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Journal of the NAUTICAL ASSOCIATION OF AUSTRALIA INC.

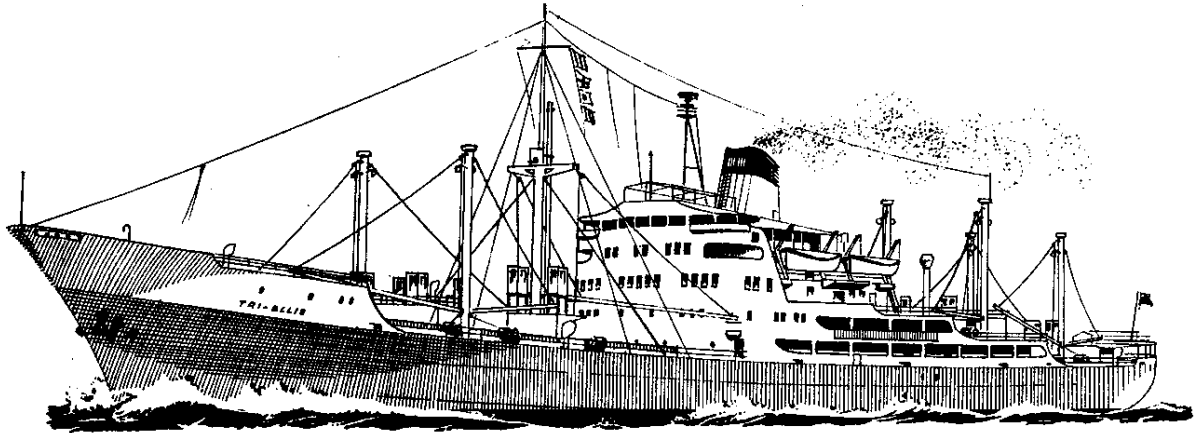
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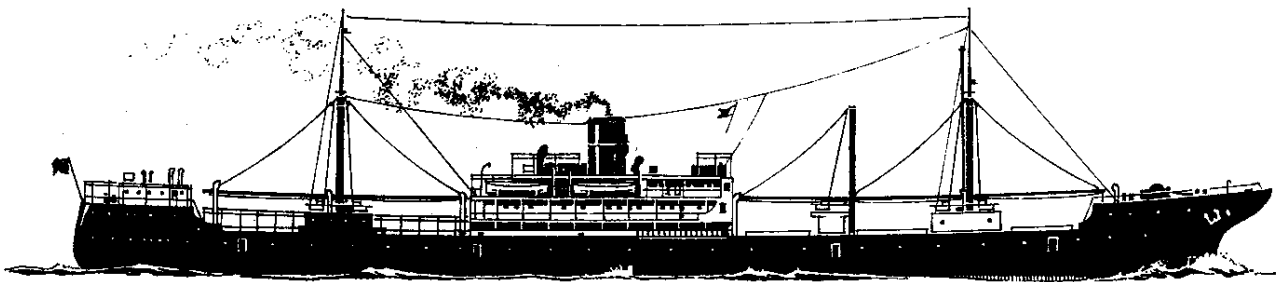
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THE BRITISH PHOSPHATE COMMISSIONERS

Forty-seven Years as Shipowners



The Commissioners' newest ship, completed 1958, is the handsome TRI - ELLIS, named for Pacific phosphate pioneer Sir Albert Ellis.



The first TRIASTER was sunk off Nauru in December 1940 by the German raider ORION after only 5 years service with the B. P. C.

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Journal of the

* NAUTICAL ASSOCIATION of AUSTRALIA Inc. *

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++++ The story of...

The BRITISH PHOSPHATE COMMISSIONERS

from: N.J.Kirby and W.G.Volum.

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This article incorporates the history of the Commission, brief histories of the phosphate islands of Nauru and Ocean Island, and a complete fleet list of vessels owned by the Commission.

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THE ISLANDS

Towards the end of the nineteenth century Messrs. Albert Ellis, George Ellis and Captain Peter Theet, working for the London based firm of John H.Arundel & Co., were engaged in working the phosphatic-guano islands of the Pacific Ocean, near the equator. About 1899, as the result of a merger with a Pacific Islands trading concern, the Company was reformed as the Pacific Islands Co.,Ltd. At this time the deposits being worked were relatively poor quality and in limited supply, and it was realised that new deposits would have to be found.

Extraordinarily enough, it was a doorstep in the Sydney office of the Pacific Islands Co., which provided the clue to two of the richest phosphate deposits then known. This doorstep, hitherto presumed to be a piece of petrified wood, was noticed by Albert (later Sir Albert) Ellis who tested it for phosphatic constituents to find that it was indeed a specimen of the highest grade. Urgent enquiries revealed that the specimen had come from the island of Banaba (native for "Island of Coral Rock"). This island was better known as Ocean Island, after the vessel which had discovered it in 1804, although it also appeared on Admiralty Charts of the time as Paanopa. However, when annexed for Britain by Commander R.S.O.Tupper of HMS Pylades on September 28, 1901 it was officially named Ocean Island, although the islanders are to this day known as Banabans.

Ellis proceeded immediately to Ocean Island, arriving on May, 3 1900, to survey for phosphates, and found extensive deposits of high quality. On August 28, 1900 the vessel Titus arrived at the island with equipment and Kanaka labourers to commence working the deposits. The first shipment left in October 1900 in the Titus - 75 tons for Australia.

To the westward, 160 miles, lay another island which Ellis, having previously noted its similarity to Ocean Island, considered might also contain phosphate deposits. This was the German Island of Nauru, annexed by Germany in 1888 and officially given the native name Nauru, however it was discovered in 1789 by Captain Fearn of the United States whaling ship Hunter and named Pleasant Island by him.

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Subsequent testing at Nauru proved Ellis to be correct again, and the first prospecting party arrived at Nauru in the ship Archer on May 28, 1900. By agreement with the German authorities further positive surveys were conducted, but it was not until June 3, 1906 that personnel arrived at the island to commence extractive operations. The first loading commenced on June 27, 1906 into the Fido, which sailed on July 6, with 1917 tons of rock onboard. It was not until 1916 that shipments from Nauru exceeded those from Ocean Island, as the latter continued to be the Company's main source of phosphatic rock for some years.

In the meantime, the Pacific Islands Co., Ltd., had been wound up in 1902 and replaced by a new concern, the Pacific Phosphate Co., Ltd. In 1906 the Company's office moved from Sydney to Melbourne in order to be closer to the fertilizer companies which purchased the rock. Although the Company owned no ships, the Norwegian Ocean Queen, delivered in February 1909 to J. Christensen of Bergen, was built to their specifications for operation in the phosphate trade. The Ocean Queen was, however, wrecked at Makatea on September 16, 1909 whilst on passage from Tahiti to Makatea.

Operations continued normally until the outbreak of World War I in August 1914, when Nauru was placed under martial law by the German authorities, and in the following month the British residents of Nauru were deported to Ocean Island in the Norwegian steamer Frithjof. On November 6, 1914 - Nauru was occupied by a party of sixty Australian troops sent in the vessel Messina. In 1919 a League of Nations mandate was granted to the United Kingdom, Australia and New Zealand, with Australia as administering authority.

THE COMMISSION

The organisation known as "The British Phosphate Commissioners" was created pursuant to the 'Nauru Agreement', signed in London on July 2, 1919 by the Prime Ministers of the United Kingdom, Australia and New Zealand. It was created for the purpose of acquiring the rights and assets of the Pacific Phosphate Co., Ltd., and working the phosphate deposits of Nauru and Ocean Island for the benefit of the three participating countries. The proportionate interests of the three governments in the Commission are :- U.K. 42%, Australia 42%, New Zealand 16%. Financial contributions and rights to phosphatic rock produced are in these proportions. The purchase price was £3,531,500 Stg, and the operation was taken over as at June 30, 1920.

Mr. A. Harold Gaze was the first general manager of the Commission, holding this post until his death in March 1954 when he was succeeded by the present general manager - Mr. James A. Bissett. The head office was, and is, at Melbourne.

