

The story of the battle between HMAS "Sydney" and SMS "Emden" has been told many times but it is well worth telling again; indeed it should be told often so that none of us will ever forget the action in which the Royal Australian Navy won its first battle honours.

The action was not one in which, as so often is the case in Royal Navies, our ship was battling against heavy odds, nor were the ships evenly matched; rather the odds were definitely in the "Sydney's" favour. HMAS "Sydney" was a light cruiser of 5120 tons, launched in 1912 and armed with eight 6" guns firing 100 lb shells. She was able to make 25 knots and was a fine sight with her four funnels pouring black smoke and a big bow wave spreading out from her prow when at speed.

The SMS "Emden" was a smart little three funnelled cruiser of 3650 tons completed in 1909 with a speed of 24 knots and armed with twelve 4.1" guns firing a 35 lb shell. Since the outbreak of war in 1914 "Emden" had engaged in raids against our shipping and had made quite a name for herself, as in three months she had destroyed 16 British vessels of some 70,000 tons. In addition "Emden" had sailed into Penang Harbour and sunk a Russian cruiser and a French destroyer. During this time the vessel was being hunted by 70 British and Allied warships.

Captain von Muller of the "Emden" decided to attack the cable installations in the Cocos group with the idea of disrupting all communications between Great Britian and Australia. As a rule these waters would have been devoid of British cruisers and it would have been reasonably safe to operate as Captain Von Muller wished, but at this time a great convoy of 38 transports was in the area escorted by HMAS "Melbourne" (Flagship), HMAS "Sydney" and the Japanese cruiser "Ibuki" en route to the Middle East with the first contingent of the AIF and NZ troops.

While passing the Cocos group at a distance of about 50 miles the wirless operators of the convoy heard "Emden" calling her collier "Buresk" at 6.30 a.m on November 9th, 1914. A few minutes later when the Cocos wireless began to send out an S.O.S., Captain Silver of HMAS "Melbourne" ordered the "Sydney" to proceed to Cocos although the "Ibuki's" Captain tried hard to convince the Flagship that his vessel should be allowed to go. However, as "Ibuki" was the most powerful ship in the escort her presence was necessary with the convoy.

At 9.15 a.m "Sydn "" sighted Cocos and almost immediately spotted "Emden's" masts and funnels and was spotted in return but mistaken at first for the "Buresk". Soon, however, it was obvious that the approaching ship was a cruiser and Captain von Muller ordered his landing party to return but found he could not wait for their arrival, so raised anchor and prepared for action.

At 9.40 a.m "Emden" fired the first shots of the action at a range of more than 10,000 gards and by the fifth salvo had begun to hit "Sydney". At 9500 yards "Sydney" opened fire and scored hits with the third salvo, after which most of the shots were on target. "Emden's gunnery immediately fell off as the ship reeled under the punishment of broadsides of 100 lb shells. Soon her gunnery control steering, signal gear etc., were wrecked and the forward funnel and mainmast were knocked over. At 5500 yards "Sydney" made a torpedo attack but failed as did all "Emden's" attempts to get her torpedoes away. It was not long after this that the remaining two funnels were down and the vessel was virtually wrecked above decks, therefore Captain von Muller ordered that she be run on the rocks, this being done at 11.20. a.m.

HMAS "Sydney" now turned her attention to the "Buresk" which vessel was soon overtaken, however, the crew scuttled the collier and "Sydney" fired a few rounds into her to complete the job and picked up the survivors before returning to the "Emden". Captain Glossop ordered fire again on the "Emden" when it was seen that her colours were still flying, but after two salvoes a white flag was run up.

After the action "Sydney" cruised in the area in case of the presence of other German cruisers - S.M.S. "Konigsberg was still at large - and the following morning took off the survivors from "Emden". The casualty lists of the two ships were "Emden" 134 dead and 65 wounded out of a complement of 316 whilst the "Sydney" had 4 dead and 12 wounded.

The landing party which were left behind on Cocos before the action made good their escape in a small schooner the "Ayesha" and the story of their escape and subsequent wanderings is a very interesting and seldom heard tale.

