

THE LOG

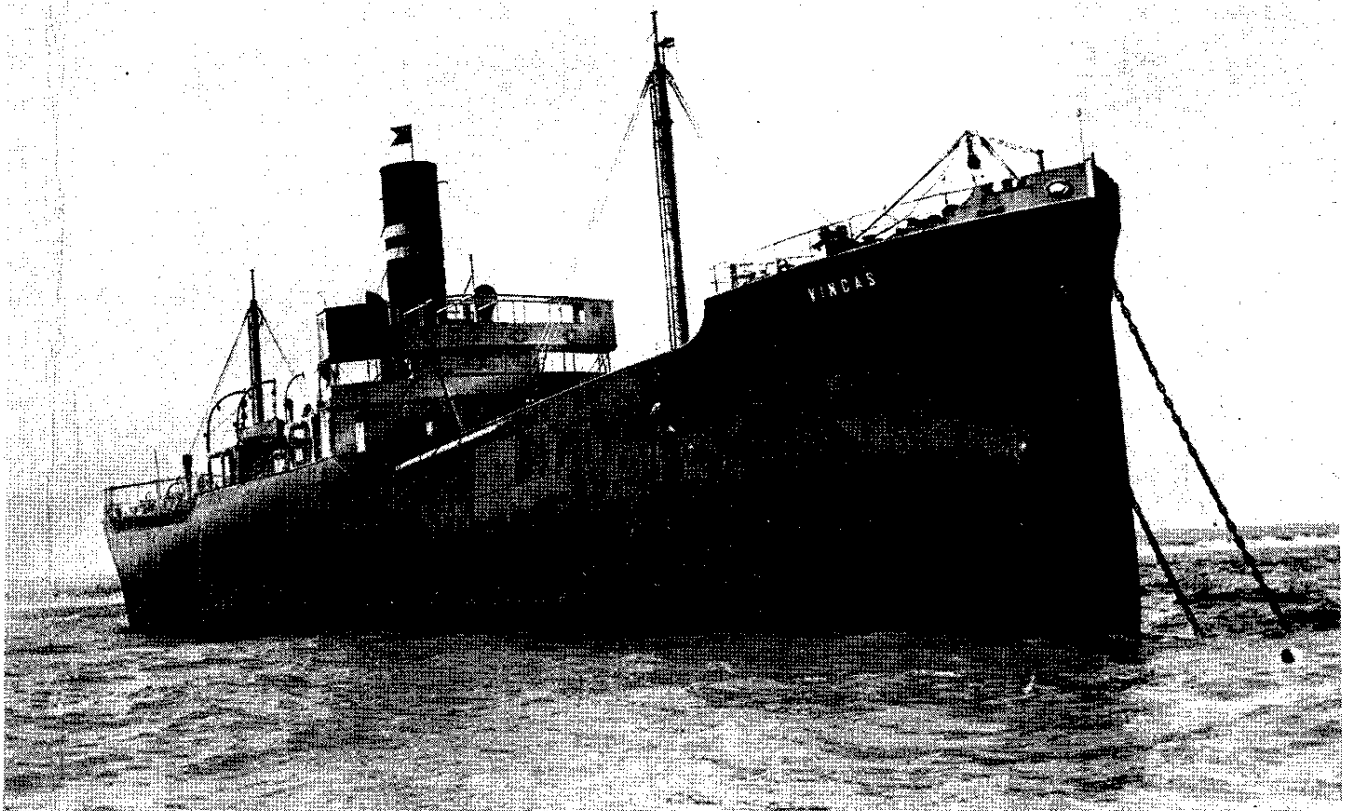


QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.

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VINCAS

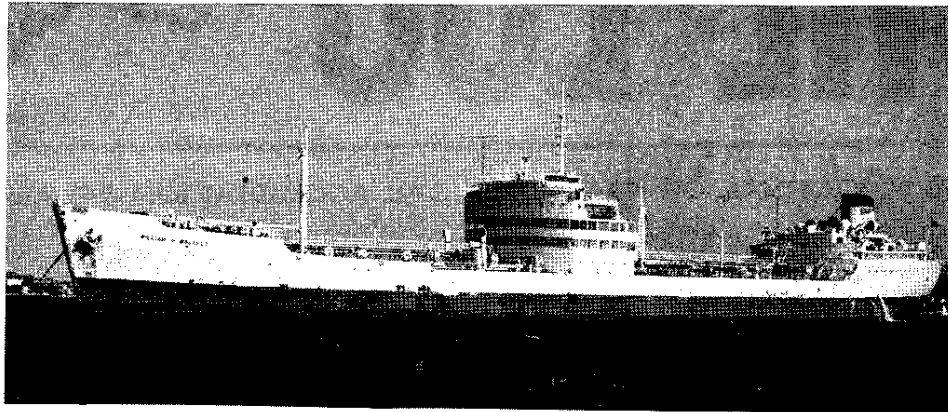
Anchored off Lakes Entrance, Victoria.

See Ampol article in this issue.

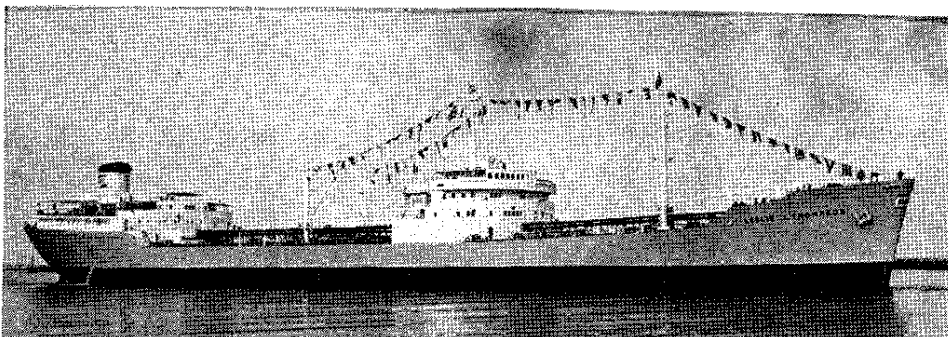
(Photo: P.J. Williams Collection)

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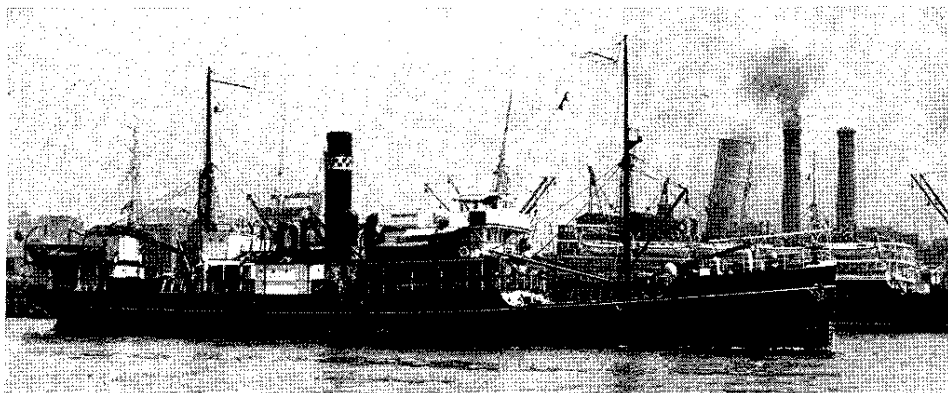
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"William G. Walkley". Ampol. (J.Y.Freeman)



"Leslie J. Thompson". Ampol. (J.Y.Freeman)



"Makambo". Burns Philp

"The Log" is printed and published on the first Saturday of every third month for the Nautical Association of Australia Inc., By T.S. Stevens of Marvin Street, Holland Park, Queensland.

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(new series)

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* T H E L O G *

December 1, 1973

SUMMER ISSUE

Page 97

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Hon. Secretary: W.G. Volum, 132 Noble St., Geelong, Victoria 3220

Editor: T.S. Stevens, Box 1990 G.P.O. Brisbane, Queensland 4001

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* Background to...

AMPOL the SHIPOWNER

from: W.G. Volum.

*

The well known Australian owned petroleum company Ampol Petroleum Ltd., was founded in 1936 by Messrs W.G. Walkley (a New Zealander, who had been interested in the petroleum industry in that country since 1929) and L.J. Thompson (a Sydney accountant) under the name 'Australian Motorists Petrol Co. Ltd.' The initial capital was raised the hard way, by door to door selling of the shares (as was then legal) and by selling shares to service station owners on the basis of petrol gallonage sold. From these small beginnings and in spite of initial losses, the company won the battle to establish itself and is now an important Australian enterprise. The company name was changed in 1948.