THE SHIPMENTS

The phosphates are mined by the open cut method, dried in rotary driers and shipped in bulk. Neither island has a harbour and in the early years the ships were loaded by small boats and baskets whilst lying off the islands in the open roadsteads. However between July 1927 and April 1931 a large mechanical cantilever was constructed at Nauru for loading the rock. This extends from the foreshore, out over the reef which encircles the island, and overhangs the ships' holds. The ships are moored to special buoys and deep sea moorings in

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order to maintain position beneath the cantilever. Construction of a cantilever at Ocean Island proved more difficult, and it did not come into use there until March 1958.

Most of the phosphate shipped from the islands has been carried in chartered tonnage. The Bank Line Ltd., has been a frequent charterer of vessels to the Commission over the years, as have certain Norwegian owners. In pre World War II years, Wm. Crosby & Co., Melbourne also had vessels on the phosphate run. The Commission has, however, maintained its own fleet of ships since 1922 and have actually owned nine ships, details of which will be given in the fleet list.

THE B.P.C. SHIPS

The first ship owned was the NAURU CHIEF, acquired in 1922. The early days of this ship are something of a mystery, and further information would be appreciated. She was ordered from Nylands Vaerksted by Thor Thoresen Jnr. A/S, and appears to have run trials on June 28, 1921 as the NAURU CHIEF. Whether she was delivered to Thoresen, or to any other owner, or saw service, before purchase by B.P.C. is not known.

On April 21, 1931, NAURU CHIEF became the first vessel to load at the new Nauru cantilever. In the previous month the first of the familiar "Tri's" appeared when TRIONA (1) was completed on the Clyde. The first ship to be specially designed for the Commission, she featured the distinctive overhanging bows for which several B.P.C. ships have been noted. The purpose of this feature, in conjunction with the heavy duty winches fitted, is to enable the ships to service the deep sea moorings at the islands.

The first TRIASTER, completed in 1935, was the first motorship in the fleet, furthermore while the earlier ships had cabin accommodation for a few passengers, the TRIASTER carried 40 passengers. This accommodation was provided for the use of Commission officials and their families travelling to and from the islands.

Following the arrival of TRIASTER, the NAURU CHIEF was sold, spending a short period under Crosby's ownership before being resold to Norwegian owners. In 1938 the sisterships TRIENZA and TRIADIC (1) joined the fleet, so that on the outbreak of the war the B.P.C. owned a modern fleet of four ships, all built to their own requirements.

For the first year of the war the ships continued in their usual trade, but the first portent of coming events was on August 10, 1940, when the TRIONA, in the south Coral Sea, was chased by the German commerce raider Orion, but managed to escape due to the approach of darkness. In December of that year, however, the Orion in company with the raider Komet and the supply ship Kulmerland, made for Nauru. The results were disastrous for the B.P.C. Bad weather had created a bank up of shipping near Nauru, all waiting to load.

The first loss was TRIONA on December 6, 1940, sunk midway between the Solomon Islands and Nauru whilst proceeding to Nauru to load. Then on December 8, 1940 - TRIASTER and TRIADIC, both waiting at Nauru to load, were sunk. In addition the Norwegian Vinni (5181/1937) was sunk on December 7, and the Union S.S.Co's Komata (3900/1938) on December 8. Finally, Komet returned to Nauru on December

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December 27, 1940 and shelled the Commission's installations, causing extensive damage, but phosphate loadings continued until November 1941.

Immediately following the Japanese attack on Pearl Harbour, Japanese aircraft based on the Marshalls attacked both Nauru and Ocean Islands. In February 1942, the B.P.C. staff were evacuated from the islands and the plant immobilised or destroyed. The islands were eventually occupied by the Japanese in August 1942, and in the following year they transported no fewer than 1200 Nauruans to Truk (Caroline Islands), where a great many died under the deprivations of Japanese control.

A new TRIONA was completed in February 1943. A steamer, this ship spent her first two years under the management of Andrew Weir & Co. (The Bank Line), and on January 11, 1944, when about 300 miles south of Ceylon, TRIONA was torpedoed by a submarine. Fortunately she sustained only slight damage and was able to reach Fremantle.

Nauru and Ocean Island were re-occupied by Australian forces in September and October 1945, respectively. The B.P.C. staff returned to the islands in November 1945, and phosphate shipments recommenced in July 1946. Since November 1, 1947, Nauru has been administered as a United Nations Trust Territory and became the Republic of Nauru in 1968.

In so far as Ocean Island is concerned, the Banabans have lived on Rabi Island, 1000 miles away in the Fiji group since 1947, but they have never given up their claims to the ownership of Ocean Island. In October 1968 Britain rejected the plea for independence submitted by a Banaban delegation. Ocean Island is part of the Gilbert & Ellice Islands Colony, and is now occupied solely by B.P.C. employees and their families.

In 1948, a passenger/cargo steamer was purchased from the Carpenter group (Pacific Shipowners Ltd. Suva) and renamed TRIADIC. Built as the Landing Craft Maintenance and Depot Ship -- H.M.S. Dungeness, this vessel had been acquired by Carpenters in 1947, converted to a passenger/cargo ship accommodating about sixty passengers and renamed Levuka. She is still in the B.P.C. fleet but by 1967 the passenger accommodation had been reduced to 41.

The next ships to join the fleet, TRIASTER (2) in 1955 and TRI-ELLIS in 1958, were designed for the Commission's service. Similar in dimensions and appearance, TRIASTER accommodates 48 passengers as compared to 12 in TRI-ELLIS, while the latter has a larger deadweight tonnage than TRIASTER (13,950 as compared with 11,993). The entry into service of the TRIASTER, in 1955, coincided with the introduction of the present colour scheme of the fleet.

The B.P.C. had, since the end of 1948, managed the ISLANDER for the Christmas Island Phosphate Commission, so with the delivery of TRI-ELLIS in 1958, the Commission's fleet reached its peak in numbers, five ships owned and one managed. In 1960 the TRIONA and ISLANDER were sold to Hong Kong breakers. Four years later TRIENZA was sold to trading buyers in Hong Kong, being eventually sold for demolition in 1967.

The present fleet therefore comprises three ships - TRIADIC (2), TRIASTER (2) and TRI-ELLIS. Fifty years have now elapsed since the 'Nauru Agreement' was signed in London and with the recent independence of Nauru, the Commission's assets on that Island were sold to the Republic for \$21 million to be taken over by the newly created Nauru Phosphate Corporation. It is estimated that the Nauru reserves will last another 20/30 years.

The Ocean Island deposits are expected to be exhausted by about 1977 and with this limited life and the increasing size and economy of modern bulk carriers, it will be interesting to observe what the future holds in store for the British Phosphate Commissioners and their ships.

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FLEET LIST of THE BRITISH PHOSPHATE COMMISSIONERS

by N.J.Kirby and W.G.Volum.

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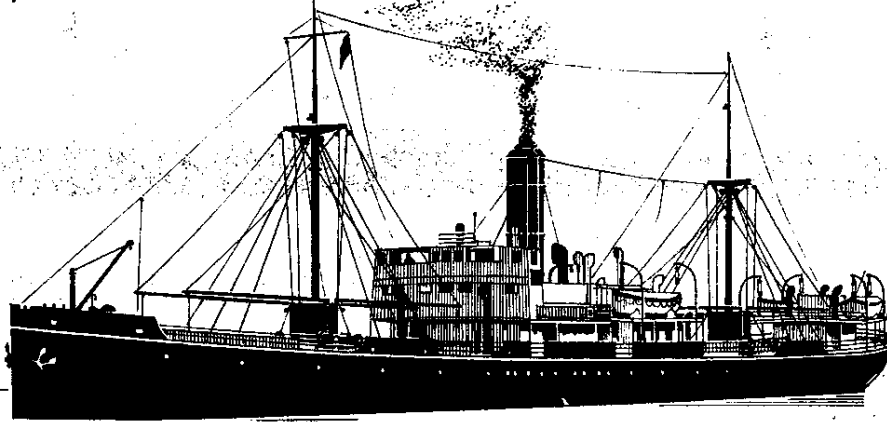
- Head office - Melbourne. Port of Registry for ships - London
- House flag - On a red field, a dark blue ball bisected horizontally by a broad white band on which are the letters BPC in black.
- Colours - (a) Prior to 1955 - funnel black, hull black with red boot-topping, superstructure white. For some years between 1945 and 1955, however, superstructures were stone coloured.
- (b) Since 1955 - funnel cream with light blue top, hull blue-grey with red boot-topping, superstructures white on outer surfaces and at main deck level and cream on inboard areas at higher levels.
- Services - Carriage of phosphatic rock from Nauru and Ocean Island and Christmas Island (Indian Ocean) to Australia and New Zealand. Accommodation provided for Commission officials and their families.
- Nomenclature - The prefix 'Tri' has been used for all except the first ship, and denotes the three governments participating in the Commission.
- 'Triona' - Ocean Island, Nauru.
- 'Triaster' - "Three Stars".
- 'Trienza' - England, New Zealand, Australia.
- 'Triadic' - adjective, from the noun "triad", meaning 'group of three'. It had been intended to name the first ship 'Triad' but as this name already existed on another ship, Triadic was used.
- 'Tri-Ellis' named for Sir Albert F. Ellis, discoverer of the deposits and for many years Commissioner representing N.Z. Government. This is the only ship in which the name is hyphenated.

