

THE LOG

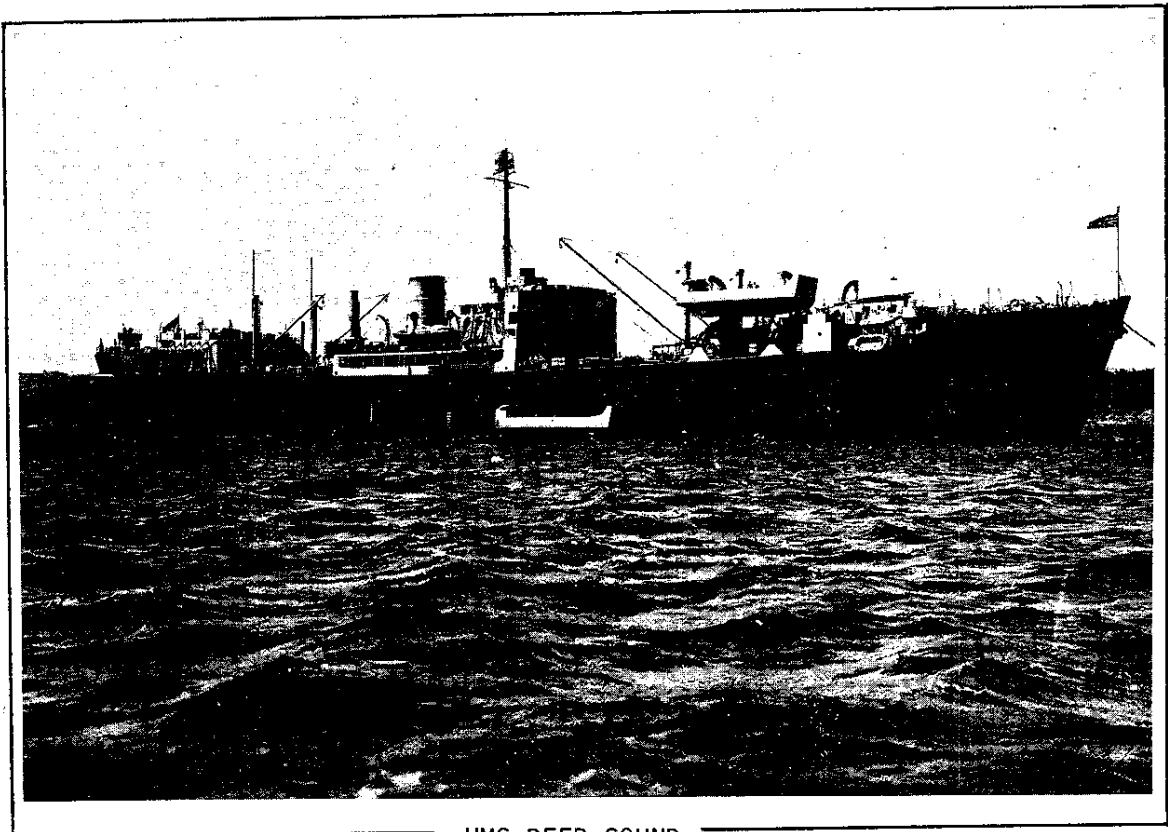


QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.

VOL 14 No 4
New Series

28 NOVEMBER 1981

Price \$1.50
Australian



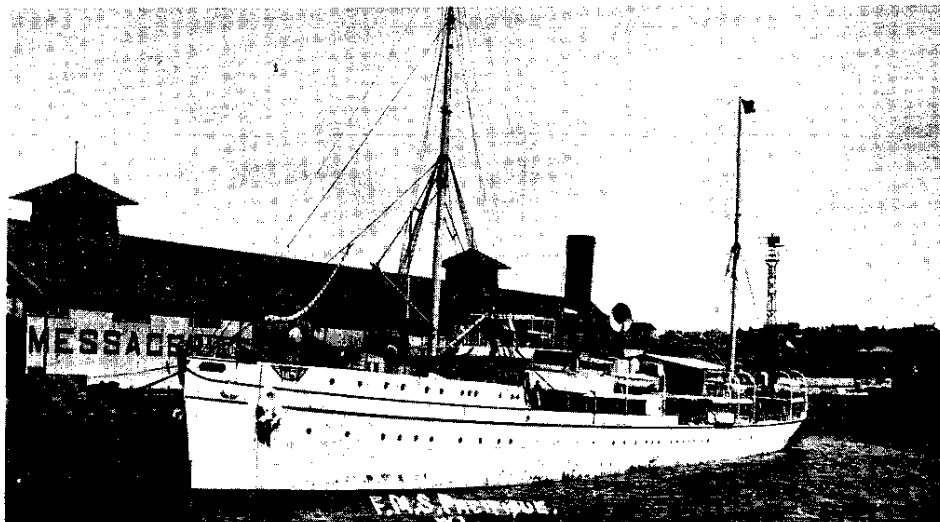
HMS DEER SOUND

Built as Port Quebec for service on the MANZ Line. Photographed at Sydney while serving as a repair ship in the British Pacific Fleet towards the end of the Second World War.

(R.E.Wright collection)

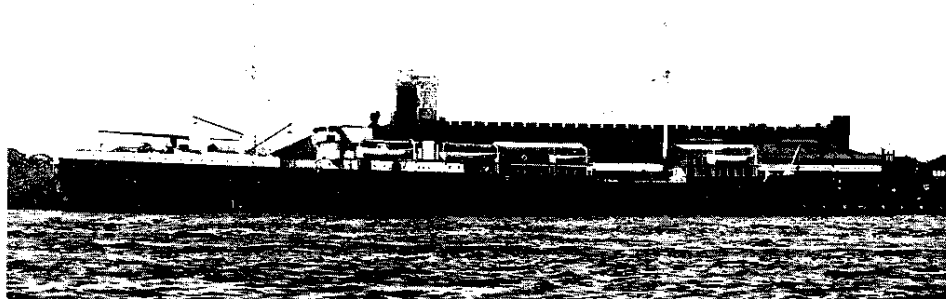
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Messageries Maritimes Sydney - Noumea



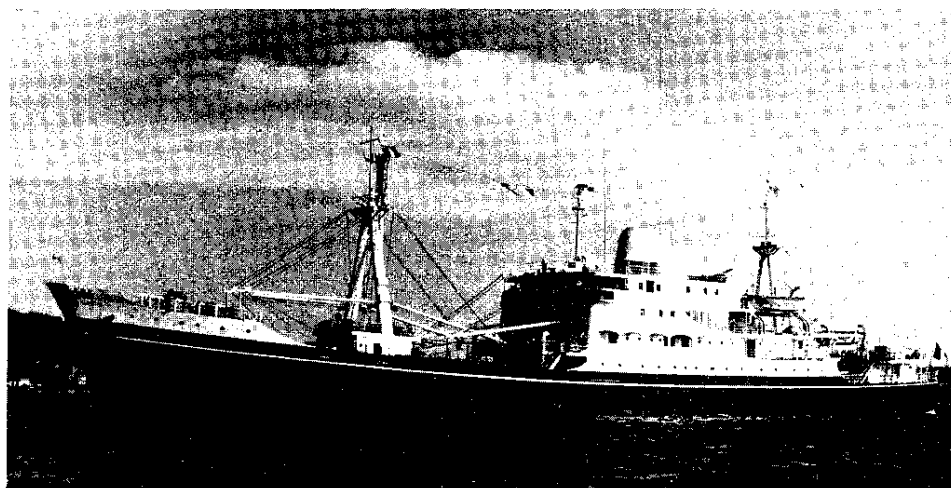
PACIFIQUE in service 1899-1924

(Dufty Colln)



DUPLEIX in service 1925-1928

(Dufty Colln)



POLYNESIE in service 1955-1975

(J.Y.Freeman)

THE LOG is printed and published every third month for the Nautical Association of Australia Inc., by W. G. Volum of 11 Hutchison Ave Beaumaris, Victoria. Postal address is P.O.Box 4114 Melbourne 3001.

T H E L O G

quarterly journal of the
NAUTICAL ASSOCIATION OF AUSTRALIA INC.

Volume 14, Number 4, Issue 66 - New Series

1981

28 November, 1981.

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Messageries Maritimes-

The Noumea-Sydney Connection

from B.A. Wilkinson.

When New Caledonia came under French control in 1853, the main means of communication with the outside world were the infrequent visits by sailing vessels from France and the occasional schooner from Sydney or Brisbane on a trading mission. This meant that the French colonists, army personnel and penal settlement authorities were without a regular mail service for many years, and it was not until the mid-1870s that Australian steamers began to provide any kind of regular service.

In the early 1880s the great French shipping organisation Compagnie des Messageries Maritimes, which was already operating services in the South Atlantic, Indian Ocean and Far East, obtained a contract to carry mails from France to Australia and opened the service with Natal (4016/1881), which left Marseilles on 23 November 1882 and arrived in Sydney on 7 January 1883. Although Natal and the following main line steamers continued on to Noumea, which really became the terminal port, a separate connection between Noumea and Sydney was arranged as a supplementary local service. The following is a brief account of the vessels which maintained this service for almost a century.

The steamer Dupleix (1620/1862) was taken from the Company's Mauritius-Aden service and arrived in Sydney from Colombo on 17th December 1882, three weeks before the arrival of Natal. After an extensive overhaul at Mort's Dock, Dupleix sailed on 20th January 1883 for Noumea with passengers, mails and cargo. She was a compound-engined steamer and had been built at the Company's shipyard at La Ciotat, between Marseilles and Toulon. After having been lengthened in 1872 she was 278 feet in length and 32 feet in breadth.

Dupleix continued in this subsidised service for the next six years during which time the increasing requirements of the trade demanded a larger vessel. On arrival in Sydney from Noumea on 6th July 1888 in time to connect with the main line steamer Yarra (4124/1883) leaving for Marseilles, Dupleix was withdrawn from the service and laid up. Arrangements had been made for Dupleix to be replaced by the steamer Tanais (1825/1867) which arrived in Sydney from Calcutta on 29th June 1888. Tanais was a compound-engined vessel 335 feet in length and 32 feet in breadth; she had been lengthened two years previously from 319.8 feet and thereby gained approximately 90 gross tons. Her first

voyage from Sydney commenced on 21st July 1888, returning from Noumea on 3rd August. As with Dupleix, a round voyage usually occupied from 11 to 14 days.

Dupleix remained idle in Sydney until the end of 1888 when she was sold at auction for £2,000 to Mr. J. C. Ellis, a Sydney ship-owner whose fleet included sailing vessels and the recently-acquired Albion (806/1863). It had been the ambition of Mr. Ellis to form the Ellis Line of Steamers to trade across the Tasman, and Albion and Dupleix would be the nucleus of the Line. New triple expansion engines and boilers were imported from Scotland for each vessel and installed by Mort's Dock & Engineering Co.. Many elaborate improvements were made; in the case of Dupleix accommodation was increased to take 48 passengers in cabins on either side of the saloon. She was then rigged as a topsail schooner with two masts instead of the three as formerly and, with additional deck structures, her appearance was considerably altered.

During the six months at Mort's Dock she was referred to as Jubilee, but when completed and leaving on 10th July 1889 she cleared Sydney as Dupleix. She sailed for Auckland and other New Zealand ports via Newcastle in her first voyage in the Ellis Line under Captain Hansby. While under tow at Newcastle where coal was taken on, the tug's tow line parted, allowing the ship to drift onto a sand bank, fortunately without damage. Dupleix returned to Sydney on 3rd September as Jubilee under Captain Brothers, and it was learned that Captain Hansby had been killed in a tram accident at Wellington.