The company established a terminal at Balmain (Sydney), and its first shipment of motor spirit was bought from the Richfield Oil Corp. of Los Angeles, being imported by Fearnley & Egers' vessel Garonne (7113/1931) in 1937. In 1939 Ditlev-Simonsens' Vera (6485/1934) was taken on a six year charter, and supplies were thereafter obtained through Caltex from the Persian Gulf. Subsequent time charters have included Billmeirs' Stanglen (1945 for five years), and the Norwegians James Stove (1948-53), Andwi (1954-59) and France Stove (1957-61). More recently they had the services of the Liberian flag Oceanic Grandeur (30714/1965). This ship came into the news when she grounded off the Queensland coast in March 1970, and was obliged to offload part of the cargo into LESLIE J THOMSON, before refloating.

In 1945 the N.S.W. based Ampol acquired the Victorian based Alba Petroleum Co. of Australia Ltd. This company had been founded in Melbourne in 1933 with Mr. P.J. Adams as Chairman and A.G. (later Sir George) Wales as Managing Director. After some initial difficulties, Alba imported its first cargo of motor spirit from Constanza (Rumania) in Van Ommerens' Woensdrecht in November 1933, and discharged into its depot at Newport (Melbourne). The second

cargo came in Vera, and Alba continued to import Rumanian motor spirit until 1937 when it entered into a supply contract with Caltex. In 1935, Alba had absorbed another small Melbourne based company - Pacific Oil Co. Pty. Ltd., which had been founded in 1932 but was unable to survive the depressed and competitive 30's.

Pacific - marketers of 'Pax' motor spirit - entered the business in an interesting manner. Mr. G.F. Shepherd, one of the founders, bought the old tanker Vincas in Italy, reportedly from the Asiatic Petroleum Co. (i.e. Shell). The tanker had been built in 1908 as Roumanian (4906 tg) for the once well know London firm Petroleum S.S.Co. Ltd (Lane & MacAndrew, Managers), and had engines amidships. After serving the British Tanker Co. Ltd., as British Baron she became Norne and in Lloyds for 1930/31 is listed as Vincas owned by Soc. Anon. Industrie Marinare of Genoa. After purchase by Pacific, she loaded motor spirit at Curacao and arrived at Westernport (Victoria) on November 10, 1932 after a troublesome voyage.

At Westernport - Vincas was moored half a mile off shore and became the Pacific Company's terminal, with a tank built onto the deck and drums filled there to be taken off by barges, or by one of the Westernport ferries, to a small depot between Stony Point and Crib Point and thence delivered to service stations and agents by contractor. Much of the business was by 44 gallon drums delivered direct to consumers. When the original cargo of Vincas was exhausted the tanks were replenished by further purchases imported in chartered tankers, the first of which was Nina Borthen (6123/1930) which arrived from Houston (Texas) on June 2, 1933.

Vincas continued to serve the company until their acquisition by Alba on October 1, 1935. In December of that year the old ship was picked up by the former Adelaide S.S.Co., Paringa for towing to Hong Kong breakers, however on December 24, 1935, during a gale off Lakes Entrance, the tow parted. The Paringa spoke to Hauraki on December 26 but thereafter disappeared without trace, meanwhile Vincas, with four Chinese crew onboard, drifted inshore and anchored safely. Some months later she was towed to Japan.

Ampol became a shipowner with the delivery of WILLIAM G WALKLEY, which vessel arrived in Sydney on the maiden voyage on April 4 1954. With advent of Australian flag tankers, WILLIAM G WALKLEY underwent refit at Sydney in October/November 1964 and transferred from London to Sydney registry and then was employed on coastal work until sold in May 1973, with delivery at Singapore.

Five years later the company took delivery of LESLIE J THOMPSON from Belgian builders, and the vessel arrived Sydney on November 5, 1959. The vessel remained on the London registry under Ampol's ownership and was used carrying Sumatra crude to Brisbane, where Ampol decided to build a refinery in January 1963. The advent of Gippsland crude rendered the ship surplus to requirements and she was sold.

The next ship for the company was ordered from the B.H.P. yard at Whyalla in February 1958 and completed as P J ADAMS in October 1962. At 22,334 tons gross she was the largest ship built in Aust-

ralia to that time. Built as a crude carrier and registered in London, P J ADAMS was transferred to Australian registry in 1966 and in 1970 was jumboised in Japan, which increased the length by 144 feet and gross tonnage to 33,979. The vessel is now principally employed in the carriage of crude from Westernport to the Brisbane refinery.

Finally, Ampol returned to Whyalla for a product tanker to replace WILLIAM G WALKLEY and W M LEONARD was delivered on April 28, 1973 and is primarily employed carrying products from the Brisbane refinery to Queensland ports. The present fleet therefore consists of two Whyalla built ships, both registered in Sydney.

In 1972 Ampol acquired 25% of the share capital in R.W. Miller (Holdings) Ltd., and since Bulkships already held 26% this gave Ampol/Bulkships effective control over Millers, however due to moves by Millers/Howard Smith Ltd., the situation is still unresolved. Millers currently own Amanda Miller with a similar ship Robert Miller fitting out at Brisbane.

- o o O o o -

Ampol Petroleum Ltd., Head Office located Sydney N.S.W.

Houseflag: Broad white diagonal bar from lower left to upper right with AMPOL in red letters, separating red top from blue bottom.

Colours: The company has displayed a distressing inability to decide on a colour scheme, however what is know is recorded below:- Structures - white; Hulls - WALKLEY, grey then black for last 12/18 months; THOMPSON - grey; ADAMS - pale green (eau de nil) until 1970 rebuilding, then grey until 1973, now black; LEONARD - black. Boottopping - Red, except that ADAMS had dark green whilst hull was light green and grey.

Funnels - WALKLEY originally black with rectangular Ampol flag, later pale yellow, dark blue top with rectangular Ampol flag, small space between flag and blue top. OTHERS - pale yellow, dark blue top, Ampol shield with houseflag design on yellow, the shield has straight sides and outward curving top and bottom. Exception to this was THOMPSON which had black funnel top.

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FLEET list - information shown under name is as follows:- official number, gross and deadweight tonnage, period in fleet.

<u>WILLIAM G WALKLEY</u>	completed 3/1954 by Blyth DD & SB Co.Ltd, Blyth.
186023	Engines 2 stroke cycle, single acting 9 cyl.
12624/18200	720 x 1250 mm stroke by Sulzer Bros Ltd.,
1954-1973	Winterthur, Switzerland.
	LOA 556'4 x 72'2 draught 29'10 $\frac{1}{2}$
	Ampol Petroleum Ltd, regd. London; 3/12/1964
	t/f to Sydney register; 11/3/1965 t/f to
	Ampol Petroleum (Q'land) Pty.Ltd; May 1973 sold
	renamed <u>Elinoil</u>

LESLIE J THOMPSON
300979
16206/24700
1959-1970

completed 9/1959 by S.A.Cockerill-Ougree, Hoboken, Belgium.
Engines: 2 stroke cycle, single acting, 8 cyl. 740 x 1600 mm B. & W by the shipbuilders.
LOA 614'8 x 76'9 draught 32'9³/₄
Ampol Petroleum Ltd, regd. London.; 1970 sold to Nacional Neptunea SA, Liberia and renamed Fiona Jane.

P J ADAMS
304352
22334/32250
1962-

completed 10/1962 by the B.H.P.Co.Ltd., Whyalla. Engines: 2 steam turbines DR geared, Parsons Marine Turbine Co.Ltd Wallsend.
LOA 665' x 87'7 draught 35'1¹/₄
Ampol Petroleum Ltd, regd. London; 18/8/1966 t/f to Sydney register; 1970 lengthened and deepened in Japan. Tonnages 33979/55676, dimensions 809'3 x 87'7 draught 43'0³/₄.

W M LEONARD
355310
15470/25990
1973-

completed 4/1973 by Whyalla SB & E Works, Whyalla Engines; internal combustion by Crossley Premier Engines Ltd., Manchester. 16 cyl. 400mm x 460mm stroke.
551.2' x 82.1'
Ampol Petroleum Ltd, regd. Sydney.

* * * * *
* Another B.P.steamer... *

M A K A M B O

from: B.A.Wilkinson.

*

The island trade had been carried on for nearly thirty years by James Burns & Burns Philp & Co., with vessels either chartered or bought from previous owners and it was not until 1907 that the first ship specially built was commissioned. This was MAKAMBO.

Ordered from the Clyde Shipbuilding & Eng.Co., of Port Glasgow, MAKAMBO was a steel single screw well deck steamer of 1159 gross tons, and dimensions 210.3' x 31.4' x 14.8'. A triple expansion engine 17" x 27" x 45" -33" stroke taking steam at 180 P.S.I. from two single ended boilers provided a sea speed of about 9 knots.