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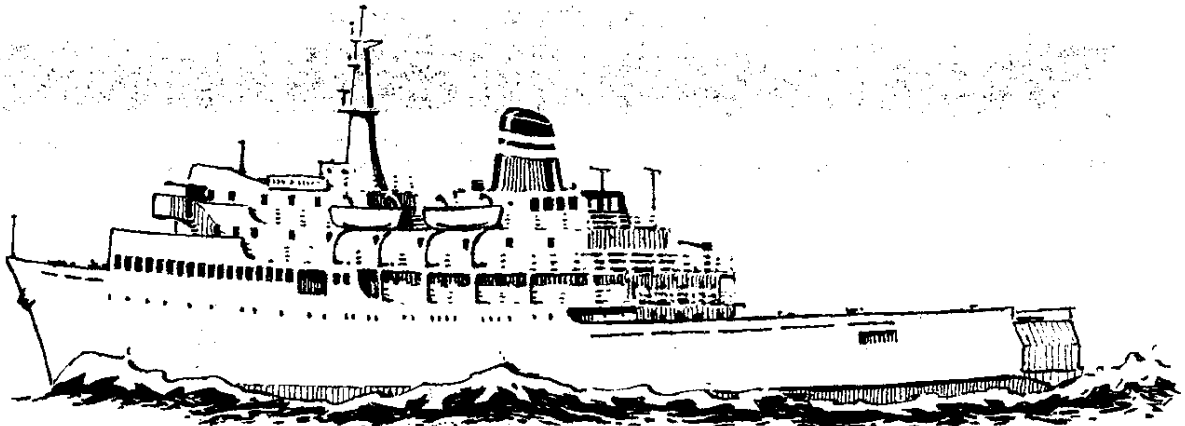
Vessels owned by B.P.C. - information shown under name is :-
Official number, gross tonnage, nett tonnage, period in fleet.

- NAURU CHIEF built 1921 by Nylends Vaerksted, Oslo : Engines 3
146565 cyl. triple exp. by builders : Dimensions 289.5 x
2934/2047 44.1 x 26.9 : Ordered by Thor Thoresen Jnr Lts,
1922-1936 A/S Kristiana. Ran trials' as NAURU CHIEF June 28,
1921.
Purchased by B.P.C. 1922, sold 1936 to Wm. Crosby
& Co. Pty. Ltd (name unchanged). Resold 1936 to
Borges Rederi A/S (Hans Borge, Mgr) Tonsberg, Norway
and renamed Rio Rimac, but renamed again 1936 by
same owners Wilford.
June 7, 1942 sunk by submarine (gunfire) 20.27N -
36.27E (off Portugese East Africa), whilst on
passage Mombassa to Lourenco Marques in ballast.
- TRIONA (1) built 3/1931 by Harland & Wolff Ltd. Glasgow ;
162559 engines 3 cyl. T/E by J.G.Kincaid & Co. Greenock ;
4413/2590 dimensions 389.5 x 54.1 x 24.5.
1931-1940 August 10, 1940 - chased by, and evaded, German
raider Orion (ex HAPAG Kurmark)
December 6, 1940 - attacked by German raiders Orion
and Komet (ex NDL Ems) mid-way between Solomon Isls
and Nauru - 5.12S - 165.39E. Shelled, ship stopped,
sunk by torpedo. Three crew killed by gunfire.
- TRIASTER (1) built 3/1935 by Lithgows Ltd. Port Glasgow : 4 stroke
163577 eight cyl oil engine by J.G.Kincaid & Co. Greenock.
6032/3564 423.2 x 58.2 x 25.7
1935-1940 December 8, 1940 - sunk by German raider Orion 30
miles from Nauru, 0.42S - 167.26E. Attacked by
shellfire, ship stopped and abandoned, boarded by
Germans and sunk by scuttling charges.
- TRIENZA 1 built 2/1938 by Lithgows Ltd. Port Glasgow. : 4 stroke
166363 eight cyl oil engine by J.G.Kincaid, Greenock.
6378/3502 442.3 x 60.0 x 25.0
1938-1964 1964 sold to Hwa Aun Co (Hong Kong) Ltd., (Chip Hwa
Shipping & Trading Co. Ltd. Mngrs) and renamed Lee Aun.
1967 sold to National Iron & Steel Mills Ltd., for
demolition at Singapore. Arrived August 27, 1967.
- TRIADIC (1) built 5/1938 by Lithgows, Port Glasgow : 4 stroke
166448 eight cyl. oil engine by Kincaid. 442.3 x 60.0 x 25.
6378/3500 December 8, 1940 - sunk by German raider Orion 7
1938-1940 miles from Nauru, 0.35S - 167.03E. Gunfire failed to
sink her and a torpedo, then finally a demolition
charge completed the destruction.
- TRIONA (2) built 2/1943 by Lithgows, Port Glasgow : 3 cyl T/E
168387 by Kincaid, Greenock. 447.8 x 56.3 x 34.3
7283/4025 Jan 11 1944 - torpedoed by sub, 300 miles south
1943-1960 of Ceylon. Reached Fremantle.
1960 - sold to Hong Kong shipbreakers, arriving
Hong Kong May 2, 1960.

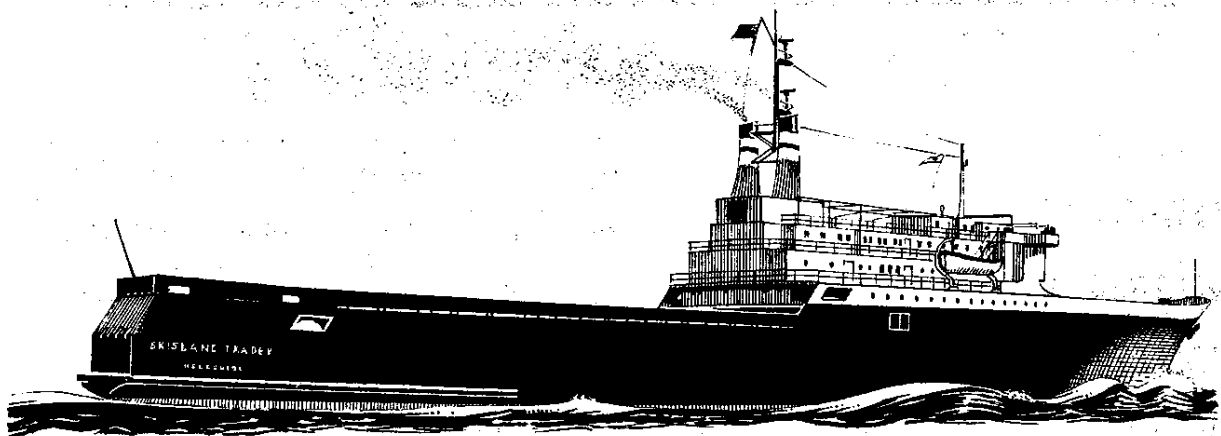
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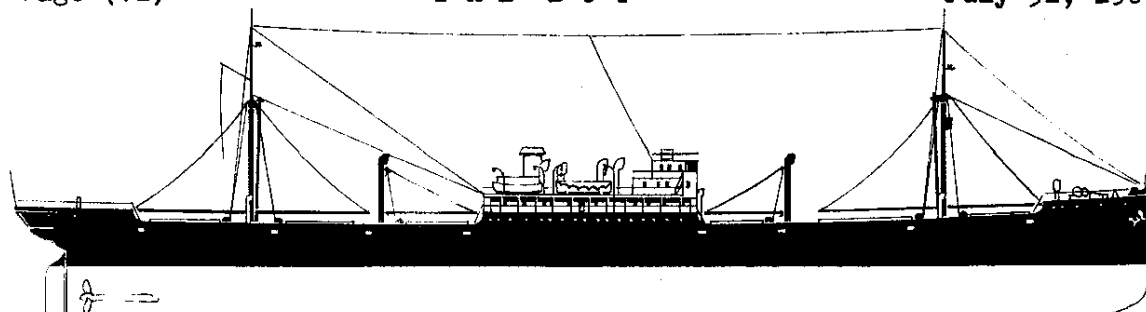
The British Phosphate Commissioners' first vessel was the steamer NAURU CHIEF, 2934 tons G., acquired in 1922, disposed of in 1936.



