

THE LOG

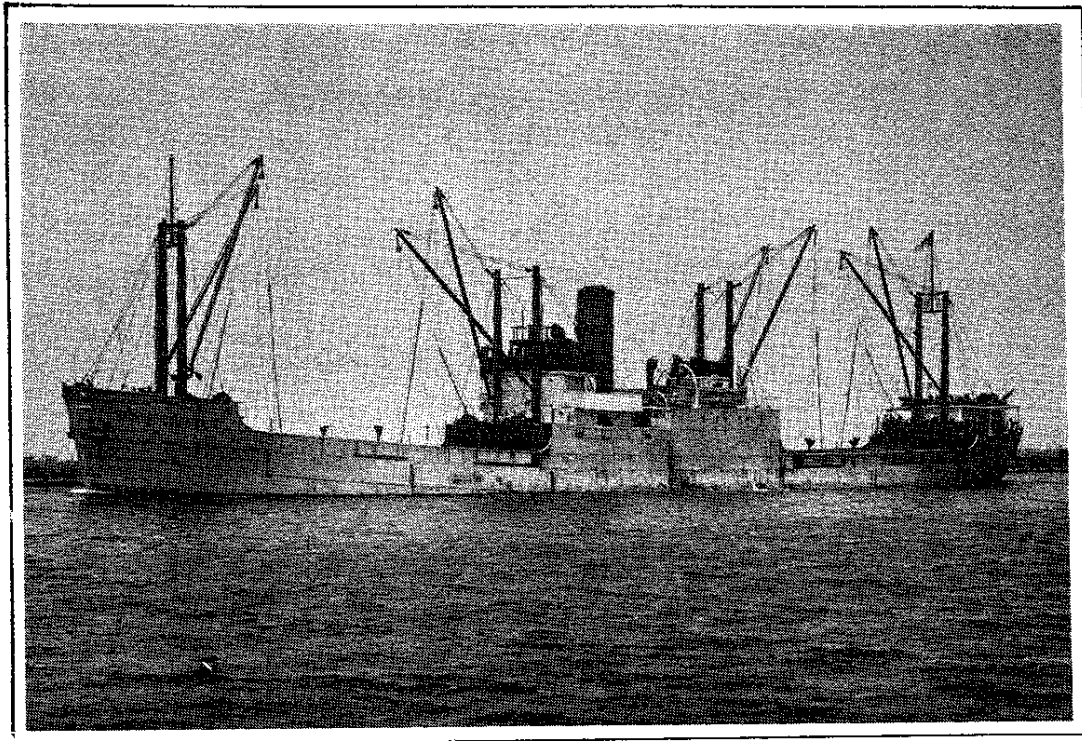


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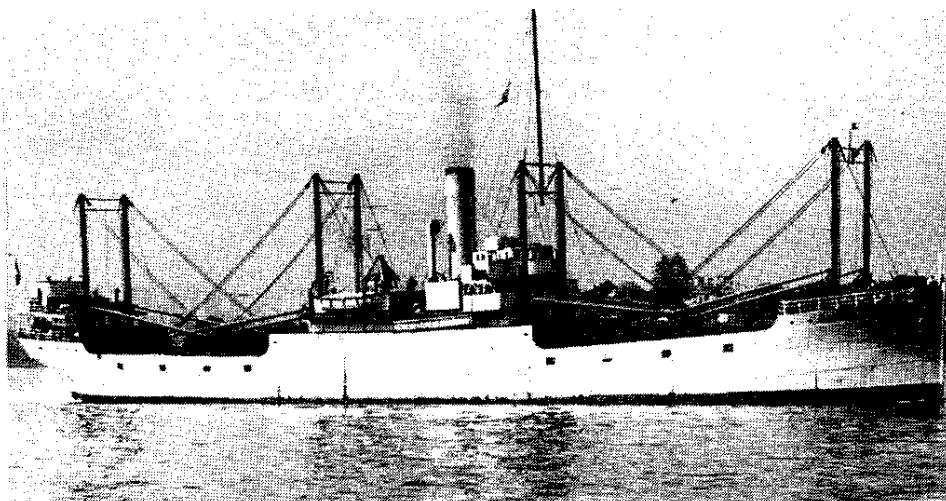
MATTHEW FLINDERS

Built 1938 for H.C.S.Coasters Pty Ltd

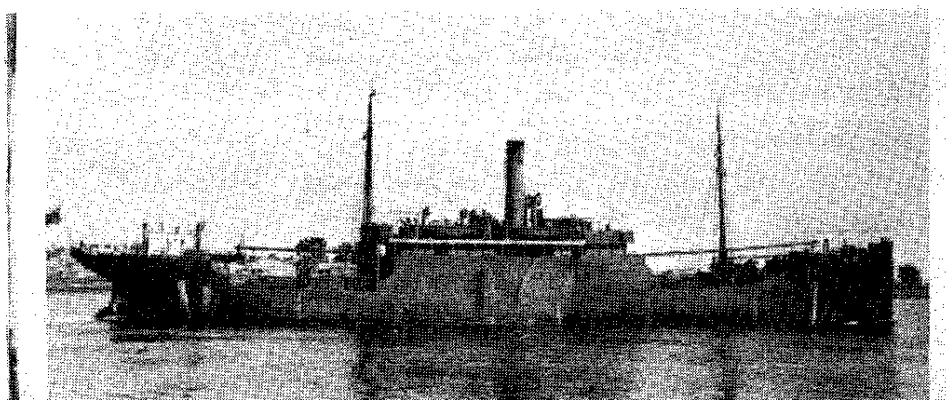
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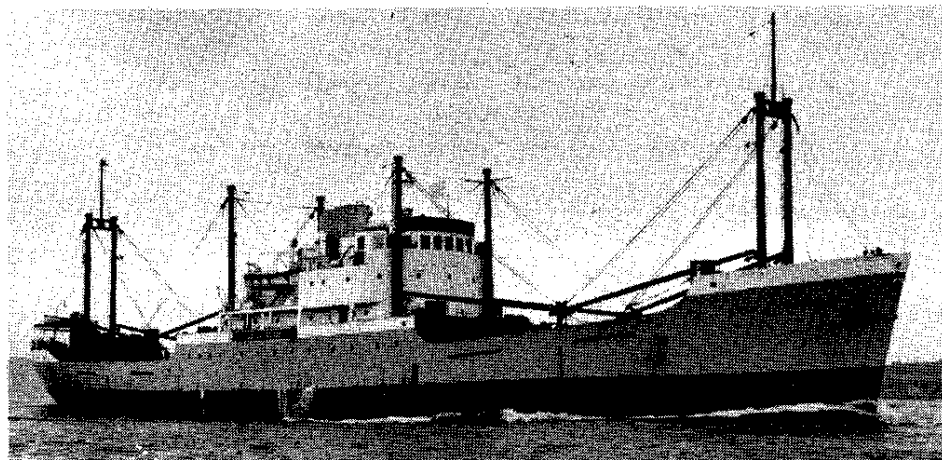
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JAMES COOK H.C.S.Coasters Pty Ltd (R.E.Wright Colln)



BULGA see H.C.Sleigh article (Green Colln)



ABEL TASMAN 1958. H.C.S.Coasters Pty Ltd (J.Y.Freeman)

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T H E L O G

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Company history-

The Shipping Interests of H.C.Sleigh.

The firm of H.C.Sleigh has been in existence for more than eighty years. The interests of the firm have covered a broad range, but shipping has always constituted a significant part of its activities. This article gives a broad outline of the overall development of the firm, with a more detailed description of the various shipping ventures and interests.

It has been prepared from material supplied by Messrs. I.J.Farquhar, N.L.McKellar, T.S.Stevens, R.C.S.Swanton and W.G.Volum. A list of references is given at the end of the article.

Origins

Harold Crofton Sleigh, founder of the business, was born in Bristol in 1869, the son of Hamilton Norman Sleigh. Harold's grandfather, Adderley Sleigh, rose to the rank of Captain in the Royal Navy. The family had come from Derbyshire, and a Gervase Sleigh, Barrister, was bailiff of Derby in 1606.

After education at Bath Grammar School, Harold joined the Bristol Joint Stock Bank as a junior. After a short time he went to work for Mr.T.W.Hardwick, an auctioneer in Bristol, who later emigrated to Australia. Next came a move to London and employment by the Union Bank of London, where Harold gained a knowledge of shipping. Ill health caused a return to Bristol where he became connected with the running of an excursion steamer on the Bristol Channel; this vessel was a forerunner of the P. & A.Campbell fleet. For health reasons Harold joined a steamer at Swansea which loaded a cargo of coal for the Black Sea. On his return to England he decided to emigrate to Australia, in the expectation that the climate would help him.

Thus in June 1888 he booked passage in the Orient Liner Orient, and soon after his arrival in Melbourne he accepted a position in Orange, NSW. There he became interested, with a partner, in the barging of cargo on the Murray and Darling Rivers. In May 1891 Sleigh became joint owner with James Coombes of the paddle steamer Emu (103/1886). Both men were described in the Register as ship-owners of Bourke, NSW. In April 1892 Sleigh became sole owner, following the death of Coombes, and Sleigh was then recorded as

being "of Wilcannia, NSW". Sleigh sold Emu in December 1895. From October 1892 until September 1895 Sleigh was the registered owner of the paddle steamer Ethel Jackson (159/1876), which traded on Port Phillip Bay as an excursion vessel. In the register of this vessel, Sleigh's address is given as South Melbourne. After his return to Melbourne, Sleigh joined the firm of Harrold Bros, remaining with them until November 1895 at which time he was their chartering clerk. His resignation from Harrold Bros. was fortunate, since that firm became bankrupt in 1896.

Establishment in Melbourne

In November 1895 Sleigh opened an office in Flinders Street, Melbourne, and commenced business as a shipping agent and general merchant. He engaged in ship broking and chartering, importing and exporting. The immediate impetus for Sleigh to commence business on his own account was his decision to bid for the Western Australian Government coal contract. The Government had called tenders for the supply of about 50,000 tons of coal a year, for delivery at Fremantle and three outports, and tenderers could quote for terms of one, two or three years. McIlwraith McEacharn submitted a quote for all ports for three years, acting on behalf of the coastal shipping companies then established in the WA trade. The established lines were stunned when the WA Government awarded the Fremantle contract (which represented the lion's share of the business) to Sleigh for three years on the strength of his lower quote, while the McIlwraith tender was accepted for Bunbury, Geraldton and Busselton.

Thus by the end of November 1895 Sleigh had a contract to supply up to about 50,000 tons of coal to Fremantle over the next three years, but no ships to lift the coal. To rectify this, Sleigh was able to charter two Glasgow tramps which became available in Sydney; Eskdale in December 1895 (which was taken up for six months, and commenced loading coal at Newcastle for Sleigh on 31/12/1895), and Asphodel in January 1896. The established lines were even more upset when Asphodel was fitted for passengers before she left Sydney for her first Sleigh loading. The new venture soon encountered trouble, however, as in April 1896 the Newcastle coal miners struck for higher pay. Sleigh was thus unable to maintain deliveries, since he relied on Newcastle coal for both cargoes and bunkers. The WA Government appealed to the established lines to fill the breach, which they did by drawing on coal from Queensland.

Although the miners' strike finished in July 1896, it was too late for Sleigh. In that month it was announced that a newly-formed company was to take over the WA coal contract. This new concern was Intercolonial Steamship Co.Ltd., of which the principal promoters were W.R.Cave & Co., Gibbs, Bright & Co., and Geo.Wills & Co.. It is possible that Sleigh was a shareholder. The new company carried on the contract with chartered ships until 1897 when the remainder of the contract was transferred to McIlwraith McEacharn. It is interesting to note that before the business was taken over by Intercolonial, Sleigh was advertising ships from Melbourne to

Western Australia under the title "The Blue Star Line". (Note description of the present company house flag.) As a postscript on Intercolonial- the company won coal contracts with the Geelong Gas Co. and the Silvertown Tramway Co. in 1896, but when they expired the shareholders decided in January 1898 to wind it up.