The "Emden's" destruction made it possible for many warships to be diverted to other important jobs and relieved the Admiralty's worries about commerce raiders just a little although "Konigsberg", "Scharnhorst", "Gniesenau", "Dresden" and others were still at large.

FIFTY YEARS AGO.

A well-loved personality of our Coasts.

by "Barnacle Bill" (N.Z.)

Fifty years is a long time in the life of a young country like New Zealand and so it is appropriate that we should pause and reflect for a moment amid the bustle of today. Half a century ago there arrived at Port Chalmers a vessel that was destined to render 44 years 'sterling service round our coasts. She never again left these shores and during her long working life became almost a legend in Nelson and Wellington and was well known in Auckland, Gisborne, Napier and the West coast - I refer, of course, to the Union Company's beloved passenger steamer "ARAHURA".

The story of the "Arahura" begins in the early years of this century when the Union Company were in a quandrary over their Wellington-Picton-Nelson-Testport service. At this time both the last two ports were workable only at high tide and the steamer then on the run - the "Mapourika" was but aten knotter, just capable of making the tides in favourable weather but invariably late when, as so often happened, the Tasman was in a tempestuous mood. This meant that the ship had to cruise up and down off the harbour entrance until the tide turned thus wasting much valuable time and fuel.

A faster ship was an obvious necessity and at this juncture the company received unexpected help in the person of the Premier himself, the Hon. Richard Seddon, who was a regular passenger on the way to his West Coast electorate. The result was the placing of an order for the "Arahurn", a beautifully proportioned little vessel, appropriately named after a river in the same district and a great improvement on the previous vessels. Of 1596 tons gross on a length of 240'6" and a breadth of 36'6", she was completed in June 1905 by William Denny & Bros, Dumbarton, birthplace of so many of the Union Company's finest passenger steamers. Twin screw driven by triple expansion engines of 1800 h.p ensured a continuous service speed of 14½ knots, so that "Arahura" could maintain a clock-work timetable, and more important, by leaving Westport on one tide could arrive at Nelson some 11½ hours later to catch the next.

Accommodation was provided for 155 passengers in the first class amidships and 66 in the second class aft, while specials safes were installed for the transport of West Coast gold which was still a flourishing industry and provided many of the passengers.

After the passage out from Scotland with calls at St. Vincent and Albany on the way, "Arahura" arrived in New Zealand on 8th September 1905 and was immediately placed in the trade for which she was designed. Under the command of Captain (Three Fingered Jack) Lambert the "Arahura" was the pride of the West Coast and her good looks were certainly enhanced by the traditional Union Company colours of green hull, white upperworks and red and black funnel.

She proved immensly popular with the travelling public until the opening of the Otira Tunnel in 1913 diverted much of the "Arahura's" traffic to the railway and thus her services ceased to be profitable.

So in 1916 the "Arahura" came north for the first time and entered the Company's Auckland-Gisborne-Napier service where she soon became equally well known. Her timetable on the new run was like clockwork too — every Tuesday she steamed down the Waitemata with passengers, mails and cargo arriving at Gisborne on Wednesday and Napier on Thursday, then back to Gisborne on Friday and Napier again on Saturday, finally arriving back at Auckland at 3.p.m on Sunday with calls at Gisborne and Tokomaru Bay on the way.

It was in this trade she had her first and only major accident, for as she left Gisborne on 1st March 1917 the "Arahura" was struck amidships by a large overseas cargo vessel, whose name was suppressed then for security reasons but which later proved to be the New Zealand Shipping Co's "Waimate". Badly damaged the vessel was run ashore on Waikanae Beach in a sinking condition. Although the water reached deck level, temporary repairs were made and the steamer left for Auckland on the 8th March where complete repairs were effected.