The MAKAMBO was first employed in the Sydney/Papua/Woodlark Is/Solomon Isl service via Cooktown, and was the first Burns Philp vessel in the island trade to carry refrigerated cargo. Later running alternately with Malaita a monthly service was maintained to the New Hebrides calling at Lord Howe, Norfolk Islands, Vila and many ports in the New Hebrides and Bank Isl. When regulations required ships to have hospital accommodation and to carry wireless, a hospital was built on top of the after deck house, and a wireless room was built on the boat deck behind the engineroom skylight.

When Malaita was withdrawn MAKAMBO continued for some years in this

service, but omitted the Bank Is. and during later years - when operating out of Sydney, the run was limited to Lord Howe and Norfolk Islands and finally to Lord Howe only.

At the outbreak of World War I on August 4, 1914, MAKAMBO, en route to the New Hebrides, arrived at Norfolk Is., where a cable message was received from Fanning Is., stating that Great Britain and France had declared war on Germany. The message further stated that a three funnel warship could be seen approaching Fanning Is. This was the last message sent out before the cable station was destroyed by the warship which was later realised to be the German cruiser Koenigsberg. The MAKAMBO conveyed the information to the authorities at Vila, who depended on the mail ships for the latest news.

In April 1932 the inter-island steamer Malinoa of Burns Philp (South Sea) Co., was caught in a hurricane and driven onto a reef off the coast of Aoba in the New Hebrides. The MAKAMBO, which had been idle in Sydney, was hurriedly commissioned and left on May 5, 1932 to take up the running of Malinoa. The damage to the latter vessel, although refloated, was so extensive that repairs were uneconomical and it was decided to retain MAKAMBO in the New Hebrides inter-island trade and use Malinoa at Vila as a copra hulk. For the next three years MAKAMBO traded among the islands of the New Hebrides connecting periodically with Morinda at Vila.

In September 1935 MAKAMBO sprang a leak off Vila and was beached to prevent sinking. It was considered that the cost of repairs would be too great and the vessel was abandoned to the underwriters and eventually sold to Japanese shipbreakers. Sufficient repairs were made by the Japanese to enable the ship to be refloated and make the trip to Japan under its own power, the name being changed to Kainan Maru, registered in Osaka.

It was then decided that further use could be made of the vessel which continued in service until World War II, then the Japanese authorities required ships to follow up their invading forces with supplies and equipment. While engaged in this service Kainan Maru was torpedoed and sunk by a British submarine on June 12, 1944, off the west coast of Thailand, thus ending the career of one of the well remembered, and popular vessels of the Burns Philp fleet, which played so active a part in serving the island trade.

Notwithstanding that Kainan Maru was sunk in 1944, it was not deleted from Lloyds until after the 1947/8 edition.

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*MATERIAL for THE LOG...

It is necessary to have a constant flow of material arriving on the Editorial desk if the standard of THE LOG is to be maintained. One of the problems is to preserve a balance of the content, thus sometimes material is held a considerable time before it is scheduled for use, but this does not mean that material is not required.

All material, whether articles or notes, should be sent to the Editor Box 1990 G.P.O. Brisbane. Qld. 4001

* * * * *

The vessel lay there until March 10, 1951 when it left in tow for Antwerp, where the name was changed to Keren. Eventually in August 1951 the vessel was towed to Genoa for refit and emerged as Castel Felice in 1952, arriving at Sydney for the first time on November 10, 1952. Thereafter the ship sailed between Genoa and Australia for sometime before being rerouted onto the North Atlantic and Caribbean routes. In 1954 Castel Felice transferred back to the Australia run, and in 1955 underwent refit which gave her more passenger accommodation and airconditioning. The vessel continued in the Europe /Australia run until sold for breaking up in 1970.

In 1950 the former Deutsche Lufthansa Co., aircraft service ship Friesenland entered the service of Alvion as a fruit carrier, being named Fairsky (1). This vessel was utilised by the Luftwaffe as a repairship during the war, and had her bow blown off by a torpedo in a Russian fiord, but was beached and later repaired. In 1945 the vessel was lying at Kiel and taken over by the RAF. Acquired by Alvion the ship was taken to Burntisland and lay for almost three years until 1949 when towed to Hamburg for conversion. The vessel was then laid up again until November 1950 when further conversion work was undertaken at Amsterdam. In 1952 Fairsky was transferred to Sitmar, registered in Rome, and re-named Castel Nevoso. The vessel was sold in 1968.

In 1949 the escort aircraft carrier Charger was purchased from the U.S.N. This vessel had been launched as the passenger/cargo vessel Rio de la Plata for Moore McCormack Lines of New York. Upon purchase the ship was reconstructed to accommodate passengers and named Fairsea (1) under the management of Alvion Steam Ship Corp., of Panama, she entered service on the UK/Bremerhaven/Australia run. In 1955 some Sitmar ships were chartered by the Commonwealth Government for the carriage of British migrants from UK to Australia and Fairsea was taken up to replace Georgic. As a result Fairsea was given an extensive refit at Trieste, then in 1958 was transferred to Sitmar under the Italian Flag. The vessel continued to trade until a severe fire crippled her engine room in 1969, and as a result of the damage the vessel was sold for breaking up.

In June 1952 the escort carrier Attacker, laid down as the merchant vessel Steel Artisan, was purchased from the U.S.N. and refitted as a cargo ship, being commissioned as Castel Forte under the Italian Flag. In 1957 it was decided to refit the vessel as a passenger ship, this reconstruction being completed in 1958 when she emerged as Fairsky owned by Fairline Shipping Corp., and flying the Panamanian Flag, and joined the other vessels in the trade between UK and Australia, carrying farepaying passengers back to Europe.

In February 1963 another vessel was purchased, this being the British built Oxfordshire, which Sitmar had originally intended to operate under charter. The vessel was completed in 1957 to fulfill a 20 year charter as a troopship, but the arrangement

was concluded in 1962 and the ship laid up. After refit at Schiedam and Southampton for Fairline Shipping Corp, the vessel emerged as Fairstar under the Liberian Flag and entered service on the UK/Bremerhaven/Australia service, but since 1972 has been employed on regular cruises out of Sydney to the Pacific Islands and New Zealand.

In 1968 two Cunard vessels Carinthia (21947/56) and Sylvania (22017/57) were bought by Sitmar under the name Fairland Shipping Corp., of Liberia. The vessels were left lying at Southampton until January 1970, although renamed Fairland and Fairwind respectively. Eventually they were completely rebuilt together at Arsenale Triestino - San Marco, the only yard big enough to handle the two big vessels simultaneously. After refit the vessels had been fully airconditioned and could each accommodate about 850 passengers in one class. The cost of conversion of each ship was estimated to be \$25,000,000 and the gross tonnage increased to approximately 25,000. The Fairland was transferred to the Fairsea Shipping Corp., of Liberia and was renamed Fairsea (2), whilst Fairwind was transferred to the nominal ownership of Fairwind Shipping Corp., of Liberia.

Initially it was planned that these vessels would cruise in the Pacific, Fairwind was to cruise out of Sydney whilst Fairsea would operate out of Los Angeles, then at the end of four months both vessels were to make a trans-Pacific voyage and exchange positions for four months. Due to circumstances this did not eventuate and both were stationed at Los Angeles to operate regular cruises from there to the west coast of Mexico and to Caribbean ports.

When Sitmar lost the migrant contract to Chandris Lines early in 1970 the whole basis of their operation of Migrants out and fare payers home was disrupted, and although Sitmar had under taken some cruising in Australian/Pacific waters, the decline in passengers by sea on the line voyages forced the laying up of Fairsky in March 1972. Following refit the ship is to recommission at the end of this year for employment on both line voyages and cruising out of Australia. Meantime Fairstar continues comprehensive full time cruising from Australia and New Zealand.

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List of the post war ships:

CASTELBRUNO ex Omega 48 (M.O.T. Navigation & Coal Trade Co. Mgrs) ex Siretul (Vlasov/ Romania P.S.N.) ex Baharistan 4327 tg; W.Gray & co.Ltd Hartlepool 9/1912; single screw, triple expansion; 1948 SITMAR Italian Flag; 1952 refitted and named CASTEL BRUNO ; late 1953 broken up.

CASTELVERDE ex Tropicus 48 (Cia de Nav de Ultramar SA, Panama) ex Cloverbrook 47 (U.S.War Shipping) ex Tropicus 42 (Vlasov, Panama) ex Prahova 41(Vlasov/Romania PSN) 3597 tg; Armstrong Whitworth, Newcastle, 1922; single

screw, triple expansion; 1948 SITMAR, Italian Flag; B/ CASTELVERDE; 1950 B/ CASTELMARINO; B/ CASTELMARINO; late 1953 broken up.

