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E D I T O R I A L

I hope members who were disappointed with the last edition of "THE LOG" will feel that amends have been made, now that the enlarged September issue is before you.

It is a pleasing sign of the gathering strength of the Australian Section to record that from this issue the production and despatch of our magazine has been taken over by the Sydney Branch. For the time being I shall remain as Editor. It is apparent that the cooperative strength of such groups, and the resultant ability to organise to carry out a particular aspect of our activities is going to add to the strength of the Society as a whole, and will permit the enlargement of our activities and interests. In this vein the sterling work being carried out in Adelaide in connection with the Photo Scheme must not be passed over. Good Luck, and many thanks to members in those cities.

It is disappointing to report that no General News has been received from anyone in New Zealand, and I would make a final appeal for such material.

Lastly, I think I owe an apology to several local members, and I must admit that certain domestic problems made it very difficult for me to discharge my duties properly in the last two months, and correspondence has suffered badly. If there are any outstanding matters, would you please write to me about them again, so I can pick up the threads once more.

Tony Starke

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COAST STEAMSHIPS LIMITED.

by R.R. le Maistre

Coast Steamships Limited, although only a small company has for many years served the small ports around the South Australian coast under various names. This short history traces the development of this company from those early shipowners.

The vessels owned by these companies are all very small when compared with the average cargo ship of today, but as far as the settlers at the isolated ports which they serve are concerned, they are the only means of receiving and despatching requirements and produce.

The ports served by the Company at present include:-

Kingscote & Hog Bay on Kangaroo Island (this includes passenger as well as cargo services);

Venus Bay, Elliston, Streaky Bay, Murat Bay (Thevenard)

all on the "West Coast" of Eyre's Peninsula - cargo only;

Stenhouse Bay on Southern Yorke's Peninsula - cargo only.

The service extended to the "West Coast" is a fortnightly one run by the "YANDRA". This service is along the exposed South Coast of Australia and as the vessels are small they frequently receive a considerable buffeting. The ports visited are nearly all very shallow and last year the "YANDRA" was held 'prisoner' at Venus Bay for almost a week until a sufficiently high tide came to enable her to cross a sand bar at the entrance to the bay. This port is to be omitted from the schedule in 1957 except for occasional seasonal visits by other units of the fleet.

The Kangaroo Island service is run tri-weekly by the passenger-cargo steamer "KARATTA" which calls at Kingscote and Hog Bay twice a week and at Kingscote only on the third trip.

The Stenhouse Bay service is run by the "KOORAKA" which loads raw gypsum at that port for transport to Adelaide where it is used in the manufacture of Plaster of Paris, etc.

When not engaged on this service "KOORAKA" together with a new vessel "PARNDANA" are used on whatever service the cargo requirements demand. The "PARNDANA" however is designed principally for use on the Kangaroo Island service.

Now let us see how Coast Steamships Limited came into being.

Early in the 1880's the Yorke's Peninsula Steam Ship Company Ltd., was formed to cater for the trade between Port Adelaide and the ports of Yorke's Peninsula. Their first vessel was the "JAMES COLRIE", a small wooden steamer of 102 tons gross, which was purchased in 1881. At this time the headquarters of the Company were at Edithburgh, South Australia, but in 1882 they were transferred to Adelaide and placed under the auspices of H. Muecke & Co.

In 1884 a new steamer, the "WAROOKA" of 230 tons, gross, was added to the fleet. The "KOORINGA", of 339 tons gross, was added in 1902.

Another early Company engaged in the South Australian coastal trade was the Coast Steam Ship Company Limited, which commenced operations in 1876 with the "CERES", of 86 gross tons. In 1904 the 241 ton steamer "JUNO" was built and added to the fleet.

June 1907 saw the merger of these two companies to form the Gulf Steam Ship Company Limited which took over the ownership of all the vessels with the exception of "JAMES CORRIE" which was purchased by the Adelaide Steam Tug Co.Ltd., and converted to a tug and subsequently re-named "YALTA".

In December 1907 the fast passenger-cargo steamer "KARATTA" arrived at Port Adelaide. This 500 ton steamer has done sterling service for almost 50 years, and last year was converted from a coal burner to oil fired, and is still in the fleet.

The "WARRAWEE" of 423 tons was added in 1909 and the 34-year old "CERES" was sold to John Black of Hobart in the same year. 1912 saw the sale of "WAROOKA" to messrs Simes and Martin of Port Adelaide and the arrival of the "KOPOOLA" of 293 tons.

The West Coast Shipping Company Limited, was formed early this century and commenced trading with the old steamer "AUSTRALIAN", which was purchased from Wm. Holyman Jr., in 1906. The "WOOKATA" 675 tons, was built for the company in 1909 and the old "AUSTRALIAN" was broken up in 1912 after trading for 33 years under five different owners. The "WANDANA" arrived in Australia in May 1913 and was 974 tons gross.

On the 17th November 1913, the Gulf Steam Ship Company Ltd., and West Coast Shipping Co.Ltd., combined to form Coast Steamships Limited (1913). Although the merger took place in November 1913 the vessels were not transferred to the new owners until April 28th, 1914. The fleet then consisted of 7 vessels :- "KOORINGA" "JUNO" "KARATTA" "WARRAWEE" "WOOKATA" "KOPOOLA" "WANDANA".

The 29th of January 1915 saw a further reforming of the company, with the Adelaide Steamship Co.Ltd., becoming the principal shareholder. The firm then became known as Coast Steamships Limited (incorporated 1915), but the ownership of the seven steamers was not transferred until 2.2.1915.

The "KOORINGA" was sold to Wm.Holyman in November 1920 and was re-registered in Melbourne. She served with that owner until she was lost by fire in Bass Strait on 14th January 1926.

In 1925 the first motor ship of the fleet arrived at Port Adelaide. This was the 300 ton "KOORAKA" which is still in the fleet. This was followed in 1928 by "YANDRA" of 918 tons and which is the largest ship in the fleet today.

The year 1931 saw the disposal of two of the fleet. They were the

"JUNO", which was scrapped in March 1931, and the "WANDANA", which was sold to John Burke Ltd., of Brisbane in December of that year.

