The LOG

...... **Volume 8, No. 6**

16th November 1961. ......
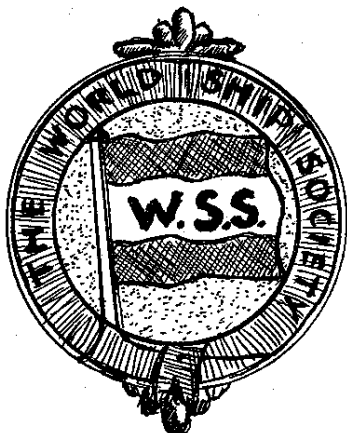
PRICE 1/3

PHOTO OFFER No. 32   Closing date 31 December 1961

All cards listed will be printed to firm order only after the closing date, and allowance for this should be made when calculating anticipated arrival date.

WHERE TO ORDER:- Australian members - your Branch Representative
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Name of ship, built, gross tons, owners, nationality.
SINGLE WEIGHT CARDS: 1/3d Australian   1/- sterling.

Age	87	2284	Howard Smith	AU
Bakara (ex Cannstatt)	13	5970	Aust.Govt.	AU
Calulu ♔	07	4265	Aust.Govt.	AU
(ex Osnabruck)				
Delungra	19	3346	Aust.Govt	AU
James Stove	31	8215	Lorentzen	DA
King John	28	5228	King	BR
King Malcolm	29	5064	King	BR
Levuka	10	6129	A U S N	AU
Trelawney	27	4689	Hain	BR
Tungsha	24	5506	Wilhelmsen	NO

DOUBLE WEIGHT CARDS: 1/3d Australian   1/- sterling

Alnwick	28	1406	Tyne Tees	BR
Amstelmeer	56	8377	Amsterdam	DU
Aragon	60	20362	Royal Mail	BR
Argo Ollandia	57	10376	Shipping Devlop.	
Aylesbury	32	3944	Capper Alexander	BR
Baltonia (ex Akabo)	02	3839	United Baltic	BR
Baron Douglas ♔	32	3975	Hogarth	BR
Batavier III	97	1406	W H Muller	DU
Betwa ♔	50	6722	Nourse	
Britannia	29	4652	Svenska Lloyd	SW
Buccamar	58	11782	Olsens Tank	NO
Castel Felice	30	12478	Sitmar	IT
(ex Fairstone, Keren, Kenya)				
City of Lille	28	6583	Ellerman	BR
City of Manchester	03	5598	Ellerman	BR
City of Sydney	30	6986	Ellerman	BR
City of Wellington	25	5714	Ellerman	BR
Coogee	87	762	Huddart,Parker	AU
Dunera	37	12615	B I S N	BR
(as school ship)				

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COVER ILLUSTRATION: The drawing this issue depicts the new
by   anti-submarine frigate HMAS 'PARRAMATTA'
Jim Freeman.   ;   at speed.

THE AUSTRALASIAN UNITED STEAM

NAVIGATION COMPANY LTD.

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Fleet List of a Great Australian

Shipping Line.

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A history of the A.U.S.N., written by W.S.S. member Ronald Parsons, was published in the July and September issues of THE LOG. A few minor corrections and amendments have since reached the Editor, and it seems desirable to briefly chronicle these before presenting the company's fleet list.

At p. 81 of the current volume of THE LOG it was said that if Captain Huddart had not been called to the wreck of the COORANGAMITE after she went ashore near Jervis Bay on 6 December 1886, Huddart, Parker & Co. Ltd. might have been successful in their attempts to take over the old A.S.N. Co. Ltd. However, as Mr. W. Laxon (NZ) has pointed out, it was almost certainly Mr. Parker who thus missed the opportunity of taking over the A.S.N. Co.

It was stated at p. 82 that the British India & Queensland Agency Co. was formed in 1886-1887 to handle the management of the A.U.S.N Actually it was formed in 1885 to manage the Queensland Steam Shipping Co. The latter company, which had been managed by a Queensland merchant house, had been meeting severe competition from the Australasian S.N. Co., and, apparently, the Q.S.S. London managemen was not entirely satisfied with the local management.

Mr. N. L. McKellar (Tamworth, NSW) has pointed out that the LEVUKA was not expressly commissioned for the tourist trade to Fiji, as was stated on p. 87. She was obtained because an expansion in the planting industry of the Islands had resulted in a larger white pop- ulation, with the result that the SUVA was too small to cope with the increased trade and the LEVUKA was therefore ordered. She con tinued in the Fiji trade much later than THE LOG stated; in fact, she was not withdrawn until some time in the 1920's.

The fleet list which follows was compiled by Mr. Ronald Parsons fro Australasian Central Records and with the assistance of those W.S.S members cooperating in this scheme. To all of these he extends hi thanks, but especially to Mr. McKellar.

The fleet of the Queensland Steam Shipping Co. Ltd. and the vessels of the Australasian S.N. Co. Ltd. were combined to form the A.U.S.N. Co. As the Q.S.S.Co. absorbed the A.S.N.Co., the fleet of the

former is listed first. It should be noted that, at the time of the amalgamation, the vessels had been constructed for their owners, unless otherwise stated.

A.U.S.N. CO.---FLEET LIST

Funnel: Black with two white bands.
Flag: Four triangular sections of red and blue, divided by a white
      St. Andrew's cross.

Q.S.S. Co. units which joined the A.U.S.N. fleet:

ARCHER   I., s.s., 694t; blt. 8/1882 Glasgow by London &
(O/N 87082)   Glasgow S.B. & E. Co; 200.2 x 29.0 x 13.2. Sold
                    7/1894 H. W. Henderson; 9/1898 J. Morrison, New-
castle; 12/1901 Newcastle & Hunter River S.S. Co.; 1/1933 Stacey &
Williams; hulked 4/1935; hull scuttled off Sydney 1946.

BARCOO   S., s.s., 1505t; 8/1885 Dumbarton by W. Denny &
(O/N 91876)   Bros.; 250.1 x 36.1 x 15.5. Sold 1911; hulked
                    1914; sunk off Sydney 1/2/1924.

COREA   I.; s.s.; 606t; 9/1875 Port Glasgow by Russell &
(O/N 73628)   Co.; 170.2 x 25.1 x 18.5. Wrecked 15/8/1893 north
                    of Cooktown. Originally owned by C. Parbury (Par-
bury, Lamb & Co) and went to Q.S.S. 1/1882. Parbury, Lamb & Co. ap-
pointed Q.S.S. agents in Brisbane, presumably part of the considera-
tion offered them to join Q.S.S. Co.

GUNGA   I., s.s., 357t; 1878 Glasgow by T. Wingate & Co.;
(O/N 80429)   180.6 x 22.1 x 10.8. For approximately three years
                    A.U.S.N. had two ships named GUNGA in their fleet;
this one was r/n CROYDON (q.v.) in 1890.

GYMPIE   S., s.s., 220t; 5/1883 Campbelltown by Campbelltown
(O/N 87109)   S.B. Co.; 120.5 x 22.1 x 10.8. Sold Neder. Indis-
                    che Stroom Mij., Batavia, 1891; W. Kinsey, Singa-
pore, 1893; dismantled Singapore 1897.

MARANOA   S., s.s., 1505t; 8/1883 Dumbarton by W. Denny &
(O/N 87165)   Bros.; 250.5 x 36.2 x 23.0. Broken up 1911 at
                    Bombay.

POLLY   I., s.s., 194t; 7/1879 Campbelltown by Campbelltown
(O/N 81566)   S.B. Co.; 120.0 x 20.7 x 8.5. Wrecked 11/1889 at
                    Johnstone River, N. Qld. Originally built for An-
drew McIlwraith and taken over by Q.S.S. Co. on the latter's formation.

TALDORA   I., s.s., 232t; 1881 Campbelltown by Campbelltown
(O/N 82884)   S.B. Co.; 130.6 x 23.2 x 8.8. Converted into a
                    lighter 1914.

TRUGANINI   I., s.s., 203t; 11/1876 Montrose by Black &
(O/N 57581)   Noble; 120.0 x 20.0 x 9.0. Wrecked 2/1891 in
                         New Hebrides. Built for Tasmanian S.N. Co.;
then 4/1879 Nicoll Bros., Sydney; 4/1882 John Burns on behalf of
the Q.S.S. Co.

WARREGO   S., s.s., 1552t; 5/1883 Sunderland by W. Dox-
(O/N 87149)   ford & Sons; 250.5 x 36.2 x 22.8. Sold 1912;
                         hulked 1913; 13/10/1913 towed Darwin by the
COOLGARDIE for use as naval storeship.

Units of Australasian S.N. Co. transferred to A.U.S.N. Co. fleet:

ALEXANDRA   I., s.s., 681t; 1863 Paisley by Blackwood & Gor-
(O/N 45657)   don; lengthened 1878; 243.8 x 27.1 x 14.3. Sold
                         at auction 1891 to Elliot Bland; by 1900 owners
were Alexandra S.S. Co. Ltd.; by 1904 had been hulked and owned by
Burns, Philp & Co. at Townsville; sunk to protect breakwater at
Townsville 1906.

BIRKSGATE   I., s.s., 1443t; 2/1882 Patrick by D. & W. Hen-
(O/N 79337)   derson; 255.0 x 33.0 x 21.7. Sold 1904 to Japan,
                         r/n SAITO MARU (Y. Kensuke, Kobe); sailed 4/1907
from Chinnampo for Moji, and went missing. Blt. for Black Diamond
Steam Collier Line (Henry Simpson & Sons), Adelaide.