The result of the Western Australian coal venture must clearly have been a disappointment to Sleight, but within two years he was again attempting to enter the Western Australian trade. Early in 1897, in partnership with John McIlwraith, he formed the Australian Transport Company, and went to Britain where he ordered two passenger/cargo steamers from Russell & Co., Port Glasgow, for the east-west trade. These ships were launched on 29/7/1897 and 16/9/1897 as Cape Otway and Cape Leeuwin respectively. The order was placed in anticipation of receiving sufficient share subscriptions to meet the cost of both ships. In the event, however, subscriptions received were only enough to pay for one ship. Since a single ship could not provide a satisfactory service, Sleight accepted an offer from the AUSN Co., and in October 1897 it was announced that AUSN had bought the ships. Cape Otway was completed in that month but was not renamed Pilbarra until September 1898; Cape Leeuwin was renamed Paroo in December 1897, before completion. These ships were sold at a satisfactory profit, the AUSN apparently being prepared to pay handsomely to obviate a competitor.

Sleight had further dealings with the AUSN Co. when he chartered their Victoria in December 1897 for a voyage to New Zealand, loading coal outwards and pine homewards. On the return trip the ship put into Twofold Bay short of coal and with her cargo shifted. The voyage was not a success; upon arrival back at Melbourne the cargo had to be sold, delivered and paid for before the balance of the charter money could be paid.

For the next few years Sleight concentrated on developing his agency, chartering and trading activities. He explored a number of prospects:- during the Boer War he chartered ships to take stores to South Africa, but due to port congestion in South Africa and the consequent delay to the ships the venture was not successful; trade to South America was investigated; army remounts were despatched to India; and Australian products were exported to various parts of the world.

In 1905 Sleight visited Siberia and obtained timber concessions from the Imperial Russian Government, as a result of which he established a timber mill at Geelong in partnership with James Moore & Sons, and imported logs from Siberia in cargo lots for processing by the mill. This venture operated for some years prior to the First World War as the Oriental Timber Corporation. About this time also he was exporting coal to Japan.

Other early ventures

Sleight acquired his first seagoing ship in October 1905 when he bought the German steamer Oceana (684/1891) from the Jaluit Company, for whom she had traded around the Marshall Islands, which

were then German-controlled. Sleigh registered the vessel at Melbourne under the same name, and she was immediately sold to Japan with delivery there. After docking at Duke & Orr's dry-dock, Melbourne, she departed for Ocean Island where she loaded a full cargo of Phosphate for Japan.

Two years later Sleigh was trying to enter the Fiji trade. In April 1908 a prospectus was issued for a company to be floated under the name Western Pacific Steamship Co., to operate ships between Melbourne, Sydney and Suva. Sleigh was to be manager and Brown & Joske were to be agents in the Islands. The prospectus was issued at a time when a good season in the Islands had resulted in a banana crop in excess of available shipping space, and support was expected from planters in the Islands. The existing line was soon able to cope with demand however, and the flotation of the new company failed.

Less than a year later Sleigh tried again. In December 1908 the Fijian Government called tenders for the renewal of the mail contract, and Sleigh submitted a tender in March 1909 for a service Melbourne/Sydney/Fiji using the steamers Madeirensen and Obidense, which he proposed to charter from the Booth SS Co. of Liverpool. The other tenderers were the AUSN Co./Union SS Co. of NZ jointly (the established operator) and Elder, Dempster & Co.. Sleigh's tender was the lowest and thus he was awarded the contract, but by then his option over the Booth steamers had expired. His efforts to obtain other suitable tonnage were to no avail, and an attempt to float a company to undertake the contract also failed. The service was due to begin in June, and in July Sleigh was obliged to abandon the contract. (The contract ultimately went to AUSN/Union SS Co., and AUSN built the new Levuka for the service.)

A passenger and cargo service to Britain was the next venture, and this involved the curious fate of Papanui, a large steamer built for the New Zealand Shipping Co.. In December 1909 Papanui (6582/1898) stranded off the coast of Tasmania. She was refloated and brought to Melbourne where, after docking and inspection, the NZS Co. concluded that the cost of repairs was not warranted, and the ship was sold to a syndicate of Melbourne businessmen. The Register of Shipping at Melbourne shows that the NZS Co. transferred Papanui to that register on 5/7/1910 - she had previously been registered at Plymouth, UK. Then on 14/10/1910 she was transferred to the registered ownership of Harry Aaron Visbord, a Melbourne financier, under a Bill of Sale dated 23/5/1910. On the same day (14/10/1910) Papanui was again transferred, this time to James Paterson (not the shipowner - he had died in 1906) under a Bill of Sale dated 14/10/1910. Then on 21/11/1910 the Register was closed and the ship was transferred to the Nicaraguan flag.

The syndicate had decided to send the ship to Japan for repairs. The Melbourne authorities refused to allow the ship to sail, believing her to be unseaworthy. So she was transferred to the Nicaraguan flag and sailed from Melbourne at night without a pilot, for Nagasaki, where she was repaired. It is not known when Sleigh

became involved in the syndicate, although it is recorded that he was still "concerned" with Papanui on 21/10/1910. The ship was back on the berth at Melbourne on 24/3/1911, and was again registered at Melbourne on 21/4/1911, this time in the joint ownership of H.C.Sleigh and H.B.Black. (Black was a Melbourne merchant with whom Sleigh was then associated in the export of wool.) Papanui then embarked a full complement of passengers - Melbourne to Liverpool - for the coronation of King George V.

After landing the passengers at Liverpool, Papanui proceeded to London (where on 9/8/1911 she was re-surveyed as 7609 gross tons) and embarked 324 emigrants for Fremantle. She sailed late August with passengers, cargo and a crew of 108 bound for Fremantle via Las Palmas and Cape Town. On 5/9/1911, just south of the Equator, bunker coal in No.3 hold was found to be smouldering. Efforts to extinguish the fire were unsuccessful. St.Helena was sighted and passed on 8/9, and eventually the ship had to put back to that island, arriving there on 11/9 and anchoring off Jamestown. The ship was later beached, and on 12/9 Papanui suffered explosions below decks and was completely gutted by fire. The wreck remained visible for several years. There were no casualties, although the behavior of the master appears to have been distinctly odd. A more detailed account of this incident appears in the September 1963 issue of "Sea Breezes".

In August 1910 Sleigh, in partnership with Lane, Baldock and R. Black, bought the Ebbw Vale Colliery on the Maitland field. Baldock had a controlling interest in the venture. Shipbroking transactions become more noticeable in these years, since a number of vessels handled were actually registered as owned by Sleigh. Ships thus owned are shown separately in the fleet list which follows, and they cover the period 1913 to 1933. Although out of chronological sequence, it may be mentioned here that Sleigh handled the disposal of the former Huddart Parker liner Victoria in 1924/25 after the failure of the China-Australia Mail Steamship Line.

First petroleum venture

Sleigh first became involved in petroleum by chance. In 1913 he was agent for a ship which arrived from the west coast of the United States. Included in the cargo was a consignment of cased motor spirit, the first from California to reach Australia. As the consignee was unable to pay for the shipment, Sleigh was asked if he would take over the consignment, and this he agreed to do. He thus found himself in the petroleum business. The shipment was under the Standard Oil California brand "Red Crown", but subsequently the "Golden Fleece" brand was adopted. Sleigh continued to import motor spirit; initially "cased", i.e. two four-gallon tins in a pinewood case, then in 44-gallon drums, and finally in bulk. Sleigh established bulk ocean terminals in 1929 at Melbourne, Sydney and Adelaide. The first tanker to be chartered by the firm was the Danish East Asiatic Company's motorship Mexico, also in 1929. Thereafter, the firm chartered many tankers during the 'thirties for the import of motor spirit.

H.C.Sleigh had the distinction of installing the first kerbside pump in Australia, this being at South Melbourne in 1920. Another distinction was that the arrival of the first ocean tanker with "Golden Fleece" products for discharge into the St.Peters terminal at Sydney was the occasion for the proclamation of Botany Bay as a port of entry for overseas shipping. This occurred in September 1930 and the ship was the Danish Mexico.

The Firm

H.C.Sleigh's son, Hamilton Morton Howard Sleigh, was born in Melbourne in 1896. After education in England, service at sea in 1915 as a junior purser on the Commonwealth Government steamer Parattah, and service in the Australian Flying Corps, he returned to Melbourne after the First World War and in March 1919 joined his father in the firm's new headquarters in Collins Street. By this time there were branch offices at Sydney (established 1913) and Adelaide (1919).

Soon after joining the firm, Hamilton Sleigh spent a month in Tonga with the idea of organising a shipping service for the carriage of bananas from Tonga to Australia. However, on his arrival at Nuku'alofa the Australian Government imposed a duty on the import of bananas in order to protect the newly-established soldier settler growers of Queensland and Northern New South Wales. So a pleasant holiday was spent in Tonga, there being only a monthly service. He was taken into partnership with his father in 1924, and his early business experience included shipping cattle from Darwin to the Philippines, shipping jarrah sleepers from Bunbury, WA, to the Government of Ceylon, and arranging delivery of a ship which the firm had sold to Chinese in Shanghai.

Harold Crofton Sleigh died in Melbourne on 23/4/1933, having lived to see his firm grow to become a sound and extensive business. His business acumen and enterprise were widely noted. For many years before 1917 he was Consul for Russia in Victoria, and for the last ten years of his life he was Vice-Consul for Finland. With his death the business was carried on by his son.

Ships and the Twenties

H.C.Sleigh returned to shipowning in May 1924 when he acquired the small steamer Bulga from the Commonwealth Government. This ship was the former German Signal, and had been seized at Brisbane at the outbreak of the First World War. Immediate employment by Sleigh (if any) is unknown, but in September 1924 the ship was transferred to the ownership of Steamship Bulga Ltd., (of which Sleigh was a director) and placed in cargo service between Melbourne, Sydney and Newcastle, alternating with Patrick's Mawatta and charging the same freight rates. The venture was not extremely profitable, and as a good offer was received she was sold to Far Eastern interests and delivered in February 1925.

May 1925 saw a press report to the effect that the Commonwealth Government had awarded Sleigh a contract to provide a steamer

service from Darwin to Northern Territory outports. The small North Coast SN Co. vessel Kinchela (369/1914) was to be used, and the contract was for three years. It would appear that Kinchela was a stopgap, as late in 1925 Sleigh negotiated to buy the German steamer Mars. Early in 1926 the ship was renamed Marion Sleigh (506/1906) - after Harold's wife - and placed in service sailing westwards from Darwin to the Victoria River, and eastwards as far as the Roper River. The service did not receive the expected support from Northern Territory station owners and, with the concurrence of the Commonwealth Government, it was terminated. Marion Sleigh was laid up at Sydney until in August 1927 she was placed in a cargo service between Sydney and Newcastle, providing three sailings a week. In 1931 the ship was again laid up at Sydney, and in the following year was sold to Captain A.F. Watchlin of Auckland.

H.C.S.Coasters Pty.Ltd.

(This chapter was contributed substantially by Mr.R.C.S.Swanton)

H.C.S.Coasters Pty.Ltd. was incorporated in Victoria on 9/8/1933 with a nominal capital of £20,000, for the purpose of engaging in the trans-Tasman timber trade. There were three shareholders, each issued with one share - Hamilton Morton Howard Sleigh, and two nominees of Mr.Sleigh. The first vessel acquired was the Norwegian steamer Nord (2047/1916), which was registered at Melbourne on 11/10/1933 as Abel Tasman and sailed from Coffs Harbour on 21/10/1933 with timber for New Zealand. In November 1934 another Norwegian ship was purchased. This was the heavy lift ship Belfri; she had been built to carry locomotives, rails and large machinery, and with her large hatches was well suited for timber cargoes. After a protracted delivery voyage in January/February 1935 (77 days from Newcastle-on-Tyne to Melbourne), she was registered at Melbourne on 13/2/1935 as James Cook.

On 21/5/1936 a special resolution was passed by the shareholders, placing the company in voluntary liquidation. On 12/6/1936 a new company bearing the same name was incorporated in Victoria with a nominal capital of £75,000. By agreement dated 13/6/1936 made between the old company (which was in liquidation), the new company and H.M.H.Sleigh, the assets of the old company (including the steamers Abel Tasman and James Cook) were sold to the new company for £61,000, to be settled £1,000 in cash and £60,000 in shares. The shares were to be issued to H.M.H.Sleigh or his nominee or nominees. These 60,000 shares of £1 each were allotted to Sleigh, and the only other shares issued were three subscribers' shares, one of which was also held by Sleigh.