Albion had been renamed Centennial and preceded Jubilee by two months to inaugurate the service to New Zealand. Her career with the Ellis Line was short-lived, however, as when outward bound from Sydney on 23rd August 1889 with 40 passengers and a cargo of coal for Wellington, she was sunk off Bradley's Head in collision with Kanahooka (386/1883) inward bound from Wollongong with coal for the P & O liner Victoria (6091/1887). Fortunately there was no loss of life, and the passengers were taken to New Zealand in the next voyage of Jubilee.

The Union Steam Ship Co. of New Zealand Ltd., which was operating a passenger and cargo service between Sydney and New Zealand, did not take kindly to this intrusion into the trade. A price-cutting war developed and although Mr. Ellis had lost Centennial, he continued with Jubilee and stated in advertisements that the state-rooms in his ship were larger and more airy than in any other vessel in the trade. At one stage the saloon fare from Sydney to New Zealand was quoted by both companies as £2:0:0 and steerage at £1:5:0.

Although Jubilee continued in the Tasman trade, the financial position was rapidly deteriorating. After leaving Sydney for Wellington on 3 November 1891, Jubilee met a series of gales and narrowly escaped disaster. The stokehold was flooded, extinguishing four of the six fires. She struggled back to Sydney a

week later and was laid up in Johnson's Bay pending a survey. For some weeks advertisements referred to Jubilee as "sailing at an early date", but this did not eventuate. She was listed among the vessels in port until mid-August 1892 with the added words "for sale". With a considerable amount of money owing for work done on Jubilee, the vessel was seized for debt by Mort's Dock & Engineering Co. and, while in that company's possession, was registered in the name of J.P. Franki, the managing director of Mort's Dock & Engineering Co..

After being laid up for some considerable time, Jubilee was sold late in October 1900 to Mr. Daniel Sheehy for conversion to a coal hulk. This resulted in the removal of engines, boilers, decks and bulkheads to leave the hull unencumbered to receive coal. The hulk continued to supply coal to steamers until shortly before World War I, when it was considered to be of no further use and was relegated to Kerosene Bay as a derelict. In places the iron hull allowed water to enter, and after a time the hulk settled on the bottom in shallow water. Local residents soon found that it made a good swimming pool, and it was used as such for many years although still registered as a hulk. With bow and stern cut back to the peak bulkheads and looking very much a derelict, the hulk had distinguished company for a day or two at the end of August 1951 when Bulolo, with her copra cargo on fire and listing badly, was temporarily beached nearby in Kerosene Bay. The hulk was subsequently acquired by Penguin Ltd. and cut up for scrap. The pieces were dragged ashore, loaded onto lighters and towed by Bailey and Jorgensen's tugs to Darling Harbour for railing to the steelworks at Port Kembla.

With the expansion of trade between Noumea and Sydney towards the end of the century, Messageries Maritimes decided to build a ship specially for this service. She was ordered from the La Ciotat yard in 1898 and named Pacifique (1938/1899). In the meantime Tanais, at over 20 years of age, was getting into trouble. In September 1899, while on passage from Sydney and 200 miles from Noumea, she broke the thrust shaft. Fortunately the main line steamer Ville de la Ciotat (6378/1892) was in the vicinity and towed Tanais to Noumea. During the next passage from Noumea she was forced to put into Moreton Bay with the steering gear disabled. On her last voyage Tanais arrived in Sydney from Noumea on 3rd November 1899, and on 7th December she sailed for Saigon.

Meanwhile, Pacifique had been completed at La Ciotat. The Company's steamer Alphee (1847/1861), last in the Madagascar-Persian Gulf trade, had been given new triple expansion engines and boilers in 1888. Alphee was scrapped in 1899 and her engines and boilers were installed in Pacifique. The new ship left Marseilles on 5th September 1899 and called at Patras in Greece to load 800 tons of dried fruits for Melbourne and Sydney. She reached Sydney on 27th October and left for Noumea on 15th November 1899. Round voyages occupied about 12 days from Sydney back to Sydney and these were maintained for the next four years with little or no variation. A new mail service subsidised by the French Government

commenced early in 1904 between Noumea and the New Hebrides, and Pacifique left Sydney on 14th January to inaugurate this service, which became part of her itinerary. Voyage times were then increased to about 18 days. A call was made at Brisbane during a trip from Noumea to Sydney in September 1905.

When approaching Vila on 31st May 1911, Pacifique grounded on a reef but was able to float off. Examination by a diver at Vila showed damage both fore and aft, but as there were no leaks the voyage was continued through the islands to Noumea. As there were 130 passengers on board it was considered advisable for the French cruiser Kersaint, then in Noumea, to escort Pacifique to Sydney, where both vessels arrived on 15th June 1911. The extensive damage was repaired at Mort's Dock. When the Union Steam Ship Company's steamer Waitotara (4717/1907) caught fire on 16th July 1917 while on passage from Suva to Sydney and about 240 miles south of Noumea, Pacifique rescued the crew. Waitotara sank two days later.

By 1924 Pacifique was showing signs of her 25 years of age and it was decided to replace her. She arrived in Sydney on 15th October and sailed again on 29th October on her last voyage in the trade. On returning to Noumea from the New Hebrides she was laid up until January 1925 when she sailed for Saigon. She was sold in March to Japanese breakers and was scrapped later in the year.

The replacement ship was the second Dupleix (2546/1897), older than Pacifique but in better condition. She had been in the Company's Calcutta-Colombo trade and had an extensive overhaul at the La Ciotat shipyard in preparation for the Noumea-Sydney service. Dupleix left Marseilles on 14th November 1924 and arrived in Sydney on 2nd January 1925 after calls at Suez, Colombo, Fremantle and Melbourne. She was a steamer 320.7 feet in length and 39.4 feet in breadth with accommodation for 32 first class, 30 second class and 29 third class passengers. The first voyage in this service commenced from Sydney on 8th January 1925 and was to Noumea only, taking 11 days to return to Sydney. Following voyages included the New Hebrides and these continued until 15th September 1928 when Dupleix left Sydney for the last time. She arrived at Noumea on 20th September and, after discharging passengers and cargo, took a cargo from Chepenche in the Loyalty Islands to Japan, where she was sold for demolition.

Dupleix was replaced by Amiral Pierre (4885/1912), which had been in the Company's Marseilles, Mombasa, Zanzibar, Madagascar and Mauritius trade via Suez. She was originally the German (Hamburg Amerika) Steigerwald, acquired by the Company after World War I, and was a good class passenger and cargo steamer 355.3 feet in length and 48.6 feet in breadth, driven by a quadruple expansion engine. She had accommodation for 64 first class and 38 second class passengers. Before entering the Noumea-New Hebrides-Sydney service her name was changed to Laperouse (vide Lloyd's Register and other references, although the Messageries Maritimes Company history gives the name as La Perouse; Editor). She arrived in

Sydney from Noumea on 15th October 1928. Her first voyage from Sydney commenced on 20th October and she maintained a schedule of approximately four weeks for a round voyage.

For some years the Cie. Navale de l'Océanie had been carrying on a passenger and cargo service between Noumea and Indo-China with the twin screw steamer St. Francois Xavier (2017/1910) which was originally Lever Bros. Kulambangra. She was wrecked in July 1927 on London Reef, mid way between Borneo and Saigon, and the passengers and crew were safely landed at Manila. The l'Océanie company made good the loss by acquiring the Hong Kong built Hermelin (2232/1918), which was renamed St. Francois Xavier; but within a few months the name was changed to Gia-Long. In July 1930 she was bought by Messageries Maritimes, becoming Dumont d'Urville and continued in the Noumea-Indo China trade, but made several voyages to Marseilles. A voyage to Sydney was made late in December 1932. She was sold early in 1936 to Moller Line Ltd., renamed Joan Moller and eventually became a casualty of World War II.

In April 1931 the small steamer Saint Andre (902/1925) came to Sydney from Noumea while under charter to Messageries Maritimes, but the visit was mainly for repairs to damage sustained during inter-island service. She was purchased by the Company in 1932 and renamed Bucephale. Visits to Sydney were again made each March from 1934 to 1937 for overhaul at either Mort's Dock or Cockatoo Docks. On 14 June 1937 she was lost on a reef about 12 miles from Vila while on passage from Tanna with a cargo of copra; passengers and crew were safely landed at Vila.

A mishap occurred to Laperouse five days after leaving Sydney on 13th June 1931. Failure of the steering gear resulted in stranding on a reef at Amedee Island about 13 miles south of Noumea, from where lighters were sent to unload some of the cargo. She floated off at a later high tide with little or no damage and the voyage continued.

At the beginning of January 1932 Laperouse docked at Woolwich in preparation for a longer voyage, and left Sydney on 7th January for Noumea where cargo for the New Hebrides was transhipped. She then sailed for Haiphong and Saigon, supplementing the trade carried on by Dumont d'Urville. The trade between Indo-China and Noumea included the transportation of large numbers of Tonkinese labourers to work the nickel mines in New Caledonia, and their return after a period of service. That voyage occupied two months and Laperouse then resumed the Sydney-Noumea-New Hebrides service until the next year. She then undertook another similar long voyage, leaving Sydney on 19th April 1933 for Hong Kong, Haiphong and Saigon via Noumea. This voyage was the first of a more or less regular four-monthly service by Laperouse, connecting the New Hebrides and Noumea with Indo-China and Hong Kong. Rabaul was often included in one direction or the other. Between these longer voyages, Laperouse usually made two short voyages to maintain the Noumea-New Hebrides-Sydney connection.

A great deal of maintenance was necessary to keep Laperouse in operation, and on reaching Sydney she frequently spent time at Mort's Dock Balmain or Woolwich and occasionally at Cockatoo Island. It was decided in 1936 to replace Laperouse, and after eight years in the service including eleven round voyages to Indo-China, she left Sydney on 8th September for the last time, bound for Noumea, New Hebrides, Haiphong and Saigon. She was sold to Japanese breakers and demolition began later that year.

To replace Laperouse, the Company transferred Pierre Loti (5114/1913) to the Noumea-New Hebrides-Sydney service. This steamer was 381.1 feet in length and 51.8 feet in breadth. She was originally built on the Clyde for the Russian Steam Navigation and Trading Co. as Emperor Nicholas I to operate between Black Sea ports and Alexandria. There was accommodation for 82 first class and 54 second class passengers with space for 300 emigrants. The twin screws were driven by triple expansion engines to provide a speed of 15 knots. She and her sister ship Lamartine (ex Emperor Alexander II) were acquired by Messageries Maritimes in 1921. Pierre Loti was easily recognised by her two tall white masts. She first arrived in Sydney on 27th December 1936 from Haiphong, and sailed on 31st December for Noumea and the New Hebrides. After four such voyages, each occupying about 19 days, she made an Indo-China voyage leaving Sydney on 9th April 1937 for Saigon and Haiphong via Noumea. When Bucephale was lost near Vila in June 1937, Pierre Loti, then in the New Hebrides, arrived on the scene to salvage some of the cargo. She made a total of four Indo-China voyages during her three years in the Noumea service. The New Hebrides voyages were occasionally extended to Wallis and Futuna Islands.