CASTELBIANCO ex Vassar Victory 47 - 7603 tg - (U.S.Govt.); Bethlehem-Fairfield, Baltimore, 1945; single screw turbine; 1947 SITMAR Italian Flag B/ CASTELBIANCO; 1952 refitted as passenger vessel B/ CASTEL BIANCO (10139 tg); 1957 sold to Cia Transatlantico Espanola S.A. Spain B/ Begona.

FAIRSEA launched as passenger/cargo vessel Rio de la Plata for Moore-McCormack Lines, New York by Sun S.B. & D.D.Co. Chester, USA; taken over by U.S. Government and completed 1941 as escort aircraft carrier Charger (CVE30); used as training vessel by R.N.; 1949 purchased by Alvion S.S. Corp, Panama B/ FAIRSEA and converted to passenger vessel (11678 tg); 1958 refitted at Trieste and t/f to SITMAR; Jan. 24, 1969 fire in engine room on passage Australia/Europe and towed into Balboa Feb. 3, 1969; sold for scrap and left Cristobal in tow, July 9, 1969, arriving Spezia August 6, 1969. (single screw, twin diesels).

CASTEL VERDE ex Wooster Victory 50 - 7607 tg - (U.S.Govt); California S.B. Corp., 1945; single screw, turbine; 1950 SITMAR Italian Flag, rebuilt (8002 tg), B/ CASTEL VERDE; 1953 refitted (9001 tg), first trip to Australia July 1953; 1957 sold to Cia. Transatlantica Espanola S.A. Spain B/ Montserrat; sold Spanish breakers and arrived Castellon March 3, 1973.

FAIRSKY refer CASTEL NEVOSA

CASTEL MARINO refer CASTELVERDE

FAIRSTONE refer CASTEL FELICE

CASTEL FELICE ex Keren 52; Kenya 51; FAIRSTONE 50; Kenya 49; Keren 49; Kenya 49. Built by A. Stephen & Sons, Ltd Glasgow, 1930 as Kenya (9890 tg) for B.I.S.N.; twin screw, turbine; 1940 taken over as troop transport; 1942 renamed Hydra then Keren as infantry landing ship; 4/1946 purchased by Admiralty; 8/1948 listed for disposal; 1949 purchased by Alva Steamship Co. Ltd., London B/ FAIRSTONE then reverted Kenya and then Keren in August 1951; 1952 SITMAR, Italian Flag B/ CASTEL FELICE (12150 tg), arrived Sydney on first migrant voyage November 10, 1952; 1958 refitted (10953tg); October 21, 1970 arrived Kachsiung (Taiwan) for demolition.

CASTEL NEVOSO ex FAIRSKY 1952; ex Friesenland 1950; Built by Howaldtswerke A.G Kiel 1937 as Friesenland for Duetsche Lufthanasa for use in South America. 3479 tg; twin screw diesel; 1945 captured at Kiel; about 1946 purchased by Alvion; 1950 B/ FAIRSKY;

1952 t/f to SITMAR B/ CASTEL NEVOSO (3839 tg) ; 12/1968 sold to Argentina Reefer S.Corp, Panama B/ Argentina Reefer; sold by mid 1969 for demolition in U.K.

CASTEL FORTE refer FAIRSKY (2)

X FAIRSKY laid down by Western Pipe & Steel Co., San Francisco as Steel Artisan, completed 1942 as U.S.N. escort carrier Barnes but t/f to R.N. and named Attacker; Jan. 1946 returned USN; 1948 purchased by SITMAR eventually refitted as cargo ship and named CASTEL FORTE (7800 tg) in 1952; single screw, turbines; 1957/58 reconstructed as passenger liner B/ FAIRSKY (12464 tg) 1958; March 1972 laid up; 11/1973 re-commissioned after refit.

X FAIRSTAR built by Fairfield S.B.& E.Co.Ltd, Glasgow 1957 as Oxfordshire (20586 tg) for Bibby Line Ltd; twin screw turbine; trooping until 1962 then laid up; 1963 purchased by Fairline Shipping Corp, Panama, refitted at Schiedam, B/ FAIRSTAR (21619 tg) 1964.

FAIRLAND refer FAIRSEA (2)

FAIRWIND built by John Bown & Co. Clydebank in 1957 as Sylvania for Cunard; twin screw, turbines; 21989 tg; 1968 purchased by SITMAR associates B/ FAIRWIND; 1/1970 commenced refit; 1972 entered service cruising out of U.S.A.

FAIRSEA built by John Bown & Co. Clydebank in 1956 as Capintha for Cunard; twin screw, turbines; 21947 tg; 1968 purchased by SITMAR associates B/ FAIRLAND; 1/1970 commenced refit B/ FAIRSEA; entered service 1972 cruising out of U.S.A.

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The sources of information in this article are varied, Mr. Hudson has made some reference to 'North Star to Southern Cross' by J.M. Maber, and received some assistance from the Sitmar Agents in Perth. The Editor has been able to supplement some of the detail and thanks Mr. McKellar for his help, in addition some information was located in 'Sea Breezes' particularly the issues of October 1951 and January 1971.

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FAR EASTER FLEETS ...

is now available and early orders have been despatched. Members of N.A.A. may obtain one copy by using the special form mailed with June issue of THE LOG. Price to N.A.A members otherwise is \$3-50 (Aust.Currency) and to non members ordering direct from Mr. W.G.Volum, 132 Noble St, Geelong, Vict. 3220, is \$4-00 (AC.)

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*Continuing...

NEPTUNE ORIENT LINES

from: T.J.Ryan.

The artwork illustrating the N.O.L. ships is also by Mr. Ryan.

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The original article appeared in the March (Autumn) issue of THE LOG but since then there has been much activity and development with the Singapore National Shipping concern - Neptune Orient Lines - which upto recently was predominantly engaged in the general cargo field, but has now diversified into the tanker trade, with substantial investments in both crude and product tankers.

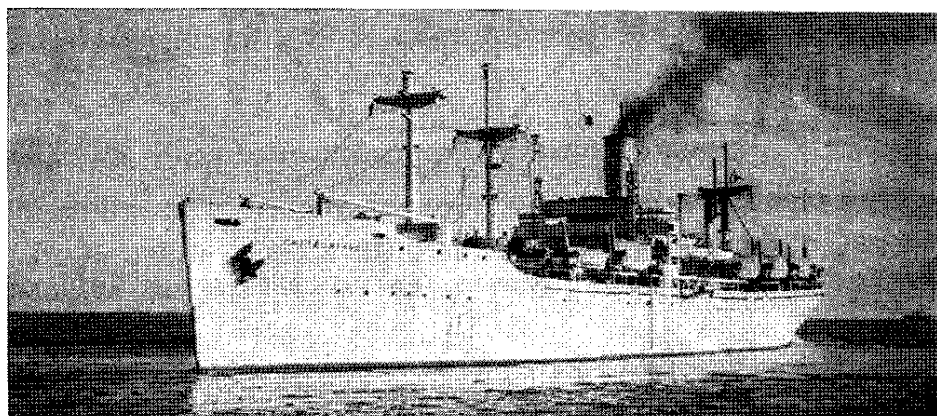
It will be recalled that all N.O.L. cargo vessels possess the prefix NEPTUNE followed by the name of a precious stone - a very pleasant choice envisaged by the Minister in charge of Shipping in the Singapore Government, when the enterprise was established in 1969. However all the tankers have the NEPTUNE followed by the name of a star or constellation, whilst the ships in which the Japanese have some interest have a suitable suffix, these ships are Neptune Sakura and Neptune Kiku, jointly owned by N.O.L. (major share) and the Jurong Shipyards, Singapore, with Kawasaki K.K. (K Line) and the Bank of Tokyo holding a minority share.

Neptune Orient Lines, in conjunction with Kawasaki, operate the Neptune Spica, a 53,000 dwt turbine tanker, owned by Neptune-Kawasaki Tankers (Pte) Ltd., Singapore. In addition Neptune is in a joint venture with World Wide Shipping of Hong Kong and have the 234,000 dwt crude carrier Neptune World operating under charter to Japan Line.