BONITO   W., s.s., 77t; 3/1883 Brisbane Water, N.S.W., by
(O/N 83740)   Rock Davis; 81.7 x 16.7 x 5.8. Sold 1887 Bris-
                         bane owners and register closed 1931.

BUNYIP   W., s.s., 58t; 1873 Brisbane Water, N.S.W., by
(O/N 64443)   Rock Davis; 84.8 x 15.5 x 7.7. Sold 3/1888 to
                         M. Johnston, Sydney; wrecked 18/11/1889 Manning
River.

CINTRA   I., s.s., 1979t; 11/1882 Yoker (Glasgow) by
(O/N 83738)   Napier, Shanks & Bell; 270.3 x 37.2 x 22.7. Sold
                         1908 to Bombay shipbreakers.

CITY OF ADELAIDE   I., s.s., 1211t; 3/1864 Govan by J. & G. Thomson;
(O/N 49261)   251.4 x 28.3 x 24.4. Sold 2/1890 W. Ritchie,
                         Sydney, and converted into s/v; tonnage now 843;
sold 1895 G. J. Robertson, Sydney; 1902 Howard Smith, and by 1904
was hulk at Townsville; register closed 1915, "no longer required.'

CITY OF MELBOURNE   I., s.s., 837t; 1862 Govan by J. & G. Thomson;
(O/N 46427)   250.4 x 28.2 x 16.1. Broken up 1898 Kerosene
                         Bay, Sydney (vide Sydney Customs), but sometimes
reported broken up 2/1904.

CLIO   W., s.s., 64t; 6/1873 Lavender Bay, Sydney, N.S.'
(O/N 64436)   by W. Dunn; 38.4 x 7.0 x 3.7. Originally owned
                         by E. M. Sayers, Sydney; acquired by A.S.N. Co.
4/1874; foundered 1888 in Norman River, N. Qld.

CURRAJONG   I.; t.s.s., 603t; 8/1875 Glasgow by T. Wingate &
(O/N 73779)   Co.; 222.2 x 30.1 x 15.7. Blt. for Clarence & New
England S.N. Co. as THE CLARENCE; sold 3/1883 to
A.S.N. Co. and r/n CURRAJONG, but according to Lloyds became (1) VIC-
TORY and (2) MARQUIS OF LORNE before being r/n CURRAJONG and latter
name is confirmed by A.U.S.N. records; sold 9/1888 to Mitchell &
Woolcott-Waley; 3/1893 to Bellambi Coal Co. Ltd. Run down and sunk
8/3/1910 off Bradley's Head, Sydney, by s.s. WYREEMA.

DINGADEE   S., t.s.s., 640t; 3/1883 Cork by Queenstown & Pas-
(O/N 83783)   sage West Dock Co.; 180.4 x 28.1 x 13.6. Sold
3/1890 U.S.S.Co. of N.Z.; 10/1900 Blackball Coal
Co. Ltd.; 12/1903 Dingadee S.S. Co.; 1906 T. Tanaka, Tokio, & r/n
CHOKYU MARU No. 3; 1924 to Taiwan Setofuku; 1/1925 to Hayashi Kozo;
broken up 1926.

DOLPHIN   W.; s.s., 131t; 7/1884 Pyrmont, N.S.W., by A.S.N.
(O/N 89296)   Co. Eng. Works; 117.0 x 20.2 x 7.3; 1918, 147t;
1921 151t. Sold 1913 W. Reid & Co.; 3/1918 C. Cog-
han; 7/1923 C. F. Welleck; register closed 1942, "sold to U.S. Govt."

DUGONG   I., s.s., 83t; 1875 Pyrmont, N.S.W., by A.S.N. Co.
(O/N 73316)   Eng. Works; 91.6 x 17.8 x 6.5; len. 1884 109.5 x
17.8 x 6.5, 116t. Sold 6/1901 Carpentaria Lighter-
age Co.; broken up 11/1920.

EGMONT   I., s.s., 670t; 8/1864 Renfrew by Henderson, Coul-
(O/N 50039)   born; 200.9 x 24.8 x 18.3 (originally 401t, 173.0
x 25.3 x 12.2, len. 1875). Blt. for Panama, N.Z.
& Australia R.M.S.P. Co.; 10/1869 to A.S.N. Co.; sold 1889 Mitchell &
Woolcott-Waley; 11/1892 J. Burns; 1/1893 Bellambi Coal Co.; 6/1900 D.
Sheehy; 10/1900 Adelaide S.S. Co.; hulked about 1900; sunk 1910 Fre-
mantle after long use as a hulk.

ELAMANG   I., t.s.s., 946t; 8/1876 Paisley by Blackwood &
(O/N 74903)   Gordon; 229.9 x 29.2 x 18.5. Made a cargo ship
1895; sold 1904 and hulked; sunk 2/1905 to protect
Newcastle, N.S.W.,   breakwater.

EURIMBLA   S., s.s., 1055t; 1884 Kinghorn by J. Key & Sons;
(O/N 89604)   214.2 x 31.2 x 19.2. Sold 1905 Japan, r/n HIDE
MARU (S. Koida, Osaka); wrecked 27/4/1907 Suyon Bay.

FITZROY   S., s.s., 870t; 10/1883 Kinghorn by J. Key & Sons;
(O/N 89544)   209.5 x 28.9 x 18.6; Wrecked 11/12/1897 Morne
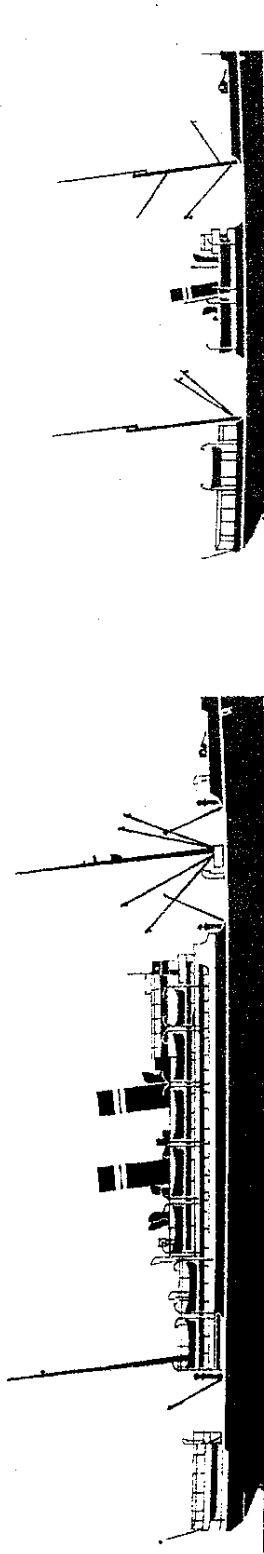Point, N.S.W.

GLANWORTH   I., s.s., 877t; 4/1882 Kinghorn by J. Key & Sons;
(O/N 83698)   211.2 x 29.1 x 19.3. Wrecked 25/1/1896 Gladstone, Q.

GOVERNOR BLACKALL   I.; s.s., 487t; 1/1871 Balmain by Mort's Dock & Eng.
(O/N 64390)   Co.; 194.4 x 23.8 x 15.6. Blt. for Qld. Govt. with-
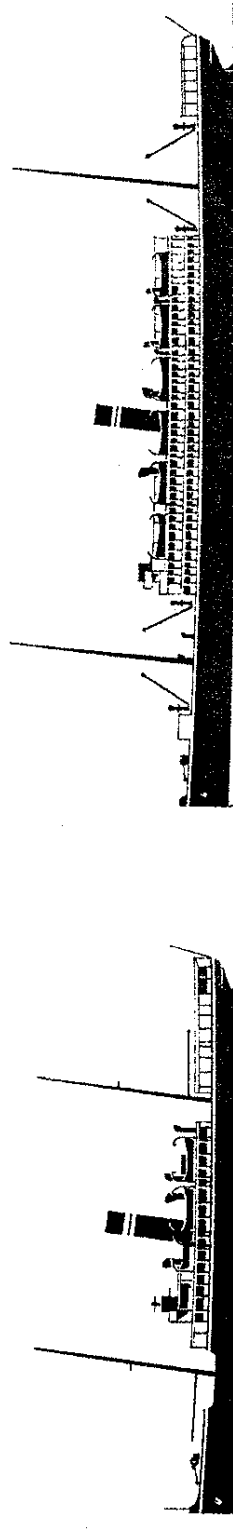out sanction of Parliament, eventually sold 1872 to

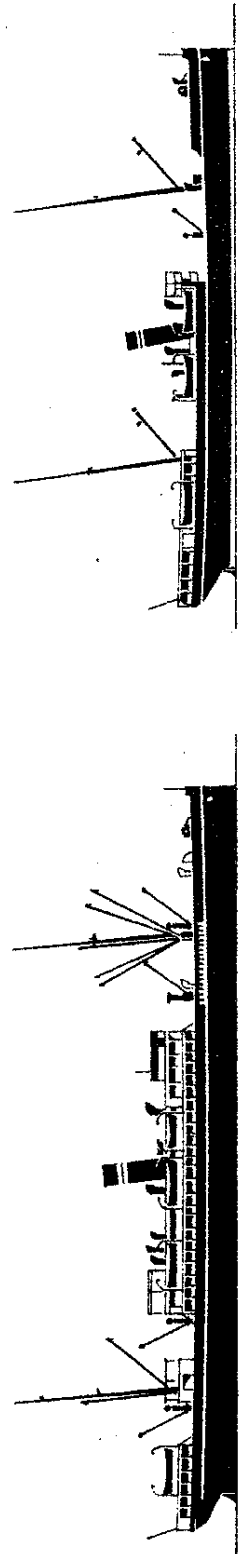# SOME REPRESENTATIVE A.U.S.N. PASSENGER SHIPS

DRAWN TO A COMMON SCALE

CINTRA & ROCKTON : 1882

KANOWNA & KYARRA : 1903

ARAMAC, ARAWATTA, WODONGA : 1889/90

INDARRA : 1912

BINGERA : 1905

LEVUKA : 1910

GOVERNOR BLACKALL   A.S.N. Co. by builders; 6/1888 North Illawarra
   (Continued)   Coal Mining Co. Ltd.; 9/1890 Moore & Austin;
                     12/1896 G. Adams; 12/1898 W. J. Featherstone; hulk-
ed 12/1910, Sydney.