The steamer "WOOKATA" was converted to a dumb barge in August 1936 and was sold to Adelaide Steam Tug Co.Ltd., almost immediately after conversion. This unit now is in service at Port Pirie. No further changes in the composition of the fleet occurred before the outbreak of World War II.

The two motor vessels, "KOORAKA" and "YANDRA" were taken up for war service and the "KOORAKA" was ultimately purchased by H.M. Australian Government on 27th November 1942.

"KOORAKA" was seceded to the U.S.Navy who re-engined her with a 6 cylinder Atlas diesel. She was re-purchased by Coast Steamships Ltd., who returned her to service in 1947. "YANDRA" was taken up by the Royal Australian Navy and saw service in Australian and South West Pacific waters in several capacities. This ship picked up some of the crew from the German raider "CORMORIN" after that vessel's battle with H.M.A.S. SYDNEY. Later in May 1944 "YANDRA" detected and sank a Japanese midget submarine off Sydney Harbour.

"WARRAWEE" was laid up at Port Adelaide after the war and was used for some time as a training vessel for Sea Scouts. She was eventually sold in March 1953 to H.G.Smith & Co.Pty.Ltd., a Melbourne firm of scrap metal dealers, who finally demolished the ship at Port Adelaide in February 1955.

The year 1955 saw the first new tonnage added to the fleet for a period of 27 years. This was the M.V."PARNDANA" of 462 tons gross. Upon the arrival of this unit at Port Adelaide the aging "KOPoola" was withdrawn from service on July 6th 1955. She was reported to have been sold to King Island Freighters who intended towing her to Melbourne where her boilers and compound machinery were to be removed and replaced with a diesel unit. The intention was to use her on the Bass Strait island trade.

These negotiations however fell through and on 14.7.57 the ship was sold to Hines Metals Ltd., of Adelaide, who have recently sold her again to Lersey Shipyards Pty.Ltd., Devonport, Tas. The "KOPoola" has now been laid up for two years and it will be interesting to see the ultimate fate of this 45 year old ship.

Of the present fleet of four vessels, three are more than 25 years old and one of these, the "KARATTA" will be 50 years old in December 1957. As Kangaroo Island is expanding rapidly with the development of the Soldier Settlement at Parndana, new tonnage for this Company must be under discussion by the management.

#### F L E E T L I S T

The following is a fleet list of vessels owned by the existing

Coast Steamships Limited, as well as those of the earlier Companies involved in this history. The companies are listed in the order in which they appear in the history. The dimensions shown are the registered length, breadth and depth. Vessels whose names are underlined are in the fleet at present.

YORKE'S PENINSULA STEAM SHIP COMPANY LIMITED.

1. JAMES COURIE. O.N. 74955, entered fleet 28.3.1881.  
Built 1877 James Hardman, Shoalhaven, NSW.  
Length 93.8' x 17.5' x 8.0'  
Engine built 1877 Plenty & Son, Newbury, Berks.  
Compound, .15 $\frac{1}{2}$  : 18 x 18" 42 EHP  
74.31 gross.tons      50.53 net  
101.64 gross      73.34 net (11.12.1878)  
64.04 gross      8.79 net (26.11.1909)  
64.04 gross      19.76 net (5.12.1916)

Owners: Abraham Martin, Edithburgh, - 19.11.78, Southern Yorke's Peninsula S.S.Co. - 28.3.81, Yorke's Peninsula S.S.Co.Ltd., 18.5.1906 register transferred to Melbourne, 8.9.1909 returns Port Adelaide, Adelaide Steam Tug Co.Ltd, owners and name changed to "YALTA". 29.5.1926 ship beached near Point Turton jetty in leaking condition and abandoned to underwriters as a total loss.

2. WAROOKA O.N.89401, entered fleet 1884  
for details see No.2 of Gulf Steamship Co.Ltd.
3. KOORINGA O.N.117412 entered fleet 26.11.1902  
for details see No.1 of Coast Steamships Ltd. (1915)

COAST STEAM SHIP COMPANY LIMITED.

1. CERES O.N. 74638 Entered fleet 23.2.1876  
for details see No.1 of Gulf Steam Ship Co.Ltd.
2. JUNO O.N.117416 Entered fleet 29.2.1904  
for details see No.2. of Coast Steamships Ltd (1915).

GULF STEAM SHIP COMPANY LIMITED.

1. CERES O.N. 74638 entered fleet 1.6.1907  
Built Dec. 1875, Forman & Co. Yarrabank, Melbourne, V.  
90.1' x 16.3' x 6.7'. Compound engine by shipbuilder,  
12 : 24 x 14" 28 EHP  
85.89 gross tons, 58.41 net  
Owners: Charles Heath, Pt.Adelaide, - 23.2. 1876 Coast S.S.Co.Ltd.  
26.6.1906, register transferred to Melbourne, - 1.6.1907 returns to  
Port Adelaide Gulf Steam Ship Co.Ltd., - 20.7.1909 to John Black, Hobart, T.  
Believed to have been broken up 1934.

2. WAROOKA O.N. 89401 Entered fleet 1.6.1907  
 Built 1883, H. McIntyre & Co. Paisley,  
 150.9' x 19.1' x 10.7', Compound engine by Fleming  
 Ferguson, Paisley, 21: 42 x 30" 80 EHP  
 216.06 tons gross 120.31 Net

Owners, Alexander McGregor, Pt. Adelaide, - 5.11.1883 Yorke's Pen.  
 S.S.Co.Ltd. - 18.5.1906 register transferred to Melbourne - 1.6.1907  
 returns to Pt. Adelaide, Gulf Steam Ship Co.Ltd. - 29.10.1912 Sims &  
 Martin, 11.7.1918 Rooney Ltd, Townsville.  
 14.8.1922 Vessel dismantled and scuttled South of Cape Cleveland, Qld.