It would appear that the reconstruction was undertaken for legal rather than operational reasons. H.C.S.Coasters Pty.Ltd. is understood to have been beneficially owned by the Union SS Co. of NZ Ltd. from the beginning, in 1933, and the shares to have been held by Sleigh as their nominee. All but two shares in the new company remained in the registered ownership of H.M.H.Sleigh until August 1972, and for all that time the company was operated by Sleigh

with complete independence. It is thought that this arrangement existed for the purpose of indicating to shippers and the public at large that competition existed on the Tasman. For while Huddart Parker Ltd. operated a passenger service, there was no other real cargo competition for the Union Company. (It is interesting to compare this arrangement with the involvement of the Union Company in other companies; i.e.- Anchor, Canterbury, Holm, Richardson, Watchlin and Lamb.)

Less than a month after the ships were transferred to the new company, Abel Tasman was lost at Greymouth, New Zealand. The ship was berthed at Greymouth wharf when, due to a combination of the river being in flood following heavy rain, and an ebb tide, she broke adrift on 18/7/1936 and was swept downstream by an eight knot current. She struck the stern of Kaimai, and then fouled the wreck of Kaponga on the point at the North Tiphead before being carried out across the bar and was finally lifted by a heavy swell onto rocks at North Beach. Abel Tasman was a total loss, although fortunately without human casualty.

To make good this loss the company ordered a new ship from Burntisland Shipbuilding Co.Ltd. of Scotland, and this was delivered in October 1938 as Matthew Flinders. To finance the new ship additional funds were raised by way of extra capital, which rose to £130,902 by early 1939. Built for the timber trade and featuring two very large hatchways, Matthew Flinders was occasionally used in the Australian coastal sugar trade early in her career. During the Second World War both ships were requisitioned by the authorities; apart from coastal and trans-Tasman work, they made some voyages to the South Pacific as supply ships.

After the war both ships returned to the trans-Tasman timber trade, carrying hardwood poles from northern NSW ports to New Zealand and returning with softwoods. During 1951 the company was badly affected by the New Zealand waterfront strike, and on one occasion Matthew Flinders took 207 days to make a round voyage. On another occasion James Cook took 22 days for a passage from Tauranga to Port Kembla; after being hove to in heavy seas for more than a week, the ship was taken in tow by the salvage tug St.Giles on 4/6/1952 and towed into Newcastle, having consumed part of the cargo of timber as fuel.

By this time James Cook was more than thirty years old, and late in September 1953 an agreement was signed for sale of the vessel to Henderson Trippe Shipping Co.Inc., and delivery was made to them on 4/11/1953. It would appear that Henderson Trippe were acting as brokers, as by 1954 James Cook had become Philippine Trader of Manila. In August 1955 Matthew Flinders grounded at Tauranga and suffered considerable damage. It was evident that this vessel was also in need of replacement and accordingly a contract was signed on 5/4/1956 with Burntisland Shipbuilding Co. Ltd. for vessel No.860 to be built at the Aberdeen yard of Hall, Russell & Co.Ltd. To finance this newbuilding additional capital of £327,646 was called up.

On 7/11/1956 Matthew Flinders was sold to John Nurminen O.Y. of

Finland, and thus for the first time the company was without a ship. It was not until 11/12/1957 that the new vessel was delivered as the second Abel Tasman. She followed her predecessors in having long hatches for the carriage of wharf piles, but she differed in being a motor ship. On her maiden voyage she sailed via the Middle East under charter to Strick Line, then proceeding to Australia and arriving at Sydney on 31/3/1958. She did not enter service until May, however, since she was declared black by the Seamen's Union for having been brought to Australia with a British crew. Abel Tasman operated virtually without incident, apart from stranding on Mermaid Reef, six miles north of Crowdy Head, on 23/9/1964 while on passage from Sydney to Ballina. The ship had to return to Sydney for docking and temporary repairs.

The change in ownership of the Union SS Co. of NZ Ltd., which took effect on 1/1/1972, led to much rationalisation in trans-Tasman shipping. One of the consequences was that on 30/8/1972 H.C.S. Coasters Pty.Ltd. was renamed Abel Tasman Shipping Co.Pty.Ltd., the shares in the company were transferred from Sir Hamilton Sleight to the Union Co., and the Sleight directors and management resigned and Union Co. representatives were appointed in their place. At the previous balance date (30/6/1972) accumulated losses in the company amounted to \$429,622.

From this time Abel Tasman was virtually a member of the Union Co. fleet although, whilst flying the Union Co. flag, she remained in Sleight colours until her disposal. Abel Tasman continued in the trans-Tasman timber trade until late 1973, by which time a combination of slow turnaround and falling demand for poles caused the trade to be abandoned. In any case the days of conventional ships were numbered. The ship operated for a short time in the Australian coastal trade, but she was laid up at Melbourne in April 1975 and sold on 15/8/1975 to Guan Guan Shipping (Pte) Ltd. of Singapore, who renamed her Golden Globe.

With her departure went the last Australian-manned vessel engaged principally in the trans-Tasman trade, and so concluded the operations of a company well known in the timber trade for more than forty years.

Public company

Following the end of the Second World War the firm faced the prospect of resuming the interrupted development of its interests. The petroleum division ("Golden Fleece"), which was by then operating in Victoria, New South Wales, South Australia and Tasmania, would in particular need the investment of large sums of capital. It was considered that capital requirements would be beyond the resources of a privately-owned firm, and so it was decided to float the business as a public company. Thus H.C.Sleight Limited was incorporated in Victoria on 30/6/1947. With the allotment of shares on 14/10/1947 the paid up capital was £800,000. The business hitherto conducted under the name of H.C.Sleight was acquired for £500,000, and Mr.Hamilton Sleight became Chairman and Managing Director. Excluded from the assets taken over by the public company

was H.C.S.Coasters Pty.Ltd., although H.C.Sleigh Limited was appointed managing agent.

In 1950 Peter Harold Sleigh, younger son of Hamilton, joined the company, thus becoming the third generation of the family to be associated with the business. He gained experience in all divisions of the company, including service as General Manager Shipping and Manager Dominion Navigation Company Limited during the sixties. He was appointed a director in 1963, Managing Director in 1970, Deputy Chairman in 1973, and Chairman and Chief Executive in 1976. Meanwhile a knighthood was conferred on Sir Hamilton Sleigh in 1970; he has remained a director of the company since relinquishing the Managing Directorship and Chairmanship successively in favour of his son. Both have followed in the tradition of the founder in representing the Government of Finland in Victoria - Sir Hamilton became Vice-Consul in 1934 and Honorary Consul in 1956, and then Consul General in 1970. For his services he has been decorated by the Government of Finland. Peter became Honorary Consul in 1976.

Supply and refining arrangements concluded with California Texas Oil Company of N.Y. (Caltex) resulted in the allotment of shares to that company in 1956, 1960 and 1965. This has led to the New York company becoming the largest shareholder in H.C.Sleigh Limited; in 1965 it held 31.3% of the shares and 28.4% of the voting strength in the company, although by 1972 its shareholding had fallen to about 23% of the Sleigh capital. Nevertheless California Texas Oil Company has never had board representation nor management participation in Sleigh.

Before dealing with post-war shipping activities, it is convenient to mention here certain other company matters, even although they are out of chronological sequence. Firstly, in August 1959 the company made a takeover offer for the share capital of The Adelaide Steamship Co.Ltd.. The initial offer was for 3½ Sleigh shares of 5/- for each Adelaide share of £1. The offer was subsequently increased twice - to 4 for 1, and then to 5 for 1; but the Adelaide directors rejected the offer which was withdrawn in September 1959.

Then in May 1960 Ampol Petroleum Ltd. made an offer for all the Sleigh capital - 5 Ampol shares of 5/- for 4 Sleigh shares or 20/- cash for each Sleigh share. This offer was rejected by the Sleigh board. Finally, in March 1962 it was announced that a proposal to merge H.C.Sleigh Limited with Bitumen and Oil Refineries (Australia)Ltd. (Boral) had been agreed in principle, but that details could not be determined until accounts for year ended 30/6/1962 were available. In the event, the companies were unable to agree the details, and shareholders were advised in January 1963 that the merger proposal had been abandoned.

(To be continued)

Erratum- The photo of Island Gas in the last issue was taken by Mr.M.R.Dippy. Furthermore, we apologise for the poor standard of reproduction of illustrations in the last issue.

Burns Philp steamer-

S.S. MORESBY.

from B.A. Wilkinson.

Originally built in 1881 by Sir Raylton Dixon of Middlesbrough, England, as Jacob Christensen for J. Christensen of Bergen, Norway, this vessel was 260.8 ft. in length, 34.6 ft. in breadth, and the gross tonnage was 1763. A compound engine having cylinders 34" x 63" with a stroke of 24" took steam at a pressure of 80 lbs. per sq. inch from two single-ended coal fired boilers and provided a sea speed of approximately 9 knots.

Acquired by Burns, Philp & Co. Ltd. in 1898, the vessel's name was changed to Moresby and, following a short period of idleness laying in Johnson's Bay in Sydney, entered the New Hebrides and Solomon Islands trade. In 1902 the company decided to enter the Singapore trade and Moresby, rather big for New Hebrides, was chosen for the new trade. The first sailing took place on 29/11/1902 when Moresby left Sydney for New Guinea, New Britain, Dutch New Guinea ports and Singapore. This voyage was the inauguration of a passenger and cargo service from eastern Australian ports to Singapore which, except during the Second World War, was to be maintained by Burns, Philp & Co. for 62 years with a number of fine ships, ending in 1964 when Braeside was transferred to the Papua New Guinea run and the Australia/Java/Singapore service was abandoned.

The service to Singapore settled down to the Torres Strait route with calls at Thursday Island, Port Moresby, Darwin and Timor as required and two or three ports in Java. The rapidly increasing trade soon became too much for Moresby to handle, and in 1904 she was replaced by the sister ships Airlie and Guthrie. Moresby re-entered the Solomon Islands trade from Sydney under mail contract to the Commonwealth Government. The service included the Solomon Islands, Shortland Island, Woodlark Island, Samarai and Yule Island via Brisbane.

In 1909 the general coal strike affected practically all coastal shipping, and Moresby was laid up in Sydney until bunker coal was available, finally sailing on 21/1/1910. This was to be an eventful trip, as Moresby, when returning from the Islands, ran onto a reef about 75 miles north of Cooktown during the early morning of 18/2/1910. Considerable damage was done to the forward end of the ship, and at low tide she was high and dry. The ship's launch carrying 20 people set out for a nearby island, but with breakdowns and the launch leaking badly necessitating continuous bailing for more than 30 hours, it took several days to reach a small island in the Howick Group.

Meanwhile the company's small coastal steamer Bobby Towns brought a diver and surveyor from Cooktown, and after several days Moresby was refloated and set out in search of the launch. Although the launch sighted the ship once, the ship did not see the launch. However, launch and passengers were picked up by the Queensland

Government steamer John Douglas and brought safely to Cooktown. Moresby returned to Sydney for repairs and was temporarily replaced by Matunga, which had recently arrived in Sydney to join the Burns Philp fleet.

When Burns Philp acquired the yacht Altonye from Dr. Scot Skirving in March 1910 for interisland trading in the Solomons, it was taken there by Moresby as deck cargo, leaving Sydney on 2/4/1910. Although most of the vessel's service was in the Solomon Islands area, it was sometimes varied with trade requirements; for example, in December 1913 Moresby made a voyage to Fiji and Samoa.

In November 1914 Moresby was sold to Moller & Co. of Shanghai without change of name, and they employed her in various trades. Whilst carrying a cargo of rice from Saigon to Dunkirk during the First World War, a torpedo ended the career of this useful vessel on 28/11/1916 in the Mediterranean about 120 miles north of Alexandria. The ship sank and 33 lives were lost.

The British Phosphate Commissioners

Although the BPC are no longer shipowners, they still operate ships through bare-boat chartering. Listed below are the ships which have been operated on this basis, and it is interesting to note that all have been obtained from Scottish Ship Management Ltd. (The SSM Group consists of Lyle Shipping Co.Ltd. and H.Hogarth & Sons Ltd.. From its commencement in 1968 until 1976, SSM managed the fleet of Lambert Bros.Ltd.). The ships are manned by BPC personnel and fly the BPC houseflag, but are painted in SSM colours. Details given for each ship are:- gross tonnage, year built, year of charter - year charter terminated.