A vessel for trading between Noumea, New Hebrides and adjacent islands was purchased by Messageries Maritimes early in 1938, but did not immediately enter the Noumea-Sydney service. This vessel was originally named Yung Ping (1422/1930), built in Shanghai for the Ta Chen Navigation Co.. She was purchased early in 1935 by John Burke Ltd. of Brisbane to replace Tinana (791/1901) in the interstate cargo trade, and was a motor ship 220 feet in length and 34.7 feet in breadth, propelled by two diesel engines taken from German submarines. Extensive reconditioning was carried out in Brisbane to comply with the Commonwealth Navigation Act and accommodation was added for 12 passengers in two-berth cabins on the boat deck. Improvements were made to the officers' quarters and the dining saloon. A searchlight was fitted for river navigation at night. Renamed Mygreta, she served John Burke for nearly two years when an offer was accepted from Messageries Maritimes. Following further reconditioning in Brisbane to fit her for the island trade she was renamed Polynesien. During the reconditioning the bridge was altered, and all accommodation was improved including the installation of fans and running water. Polynesien arrived in Sydney on 12th April 1938 from Brisbane to load for Noumea and the New Hebrides, sailing two days later. Her next appearances in Australia were a visit to Brisbane at the end of March 1939 and to Sydney at the

end of July 1939 for maintenance work at Mort's Dock.

Pierre Loti continued in the service up to and into the World War II period. Her last pre-war sailing from Sydney was on 17th August 1939 for Port Kembla and Noumea, less than three weeks before the outbreak of war. When the resistance offered by the Petainists in New Caledonia was overcome in September 1940, Pierre Loti brought a number of these dissidents to Australia for sending on to Indo-China. Later during the war she was placed under the management of the Blue Funnel Line (from November 1940), and she was engaged in wartime duties when she was wrecked near the Gabon Estuary, West Africa, on 2 September 1943.

Following the departure of Pierre Loti from the south west Pacific area and towards the end of the war, Polynesien entered the Noumea-New Hebrides-Sydney trade and remained confined to that area. Voyages were more or less regular but at times varied from four to six weeks. Frequent visits were made to Mort's Dock for maintenance work.

The Noumea to Indo-China service was resumed after World War II with another Gialong. This vessel had been built in Canada as Confederation Park (2878/1944) and was managed by Messageries Maritimes for the French Government. She arrived in Sydney on 26th October 1946 from Hong Kong and Saigon via Port Kembla. After a stay of 53 days, during which time extensive repairs were carried out, she sailed for Noumea via Newcastle to continue in the trade to Indo-China.

It was seen by 1954 that the useful life of Polynesien was nearly over, and a new ship was ordered specially for the trade. Polynesien arrived in Sydney from Noumea for the last time on 29th June 1955 and sailed on 12th July for Noumea, then to Hong Kong to be scrapped.

The new vessel was the passenger and cargo motor ship Polynesie (3709/1955), 343.9 feet in length and 49.2 feet in breadth. She left Marseilles on 11th June 1955 for Noumea via Colombo and Singapore and arrived on 15th July, reaching Sydney on 25th July. Her first sailing from Sydney was on 30th July for Noumea, Santo, Honiara and Vila. This voyage occupied 45 days but following voyages were mainly to Noumea, Vila and Santo and occupied 16 or 17 days. In 1957 an air conditioning unit was installed to reduce the temperature in the dining saloon in hot weather. Polynesie was popular with tourists to Noumea and the New Hebrides, and she had accommodation for 36 passengers. Fishing from the ship was a speciality and fish caught were often given to the chef to prepare for the saloon tables. The service was maintained by Polynesie for 20 years during which time she was said to have carried more than 11,000 holiday makers.

In 1968 the Company embarked on a new service and brought Imerina (4718/1953) to the Pacific to trade between Australia, New Caledonia, Tahiti and New Zealand. She was a 13 knct motor ship 349.1 feet in length and 52.7 feet in breadth. There was accommodation for 12 first class passengers in single and double

cabins; also a splendid dining saloon and a well appointed cocktail bar and smoke room. The first voyage in this new service commenced from Auckland on 5th September 1968. The itinerary included Auckland, Melbourne, Sydney, Noumea, Vila, Santo, Papeete and Auckland, taking general and refrigerated cargo. Subsequent voyages included Adelaide, Burnie, Port Kembla and Brisbane, while fewer visits were made to Tahiti. The trade, which had been promising early in 1968, was not maintained and Imerina left Sydney for the last time on 10th December 1969. She was sold during 1970 to the Nana P Shipping Co. Ltd. of Cyprus and renamed Nana P.

Following the departure of Imerina, the German motor vessel Erwin Schroeder (2204/1957) was chartered to continue the service, but with the exclusion of New Zealand. She first arrived in Sydney on 15th October 1970 from Papeete, and sailed next day for Melbourne. With Noumea as the home port, the service included Adelaide, Port Kembla, Vila, Santo, Fiji, and at times Newcastle and Brisbane. Her last sailing from Sydney was on 20th April 1971 shortly before the charter ended. The Swedish motor vessel Dorotea (2413/1956) was next chartered to maintain the service and arrived in Sydney on 3rd May 1971; she continued for a little over six months and arrived on her last visit to Sydney on 18th November 1971, sailing four days later for Suva.

The Company's former main line motor vessel Gange (6928/1953) was brought to the south west Pacific to replace Dorotea, and in this service arrived in Sydney from Adelaide on 6th February 1972 and sailed four days later for Papeete. Gange continued in the trade for almost twelve months, but at 20 years of age she was becoming uneconomical to operate. Her last visit to Sydney was on 3rd January 1973, departing a fortnight later for Noumea. At the end of that voyage she was sold to Taiwan for demolition.

To continue in the trade, the Company chartered the Norwegian motor vessel Lara Viking (2690/1962) which arrived in Sydney from Noumea on 16th December 1972 during the last voyage of Gange. Lara Viking sailed for Suva on 21st December. Her last arrival in Sydney under the charter was from Noumea on 12th April 1973, leaving a week later to return to that port. She reached Melbourne in June 1973 at the end of the charter and was laid up; she was later sold and renamed Lama.

Throughout this period Polynesie maintained the regular Noumea-New Hebrides-Sydney service and continued until late in 1975. Since August 1972 the ship had operated under charter to an associated company, l'Union Maritime du Pacifique Sud (Messageries Maritimes/Karlander). With the loss of passengers to aircraft, and at 20 years of age, she too had become uneconomical. Her last sailing from Sydney was on 22nd October 1975. In December 1975 she was sold to the Guan Guan Shipping (Pte)Ltd. of Singapore and renamed Golden Glory. After two and a half years trading in eastern waters she was sold to Taiwan and broken up there in June 1979.

Trading conditions were becoming increasingly difficult, but the

Company was reluctant to abandon the service which had been built up over so many years. As a partial replacement for Polynesie, the Nassau-registered motor vessel La Bonita (1442/1965), which had been operating from New Zealand, was chartered. She arrived in Sydney from Noumea on 12th November 1975 and sailed on 18th November for Noumea, Vila and Santo. La Bonita made six voyages, four in particularly bad weather during which some deck cargoes were lost. The ship was found to be unsuitable for the trade and her last sailing from Sydney was on 3rd March 1976. At the end of the voyage the charter was concluded and she returned to New Zealand to take up the New Zealand-Fiji trade.

No further attempt was made by the Company to continue the service with locally-based ships, and the departure of La Bonita ended 93 years of Messageries Maritimes' Noumea-Sydney connection. In 1974 Messageries Maritimes and Cie. Generale Transatlantique had merged by becoming subsidiaries of the newly-formed Cie. Generale Maritime. In 1976/77 the two fleets were merged into one under the name of the new parent company, and this new company placed the chartered motor vessel Raimu (11,021/1976) in the south west Pacific trade late in 1979, but she made only a few voyages in the trade. Cie. Generale Maritime does, however, maintain the old Messageries Maritimes interest in the Sydney/Pacific islands trade by lifting cargo in the large vehicle deck/container ships which serve the Europe/south Pacific (via Panama) trade. These ships (e.g. Rodin, Rostand and Rousseau) are, in turn, successors to such Messageries Maritimes ships as the passenger/cargo liners Caledonien (12,712/1952) and Tahitien (12,614/1953), which were well known in Sydney until their withdrawal in 1971/72.

New Books

Ferries on the Yarra by Colin Jones; Greenhouse Publications; 108 pages; 185mm x 247mm; 117 illustrations; index; with statistics of all ferries in service since 1952; \$15:95.

This interesting book deals with a little-known side of Melbourne's history and the Australian ferry scene. The period covered is from 1854 to the present, and the number of vessels involved is quite surprising; the associated Maribyrnong River is also covered. The illustrations are particularly interesting. Recommended.

Register of Merchant Ships completed in 1975 by A.J. Starke, PO Box 157, Lyndoch, SA, 5351. \$9:50. The latest in this most useful reference series.

An Atlas History of Australian Shipwrecks by J. Loney; Reed; 120 pages; 190mm x 265mm; maps; photo illust., including some in colour; index; bibliography; covers more than 500 vessels exceeding 300 tons gross lost on or near the Australian coast and island territories, including war losses; also has some useful appendices- ships missing, loss of life, river losses. \$15:95.

Shipowners-

Tasmania's Transport Commission Shipping Services

from I.G.Cooper.

(continued from page 83)

King Island service (continued)

Houfe's new roll-on/roll-off vessel Straitsman (720/1972) entered the new Melbourne-King Island-Stanley service on 1 May 1972. It was intended that King Islander would then be used primarily for the carriage of cattle between King Island and Victoria. Straitsman operated for only seven weeks. New berths for Straitsman were not completed by the time the ship arrived and, as a result, King Islander continued to lift livestock at a time when there was insufficient trade for both vessels. In the first seven weeks of operation, a trading loss of \$90,000 was recorded creating severe liquidity problems for Houfe & Co.. A receiver was appointed. The two ships tied up in Melbourne on 14 June 1972 and, amazingly, stayed tied up for the next year.

Quite obviously, seven weeks operation for a new vessel in a new trade was insufficient to prove the service, especially the extension to Stanley. William Holyman & Sons then purchased 50% of the capital of Houfe & Co. and guaranteed a loan of up to \$900,000 to the ailing firm. Holymans also became Managing agents and attempted to re-establish the service. The Tasmanian Government guaranteed a loan for a further \$300,000 subject to Houfe being able to resume the service to King Island. But Holymans were unable to get the two ships to sea. Press reports indicated that the Waterside Workers Federation and the Seamens Union wanted the ANL to take over the service, and Holymans claimed that the Seamens Union had imposed impossible crewing conditions on Straitsman. Houfe did not resume business and the Commission recommenced its operation from Northern Tasmania to King Island using Joseph Banks. Supplies from Melbourne were shipped on William Holyman to Launceston and trans-shipped to Joseph Banks at the latter port.

It was soon found that Joseph Banks could not handle both the King and Flinders Islands trades simultaneously. Gamma (399/1966) was chartered by the Commission from Weco Shipping Australia for ten weeks from February 1973. She made seven voyages from Launceston to King Island and two from Devonport to Flinders Island. At this time the Commonwealth Department of Transport was investigating the possibility of the ANL assuming responsibility for the King Island service. Negotiations were protracted and in the meantime the Commission replaced Gamma with Blythe Star (321/1955) chartered from Bass Strait Shipping Co.Pty.Ltd.. The initial charter was for 180 days from 13 June 1973 and it was intended to purchase Blythe Star at the expiry of the charter in December 1973. Blythe Star left Melbourne for Grassy, King Island on 14 June, the first vessel to work this route for 12 months. The Commission was perhaps fortunate that by the end of 1972 the demand for a shipping service to the east coast of Tasmania had

ceased altogether, thus releasing all resources for the islands.