GUNGA   I., s.s., 1257t; 10/1864 Hull by C. & W. Earle;
(O/N 51415)   257.6 x 32.2 x 20.1. Blt. for Bombay & Bengal S.S.
                    Co., Liverpool; 1868 W. Moss; then R. D. Sassoon &
Hornstedt; 1877 Larrieu & Roque, Saigon; 1877 A.S.N. Co.; closing en-
try in Customs Register (closed 1933), "Hulked prior to 1900," but re-
putedly sunk 1912 off Fremantle as a hulk.

HESKETH   S., t.s.s., 640t; 6/1883 Cork by Queenstown & Pas-
(O/N 89225)   sage West Dock Co.; 180.4 x 28.1 x 13.6. Sold 1897
                    Blackball S.S. Co.; wrecked Greymouth, N.Z., 26/10/
1899, on passage from Lyttelton.

HORNET   I., s.s., 55t; 12/1883 Pyrmont by G. Davidson; 73.4
(O/N 89254)   x 15.4 x 6.3. Sold 3/1914 Rose & Dowdall; sunk
                    19/3/1915, off North Head, Sydney.

JAMES PATERSON   I., s.s., 569t; 1862 Glasgow by Smith & Rodger;
(O/N 46432)   186.3 x 23.2 x 11.6. Converted 11/1884 to a coal
                    hulk; reported abandoned 1889 on beach at Towns-
ville. (It is unlikely this vessel ever made a passage as an A.U.S.N.
unit, but there is no doubt the title to her was transferred in 1887).

KATOOMBA   I., t.s.s., 1006t; 2/1878 Paisley by Blackwood &
(O/N 74976)   Gordon; 249.8 x 29.3 x 19.0. Converted to cargo
                    ship 1896; sold 1903 D. Sheehy; hulked 1904; sunk
2/1905 to protect Newcastle Breakwater.

LEICHARDT   I., t.s.s., 690t; 1865 Pyrmont, N.S.W., by A.S.N.
(O/N 52380)   Co. Eng. Works, as p.s., 368t, 188.5 x 24.4 x 9.3;
                    reblt. 1872 as t.s.s., 232.6 x 24.3 x 16.8. Sold
3/1892 Elliott Bland; broken up 1906 after long use as a lighter. (N.B.
Only one "h" in registered name of this ship, although many people in-
sist upon using two.)

MANLY   W., s.s., 89t; 1874 Pyrmont, N.S.W., by Bower &
(O/N 71794)   Drake; 101.4 x 17.7 x 8.2. Blt. for T. Hesselton;
                    acquired 1882 by A.S.N. Co.; broken up 1906 after
long use as a lighter.

PALMER
(O/N 89588)   S., t.s.s.; 267t; 10/1884 Paisley by J. Fullerton
                    & Co.; 140.2 x 26.0 x 8.5; tonnage 1890, 297t, 1920,
279t. Sold 4/1920 J. T. Gray; 11/1920 Victorian Shipping Co. Ltd.;
3/1924 John Burke & Co. Ltd.; hulked 1927 and made a lighter Brisbane;
1961 remains still to be seen on the bank of the Brisbane River.

PORPOISE   I., s.s., 91t; 1875 Pyrmont, N.S.W., by A.S.N. Co.
(O/N 73341)   Eng. Works; 92.5 x 18.0 x 7.6; len. 1883, 103.8 x

PORPOISE   17.9 x 6.9, 110t. Sold 1908 John Burke Ltd.;
(Continued)   no trace after 1937.

QUEENSLAND   I., p.s., 425t; 1861 Glasgow by Barclay, Cur-
(O/N 40947)   le & Co.; 207.7 x 23.0 x 11.4. Blt. for Qld. S.
       N. Co.; acquired 1868 by A.S.N. Co.; hulked
1887; said to have been at Cooktown 1896 as a hulk; 1961 remains
still to be seen on the bank of the Brisbane River.

QUIRAING   I., s.s., 1166t; 12/1881 Port Glasgow by Black-
O/N 83682)   wood & Gordon; 220.2 x 31.1 x 19.9. Sold 1/1900
       G. W. Griffiths & Partners; went missing 1902,
bound from Newcastle, N.S.W., to N.Z. with coal.

RANELAGH   I., s.s., 836t; 12/1881 Kinghorn by J. Key &
(O/N 84930)   Sons; 203.8 x 29.1 x 12.1. Wrecked 11/1/1898
       Burnett Heads, nr. Bundaberg, Qld.

ROCKTON   I., s.s., 1970t; 6/1882 Glasgow by Napier,
(O/N 83722)   Shanks & Bell; 270.3 x 37.2 x 22.7. Sold 1904
       O.S.K. & r/n KANKO MARU; r/n 1917 SHINSEI MARU
No. 5 by Hara Shin-ichi; scrapped 1923 Japan.

TENTERDEN   I., s.s., 1339t; 5/1883 Scottswood-on-Tyne by
(O/N 79350)   Campbell, McIntosh & Bowstead; 246.5 x 33.5 x
       19.9. Blt. for Black Diamond Steam Collier Line,
Adelaide (Henry Simpson & Sons); acquired 6/1884 by A.S.N. Co.;
wrecked 12/1893 MacDonnell Bay, S.A. (while under charter to McIl-
wraith, McEacharn Ltd.). Rhodes, Pageant of the Pacific, ii, 288,
gives the date of her wreck as 19/12, which agrees with the regis-
ter, but other sources state 23/12.

VICTORIA   I., s.s., 1255t; 10/1871 Newcastle-on-Tyne, by
(O/N 68355)   J. W. Richardson; 239.6 x 30.2 x 23.0. Ex SIRA-
       CUSA 1872; acquired 1872 by A.S.N. Co.; sold
1899 O. E. Pauss & Partners for Island trading; sold 1903 to
Chinese shipbreakers.

WENTWORTH   I., s.s., 956t; 1/1873 Renfre by Henderson,
(O/N 64433)   Coulborn; 219.0 x 27.3 x 22.05. Wrecked (first
       casualty suffered by A.U.S.N.) 16/6/1887 Bowen,
North Queensland.

YARALLA   I., s.s., 482t; 1875 renfrew by Lobnitz, Coul-
(O/N 73353)   born & Co.; 201.8 x 25.1 x 12.5. Wrecked
       2/9/1906 30m. from Suva.

Now follow acquisitions of the company in chronological order, the
vessels being built for the A.U.S.N. unless otherwise stated.

FRANCIS CADELL   I., p.s., 146t; 1866 Port Adelaide (shipped in
(O/N 55589)   sections from London and re-assembled); 120.0 x
       19.9 x 6.5. Acquired 1888; used at Normanton as

a tender in later years; wrecked 1903 Normanton.

ARAMAC
(O/N 96634)
S., s.s., 2114t; 9/1889 Dumbarton by W. Denny & Bros.; 300.0 x 37.1 x 17.6. Hulked 1925 Sydney.

ARAWATTA
(O/N 96649)
S., s.s., 2114t; 10/1889 Dumbarton by W. Denny & Bros; 300.0 x 37.1 x 15.8. Hulked 1924 Sydney;
hulk scuttled off Sydney 14/9/1936.

BULIMBA
(O/N 86726)
S., s.s., 2510t; 9/1882 Glasgow by A. & J. Inglis; 315.8 x 38.2 x 17.3. Acquired 1889 from B.I.S.N. Co. or a subsidiary (ownership sometimes British
India Associated Steamers, sometimes Gray, Dawes & Co.); reverted B.I.S.N. Co. 1899; sold 1922 Eng Hup & Co., China; broken up 1933 Shanghai.

WAROONGA
(O/N 86749)
S., s.s., 2513t; 1882 Glasgow by A. & J. Inglis; 315.8 x 38.2 x 25.1. ACquired 1889 from B.I.S.N. Co. or a subsidiary (see BULIMBA above); reverted
B.I.S.N. Co. 1900; sold 1913 Kishimoto Skokai Goshi Kaisha & r/n BANSEI MARU; 1917 K. Kusakabe; 1920 Kabafuto KK; broken up 1926 Japan.

WODONGA
(O/N 98127)
S., s.s., 2341t; 7/1890 Glasgow by A. & J. Inglis; 310.2 x 39.1 x 14.8. Hulked 1924 Sydney; register says broken up 1925, but newspaper report says she
was scuttled 30/4/1931 as a hulk.

CROYDON
(O/N 80429)
Ex GUNGA (q.v. above); r/n 1890. Sold 1899 to Wm. Collin & Sons Ltd., Brisbane, r/n LADY LAMINGTON; sold 1903 Henry Carr, r/n MORETON; hulked 1934;
hull left to rot on Bishop's Is., Brisbane River.