<u>Temple Hall</u>	13,523	1971	1971-1976	(replaced <u>Triaster</u>)
<u>Cape Hawke</u>	14,710	1971	1974-	(replaced <u>Tri-Ellis</u>)
<u>Baron Pentland</u>	16,844	1976	1976-1977	
<u>Cape Otway</u>	20,819	1976	1977-	(replaced <u>Triadic</u>)
<u>Baron Murray</u>	20,819	1977	1977-	

Baron Pentland replaced Temple Hall. Baron Murray replaced Baron Pentland in April 1977. In addition to these ships, several other SSM ships have been employed by BPC on a voyage or time charter basis. The ANL bulk carrier Stirling Range (13,580/1968) has also been employed in the phosphate trade, and she was the SSM Baron Cawdor until purchase and renaming by ANL in 1975.

The Lambert bulk carrier Temple Hall was sold to Stolt Nielsens R/A in 1978, and registered in the ownership of K/S Seaway Sandpiper A/S, Norway, as Seaway Sandpiper. She was converted into a gravel discharge vessel, and is employed in backfilling gravel over newly-laid North Sea gas pipelines.

Far Eastern Liners-

Asia Australia Express and the AAO Consortium.

from J.S.Mathieson.

In April 1973, China Navigation Company and Royal InterOcean Lines combined to provide amongst other things a regular service between the Far Eastern ports of Cebu and Manila in the Philippines, Keelung and Kaohsiung in Taiwan, Hong Kong, Busan in South Korea and Naha in Okinawa (Southern Japan), and the Australian ports of Brisbane, Sydney and Melbourne, and as required Portland, Adelaide, Launceston, Burnie, Hobart and Risdon. For a trial period, the funnel of one vessel (Asian Ensign) was painted with a red AAE on a black stack, but this gave way to the red and white chequered band on a black stack.

In the early days of the combined service, CN Co. and RIL supplied regular conventional vessels carrying breakbulk, unitised and deep-tank cargoes, and also a limited number of 20-foot containers. Extra vessels were added when volume of cargo increased, particularly during the Australian import upsurge of 1974 and the refrigerated cargo boom to Taiwan in 1975. Late in 1973 the self-sustaining Asian Exporter commenced running, providing extra container capacity (144 teu) to pave the way for a fully cellular service, and, as the service settled down gradually, the conventional ships were phased out to leave only the cellular ships.

Some rationalisation occurred in 1976 when Orient Overseas Container Line and Australian National Line joined Asia Australia Express to form a consortium known as AAO (from the first letter of each line). The joint service had up to eight vessels aimed at giving a six-day service from Australia to the above Far Eastern ports, except Naha, which is now served by ships on the Japan run.

OOCL (a member of the C.Y.Tung group) had entered the trade in 1972 as Orient Overseas Line with the conventional vessels Hongkong Beauty, Hongkong Truth and Hongkong Surety. The 80-passenger Hongkong Success (ex Oriental Fantasia, ex Dinteldyk) also appeared briefly in the service. In 1974 the (converted) full-containerships Oriental Amiga and Geh Yung were introduced to the service, replacing converted semi-container vessels.

ANL entered the service in 1975 under the name "Anline Service", with the container/vehicle deck ships Australian Explorer and Australian Enterprise.

The year 1978 saw more rationalisation by way of further tonnage modernisation: early in the year the two ANL ships were lengthened in Japan, thus increasing their container capacity from 630 teu to 1005 teu. In the last quarter of the year AAE and OOCL each introduced two new ships (ref.P.125- 1978)- all of similar design and capacity- which replaced Asian Renown, Asian Reward, Oriental (*) Enterprise and Oriental Mariner. Thus the members of the AAO consortium now have six modern vessels of similar capacity serving the Australia/Far East trade. The fleet list which follows gives details of ships engaged in AAE and AAO services.
 (*) and Oriental Amiga)

Fleet list-

AAE and AAO

Ships' details are presented as follows:-

Name gross tons/year built speed	Owners/Managers/Port of registry former names/other details
<u>Asian Endeavour</u> 8155/1963 20 knots	KPM-Lijnen N.V./Koninklijke Java-China Paketv. Lijnen N.V./Amsterdam. ex <u>Straat Frazer</u> (1973). r/n <u>Straat Frazer</u> in 1975, <u>Nedlloyd Frazer</u> in 1977. Now FE/NZ run.
<u>Asian Ensign</u> 8236/1963 20 knots	Koninklijke Java-China Paketv.Lijnen N.V./ ditto/Amsterdam. ex <u>Straat Freetown</u> (1973).r/n <u>Straat Freetown</u> 1975; <u>Nedlloyd Freetown</u> 1977. Now FE/NZ run.
<u>Asian Enterprise</u> 8236/1964 20 knots	Koninklijke Java-China Paketv.Lijnen N.V./ ditto/Amsterdam. ex <u>Straat Fremantle</u> (1973).r/n <u>Straat Fremantle</u> 1975; <u>Nedlloyd Fremantle</u> 1977. Now FE/NZ run.
<u>Chengtu</u> 5790/1955 14.5 knots	China Nav.Co.Ltd./John Swire & Sons Ltd./ London. r/n <u>Musi</u> in 1977 for Opal Navegacion S.A., Panama; now on Hong Kong/Shanghai run.
<u>Kweichow</u> 3954/1959 14 knots	China Nav.Co.Ltd./John Swire & Sons Ltd./ London. ex <u>Norman</u> (1968), ex <u>Kweichow</u> (1966). r/n <u>Orient Victory</u> in 1974 for Cia. de Nav.
"Orient Victory" S.A., Somali Republic (Phoenix Enterprises Co. Ltd.,Mgrs.). In 1976 r/n <u>Fortune Victory</u> for Phoenix Enterprises Co.Ltd., Panamanian flag.	
<u>Sinkiang</u> 6057/1954 17 knots	Eggar Forrester (Holdings)Ltd./John Swire & Sons Ltd./London. ex <u>Troubadour</u> (1971).Now FE/Pacific Islands/ NZ run; owners- Taikoo Nav.Co.Ltd.
<u>Wanliu</u> 5393/1949 15 knots	China Nav.Co.Ltd./John Swire & Sons Ltd./ London. ex <u>Wanstead</u> (1964); <u>Raeburn</u> (1964); <u>Wanstead</u> (1963); <u>Port Wanstead</u> (1960); <u>Wanstead</u> (1957).
r/n <u>Maldiva Explorer</u> in 1975 for Maldives Shipping Ltd.. Arrived at Gadani Beach, Pakistan, 11/6/1978, for breaking up.	
<u>Wenchow</u> 5393/1950 15 knots	China Nav.Co.Ltd./John Swire & Sons Ltd./ London. ex <u>Wendover</u> (1965). r/n <u>Kota Subur</u> in 1975 for Pacific International Lines (Pte) Ltd., Singapore.

Woosung China Nav.Co.Ltd./John Swire & Sons Ltd./
5393/1950 London.
15 knots. ex Woodford (1964); Rossetti (1964); Woodford ('63).
loaded wool rags 9/1975, Sydney for Inchon.
r/n New Dragon in 1976 for Guan Guan Enterprising (H.K.) Ltd.,
(Sin Chiao Shipping Pte.Ltd., Mgrs.). Sailed Singapore 17/6/1978
for Shanghai, to be broken up.

Asian Explorer Koninklijke Java-China Paketv.Lijnen N.V./
6179/1962 ditto/Amsterdam.
16 knots ex Straat Colombo (1973). r/n Straat Colombo in
1974; Nedlloyd Colombo 1977. Now South Africa/
Australia/NZ run.

Asian Exporter China Nav.Co.Ltd./John Swire & Sons Ltd./London.
8705/1964 ex Finnboston (1973); launched as Finnenso.
16 knots r/n Poyang in 1975; On FE/NZ service until late
1978, then FE/South Pacific service.

Asian Express Koninklijke Java-China Paketv.Lijnen N.V./
6225/1959 Amsterdam. ex Straat Clement (1973).
16 knots r/n Straat Clement in 1974; Nedlloyd Clement
1977. Now South Africa/Australia/NZ run.

(Note- all the above ships were on AAE service between 1973 and
1975; listed below are relief and extra vessels.)

Abel Tasman Koninklijke Nedlloyd B.V./Rotterdam.
27614/1971 Loaded reefer containers 10/75, Sydney/Brisbane
21.5 knots for Hong Kong. r/n Nedlloyd Tasman in 1978.

Huntingdon P & O SN Co./P & O Gen.Cargo Divn./London.
11281/1948 Loaded reefer cargo at Brisbane 8/75 for Taiwan,
16 knots thence to Taiwan breakers.

Sacramento Maru Mitsui O.S.K.Lines Ltd./Osaka.
6743/1967 Loaded textiles & other general cargo in Far
18.5 knots East 5 & 7/74 for Sydney/Melb.; thence NZ to load.

Savannah Maru Mitsui O.S.K.Lines Ltd./Osaka.
6756/1967 Loaded textiles & other general cargo in Far
18.5 knots East 4 & 10/74 for Syd./Melb.; thence NZ to load.

Silver Fern Drado Shipping Co.Ltd.S.A./Panama.
5027/1968 ex Japan Kowhai (1972). Loaded reefer cargo 5/77
16 knots Adelaide/Melb./Syd./Brisbane for South Korea.

Straat Clement (see Asian Express above) Loaded Melb./Sydney in
8/75- bulk tallow & reefer cargo for Keelung & hides for Kobe.

Straat Lagos
4767/1958
14.5 knots
KPM-Lijnen N.V./Koninklijke Java-China Paketv.
Lijnen N.V./Amsterdam. ex Van Der Hagen (1967)
Loaded reefer cargo 8/75 for Keelung & Japan.
r/n Chai Trader, 1978, Peace Sg.Co.Ltd., Monrovia.

Trado
4380/1972
Seatrade Inc./Reed.O.Oltmann K.G./Monrovia.
ex Taiko Maru (1976). Relief vessel while regular
ships under survey. In 1977 to Zim Line's Eilat/
Far East/Australia service.

Turakina
7707/1960
17 knots
P & O SN Co./P & O Gen.Cargo Divn./London.
Loaded reefer cargo 10/75 Brisbane for Taiwan.
r/n Patricia U in 1977 for Uiterwyk Line (Reefer)
Inc., Monrovia.

Zaida
6088/1972
18 knots
P & O SN Co./P & O Gen.Cargo Divn./London.
Loaded reefer cargo 7/75 Brisbane for Kaohsiung.
r/n Vendee in 1975 for P & O.

Zira
6088/1972
18 knots
P & O SN Co./P & O Gen.Cargo Divn./London.
Loaded reefer cargo 8/75 Brisbane for Keelung
& Kaohsiung. r/n Vosges in 1975 for P & O.

Strider Gallant
5480/1978
17.5 knots
Strider 6 Ltd./Sea Containers Chartering Ltd./
Hamilton, Bermuda. 317 teu (incl.258 reefer).
Three voyages Australia/S.Korea early 1978 dur-
ing lengthening of ANL vessels. r/n Jade Bounty
mid-1978 for charter to AustIran Ltd.

AAE vessels since 1974

Asian Renown
12577/1974
18.5 knots
Manchester Liners (Intermodal) Ltd./Manchester
Liners Ltd./Manchester. ex Manchester Renown(74).
AAE service 1974-78, then r/n Manchester Renown.

Asian Reward
12577/1974
18.5 knots
Manchester Liners (Intermodal) Ltd./Manchester
Liners Ltd./Manchester. Launched as Manchester
Reward. AAE service 1974-78, then r/n M/Reward.

Asian Pearl
21122/1978
19 knots
Asia Australia Express Ltd.//Hong Kong.
AAE service 1978- 1178 teu(incl.140 reefer).
Built by IHI, Aioi, Japan.

Asian Jade
21121/1978
19 knots
Asia Australia Express Ltd.//Hong Kong.
AAE service 1978- 1178 teu(incl.140 reefer).
Built by IHI, Aioi, Japan.