3. KOORINGA O.N.117412 Entered fleet 1.6.1907  
 For details see No.1. of Coast Steamships Ltd (1915)

4. JUNO O.N.117416 Entered fleet 1.7.1907  
 For details see No.2. of Coast Steamships Ltd (1915)

5. KARATTA O.N. 117428 Entered fleet 2.12.1907  
 for details see No.3. of Coast Steamships Ltd.(1915)

6. WARRAWEE O.N. 122726 Entered fleet 10.6.1909  
 For details see No.4. of Coast Steamships Ltd. (1915)

7. KOPOOLA O.N. 122738 Entered fleet 8.8.1912  
 For details see No.6. of Coast Steamships Ltd.(1915)

WEST COAST SHIPPING COMPANY LIMITED.

1. AUSTRALIAN O.N.78693 Entered fleet 1906  
 Built 1879 Gourlay Bros & Co. Dundee,  
 160.3' x 22.5' x 10.5'. Compound engine by shipbuilder  
 21 : 36 x 24" - 70 NHP  
 363 tons gross 232 net  
 373 tons gross 232 net (1884)  
 363 tons gross 232 net (1887)  
 352 tons gross 191 net (1902)

Owners: G & B Nicoll, Dundee - Sept.1877, G.W.Nicoll, Sydney -  
 Dec.1877 G & B Nicoll, - Nov.1880 J. See, - Dec. 1891 North Coast S.N.Co.Ltd.  
 Feb, 1902 Wm.Holyman Jnr., - 1906 West Coast Shipping Co. Ltd.  
 Thought to be broken up in 1912.

2. WOOKATA O.N. 122727 Entered fleet 24.7.1909  
 for details see No.5. of Coast Steamships Ltd.(1915)

3. WANDANA O.N. 122745 Entered fleet 6.5.1913  
 For details see No.7. of Coast Steamships Ltd.(1915)

COAST STEAMSHIPS LIMITED (Inc. 17.11.1913).

1. KOORINGA O.N. 117412 Entered fleet 28.4.1914  
 for details see No.1. of Coast Steamships Ltd (1915).

2. JUNO O.N. 117416 Entered fleet 28.4.1914  
 For details see No.2. of Coast Steamships Ltd (1915)

3. KARATTA O.N. 117428 Entered fleet 28.4.1914  
 for details see No.3. of Coast Steamships Ltd (1915)

- 4 WARRAWEE O/N 122726 Entered fleet 28.4.1914  
For details see No4 of Coast Steamships Ltd (1915)
- 5 WOOKATA O/N 122727 Entered fleet 28.4.1914  
For details see No5 of Coast Steamships Ltd (1915)
- 6 KOPOOLA O/N 122738 Entered fleet 28.4.1914  
For details see No6 of Coast Steamships Ltd (1915)
- 7 WANDANA O/N 122745 Entered fleet 28.4.1914  
for details see No7 of Coast Steamships Ltd (1915)

COAST STEAMSHIPS LIMITED (inc. 29.1.1915)

- 1 KOORINGA O/N 117412 Entered fleet 2.2.1915  
Built 1902 Napier & Miller, Glasgow  
135.2' x 23.2' x 11.2', 3 expans. engine cy Clyde  
S.B. & E. Co.Ltd. Glasgow, 12 $\frac{1}{2}$  : 20 : 33 x 21"  
61 NHP, 450 IHP 12 knots.  
339.10 gross tons, 150.44 net.  
Owners: Yorke's Peninsula S.S.Co.Ltd. - 18.5.1906 register transferred to Melbourne, returns to Port Adelaide - 1.6.1907 Gulf S.S.Co. Ltd. - 28.4.1914 Coast S.S.Co.Ltd (1913) - 2.2.1915 Coast S.S.Co.Ltd (1915) - 19.11.1920 Wm. Holyman, Melbourne. Lost by fire in Bass Strait 14th January 1926.
- 2 JUNO O/N 117416 Entered fleet 2.2.1915  
Built 1903, Geo. Brown & Co, Greenock.  
129.9' x 23.15' x 8.5, Compound engine by Muir & Houston, Glasgow. 17 $\frac{1}{2}$  : 36 x 24", 84 NHP, 600 IHP 11 knts  
241.35 tons gross 94.96 tons net  
241.35 gross 101.51 tons net  
Owners: Coast S.S.Co.Ltd. - 26.6.1906 transferred to Melbourne, returns to Port Adelaide 1.7.1907 Gulf S.S.Co.Ltd - 28.4.1914 Coast S.S.Co.Ltd. (1913) - 2.2.1915 Coast S.S.Co.Ltd(1915). Broken up 16.3.1931.
- 3 KARATTA O/N 117428 Entered fleet 2.2.1915  
Built 1907, Geo. Brown & Co. Greenock,  
175.0' x 28.15' (1949 - 28.5') x 11.4'  
3 expans. engine Muir & Houston, Glasgow, 15 : 25  
40 x 27" 82 NHP 780 IHP, 12 $\frac{1}{2}$  Knots.  
526.66 gross tons 248.44 net  
493.20 gross tons 228.88 net (18.8.1916)  
553.47 gross tons 238.60 net (7.7.1921)  
500.14 gross tons 255.31 net (30.12.1949)  
Owners: Gulf Steam Ship Co.Ltd - 28.4.1914 Coast S.S.Co.Ltd (1913)  
- 2.2.1915 Coast S.S. Co.Ltd (1915). -- STILL IN FLEET --
- 4 WARRAWEE O/N 122726 Entered fleet 2.2.1915  
Built 1909 John Reid & Co.Ltd. Whiteinch  
155.7' x 27.15' x 10.15' . Compound engine by Muir  
& Houston, Glasgow, 18 : 40 x 27" 64 NHP 750 IHP 12 kts  
413.48 gross tons 174.58 tons net  
422.57 gross tons 164.90 tons net  
Owners: Gulf Steam S.S.Co.Ltd. - 28.4.1914 Coast Steam Ships Ltd(1913)  
- 2.2.1915 Coast Steamships Ltd (1915). - 23.3.1953 H.G.Smith & Co.Pty.  
Ltd. - 2.2.1955 Broken up at Port Adelaide.