PAROO
(O/N 108690)
S., s.s., 2665t; 1897 Port Glasgow by Russell & Co.; 315.6 x 40.1 x 14.6. Originally was to have been named CAPE LEEUWIN and probably launched as such,
but name altered prior to commissioning. Sold 1903 to W.A.S.N.; 1917 Persian Gulf S.N. Co., r/n IRAN; 1922 Okuda Yeikichi, Japan, r/n MIK-AGE MARU; 1926 Muso Kisen KK; torpedoed 24/10/1944 SW of Korea by USS CROAKER.

PILBARRA
(O/N 108686)
S., s.s., 2664t; 1897 Port Glasgow by Russell & Co.; 315.4 x 40.1 x 14.6. Launched as CAPE OTWAY, but name changed shortly after completion. Sold 1915
Sun Shipping Co., r/n SUNSTREAM; 1917 Persian Gulf S.N. Co., r/n SHUSHTAR; 1924 Hedjaz Govt., r/n RADWA, and deleted from register as Govt. non-commercial vessel; sold Italian shipbreakers 5/1928 as lies Jeddah; towed to Savona about 2m. later and broken up at that place.

REDBANK
(O/N 46429)
W., s.s., 79t; 1863 Balmain by T. Rountree; 105.4 x 16.2 x 6.2. Originally owned by Robert Towns, Sydney, and, after his death in 1873, by his ex-
ecutors until 10/1877; after other owners acquired about 1897 and

disposed of about 1900; was tender at North Qld. port.

MAREEBA (I)   S., s.s., 1747t; 1898 Sunderland by S. P. Austin &
(O/N 108397)   Sons Ltd.; 263.8 x 39.3 x 17.1. Ex HARPORT, blt. for
               J. & G. Harrison Ltd., London; acquired 1900; wrecked
Stockton Beach, N.S.W., 28/7/1908, abandoned 31/7/1908 total loss.

MOIRA   S., s.s., 2184t; 6/1901 Dumbarton by W. Denny & Bros.;
(O/N 94190)   301.0 x 42.2 x 13.2. Sold 1926 Toyo Kaiun KK, r/n
               TOYEI MARU; 1928 to Oginumo KK; spelling of name alter-
ed 1938 to TOEI MARU; torpedoed 13/8/1944 off Ryuku Islands by USS
TAMBOR.

TINANA   S., s.s., 791t; 2/1901 Dundee by Caledon S.B. & E. Co.;
(O/N 110988)   210.0 x 31.0 x 13.2. Sold 1925 Collin & Sons, Brisbane;
               1933 John Burke Ltd.; 1946 China, r/n FOO SHIN by Foo
Shin S/S. Co.; 1947 Ta Pei S.N. Co., r/n PEI YUAN; 1949 Tai Chong
Hsiang, r/n YUNG YAO; r/n 5/1950 TINANA and drops out of Lloyds; pre-
sumably broken up.

TAY   S., s.s., 360t; 11/1901 Dundee by Caledon S/B. & E. Co.;
(O/N 94192)   155.0 x 28.0 x 8.0. Sold 7/1930 T. S. Williamson, Hong-
               kong; resold 1/1931 Nam Chong Co.; presumably broken up
as does not appear in Lloyds after this date.

MILDURA (I)   S., s.s., 2217t; 7/1901 Glasgow by J. Reid & Co. Ltd.;
(O/N 94191)   300.4 x 42.1 x 13.8. Wrecked 12/3/1907 on reef off
               North West Cape, W.A.

KURANDA   S., t.s.s., 953t; Dundee 1901 by Gourlay Bros.; 200.0
(O/N 94193)   x 32.1 x 10.2. Sold 1927 to Teo Hoo Lye, Singapore;
               1935 Straits S.S. Co., Singapore; sold for breaking up
7/1936.

WYANDRA   S., s.s., 4058t; 9/1902 Glasgow by A. Stephen & Sons;
(O/N 115709)   340.6 x 45.9 x 17.5. Sold 1926 Japan for breaking up;
               broken up 1927.

KANOWNA   S., t.s.s., 6942t; 1/1903 Dumbarton by W. Denny & Bros.;
(O/N 115743)   415.6 x 52.2 x 28.6. Wrecked 17/2/1929; ashore Cleft
               Is., Bass St., towed off but sank while under tow to
Melbourne.

KYARRA   S., t.s.s., 6953t; 5/1903 Dumbarton by W. Denny & Bros.;
(O/N 115755)   415.5 x 52.2 x 28.6. Torpedoed 26/5/1918 while hospital
               ship 2m. SSE of Anvil Point, English Channel.

BINGERA (I)   S., triple s.s., 2092t; 11/1905 Belfast by Workman,
(O/N 121273)   Clark & Co.; 300.3 x 40.8 x 17.9. Originally fitted
               with turbines, but refitted with ordinary 3X recipro-
cating engines 1914; laid up about 1922 in Brisbane; hulked 1929 and
run upon Bishop Island, Brisbane River; partially dismantled for
scrap during World War II, demolition being completed 1961.

WASP   W., s.s., 24t; 1905 Sydney; 53.6 x 12.2 x 4.8. Disposed
(O/N 121102)   of about 1918 to Mort's Dock; 1940 still in register.

SUVA   S., s.s., 2229t; 3/1906 Belfast by Workman, Clark & Co.;
(O/N 121310)   300.3 x 41.1 x 11.8. Sold 9/1928 Madrigal & Co., Manila,
                    r/n SIRIUS; 12/1929 Fernandez Bros., r/n BOHOL; sunk
12/1941 at Manila.

AMRA   S., s.s., 535t; 11/1890 Troon by Ailsa S.B. Co.; 190.0 x
(O/N 98577)   29.0 x 11.6. Acquired 1907 from B.I.S.N. Co.; sold 1923
                    Kader Sultan, Singapore; 1929 China for scrap; broken up
Hongkong.   (N.B. Name unchanged throughout.)

WYREEMA   S., t.s.s., 6338t; 2/1908 Glasgow by A. Stephen & Sons
(O/N 124247)   Ltd.; 400.4 x 54.2 x 30.6. Sold 1926 Lloyd Brasileiro,
                    r/n PEDRO I; 1935 r/n DOM PEDRO I; scrapped 1958 at Rio.

MALLINA   S., s.s., 3213t; Belfast 4/1909 by Harland & Wolff Ltd.;
(O/N 115622)   350.5 x 44.3 x 23.3. Sold 1929 Machida Shokai KK, r/n
                    SEIKO MARU; 1935 Kita Nippon KK, r/n SIBERIA MARU; sunk
24/9/1944 by air attack in the Sulu Sea.

LEVUKA   S., t.s.s., 6129t; 4/1910 Glasgow by A. Stephen & Sons
(O/N 125239)   Ltd.; 400.4 x 55.0 x 30.7. Sold 1926 to Lloyd Brasileiro,
                    r/n PEDRO II; 1935 r/n DOM PEDRO II; still in register
1961.

INDARRA   S., t.s.s., 9735t; 11/1912 Dumbarton by W. Denny & Bros.;
(O/N 131639)   451.0 x 60.1 x 37.4. Largest vessel to be registered in
                    name of A.U.S.N. Sold 7/1920 Lloyde Royale Belge, r/n
PAYS DE WAES; 1922 reverted A.U.S.N. Co.; sold 10/1923 O.S.K., r/n
HORAI MARU; sunk 1/3/1942 by US aircraft in 5.56 S, 106.12 E.

CENTIPEDE   S., s.s., 133t; 1913 Brisbane by A/U.S.N. Co.; 82.0 x 22.2
(O/N 131575)   x 8.8. Sold 1923 to Hetherington & Rylance, Brisbane;
                    converted into a lighter 1958 and still in use on the
Brisbane River as such.

MACKARRA   S., s.s., 2515t; 10/1919 Bristol by C. Hill & Son; 303.0
(O/N 141922)   x 43.0 x 20.7. Bought on stocks; sold 1941 to Patrick &
                    Co., r/n CARDROSS; sold 1954 to Jap. shipbtrakers and
taken to Japan as ARDROSS.

MACUMBA   S., s.s., 2526t; 12/1919 Bristol by C. Hill & Son; 303.0
(O/N 141935)   x 43.0 x 20.7. Bought on stocks; bombed and sunk
                    6/8/1943 by Japanese, en route Darwin, in pos. 11.30 S.,
134.40 E.

MAREEBA (II)   S., s.s., 3663t; 11/1921 Maryborough, Q., by Walkers
(O/N 132479)   Ltd.; 332.7 x 47.1 x 27.1. Ex ECHUCA; acquired 1924
                    from Commonwealth Govt. shipping service; sunk
26/6/1941 in Indian Ocean, about 10 N. 88 E. by German raider KOR-
MORAN.

MILDURA (II)   S., s.s., 3478t; 12/1920 Newcastle, N.S.W., by N.S.W.
(O/N 130164)   Govt. Dockyard; 331.0 x 47.7 x 26.1. Ex ENOGGERA;
                acquired 1924 from Commonwealth Govt. shipping line,
r/n MILDURA;   sold 7/1951 Japan; broken up 1954 Japan.

BARALABA   S., s.s., 998t; 1921 Stettin by Stettiner Oderwerke;
(O/N 147947)   211.6 x 33.9 x 13.1. Built as NURNBERG for Stettin-
                er Neue Dampfer,Stettin; sold 8/1924 A/S Solskin,
Oslo, r/n SOLSKIN; sold 1/1925 A.U.S.N. Co., r/n BARAKABA; sold
10/1949 San Ernesto SS (John Manners), Hongkong; sold 2/1952 Wallem
& Co., r/n BRENDA; 1956 Cambodian, r/n BAYON; 1961 apparently still
in existence.