OOCL vessels since 1974

Geh Yung
7635/1944
17 knots
Chinese Maritime Trust//Keelung.
ex Lindi (1966), ex El Salvador Victory (1947).
Entered OOCL service 1974. Scrapped Taiwan 1977.

Oriental Amiga Chinese Maritime Transport Ltd.//Keelung.
10150/1950 ex Diemerdyk (1968).
16.5 knots Entered OOCL service 1974, withdrawn 1978.

Oriental Enterprise Pacific Union Lines Ltd.//Hong Kong.
14467/1945-67 C3-S-A2 type; converted to container ship 1967.
16 knots ex Pacific Trader (1972), Hawaiian Planter ('67),
Sea Pegasus (1947). OOCL service 1975/6 - 1978.

Oriental Mariner Atlantic Far East Lines Inc.//Panama; and later
14246/1945-67 Pacific Union Lines Ltd.//Hong Kong.
16 knots C3-S-A2 type; converted to container ship 1967.
ex Pacific Banker (1972), Hawaiian Craftsman ('67),
Marguerite Le Hand (1947). OOCL service 1975/6
to 1978.

Tsui Yung Chinese Maritime Trust Ltd.//Keelung.
7622/1944 ex Hongkong Banner (1967), Burckel (1965),
17 knots Poland Victory (1947). Withdrawn Dec. 1977; left
Bangkok 19/12/1977 for Taiwan breakers.

Oriental Ambassador United Container Services Ltd./OOCL/HongKong.
21068/1978 Built by Tsuneishi Zosen, Numakuma, Japan.
19 knots 1178 teu (incl. 140 reefer). OOCL service 1978-

Oriental Expert Clixby Containership Co. Ltd./OOCL/Hong Kong.
21068/1978 Built by Tsuneishi Zosen, Numakuma, Japan.
19 knots 1178 teu (incl. 140 reefer). OOCL service 1978-

ANL (Anline) vessels

Australian Enterprise Australian Shipping Commission//Melbourne.
9330/1969 Anline service 1975-
21 knots To Japan 2-4/1978 for lengthening; container
capacity increased from 630 to 1005 teu (incl.
reefer from 120 to 200). Gross tonnage 11347.

Australian Explorer Australian Shipping Commission//Melbourne.
9334/1970 ex Matthew Flinders (1975). Anline service 1975-
21 knots To Japan 3-5/1978 for lengthening; Container
capacity increased as above. 11353 gross tons.

(Note- Container capacities for Asian Renown and Asian Reward were
554 teu (incl. 36 reefer), and for Oriental Enterprise and
Oriental Mariner 510 teu (incl. 30 reefer)).

Albany and the Whalers by Les Johnston. This book is available from
the Albany Travel Centre, PO Box 764, Albany, WA, 6330. Price is
\$3:50 including postage. It is a history of whaling in the waters
off Albany from its earliest days until its closure in December 1978.

New books:

The Passage Makers by Michael K. Stammers; Teredo Books; 528 pages; many illust., incl. some colour; Stg. £22:60.

This is a history of the Black Ball Line of Australian Packets, 1852 - 1871. The coverage is most detailed and comprehensive - ships and services; commanders, crews and passengers; the managers - particularly James Baines and Thomas Mackay; and the rise, prosperity and ultimate crash of the Line. The ships are dealt with extensively, and among the appendices is a fleet list of vessels owned by Baines and his associates. The Black Ball Line and its more prominent ships (Marco Polo, Lightning, Schomberg, etc.) were household names in the Australian colonies in the mid-nineteenth century. This book does full justice to a fascinating subject, and is excellent value. Highly recommended.

Big Gun Monitors by Ian Buxton; World Ship Society - Trident Books; 215 pages; many illust.; Stg. £9:95.

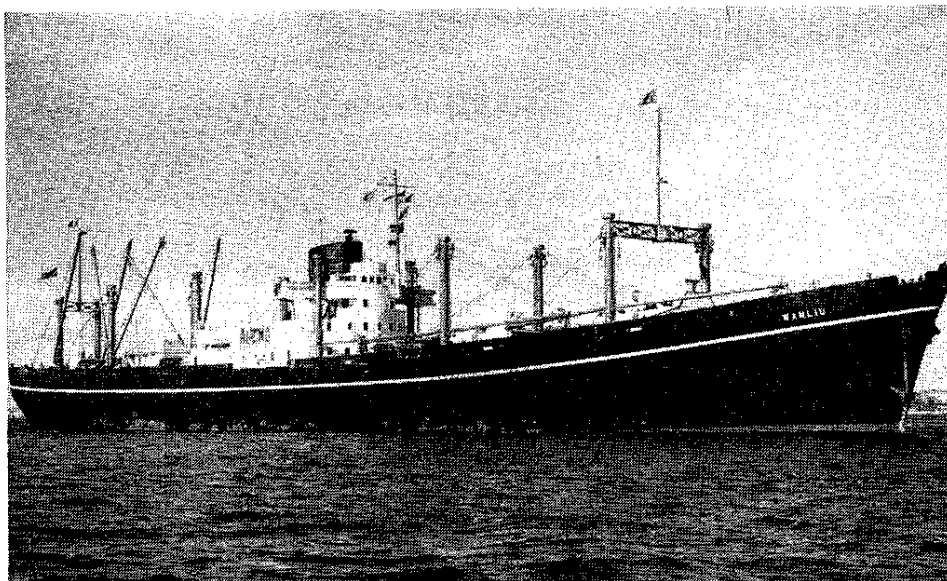
The Royal Navy had 42 monitors in service between 1914 and 1965, the vessels being armed with a variety of heavy guns from 6" to 18", and intended for shore bombardment. This is the first book devoted specifically to their history. It is very comprehensive, covering origins, design and construction; armament; deployment and performance; post war careers and ultimate fates. In addition, it deals with gunnery and bombardment techniques, and has extensive technical data.

The author is a professional naval architect, and he has achieved a successful combination of the technical and the historical. The work is clearly the result of extensive and deep research, and it may be expected to become the final authority on this most interesting subject. It also represents the World Ship Society's first venture into hardback publishing, and it should be regarded as a triumph. We look forward to further works of this standard. Highly recommended.

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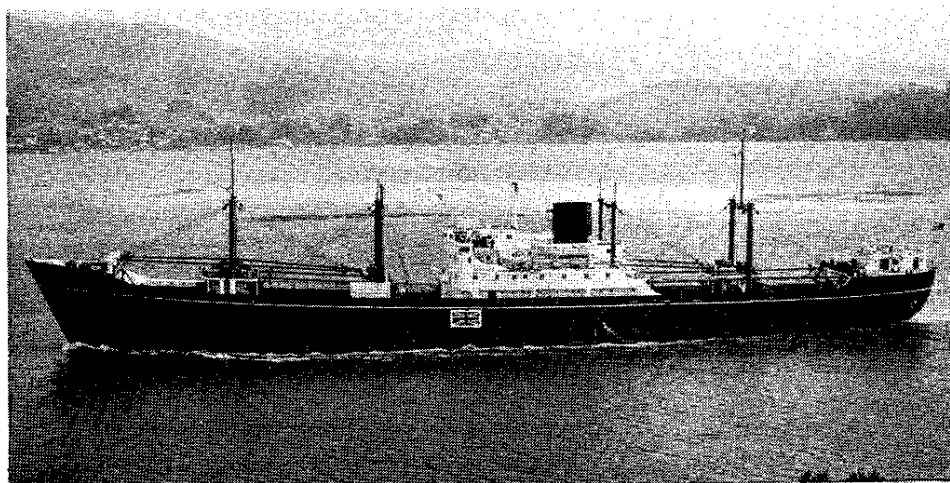
This book reminds us that a former RN monitor served in Australian waters for many years. This was the 9.2"-gun M.16, built in 1915 by Wm. Gray & Co. Ltd. at West Hartlepool. After wartime service in the Aegean Sea, M.16 was sold in 1920, together with seven sister-ships, to the Shell Group. They were converted to shallow-draft tankers for service between Lake Maracaibo and Curacao. M.16 was renamed Tiga (the Malay word for "three") and registered at Willemstad, Curacao, in 1920. In 1923 she was transferred to the Kingston, Jamaica, register.

She came onto the Australian Register in 1924 when she was registered at Sydney. Here she is shown as being a twin screw steamer with triple expansion engines, 533 tons gross, built in 1915. Owners were The British Imperial Oil Co. Ltd., and in 1928 the name of this company was changed to The Shell Co. of Australia Ltd.. The Sydney register was closed on 3/11/1941, the vessel having been converted to a dumb barge. Tiga was ultimately sold in Sydney in 1953. Shell used her for bunkering service at Sydney.



WANLIU

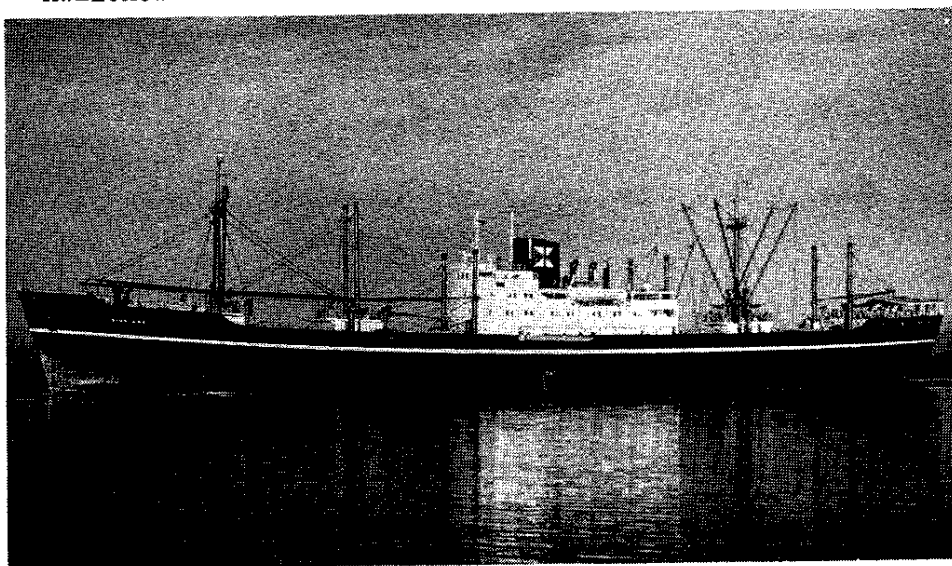
China Nav. Co.



KWEICHOW

China Nav. Co.

(D.Wright)

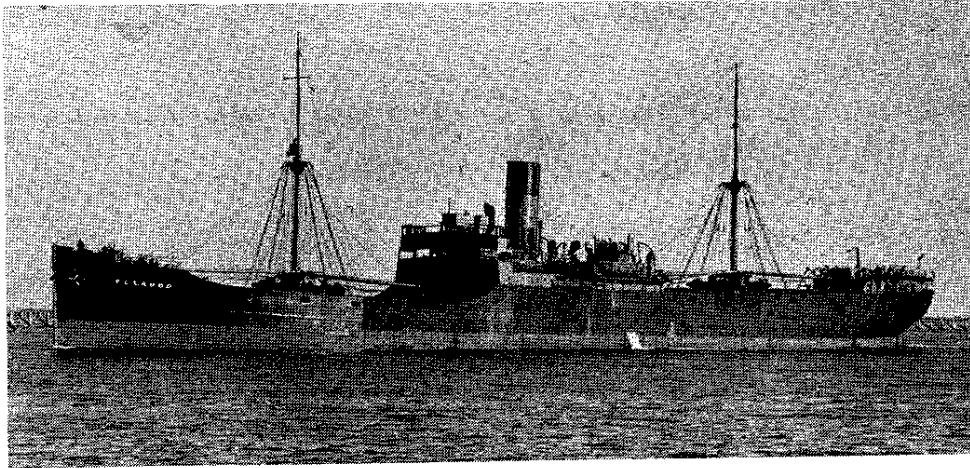


SINKIANG

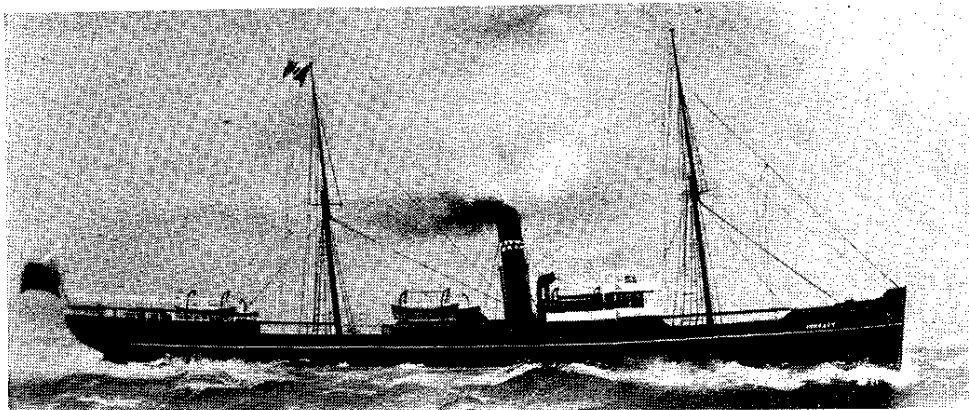
China Nav. Co.