- 5 WOOKATA O/N 122727 Entered fleet 2.2.1915  
 Built 1909 Mackie & Thomson, Govan  
 180.3' x 29.0' x 9.75', 3 expans. engine by Muir &  
 Houston, Glasgow, 15 : 25 : 40 x 27" 64NHP 700 IHP  
 10 knots.  
 647.87 tons gross 344.14 tons net  
 674.73 tons gross 343.57 tons net (30.6.1921)  
 567.54 tons gross 500.26 tons net (7.8.1936)  
 Owners: West Coast Shipping Co.Ltd - 28.4.1914 Coast Steamships  
 Ltd (1913) - 2.2.1915 Coast Steamships Ltd (1915) - 28.7.36 Adelaide  
 Steam Tug Co.Ltd. - 7.8.1936 converted to dumb barge measurs. 180.3' x  
 29.0' x 11.03' . - Still in service at Port Pirie.
- 6 KOPOOLA O/N 122738 Entered fleet 2.2.1915  
 Built 1912 Geo. Brown & Co., Greenock.  
 135.3' x 23.7' x 7.5', Compound engine by Gouldie,  
 Gillespe, 12 : 26 x 18" 50 NHP 220IHP 9 knots.  
 293.05 gross tons 124.58 tons net  
 Owners: Gulf Steam Ship Co.Ltd. - 28.4.1914 Coast Steamships Ltd  
 (1913) - 2.2.1915 Coast Steamships Ltd (1915) - 14.7.1957 Hines  
 Metals Ltd, Adelaide - 1957 Mersey Shipyards Pty.Ltd. Devonport, Tas.
- 7 WANDANA O/N 122745 Entered fleet 2.2.1915  
 Built 1913 Mackie & Thomson, Govan.  
 205.75' x 32.65' x 11.8', 3 expans. eng by Muir &  
 Houston, 17 : 28 : 45 x 33" 103 NHP, 1200 IHP 11 kts.  
 908.56 tons gross 491.98 tons net  
 963.70 tons gross 514.50 tons net (14.1.1918)  
 974.12 tons gross 502.41 tons net (4.11.1922)  
 960.42 tons gross 492.91 tons net (6.7.1928)  
 Owners: West Coast Shipping Co.Ltd - 28.4.1914 Coast Steamships Ltd.  
 (1913) - 2.2.1915 Coast Steamships Ltd (1915) - 10.12.1931 John Burke  
 & Co, Brisbane - register transferred to Brisbane.
- 8 KOORAKA O/N 137235 Entered fleet 14.9.1925  
 Built 1925 Geo. Brown & Co. Greenock.  
 135.3' x 24.65' x 7.85', Oil Eng by Kromhout Engine  
 Works Ltd. Amsterdam, 2SA 4 cy 16.5 x 18.9" 350 BHP  
 410 IHP 9 knots. Re-Engined 1942: Oil engine Atlas  
 Imperial D.E.Corp, Oakland Calif. 1942. 4SA 6 cy 290 x  
 380 mm 320 BHP 8 knots.  
 299.54 gross tons 153.96 tons net.  
 299.54 tons gross 148.73 tons net (1915).  
 Owners: Coast Steamships Ltd (1915) - 27.11.1942 Australian Govt,  
 and then transferred U.S.Navy - 28.8.1947 Coast Steamships Ltd (1915).  
STILL IN FLEET.
- 9 YANDRA O/N 137241 Entered fleet 29.10.1928  
 Built 1928 Burmeister & Wain, Copenhagen,  
 211.1' x 35.2' x 11.9', Oil engine by shipbuilder,  
 4SA 6 cy 500 x 900 mm 1025 BHP 1350 IHP 10 knots.  
 989.56 tons gr. 418.38 tons net  
 918.05 tons gr. 458.31 tons net (16.6.1952)  
 Owners: Coast Steamships Ltd (1915) - This ship saw service with  
 R.A.N. during World War II. STILL IN FLEET.

10 PARNDANA O/N 178463 Entered fleet 5.9.1955  
 Built 1955 van Diepen N.V., Waterhuizen,  
 157.5' x 26.7' x 9.9, Oil Engine British Polar Engines  
 Ltd., Glasgow, 1955, 2JA 5 cy 250 x 420 mm 450BHP 10 kts  
 461.56 gross tons 159.28 tons net.  
 Owners: Coast Steamships Ltd (1915). STILL IN FLEET.

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Yorke's Peninsula S.S.Co.Ltd.	Coast S.S.Co.Ltd.
James Conrie - Sold	Ceres
Warooka	Juno
Kooringa	

Gulf S.S.Co.Ltd.	
Ceres - sold	
Warooka - sold	
Kooringa	
Juno	West Coast Shipping Co.Ltd.
Karatta	Wandana
Warrawee	Wookata
Kopoola	Australian - scrapped

Coast Steamships Ltd (1913)

- Kooringa
- Juno
- Warrawee
- Kopoola
- Wandana
- Wookata
- Karatta

Coast Steamships Ltd (1915)

- Kooringa - sold
- Juno - scrapped
- Warrawee - scrapped
- Kopoola - sold
- Wandana - sold
- Wookata - sold
- Karatta - still in fleet
- Kooraka - " " "
- Yandra - " " "
- Parndana - " " "

FORIALTA, 1940, 1369 gt, has been sold by Adelaide S.S.Co.Ltd., to John Burke of Brisbane and renamed "VEIBEN". She was previously employed exclusively in the South Australian Gulf trade and will now go to the Brisbane - Thursday Island service. (TSS).