Senate Inquiry

On 3 May 1973 the Senate of the Commonwealth of Australia resolved to establish a Select Committee on Shipping Services between King Island, Stanley and Melbourne in the following terms:

"That a Select Committee be appointed to inquire into and report upon whether there is justification for not immediately employing the M.V. Straitsman to operate shipping services between King Island, Stanley and Melbourne, having regard to :

- (a) the needs of the residents of King Island for an adequate shipping service;
- (b) the construction, at Government expense, of three terminals at King Island, Stanley and Melbourne, costing \$2.2 million;
- (c) the construction by Houfe and Company Pty.Ltd., as part of the general reorganisation of King Island shipping, of a new vessel, M.V. Straitsman built at Cairns, at a cost of \$1.2 million;
- (d) the pledge of the Federal Parliamentary Labor Party on 10 October 1972 that a Federal Labor Government would require the Australian National Line to assume responsibility for the King Island shipping service and for this purpose to negotiate with the owners of the vessel, M.V. Straitsman;
- (e) the long delay in restoring King Island shipping services which were dislocated by the M.V. Straitsman being tied up on 14 June 1972;
- (f) the economics of operating shipping services to King Island by means of either the M.V. Straitsman or alternative services;
- (g) the terms on which the M.V. Straitsman is available:
 - (i) for operation by the Australian National Line;
 - (ii) by private interests with or without subsidy;
- (h) the Statement in the Senate on Thursday, 15 March 1973, by the Minister, that the Australian National Line had been instructed to purchase the M.V. Straitsman and operate her, keeping separate accounts, and
- (i) any other consideration considered relevant by the Committee."

The Committee was aware of the Tasmanian Government's interest in taking over the King Island service, but in an interim report, tabled on 7 June 1973, it recommended that the Australian National Line operate Straitsman on the Melbourne-King Island-Stanley route.

It was the Tasmanian Government which made the next move. In a letter dated 15 June 1973, the Transport Commission advised Messrs. Hungerford, Spooner and Kirkhope, Receivers and Managers of R.H. Houfe & Co. Pty. Ltd., that it was willing to purchase Straitsman which was under arrest in an Admiralty Action brought by a creditor of Houfe. The Commission took action to purchase Straitsman through the Supreme Court of Victoria for \$1,070,000.

Straitsman was bought by the Commission in August 1973 and left Melbourne for Hobart on the 17th of that month. Trading resumed on Saturday 29 September when she sailed direct from Melbourne to Stanley. On 1 October Straitsman called at Grassy for the first

time under Commission ownership. The vessel then alternated between direct return trips between Melbourne and Stanley and the Melbourne-Grassy-Stanley route. The Commonwealth Government provided a loan of \$1,415,000 under the King Island Shipping Service (Loan Agreement) Act 1974, for the purchase of Straitsman. King Islander was sold by the Receivers of Houfe & Co. to Craig Mostyn Pty.Ltd. for conversion to a prawn fishing mother ship, to operate in the Gulf of Carpentaria.

Disasters

For a time Joseph Banks, Straitsman and Blythe Star were operating together in the Commission services. Then on 13 October 1973 Blythe Star capsized off South West Cape while on a voyage from Hobart to King Island. It was some days before the ship was reported missing, and then followed an extensive, but fruitless, search. Eventually, after eight days on a raft, survivors got ashore on 21 October at Deep Glen Bay, and arrived at Dunalley three days later. Seven of the crew of ten survived, one having died on the raft and the other two on the beach.

That was not the end of the Commission's misfortune. Thirteen days after the loss of Blythe Star, Joseph Banks grounded off Bass Point, NSW on 26 October while on a voyage from Tasmania to Sydney. She was dry-docked in Sydney for six weeks for repairs.

Then, just as the King Island trade was becoming buoyant, Straitsman capsized and sank in the Yarra River on 23 March 1974 while on a voyage from Grassy to Melbourne. Two lives were lost. Straitsman was successfully lifted off the river bed on 29 April prior to righting. She was dry-docked in Melbourne on 12 June and then towed by Wybia (217/1967) to Launceston for refitting by the Port of Launceston Authority. Wybia and Straitsman arrived in Launceston on 29 October 1974. Repairs cost \$800,000 and, after undergoing trials on the Tamar River on 7 October 1975, Straitsman sailed for King Island on 21 October to resume trading.

Replacement tonnage

The sinking of Straitsman caused further disruption to the King Island-Melbourne service. The Commission chartered vessels and then bought another ship for the run. Alban (499/1964), a conventional Dutch cargo ship, was chartered from Caribbean Bulk Carriers N.V. on 11 April 1974. She commenced trading on 23 June 1974 and continued until 4 January 1975. Alban was not designed for unit loads. High costs and slow turnarounds were incurred because there were no large-capacity cranes at the Stanley and Melbourne terminals.

In order to clear a backlog of livestock from King Island, the Danish livestock carrier Ida Clausen (348/1958) was chartered from C.Clausen D/S A/S between 5 June 1974 and 27 June 1974. Ida Clausen made seven voyages from Grassy; six to Melbourne and one to Devonport. With the approval of the Commonwealth Government, the Commission bought the Finnish roll-on/roll-off ship Ra (1352/1972) in April 1974 as a replacement for Straitsman and the

chartered tonnage. Ra was delivered by Ra Shipping O/Y (A/B Bore, Managers) to the Commission at Turku on 6 August 1974. She was then refitted at the shipyard where she was built.

Renamed Rah and registered in London, she sailed on 18 October 1974 from Felixstowe for Australia via Tenerife and Cape Town, arriving in Fremantle on 2 December. Rah made her first voyage from Melbourne to Stanley on 28 December. Shore facilities had to be modified to cater for the ship's own ramp. Straitsman used shore-mounted hydraulic ramps. The ramp at Grassy was not modified until April 1975, so there was no roll-on/roll-off service to Grassy for the first three months service by Rah; a wharf crane was used at Grassy for all cargo.

An indication of the extent of the trading activity of the Commission's vessels in 1974/75 is shown in the table below. Alban and Rah were in service for six months only in this period.

<u>Port</u>	<u>Rah</u>	<u>Joseph Banks</u> (number of visits)	<u>Alban</u>
Melbourne	48	25	7
Grassy	36	27	12
Stanley	48	-	4
Lady Barron	-	29	-
Westernport	-	1	-
Devonport	-	1	1
Prince of Wales Bay, Hobart	-	21	-
<u>Totals</u>	<u>132</u>	<u>104</u>	<u>24</u>

Joseph Banks continued to serve Flinders Island and, to a lesser extent, King Island, taking regular cargoes of superphosphate up to the end of December 1974. But the combined effects of the withdrawal of the superphosphate bounty and a decline in rural industry on Flinders Island in particular, resulted in only limited employment for the ship in the six months to June 1975. A small quantity of blue metal and general cargo was carried to Flinders but only 15 tonnes of superphosphate was taken to the island in six months. This compares with a movement of 9,649 tonnes in 1972/73 and 8,681 tonnes in 1973/74. Joseph Banks was offered for sale in August 1975 "because there was no cargo for it". She was laid up in Prince of Wales Bay on 9 September 1975 and stayed there all through 1976 and 1977. Trade to Flinders Island was then handled exclusively by the vessels of Flinders Strait Shipping Co. Pty. Ltd. Joseph Banks was finally sold to Papua New Guinea Shipping Corporation Pty. Ltd. of Port Moresby and left Hobart on 29 August 1978. She was renamed Lae Chief.

Rah continued to trade to King Island until early October 1975, just before Straitsman resumed operation. Rah was then withdrawn and laid up in Launceston on 12 October awaiting survey. Despite suggestions by local government authorities and shippers that the Commission retain a back-up ship, the proposals were rejected as being too costly. Rah had been operating under a special exemption

from meeting all local navigation requirements, and it would have cost \$500,000 to modify the ship to meet Commonwealth Department of Transport standards and those of the maritime unions. It was not practicable to use Rah exclusively on the Stanley-Melbourne run because the existing ANL service between Burnie and Melbourne catered for most of the cargo offering.

In November 1975 the Minister for Transport announced that Rah would be offered for sale. But, like Joseph Banks, an early sale was not forthcoming. Rah was not sold until 1977 when she sailed from Launceston on 11 May under the ownership of Karolos Shipping Co. S.A. of Piraeus, renamed Aegean Mark.

Since the sale of Rah and Joseph Banks, TAS-SHIPS has remained a "one freighter fleet", with Straitsman continuing to trade between Melbourne, Grassy and Stanley.

Appendix I : Colours of ships and ferries

Lurgurena: unknown.

Reemere, Rosny, Derwent, Melba and Mangana: funnels- white with black top; hulls- green with yellow band; superstructure- brown and white; boot-topping- pink with white band at waterline.

Kosciusko: retained PTC colours, i.e.- funnel- off-white with dark blue top; hull- mid-blue with red boot-topping; superstructure- mid-blue predominating with white.

Lady Wakehurst: retained PTC colours throughout charter to TC.

Harry O'May: (a) as Derwent ferry:- modified version of PTC colours, i.e. funnel & hull as for Kosciusko; superstructure- off-white predominating with mid-blue band.

(b) as Bruny Island ferry:- funnel- white with black top; hull- green; boot-topping- red; superstructure- off-white with green band.

George Bass: unknown. (hull may have been green; photographs suggest funnel had white top).

John Franklin: funnel- unknown (photographs suggest white with black top); hull- green with yellow band; boot-topping- red/brown.

Naracoopa: funnel- black top, red band, yellow band, green base; hull- green with yellow band; boot-topping- red/brown with white band at waterline.

Sumatra, Joseph Banks, Straitsman and Rah: funnels- green with black top separated by a broad white band on which is a red lion rampant (the State emblem) inside a green ring; hulls- light grey with green boot-topping and white bulwarks. (Sumatra had a black hull for some time).

Appendix II : Fleet list of Tasmanian Transport Commission

Information under name is as follows:- official number; gross tonnage and year built; period in TC fleet.

(a) Bellerive ferries

- Lurgurena Built by J.Crichton & Co.Ltd., Saltney, Chester, UK.
 151558 187.0 x 35.6 x 13.1 Engines by Plenty & Sons, Newbury.
 578/1925 1925- Tasmanian Govt.Shipping Department.
 1939-1945 1929- Tasmanian Govt.Railways Department.
 1939- Transport Commission.
 1945- Department of Main Roads, NSW.
 1971- S.White.
 1972 (13 Jan)- Aground Trial Bay, NSW; total loss.
- X Reemere Built by Purdon & Featherstone Pty.Ltd., Battery Point,
 124543 Hobart. 75.3 x 17.3 x 6.1 Engines by Ross & Duncan,
 50/1909 1909- F.M.Calvert, South Arm. (Glasgow.
 1944-1964 1921- River Tamar Trading Co.Ltd.,Launceston.
 1924- Reemere Steamship Co., Hobart.
 1929- O'May Bros.Pty.Ltd., Hobart.
 1939- Hobart Bridge Co.Ltd., Hobart.
 1944- Transport Commission.
 1964- J.G. & R.J.Clark, Franklin (for use as cargo vessel)
 1965- C.Clayton, Port Davey (conv. to cray fishing boat).
- X Rosny Built by F.Moore of Launceston at Kennedy's Shipyards,
 133481 Battery Point, Hobart. 110.0 x 24.0 x 11.0
 182/1913 Engines by Shanks & Sons, Arbroath.
 1944-1963 1913- Rosny Estates & Ferry Co.Ltd., Hobart.
 1919- Williamstown Council, Victoria.
 1931- O'May Bros. Pty.Ltd., Hobart.
 1939- Hobart Bridge Co.Ltd., Hobart.
 1944- Transport Commission.
 1963- P.T.Tanner, Launceston, for Tamar Cruises Pty.Ltd.
 1966- Stripped; hull sold 8/66 to E.V.Park, Launceston,
 for houseboat.
 1967 (24 July)- sank at Kayena, River Tamar; total loss.
- X Derwent Built by F.Moore of Launceston at the Domain Slip, Hobart.
 119242 110.1 x 23.8 x 9.7 Engines by A.Shanks & Co., Arbroath.
 164/1905 1905- O'May Bros., Hobart.
 1944-1965 1912- Rosny Estates & Ferry Co.Ltd., Hobart.
 1927- Reemere SS Co., Hobart.
 1929- O'May Bros.Pty.Ltd., Hobart.
 1939- Hobart Bridge Co.Ltd., Hobart.
 1944- Transport Commission. (225hp.
 1952- Converted to diesel; twin Lister Blackstone, each
 1965- V.Pantea, Melbourne; renamed Queenscliff.
 1967- Hulk abandoned Port Phillip Bay.
- X Kosciusko Built by D.Drake, Balmain, NSW.
 131491 116.5 x 28.5 x 9.7 Engines by Campbell & Calderwood,
 165/1911 1911- Sydney Ferries Ltd. (Paisley.
 1975-1977 1951- Sydney Harbour Transport Board.
 1959- Converted to diesel; Crossley 440hp.
 1974- PTC of NSW. 1975- Trspt.Commission, Hobart.
 1977- J.Paine, New Town, for use at boat marina.