Five years later on the night of 31st May 1922 as the "Arahura" returned to Auckland on her regular run, she picked up a message from the Federal liner "Wiltshire" wrecked on Great Barrier Island, and although 90 miles away she immediately changed course and stood by in tremendous seas until the "Katoa" arrived and landed a rescue party. In 1924 owing to a great decrease in passenger traffic - again through railway competition - the steamer was withdrawn from the East coast service and replaced by the smaller "Wainui". During most of these years the master of "Arahura" was Captain H. Dryden, who now lives in retirement near Auckland.

Returning South once again she took up the Wellington-Picton run in February 1925 until replaced by the new "Tamahine" in November of the same year. This proved to be her last voyage under the Union Company's housflag for she was now surplus to their requirements. Meanwhile the Anchor Line was looking for a ship to replace the "Nikau" on the Wellington-Nelson overnight ferry service and the transfer was made in December 1925.

The "Arahura" assumed the drabber black hull with black and white funnel of her new owners which never seemed to suit her quite as well as her original colours, while her accommodation was changed to cater for 193 passengers in one class, the old second class being taken over as improved crew quarters.

In this, her last, longest and best known service, she had as her first running mate her former West Coast consort the "Mapourika", by then renamed "Ngaio" and as her second the "Matangi", formerly of the Northern Company, which was to survive her by a year.

Her first Anchor skipper was Captain W.A. Wildman Senr., who was later succeeded by his son Captain W.A. Wildman Jnr., - a record which must be unique in our shipping history. Her best known Cook Strait commander however, was Captain Hay to whom the company presented the old ship's bell when she was withdrawn from service.

For nearly 30 years the "Arahura" and "Matangi" shuttled back and forth across the Strait in calm and storm and it was "Arahura's" proud boast that while other ships took to shelter she always ploughed on -- a true pathfinder (the English meaning of her Maori name). During her long service in Cook Strait "Arahura" had many exciting moments including a diversion to Westport in 1929 when she carried the then Prime Minister, the Rt. Hon. J.G. Coates, to the scene of the Murchison earthquake disaster and rescued many of the survivors. She also figured prominently in rescuing the crews of small vessels in distress. The first of these was the "Norma", a small fishing launch wrecked on Barrett's Reef on 16th August 1927. "Arahura" was on her way to Nelson when she ran the flares, hove to, and launched a boat to pick up three men. A wreck with a less fortunate ending was that of the small coastal steamer "Progress" in Ohiro Bay near Wellington on 1st May 1931. The "Arahura" offered to stand by, but in the belief that a tug was on the way this help was declined. The "Progress" broke up soon after with the loss of four lives.

During the recent war the "Arahura" continued with her regular sailings with the exception of those cancelled because of war alarms and on one occasion she was prepared for a voyage to Melbourne; however, this did not eventuate.

In February 1943 she had the misfortune to run ashore in Billhook Bay, D'Urville Island owing to thick fog and a strong set inshore. Fortunately she refloated soon after and was able to continue her voyage with little apparent damage.

Seemingly ageless, the "Arahura" continued merrily on her way in the early post-war years but time was beginning to take its toll and she made her last voyage to Wellington on 11th May 1949. A survey showed that the cost of repair would be far too great considering her age, so the old steamer was withdrawn from service and laid up in Shelly Bay. A half model of the vessel which had stood in the Company's head office was then presented to Nelson College in memory of the numerous pupils of that school that she had ferried across the Strait.

In May 1951 it was reported that she had been sold for scrap to a Hong Kong firm, but the Government refused to sanction the sale and the deal fell through. It was then decided that she should be scuttled, so she was stripped of all her fittings and on 23rd January 1952 the gutted hulk of the once proud passenger steamer was towed out to wellington Heads and set adrift.

Rocket firing planes of the R.N.Z.A.F. then took over and the waters of Cook Strait over which she had so faithfully carried many thousands of passengers finally closed over the gallant "Arahura".

It was perhaps a more fitting end than the knacker's yard in some foreign port, for here at least she lies in waters she knew, together with such other well known ships as the "Takapuna" and "Mararoa". So passed a representative of an era in our history, a vessel which showed to many that a ship is not just an inanimate mass of steel but a living personality - well done "ARAHURA".

ON THE COAST.

HANS P CARL.