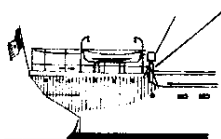
Consort for the PRINCESS: Terry Callen's impression of the new AUSTRALIAN TRADER, Newcastle-built ferry for the National Line



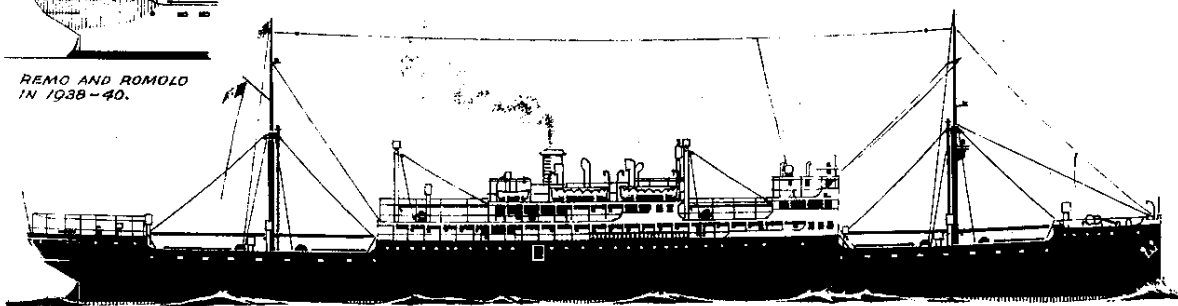
BRISBANE TRADER and SYDNEY TRADER will this year extend the Australian National Line's 'Searoad' cargo service northwards to Queensland ports



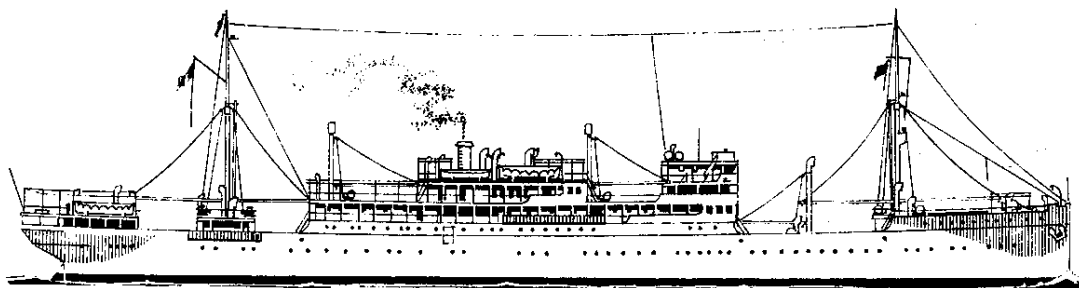
AS ORIGINALLY DESIGNED, REMO AND ROMOLO WERE TO HAVE BEEN CARGO MOTORSHIPS OF 11400 DW TONS WITH ACCOMMODATION FOR THREE PASSENGERS ONLY.



REMO AND ROMOLO
IN 1938-40.



AS COMPLETED IN 1926-1927, REMO AND ROMOLO HAD BEEN MODIFIED TO CARRY 66 FIRST-CLASS PASSENGERS. OVER 300 MIGRANT BERTHS WERE LATER TO BE ADDED ON A LOWER DECK.



THE SMALLER ESQUILINO AND VIMINALE SHOWN WHITE-PAINTED IN THEIR LAST YEARS ON THE AUSTRALIAN SERVICE WHEN THEY EACH ACCOMMODATED ABOUT 360 PASSENGERS.

<i>Port of Registry</i>	<i>Completion</i>	<i>Nominal Horsepower</i>	<i>Tonnage</i>	<i>Overall Length</i>	<i>Length, Breadth, Depth</i>	<i>Draught</i>
ESQUILINO TRIESTE	JUNE, 1925 CANTIERE SAN ROCCO SAN ROCCO, TRIESTE	984	8657 G 5355 N	467-9'	450-0' 57-2' 31-5'	27-25'
VIMINALE TRIESTE	OCTOBER, 1925 CANTIERE SAN ROCCO SAN ROCCO, TRIESTE	984	8657 G 5355 N	467-9'	450-0' 57-2' 31-5'	27-25'
ROMOLO TRIESTE	NOVEMBER, 1926 STABILIMENTO TECNICO TRIESTE	984	9780 G 6015 N	506-5'	484-7' 62-2' 31-5'	26-2'
REMO TRIESTE	JANUARY, 1927 STABILIMENTO TECNICO TRIESTE	984	9780 G 6015 N	506-5'	484-7' 62-2' 31-5'	26-2'

++++Written and illustrated by Mr.W.P.S.Nicolson...

The pre-war Italian motor-liners
ESQUILINO - VIMINALE - REMO - ROMOLO

Those who knew the Australian shipping scene during the 1930's will remember the un-lovely but unmistakable quartet which then maintained the Italian passenger link with this country. The appearance of these ships suffers in comparison with their more recent counterparts, the Australia's and the Galileo's, but it did conform with the quaint funnel-less fashion of the motorships of their day.

The four were completed as two pairs, superficially similar, for the Far East service of Lloyd Triestino. The latter pair, REMO and ROMOLO had, however, been designed as large (11,400DW tons) cargo vessels, and were modified on the stocks only after the success of the earlier pair in the passenger trade. All were built at the two Trieste yards of the Stabilimento Tecnico, ESQUILINO of 1925 being the first Italian built passenger and cargo motorship.

Identical machinery was originally ordered for all four ships, consisting of two 12 cylinder 4 -stroke B & W oil engines, each of 984 NHP driving two screw shafts. To offset the increased top-weight in the modified pair of ships and permit the four to operate a monthly service at a uniform though modest speed of 13½ knots, the engines of REMO and ROMOLO were supercharged.

During their Australian service, all the ships had their passenger accommodation increased to cope with the emigrant flow. To the 42 first class passengers in ESQUILINO and VIMINALE were at first added about 200 'third class', but they finally carried 60 first class and about 300 migrant passengers each. Similarly in REMO and ROMOLO, from the original 66 first class berths the accommodation was boosted to 70 first class and some 330 third class passengers. Externally, these changes were indicated by additional portholes and lifeboats. In the latter part of the thirties their hulls were painted white.

In 1930, Lloyd Sabaudo and the Navigazione Generale Italiana, subsidised by the Italian Government, jointly chartered the four ships from Lloyd Triestino to re-open an Australian service from Genoa via Suez, Aden and Colombo. These two companies with other interests in 1932 formed the Flotte Riunite Cosulich-Lloyd Sabaudo Navigazione Generale (the well know 'Italia'Line) and from that time until 1937 Italia colouring was adopted. In 1936, the Italian Government, already engaged in hostilities, 'rationalised' its merchant service, as a result of which Lloyd Triestino was allocated the Far East and Australasian areas. The four ships thus reverted to their original owners from 1937 until the service was finally interrupted by war in 1940.

The ROMOLO scuttled herself S.W. of Nauru in June 12, 1940 avoiding capture by H.M.A.S. Manoora. Two days previously, the REMO had been interned at Fremantle, and during the war was used by the Commonwealth, being ultimately returned to Lloyd Triestino who, after only two years, disposed of her to other Italian owners. She did not return to the Australian run.

++++ Concluding...