MILORA
(O/N 151541)   S., s.s., 3347t; 1/1921 Williamstown, Vic., by Com-
               monwealth Dockyard; 331.0 x 47.9 x 23.6. Ex EMITA;
acquired 1926 from Commonwealth Govt. shipping line and r/n MILORA;
wrecked 21/9/1934 nr. Point Lonsdale, Vic., towed off, but not
worth repairing and scuttled 8/3/1935 off Melbourne.

MARANOA (II)   S., s.s., 3359t; 4/1921 Williamstown, Vic., by Com-
(O/N 130166)   monwealth Govt. Dockyard; 331.0 x 47.9 x 23.5. Ex
                EROMANGA; acquired 1926 from Commonwealth Govt.
Shipping Line and r/n MARANOA; sold 11/1934 to undisclosed Japan-
ese owners; 2/1935 Johan Gran, Norwegian operating on China coast,
r/n MIONE; 2/1937 V. K. Song, r/n FU YUANG; shortly after sold
Skibs A/S Thule, Oslo, operating China coast trade; foundered
26/1/1940, passage Nauru-Japan, in 33.40 N, 139.56 E.

MURADA   S., s.s., 3345t; 6/1921 Williamstown, Vic., by Com-
(O/N 151543)   monwealth Dockyard; 331.0 x 47.9 x 23.6. Ex ERRIBA;
                acquired 1926 from Commonwealth Govt. Shipping Line,
r/n MURADA; sold 1947 Cia Atalaya di Nav. Ltd., Panama, r/n NYMPHE,
almost immediately r/n HELLENIC NYMPHE; arrived Spezia 5/2/1954
for breaking up.

MUNGANA   S., s.s., 3315t; 10/1920 Newcastle, N.S.W., by Govt.
(O/N 137221)   Dockyard; 331.0 x 47.9 x 23.5. Ex EURELIA; acquired
                1926 from Commonwealth Govt. Shipping Line, r/n MUN-
GANA; sold 1950; scrapped 1951 hongkong.

ORMISTON   S., s.s. (turbs.), 5832t; 12/1922 Glasgow by A.
(O/N 146682)   Stephen & Sons; 390.8 x 55.2 x 28.1. Ex FAMAKA; un-
                der charter to A.U.S.N. Co. from 1927 and r/n ORMIS-
TON, being still owned by Khedivial Mail S.S. & Graving Dock Co.;
1933 Eastern Traders Ltd., Hongkong; 1940 A.U.S.N. Co. owners;
sold 1955 Liberia, r/n ATLANTIC; 1956 r/n ATLANTICOS, sold Italian
shipbreakers, arrived Spezia 30/11/1957.

ORUNGAL   S., s.s. (turbs.), 5826t; 2/1923 Glasgow by A.
(O/N 146699)   Stephen & Sons; 390.6 x 55.2 x 28.1. Ex FEZARA;
                chartered from 1927 by A.U.S.N. Co., r/n ORUNGAL,
but still owned by Khedivial Mail S.S. & Graving Dock Co.;

wrecked 21/11/1940 Barwon Heads, Vic., and gutted by fire 13/12/1940 while ashore, being total loss.

BINGERA (II)   S., m.v., 922t; 9/1935 Dumbarton by William Denny &
(O/N 109652)   Bros., Ltd.; 200.2 x 34.1 x 9.0. First m.v. in fleet;
                 sold 6/1948 I.C.I. Ltd., r/n TARANUI; still in service.

BABINDA   S., m.v., 659t; 4/1936 Bowling by Scott & Sons; 175.2
(O/N 91466)   x 30.1 x 10.8. Sold 1955 South Pacific Shipping Co.,
                 Suva; still in service 1961.

CORINDA   S., m.v., 3376t; 4/1937 Sunderland by Short Bros.; 345.6
(O/N 156014)   x 48.4 x 21.0. Sold 1961 Howard Smith; still in service.

BURANDA   S., s.s., 685t; 1918 Delfzijl by Wortelboer & Co.; 180.8
(O/N 137224)   x 28.7 x 12.6. Blt. as SOLHOLM for Reiersen & Matland,
                 Haugesund; sold 4/1921 Adelaide S.S. Co., r/n NALPA; ac-
quired A.U.S.N. Co. 12/1937, r/n BURANDA; sold 1946 Wallem & Co.; 1946
Chung Foo S.S. Co., r/n CHUNG FOO; omitted 1955 Lloyds Reg. without
explanation, which usually indicates existence doubtful.

BULIMBA (II)   S., s.s., 739t; 4/1928 Grangemouth by Grangemouth Dock-
(O/N 160406)   yard Co.; 180.0 x 31.1 x 11.3. Ex MIRANI (Burns, Philp);
                 acquired 1941, r/n BULIMBA; taken over 1942 by USA Small
Ships Command; after cessation hostilities A.U.S.N. Co. refused de-
livery because she was so much knocked about and she was handed to Dis-
posals Commission; sold 9/1946 Rymo Shipping Co., Panama; 1/1947 South
Navigation Co., Shanghai, r/n HWA LOONG; wrecked 27/9/1948 Hainan Is.,
bound Canton-Haihow.

CORAMBA   S., m.v., 3551t; 2/1948 Sunderland by Short Bros.; 381.4
(O/N 177201)   x 51.10 x 20.1. Sold 1961 McIlwraith, McEacharn, r/n
                 KOOMILYA; still in service.

CALOUNDRA   S., s.s., 4053t; 4/1950 Whyalla by B.H.P. Ltd.; 403.4 x
(O/N 178451)   53.2 x 20.7. Launched as BALOOK for Aust. Coastal Ship-
                 ping Commission, but acquired by A.U.S.N. Co. shortly
after completion in 1950, r/n CALOUNDRA; sold 1961 B.H.P. Ltd., r/n
IRON WARRIOR.

CANBERRA   S., s.s., 2230t; 10/1948 Sunderland by W. Pickersgill &
(O/N 182879)   Sons; 317.6 x 45.2 x 17.8. Blt. 1945 for Phillips, Ander-
                 son & Co. as ADMIRAL FRASER; acquired 1954, r/n CANBERRA;
r/n CRONULLA 1954 to allow P. & O. the use of CANBERRA.

CRONULLA   See CANBERRA above; sold 1961 Hongkong.

Correction: Due to a typing error Paisley instead of Port Glasgow is given above as the place of build of the KATOOMBA. Will readers please correct their copies? Aust. Central Records (Ronald Parsons, Box 16, Woodville, S.A.) will supply postcard size slip, for each ship listed, giving the full detail as on file, at 1d. per slip plus 5d. postage, the postage covering any number of slips.   (The End.)

THE RIDDLE OF THE BELL

OF H.M.A.S. SYDNEY

--o--

Having served in the original H.M.A.S. SYDNEY as well as in some of
her sister ships, I was very interested some months ago to see a
newspaper photograph of what was claimed to be her bell and naviga-
tion lights. Their sale at auction prompted inquiries in recent
issues of THE LOG (v. 8, pp. 104, 130).

Well, the R.A.N. recently put on display at the Sydney Museum a
collection of ship models and other objects of maritime interest.
This exhibition included the bell of the original SYDNEY -- undoubt-
edly, the genuine article, with H.M.A.S. SYDNEY engraved upon its
surface in 1" letters.

On first sight, this would seem to be the perfect answer to THE
LOG'S question as to whether the fate of the SYDNEY'S bell is known,
but the matter does not end there. The fact is that the SYDNEY
and her sister ships each carried two bells of practically identi-
cal size.

One bell, usually inscribed with the ship's name, was located in
the waist near the mainmast and was used in harbour, when the admin-
istrative activities were centred on or near the quarter deck. The
second bell, usually not inscribed or engraved, was hung under the
bridge, near the foot of the foremast. This bell was used at sea,
when the control and administration of the vessel emanated from the
bridge.

Apart from ringing the ship's time, both bells were used also, when
necessary, as fog signals, fire alarms and church bells, etc.

But what of the "mystery" bell purchased at auction? Where did it
come from? It would seem unlikely that it ever belonged to the
MELBOURNE or the BRISBANE, as both these vessels went to the U.K.
to be stripped, and as each left Australia in full commission, it
would seem reasonable to assume that they carried their bells to
England.

Nor does it seem likely that the bell belonged to the original
H.M.A.S. AUSTRALIA, which was scuttled several miles off Sydney in
April, 1924. The AUSTRALIA'S quarter deck (for administrative and
ceremonial purposes) was situated just abaft the fore funnel, and
it is thought she carried only the one bell. It would suffice for
use at sea as well as in harbour. There is little doubt that this
bell would have been engraved with the ship's name.   On this rea-
soning, the mystery bell can hardly have come from the AUSTRALIA.

The SYDNEY herself paid off finally in 1928 and was dismantled at
Cockatoo Island in 1928-29. The old PENGUIN ex Encounter followed
her, and by the time the SYDNEY'S upper works had been dismantled,
the stripping of the PENGUIN was well advanced. I do not know what
happened to the ENCOUNTER'S bell (or bells). I can only assume that
after becoming the depot ship PENGUIN, she would require but one bell
--- on the quarter deck.

The only other reasonable possibility is that this "mystery" bell came
from H.M.A.S. ADELAIDE. However, she was not dismantled until 1946-
47. If it could be proved that the "mystery" bell was in private
ownership before that date, then the ADELAIDE'S bell would be elimin-
ated.