1969 t.g. 968 t.n. Built in 1948 by Helsingors Jernsk & Msk. Elsinore. 284.5 x 43.6 x 17. Single screw triple expansion & L.P. turbine-oil fuel. She is owned by A/S D/S 'Heimdal' (M.Carl. Manager) and registered at Copenhagen. The vessel is on time charter to Adelaide Steamship Co. Ltd.

POUL CARL.

2498 t.g. 1354 t.n. Built in 1947 by S.P.Austin & Son, Sunderland. 323.2 o.a. - 308.9 x 45 x 17.9. Single screw triple expansion-oil fuel. Owned by A/S D/S 'Heimdal' (M.Carl Manager). She is registered at Copenhagen and presently on time charter to the Melbourne Steamship Co.Ltd.

TRIDENT.

6931 t.g. 4180 t.n. official no: 163055 - built in 1940 by Short Bros. Ltd., Sunderland. 439.8 O.a. 427 x 57 draft 26'94. Single screw, triple expansion, boilers converted to oil fuel January 1951. Now owned by Hall Bros. S.S. Co. Ltd. and registered at Newcastle she was originally the "Empire Lightning" being renamed in 1946. The vessel is on time charter to Scott Fell & Co but is presently undergoing repairs at Newcastle N.S.W. following a grounding similar to "Culter" (V2 No.3).

NORTH BREEZE.

3498 t.g. 2208 t.n. official no: 196780-built in 1929 by Akt. Burmeistr & Wain, Copenhagen. 326 x 50 x 21. Single screw, six cyl. oil engine. Now owned by China Shipping Co. Ltd., (John Manners & Co.) and registered at Hong Kong she was built as the "Hallingdal" for A/S Vesterhav, (Boe & Pedersen) becoming the "Nordanbris" in 1951 and taking her present name in 1954. The vessel is on time charter to Australian Steamships Pty. Ltd.

AUSTRALIAN COASTAL VESSELS 1955.

by T. S. Stevens.

Each year new ships are added to the coastal fleet and old ships as they become uneconomical are sold, some for scrap but most for further trading under foreign flags. Last year was no exception and during the year two passenger ships and numerous ageing coasters were disposed of whilst a wide variety of new tonnage was added.

The first old vessel to go was the "Era" (3148 tg. blt. 1921) owned by Australian Steamships Pty. Ltd., she was laid up in Sydney when sold and was towed to Hong Kong for breaking up. The A.U.S.N. Co's. passenger steamer "Ormiston" (5856.1922 ex Famaka) was next. She was taken over and loaded with flour at Melbourne in January by her new owners Typaldos Bros. Steamship Co. Ltd., Piraeus and renamed "Atlantic" under the Liberian flag. This vessel was followed by the Melbourne Steamship Co's "Lowana" (3021. 1924) which was also delivered at Melbourne, departing in ballast for Hong Kong. She has subsequently been renamed "Ameise" flying the Panamanian flag and owned by Cia Globo de Navegacion S.A.

The "Koomilya" (2780. 1929) owned by McIlwraith McEacharn Ltd., was delivered in May to her new owner Francesco Longobardo of Naples and after being renamed "Rosapelagi" under the Italian flag she proceeded to Port Pirie to load.

From August until the end of the year no less than ten ships were sold. The Australian Steamships "Macedon" (4368.1916) was taken over at Sydney by the Barcelona Cia Nav. S.A. of Panama and sailed overseas as the "Macedonia". The "Lady Isobel" 1408. 1921) of the same company was also taken over at Sydney and after being renamed "Manly Breeze" by Cambay Prince S.S. Co. Ltd., Hong Kong (John Manners & Co.) loaded at Newcastle N.S.W. Also the "Aeon" (3768. 1913) previously owned by Australian Steamships Pty. Ltd., was sold and hoisted the Panamanian flag before proceeding to New Zealand to load scrap.