THE HOLLAND AUSTRALIA LINE

from: I.J. Farquhar.

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However since the early 1950's a whole new series of ships have been built. The speeds of the ships have also risen and the Holland Australia Line has always provided their ships with engines of considerable power and a surplus capacity over the normal service speed. The HEEMSKERK of 1949 although designed for a service speed of 16 knots reached 23 knots on trials. The experience of the C3 cargo ships with their large measurement capacity also appealed to Dutch owners and in 1953 the new AMERKSKERK was virtually identical to a C3 design but incorporated all the improvements made since the 1940's.

In 1960 the Company produced the 17½/18 knot 'S' class series of eight vessels and these were followed in 1964 by two 20 knot 'K' class. In the last two years they have produced four further vessels for the Australian trade and these 'W' class vessels represent the finest concept of cargo liner design.

Their service speed is 21 knots and they have triple hatches at Nos. 3, 4 and 5 holds. This design is to aid the handling of unitised and palletised cargoes and it is significant that when considerable talk about containers abounds, the Dutch and Scandinavian lines particularly, consider the unit load concept to be efficient and practicable. The 'W' class ships are quite able to handle containers however, and carry a number each voyage. Their speed enables them to do the run from Rotterdam to Melbourne in 28 days, compared to 36 days less than a decade ago.

A significant feature of the 'Kerk' ships is that invariably all the various classes built in the Netherlands since 1933 have been powered by Stork diesel engines. The growth of speed has been matched with improvements and design of marine engines, and it is interesting to note the brake horse power developed in service by the various classes over the years. These are AAGTEKERK 1933 (3950 b.h.p.), HEEMSKERK 1947 (6600 b.h.p.), OUTWIJKERK 1954 (7200 b.h.p.), STREEFKERK 1961 (10,600 b.h.p.), KOUDERKERK 1964 (14,200 b.h.p.) and WISSEKERK 1967 (17,000 b.h.p.).

The Holland Australia ships have always catered for specialist cargoes and another feature of the modern ships is the 120 ton heavy lift derrick. There are also special low temperature lockers for frozen cargoes and since 1963 the line has promoted the use of plastic coated or stainless steel lined portable tanks for bulk liquids of all kinds. This is in addition to the normal deep tank compartments within the ship.

The latest class of 'W' cargo liners cost some £3,000,000 Stg., each so the Company's investment in the Australian trade is considerable - nonetheless the Holland Australia Line is not ignoring the containership and during 1968 they ordered a containership which will be run in conjunction with similar ships building for Hamburg America Line and North German Lloyd.

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Continuing and concluding the fleet list of 'Kerk' ships. The left column shows the 'Kerk' name, year of build, gross tonnage and the period in the H. A. L. fleet.

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<u>GRIJPSKERK</u> 1945/7639 1947-47	ex <u>Haverford Victory</u> , U.S.W.S.A. (J.H. Winchester & Co Mngrs.) 1945-47. Became <u>MELiskerk</u> (V.N.S.) 1947-64: <u>Persian Cambyses II</u> (Marcierta Cia Nav.S.A.Greece) 1964 - .
<u>RIDDEKERK</u> 1938/8150 1947-62	ex <u>Hohenfels</u> , 38-41, Hansa Line, Bremen. ex <u>Empire Kamal</u> (41-44), P & O S.N.Co.Mnrgs): ex <u>Van Ruysdael</u> (44-47), Netherlands S & T Co, Managers 44-46, Royal Netherlands S.C.Mnrgs 46-47: Sold to Hong Kong ship breakers and arrived there August 27, 1962.
<u>MEERKERK</u> 1945/7636 1947-65	ex <u>Central Falls Victory</u> (45-47), U.S.W.S.A. -United Fruit Co.Managers 45-46, American Mail Line, Managers 46-47. Became <u>Keelung Victory</u> , China Union Lines Ltd, Keelung, 1965 - .
<u>MARIEKERK</u> 1945/7638 1947-66	ex <u>Claymont Victory</u> (45-47), U.S.W.S.A. - Eastern S.S. Co.Managers 45-47. Became <u>Kavo Longos</u> , Kavo Cia Nav. S.A. Liberia, 1966 - .
<u>MULDERKERK</u> 1945/7605 1947-65	ex <u>Waterbury Victory</u> (45-47), U.S.W.S.A. -North Atlantic & Gulf S.S.Co.Mnrgs, 45-47. Became <u>Angelia</u> , Concord Nav. Corp.Liberia, 1965-68: <u>Angelia</u> , E-Hsiang Steamship Co., Taiwan, 1968 - .
<u>MOLENKERK</u> 1945/7651 1947-63	ex <u>Rensselaer Victory</u> (45-47), U.S.W.S.A. - Matson Line Mnrgs. Became <u>Hwa Lee</u> , Waywiser Nav.Corpt.Keelung, 63-65: <u>Harriot Victory</u> , Waywiser Nav.Corp.Keelung.1965.
<u>AAGTEKERK</u> 1943/8149 1947-67	Laid down as <u>Mormacgulf</u> 1943 - Moore McCormack Lines, but completed as <u>Chaser</u> 43-47, escort carrier of U.S.N. (B.A.V.G. 10). Became <u>E Yung</u> , Chinese Maritime Trust Ltd., Taiwan, 1967 - .
<u>ANNENKERK</u> 1947/8052 1947-	still in fleet.
<u>RANDKERK</u> 1920/5652 1947-50	ex <u>Staur</u> (20-21), ex <u>Landfontein</u> (21-32), Hollandi South Africa Line, Amsterdam 1921-32, V.N.S.M. 32-47. Broken up at Henrik Ido Ambacht 1950.
<u>ALMKERK</u> 1943/8143 1948-68	ex <u>Keeweenaw</u> 1943. U.S.N.(B.C.V.E. 44) : <u>Patroller</u> 1943-48, Royal Navy under Lend Lease (D.07): Became <u>Pacific Alliance</u> , Thai Hwa Nav.Corp.Panama, 1968.
<u>ARENSKERK</u> 1948/8062	: 1948 - in fleet.
<u>HEFMSKERK</u> 1949/6293	: 1949 - in fleet. Laid down as <u>Aagtekerk</u> .
<u>HOOGKERK</u> 1949/6291	: 1949 - in fleet. Laid down as <u>Almkerk</u> .
<u>LEMSTERKERK</u> 1943/7230 1950-62	ex <u>Horace Williams</u> (43-47) U.S.W.S.A., Prudential S.S. Mgrs ex <u>Erasmus</u> (47), Netherlands Govt., V.N.S. Mnrgs* Became <u>Kypros</u> , Troditis Compania Nav. Lebanon, 62-65: <u>Stalo</u> , Troditis Compania Nav.S.A.Lebanon. 1965 - . * <u>Lemsterkerk</u> (47-50) Netherlands Govt.(V.N.S. Mnrgs.)