Personally, I feel this bell is very likely the uninscribed bell from
H.M.A.S. SYDNEY. This belief is strengthened by the fact that the
pattern of the old emergency navigation lights appears to be identical
with those used in the SYDNEY.

I hope I have not confused the issue too much. I am sorry I cannot be
definite. If anyone can positively eliminate the ENCOUNTER and the
ADELAIDE, I think they would place the matter beyond any reasonable
doubt.

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**************** SIXTY YEARS OF SHIPPING ON
*
*   THE EAST COAST OF TASMANIA   ****************
*   *
************************ (By Ian Cooper.) ***************************

In this article I deal with the regular steamer and motor trader ser-
vices to the East Coast of Tasmania during the last 60 years. Many
ketches traded to the East Coast in this period, but they were so num-
erous that I have not recorded them in detail. Some ketches and
schooners were regular traders earlier this century, among them being
the SURPRISE, HEATHER BELLE, H.J.H., GLADYS, GOOD INTENT and TERRA
LINNA.

The last fully rigged ketch trading to the East Coast was the 65ft.
LENNA. She ran from Hobart to St. Helens for 22 years, surely a
record for service on the one route in Tasmanian waters. The LENNA was
laid up in August 1959 and recently was sold by H. Jones & Co. for
conversion to a fishing vessel.

At the turn of the centruy the 144-ton steamer WARRENTINNA was running
between Hobart and Launceston via St/ Helens and Bicheno, leaving each
terminal port once a fortnight. The WARRENTINNA had been built in
1884 by J. McKay in Hobart for Robert Hall especially for the East
Coast service. In 1902 William Holyman & Sons extended their operations
and entered the Launceston-Hobart trade by purchasing the WARRENTINNA
from Robert Hall. In 1904 she appeared only intermittently on the
East Coast run and that year was replaced by the KOONOOKARRA.

The Holyman line had purchased the 165-ton, teak-built steamer KOO-
NOOKARRA in 1901, and they used her as the regular East Coast
steamer until their latest vessel, the KOOMEELA, arrived on the run
in 1912. Like the WARRENTINNA, the KOOMEELA was built especially
for the East Coast trade. The KOOMEELA was only one foot longer
than the KOONOOKARRA, but several tons larger. The KOONOOKARRA was
then sold to Lever Bros. in Sydney.

In the period 1900-1912 several steamers traded to the East Coast
from Hobart, but did not make the round trip to Launceston. The
Huon Channel & Peninsular S.S. Co. had the NUBEENA, 138t, on the
Hobart-Swansea run in 1902, the AMY LOUISA, 45t, in 1903-4, and the
MOONAH, 95t, built in 1890, ran regularly from 1905 to 1907. These
three steamers, although essentially Channel vessels, served the
East Coast ports of Spring Bay, Orford, Rheban, Swansea, Little
Swanport, Bicheno and Maria Island.

In 1908 Holymans chartered the MONGANA, 98t, owned by the Whitehouse
Bros. She traded up the East Coast as far as Swansea. This Hobart
based service was in addition to the round trip from Hobart to Laun-
ceston operated by the KOONOOKARRA and later by the KOOMEELA. In
1912, the same year as the KOOMEELA came on the run, the White Star
Line replaced the chartered MONGANA with their own steamer, the
WARRENTINNA. She was now based in Hobart and ran from that port to
Swansea each week. The WARRENTINNA ran on this service for six
years, until 1918, when Holymans sold her to Mr. H. P. Harriott. Af-
ter this sale, the regular service from Hobart lapsed for several
years.

In 1919 and 1920 the ALONNAH, 50t, owned by the Cygnet S.S. Co.,
ran to Swansea. Between 1919 and 1923 there was a great change in
the regular ships on the East Coast run. In 1919 the KOOMEELA
changed her schedule and operated to Bicheno and St. Helens from
Launceston, and in 1920 she was taken off this run and put on the
Bass Strait Islands service.

Holyman's 34-ton aux. ketch OPAH ran from Launceston to Hobart via
St. Helens and Bicheno in 1920-1922. Built in Hobart in 1907, she
was 60' long, but she was sold in 1922 and replaced by the ketch
ALICE, 49t, which ran only from Launceston to St. Helens. It was
now evident that Holymans were gradually withdrawing from the East
Coast run.

In 1920 the 95-ton MOONAH returned to Hobart under the ownership of
the East Coast Shipping Co. Ltd., of Hobart. She commenced running
to Swansea and Bicheno and was the sole vessel operating the service
Three years later another familiar ship, the KOOMEELA, reappeared.
Holymans had sold her in 1923 to the East Coast Shipping Co.

For two years the MOONAH and the KOOMEELA traded from Hobart. Both
vessels ran once a week to Swansea, with the MOONAH running about
once a month to Bicheno. On June 17, 1925, the MOONAH met her end,
dragging her anchor at Swansea and going up on the Nine Mile Beach

near the mouth of the Meredith River. She was never refloated.

This left the KOOMEELA to carry on alone, and for 17 years she was
sole regular steamer trading to the East Coast. Other Hobart steam-
ers made occasional trips, but the KOOMEELA definitely was THE East
Coast steamship.

In the 1930's she left Hobart every Tuesday and ran via the Denison
Canal, Maria Island, Little Swanport, Coles Bay, Spring Bay, Orford
and Rheban, returning to Hobart, providing the weather was clear,
every Friday afternoon. By 1937 Bicheno was declining in importance
as a port and the KOOMEELA visited that jetty only about every two
months. In 1942 the KOOMEELA was acquired by the Navy for war ser-
vice, never to return to East Coast waters.

In the late 1920's and early 1930's Holymans only link with the East
Coast was the ketch service to St. Helens. They lost the ketch ALICE
on the George's Bay bar in May 1927, and from then on vessels of this
line visited St. Helens only occasionally. One of the largest call-
ers in these years was the COLLIBOI, 310t, which visited St. Helens
in 1930. The ketch LINDA, 48t, made many trips during the depression.

By 1939 Holymans were only agents for the once-a-month service to St.
Helens operated by the Ansons Bay Timber Co., exclusing, of course,
the Hobart service provided by the LENNA. In later years the Ansons
Bay Timber Co. built the ARGONAUT II and the ARGA at St. Helens. The
latter vessel now trades as the LEEDERRY.

On the KOOMEELA being acquired by the navy, the East Coast service
was discontinued. After the war, however, the Tasmanian Government
Transport Commission undertook to provide an East Coast shipping ser-
vice. In August 1946 it purchased the GEORGE BASS, 186t, built at
Cairns, Q., in 1942. She had formerly been owned by the Oceanic Co-
operation Pty. Ltd., of Victoria. The Commission leased the GEORGE
BASS to Mr. B. T. Cuthbertson, who began operating the East Coast
service in September 1946.

In March 1947 the Transport Commission took over the GEORGE BASS and
continued the service itself. In May of that year the Commission
purchased the JOHN FRANKLIN, which was building at Launceston. She
had been ordered originally by the Navy, but had not been completed
when the war ended. The JOHN FRANKLIN, 115t, replaced the GEORGE
BASS, making her first trip in November 1948. In the same month
the GEORGE BASS was sold to the Department of Health and Home Af-
fairs, Queensland.

In June 1954 Holymans decided to retire from the Bass Strait Is-
lands trade. They put up their two vessels, the LOATTA and the
NARACOOPA, for sale. THe NARACOOPA, 294t, was purchased by the
Transport Commission and put on the East Coast service in August
1954, trading to Triabunna, Swansea, Coles Bay and Maria Island.
In 1956 the Commission began operating to Flinders Island, mainly with
outward-bound cargoes of superphosphate, and calling at East Coast

ports when cargo was offering.　The JOHN FRANKLIN had been sold to Shipping King Island Pty. Ltd.

In 1960 the Commission purchased the SUMATRA, 345t, from Cement Freighters Ltd., of Auckland, N.Z. She left Hobart on her first trip to the East Coast on January 11, 1961. The SUMATRA is the largest vessel, both in length and gross tonnage, to operate on the East Coast and is the first steel vessel to maintain a regular service. At the present time the NARACOOPA is laid up in Hobart.

So enters another era in the shipping service to the East Coast of Tasmania. Wooden ships built in Singapore, Sydney, Cairns, Launceston and Hobart have all served the East Coast, and now a steel, Dutch-built coaster is to carry on the service.

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*** Fourth and　　　***　　HISTORY OF FROZEN MEAT TRADE BETWEEN
　　Last Part　　　*****
　　　　　　　　　***　　　　NEW ZEALAND AND THE UNITED KINGDOM
　　　　　　　　　*
　　　　　**********By a New Zealand Correspondent

Chambers have to be wiped down and dried prior to cooling down. Timber and burlap, commonly covered by the general term of "dunnage," are laid across the floor and sides of the compartment in such a manner as to allow the passage of cold air.

When all preparations are completed the chambers are cooled down -- an operation which takes about 24 hours -- to the prescribed temperature. Loading then begins. Most frozen meat shipped from the dominion is brought to the vessel in insulated wagons and these are opened alongside the ship. The carcases are run along chutes on to a canvas sling, a normal sling load comprising about 50 carcases of lamb or 35 of mutton.

The carcases are then stowed fore and aft in the compartment. Mutton and lamb in the hard frozen condition are very brittle and unless carefully handled shanks can be easily broken and bruised. When a compartment is full, the brine grids are connected up and the hatch plugs fitted to ensure absolute airtightness.