(M.R.Dippy)

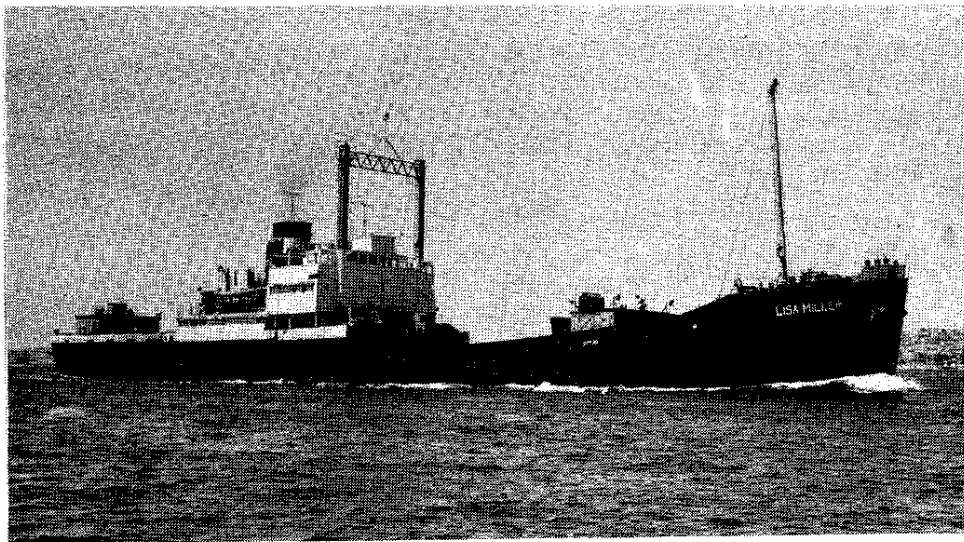
T H E L O G I V



ELLAROO Melbourne S.S.Co.Ltd (Walter Burch Colln)



MORESBY Burns Philp (Dufty Colln)



LISA MILLER sold recently (J.Y.Freeman)

The DUFTY collection of ship photographs:

Postcard prints of the following ships are offered at 30 cents per print with a postal surcharge of 20 cents on each offer.

Closing dates are strictly observed, but a combined order for each group of three offers is accepted providing it is received before the closing date for the first offer in the group. Orders with remittance to:- "Photo Offer", PO Box 534, Strathfield, NSW, 2135. Please make cheques, money orders and postal notes payable to "The World Ship Society".

Offer No D 60: closing date 31/7/1979.

1. Enterprise	(tug)	?
2. Lammeroo (ex Highland Lassie)	Adelaide SS Co.	3796/05
3. Monaro	Melbourne SS Co.	2656/06
4. Monongahela (ex Baalbek, ex Balasore)	(stl.4-mst.bqe) Charles Nelson & Co.	2724/92
5. Monowai	Union SS Co. of NZ	3433/90
6. Monowai (ex Razmak)	Union SS Co. of NZ	10852/25
7. Port Curtis	Cwealth. & Dominion	8287/20
8. Queen Bee	J. Weston, Sydney	173/07
9. Sobraon (iron & wood ship)	Lowther, Maxton & Co.	2131/67
10. Sobraon (rebuilt)	NSW Govt.	2131/67
11. Suffolk	Federal SN Co.	7309/02
12. Taiyuan	G.S. Yuill	2269/86

Offer No D 61: closing date 31/8/1979.

1. Fanny Fisher (wood bknt)	Campbell & Gainford, Sydney	219/47
2. Jap	J. Breckenridge, Sydney	246/05
3. Knight Templar	Blue Funnel	7203/05
4. Koorongabba	Sydney Ferries Ltd.	313/21
× 5. Koromiko (turret)	Union SS Co. of NZ	2479/07
6. Mungana (ex Eurelia)	AUSN	3351/20
7. Pass of Brander (4-mst.bqe)	Gibson & Clark	2127/90
8. Peru	East Asiatic	6919/16
9. Pulganbar	North Coast SN Co.	1160/12
10. Suevic	White Star Line	12686/01
11. Wynford (stl.bqe)	Hickie, Borman & Co.	1983/97
12. Yoshino Maru (ex Kleist)	Govt. of Japan	7003/06

Offer No D 62: closing date 30/9/1979.

1. Ancaios (stl.ship)	G.T. Soley & Co.	1826/91
2. Bar-Ea-Mul	Queensland Govt.	227/18
3. Brambletye (iron ship)	W.R. Price	1495/76
× 4. Cornwall	Federal SN Co.	10616/20
5. Forest Dream (5-mst.sch)	Grays Harbour M/ship Corp.	1605/19
6. Kaiser-I-Hind	P & O	11430/14
× 7. Kooyong	McIlwraith McEacharn	2296/07
8. Minnewaska	Atlantic Transport	21716/23
× 9. Rakaia	New Zealand Shg.Co.	5628/95
10. Trelissick	Hain SS Co.	5265/19
11. Urilla	Adelaide SS Co.	1985/07
12. Woonoona	(harbour launch)	?

MRD/NAA - photo offer No. 2.

closing date: 15/7/1979.

Photos 30 cents each, plus post & packing- up to 12 photos 25c; 13 - 24 photos 35c. Cash with order to Mr.M.R.Dippy, 40 Hannay Street, Largs Bay, SA, 5016.

Union SS Co. of NZ Ltd. (all post-World War II)

Kaimiro	Kawerau	Ngahere	Union Lyttelton
Kaituna	Koraki	Ngapara	Union Melbourne
Karepo	Koranui	Risdon	Union New Zealand
Karetu	Kowhai	Union Aotearoa	Union Trans Tasman
Katea	Maheno	Union Auckland	Union Wellington
Kawaroa	Ngakuta	Union Australia	Waikare

Photos will be printed to firm order after the closing date, so please allow a month or so thereafter for delivery.

THE LOG - Index for 1978:

Mr.A.H.Corkill of Sydney has again kindly prepared an index for THE LOG. Copies are available at 50 cents each, postage included. Orders with remittance to The Editor, PO Box 4114, Melbourne, Vic., 3001, by 31/7/1979. Despatch will be with the next issue of THE LOG.

THE LOG - Back numbers:

Certain back numbers are available at 60 cents each for Old Series numbers and \$1 each for new series numbers. Details of availability from The Editor. Requests are dealt with in order of receipt.

Ships' figureheads:

Mr.Richard Hunter of 13 Fane Crescent, Swallownest, Nr Sheffield, South Yorkshire, S31 OTS, England, is researching ships figureheads. He is anxious to locate and record as many surviving figureheads as possible, and seeks books and articles on the subject. Anyone who can assist him with his project by providing information is invited to write to him at the above address.

(advertisement)

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MARITIME MISCELLANY:

Closing date for items for the next issue- 2/8/1979.

For assistance in compiling this section the Editor expresses particular thanks to Messrs. J.Burne, W.Barber, J.Freeman, H.Dick (NSW), K.LeLeu (SA), P.Armstrong (Qld), R.McKenna (WA), R.Cox (Tas), D.Hancox (Vic) and R.McDougall (NZ).

Coastal and South Pacific:

Union Auckland returned to service late 2/79.

Darling River (ref.P.26) left Hobart 2/3 for Taiwan in tow of Singapore-registered tug East Sea.

Lake Hume was registered at Melbourne 7/3/79 (12,077 grt/ built 1978); arrived Gladstone 14/3 on delivery voyage from Japan.

Lake Sorell arrived Geelong 30/3 and laid up.

Zincmaster (ref.P.27) left Japan 10/3 after lengthening.

Iron Sturt (ref.P.26- note correct name- not Stuart) delivered by builders 27/4; is owned by Bulkships Finance Pty.Ltd.

Iron Shortland launched Kure 30/11/1978; arrived Port Hedland 1/5 on delivery voyage. Iron Whyalla expected to be sold soon.

Lisa Miller (last of the Miller "60-milers", and laid up since 1/78) sold to Southern Navigation Sdn.Berhad, Malaysia; renamed Southern Cross, regd. Kuching, for Singapore/Brunei service. Left Sydney 2/4 for Singapore; will probably be fitted with deck cranes. Conara now has letters C & A within an oval ring, all in black, on the white band of the funnel. The sistership (ref.P.122- 1978) is expected to be built by Ube Industries Ltd., Japan.

The 16,600 dwt bulk sugar carrier Ormiston was built by Tsuneishi SB Co.Ltd., Japan; launched 17/1, delivered 12/4 and arrived Bundaberg 26/4 on delivery voyage. She is named after the town near Brisbane where, in the 1860s, Captain Louis Hope pioneered the Queensland sugar industry by establishing the first commercial-scale plantation and milling operation. (An AUSN liner also bore this name). Owners of the new ship are:- Bank of NSW, and L.U.L.Nominees Pty.Ltd. as agent for ANZ Banking Group Ltd.. Mortgagees are:- MLC, NRMA Insurance Ltd. and Australian Resources Development Bank Ltd.. The ship is demise chartered to Austocean Pty.Ltd., which is a wholly-owned subsidiary of CSR Ltd.. CSR is the manager and time charterer. Ormiston has four large holds and hatches, with a helicopter landing pad on No.2 hatch. She is generally similar in appearance to the new "Lake" class vessels. Hull, decks and hatchcovers are dark blue, superstructure is white, and the name on the hull is rendered with a capital O and the remaining letters in lower case. All this is similar to the Silver Line colour scheme. Funnel is dark blue with a broad white band on which is a stylised letter A. The legs of the A are three thin blue bars, while the cross bar consists of three wavy lavender lines. A similar emblem appears on the stem-head. (See illustration above). The charter arrangements are for a period of fifteen years.



Myarra and Gerringong are now managed by Howard Smith (previously were under Associated Steamships mgmt). Myarra arrived at Hobart 31/3 to lay up, after temporarily replacing Zincmaster in the zinc concentrates trade. Gerringong sailed from Sydney 22/2 to enter the Kwinana/Geelong alumina trade, after renaming from Iron Gerringong (ref.P.27).

Kimberley (ref.P.27) was floated on 6/2 and christened by Lady Court on 14/5. Delivery to WASSS is planned for 15/5; she will make her first coastal voyage to Darwin, and then enter the eastern States service, leaving the Darwin service to the two ex-German ships.

Ampol Sarel launched by Mitsubishi, Nagasaki, on 13/1, and due for delivery 5/79. Is approx. 64,600 grt.. Shell is planning to order a 32,000 dwt multi-purpose product tanker for delivery late 1980; Australian flag; to replace the 25,000 dwt Cellana.

Boral took delivery of the LPG tanker Helen (ref.P.18) at Grimstad, Norway, on 12/12/78; ship renamed Coral Gas and registered at Fiji in the ownership of Gas Supply, New Hebrides, Ltd., Vila. Sailed from Augusta 9/1 and arrived Melbourne 26/2.

Coastal Ranger (ex Hawea, 1976) sold by NZ Shipping Corp. to Sealanes Transport Corp., Piraeus, and r/n Iniochos Express II; for Mediterranean trading, to sail from Wellington mid-5/79. These are same buyers as bought Wanaka (r/n Rata Hills) in 1976. Coastal Ranger temporarily returned to service 3-4/79, while Coastal Trader was undergoing annual survey.