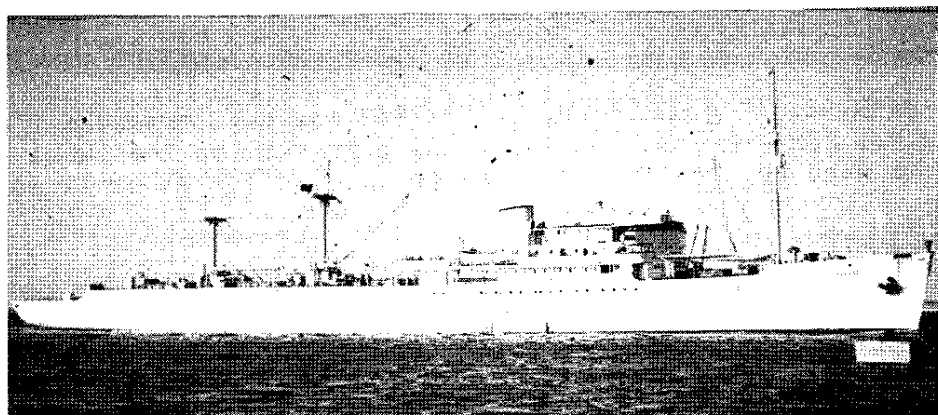
Presently two product tankers - Neptune Aries and Neptune Orion - are under construction in Denmark for N.O.L. and delivery is expected early in 1974. The original tanker, Neptune Taurus (12246/1958) is currently engaged on time charter to Esso.

The general cargo division has experienced several changes in the past year with the advent of new tonnage resulting in variations in trading dispositions. Two modern vessels Neptune Emerald and Neptune Sapphire were delivered by Finnish builders earlier this year. Both are combination carriers with a capacity of 235 containers on deck and a pallet operation under deck. Unfortunately Neptune Sapphire split in two on her maiden voyage out from Europe in August 1973. The mishap, off the South African coast, resulted in the loss of the forward of number 1 crane.

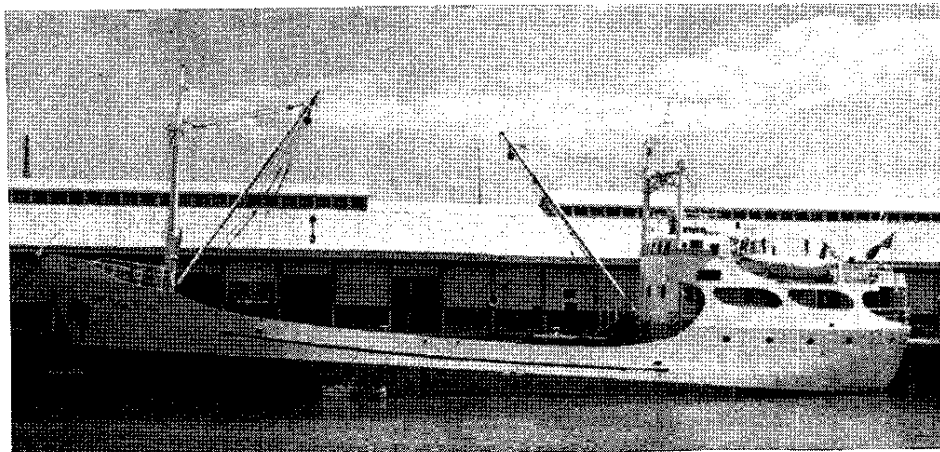
The 'Freedom' class vessels Neptune Ruby and Neptune Cyprine were completed in Singapore late last year and are now trading on time charter between Japan/Australia/South America/U.S. west coast. The partly owned 'Freedom' ships - Neptune Sakura and Neptune Kiku also trade within the Pacific area.



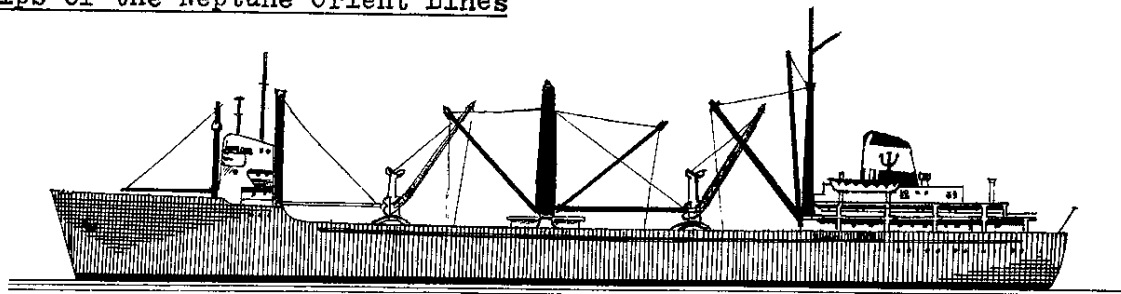
"Castelbianco" at Melbourne (T.S. Stevens)



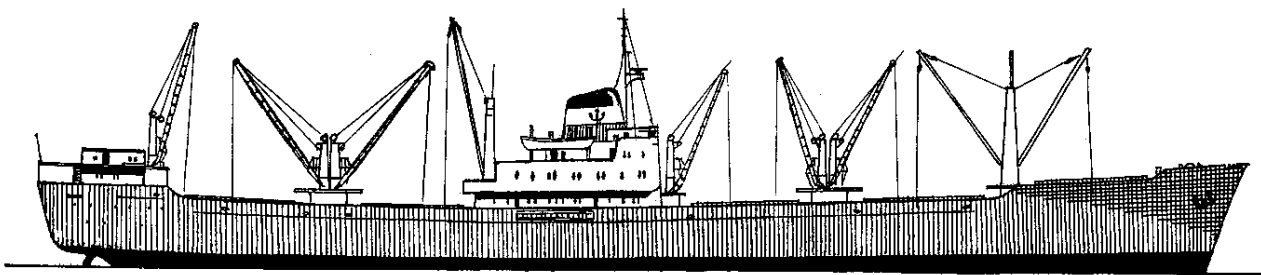
"Castel Nevoso" Sitmar (R.E.J. Varns)



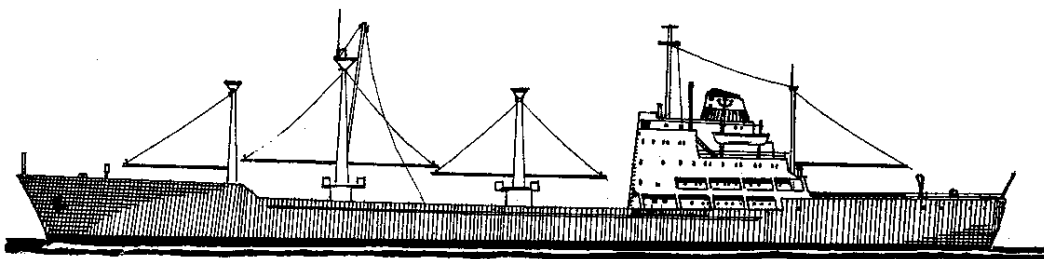
"Blythe Star" at Melbourne (W.G. Volum)

Ships of the Neptune Orient Lines

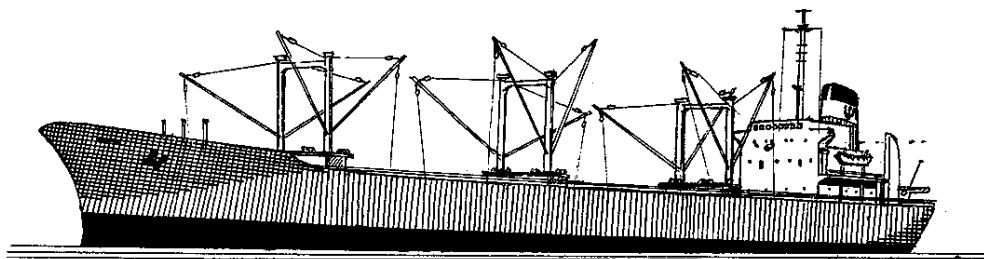
NEPTUNE TOPAZ, 7,030 gross tons and NEPTUNE ZIRCON, 6,850 gross tons, built in 1960/61 for D.D.G. 'Hansa', Bremen, as WARTENFELS and WEISSENFELS respectively.



NEPTUNE AGATE, 4,515 gross tons, built 1962 for Det Bergenske D/S as CYGNUS, sold to N.O.L. in 1969 and chartered the same year to the China Navigation Company who used her on their Australian service for about 12 months.



NEPTUNE AMETHYST and NEPTUNE AQUAMARINE, 5,630 gross tons, built in 1969 at Warnemunde, East Germany, for N.O.L. 20 knots speed from MAN diesels.



NEPTUNE RUBY and NEPTUNE CYPRINE are standard 'Freedom' class vessels built by the Jurong Shipyards, Singapore in 1972 for Neptune Associated Lines, a joint N.O.L. - Japanese venture under N.O.L. management and crews.

The Neptune Amber, originally a sister ship to the W.A.Government vessels Wambiri and Beroona, has been displaced from the European service and now assists Neptune Beryl and Neptune Jasper on the Australian service. Two ships previously seen in Australian waters - Neptune Agate and Neptune Jade (ex Moresby)- are working under charter to Chinese, whilst Neptune Garnet is under charter to the Ceylon Shipping Corporation.