Automatic recorders are used to check the temperatures and these are inspected several times a day. This is a much simpler system than in older vessels, in which it is necessary for a thermometer to be lowered down a hold in the deck. The carrying temperature of frozen meat ranges between 12 and 15 degrees F. A 12,000-ton liner may employ as many as five or six men whose sole job it is to look after the refrigerating plant.

In dealing with the carriage of frozen meat, the shipment of chilled meat, beef in particular, must not be overlooked. The chilling of cargo is really a mild process of refrigeration whereby only a thin outside layer of the meat is frozen.

Chilled meat is the most difficult of all refrigerated cargoes to carry successfully, as it is essential that the temperature of the compartment is maintained so as not to vary more than half a degree Fahrenheit, in any part of the chamber. Compartments must be scrupulously cleaned and fumigated, and carbon dioxide gas usually is pumped into the chambers to prevent the growth of bacteria.

Further, chilled beef should not be carried on voyages likely to exceed 40 days and for this reason this cargo cannot be stored on arrival at destination, but must reach the consumer as soon as possible after discharge.

These factors have been of paramount importance in retarding the full development of the chilled beef trade, but more and more shipments are now being made each year.

Port Line Was First

The first successful consignment was handled in the Port Line vessel PORT FAIRY, which carried 600 quarters of beef from Wellington, NZ, to London in 1933. During last season nearly 50 shipments of chilled beef were made.

The carrying temperature of the beef is usually about 29 to $29\frac{3}{4}$ degrees and the actual temperature to be kept for the voyage is invariably indicated by the shippers of the cargo. Self-recording thermometers are fitted in various parts of each chamber and by this means a continuous record of temperatures is kept throughout the voyage.

Small tween deck spaces and lockers are most suitable for the carriage of chilled beef and since the early 1930's most refrigerated vessels have been fitted with suitable spaces for the carriage of chilled meat.   (The End.)

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NEWS,   Around the Coast and from the

* 　　NOTES AND   Seven Seas.
***
*   COMMENTS ON   ***Closing date for the next issue of THE
***   LOG will be Tuesday, December 19, with
*   SHIPS, SHIPPING   late news up to Friday December 29.
                              *   *   *

***The Editor and Publisher of THE LOG wish all members a gay and happy Christmas and the brightest of New Years, with the hope of good sailing ahead for everyone throughout 1962.
                   *   *   *

***The Geelong Harbour Trust's motor tug GEELONG made her first long tow since her arrival from the UK when, last September, she towed a 500-ton, 140' construction barge from Sydney to Geelong. She left

Sydney on 15/9 and after a rough but uneventful trip arrived at
Geelong on 24/9.   Her best day's run was 150 miles;   her shortest
20 miles when rounding Wilson's Promontory.
                          *   *   *

***One of the largest industrial auctions ever to be held in
western America was scheduled to be held during the week begin-
ning October 16 last.   All the machinery and equipment at the
Moore Drydock yard in Oakland, California, which occupies 33
acres and once employed 38,000 workers, was to be sold at public
auction.   Three ferry boats, which ran from Richmond to San
Raphael before a bridge was built over San Francisco Bay, were
among the items listed for sale.
                          *   *   *

***When the bulk carrier LAKE EYRE was dry docked at the Newcastle
State Dockyard in September, her engineer officers' accommodation
was altered to make provision for the carrying of a seventh en-
gineer.
                          *   *   *

***Incidentally another vessel of the same name is due in Austra-
lia next year on her maiden voyage from the USA.   This is the 19-
knot refrigerated vessel LAKE EYRE (8250g), which was recently
delivered by the Eriksberg Shipyard, Gothenburg, to the Brostrom
Shipping group..._
                          *   *   *

***The 220' dredge SIR GEORGE LLOYD (1842g) broke adrift from the
BRENDA, ex-LORINNA, Holyman's, at the beginning of October and
was brought into Eden by the 52' trawler Hunter, skippered by Mr.
Jack Gardner.   The dredge was bound for Hongkong for recondition-
ing and further use in Eastern waters.   Two of the trawler's crew
boarded the dredge to connect the HUNTER'S towline.   In 1/1959 the
HUNTER recaptured the 60' tug TOILER, which had broken adrift from
the tug INGLIS.
                          *   *   *

***Members who are interested in paddlewheelers might like to know
that the Adelaide publishing firm of Rigby Ltd. has just issued
"Riverboats," by Ian Mudie, a history of the steamers which plied
the waters of the Murray, Darling and other rivers in bygone days.
The book is notable for its excellent illustrations of these old
and now vanished riverboats.
                          *   *   *

Built at Adelaide for the Adelaide Steamship Co. and the Swan
River Shipping Co., the new tug KALGAN arrived at Albany, W.A., on
8/10/1961 for work at that port.   Albany's previous tug was a
converted fishing trawler, more than 20 years ago.
                          *   *   *

Interesting arrival at Port Pirie on 23/10 was the LINKMOOR, the
first vessel of the Moor Line to call at that port for some years.
This line's ships were regular callers there prior to World War
II.   On her maiden voyage, the LINKMOOR was to lift 4000 tons of
wheat for the Continent.
                          *   *   *

***The m.v. SLEVIK recently navigated the Adelaide River to the

centre of the Northern Territory's ricefields at Humpty Doo to load 270 tons of rice for New Guinea. This is the first time a sea-going vessel has penetrated the river to the ricefields.

+   +   +

***Biggest wheat cargo ever shipped from a W.A. port -- 17,800 tons -- was loaded at Fremantle in September by the Norwegian freighter TRESFONN, bound for China.

+   +   +

***Built at Newcastle, N.S.W., as long ago as 1904, the hardwood and kauri steamer BAROONA crossed the Tasman a little over a year after her launching and has been in N.Z. waters ever since. She has changed hands on several occasions, but her name was never altered. Now a motor vessel, the BAROONA is owned by the Waiheke Shipping Co. and runs as a passenger ferry between Auckland and Waiheke Island.

+   +   +

***The BP Tanker Co. Ltd. have sold the motor tanker BRITISH ROVER (8480 DW, 1951) to the Palm Line Ltd., which will employ her for the carriage of palm oil. Two other BP motor tankers, the BRITISH KNIGHT (8626g, 1946) and the BRITISH MAJOR (8564g, 1946), have been disposed of for demolition.

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*                                                                     *
*                       "NEW ZEALAND SHIPWRECKS"                      *
*                                                                     *
* A new edition of this wellknown and authoritative work, written     *
* by C. W. N. Ingram and P. O. Wheatley, is to be published this      *
* month by A. H. & A. W. Reed, of Wellington. Not only has a new      *
* chapter to cover the period 1951-60 been included, but the vol-     *
* ume has been further revised and much new material which has be-    *
* come available, particularly for events between 1840 and 1856,      *
* has been incorporated in the text.                                  *
* The volume sells at 63s. sterling in New Zealand, equal to          *
* £A3:18s.9d.   By special arrangement with the publishers a dis-     *
* count of 16 2/3% will be allowed for orders lodged in Australia     *
* and New Zealand by members through the WSS. It is proposed that     *
* the discount should go either to LOG funds or to the local branch   *
* to which the member belongs, according to whichever he elects. It   *
* will thus be seen members will be required to pay the full price,   *
* but that the society will benefit from the commission.              *
* Australian members should place their orders with the NSW treasur-  *
* er, Mr. Arthur Corkill, 74 Wharf Road, Gladesville, N.S.W. New      *
* Zealand members should order through Mr. Ian Farquhar, P.O. Box     *
* 385, Dunedin, N.Z.   As the number of copies of the new edition     *
* will be limited, members are urged to order copies immediately      *
* and to do so through the WSS, so that the funds of THE LOG and      *
* local branches may benefit. Write TODAY, or TONIGHT!               *
*                                                                     *
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***The CLAN ROSS (8163g, 4/1956) is to join the fleet of the South African Marine Corporation Ltd., an associated company, and will be renamed the SOUTH AFRICAN SCIENTIST.

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*                  SHIPS REGISTERED IN N.Z.                          *
*                                                                    *
* The N.Z. Ship and Marine Society will publish in duplicated        *
* form the INDEX TO THE N.Z. SECTION OF THE REGISTER OF ALL          *
* BRITISH SHIPS, 1840-1950 (inclusive), which has been compil-       *
* ed by Dr. M. N. Watt, of Dunedin, N.Z.  The Index will be          *
* issued in two parts.  Part 1 will be a complete list of all        *
* vessels on the N.Z. Registers, with full details of the ves-       *
* sels themselves;  Part 2, which will be published first,           *
* will list all owners and the ships they owned.  It is ex-          *
* pected the completed work will run to 500 pages and will           *
* take 18 months to publish.                                         *
*                                                                    *
* Orders should be sent to the N.Z. Ship and Marine Society,         *
* P.O. Box 5104, Wellington, N.Z.  Subscription will be 40s.         *
* for both parts if ordered before December 31, 1961;  60s.          *
* for orders received after that date.                               *
*                                                                    *
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REPORT of the N.Z. Marine Department for the year ended March
31, 1961, a most interesting and informative document of 61
pages, shows that at December 31, 1960, there were 533 ships
on the N.Z. Register -- 42 sailing ships, 67 steamships and
424 motorships. They had a total net tonnage of 124,662 tons.
Forty years ago, in 1920, the total number of ships on the N.Z.
register was 547, of which 163 were sailing vessels and the
remaining 384 steamships, with a total net tonnage of 88,171.
There were then no motorships, although 10 years later, in 1930,
224 motor vessels were registered.