Lorena (ref.P.28) - reported sale to South America fell through.

Golden Bay (ref.P.28) launched Dundee 12/2 for Associated Portland Cement Manufacturers Ltd., UK, (now known as Blue Circle Industries Ltd.), for long term charter to Golden Bay Cement Co.Ltd..

Kalia (8486/1955, ex Simba (1977)) - operated by Pacific Nav. of Tonga Ltd., reported 5/79 as sold to Taiwan breakers.

The Suva-registered Komaiwai (460/1955) was advertised for sale recently; she was Coast Steamships' Parndana until 1963.

The vessel Fairsprite (details unknown) was purchased 2/79 by Sun Moon Yee Co. of Solomon Islands (Honiara); to be renamed Solomon Chief and commence Honiara/Brisbane service 4/79: Vessel had been anchored off Honiara since 3/78 with wharf charges unpaid.

Woolgar came off-charter from Pacific Forum Line 4/79; to be replaced in Australia/Islands service by a 162 teu containership. The Greek-flag Forum Niugini (3251/1969) ex Arcasea (1979) ex Isabella (1976) is expected to load NZ 6 or 7/79 for Forum Line's NZ/New Guinea service. Apparently under charter as PNG's contribution to Pacific Forum Line.

Ha'Amotaha, laid up Auckland since 11/78, sold by Reef Shipping Co., Fiji, to Pacific Scrap Ltd., Auckland; demolition started at Auckland 24/4/79. The chartered La Bonita ended Pacific Islands service 3/79, and has been replaced by Cotswold Prince (1459/1970), bought by Reef Shipping Co.Ltd. and r/n Fijian. Fijian arrived Napier 24/4 from Manchester, UK.

The New Caledonian Islands trader Hawk (93 ft., built by James Barbour, Aratapu, in 1881) arrived at Opua 28/1, then arr. Auckland 3/2 to start extensive overhaul & refurbishing, incl. two new masts (ketch rig); Arrived Dargaville, Kaipara Harbour, on 22/2 to continue refit. Hawk was completed 1/1881 as a NZ Customs Dept. schooner; sold 1887 for use as pilot vessel by Port Phillip Pilots' Assocn.; sold Melbourne for fishing, 1900s; fitted as a m/ship about 1915, then ketch rigged. Trading vessel in Bass Strait and South Australia until sold to Solomon Islands in 1965. Bought by present owners, Jaques and Robyn Sapir of Noumea, in 1976 for trading and ultimate restoration. (Refer also "Ketches of South Australia" by Ronald Parsons).

Cape Don again has Dept. Transport insignia on her hitherto plain yellow funnel. She now has a thin dark blue ring on the pale yellow, enclosing a dark yellow "filling" on which is the Departmental "three arrows" device surrounded by the words "Department of Transport. Australia." inside the perimeter of the ring. Words and arrow device are also dark blue.

Timaru Harbour Board's new 56' pilot launch Ohau was launched by Sims Engineering Ltd., Port Chalmers, 24/4; to complete 5/79. Wellington Harbour Board's 65' pilot launch Arahina (built 1925) to be replaced by a newbuilding.

Restoration of the ketch May Queen (built 1867) by the Hobart Marine Board is approaching completion. May Queen was engaged in the timber trade until 1973, when she was withdrawn from service and offered to the Marine Board by IXL Timber Pty.Ltd..

James Craig is still at Hobart: it is suggested that she may be purchased by a Tasmanian group and kept there, in view of the financial problems of the Sydney Maritime Museum (the present

Bounty replica (ref.P.28) performed trials off Whangarei owners). during 3/79; plans for "Bounty" films dropped; Bounty idle at W/rei.

Penrod 74 (ref.P.28)- delete reference to Orsus; no such ship!! Ocean Endeavour expected to come off charter to Esso/BHP (Bass Strait) in 5/79. The occurrence of Cyclone "Hazel" off the north-west of Western Australia in mid-3/79 caused the dynamically-positioned drillship Sedco 472 to suspend drilling Zeewulf No.1 well (for Esso/BHP) and steam slowly off the coast; and the semi-submersibles Southern Cross (drilling Sultan No.1 well for Wapet) and Ocean Digger (drilling Pueblo No.1 well for Woodside) suspended operations and the crews were evacuated.

Australian Offshore Services (P & O Australia) has ordered a 49m offshore supply ship from Carrington; delivery early 1980. This vessel will be smaller and less powerful than the AOS "Lady Ann" class (60.5m length) or the "Lady Sarah" class (57.9m length). Bulkships (ref.P.121- 1978) has ordered two 64.4m loa offshore supply vessels from Samsung Shipyard, Busan, South Korea; delivery 6/1980. They will be of Norwegian "Ulstein" class. Bulkships expects to order two similar vessels soon: Fleet of eight planned. Tidewater Port Jackson has called tenders for offshore supply ships:- one or two of 59.18m loa, and one or two of 51.71m loa.

International Offshore Maintenance Services (A/sia) Pty.Ltd. has called tenders for a 43.88m loa anchor handling vessel; tsmv.

Whalechasers Cheynes II and Cheynes III have been sold for scrapping; negotiations are continuing for Cheynes IV to be retained at Albany as a museum.

The Albany-based trawler Othello drydocked at Melbourne early 2/79, then conducted a survey in waters west of Tasmania. After completing same on 22/2 she was intercepted and ordered into Hobart (arriving 23/2) for allegedly contravening terms of her Australian licence, which forbids fishing east of 135 degrees east longitude. The former Taiwanese trawler Fu Long No.11 (ref.Pp.86 & 113- 1976) is now owned by a syndicate of three Western Australians and is undergoing extensive reconstruction at Fremantle prior to entering the Australian fishing fleet; is now named Geraldton Endeavour.

The Victorian PWD suction dredge Pioneer (600/1952), laid up since displacement by April Hamer, has been advertised for sale. A twin screw steamer, she is described as coal or briquette fired, with a speed (clean) of 7½ knots.

William J. McKell (ref.P.28- 1978)- demolition commenced 27/7/78. The last Port of Melbourne steam hopper, J.P.Webb (967/1954) has been withdrawn from service, and is to be sold.

W.H.Resolution (ref.P.123- 1978) re-entered service 2/4/79, at Newcastle. The self-elevating drilling platform W.H.Supply (a sister to W.H.Sirius, ref.P.29) was built at Newcastle by Eglo and named on 15/3; was to be completed by end-3/79.

The former Auckland floating crane steamer Mahua (489/1912), in private hands at Auckland since 1962 and used for construction contracts, etc., was stripped of all machinery and deck fittings at Auckland late 1978 and fitted out as a drilling platform for use at Bluff. Towed Auckland to Bluff via Wellington by Herenui 12/2 - 24/2; to work at Bluff for about 18 months.

Ferries:- The new "Lady" class ferries for the NSW Public Transport Commission (ref.Pp.43 & 59- 1978) are Lady Street (Yard No. 99) placed in water by crane 25/1 and due for delivery 23/5; and Lady Herron (Yard No.100) placed in water 9/2 and due for completion 6/79. Contrary to the report on P.43 (1978), it is now expected that the new ferries will replace Lady Denman and Kameruka. (Note- we are unaware of the identity of NSW State Dockyard No.98).

Tenders close 30/5 for one new 1100 - passenger ferry for Manly service, to replace Baragoola: To be 70.4m loa, service speed 18 knots, delivery 1981, and ability to do trips to Broken Bay.

The new Moggill (Brisbane River) car ferry Stradbroke Star was due to enter service 5/79 for Stradbroke Transport Pty.Ltd. Captain Cook (27m, three-deck, cruise vessel/floating restaurant, built 1978) entered service on the Brisbane River 5/79 for Hayles Brisbane Cruises Pty.Ltd. Vessel operated at the Gold Coast for two months before being bought by Hayles.

Manly (ref.P.29)- buyers were Hydrofoil Seaflight Services Pty. Ltd., of Rockhampton. Delivery at Sydney 27/12/1978.

Challenger I (ref.P.60- 1978) arrived Shute Harbour (Qld) 4/79 to undertake cruising around Whitsunday Island.

McLean's Roylen Cruisers: This fleet of former RAN "Fairmiles" operates from Mackay to the Barrier Reef. Roylen (ex ML 424, bought by G.T.McLean from RAN in 1948) was sold 4/79 to Mr.Peter Payne, who intends to operate 4 - 5 day cruises on the Gippsland Lakes. Roylen Vianne sank in Mackay harbour during cyclone "Kerry", was subsequently raised and beached near the breakwater, then removed to an adjacent yard in two pieces and, after removal of engines and other valuable items, was burnt. Roylen Petaj was badly damaged in the same cyclone, and is under repair. Roylen G.T. (the former Byrond II) and Roylen Sandra are still in service.

The Auckland hydrofoil Manu-Wai (built Italy 1964), out of service since late 1973 due to protracted manning dispute, was offered for sale 4/79. Owned by Hydrofoil Services Ltd. (North Shore Ferries Ltd.).

Tugs:

Willara has been transferred from Ritch & Smith Pty.Ltd. to Coast Steamships Pty.Ltd.

The Fremantle tug Wyola has been based in Cockburn Sound since 1/3, for general towage work.

Sirius Cove transferred to Mackay, arriving 28/1, to relieve Belyando and Broadsound for docking & refits. Due back Sydney 3/79.

Carrington Yard No.131 has been acquired by Howard Smith from the builders; it was originally ordered by McIlwraith McEacharn.

H.A.Lumb sold by Geelong Harbor Trust to private interests for conversion to fishing vessel. Left Geelong 11/4 for Portland.

Melbourne (ex Howard Smith) - the hulk was sold by Brisbane salvage operator Mr.J.Engwirda to the Underwater Research Group of Queensland for a nominal \$5 and, after cutting down the superstructure, Melbourne was scuttled at Cowan-Cowan in Moreton Bay during 1/79, to form part of an artificial reef.

Vigorous (ref.P.93- 1978) was renamed KD prior to leaving Brisbane, the name coming from the initials of Karen and David, children of Mr.P.Fenton, who is partner of Mr.T.Robertson.

W.H.Reliance built by Carrington (ref.P.92- 1978), entered service 6/3 for WestHam as anchor handling tug. Replaced Levanter and works on Newcastle harbour deepening with W.H.Nautilus & Leveret.

Albatross- 40' workboat/towboat/pusher tug built by Holauust International Pty.Ltd. for Victorian PWD, delivered 2/79 (blt.Sydney). Has banana-shaped hull for running aground: Sydney to Melbourne under own power.

Tenders have been called for construction of one or two 33.55m loa "Z-peller" tugs for Medina Maritime Services Pty.Ltd.,WA; and for a 29m tug for Carrington Slipways Investments Pty.Ltd..

Otago (ref.P.30)- still at Auckland; the gold expedition called off.

Taioma slipped at Tauranga 5/3, cleaned, and a special cradle built under her. Then side-slipped onto a specially-built steel bridge, from which she was lowered onto a 104-wheel 360-ton capacity road transporter. Weighing 385 tons, some 85 tons were removed including funnel, bridge, rudder and some machinery, and the remaining 300 tons was largest load ever carried on a NZ road. Taioma was moved approx. three miles to the Tauranga District Museum grounds on 7,8 & 9/4/79. There lowered onto concrete supports, and reassembly, cleaning, painting, etc., began.

Otago Harbour Board has bought Rakanui (55' towboat built 1926) ex Mona's Isle II (1969), ex Rakanui (1937), and the 108' steel barge Kiwa (built 1967) for sand dredging; arrived ex Whangarei 9/4.

Overseas:

The last two ANL ore carriers have entered service. After commissioning at Holmestrand Fjord, Norway (where they were iced in) they returned to builders' yards for docking. Australian Purpose left Holmestrand Fjord 6/2 for Gothenburg to dock, thence to Narvik to load iron ore for Taiwan; sailed from Narvik 7/3 for Kaohsiung. Was due Port Hedland 30/4, to load for Japan.

Australian Progress left Holmestrand Fjord for Germany; then sailed from Hamburg 23/2 in ballast for NW Australia, arriving Port Hedland 1/4 to load ore for Japan, sailing 4/4.