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Additions to the FLEET LIST that appeared on page 11 - March issue of THE LOG. Accurate to August 1973.

Vessels owned by Neptune Orient Lines:-

- NEPTUNE CYPRISE 8824 tg; 14868 dwt; built by Jurong Shipyard, Singapore 1972 for N.O.L.; length 134,10m ; pielstick diesel.
- NEPTUNE EMERALD 12000 tg; 14000 dwt; built by Wartsila, Turku, Finland 1973 for N.O.L.; length 179,71m ; sulzer diesel.
- NEPTUNE RUBY 8846 tg; built 1972; other details as for Neptune Cyprine.
- NEPTUNE SAPPHIRE 12000 tg; built 1973, details as for Neptune Emerald; lost bow in August when on maiden voyage.

Under construction - NEPTUNE AIRES and NEPTUNE CRION.

Vessels in joint ownership:-

- NEPTUNE KIKU 8824 tg; 14000 dwt; built by Jurong Shipyard Singapore 1973 for Neptune Associated Lines, Singapore; length 134,10m; pielstick diesel.
- NEPTUNE SAKURA details same as Neptune Kiku.
- NEPTUNE SPICA 30477 tg; 53000 dwt; built by Kawasaki D'yard, Kobe 1962 as Chikumagawa Maru for Kawasaki K.K.; length 219,49m; steam turbines; 1962 sold to Neptune-Kawasaki Tankers (Pte)Ltd. Singapore (N.O.L. Managers).
- NEPTUNE WORLD 105787 tg; 234000dwt; built by Mitsubishi Heavy Industries, Nagasaki, 1972 for Liberian Zephyr Transports Ltd., Monrovia; length 321,07m ; steam turbine.

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*LLOYDS REGISTER 1973/74...

Due to the increasing number of ships recorded each year, the Register now has entry details of the United States Reserve Fleet reduced to a minimum and recorded immediately following the letter Z. A separate section giving dimensions, engine particulars etc., for each ship is listed in order of standard war built types.

The section listing former names and compound names of ships has been transferred to the List of Shipowners volume.

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* COMMENTARY...

MARINE CASUALTY - BLYTHE STAR

Leaving Hobart on October 12, bound for King Island, the 321 ton Blythe Star (ex Tandik) suddenly capsized off South West Cape, Tasmania, in good weather, at about 8:30 a.m. on October 13. It was some days before the ship was reported missing and then followed an extensive, but fruitless, search. Eventually, after 8 days in a raft, survivors got ashore on October 21 at Deep Glen Bay and made contact with authorities at Dunolly three days later. Seven of the crew of ten survived, one having died in the raft and the other two on the beach.

Needless to say there was a great outcry in the press, which in part reflects ignorance of standard shipping practices, and even The Minister for Transport - when stating that he would want an inquiry, was only stating an obligation that already exists under the Navigation Act. Perhaps the future would be better served, not by a search for scapegoats or the introduction of more regulations and procedures, but by the installation in all ships, of an electronic device that is activated when submerged.

This was the second vessel of the same name to meet a violent end. The previous Blythe Star, when on voyage Ulverstone to Melbourne, suffered an engineroom explosion on May 17, 1959, which was followed by a fire causing the vessel to be abandoned. One man was killed and the other eleven reached Burnie.

The first Blythe Star had been built by the Commonwealth Dockyard at Hobart, and was one of a class of 300 ton wooden motor vessels built during the war. Originally designated AV 1370, the vessel was built in 1945 and entered commercial service for Leven Shipping Co.P.L., Melbourne in July 1949, being used in the Bass Strait trade. Periodically laid up, the vessel sustained damage to the accommodation by fire at Melbourne On May 8, 1953, but was repaired.

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NEW ZEALAND SHIPPING CORPORATION

In line with an election pledge, the New Zealand Labour Government has recently introduced, and passed through Parliament, a Bill setting up a New Zealand Shipping Corporation, which gives the Government very wide powers in the promotion of a State owned shipping Line.

Since the withdrawl of the Union Company Wanaka from the Dunedin/Lyttelton/Auckland service, the Government hastened its plans for a Shipping Corporation and purchased the Silvia (2499/72) from Siljarederiet A/B, Finland in October, with delivery in December. It is a stern ramp type vessel suitable for the N.Z. coastal trade and should enter service about February 1974.

The Government has plans of expanding the State Line into the

N.Z./ U.K. trade and discussions have been held with Shaw Savill with a view to purchasing their Laurentic and Zealandic, with possibility of entering the trade about February 1974.

Eventually the N.Z. Railway ferries (Wellington/Picton) will probably be transferred to the Corporation, and acquisition of ships like Lorena on the N.Z./ Raratonga run, are likely to be additional activities of the Shipping Corporation within the first term of the present Government.

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t.s.s. BERGALIA

This vessel, built by Ailsa S.B.Co.Ltd. Ayr (UK), in 1925 for the Illawarra & South Coast S.N.Co.Ltd., was rediscovered at Noumea in October as Tiburon III, employed as a powered lighter. Not that the ship was immediately recognisable as the forecastle had been cut away except for three lockers, the poop deck had been cleared of old superstructure and a single bridgehouse added. Thin twin uptakes replaced the funnel and all gear and masts had been removed.

Thanks to the advice of Mr.G.A.Hardwick, this craft was identified as the former Australian coaster. It was mentioned in his article on Allen Taylor & Co., that appeared in THE LOG (V4.N.3) that BERGALIA had been sold by Illawarra & South Coast :

to Allen Taylor in 1952, then in 1957 Bergalia passed to Coastal Coal & Shipping P.L., made three voyages between Newcastle and Sydney, then was laid up until 1961 when sold to Pecheries Caledoniennes, Noumea. After being partially dismantled she left Sydney on June 1, 1961 in tow of Damadora del Mar (ex Comara 751/1937) for Noumea.

Two other former Australian ships were sighted in Noumea - both laid up - Sorana del Mar (ex Wallarah 1448/1952) and Darega (204/1945).

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Something Different

We are growing accustomed to announcements that 'super' this or 'mini' that, are being built or introduced, and it is refreshing to be able to report that at Goolwa S.A. a paddle driven vessel, launched on July 27, is expected to be completed and enter service on the Murray River tourist trade about mid February 1974.

The vessel - Murray River Queen - will not be driven by old fashioned steam engines, but by two 200 hp diesels driving hydraulic pumps to hydraulic motors mounted on the paddle shaft. Nonetheless outwardly the craft will look the part, except perhaps for the funnel smoke and steam whistle, unless an auxiliary boiler is to be fitted.

It is expected that Murray River Queen will measure 650 tons gross

on a length of 48,76m, hull beam 8,84m, over sponson beam 11,89m and draught 0,914m. Accommodation will be provided for 72 passengers in 36 cabins, and the craft will have a crew of 15. The anticipated cost is \$300,000.

Owned by Murray River Queen Pty.,Ltd., c/- Captain Sturt Marine-land, Goolwa. S.A., the vessel is being built by Mr.K.Veenstra and will undertake cruises of 5½ days duration.

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N.Y.K. "A" class

After the war N.Y.K. constructed 11 freighters, all much the same and gave them names beginning with "A". Many of these saw service to Australia in the years before containerisation and Arita Maru (7589/53) was still to be seen in N.S.W. and Queensland ports this year; however she is now to be withdrawn and transferred to the Japan/W.A. service in place of Arima Maru (7529/52) which has been sold.

By strange coincidence, Mr.S.Kentwell has written from Japan regarding events involving three others of the class, and his note is reproduced:-

"Akita Maru (7583/52) , Akagi Maru (7592/51) and Atami Maru (7684/52) have been sold by N.Y.K. to Kambara Kisen and renamed Tropical Rainbow, Tropical Star and Lae (contrary to other reports without 'Maru'). The Kambara group, which includes the Tsuneishi Zosen shipyard at Hiroshima, has long connections with New Guinea, including shipping services and the establishment of the New Guinea Shipyard at Rabaul in 1965.

Tropical Rainbow was converted at Tsuneishi into a one class passenger ship with a capacity for 154 passengers. All new construction abaft the old structure which remains unmodified and give as appearance not unlike Brazil Maru. The vessel was introduced in July into the Japan/New Guinea service, whilst the other two ships, both apparently unmodified, presently sail on the Japan/Haifa service."

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The Editor acknowledges assistance from notes provided by the following readers :- Messrs; I.J.Farquhar, R.McDougall, K.Le Leu, G.A.Hardwick and S.Kentwell.

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* STORY WANTED...