✓ Lady Ferguson Built by D. Drake, Balmain, and Morts Dock & Eng.
136409 Co.Ltd. 110.0 x 24.3 x 10.0
95/1914 1914- Balmain New Ferry Co.Ltd.
1975-1977 1917- Sydney Ferries Ltd.
1937- Converted to diesel; Gardner 228hp.
1951- Sydney Harbour Transport Board.
1956- Re-engined; Crossley 300hp.
1974- Public Transport Commission of NSW.
1975- Transport Commission, Hobart.
1977- Scrapped, Prince of Wales Bay, Hobart.

Mangana, Melba, Harry O'May: see Bruny Island section (below).

(b) Bruny Island ferries

Beagle Landing craft, 53' x ? x ?. Other details unknown.
? 1948- Bought by Transport Commission, Hobart, from
/ Commonwealth Disposals, Sydney.
1948- ? ? - Public Works Department.
1966- Broken up, Hobart.

✓ Melba Built by J. Wilson, Port Cygnet, Tasmania.
151548 109.7 x 26.4 x 9.6 Engines by Ross & Duncan, Glasgow.
221/1921 1921- Huon Channel & Peninsular SS Co.Ltd.
1951-1978 1938(?)- Huon Transport Pty.Ltd.(H.Jones & Co.Ltd.)
1951- Transport Commission.
1954- Converted from cargo steamer to vehicular ferry
by Purdon & Featherstone Pty.Ltd., Battery
Point, Hobart; 128.0 x 26.6 x 7.0.; Lister
Blackstone diesel; 190 tons gross.
1975- Re-engined by Johnson & Wells Pty.Ltd., Hobart,
with a Cummins diesel.
1978- B.Horne, Hobart, for use at boat marina.

✓ Mangana Built by Poole & Steele Ltd., Balmain, NSW.
178412 153.0 x 36.0 x 8.0 Twin engines by Fairbanks Morse.
385/1930 1930- Main Roads Board, NSW, as George Peat.
1960- 1932- Department of Main Roads, NSW.
194(?) - War service with Army Water Transport as AB20.
1946- Devonport Steam Ferry Co.Ltd., Auckland, NZ.
1951- Renamed Ewen W. Alison.
1960- North Shore Transport Co.Ltd., Auckland.
1960- Transport Commission, Hobart. Re-engined in
Auckland with twin Deutz diesels.
1961- Renamed Mangana. (Still in service).

Alexander Alison Built by Poole & Steele Ltd., Balmain, NSW.
178413 153.0 x 36.0 x 8.0 Twin engines by Fairbanks Morse.
385/1930 1930- Main Roads Board, NSW, as Frances Peat.
1960-1960 1932- Department of Main Roads, NSW.
1943- Army Water Transport.
1946- Devonport Steam Ferry Co.Ltd., Auckland.
1951- Renamed Alexander Alison.

Alexander Alison (continued)

- 1960- North Shore Transport Co.Ltd., Auckland.
 1960- Transport Commission, Hobart. Re-engined in
 Auckland with twin Deutz diesels.
 1960 (30 April)- Sank in Tasman Sea; total loss.

X Harry O'May Built by Hong Kong & Whampoa Dock Co.Ltd., Kowloon.
 Yard No.891. 130.0 x 43.4 x 9.0 Twin engines-Crossley.
 389/1951 1951- Hong Kong & Yaumati Ferry Co.Ltd., as two-deck
 1975- vehicular ferry Man On.

- 1975- Transport Commission, Hobart; renamed Harry
 O'May for service as two-deck passenger ferry.
 1977- Re-engined by Johnson & Wells Pty.Ltd., Hobart,
 with twin Callesen diesels; re-converted to
 vehicular ferry and entered Bruny Is.service 1978.

(c) Coastal ships

X George Bass Built by J.M.Johnston, timber millers of Cairns, Qld.,
 174381 for own use to carry timber from Bloomfield River to
 186/1942 Cairns. Commandeered by American Armed forces before
 1946-1948 launching, completed as General MacArthur and served
 as US Army transport. Wooden hull; 92.0 x 24.1 x 8.7
 Diesel engine by W.H.Allen, Bedford, England. By 1946
 owned by Oceanic Co-operation Pty.Ltd., Melbourne.
 1946- Transport Commission.
 1948- Department of Health & Home Affairs, Qld., re-
 named Melbidir and employed as passenger/cargo
 supply ship for Thursday Island & Torres Strait.
 1973- Presented to Cairns Branch of the Navy League;
 refitted; renamed Triton in 1974, and employed
 as youth training ship for Sea Cadets, etc..

X John Franklin Built by C.J. & H.Bowen, Launceston, Tas..
 174388 77.0 x 20.0 x 8.1 Engines by Vivian Diesel & Munitions
 Co., Vancouver. Wooden hull. (Gross tonnage later 120)
 115/1947 1947- Transport Commission (whilst building)
 1947-1954 1954- Shipping King Island Pty.Ltd., Currie, Tas..
 1965- E.R.Richey Fishing Co., Bridport, Tas.; converted
 to fishing boat.

X Naracoopa Built by E.A.Jack, Launceston. Wooden hull. (Manchester.
 152393 120.4 x 26.0 x 9.9 Engines by Crossley Bros.Ltd.,
 297/1940 1940- Wm.Holyman & Sons Pty.Ltd., Launceston.
 1954-1961 1954- Transport Commission.
 1961- Sea Winds Pty.Ltd., Melbourne; converted to fish-
 1964- J.T.Davies, Port Lincoln, SA. (ing boat.
 1968 (25 June)- Sank after engine room explosion and
 fire, Point Bolingbroke, SA; total loss.

X Sumatra Built by N.V.Scheeps Vooruitgang, Foxhol, Holland.
 191819 143.6 x 24.1 x 9.11 Engines by Motoren Werke
 345/1938 Mannheim, AG, West Germany.

Sumatra (continued)

1960-1968 1938- W.J.Kramer, Gronigen.
1951- N.V.Scheepsw Gebr. van Diepen (Kamp's Scheepv
& Handelsmaats N.V.,Mgrs.), Waterhuizen.
1953- N.V.Express (Kamp's Scheepv Handelsmaats N.V.,Mgrs).
1953- Cement Freighters Ltd., Auckland.
1960- Transport Commission.
1968- Pen-Pak Ocean Products Pty.Ltd.,Bowen, Qld..

X Joseph Banks Built by J.J.Sietas Schiffswerft, Hamburg, West
332269 Germany. 203.0 x 33.0 x 20.0 Engines by B & W Alpha.
499/1965 1965- Holger Andreasen, Copenhagen, as Birthe Andreasen.
1968-1978 1968- Transport Commission; renamed Joseph Banks.
1978- Papua New Guinea Shipping Corp. Pty.Ltd., Port
Moresby; renamed Lae Chief.

Straitsman Built by North Queensland Engineers & Agents Pty.Ltd.,
344008 Cairns, Qld.. 210.0 x 38.0 x 26.5 Engines by Mirrlees
720/1972 Blackstone (twin).
1973- 1972- R.H.Houfe & Co.Pty.Ltd., Launceston, Tas..
1973- Transport Commission. (Still in service).

Rah Built by O/Y Laivateollisuus A/B, Abo, Finland.
363463 74.2m x 14.4m x 5.17m Engines by Wartsila (twin).
1352/1972 1972- Ra Shipping O/Y (A/B Bore, Mgrs.),Finland, as Ra.
1974-1977 (launched as Navirus).
1974- Transport Commission; renamed Rah.
1977- Karolos Shipping Co. S.A.,Piraeus; renamed
Aegean Mark.

RAN HDMLs

In reply to our query on page 87 of our last issue, Mr.C.Jones of Melbourne writes as follows:

I believe that none of the Australian-built HDMLs were originally 80 feet in length. According to my records, all were standard 72' boats when built, but those that survived in post-war naval service for any length of time were lengthened in 1957 to the 80' configuration. These were Nos. 1325, 1321 and 1324. Of the others, Nos. 1326, 1323, 1329 and 1328 were loaned to Britain in 1951 and presented to the Philippines in 1958, where they served until 1964, and they are listed in Janes as 72 footers. No.1322 was wrecked in 1952 and No.1327 was sold mercantile in 1958 as Robyn Julie, presumably as a 72 footer, though her mercantile register should reveal this. From recollection, Si Bon had a hull somewhat lower in the water than an HDML, and had a generally lighter look. The only Army craft about this size are the 80' ambulance launches (probably ruled out by their distinctive hull shape) and the 62' fast supply launches(probably too small to end up as a vessel quoted as 77').However, the Melb.Harbor Trust lists two 80' Harbour Defence Launches as building Williamstown 1944/45 for the Cwealth Government, but cancelled before completion.

(see next page)

RAN HDMLs (continued)

Mr.N.L.McKellar of Tamworth, NSW, writes as follows:

In THE LOG dated 29 August, Mr.McDougall seeks information about Australian-built HDMLs.

Sadly, there is not in the Australian Archives either at Sydney, Melbourne or Canberra ANY full statement of ships built in Australia in wartime. There are lots of schedules of orders, but neither I nor the very helpful assistants at any of the Archives mentioned can find a final listing. I hope before the middle of next year to place before you the results of many years of research in this area, so at least what is available will go into our records.

The immediate matter of the HDMLs, however, can be partly answered.

In 1943 orders were placed for 43 HDMLs measuring 80' by 15'3" by 8'7", to be built of wood, to have diesel engines, and to be capable of speeds of 12½ knots. In addition to serving as HDMLs, it was considered that this specification would fulfil the needs of the Navy for air-sea rescue vessels, and also the need of the Army for "sea ambulances".

The nine for the RAN as HDMLs were ordered from three yards- Purdon & Featherstone of Hobart, E.A.Jack of Launceston, and McFarlane & Son of Birkenhead, South Australia. Each built 3 HDMLs.

A return of the war effort in relation to the building of small craft, made to Cabinet by the Dept. of Munitions, giving the position at 30 June 1945, shows that in addition to the HDMLs, the 30 ASRs had been delivered to the Navy, while the Army had increased its order for "sea ambulances" from 4 to 7, of which one had been delivered and the other 6 were under construction. Sadly, no contractors are named; equally sadly, here the story ends. There is, however, one postscript I can add from other sources- two ASRs after completion but before commissioning were handed over to the Netherlands East Indies Government for service in the islands.

In case it is of any value, it might be worth recording that 20 ASRs were supplied to the RAAF by US sources; their numbers and names were:- 915- Air Bird; 922- Air Clan; 924- Air Cloud; 921- Air Rest; 914- Air Sense; 911- Air Spray; 912- Air Watch; 918- Air Chief; 913- Air Guide; 919- Air Master; 925- Air Mercy; 926- Air Sailor; 920- Air Save; 916- Air Train; 923- Air View; 909- Air Faith; 908- Air Hope; 912- Air Foam. Air Mist (number unknown) was a marine casualty and total loss 19 December 1946.