July 31, 1969

- LEOPOLDSKERK ex George P. McKay (43-47), U.S.W.S.A., Alaska S.S.Co
1943/7257 Mgrs. ex Hemony (47), Netherlands Govt, V.N.S. Mgrs.
1950-62 Leopoldskerk (47-50), Netherlands Govt. V.N.S. :
Became Atticos, Concordia Shipping Corp., Lebanon.
1962 -.
- LEUVEKERK ex Franklin McVeagh (43-47), U.S.W.S.A., Alaska S.S.Co.
1943/7216 Mgrs. ex Hugo de Vries (47), Netherlands Govt.,
1950-61 V.N.S. Mgrs. Leuvekerk (47-50), Netherlands Govt.
V.N.S. Managers. : Became Mitsa, Jupiter Shipping
Corp. Greece, 1961-64 : Athanassios K, Marmina Cia Nav
S.A. Greece, 1964-67 : Broken up by Chinese mainland
breakers 1967.
- LIEVE VROUWEKERK ex Iufus E. Foster (44-46), U.S.W.S.A., Mississ-
1944/7254 ippi Shipping Co. Mgrs. ex Leeghwater (46-47)
1950-60 Netherlands Govt, V.N.S. Mgrs. Lieve Vrouwekerk
(47-50), Netherlands Govt. : Following grounding
damage Jan. 20, 1960 on Vlieland Island on passage
Hamburg to Antwerp, sold to Clayton & Davie Ltd, Tyne for
breaking up and arrived Tyneside April 18, 1960.
- LOENERKERK ex Eugene E. O'Donnell (43-47), U.S.W.S.A., Eastern S.S.
1943/7253 Mgrs. ex Spinoza (47), Netherlands Govt. V.N.S. Mgrs.
1950-61 Loenerkerk (47-50), Netherlands Govt. : Became Marika
Akiramar Cia. Nav. Lebanon 1961-67 : Marika, Cape Greco
Shipping Co. Cyprus, 1967 -.
- LUTERKERK ex Washington Allston (44-46), U.S.W.S.A., Eastern Gas &
1944/7254 Fuel Associates, Mgrs. ex Thorbecke (46-47), Netherlands
1950-62 Govt. V.N.S. Mgrs. Lutterkerk (47-50) Netherlands Govt. :
Became Maria Despina, Cia de Nav. Michaels Line, Lebanon,
later under Misisapo Nav. S.A. Lebanon. 1962-66: Grounded
March 19, 1966 and subsequently broke in two off Alexandr-
ia on passage Shanghai to Alexandria.
- LAURENSKERK ex David Wilmot (43-46), U.S.W.S.A., U.S. Navigation Co.,
1943/7241 Mgrs 43-46. Dichmann, Wright & Pugh, 1947. ex Anthonie
1951-60 Leeuwenhoek (46-47), Netherlands Govt. V.N.S. Mgrs.
Laurenskerk (47-50) Netherlands Govt. V.N.S. (47-50),
Van Nievelt, Goudriann & Co. Rotterdam (50-51). :
Became Grosvenor Trader, Grosvenor Shipping Co. London.
1960-66 : Gloria, Progress Marine Enterprises Ltd.,
Cyprus, 1966-68 : Broken up 1968.
- LEKKENKERK ex S. Hall Young (43-46) U.S.W.S.A., American Hawaiian S.
1943/7217 S.Co. Mgrs. ex Bredero (46-47), Netherlands Govt. V.N.S.
1951-62 Lekkerkerk (47-51) Netherlands Govt. V.N.S. (47-50),
Netherlands Steamship Co. Amsterdam. Mgrs (50-51). :
Became Maria Santa, Cia de Nav. Michaels Line, Greece, 62-
later Mardiestra Cia Nav. Greece. Sold Taiwan breakers
and arrived Kaohsiung June 25, 1967.
- LINDEKERK ex Andrew T. Huntington (43-46), U.S.W.S.A., American Pres.
1943/7234 Lines. Mgrs. ex Lorentz (46-47), Netherlands Govt, V.N.S.
1951-61 Lindekerk (47-51) Netherlands Govt. V.N.S. (47-50), Nether-
lands S.Co (50-51) : Became Maritsa, Maritsa Cia. Nav. Leb'on,
61-66 : Efdromos, Cia de Nav. para Viajes Mondiale. Greece 66.

++++PHOTO OFFER... OFFER No 4L

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Orders - to I.G.B.Lovie, 134 Mairangi Road, WELLINGTON 1. N.Z., together with remittance.

Closing date - August 31, 1969.

Abbreviations - s = stern quarter view, d = Daido colours, n = Nitto colours.

Note - When ordering, please indicate year of build as shown, especially where there are more than one vessel of the same name.

Ellerman Lines:

City of Auckland	58	City of Birkenhead	50	City of Brisbane	51
City of Bristol s	45	City of Canberra	27	City of Canberra	66
City of Carlisle	46	City of Cape Town	37	City of Cape Town	59
City of Dieppe	29	City of Edinburgh	38	City of Harvard	07
City of Johannesburg	47	City of Karachi	51	City of Manchester	50
City of Melbourne	59	City of Newport s	43	City of Ottawa	50
City of Pretoria s	47	City of Rochester	43	City of Sydney	60
City of Wellington	56	City of Winchester	52	City of Windsor	23

Lauritzen. J.D.:

Argentinean Reefer	45	Belgian Reefer	58	Chilean Reefer	59
Ecuadorian Reefer	62	Jetta Dan (tanker)	62	Magga Dan	56

Japan Line:

Daiwa Maru	62	Japan Kauri	67	Japan Kowhai	68
Japan Rimu	66	Japan Totara	67	Japan Walnut	67
Hidaka Maru	62	Koten Maru	54	Kokoh Maru d	52
Kowa Maru	53	Kyokuei Maru	53	Nichigo Maru	67
Richmond Maru	62	Showa Maru n	53	Tenwa Maru	52
Toei Maru	52	Tokuwa Maru	58	Towa Maru	59

Northern Steamship Co.:

Awanui	62	Hotunui	49	Maranui	53
Onehunga	48	Poranui	56	Tawanui	59

Mobil Oil Group:

Mobil Acme	60	Mobil Aero	59	Mobil Brilliant	63
Mobil Comet	50	Mobil Japan	65	Mobil Oil	59

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++++ N.A.A. SUBSCRIPTION RENEWAL

The subscription of some readers expired on June 30 last, thus renewal is now overdue and it is recommended that EARLY attention be given to this matter as -

THIS MIGHT BE YOUR LAST COPY

unfinancial members will be deleted from the mailing list.

The subscription rate for Australia and New Zealand is \$1-50 for six issues, and for readers elsewhere \$2-00 (Aust.Currency). Unless it is your custom to make payment through other avenues, REMITTANCE should be made to - W.G.Volum, 132 Noble Street, Geelong Victoria. 3220.

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++++ CORRESPONDENCE:-

In reply to the queries raised by Mr. Fox, we have received interesting information from Mr. D. Omay of Hobart, and this will appear in a subsequent issue of THE LOG.

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Mr. A. L. Arbon of S.A. has enquired regarding the last year of MOONTA on the coast and the following information is supplied in reply:-
'MOONTA was laid up in February 1955 and in June 1955 was chartered by Tasmanian Steamers Pty. Ltd., to replace Taroona whilst this vessel underwent survey. After completing this work on the Bass Strait run, MOONTA was sold and delivered at Melbourne on December 21, 1955 to Companie Naviera del Atlantico S.A. Renamed Lydia under the Greek Flag, she sailed for Jeddah via Port Adelaide on Dec. 24.

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Mr. C. E. Jones of Victoria writes:- "The GAYUNDAH and PALUMA could not possibly have worked a boom on the foremast as it would have constantly fouled by the bridge and conning tower, the ventilators and the boats. Also it is quite definite that all the 1½" Nordenfeldts were mounted on the fore-castle, and not with one pair in the stern where they would obstruct the arc of fire of the 6" gun. It is hardly fair to include the Protector in the write up, while forgetting the Albert which was an identical sister of PALUMA, and the Victoria a slightly larger gunboat.

On one point your readers might be able to help me, and that is with the rig of the GAYUNDAH. There is a photo showing her with a fighting top and no fore-topmast, soon after her first arrival in 1885. Was this a permanent arrangement, and if so, for how long - or was she only so equipped for warlike manoeuvres in the river?. There is another photo from 1891 showing her drying her two square sails. At what date was her sailing rig finally discarded?. Photographs of PALUMA seem only to date from the 1891-1893 period - did she discard her square yards on conversion to survey or at some later date? "

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Mr. R. J. McDougall of N.S.W. writes:- " 'Castle' class steel trawler Awatere, built at Wellington in 1943 and Pahau, built at Port Chalmers in 1944 (134' x 23'6" x 13'6" - 283 tons gross) both vessels ex Royal N.Z. Navy, were sold to the Commonwealth of Australia in 1946 and to Arthur A. Murrell of Sydney about 1949. They were in Lloyds 1949/50 but not after this and not on any British Registers as at 31.12.52. Can any reader indicate what became of these two ships, which were similar to the Red Funnel Trawlers Pty. Ltd.'s (Sydney) vessels Maldanna, Matong, Moona and Mulloka. It is thought they may have been sailed to China for the United Nations Relief & Rehabilitation Authority (UNRRA) as was the trawler Tawhai from Auckland in 1947, but this is only a possibility. "

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From Mr. I. J. Farquhar in reply to queries in March issue:-

VATERLAND - was launched August 24, 1940 and was to be a turbo electric 25 knots ship. Building ceased early in 1940 and the berth was needed so she was launched and the hull used for storage. She was bombed on July 25, 1943 and after several direct hits, caught fire and burnt out. In 1948 the wreck was scrapped. As far as tonnage goes - some sources say between 36/37,000 and even as high as 41,000 tons gross.