The Huddart Parker Ltd., "Goulburn" (2367.1915) was taken over by Cambay Prince S.S. Co. Ltd., at Melbourne where she loaded a cargo on behalf of her new owners and sailed as the "Yarra Breeze" early in September. The A.U.S.N. Co. sold a second ship the "Babinda" (659.1936) about September and she is now owned by South Pacific Shipping Co. Ltd., and registered at Suva. Owned by John Burke Ltd., the "Bidelia" (1385. 1927 ex Cardross) was sold about this time for £16500 stg. lying at Brisbane and she is now under the Panamanian flage.

One of the old Australian-built "E" class departed these shores as the "Clarisse", flying the Panamanian flag but owned by Greek interests, after loading wheat at Geelong. The "Clarisse" was formerly the "Iron Knob" (3349. 1922 ex Euwarra) owned by the Broken Hill Pty. Ltd. Co. who delivered the vessel to her new owners at Newcastle.

She is reported to have fetched £33,000 stg. As a matter of interest - after bunkering (coal) at Melbourne she sailed for the Mediterranean via Fremantle and took 13 days for the passage to that port.

The dying days of 1955 saw considerable activity at Melbourne as the Wm Holyman & Sons vessels "Lutana" (918.1922 Ex Machado) and "Lanena" (1018.1925) were prepared for their voyage to the East in tow of the Philippine tug "Cabrilla". After waiting several days for reasonable weather they cleared Melbourne on Christmas Day. Finally the Adelaide Steamship Co's passenger motor vessel "Moonta" (2691.1931) which had been handed over to her new owners, the Companie Naviera del Atlantico S.A., at Melbourne sailed as the "Lydia" under the Greek flag on 24th December for Port Adelaide where she loaded for Jeddah.

Having worked our way through the list of well known names that are no more we now look briefly at the new names which in due course will become as familiar as those that have passed on.

The Commonwealth Government (Australian Shipping Board) commissioned more new tonnage than any other concern during 1955. They added the "Timbarra" (7530 tg. s.s. bulk carrier, U.K built) and her sister "Talinga" (7530 tg). "Nilpenna" (1468 tg. m.v. U.K. built) and her sister "Noongah" (1465 tg) also "Yanderra" (3446 tg. s.s Aust. built) and her sister "Yarrunga" (3560 tg.).

Of the private owners Adelaide Steamship Co. Ltd., added two vessels "Minkara" (2616 tg.m.v) and "Marra" (1396 tg. m.v.) Huddart Parker Ltd., commissioned the "Warringa" (2716 tg.m.v.) and their associate company Tasmanian Steamers Pty .Ltd commissioned the "Tatana" (1396 tg.m.v.) Wm Holyman & Sons' new motor vessel "Tarinna" (1575 tg.) arrived as did the "Tulagi" (2746 tg.) owned by Burns Philp & Co. Ltd. An addition to the sixty miler fleet was the motor collier "Stephen Brown" (1464 tg.) owned by J.&.A Brown & Abermain Seaham Collieries Ltd.

Numerous other miscellaneous vessels joined the coastal fleet during the year. The principal of these would be the Australian built tug "Batman" 475 tons gross which is owned jointly by Huddart Parker Ltd., Howard Smith Ltd., Melbourne Steamship Co. and James Paterson & Co. Pty. Ltd. Two other Tugs arrived, the new motor tug "Spencer Nall" (270 tg.) owned by the Geelong Harbour Trust and the second-hand "Banbury Cross" (256 tg. built 1945) which is to be named "Wilga" and is owned by Adelaide Steamship Co. and Swan River S Co. Ltd.

Finally a pilot ship for Brisbane the "Matthew Flinders" (827 tg), hopper barges "J.P. Webb" (967 tg) for Melbourne Harbour Trust and "Nautilus" (650 tg) for Queensland Government, and the bucket dredger "Groper" (738 tg) all arrived after making the passage from U.K, where they were built under their own steam.

ACCURACY.