The US-built RAN HDMLs (there were 18 of these, if the Archives are correct) were 72', called "Q" class. Their numbers were 1338 - 1347 inclusive and 1352 - 1359 inclusive.

I hope this does not make confusion worse confounded !

THE LOG - Back numbers: We have received a quantity of back numbers of THE LOG for years 1969 to 1976. Anyone interested should write to the Editor for details of price and availability.

Burns Philp Newbuildings

In our last issue we reported (P.92) the delivery of a new ship to Burns Philp (PNG) Ltd. (note the correct current style of this Company's name). This was Bursea, and it was indicated that more than one ship had been ordered. Further information is now to hand, and we learn that there are no less than four new ships. They are named Burwave, Bursea, Burtide and Burcrest. All are dry cargo ships built by Sing Koon Seng Pte.Ltd., Singapore, with raked stem and bow ramp, transom stern, one deck, and two masts of the goalpost type - each with a cargo derrick. Bulk fuel tanks are fitted for the distribution of fuel to scattered plantations. Dimensions are 37.25m length overall, 9.00m breadth moulded, 4.50m depth moulded, draught 2.85m design and 3.03 maximum, and 499.35 gross tonnage. Two Deutz diesels and twin screws give a service speed of 9 knots. Accommodation is provided for 18 crew, 2 berthed passengers and 60 deck passengers.

The colour scheme is an interesting variation of the traditional BP colours - white hull and superstructure, black boot-topping, buff masts; the funnel is white with a narrow black rim at the top, with the traditional black and white check band between but separate from two narrow black bands.

The new ships have been designed to serve the coast and islands of Papua New Guinea, and can call at any port, harbour or safe beach, and traverse all major rivers, in Papua New Guinea. Burwave and Burcrest are based on Port Moresby and will serve the Papuan coast west to Daru Island, including the Fly River up to Kiunga (the river port which will serve the OK Tedi mine), and eastwards to Milne Bay. Bursea and Burtide are based on Rabaul and will serve the outer islands of Papua New Guinea. It would appear that the new quartette will replace the smaller Kalili, Kurwina and Dedele (ref.P.25, 1979), all of which were built in Hong Kong in 1961.

While the Burns Philp main line fleet passed into history a decade ago, it is heartening to see that the Company's island fleet, far from following suit, is progressing from strength to strength.

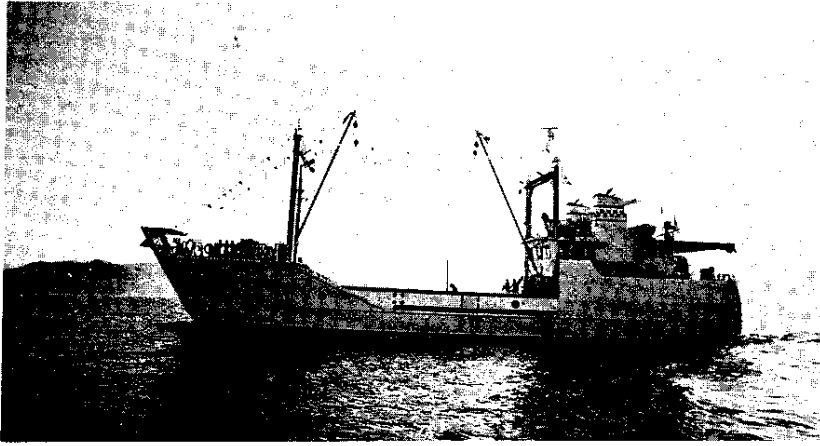
Addendum to-

. NYK - Japanese Mails to Australia

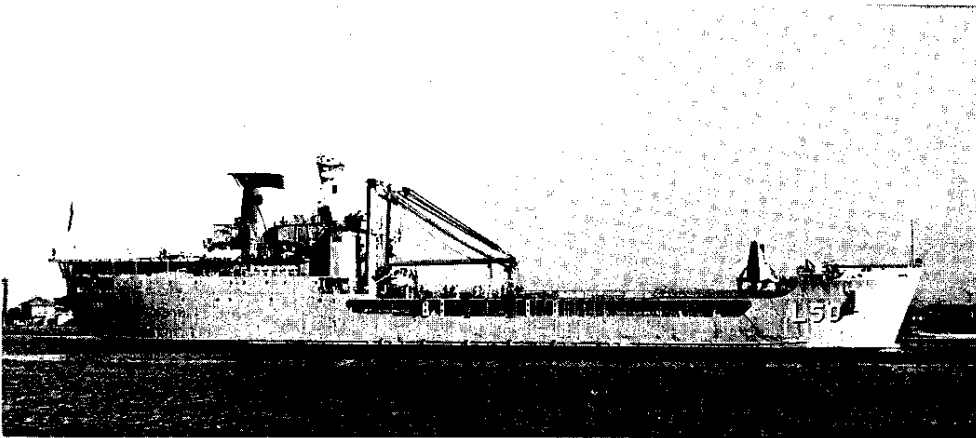
Mr.B.A.Wilkinson advises the following additions to the history published in our issue dated 28 February. Some of the extra information was kindly provided by Mr.D.Finch of Sydney.

(P.9, second para): Early in 1919 Kamakura Maru (6126/1897) made one voyage to Australia in place of Aki Maru, leaving Japan in February and arriving Sydney 12 March. Aki Maru resumed in May.

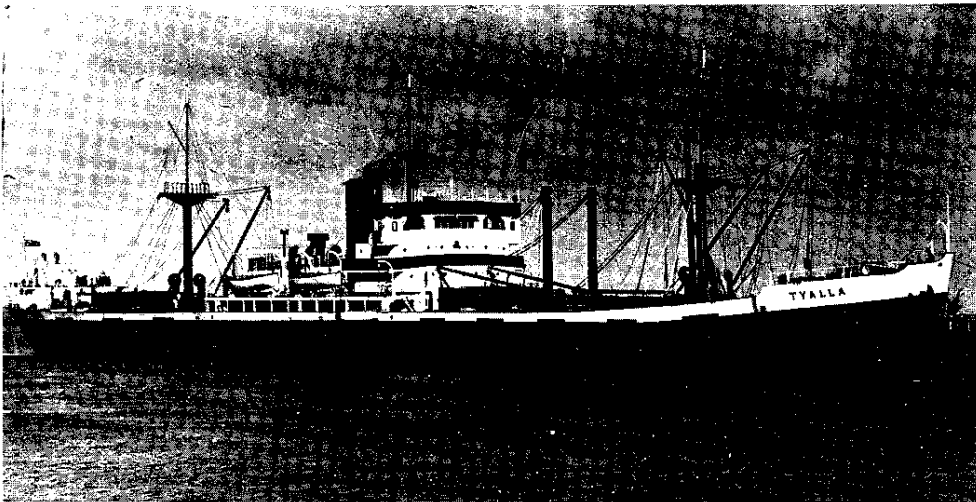
(P.10, second para): Shortly before World War II, the three ships were replaced by Suwa Maru (10,672/1914) and Fushimi Maru (10,936/1914); each made an Australian voyage, ending a little before Japan entered the war in December 1941.



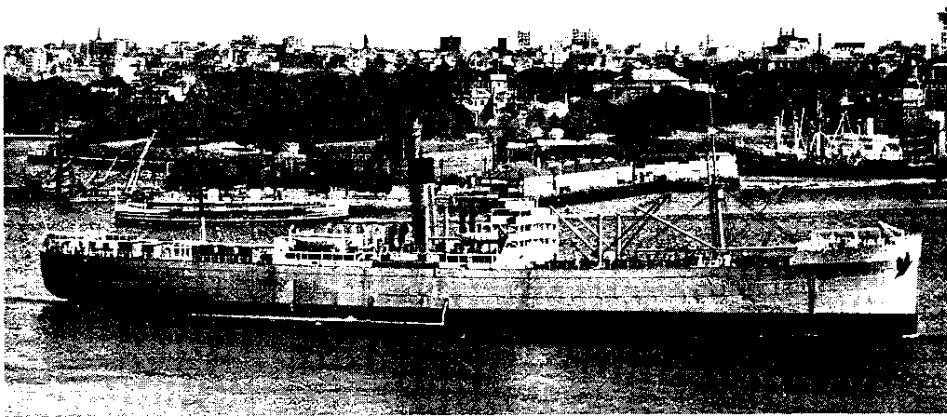
BURWAVE recently delivered to Burns Philp (Burns Philp)



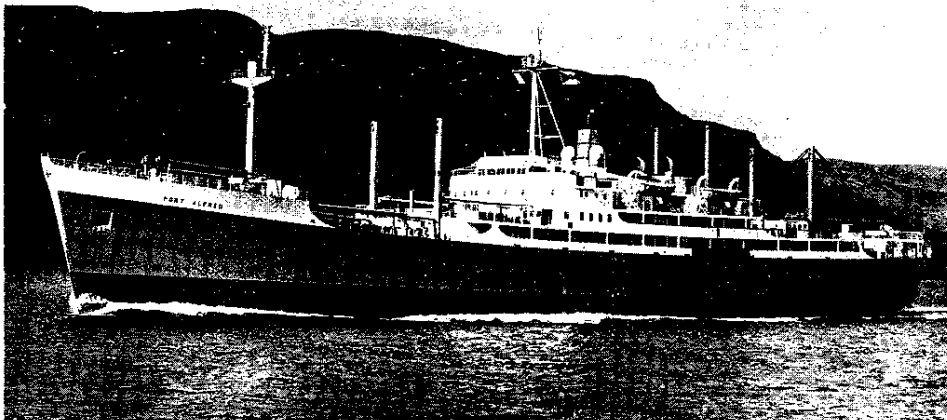
HMAS TOBRUK at Newcastle during trials. Note topmast unshipped and red ensign. (H.W.Dick)



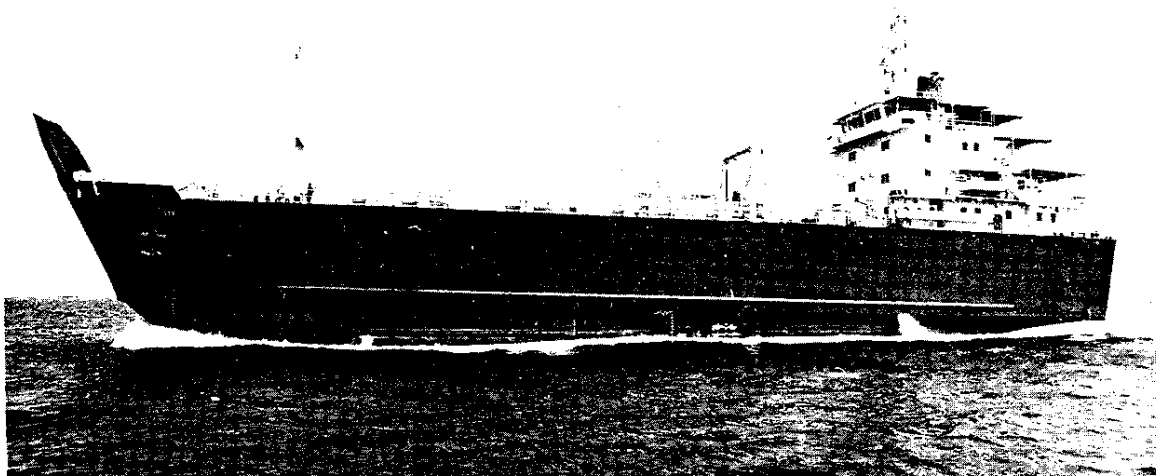
TYALLA a unit of the original ANL fleet (J.Y.Freeman)



PORT ADELAIDE steamer 8412/1919. Broken up 1949.