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Also from Mr. Farquhar - Reference Page 46, March 1969 - E & A Line. "The SUN FOO (two words) built 1871- 1450 tons - was owned by the Eastern & Australian Mail Steam Co.Ltd., 1873-74. This company was the forerunner of the Eastern & Australian Steamship Co.Ltd, and was formed in May 1873 and wound up in 1880 when the present name was adopted in a company registered in August 1880. The SUN FOO commenced the E & A service at the end of 1873 and the following chartered ships, in order of employment, were used until the ships built to the order of the Company were completed and entered service late in 1874.

FLINTSHIRE (4 round voyages) built 1872, 1558 tons, owners D.J.Jenkins & Co.London.

TOM MORTON (3 round voyages) built 1872, 1400 tons, owners H.Morton,Leith.(This name is sometimes incorrectly spelt Moreton)

BENTAN (1 round voyage) built 1872, 530 tons, owners-Jas. Guthrie, JEDDAH (2 round voyages) built 1872, 1541 tons, owners -Jas Guthrie. Jas.Guthrie was a founder and Trustee of the original E & A Compnay.

LEGISLATOR (2 round voyages) built 1872, 2126 tons, owners T & J Harrison, Liverpool.

ALEXANDRA (1 round voyage) built 1863, 539 tons, owners - Australasian S.N.Co.Sydney.

The SUN FOO was wrecked on Reef Rock, 27 miles S.S.W. from Hong Kong on March 10, 1874.

FLINTSHIRE went aground on Ledge Rock, 5 miles south of Cape Cleveland out of Townsville on June 22, 1874 but was refloated on 24th and beached at Magnetic Island, where temporary repairs were effected. She later went onto Mort's Dock, Sydney for permanent repairs.

JEDDAH caught fire between Sydney and Melbourne in August 1874 and she had to put into Twofold Bay where she was scuttled to a depth of 25 feet before the fire was extinguished. She went onto Melbourne a few days later for repairs.

When the E & A vessels - Somerset, Normanby, Brisbane, Singapore, Bowen and Queensland commenced service between 1874 and 1876, no further chartered ships were employed by the Company until the Chinese 'invasion' of the Palmer goldfields in Queensland in 1877.

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++++ World Ship Society notes...

N.S.W.Branch: At the meeting in May, a quiz was held based on the drawings by Mr.Peter Nicolson, photographed by Mr.W.Freeman. It was - as usual - won by Manly ferry master - Ron Hart.

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Hobart Branch:The meeting held in June featured four films loaned by courtesy of the B.P.Company.(British Petroleum).

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Burnie Branch:June meeting was varied with a quiz and two films, also a talk on past experiences in film making by Mr.Ian Jacobs.

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Queensland Branch: An interesting talk was given on the history of the Sea Cadets in Australia when the Branch attended T.S.'Paluma' as guests of the Commanding Officer in May.

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++++ Reprint of UNION FLEET...

This excellent booklet ,prepared by Mr.I.J.Farquhar of Dunedin and produced by the New Zealand Ship & Maine Society, Wellington, has been reprinted as the first batch printed last year has been exhausted. It will be recalled that this 56 page booklet comprises a list of ships owned by the Union Steam Ship Co.,of N.Z.Ltd., since its inception in 1875, together with a list of some of the significant dates and events in the history of the Line.

This publication may be ordered through Mr.W.G.Volum, 132 Noble Street, Geelong. Vict. 3220 and the cost is ONE DOLLAR. Remittance should be made with order.

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++++ MARITIME MISCELLANY...

Closing date for items to be included in the next issue - SEPT. 11.

In compiling this section the Editor expresses particular thanks to Meesrs: S.E.Welch & J.Burne (NSW), S.Kentwell (ACT), W.T.Foote(Qld) H.Dick (Vict.) and N.J.Kirby (NZ).

COASTAL and SOUTH PACIFIC:

Ref.P.70 - CLUTHA OCEANIC was launched at Whyalla on June 17 for Clutha Development Pty.Ltd.

'Ingram Derrick Barge No 7' was launched for Ingram Construction by Evans Deakin & Co., on May 31 and left for Bass Strait in tow of the tug FREDERIC B INGRAM on July 5. Further tonnage for Ingrams includes a crewboat CAROL INGRAM launched at Port Adelaide on June 12 and a 240 ft flat deck cargo barge to be constructed by Evans Deakin.

Oil rig supply ship SAN PEDRO CAPE was launched by Carrington Slipway Newcastle in May and will shortly be followed by a similar ship SAN PEDRO SOUND.

Offshore supply ship SMIT LLOYD 34 (800 tons) was launched at Port Adelaide on June 12.

Bucket dredger VICTORIA (500 tons - 150' x 33') is under construction at the State Dockyard, Newcastle for Australian Dredging & General Works P.L.,Melbourne.

Pilot boat (51' x 15'4") for Botany Bay, was named ENDEAVOUR on June 5. Built by the M.S.B. she is similar to the port Kembla vessel TOM THUMB.

MAHENO (4509/69) arrived Auckland at the end of her delivery voyage on May 20 and at Sydney,after her first Trans Tasman crossing on June 3.

A replacement for WAHINE has been ordered for construction by Swan Hunter Shipbuilders Ltd,Tyne, and is to be named RANGATIRA. Delivery is expected at the end of 1971.

+ AUSTRALIAN TRADER entered the Bass Strait service at the end of June after trials off the N.S.W.coast earlier in the month.

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MANOORA is to be delivered to owners at Whyalla about August 8 and following drydocking at Brisbane will enter the A.S.P. Brisbane/Fremantle containership service.

+ KOORINGA arrived back from Japan, following modifications, on June 4 and was the first cellular containership to enter the Port of Brisbane.

CARBIR owned by Garbir Fishing Co.P.L. completed conversion to a fishery craft early in May. She was built for the R.A.N. in 1946 as a motor refrigerated lighter by Johnson's Foundry at Melbourne.

+ Ref.P.49 - The renaming of KAROON has caused some confusion, but according to Lloyds she became ELISA MILLER in 1968 and LISA MILLER in 1969, owned by Miller S.S.Co (Pty)Ltd., and registered Sydney.

Ref.P.71 - SEA HARVESTER II has been renamed JAMES COOK by NZ Govt.

Ref.P.50 - NEW ENDEAVOUR (135/1919) has been sold by New Endeavour Cruises Pty.Ltd (receiver appointed) to Fauna Productions Pty.Ltd., for use in a T.V.series involving the Barrier Reef.

*EUGOWRA (584/1948) has been sold by A.N.L. to Pacific Island S.Co., Port Moresby, was delivered at Sydney June 4 and sailed June 11.

*DAYLESFORD (2439/46) has been sold by A.N.L. to Fungshing Nav.Co. S.A. of Hong Kong, was delivered at Sydney May 20 and sailed as ASIA STAR on May 23.

*The veteran AYRFIELD (1140/1911) completed her 58 years trading career with arrival Sydney on April 19, and has been sold to Goldfields Metal Traders for demolition at Sydney, together with BRANXTON (2675/29). It is reported that initially it was intended to tow the ships to Taiwan for breaking up.

Demolition of the dredger KAIONE (830/1918) commenced at Brisbane early in July. Originally built for the Wanganui Harbour Board, she was purchased in 1945 by Queensland Cement & Lime Co and later passed to William Collins & Sons.

RATANUI (515/46) sold by Burns Philp (South Seas)Co.Ltd., to Capt. Athol Rusden of N.Z., was subsequently chartered to Geo.Wimpey & Co., for oil survey work. Refer mishaps.

IRON ENDEAVOUR, IRON HUNTER, IRON CLIPPER and IRON DAMPIER are all on overseas voyages.

Keeping Track - DANDENONG (2350/46) now Sha Chau(2416) :
BASS POINT (661/44) now Dong Hai of Saigon : DUBBO (2333/47) now Lord KL (2425) of Litonjua S.Co.Inc. Manila: KAITANGATA (2485/48) now Karana II of Maritime (Liberia)Inc. BP EXPLORER (11137/62) has reverted to the name British Cygnet.