Have you ever thought how often the printed details of a ship's career can be wrong? Believe me even Lloyds Register can err. The old INDUNA, according to Lloyds Wreck Returns, was scrapped in Japan in 1932 - yet her remains lie against the south bank of the river at Grafton. The North Coast S.N. Co's old KYOGLE supposedly shared the same fate in the early 1930's - yet I remember that up to 1939 at least she was carrying coral from . Moreton Bay to a cement works some 20 miles up the Brisbane River. She may still be in the same service. In Sydney a year or two ago I saw a coal hulk (disused) which in her prime would have been a 2000 - 3000 ton ship. Near her, rotting away, were a couple of old colliers with the thinnest funnels I've ever seen except on the YNGAREN class motorships.

All that leads up to the fact that lying round our ports and rivers is a wealth of steamship history. Barges, lighters, tugs etc., often disguise once-interesting ships which are in many cases wrongly written off as scrap.

So we appeal to all members who are fortunate enough to live by deep water. What can you do about listing those barges, rotting hulks etc., in your area, which once were the proud coasters, intercolonial traders and even perhaps clippers?

Any details you can find will be welcomed by the Assistant Editor, who will collate them and eventually (with due credit to the sender) publish them in "THE LOG" for the benefit of all members.

The ABERDEEN LINE.

The following is an extract from a letter received from Mr. W.A. Laxon of Auckland concerning the article in respect of the above which appeared in the September 1955 "LOG".

".....I would however, point out that although the author has mentioned all the company's passengers steamers no mention is made of the cargo side of the business. The "Herminius" ex "Waimana" was transferred from Shaw Savills in 1926 and the "Horatius" ex "Bardic" from White Star a year later. Both returned to Shaw Savill in 1932, the "Herminius" resuming her original name and the "Horatius" becoming "Kumara."

LLOYDS REGISTER.

N.L McKellar, P.O. Box 83, Tamworth, has for disposal a Lloyds Register 1951/52 (two volumes) with Appendix 1953, and fortnightly supplements for 1951/52 and 1952/53. These may be had free, except that whoever wants them will be expected to pay two lots of postage — 24/— which it cost to obtain them, plus whatever it costs to send them.

ALL YOURS.

Paragraphs will be printed without charge, however it would be appreciated if Australasian members could forward a short article or similar for publication. Overseas members may, if they wish, contribute topical material.

Mr. R. Parsons, 7 'Currawong', Miller Cres. Woolstonecroft. N.S.W. is compiling a list of Iron hulled steamships and wishes to locate any of the following insurance registers date prior to 1900. Nederland Vereeniging, Norske Veritas Austriaco Ungarico, Registro Italiano, American Lloyds (Martshorne & King), American Lloyds (Taylor), Record of American Shipping, and Veritas Hellenique.

Mr. J.S. Stryring, Chadwell Lodge, Ware. Herts. U.K. is interested in house flags and funnel markings and would be pleased to hear from any person with similar interests.

Mr. K. Browne, 236 Edge Lane Drive, Broadgreen, Liverpool 14 U.K (W.S.S. Public Relations Officer) wishes to obtain a photograph of the sailing ship "Glenogil" (later "Ernst" then "Canownie") taken as she entered Rose Bay, Sydney, about August 1912. Also required is a list of the Marine photographers in Sydney.

Mr. A. Duncan, 84 Asylum Rd., Peckham, London. S.E.15. U.K. wishes to communicate with some person willing to exchange negatives. He uses an 120 size camera, an Ensign 820 with 3.8. Ross lens, and guarantees, clear sharp negatives. He is interested in all types of ships but prefers to avoid the regular U.K. traders.

Mr. L. Sawyer, 15 Washington Rd., Barnes, London. S.W. 13. is also desirous of exchanging ship negatives preferably of vessels not trading regularly between Australasia and U.K. His negatives are $2\frac{1}{4}$ x $3\frac{1}{4}$ and samples are available from the Editor.

ACKNOWLEDGEMENTS.

The Editor wishes to thank Mr. J.H. Elliott of Sydney for the generous donation he made to 'The Log's' funds. In addition he wishes to thank Messrs, Woodhouse, Griffiths, Robertson and Rozario for their contributions.

PLEASE NOTE: - that owing to the Editor's annual holidays during April the 'June Log' will probably be delayed until July.

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