On 6/4 ANL signed an agreement with Nippon Steel Corp. (representing the Japanese steel mills) for employment of the four ships from 1/4/79:- Australian Pioneer and Australian Purpose for two years; Australian Prospector and Australian Progress for 18 months.

TNT/Bulkships:- Alltrans Enterprise delivered at Innoshima 9/3. Trans Europa (ref.P.30) on time charter to Canadian Pacific since late 3/79; commencing 5/79 will operate for Seatrain, and is to be r/n Seatrain Galveston. Trans America has been working for Seatrain since early 3/79, and is to r/n Seatrain Texas in 5/79. Both ships will operate a new Seatrain service US Gulf ports/North Europe. The two ships chartered for the Nigerian service, but not so employed (TFL Prosperity(5777/1978) and TFL Progress (5778/1978)) have been sub-chartered out on a short term basis.

The 105,000 dwt OBO Dalsland (55,555/1971) has been bought by a company in which H.C.Sleigh Ltd. has "a small shareholding". For overseas trading; sellers were Brostrom Group; handed over at Las Palmas 5/3; manned with Australian officers and overseas crew.

Saiburi (554/1937) ex Hung Hai (1948) ex Moamoa (1946)-owned by Thai Nav.Co.Ltd., Bangkok, in hands of Bangkok breakers 12/78. This was the former Burns Philp island trader, and later a CSR molasses carrier. (ref. P.75- 1976).

The former Princess of Tasmania now operates between Yarmouth, Nova Scotia and Bar Harbour, Maine for CN Marine under the name

The former Batman is now the diesel-engined Progress Bluenose River owned by Cia. Progress Four S.A., Panama.

Union Atlantic ex Iron Wyndham (1976) arrived Kaohsiung 8/1/79 for demolition.(Singapore Roads since 4/12/78; sold 26/12/78).

NZ Waitangi departs Timaru 5/79 for Mediterranean ports and Avonmouth- probably last voyage in NZ trade; ANZECS charter expires 5/79; will probably be sold. The newbuilding for Caribbean service (ref.P.31) is reported likely to be named NZ Caribbean.

Ile de Lumiere(963/1962) French flag- has been fitted as a hospital ship to assist Vietnamese refugees; arrival Singapore reported 14/4. Skyluck (ref.P.31) was still anchored off Lamma Island, Hong Kong in mid-4/79; number of refugees on board c. 2600.

Kadina(ex Sinkiang)(ref.Pp.93 & 125- 1977)- refloated night of 5-6/9/1978; delivered to National Shipbreakers (Pte.)Ltd., Jurong, Singapore on 7/9/1978. Lydia ex Tong Soon (1978) ex Kawaroa(1972) (regd. Amapala, Honduras) delivered to National Shipbreakers Ltd., Jurong, Singapore on 17/11/1978; commenced breaking 19/11 and 50% complete by 1/1/1979.

Tropic Fury (987/1950, the ex KPM Musi) was sold by Capt.S.W. Keenan in 1978 to Mr.Clunies Ross of Cocos Island, and regd. in the ownership of Tropic Island Shipping Co.(Pte.)Ltd., Singapore under the same name. She was in Fremantle as such 1/79. Capt. Keenan bought Bonawind (1185/1962, ex Awanui) in 2/79 and regd. her at Singapore as Wild Rover in ownership of Singapore Straits Pilotage Co.(Pte.)Ltd.. She now trades to Western Australia.

Austasia Line (Pte.)Ltd. has been re-activated with two ships registered under its ownership, on Singapore register:- late in 1978-Matupi (4478/1966) ex Cavalaire (1978) ex Harvest Gold (1977) ex Frigomar (1975) ex Oyonnax (1971), and early in 1979- Mandowi (3621/1966) ex Couronne, etc.. Matupi has been to NZ ports and Fremantle earlier this year.

Bank Line- further sales are:- Laurelbank (reported 2/79), Hazelbank & Irisbank (4/79, subject inspection), Taybank and Tweedbank (3/79). New tonnage (all from Sunderland):- Roachbank (18,435 dwt) delivered 1/79, Ruddbank (18,700 dwt) launched 30/10, Pikebank launched 4/1. Meanwhile Bank Line is to charter three ships for their US Gulf/North Europe service, the first of which is Carolina (9311/1978) 450 teu, owned by P.Dohle of Hamburg, and renamed Tielbank. This service was to start 2/79.

Columbus Louisiana & Columbus Tasmania due Sydney 5/79; Columbus Canterbury launched 24/2; Columbus Queensland to launch 6/79.

Lloyd Brasileiro are to withdraw Lloyd Melbourne (ref.P.62- 1978) in 8/79 and replace her with the chartered Austrian-flag Swellendam (9344/1967), which will be r/n Lloyd Brisbane(due Melb. 6/7.)

Centaur from 6/79 to operate Fremantle/Singapore/Manila/ Hong Kong- 25 day round trip; sailing every fourth Friday ex Fre.. Ivan Franko to be radio relay mother ship for 1979 Sydney/Hobart yacht race, during cruise to Hobart. Mariposa & Monterey sold in US Federal bankruptcy sale to World Airways (USA), for possible use as floating hotels/casinos/restaurants. Sitmar has bought Al Hasa ex Principe Perfeito (19,393/1961) from Portugese owners, to be r/n Fairsky and enter North American cruise market in 1981.

Port Caroline and Port Chalmers are being considered for conversion to cruise ships by Cunard. Golden Moon (ex Rasa Sayang, ex De Grasse, ex Bergensfjord) is to be chartered by Dutch interests for cruising ex Rotterdam, and will be r/n Prins Van Oranje. America (ex Australis ex America; ref.P.126- 1978) arrived Piraeus 9/78 and to be r/n Italys by Chandris for cruising. P & O Sea Princess (ref.P.94- 1978) arrived Fremantle 28/2, thence Melbourne & Sydney. New ships for ABC Container Line will be named Brussel and Antwerpen; another ship will be chartered in 1980, making a total of seven ships in service. (ref. also Pp.67, 94, 125- 1978).

Gunung Djati (17,516/1936) ex Empire Orwell, Empire Doon, Pretoria; and Tjut Njak Dien (8456/1959) ex Prinses Irene (a sister to Enna G):- after prolonged idleness at Tanjung Priok following the bankruptcy of the owners, P.T.Arafat Lines, for whom they had operated in the pilgrim trade, these ships were handed over to the Dept. of Defence 9/78 and delivered to the Indonesian Navy on 15/1/1979, who renamed them Tanjung Pandan (No.931) and Tanjung Oisina (No.932) respectively.

Accidents and mishaps:

Tropical cyclone "Meli" drove the Nauruan passenger/cargo ship Cenpac Rounder (3179/1961) aground on the reef surrounding Vatu-lele Island, about 300 nautical miles sw of Suva, on the night of 27/28 March. At least 12 small craft were lost or damaged and at least 50 lives were lost as a result of this cyclone.

Cyclone "Hazel" off north-west Western Australia caused the disappearance of the 36m Taiwanese trawler Houchuen 12 with the loss of all 11 crew on board; wreckage was later found some 320 km west of Dampier. The trawler was lost 11-12/3. The cyclone wrecked the old whaling jetty at Carnarvon, and damaged the large steel salt loading jetty to the north. The salt jetty may be out of service for about 12 months.

Gelignite exploded inside a drilling rod on the catamaran drilling barge W.H.Gemini (ref.P.60- 1978) on 9/3; four crewmen killed. (Newcastle harbour.

Fremantle tug Wongara suffered main engine seize up 2/79 during trials following survey. New crankshaft made in UK, and tug still out of service 4/79.

Capricorn ex Walumba (former Melb. tug, now regd. Male)- whilst towing a ship for breaking at Gadani Beach, near Karachi, on or about 29/8/78, fouled towing gear, struck ship and stranded, on Gadani Beach. Subsequently abandoned; believed broken up as lay.

Macedon collided with bulk carrier Pacific Arrow (which was berthed at No.7 Glebe Island, Sydney) c. 0200 16/2, while approaching berth at No.8 Glebe Island: Minor damage to both ships.

Waigani Express (ref.P.33) returned to service 3/79.

Angelina Lauro (ex Oranje) caught fire while berthed at St.Thomas Harbour, Virgin Islands, 30/3; fire extinguished c. 5/4; ship gutted; almost certainly a CTL; sunk at berth; no casualties.

Aratika badly damaged Picton wharf while berthing 11/3 in bad weather; little damage to ship.

Tiri (169/1931) destroyed by fire 8/4 at Limestone Island, Whangarei Harbour. Built for A.G. Frankham Ltd., Auckland. Served as "Radio Hauraki" for 15 months from 1966 until stranded 27/1/68 on Great Barrier Island. Was refloated badly damaged, sold but never repaired, and lay derelict at Limestone Island for c.10 years.

Naval:

Torrens won the Gloucester Cup for 1978. Canberra to commission late 1980. Fremantle launched at Lowestoft 15/2.

The "Fremantle" class patrol boats are to be armed with 40 mm Bofors guns of World War II vintage. Patrol boat bases are to be built at Cairns and Darwin, and it is planned to station four "Fremantles" at each base. A further patrol boat base is being considered for the north-west coast.

Hawk being dismantled at Harwood, Clarence River. The former oil fuel lighter OFL 2 was towed Sydney to Jervis Bay by Hobart late 2/79, was used for target practice 3/79 & scuttled off Jervis Bay.

Taranaki commenced sea trials 19/2; machinery problems likely to delay re-entry to service until late 5/79 at least.

Company and General:

The Hobson's Bay floating dock (Howard Smith; ref.P.97- 1978) was released from moorings & delivered to buyers (Kuala Belait Shipyard Ltd., a subsidiary of Selco Singapore (Pte.)Ltd.) 27/3; left Melbourne 28/3 in tow of tug Ginyo Maru for Brunei.

The Geelong Harbor Trust now undertakes commercial ship repairs Evans Deakin Industries Ltd. and at its Rippleside workshops. Macdonald Hamilton & Co.Pty.Ltd. (Inchcape Group) are to merge their ship-repair facilities at Brisbane under the name "United Ship Repair Services" at Cairncross Dock and Abattoir Wharf. To be managed by ED on a fee basis; all other activities remain separate. The MH business was conducted by A.U.S.N.(Australia)P/L.

The Australian Govt. is to ban whaling within the 200-mile fishing limit (Aust. and Aust. Antarctic Territory), prohibit import of whale products or goods containing same from 1/1/1981, and press (through the International Whaling Comn.) for total ban on whaling.

Base facilities for trawlers are to be built at Portland, Vic..

The M.G.Kailis Group of WA has a \$4.5million contract to build ten trawlers for Burma. Mr. Basil Mavroleon (of Rethymnis & Kulukundis Ltd., Counties Ship Management Co.Ltd., and London & Overseas Freighters Ltd.) died on 30/11/1978.

Sydney Maritime Museum is seeking \$476,000 from the NSW Govt. to enable it to meet its debts. Further funds are needed to enable the Museum to tow James Craig to Sydney and finish restoration, to complete the restoration of Waratah, and to establish site and facilities at Birkenhead Point.

Lauritzen-Peninsular Reefers Ltd. to enter NZ/Calcutta trade 4/79.

Nautical Association of Australia Inc.

Balance Sheet as at 31 December, 1978.

<u>Liabilities</u>		<u>Assets</u>	
Subs. unexpired	249.76	Cash at bank	4518.16
<u>Accumulated Funds</u>		Sundry debtors	143.56
Balance 1/1/78	2841.80	Stocks on hand	117.43
surplus 1978	<u>669.57</u>		
	3511.37		
<u>Underwriting Fund</u>			
Balance 1/1/78	950.27		
surplus 1978	<u>67.75</u>		
	1018.02		
	<u>\$4779.15</u>		<u>\$4779.15</u>

The accounts are subject to audit.

Subscriptions:

These fall due for some members on 1/7/1979, and those concerned are asked to kindly renew promptly through their usual channel. Rates are Aust.\$4:00 for residents of Australia and Aust.\$4:50 for all others (including New Zealand members). Overseas members remitting directly to the Association should do so in Australian currency. Members dealing directly should address their renewal to The Treasurer, Nautical Association of Australia Inc., PO Box 4114, Melbourne, Vic., 3001. Remittances should be made payable to the Association and not to individual office bearers.

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