TUG notes:-

+ SYDNEY COVE (245/56) and CARLOCK (326/29), each towing 200 ton dredges (Nos 11 & 13) left Brisbane April 30 and on May 4 dredge 11 in tow of SYDNEY COVE, capsized - thereafter the tug and dredge returned to Moreton Bay. Meantime CARLOCK experienced difficulty with dredge 13 and sheltered at Coffs Harbour before going onto Melbourne.

American Government of Samoa is having two 55 ft tugs built by Whangarei E & C Co.Ltd. N.Z.

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** T H E L O G **

- 97 -

FOREMOST (244/26) has been laid up at Port Adelaide pending disposal.

CARLOCK left Brisbane June 28 for Westport(NZ) with a 90' barge in tow. After the barge is fitted with a crane, CARLOCK will take it from Westport to Samoa.

Two 115' tugs were launched at Port Adelaide, the YULE on May 1 and TURNER on May 30. They are jointly owned by The Adelaide Steamship Co and Swan River Shipping Co., and will be based at Port Hedland.

Ref.P.72 - The tug for the Portland Harbour Trust is to be named TARRAGAL and will be launched during July.

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OVERSEAS:

HAKOZAKI MARU - NYK containership for the Japan/Australia trade was launched on June 17 and is expected in Australia in November. She will later be joined by the Mitsui-OSK ship AUSTRALIA MARU.

AUSTRALIAN ENTERPRISE is scheduled to leave Japan and inaugurate the Eastern Searoad Service on August 28. She will soon be joined by the Kawasaki AUSTRALIAN SEARoader and in June 1970 by the Flinders Shipping Co., vessel MATTHEW FLINDERS.

AUSTRALIAN ENDEAVOUR (ex ACT 3) is scheduled to leave Europe on August 16 and arrive Sydney via Fremantle on Sept.12. In August two further OCL ships will arrive - FLINDERS BAY and DISCOVERY BAY.

The fate of QUEEN ELIZABETH, which has been moored at Port Everglades Florida since December, appears to be uncertain.

GOTHIC (15911/48) which was damaged by fire off the N.Z.coast in August 1968, is making her last commercial voyage for Shaw Savill and then goes to Taiwan for demolition. Her sister CERAMIC (15067/48) is also visiting Australian ports for the first time in many years.

FAIRSEA (13300/41) has been sold for breaking up, following the fire that disabled the vessel in January.

* EASTERN QUEEN (8644/50) is now jointly owned by Indo China S.N. and Dominion Navigation. Furthermore EASTERN STAR (6523/51) and EASTERN MOON (5333/47) have been withdrawn from the service to Australia and replaced by EASTERN RANGER (4408/62) and EASTERN ROVER (4408/61).

The B.I.S.N. vessel CHANDA (6921/44) is reported as sold to Hong Kong owners for further trading.

Ref.P.73 - Further information on the Orient Overseas Line - C.Y.Tung group - indicates that CHANGSHA will not join the fleet of round the world passenger vessels but will either be sold for demolition or to Singapore owners. The proposed ORIENTAL CARNIVAL will probably be the Rangitoto (21809/49) which arrived in N.Z. on her last outward voyage on May 15. It is also stated that ARAMAC was inspected at Hong Kong but her fate is undecided. Finally ORIENTAL AMIGA has emerged as the former Diemeryk (11195/1950) and is now owned by Oriental Africa Line, under her new name.

+ + + + +

ACCIDENTS and MISHAPS:

WAHINE - The storm on May 8 (refer page 74) caused 200 feet of the stern section to break off and it moved seventy feet away from its previous position. In addition this section broke in two parts and D and E decks have separated from the lower section. The bow section, about half the original ship, may still be refloated for scuttling in Cook Strait, however the after part will be cut up where it is.

WELLINGTON EXPORTER was drydocked at Brisbane in May for hull repairs . It is believed she sustained some damage through striking a reef.

+ MUNDOORA (4116/60) caused damage to a jetty and went aground in the entrance to D'entrecasteaux Channel on May 14, when bound Hobart to Thevenard.

WORLD FUJI (10650/64) on voyage Mount Maunganui to Japan, was disabled by an engineroom fire on May 14 when 60 miles N.E. of Whangarei (NZ). Towed into Auckland on May 27 she spent a week undergoing temporary repairs.

~~W~~ KWANGSI (5957/60) on voyage Wellington to Kobe, grounded on a reef off Keelung in May and sustained substantial bottom damage.

SEA BEAUTY grounded near N.W.Cape (WA) on June 5 after loosing her rudder. She was eventually refloated by the Singapore tug Hudson on June 26.

+ LAURENTIC (7964/65) suffered an engine breakdown on June 10 whilst on voyage Wellington to Lyttelton. Later on June 28 she suffered fire damage at Auckland.

RYOSHOYI MARU (193 tons -trawler) grounded in Broken Bay on June 11 but refloated and continued to Sydney.

+ BARWON (4268/39) on passage Thevenard to Port Kembla, put into Melbourne on June 27 with engine trouble.

The sixty ft. New Zealand landing barge SILVER FERN sank 110 miles N.E. of Rockhampton on June 28 shortly after her crew had been taken off by the Carpentaria.

JACQUES DEL MAR arrived at Port Moresby on June 29 with a substantial list after her cargo had shifted on the voyage from Brisbane.

+ AUSTRALIAN PROGRESS (10186/60) on voyage Kurnell to Hobart encountered bad weather which caused water to enter the CO₂ room. Resultant gases and corrosive liquid entered the accommodation and although she arrived Hobart on June 30, she was delayed ten days effecting repairs.

Ref.P.-96. NATANUI (515/46) was holed near King Island (Bass Strt) and anchored in a disabled condition off Apollo Bay (Vict) on June 30. She was then towed to Melbourne by Toorong.

+ SEAWAY QUEEN was delayed at Melbourne for two weeks in June undergoing engine repairs.

CENTIPEDE (138/1913) a Brisbane River gravel barge - sustained substantial fire damage on July 11, whilst undergping refit.

GREY FUNNEL SECTION:

* MELBOURNE collided with and cut in half the USN destroyer Frank E Evans on June 3 during exercises in the South China Sea. The carrier sustained damage to her bow and the forward section of the destroyer sank. MELBOURNE arrived at Singapore on June 6 for temporary repairs and the after section of the destroyer was towed to Subic Bay. It is reported that this section will be scuttled in due course. Meantime MELBOURNE arrived back in Sydney on July 9 and will be out of commission until September while new bow plating is fitted.

* ARDENT sustained substantial damage early in April when a fire broke out onboard. She was at Westernport at the time but in May went to Sydney for repairs.

DIAMANTINA and KIMPLA have the letters GOR (Geophysical Research) on their hulls.

The destroyer TOBROK is to be disposed of by tender.

VENDETTA is completing refit at Sydney, whilst HOBART will shortly undergo trials following the installation of 'Ikara' equipment. In September VAMPIRE will be in commission for refit.

- SNIFE is being converted from a minesweeper to a 'minehunter' similar to Curlew.

* BRISLANE rendered assistance to the merchantship Sincere on fire 400 miles N.E. of Singapore.

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COMPANY & GENERAL NEWS:

The W.A. State Shipping Service lost \$3,179,217 for the year ending December 31, 1968. This was \$806,652 more than the previous year.

The three Scandinavian lines - Wilh Wilhelmsen, Transatlantic S.S. and East Asiatic Co - are to establish a joint company to coordinate their operations. The new concern will come into being on July 1, 1970.

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+++ The three...

AGES' of SMITHS

Over a period of 80 years there has been a steamer named AGE trading on the coast for 76 of these years. All have had a tall white funnel with black top, and all were owned by the organisation best known as Howard Smith's or just plain Smith's.

The first AGE of 2284 tons (o/n 88959) was completed by E. Withy & Co., West Hartlepool in 1888 and arrived at her homeport - Melbourne - on March 3, 1888. Like most vessels of her time she was involved in various incidents and on three occasions was disabled with a broken tailshaft. The first time was on July 19, 1898 when leaving Sydney, the next in October 1890 off Flinders Island (Bass Strait) from whence she was towed in by the tug Eagle, and the third time on January 29, 1900 off Green Cape. This time