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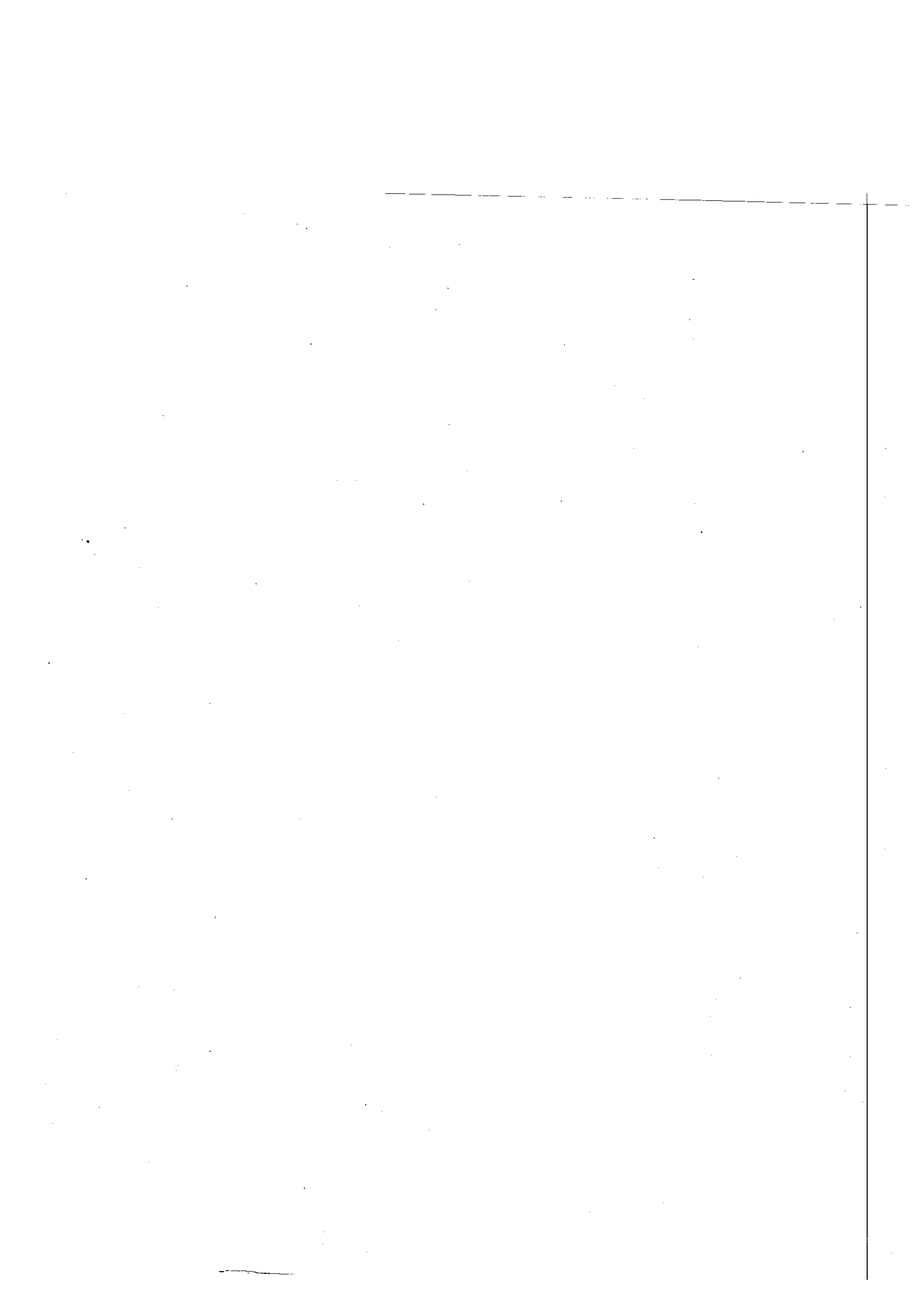
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INVESTIGATION DEPARTMENT

Conducted by Tony Starke

2. FERRET Mr. R. K. Woodhouse sends us this extract from "The Highland Railway Co, its constituents and successors 1855-1955" - which seems to completely clear the early history of this vessel.

S.S. Ferret, built of iron in 1871 by J & G Thompson, Glasgow, Dimensions 170.9' x 23.3 x 12.7; 343 tons gross; 90 NHP; 2 cylinder compound engines; Built for G & J Burns, Glasgow for their Clyde and Scottish Islands service. Sold 1873 to Dingwall & Skye Railway Co. Sold to Highland Railway in 1877 for £9850 and laid up for sale in 1880. Not sold but chartered to a Mr. George Smith of London in September 1880. Smith stole the ship and after many adventures she ended up in Melbourne under the alias of INDIA and was identified. Smith was arrested and sentenced to penal servitude. FERRET was then sold on behalf of Highland Railway Co. to a Mr. Whinham of Adelaide, who again sold her in 1883 to the Adelaide S.S. Co. Ltd. She served this company until she was lost in Nov. 1920.

Several other letters on this subject are acknowledged.

3. CARRISO It has been suggested that M.V. CARRISO (ex Magunkook) built 1918, 3899 gross should be added to the Oceanic fleet list which appeared in the March LOG. The writer of the article is of the opinion that she was not a unit of the fleet but a chartered Shipping Board vessel. Another member states that his records show her as a unit of the fleet until 17 November 1926 when sold to Flood bros. In 1937 she became the Yugoslav NIKOLINA MATKOVIC. Can anyone confirm whether this vessel was ever owned by the Oceanic concern?

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LOSS OF H.I.A.S. GOORANGAI

by R. A. Sherlock.

Although HMAS Waterhen, which was damaged by aircraft off Sollum on 29th June 1941 and sank the following day under tow, was Australia's first Naval loss due to enemy action during the last war, our first naval loss of the war was that of HMAS GOORANGAI.

She was built at the Government Dockyard, Newcastle, NSW in 1919 as a commercial fishing trawler. She fished in waters off the N.S.W. coast for many years in the Can Line fleet and was taken over by the Navy at the outbreak of war. She was of 223 tons, 117 feet long, 16 feet beam and with a draft of little over 11 feet, was designed after the pattern of the famous British trawlers.

The vessel was converted to war service by the fitting of an anti-submarine gun, stern cradles for carrying two mine-sweeping Aropesa floats, depth charges, etc.

She was employed in sweeping in Bass Strait, and at the time she was sunk had been engaged in sweeping enemy mines laid by the auxiliary mine-layer Passat, a captured Norwegian tanker formerly named Storstad. Mines from the Passat had sunk the Federal liner Cambridge six miles off Wilson's Promontory and the American freighter City of Rayville a fortnight before the loss of the minesweeper.

At 5 p.m. on November 20th, 1940 she had returned to Queenscliff, but later, when the weather had become stormy, the vessel left to run for shelter at Portsea.