PORT ALFRED motorship 9044/1961. Later named Masirah



FRANCIS BAY on trials at Singapore. Refer pages 29 and 94. (D.Hancox)

Demise of the Port Line

The once-great Port Line, in its heyday disposing a high class fleet of more than thirty ships, has finally disappeared with the recent transfer of its last two ships to the parent Company, the Cunard SS Co.Ltd.. These, the last and largest built for the line, are Port Chalmers and Port Caroline (both 16,275/1968), which have been renamed Manaar and Matra respectively. In assuming traditional Brocklebank names they are thus to be retained in Cunard Group service.

With the containerisation of the Port Line trades commencing in the late sixties, the demise of the line was no doubt merely a matter of time. The fleet has gradually been dispersed over the intervening years - many going direct to breakers, but some sailing on under a variety of guises, two even as cruise ships! Port Line Ltd., formerly known as Commonwealth and Dominion Line Ltd. and a Cunard subsidiary since 1916, was formed in 1914 by the merging of the Milburn (the original "Port" ships) and Tyser fleets together with some of the Corry ("Star of - ") and Royden ("Indra-") ships. Since then the Port Line ships have been familiar in Australian and New Zealand ports, and they enjoyed a well-earned reputation for being smart and well-run ships. Most of the fleet had accommodation for up to 12 passengers, and Port Liners were deservedly popular with discriminating passengers.

Now the line has finally disappeared. Although the Port Line share of its traditional trades is handled by the "ACT" consortium, it is difficult to identify the "ACT" cellular container ships with the Port Liners of recent memory. In this issue we illustrate three former units of the Port Line fleet.

ANL - the first quarter century

The Australian National Line is 25 years old. The Australian Coastal Shipping Commission (subsequently restyled The Australian Shipping Commission) was formed on 1 October 1956, pursuant to Federal legislation, and it commenced trading on 1 January 1957 under the name The Australian National Line.

Since then the ANL has been the premier Australian shipping operator; it has been prominent in the development of new concepts in sea transport, and had re-established the Australian flag in our overseas liner trades. Over the years we have printed photos of many ANL ships; in this issue we illustrate Tyalla, one of the less familiar units of the original ANL fleet - she was sold shortly after the ANL commenced operations in 1957.

NAA publications

The Main Line Fleet of Burns Philp by B.A.Wilkinson and R.K.Wilson; (ref.Pp.25 and 88); \$16:00 including postage.

The Whalers of Tangalooma by D.Jones; \$3:25 including postage.

These books are available from Mr.I.G.Cooper, PO Box 1533, Canberra City, ACT, 2601.

MARITIME MISCELLANY

Closing date for items for the next issue- 4/2/1982.

For assistance in compiling this section the Editor expresses particular thanks to Messrs. J.Burne, D.Finch, J.Mathieson, H.Dick (NSW), I.Cooper (ACT), L.Rex (Vic), K.LeLeu, M.Dippy (SA), R.McKenna (WA), B.Hanson and R.McDougall (NZ).

Coastal and South Pacific

Union SS Co. announced 10/81 the purchase of the Liberian-flag cellular container ship Sunny Karina (3023/1980) from German owners; is 3850 dwt, 150 teu, 3 cranes. To enter Onehunga/New Plymouth/Nelson/Lyttelton service 3/82 as Union Nelson. She will replace the last Anchor Dorman ship, Titoki (855/1958), which will be sold. Titoki operates Onehunga/Nelson. Marama received single voyage permit to lift newsprint Hobart to Melbourne 10/81.

Keel of the first ANL coal-fired bulk carrier (ref.P.91- 1980) was laid 29/9 by Mitsubishi, Nagasaki; for launching 4/82 and delivery 9/82. Delivery of the second ship is due 3/83.

Iron Spencer registered Melbourne 31/8/81 in ownership of The BHP Co.Ltd.; gross tonnage 77,399.87, (same as Iron Whyalla).

- + Poolta sold before 30/6/81 by Bulkships Container Pty.Ltd. to Hetherington Kingsbury. The latter were vessel's charterers who exercised their option to purchase.
- + Stateships (WA) took over Koolinda 20/8 and Pilbara 23/9, at Hong Kong. Koolinda arrived Fremantle 10/9, both entered Fremantle/Darwin trade 10/81. Last departures from Fremantle for
- + Nyanda 30/8 and Boogalla 25/9, both for delivery to People's Republic of China after calling at Darwin.

Accolade II launched by Carrington 22/9, the largest sideways launch in Australia. Delivery due late 1981. Ship will operate to Rapid Bay (where quarry was recently acquired by Adelaide Brighton Cement Ltd. from BHP) as well as to Klein Point.

Mason Shipping Co.Ltd. of Cairns (a subsidiary of John Burke, which is a subsidiary of Dillingham Australia Ltd.) has ordered a 1000dwt ro-ro/lo-lo ship from Kasado Dockyard, Japan, for North Qld./Gulf of Carpentaria service. 64.00m loa, 14.50m breadth, twin diesels, speed 11.5 knots, crew of 9; delivery 12/81.

- + Tasmarine Services (Clark Refrigerated Transport) is to commence a cargo service Devonport/Port Welshpool late 1981, with Roger
 - + The Jebesen bulk carrier Bulknes (13,235/1970) is to be Rougier with-drawn from the Gladstone/Bluff alumina trade (in which she is managed by Shipping Corp. of NZ) late 1982, and replaced by a vessel to be provided and manned by Bulkships.
 - + The Shell tanker Conus (ref.P.91) left Geelong 5/9 on her first coastal voyage.
- A Society has been formed for the preservation of the Queenscliff, Vic., lifeboat Queenscliffe.

The offshore supply vessel Lady Kathleen (ref.P.62) was launched 4/11 by Carrington for AOS (P & O Aust.), completion due 12/81; Lady Sonia due to launch 2/82. AOS is reported to have ordered an offshore supply vessel from a Hong Kong yard. Tidewater Port Jackson is to call tenders for two new supply ships. The small tug/supply vessel Armstrong Creek was launched 29/8 by Lombardo, Fremantle, and a sister, Leeders Creek, is building.

The semi-submersible Ocean Prospector was due on the NW Shelf 9/81 to drill for WAPET. The drilling ship Sedco 445 left the Hokitika site 19/8 (ref.P.92) and arrived at new site 55 miles NW of New Plymouth 21/8. The Panamanian-flag oil survey vessel Western Odyssey (825/1980) arrived Bluff 5/9 from Darwin and Far East, for survey work in Great South Basin, and left Bluff 21/10 for Westernport, Vic., for work in Bass Strait.

Tackler Dosinia (ref.P.94) was delivered to Waitaki Container Line (Maritime Carriers (N.Z.)Ltd.) at Sydney 9/81; dry-docked at Newcastle, r/n Totara 1/10; entered trans-Tasman service 10/81. Totara operates Auckland/Australian ports, replacing Waitaki which now operates Wellington and Lyttelton to Aust.ports. Dunedin completes charter to Union SS Co. 11/81, then to Whangarei for conversion to carry 80 containers and begin service Napier, New Plymouth & Wellington to Aust.ports 11/81. Aust. ports for all three ships are Sydney and Melbourne. It is understood that there are financial links between Maritime Carriers (N.Z.)Ltd. and ABC Containerline, with Mr.T.Rosenfeld being interested in both.

Fijian (ref.P.92) is still trading as such. A press report indicates that Coastal Shipping Ltd. is to commence its new service 11/81 with Onehunga ex Pacific Islands Trader.

An LPG tanker, 82m length, 1000 tonnes capacity, was ordered 10/81 from Ferguson-Ailsa Ltd., Scotland, for Liquigas Ltd., Wellington. Delivery by 1/6/83, for NZ coastal service, to be managed by Shipping Corp. of NZ.

Milburn Carrier (ref.P.92) laid up again at Westport, late 8/81. Pacific Viking ex Karepo (ref.P.92) left Nelson 25/8 for Singapore after completion of work. Bounty II (ref.P.92) has been sold to Taiwan breakers.

Pacific Forum Line and Union SS Co. commenced a new service 9/81 Brisbane/NZ with Forum New Zealand, by re-arranging the ship's existing NZ/PNG schedule.

Dredgers:- The British-flag trailing suction dredger W.D.Seaway (4712/1963) arrived Dampier 8/81 from Port Louis, Mauritius. A.D.Victoria (ref.Pp.30 & 63, 1980) has been bought by the SA Govt. as replacement for H.C.Meyer. The Port of Melbourne Authority is to retain A.D.Mackenzie, which is to undergo a \$400,000 refit. W.H.Orbell (ref.P.64) arrived Lyttelton 19/10 for re-engining by Sinclair Melbourne Ltd., and annual survey - to complete mid-12/81. Kerimoana (ref.P.93) was scrapped at Wellington commencing 10/9 and finishing 6 weeks later; her engines and other parts were retained for the Wellington Harbour Board Museum, or for re-use.

The former Melbourne bunker barge Shell 45 (500/1931), lying at Melbourne, was sold 14/8 by the Commonwealth Development Bank of Australia as mortgagees in possession, to F.J.Markert of Cairns. Previous owner was United Divers Australia Pty.Ltd., who had acquired vessel in 1978 from The Shell Co.of Aust.Ltd..

Keels of the two lightships ordered from Lombardo, Fremantle (ref.P.93) were laid 22/8.

Ferries:- The keel of the second new Manly ferry was laid at State Dockyard, Newcastle, 2/9; both expected in service 1982. City of Sydney (ref.P.93) to be launched 11/81 at Port Chalmers.

+ Kangaroo (33/1947) ex Challenger Head of Broken Bay, started a commuter service Bellerive/Hobart 24/9; is owned by T.Coen and P.Fell trading as Trans-Derwent Ferry and Charter.

+ Matthew Brady (78/1972) sold by Sullivans Cove Ferry Co. for service Cowes/Stony Point, and left Hobart 26/10 for Westernport. The gutted hull of Eagle Star lies at Rhyll, Westernport, with the stated intention of eventual rebuilding. The former Sydney ferry Lady Denman (ref.P.31, 1980) lies aground in the entrance of Currumbene Creek, Huskisson, Jervis Bay, NSW. The Fremantle ferry Western Isle (164/1973) has been renamed Captain Cook.

+ The tourist ferry Lennabird stationed at Lakes Entrance, Vic., appears to be the former Hobart ketch Lenna (41/1903).

The Urban Transit Authority is reported to be planning for nine 250-passenger ferries, presumably all for Sydney.

The catamaran ferry Islander (ref.P.122, 1980) was launched, completed, at Goolwa 25/9, and made delivery voyage to Kingscote, Kangaroo Island, 29/9; is now in service Kingscote/Cape Jervis.

Showboat Pty.Ltd., Adelaide, has ordered a new showboat from North Arm Slipway Pty.Ltd., Port Adelaide, for tourist service on the Port River and St.Vincent Gulf. Will replace Lady Chelmsford (99/1910), which is restricted to the Port River. The new vessel will be 43.84m loa, 10.67m breadth, 2.35m draught, speed 10.5 knots, passengers 305 seated internally and a further 95 standing externally, crew 24, gross tonnage 479; launching late 1982, completion late 1983, to be named Captain Matthew Flinders.

The paddle steamer Oscar W (1908), lying at Murray Bridge, is reported to be for sale by her owner, Mr.A.E.Moritz. Buffalo replica (ref.P.123, 1980)- the concrete hull was a failure, and is to be replaced by a wooden structure built on stilts.