It has been reported that onboard HMAS MELBOURNE, there is a bell on the quarter deck inscribed -- "Presented to HMAS MELBOURNE by the Chairman and Court of Directors of the RMSF Co in commemoration of the valuable service rendered to the s.s. TAFT at St Lucia 4/19".

Would any reader who is able to provide the background of this presentation, please write to the Editor.

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* NAUTICAL ASSOCIATION of AUSTRALIA Inc.

SUBSCRIPTION - THE LOG...

We refer to our announcement on page 94 of the Spring issue, and advise that after examination the committee has decided that the annual subscription and N.A.A. membership fees must be INCREASED to \$2-50 (Australian currency) per annum, with effect from January 1, 1974.

The expenditure against budget for 1973 has proved to be accurate, and similar forecast for 1974 reveals a possible increase in costs of upto 40%. The increased subscription should cover our anticipated increased costs and thus maintain financial stability.

SUBSCRIPTION - Australia & New Zealand residents:-

	\$2-50 (A.C.)
- elsewhere:	\$3-75 (A.C.)
Single issue (cover) price :	75 cents (A.C.)

EFFECTIVE on ALL subscriptions received by the Secretary on or after JANUARY 1, 1974.

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PRESIDENT...

Our President for the last three years - Mr.W.P.S.Nicolson, must now retire, as required by the Association's Consitution; however we are pleased to advise that he will remain a member of our Committee.

The incoming President, elected by the Committee, is Mr. G.A. Hardwick, B.A.,LL.B. of Sydney, who is well know for his contributions to THE LOG, and also a member of the Committee for sveral years.

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N.A.A. appointments...

In order to comply with the Constitution, the appointments of the Editor & Vice President and the Hon. Secretary were reviewed by the Committee and Mr. T.S.Stevens and Mr.W.G.Volum were re appointed to their respective positions.

In addition the term of Mr.S.E.Welch was due to expire and he was re elected by the Committee to his position.

It is anticipated that the officials of the N.A.A. as at January 1, 1974 will be :-

President: G.A.Hardwick, B.A.,LL.B.
 Vice President: T.S.Stevens, F.C.I.T.
 Secretary: W.G.Volum, A.A.S.A., A.C.I.S.
 Committee: Messrs - W.P.S.Nicolson; S.E.Welch;
 I.J.Farquhar, A.I.C.S. ; R.E.Wright, M.Comm.

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* MARITIME MISCELLANY...

Closing date for items for next issue - FEBRUARY 13.

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For assistance in compiling this section the Editor expresses particular thanks to Messrs: R. McKenna (WA); R. Wright (ACT); N. Wanklyn (SA); T. Ryan (V); R. McDougall (NZ); K. Le Leu and S. Kentwell.

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COASTAL and SOUTH PACIFIC:

A.C.S.C. has called tenders for two, 25,000 dwt bulk carriers and a 70,000 dwt tanker for the coastal trade. They have also ordered two, 121,250 dwt bulk carriers for construction by Gotaverken yards at Arendal and Orsund in Sweden, with delivery July and November 1976. It is possible that these ships will receive 'Mount' names.

Walkers Ltd., Maryborough (Q) has received orders for two heavy landing craft which will be presented by the Australian Government to Papua New Guinea Defence Forces. They are also to construct a navigational aid ship for the Department of Transport.

Evans Deakin, Brisbane is to build an offshore drilling rig for Santa Fe International Corporation.

Whyalla expects to launch the 67,450 dwt tanker for Botany Bay Tanker Co. (Aust) P.L. in January and deliver the ship about April.

+ Ref.P.87 - Cape York, the last vessel constructed by The Adelaide Ship Construction Co. P.L., was delivered to Owners on September 11. The yard is now on a care and maintenance basis.

Ref.P.88 - Robert Miller was floated out of the building dock at Kangaroo Point, Brisbane on September 26, and is now at the fitting out wharf.

IRON MONARCH was delivered to Owners at Whyalla on Sept. 12, but then was held up over an engineer manning dispute until October 18, when it sailed for Brisbane for docking. IRON DUKE is expected to be completed during January.

ARATIKA was launched at Nantes, France, on November 8 for the N.Z. Railways, and delivery is expected in April.

Ref.P.87 - MAKAMBO, a 20,11m twin screw landing craft type vessel was launched by A & G Price Ltd. Auckland, on October 4, for Melan Chine Shipping Co., Honiara.

Carrington Slipway has received orders for two 26m tugs, similar to La Trobe, from overseas.

STELLA, a 20,11m lighthouse tender was launched on October 10 by Sims Engineering, Port Chalmers, for Marine Division of the N.Z. Ministry of Transport. The vessel was delivered three weeks later and arrived Auckland on November 8.

Ref.P.87 - Stena Shipper, presently under construction by A.Vuyk

Holland, and due for completion December 1973, will be named UNION WELLINGTON by the Union S.S.Co.of N.Z.Ltd.

MARIA LUISA, 450 t fishing vessel for Australian Fisheries Development P.L. built by Carrington, Newcastle, ran trials during the first half of November.

NORTHERN TIDE - oil rig supply ship, was launched by Carrington on October 2, and LADY CYNTHIA is to be launched on December 8. Meantime BASS SHORE which has been lying at Port Adelaide since completion, is to go overseas due to lack of work in Australia.

Ref.P.87 - MOUNT NEWMAN 117,000 dwt (ex Winsford Bridge) was to leave Belfast about November 16 for Tubarao (Brazil), thence Japan and Port Hedland. ALDWICH CASTLE (107,200 dwt) which has been taken on bare boat charter by A.C.S.C. for seven years, was launched by Swan Hunter Group, Walker on Tyne, early in September for Bamburgh Shipping Co., (Sheaf Steamship Co and British Steel Corp.), however it is reported that this vessel will not be re-named whilst under charter.

Ref.P.88 - REGIONAL ENTERPRISE?(10112/60 ex Mount Kembla) is being refitted at Newcastle and is expected to be completed about March 1974. The bridge structure has been moved 27,43m forward.

Liquified Gas Carriers P.L., PNG (Boral subsidiary) are said to be trying to dispose of Island Gas and Pacific Gas now that Fiji Gas is in service.

BELLNESS, chartered by Comalco for the Gladstone/Bluff trade, lay idle at Gladstone (Q) from August 10 until September 27, due to industrial problems over manning. The vessel ultimately loaded a cargo for overseas.

Ref.P.88 - STRAITSMAN (720/72) re entered the Bass Strait service on September 28. The vessel is now registered in Hobart.

* ARGONAUT II (177/42) for many years a floating restaurant in Melbourne, is reported to be in view to be transferred to Fiji.

WANAKA (2769/70) arrived in Melbourne after the first voyage in the trans Tasman service, on September 3.

RIP (700/42 ex HMAS Whyalla) has undergone extensive overhaul and is now expected to continue in service for some years. It is also reported that Whyalla are anxious for the ship to visit there during 'back to Whyalla' week in 1974.

Australian Army vessel JOHN MONASH (ex Marra 1396/55) called at Fremantle on Sept.23, upon return from a voyage to Singapore and Indonesia to collect Army equipment.

Reef Shipping Co., Suva has purchased Baltic Swift (1224/57) and took delivery at Dunedin on October 29, being renamed FIJIAN SWIFT, and replaces Jean Philippe (914/18) which is reported sold to Singapore interests.

PICTON (150/17) was sold in August to Direct Fish Supplies, Napier for Chatham Island fishing.

Ref.P.90 - HOLMPARK (588/53) used until recently in the salvage of Wahine, has been sold to Hiapseng Shipping & Trading Corp., Singapore.

* AKUNA (730/43 ex HMAS Gladstone) owned by the Port Phillip Sea Pilots Assoc., and used as reserve Pilot ship, has been sold to Mr. S. Scot-Davies of Melbourne for possible use as a yacht. Built at Walkers Ltd, Maryborough(Q) the vessel was one of sixty corvette/minesweepers built in Australia during the war. In July 1956 the vessel was purchased for conversion.

MAORI (7490/53) was sold in August to an international Swiss based evangelical group for \$480,000 (NZ) and the intended buyer was known as 'Youth With A Mission (Pte)Ltd., Singapore. The new name was to be Agape I, registered in Singapore. Notwithstanding that the representatives had possession of the ship at Wellington, the sale has not been finalised despite three extensions of the deadline.

| ALAGNA (975/61) has been sold by John Burke P.L. and was delivered at Cairns on August 21, being named Eurika.

Ref.P.89 - KOOJARRA (2959/56) was sold to Robin Dredge Co., of H.K. for use as floating accommodation in S.E.Asia, and left Fremantle on August 29 in tow of Wongara for Singapore, where they arrived on September 11.