The GOORANGAI was making the journey across, and at about 9 p.m. when she was in the South Channel about 2 miles inside the Heads, midway between Queenscliff and the Quarantine Station she was struck amidships by the outward bound passenger and cargo vessel "Duntroon". The GOORANGAI sank at once. The "Duntroon" heaved to and two boats were lowered and all life belts which were available were thrown into the sea, but there was no sign of any survivors. The only wreckage found was an oil tank and a paravane which were picked up by the pilot ship "Victoria".

She had sunk in about 50ft of water and all that was visible of her next day was 3ft of her main mast and 6 ft of the aft mast.

As the wreck was almost in the centre of the mile wide shipping channel she was finally blown up by explosives on January 20th, 1941.

This was the 20th vessel destroyed in the vicinity of the Heads since 1868 and it was one of the most disastrous, 24 lives being lost.

The greatest loss of life occurred when the "Cheviot" got into difficulties in the Rip and went aground at the Back Beach, Portsea on October 19th, 1899, 25 lives being lost.

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### THE STORY BEHIND THE FLAG No.2.

#### FEDERAL STEAM NAVIGATION CO.

by J.A. Stewart.

The story behind the houseflag of the Federal Steam Navigation Company is rather a difficult one to relate in proper perspective and in a chronological sequence; the present design of a white flag bearing a red St. George's cross charged with a blue rectangle was adopted in 1824. However, the story of the company's origin goes back much further into the past.

The present day Federal Steam Navigation Company, more familiarly known as the Federal Line, is descended from the sailing ship owners and builders Green & Wigram who built Indianmen and frigates at the Blackwall Shipyard on the Thames.

The shipyard came into being during the reign of Queen Elizabeth I for the purpose of building warships to fight the Armada. Our present interest in the Blackwall Yard begins with the arrival there of the first Green in 1796. Although George Green had been an apprentice shipwright in the yard since the age of fifteen our interest begins when his master took him into partnership in the year 1796.

Before the advent of Green the yard was controlled solely by John Perry. Green proved such a willing worker and showed so great an interest in his work that he was also admitted to the family, he married Perry's daughter and Perry married Green's sister making a cosy family affair of running the shipyard.

This happy state of affairs lasted for fourteen years until the advent of Wigram. On purchasing the controlling interest in the business

from Perry's widow, Wigram commenced a new interest or experience in a career that was not entirely without excitement.

Wigram was originally a surgeon with the East India Company but after many trips to the East he contracted Ophthalmia and as a result his eyesight was impaired. No longer able to follow his profession he came ashore and set up in business as a wholesale druggist.

Tiring of business routine he sought some means of renewing his association with the sea; he purchased the Indianan "General Goddard" from his former shipmate Commander Money after the ships second voyage and became a ships husband for the East India Company. In addition to those occupations he had many other interests in business and politics.

In 1819 he had tired of the Blackwall Yard business so he sold his interest to Green, who in turn sold a quarter share to Money and Henry Wigram - two of Robert Wigram's seventeen sons.

The new partnership was not entirely successful; since the members of it were more interested in building ships for themselves than for the partnership. Both Green and Wigram ran shipping lines and it was not uncommon for two sister ships to be built, one for Green and one for Wigram.

In 1824 Green began a shipping line to Australia and India with the "Sir Edward Paget"; sailings were advertised under the title 'Green's Line', for his houseflag he chose the red cross on white ground so popular at that time. Unfortunately he chose a red St. George's cross which was then and is today the design of an Admiral's flag. When the "Paget" called at Spithead the Port Admiral ordered the flag to be removed; this order was promptly obeyed but the captain of "Paget" being a man of some ingenuity he had a blue handkerchief sewn over the centre of the cross, after which the flag aroused no further incident. Out of that makeshift design grew the Federal Line flag of today.

With the retirement of George Green in 1838 the business passed to his sons Richard and Henry; the latter had been well trained for this responsibility by his father who insisted on him serving his apprenticeship in the yard. Richard, the elder son, was affectionately known as 'Dicky' he was never robust in health and spent much time away from the business; he was much interested in charity work and was noted for his generosity in the poorer districts of London.

Five years after the two brothers took over from George Green the partnership was dissolved; the shipyard was divided in two by a wall the Green's keeping one half and the Wigram's the other. Wigram took the houseflag design when the assets were divided Green designed it afresh with the red cross placed over the blue rectangle.

Green's new design is no longer used in ships; for a time it was included in an early version of the Orient Line flag after Henry Green teamed up with George Anderson in running the Orient Line.

The Federal Line as we know it today began in 1895 when Allan Hughes purchased the assets of Honey Wigram. Not many details are available concerning ships acquired from Wigram but it is known that Hughes bought three steamers with which he began the service under its new name, these ships were "Maori King", "Celtic King" and "Port Chalmers"; they were used to maintain services until the arrival of the first new ships. In 1912

the Federal Line was taken over by the New Zealand Shipping Company, and in turn both were amalgamated with the P. & O. Line.

The first war cost the Federal Line four ships; in the second war losses were much heavier of a pre-war fleet of sixteen ships no less than eleven were lost by enemy action. Ironically, the losses included five German ships purchased after the first war; three ships were built during the war one of which, "Nottingham" was sunk on her maiden voyage. A vigorous building programme was begun after the war which enabled the oldest remaining ships to be scrapped.

Oldest ship in the present day fleet is the "Durham" built in 1934, the newest os the "Northumberland" built in 1955.

The Federal Line carries on many of the best traditions of its founders the system of naming ships for English Counties was begun by Wigram in 1839; training cadets is another custom that has continued, one would imagine that todays cadets would find life easier than their predecessors in the Blackwall frigates who were expected to look after the sails and do other tough jobs. Known correctly as midshipmen they were referred to on board the ships as 'the young gentlemen', to the irreverent watersiders they were 'Dicky Green's hard bargains' a jesting reference to the premium the lads paid for their tuition, which started with a payment of £60 before starting their first voyage, this decreased with each succeeding voyage until they eventually were signed on as officers and received wages.

Those interested in further details of matters barely touched in this article will find a very full account of the long and involved history of the Blackwall Yard together with other relevant information in "The Blackwall Frigates," by Basil Lubbock.

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S.S. AUSTRALLEAD

by T.S.Stevens.