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HOME Lines have ordered a 34,000-ton passenger liner for the
Canada-Europe run from an Italian shipyard, and it is interest-
ing to note that this 774', fully air conditioned, twin screw
steamship, with a service speed of 23½k. and accommodating 1400
passengers, will resemble the CANBERRA in having her funnel aft
and in using lightweight metal superstructures to achieve great
expanses for uncluttered decks and public rooms.

----o----

AT TIME of writing the French liner LIBERTE ex EUROPA (51,839g,
1928) was scheduled to leave New York on her final trans-Atlantic
voyage on November 10. She is to be sold for scrapping, and
will be replaced by the new superliner FRANCE, which is expected
to make her maiden voyage to New York next February.

----o----

EVANS, Deakin Ltd., Brisbane, are to build a new 7500 ton bulk
carrier for the A.N.L. She will be a single deck motor vessel,
400' long, and will have a service speed of 13½ k. She will not
be completed for about two years, and will cost more than £2
milliom. She will have a bow propeller to assist manoeuvring
when berthing, etc.

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+   +
+   THE LOG: Published every second month by the Australian and   +
+   New Zealand Sections of the World Ship Society. Editor: Char-   +
+   les (Harry) Bateson, Box 4922, G.P.O., Sydney, N.S.W. Produc-   +
+   tion Manager: Fred Roderick, 4 High Street, Balmain, N.S.W.   +
+   Australian Secretary: A. J. Stark, 7 Swan St, Port Pirie, SA.   +
+   Branch Secretaries: Adelaide, Stewart Munro, 23 Willoughby St,   +
+   Ferryden Park, SA; Hobart, John L. Greenhill, 11 Joynton St,   +
+   Newtown, Hobart, Tas.; Melbourne, D. Robertson, 14 Storey Rd.,   +
+   Reservoir, N. 19, Vic.; Sydney, K. E. Lunney, 64 Parr Parade,   +
+   Dee Why, N.S.W.; West Australia, R. McKenna, 4 Harwood St, Hil-+
+   ton Park, W.A.; Central Records and members who do not belong   +
+   to a branch, Ronald Parsons, Box 16, Woodville, SA. NZ Agent: +
+   J. D. H. Stein, P.O. Box 592, Wellington, N.Z.   +
+   +
++

The W.S.S. AND   **Member Bill May gave the N.S.W. branch an inter-
                   esting talk at its last meeting on his experi-
ITS MEMBERS.   ences on a holiday to Tahiti.

**At its previous meeting the N.S.W. branch was addressed by Jim
Freeman, whose talk on the Gulf traders was illustrated by a ser-
ies of excellent slides.

**Neville Wanklyn, formerly of Troubridge Shoals, and now in Blue
Funneller NELEUS, has in recent months visited many places on the
Malayan and Indonesian coasts, Borneo, Singapore, and thence to
Rotterdam via Trincomalee.

**Will branch secretaries please forward to THE LOG details of new
members and notes on the activities and meetings of their branches?
These should reach the Editor well in advance of the Closing Date
for Late News -- say, three or four days before, earlier if possible.

**Articles in the next issue of THE LOG will include COMMONWEALTH
SHIPS, ex Enemy, by T. S. Stevens, WAIHEKE SHIPPING CO. LTD., by
David W. Johnson, and a specially enlarged general news section.
The latter is to make up for the curtailed general news section in
the current LOG, made necessary by the space taken to print the
A.U.S.N. Fleet List in one issue. Paragraphs from members for the
general news section are urgently required.

**NEW Associate members enrolled in N.S.W. who are now formally wel-
comed aboard are: Mrs. Ron Hart, of Manly, N.S.W., and W. T. Foote,
of 31 Hilltop Avenue, Chermside, Brisbane, N.4.

**The list of members in Brisbane is slowly growing. Is there an
energetic member there who will now bring these members together to
form a branch and to arrange regular meetings? There's no doubt
if this could be done, a Brisbane branch would soon be firmly estab-
lished.   How about it, you Bananalanders?

Photo offer continued:
DOUBLE WEIGHT CARDS continued

Emu	1858	43	F.H.Wise,	AU

(early Tasmanian river steamer)

Eviqueen	56	10692	Daroca Cia	
Gleniffer	15	9429	Glen	BR
Karsik	38	3103	Konik Paket	DU
Kybra	26	952	W.Aust.Govt.	AU
Loide Brasil ✗	47	5408	Brasileiro	BZ
Manaar	17	7242	Brocklebank	BR
Marine Lynx	45	12420	US Dep.Commerce	US
Marpesia	30	1959	K.Bruusgaard	
Mauretania	39	35674	Cunard	BR
Orungal (ex Fezara)	23	5826	A.U.S.N.	AU
Paraguay Star	48	10772	Blue Star	BR
Penhir	51	1390	Ch de L'Ouest	FR
Perth	15	2208	Dundee Perth	BR
Phidias	13	5623	Lamport Holt	BR
Ponzano	48	1305	Macandrews	BR

ex Svenskund

Rawalpindi	25	16697	P & O	BR
Royal Archer	28	2266	London & E'bgh	BR
Roxburgh Castle ✗	45	7996	Union Castle	BR
Saxon Star	42	7355	Blue Star	BR

ex Empire Strength

Shanklin	51	833	Brit.Trpt.Com.	BR
Showa Maru	53	6628	Nitto Shosen	JA
Silverburn ✗	53	5023	Silver	BR
Somersby	54	5893	Ropner	BR
Sonnavind	35	4965	Borgestad	
St.Essylt	48	6855	S.A.Saint	
Strathaird	32	22658	P & O	BR
Trojan Star	16	9022	Blue Star	BR

ex Trojanstar; La Perouse

Tudor Prince ✗	40	1994	Prince	BR
Voyager HMAS		2610d	Destroyer	AU
Waipiata	26	2847	Union SS of NZ	NZ

✗   items marked have been listed in previous
offers.

- -

N.S.W. PHOTO ORDERS: Members of the N.S.W. branch are
asked to note that Mr. W. May, 4 Hooper Street, Randwick,
N.S.W., resumed taking orders for the Photo Offers on
November 1.   Postal notes and money orders should be
made out to him, payable at Sydney G.P.O., not Post Of-
fice, Randwick.   While away from Australia on holidays,
N.S.W. orders were taken by Mr. John Mathieson for Mr. May
and now all inquiries should be directed to the latter.

******** READERS' WANTS, OFFERS ********
*   *
************ AND QUESTIONS *************

INFORMATION required regarding the Dutch vessel BANTAM, sunk in
Oro Bay by enemy action during 1942 or 1943, particularly the
date of sinking, was she in fact salved and any further details
of her career.-Stan Welch, 3 Zola Avenue, North Ryde, N.S.W.

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CENTRAL Records inquires about the vessel replacing ISLANDER in
the Christmas Island-Singapore trade, from which ISLANDER was
withdrawn in 1960 to be scrapped after long service. The Phos-
phate Commissioners advise the replacement vessel is m.v. HOI
HOUW. The only vessel of that name in C.R's. latest Lloyds is a
Norwegian of 3394 tons gross.-Central Records, c/o R. Parsons,
P.O. Box 16, Woodville, S.A.   ---o---

WISHES to correspond with Australian and N.Z. members concerning
ocean-going merchant vessels and to swap original color slides
(on 35 mm. Kodachrome or Ektachrome) and/or photographs of good
quality (on Plus X) Shaun P. Ryan, whose ship photographs are
taken in the port of Boston.-Shaun P. Ryan, 30 Burnside Avenue,
West Somerville 44, Mass, U.S.A.

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PHOTOGRAPHS wanted of the following vessels so long as the fun-
nel of the ship is shown fairly clearly; postcard size for pref-
ence: ATLAS, ALCA, ARTURA, ARLA, ALDA (all owned by Lennart Karl-
sson, Rederi A/B Asta, of Mariehamn); FLORINA, TERESA, THESSALON-
IKI, KRITI (all owned by Greek Tanker Shipping Co. Ltd., Castan-
tin Diamantis, of Piraeus.-John S. Styring, Chadwell Lodge, Ware,
Herts., England.

---o---

PHOTOGRAPH wanted of AUSTRALSTREAM (The LOG, v. 8, p. 56).-Paul
Scarcieraux, c/o Ronald Parsons, P.O. Box 16, Woodville, S.A.

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ADDITIONAL information on the COMMONWEALTH (THE LOG, v. 8, pp.
78, 104): Lloyds Register 1916-17 says she was a wood twin screw
steamer, 168g, 147 underdeck, 94n, built by J. Breckenridge, of
Gailford, N.S.W., in 1901. She was fitted with a 4cy. compound
engine, 8" & 14" x 12", by Chapman & Co., Sydney.-M. Paul Scar-
cieraux, of The Belgian Shiplover, 16 Avenue J. Stobbaertsm Brus-
sels, Belgium.

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INFORMATION required about the Hungarian Levant Steam Ship Co.,
founded in 1903 and which ran services to Australia before World
WAR I and photographs of its vessels: ATTILA, NADOR, CORVIN, KELET,
HIERONYMI, KOSSUTH, AUGUSZTAFOHERCEGNO, ORSOVA, JOZSEF AGOST
FOHERCEG, GROF TISZA ISTVAN, TURUL, ERDELY.-The Editor, THE LOG,
Box 4922, G.P.O., Sydney, N.S.W.

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SOME material regarding the CESSATION OF the services of the North
Coast SN Co is requested by a reader, who asks it be sent to THE
LOG (see previous paragraph for address)