Trawlers:- Cassio and Orsino arrived Singapore 4/6/81 from Fremantle, and have been offered for sale. Saxon Progress was at San Remo, Vic., 6/11, in commission. The former Geelong tugs H.A.Lumb (UX1) and Edward J.Fairnie (UX9) are at Lakes Entrance. Austfish Harvester (ref.P.122, 1980) was bought by Mr.R.Williams of Hamilton, in 1980; still in Newcastle, awaiting a licence. Kaharoa (ref.P.93) completed at Whangarei 9/81.

Tugs

Replacement of the Westernport tugs Henry Bolte and Murray Porter (both 393/1966) is under consideration; first new tug by 9/82 ?

Howard Smith Ltd, has ordered three tugs from Carrington Slipways Pty.Ltd., Newcastle, for delivery 1982/83. They will be 34m in length (compared with 29m for most previous tugs), 750 tonnes displacement, twin 1800bhp engines, 12 knots.

A.D.Yarra (ref.P.64) was sold 11/8/81 by Aust. Dredging & General Works Pty.Ltd. to T.Korevaar & Sons (Holdings)Pty.Ltd. (32/64ths) and Marine Charters (Aust.)Pty.Ltd.(i.e., Lombardo)(32/64ths).

Taranaki Harbour Board, New Plymouth, has ordered a 26.85m tug from Sims Engineering Ltd., Port Chalmers; delivery early 1983.

Overseas

The former Princess of Tasmania (ref.P.62, 1979) was renamed Marine Cruiser in 1975, but was never r/n Bluenose. She operates a Summer service between North Sydney (Nova Scotia) and Argentia (Newfoundland) for CN Marine Inc.(Canadian National Railways).

ANL has contracted to lift Utah coal from Queensland to India.

Howard Smith Ltd. has bareboat chartered the British-flag tanker Nordic Spirit (55,465 grt, 81,131 dwt/1978) from Anglo-Nordic, for charter to Total and Amoco for 3 years to work Aust. coast and Arabian Gulf/Australia trades. The tanker Eastern Enterprise is due Australia 11/81 for Howard Smith, but it is not known whether this is Nordic Spirit renamed.

Two crude oil tankers are building overseas for operation under the Australian flag in the overseas and coastal trades, with delivery 1982:- Mobil Flinders (145,000 dwt) at IHI, Kure; and BP Achiever (109,000 dwt) at Swan Hunter, UK (ref.P.124, 1980).

Bulkships has abandoned plans for construction of a 135,000 dwt coal-fired bulk carrier (ref.P.64); tenders had been called. Bulkships sold (after 30/6/81) SL118 and SL119 to the charterers (Smit Lloyd); these were the offshore supply vessels built in South Korea (ref.Pp.92 & 124, 1980).

TFL North Atlantic services:- the weekly service North Europe & UK to US south east & Gulf ports is operated by the six Japanese-built ships owned by Bulkships. The weekly service UK & North Europe to US north Atlantic ports is handled by the chartered TFL Adams, TFL Jefferson, TFL Franklin & TFL Washington.

The Australia/Middle East Gulf service of P & O is to be fully containerised from 11/81 and transferred to OCL. The four "Strath-M" class ships (ex British India M class) are being withdrawn and are likely to be sold- Strathmuir is the last, departing Australia 11/81. Two OCL ships will be employed, both chartered; the first is Muscat Bay (8475/1975) ex Senta, ex Columbus Coromandel, ex Senta; German-owned, due Australia 11/81.

Nedlloyd Tasman (27,614/1971) formerly on Australian service, is on charter to OCL as Mounts Bay for Far East service; she is likely to be converted from steam to diesel in 1982.

China Nav.Co. has chartered Pacific Princess (8012/1977) for Japan/South Pacific service (ex Daiwa, ref.P.97);r/n Pacific Islander.

Bank Line and Hamburg South America Line are providing a joint service UK & Continent to Pacific Islands; ships involved are Ivybank, Moraybank, Clydebank, Corabank, Santa Fe & Santa Elena.

Antoll Line service (ref.P.33) has been discontinued due to financial problems; ships returned to owners; last departure from + Australia was Soldrott 10/81. + Sol Tulla has been chartered as temporary replacement for Anro Asia (see later).

The Farrell "Lash" ships are being withdrawn from Aust/WCNA service; + Austral Lightning and Austral Rainbow have been time-chartered to US Govt., Austral Moon last sailing ex Aust.12/81.

NYK has started a monthly Japan/Micronesia service with ro-ro/lo-lo Jovian Bright (3600 grt, 150 teu). This replaces the failed Daiwa Line service. NYK previously operated on this route 1917/43.

Recent sales include:- Eredine (ref.P.95) buyers were Ben Line. Poyang (1964) by China Nav. to Hong Kong interests. Bennevis (ex + Baron Dunmore) by Ben Line to Greeks. + Valetta (17,002/1968) by Ditlev-Simonsen to Hong Kong interests; this ship was trading Nauru & Ocean Island to NZ under charter to BPC for many years, and was redelivered to owners at New Plymouth c.14/10. Deseado (1961, ex Shaw Savill Iberic) by Metcalfe Shipping Co.Ltd. (Furness Group) to Greeks. Cumulus (1950, the former Red.Transatlantic ship of same name) by Greeks to Indian breakers. Clan Graham (1962) to Panama flag (Note that the only Clan Liner remaining is Clan Macgregor of 1962). The P & O SD14s Strathdirk, Strathdevon, Strathdoon and Strathduns are believed sold to Cuba. Niugini Chief (1969, ex Forum Niugini, etc.) sold by PNG Sg.Corp.. Fares Reefer (ex Westmorland, ref.P.95) has been placed by the Vestey Group in the ownership of Dunstan Shipping Co.Ltd., Hong Kong, and r/n Beacon Hill 8/81; on NZ coast as such 9/81.

Accidents and mishaps

- + Anro Asia grounded on sandbank near Caloundra, north of Brisbane, 29/10; several fuel and ballast tanks ruptured, fuel oil spilled, ship's stability endangered; some containers unloaded by RAAF helicopters; ship refloated by three tugs 6/11, after some fuel unloaded.
- + Aux.schooner Wongala grounded on Bet Reef, near Thursday Island, 22/7; vessel has since been abandoned.

Former Newcastle ferry Thomas H.Walter stranded near Hargreaves Point, north of Norah Head, 1/9 while returning to the Hawkesbury River after maintenance at Newcastle; anchor dragged after developing engine trouble. Said to be a total loss.

- + Danish ship Septimus (399/1968) grounded on rocks near Tryal Rocks Reef c. midnight local time 28-29/9; c. 15km north west of Monte Bello Islands. Pulled off c. 3 hours later by Eastern Tide and + Aurore (ref.P.95)- hull repaired on Domain towed to Dampier. + Slip, Hobart. Waigani Express (ref.P.96) refloated 31/7, arr.Port Moresby 1/8, left 15/8 in tow, arr.Singapore 14/9 in tow of tug Pacific Salvor; redelivered to owners, charter terminated.

Naval

The British Govt. has declared surplus one of its three "Invincible" class aircraft carriers; offer of ship to RAN being considered.

Adelaide Court Martial- Appeal Tribunal cleared CO of all convictions (ref.P.67).
 X Parramatta did sea trials on Port Phillip Bay 16/10 after four-year "half life" refit at Williamstown.
Wollongong to launch 17/10 at Cairns; completion due late 11/81.
 RNZN (40 years old 1/10) to acquire two RN "Leander" Class frigates to replace Otago and Taranaki (the latter will not now be re-engined). Bacchante to arrive late 1982 and refit at Auckland; Dido to be released by RN 1983 and refit before coming to NZ. Both will be renamed. Acquisitions announced 10/81.

Company and General

Pursuant to the Shipping Registration Act 1981, the Australian Register of Ships will come into operation on 26/1/1982. Thereafter Australian ships will no longer be registered as British ships. The Register will be kept in Canberra with branches in capital city ports. The port to which a ship belongs (painted on the stern) will be known as the "Home Port", not the "Port of Registry". (ref.Pp.66- 1978 and 35- 1980).

Bell Group Ltd. (WA) has sold its 11.11% interest in ABC Containerline N.V., in accordance with an option arranged at time of purchase (sale announced 9/81). Subsequently, TNT has increased its interest in ABC from 16.66% to 33.3% by acquisition of the Bell shareholding plus option. Smorgon still holds 11.11%, and Mr. Rosenfeld says that Australian shareholding will eventually be 50%.

Tasmania's Transport Commission came under direct ministerial control from 1/11/1981, with departmental status.
 + Straitsman, Harry O'May & Mangana are now owned by Transport Department of Tasmania.

The WA Coastal Shipping Commission incurred a loss of \$9,560,000 in y/e 31/12/1980. Gross revenue was \$10,867,000. (Loss in 1979 was \$8,866,000).

North Shore Ferries Ltd., Auckland, and 4 subsidiary companies (including two Auckland shipyards) were sold 9/81 by long-time owner Mr. L.S. Dromgoole to George Hudson & family of Auckland.

Buyers of Bowring SS Co. Ltd. (ref.P.66) were the privately-owned UK concern, Dovebrook Ltd.. The 3 bulk carriers will be managed by Newgate Shipping Co. Ltd.; will stay in the Atlantic Bulker consortium.

Trawler builder Kali Shipbuilding & Repair Pty. Ltd., Port Adelaide, was bought 1/7 by Colan Industries Pty. Ltd. of NSW. The yard is to undertake building of tugs and offshore vessels. North Arm Slipway Pty. Ltd., Port Adelaide, is extending its yard to build and repair vessels up to 500 tonnes weight, incl. tugs.

Aust. Antarctic Territory stamps (3rd series):- 2c Penola (1934/7), 10c HMS Challenger (1872/6), 15c Nimrod (1907/09), 40c Kista Dan, 45c L'Astrolabe (Dumont d'Urville, 1840), 50c Norvegia (1928/33).

MRD/NAA - photo offer No. 5. closing date: 15/ 1/1982.

Photos 45 cents each, plus 30 cents for post and packing. Cash with order to Mr.M.R.Dippy, 40 Hannay Street,Largs Bay,SA,5016.

Clan Line

Clan Macalister	6795/30	✗Clan Mactaggart	7603/20
✗Clan Macdougall	6843/29	Clan Mactavish	7619/21
Clan Mackenzie	6544/17	Clan Morrison	5931/18
Empire Wallace (MoT)	7800/46	Moina Michael (US Dept. Comm,	
✗Glenstrae (Glen)	9460/22	Liberty)	7198/44
✗Kelvinbank (Bank,Libty)	7269/43	✗Parramatta(Tr/atlnct)	4956/44
Tjipondok (KJCPL, Victory)			7646/45

Member's request

Mr.G.Ferguson of 23 Marsden Road, Greymouth, New Zealand, wishes to purchase any copies of books on the subject of German commerce raiders, with the exception of "German Raiders 1895 - 1945" by Paul Schmalenbach. In particular, he is very keen to obtain a copy of "Atlantis"- Story of the German surface raider by Mohr and Sellwood (Werner Laurie). Replies direct to Mr.Ferguson, please, giving details and prices, etc..

Subscriptions

These fall due for some members on 1/1/1982, and those concerned are asked to kindly renew promptly through their usual channel. Rates are A\$5:00 for residents of Australia, and A\$6:00 for all others. Overseas members remitting directly to Australia should do so in Australian currency. Members dealing directly should write to the Treasurer at the address given below. Remittances should be made payable to the Association, and not to individual office bearers.

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THE LOG is printed and published quarterly by W.G.Volum of 11 Hutchison Ave., Beaumaris, Vic., 3193, for the Nautical Association of Australia Inc., PO Box 4114, Melbourne, Vic., 3001.