The recent sale of the "Matthew Flinders" (2290 tg blt 1938) to John Nurminen of Finland who renamed her "Pirkko Nurminen" brings to mind another ship once owned in Australia which ultimately came under this Gentleman's ownership.

The vessel concerned was the "Australlead" one of the ships purchased by the Australian Government during the first World War. She was originally named "Kirkoswald" owned by Kyle Transport Co., and was taken over at Marseilles in July 1916 thereafter being employed by the Government on overseas trading until sold to Cassos S.N.Co., of Greece in 1924.

Under the name "Agia Marina" she continued trading for these owners until sold in 1947 to John Nurminen who renamed her "Aina Maria Nurminen" Whilst owned by Cassos S.N.Co., the vessel had two mishaps the first in 1935 when fire broke out in the cargo and the second in 1936 when she stranded in the Dardanelles.

After an extensive refit in 1947 "Aina Maria Nurminen" served John Nurminen until the middle of 1953 when, whilst on passage from Pernoviken to London she struck a mine in Kiel Bay and was beached with serious damage. The vessel was subsequently sold to Belgian shipbreakers who made her seaworthy and towed her away for breaking up in December 1953.



The "Australhead" ex "Kirkoswald" was built by A. McMillan & Sons Ltd., Dundee in 1912. A single screw vessel driven by a three cylinder triple expansion engine and of 4,151 tons gross with a length of 370.1'. The official number was 131436 and whilst under Australian ownership was registered at Melbourne.

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R.M.S. "RUAHINE"

Recently it was announced that the "Auriga" owned by Fratelli Grimaldi of Naples was to be broken up. This vessel was better known in Australasian waters as the "Ruahine". Built in 1909 and in view of the fact that she will soon be no more it might be of interest for readers to go back over fortyseven years to Saturday 8th January 1910 and read the paragraph that appeared in the Melbourne 'Age' on the occasion of Ruahine's maiden voyage.

"The New Zealand Shipping Company, R.M.S. 'Ruahine' the latest addition to the fleet arrived at Hobart from London at 5:45 p.m. on 3rd January on her maiden voyage. She reached Cape Town a day in advance of scheduled time and allowing for that, arrived at Hobart three days before due date, so that she was actually four days ahead of time table. For a first voyage, when machinery is naturally stiff, this is a splendid performance. The voyage from Plymouth including stoppages at Teneriffe and Cape Town totalling 27 1/4 hours was made in 37 days. After crossing the Equator heavy seas and gales were met, but 'Ruahine' made runs of 320 miles a day nevertheless. An Average speed of 14 knots was maintained between Cape Town and Hobart. The 'Ruahine' was launched in August last by Messrs. Denny and Bros., Dumbarton. She is a handsome vessel of 10,758 tons register, length 480 feet, breadth 60 feet, depth 44 feet and has accommodation for 56 first class passengers, 88 second class and 326 third class."

(TSS)

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SYDNEY BRANCH NOTES.

A group of Newcastle shiplovers visited Sydney July 13th, 1957 at the invitation of Sydney WSS members. The visit was in return for the most interesting tour of the Newcastle State Dockyard which had been effected earlier in the year by a group of Sydneysiders, when the Newcastle people went to great lengths to ensure an enjoyable trip.

One of the main features of the visit was a call on "Saucy Jack" a vintage wooden steamer, built in Newcastle, NSW in 1877 by Mr. Peter Callen. This was all the more interesting because we had in our party from the northern port a descendant of the shipbuilder, Mr. Cliff Callen.

'Saucy Jack' O/N 74829, 17 tons gross, 49.8' x 10.7' x 5.2', is the oldest existing example of this well known Stockton, NSW, shipyard's work. Until 'Saucy Jack's' survey ran out recently she was the oldest active steamship registered on Sydney Register. She was employed on Sydney Harbour by Messrs. Bailey & Jorgenson Pty. Ltd. as a tug for their lighters. Originally built as a passenger ferry/tugboat for Newcastle she came to Sydney early in her life. Unfortunately she has reached the

end of her economical life and is scheduled for the breakers in the not too distant future.

In direct contrast to "Saucy Jack" is Sydney's newest tug, Fenwick's "Sydney Cove". We were fortunate in obtaining permission of "Sydney Cove's" owners and Captain to visit this interesting ship. Capt. Karchant the skipper was most helpful and explained all the new fittings some of which had not been seen here before. One feature exciting considerable interest in our party was the telegraphs which also control the main engines direct from the bridge.

The schedule of the tour and the ships visited was:- Inspection of TSMV 'Kaninbla' before lunch. Then conducted visit of "Sydney Cove". After luncheon the party boarded one of Messrs. Nicholson's neat launches at Kirribilli and travelled up the harbour to Bailey & Jorgensen's yard to see 'Saucy Jack' thence a short harbour cruise visiting Snail's Bay and Walsh Bay finally we left the launch at the public stairs, under the bridge and went along to Burns, Philp's "Bulolo" and went on board for an inspection and then to 'Montoro' of the same company.

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The Sydney Branch continues to meet regularly on the third Tuesday in each month and interstate and country visitors are welcome, please contact Ron Parsons at JF4589 after office hours or BU5172 from 9 -5.

At the July meeting it was agreed that a local Branch was called into being and a committee of four was appointed to decide on a brief constitution. When this committee finishes this task the results will be submitted to the full local membership for acceptance or modification. It is hoped that the coming September meeting will see the final details worked out after which will come the election of officers and it is hoped that this clarification of our position, aims etc., will enable the NSW members to increase in numbers.

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Membership is continuing on the increase and the proprietors of two magazines connected with maritime affairs have given us their support by inserting either brief reports of our meetings or else a small add.

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The duplicating and distribution of "The Log" is from this issue being managed by Sydney members. Any suggestions that would improve our efforts would be appreciated. Sydney now has a regular postal address which is on page one of this issue, please direct any mail to the Hon. Secy. Box 72, North Sydney.

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DO NOT FORGET TO CONTINUE SENDING ALONG TO THE EDITOR OR PUBLISHERS YOUR CONTRIBUTIONS TO "THE LOG" IT CANNOT KEEP GOING IF Y O U DO NOT SHOW ENOUGH INTEREST TO SUPPLY SUFFICIENT 'COPY'.