Former W.A.Shipping Service vessel KYBRA (952/26) which was sold in 1958, is reported to have been broken up in 1972 after being laid up for sometime under the name Djajaputra II owned by P.T. Samudra Putra, Jakarta.

Ref.P.89 - WESTPORT (984/48), the demolition of this ship was completed at Auckland during October 1973.

TUGS:

Howard Smith Industries P.L. has invited tenders for two 25,90m twin screw harbour tugs.

* SIRIUS COVE (165/58) was renamed Cape Raoul on July 12.

- YACKA (118/26) sold on account of debts and returned \$250. The new owner is considering conversion to a tuna boat. Meantime the wheel-house has been removed.

* YORKE SYME (158/61) left Melbourne on August 7 for Hobart, to operate under charter.

| SPRIGHTLY (646/43) has been chartered for several years to work as an oceanographic ship in W.A.

MONOWAI, 32 m tug, was launched at Whanarei (NZ) on September 1, for the Southland Harbour Board, and arrived Bluff on October 19.

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OVERSEAS:

HAMILTON SLEIGH (22119/61) has been sold by Dominion Navigation Co.Ltd., Hong Kong (H.C.Sleigh Ltd).

HYOGO MARU (9053 tg) sailed from Japan on November 2, to join the E.S.S. operation. Jointly owned by three Japanese Lines she will be managed by N.Y.K. for the first two years.

TOMBARRA, last of the ScanAustral quintet arrived in Sydney mid October and joins Tricolor, Barrunduna, Tarago and Lalandia.

REGIONAL ENTERPRISE (ex Lake Barrine 7215/56) is reported to be in view for disposal to Hong Kong owners.

FEDOR SHALYAPIN (ex Franconia ex Ivernia 21406/55) is expected to leave U.K about November 20 for Australia and then cruise in the South Pacific.

JAPRI VENTURE and JAPRI PROGRESS (ex Kooliga and Kooyong) are employed on the Japan/Phillipine trade, in Eastern Steamship Co., colours.

CITY of EDINBURGH is to make one outward voyage to Australia, leaving Rotterdam for Sydney direct. Arrival Sydney is expected about December 11, after a 21 day passage.

P & O has ordered six 15,000 dwt SD14 type ships from Austin & Pickersgill, with delivery between 1974 and 1977. They have also ordered a 414,000 dwt crude tanker from Mitsui S & E., Chiba., with delivery 1977.

- a) ORIENTAL QUEEN (11004/36 ex Kanimbla) was put through surveys in Japan this year, and is basically now used for cruises in near Japan waters.

TJIWANGI(9000/51) is reported sold , with delivery in January 1974 for operations out of Hong Kong under the British Flag.

Formerwell known O.S.K. ship OSAKA MARU (6550/49) more recently named Ariadne, arrived at Istanbul on April 21. for demolition.

CORAL PRINCESS (9696/62) of China Navigation Co., left Kobe on September 10 for Tientsin/Shanghai and other eastern ports and was the first cruise ship to visit the Peoples Republic of China for many years. The vessel was under charter to Hyogo Prefectural Youth Bureau. A week later she was followed by Brazil Maru.

Ref.P.90 - Blues Star Line has ordered a fifth vessel of the 9700 tg (24 knot) class, from Smiths Dock, Teeside (UK) for delivery early 1976.

Flinders Shipping Co.Ltd. has ordered a 22759 tg vehicle deck ship from Kawasaki, similar to the A.N.L. ship, for the Aust/ Japan searoad service. Delivery is expected July 1975.

Pacific Far East Lines has sold two cellular containerships - AUSTRALIA BEAR (just completed) and another to have been named NEW ZEALAND BEAR, to Sea-Land Service Inc. These two ships were originally ordered by Matson but taken over by PFEL when they acquired Matsons south Pacific interests.

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Sea. Oxley and Derwent also visited N.Z. and exercised with ships of the R.N.Z.Navy.

Naval exercises off Malaysia in November were attended by Melbourne Brisbane and Parramatta, whilst Stuart after the exercises remained in Singapore to relieve Yarra.

- FLINDERS, after a long period of trials and commissioning at Williamstown, finally sailed on November 10 for Sydney and will then go onto station at Cairns.
- BIS, SNIPE and CURLEW left Sydney on August 27/31 for three months training along the Queensland coast.
- Landing craft WEWAK commissioned at Brisbane on August 10, and SALAMAUA on October 19.
- SYDNEY decommissioned at Sydney on November 12.
- CRION, submarine, is expected to commission in May 1975.
- DAIMANTINA arrived Williamstown on September 14 for a three month refit, whilst SWAN completed refit early in November.
- Imposing entry into Sydney Harbour on October 12, when MELBOURNE led BRISBANE, TORRENS, DERWENT, STUART, VENDETTA, ONSLOW and SUPPLY in line ahead from sea.
- Ref.P.92 - The Parramatta City Council has tentatively set March 17, 1974 as the date for unveiling the memorial at Queens Wharf Park.

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COMPANY and GENERAL NEWS:

Mercury Shipping Co., of Hong Kong has announced cancellation of their Australia/East Coast South America service.

Hong Kong United Dockyards Ltd. & Overseas Shipyard Co. Ltd (C.Y. Tung Group) will form a new company - Hong Kong Consolidated Dockyard Ltd.

GALILEO GALILEI (27907/63) was the first liner to use the new passenger terminal at Outer Harbour, Port Adelaide. It was officially opened on October 19, the vessel berthed October 21 and was followed by PATRIS the next day.

The Japan/New Zealand trade will be containerised by 1976. Four lines concerned are Mitsui-OSK, Japan Line, China S.N.Co, and Crusader Shipping, and plan two or three roll on/off container-ships, operated on a slot charter principle.

Australian Coastal Shipping Commission has announced a profit of \$2,613,362 with the overseas trading contributing substantially to the profit. The PACE Line operation showed a deficit, as did the coastal operations.

Adelaide Steamship Industries P.L. has taken out a writ in the S.A. Supreme Court against the Commonwealth Government for payments said to be due in respect of the construction of the Cape ships, recently completed.

The wreck of the EDITH (67/1890) was located in 30 feet of water four miles offshore, about 100 miles N.E. of Port Hedland early in October. The vessel sank on April 17, 1907.

New Century Shipping co., has become a subsidiary of Wah Kwong Shipping & Investment Co., (controlled by Chao family.).

After an 8500 mile drift from Guayaquil (Ecuador) the three rafts-Mooloolaba, Aztlan and Guayaquil were fifty miles off Mooloolaba (70 miles north of Brisbane) on November 18, but the southerly set caught them and eventually HMAS Labuan took them in tow, and two of the rafts were taken into Ballina (Richmond River) on November 20, the third broke adrift, although the men and their goods were removed. Two trawlers assisted in the operation - Enterprise and Idaho. The rafts left Ecuador on May 28.

+ PIRI, built at Balmain in 1917 and owned by Mr. P. Taylor of Rabaul is being offered, so it is reported, for preservation by any Museum interested.

Ref.P.93 - POLLY WOODSIDE, the new bowsprit is from Orange Grove, whilst the deckhouse may have come from White Pine. This deckhouse was recovered from what had previously been the garden of a large house at Mt.Eliza (V), from whence it was removed in July.

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*BOOKS:

'History of the Union S.S.Co., of N.Z.Ltd., Volume 1, 125 pages, illustrated, approximate size 8" x 6 1/2", by A.L.Arbon and R.H. Parsons, published by Australasian Maritime Historical Society.

Available by order to Mr.W.G.Volum, 132 Noble Street, Geelong at \$2-40 (AC) to members of N.A.A. Remittance with order.

This volume covers "The Company", whilst volume two, when published, will cover "The Ships".

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RECENT PUBLICATIONS:

Australian Naval Administration 1900-1939, by Robert Hyslop, The Hawthorn Press, Melbourne. 254 pages, indexed, not illustrated. Recommended price \$6-95 (AC). The book presents Australia's naval defence policy and its execution from Federation to the outbreak of World War II.

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A History of the Ports of Queensland by Glen Lewis, University of Queensland Press, St Lucia (Q), distributed overseas by Angus & Robertson (UK) Ltd. London. 341 pages, illustrated and notes to text. This book is described as a study of Queensland's economic history, combining history of port development, shipping services and economic growth since 1859.

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The Editor would be pleased to receive notes from readers regarding publications of interest that come to their notice. A review is not required, only a brief description similar to the above notes.

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SUMMER ISSUE

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* T H E L O G *

Volume 6 (New Series)

Journal of the NAUTICAL ASSOCIATION of AUSTRALIA Inc.

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Opinions expressed by contributors are not necessarily those held by the Association or the Editor.

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