GENERAL NEWS SECTION.

Compiled from notes kindly supplied by Messrs. I.Cooper; J.L.Craike; G.Griffiths; R.Parsons; T.S.Stevens and J.A.Stewart.

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BONALBO 1925, 960 gt from Hetherington Kingsberry Pty.Ltd to Japanese owners and renamed LEEWANA. She is registered as under the ownership of Panamanian Oriental S.S. Corp. (TSS)

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MANGOLA (ex Budunda), 1920, 3352 gt, whose sale to John Manners was reported in the June "Log", is now known to have been renamed "TORRES BREEZE". We missed reporting the purchase in May of "EASBY" (ex 'Colac' ex 'Dingoa') 1920, 3341 gt by John Manners who renamed her CYDE BREEZE. She has since been sold to Waller & Co of Hong Kong. NEPEAN BREEZE 1913 3768 gt, formerly Howard Smith's AEON has also been sold by Manners. (I.C. & TSS)

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The sulphuric acid tanker RANSDORP 1934 469gt which is normally on a Risdon to Port Kembla run, has been transferred temporarily to Port Pirie, and is now plying between there and Port Lincoln until a local vessel can be converted for the trade. (JLC)

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Fire broke out aboard the ketch WILL WATCH 1895 91gt on May 31st when berthed at Ulverstone, but was subdued before any great damage was done. (JLC)

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Fremantle Harbour Trust are to order a new pilot vessel to replace LADY FORREST. Principal dimensions of new vessel will be 62'7" x 14'10" draught 3'8". She is to be powered by a 250hp Rolls Royce engine and have a speed of 11 knots. Vessel is estimated to cost £40,000. (RP)

-0000-

Work has commenced on the first of 4 new prefabricated fast anti-submarine frigates at the Williamstown Naval Dockyard. One other is to be built at Williamstown, the other two at Cockatoo Island. (JLC)

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Repeating item from bottom of page 9 which I note is indistinct..... MORLATA 1940, 1369gt sold to Adelaide S.S.Co.Ltd to John Burke of Brisbane and renamed WEIBEN. She was previously employed exclusively in S.A.Gulf trade and will now go on the Brisbane-Thursaday Island service. (TSS)

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Sale of IRON WARRIOR (ex 'Eugowra') 1923 3345 gt to Italian owners reported in the June 'LOG' has fallen through as the Italian Government refused permission for the necessary funds to be transferred. The vessel is now laid up at Newcastle, and it is rumoured that she and IRON MASTER (ex 'Eurimbla') 1920 3351 gt will both be sold to Eastern owners shortly. (TSS)

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General News contd.....

The Murray paddler COONAWARRA owned by Murray Valley Coaches struck a submerged snag between Mildura and Renmark on 22nd August, and had to be beached. Her engine room is now submerged in ten feet of water, but it is anticipated that she will be back in commission in about two weeks.

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The Union S.S. Co of N.Z.'s KALO (ex' Gaarden) 1943 1450 gt is up for sale. She has been replaced on the Sydney-Hobart run by ADELONG. (IC)

-00000-

The ketch LEEDERY 1943 124 gt, is now operated on a run from Launceston to Flinders Island by the Straits Shipping Co. She was formerly employed between Smithton and Melbourne for the Kauri Timber Co. The Straits Co. also own the LEPRENA 1912 105 gt. (IC)

-00000-

BUNGAREE 1937 3043 gt has been purchased by the Kowloon Navigation Co, and will be converted to an oil burner. (see June 'Log'). (IC)

-00000-

The ANL have started to give consideration of replacements of 13 River Class vessels. These vessels now average 12 years of age and are to be replaced within the next six years. (RP)

-00000-

The New Zealand Anchor Shipping & Foundry Co.'s new TOTARA 855 gt, arrived on May 25th. She was built by E.J. Smit of Westerbrock, Holland, and a sister ship is due for delivery from the same builders in May 1958. TOTARA is powered with an 800 hp British Polar diesel, has a length of 217 feet and is registered at Nelson. (RP).

-00000-

Eastern & Australian Line has established a regular service from Australian ports to Shanghai. Sailings will be every two months. (RP).

-00000-

Matson liners MARIPOSA - MONTEREY will make Tahiti a regular call in future. Efforts are being made by the State Government to have Tasmania included in the itinerary of the Matson Line's Pacific cruises. (JIC).

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An old ship on which Sir Winston Churchill travelled from South Africa after he had escaped from Pretoria during the Boer War is being cut up at South Grafton and sent to Sydney for scrap. The ship, INDUNA, carried Churchill away from Africa secretly at night, after the Boers had put pressure on the Portuguese East African administration to extradite him.

INDUNA was built in 1891 by Hall Russell & Co of Aberdeen, a vessel of 669 gross tons, dimensions 190.4 x 28.5 x 11.2, and fitted with a triple expansion engine which gave her a speed of 10 knots. In 1905 she was transferred to Sydney from the Aberdeen register, under the ownership of Burns, Philp & Co.Ltd. In 1920 she was sold to the Patrick S.S.Co.Ltd., who in turn sold her to the N.S.W. Government Railways in June 1925. She

General News contd.

the served as a train ferry across the Clarence until the Clarence River Bridge was completed in 1932. For the next 25 years INDUNA was tied to the bank of the Clarence at South Grafton and used as a wharf by a timber mill.

(RP)

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On August 1st, the Norwegian tanker LANCING 1950 11,957 tg, bound from Melbourne to Persian Gulf, broke down. Five days later she was taken in tow by the Fremantle tug YUNA 1944 479 gt, owned by the Adelaide S.S.Co.Ltd.

YUNA used 190 fathoms of towing line attached to 60 fathoms of the tanker's anchor cable. The two vessels arrived in Fremantle on August 16th, after one of the longest ocean tows in West Australian waters, 843 miles in all.

LANCING has damaged cross-bearings and is expected to be in port for three weeks. Similiar trouble had delayed the tanker in Melbourne. YUNA was built by Clelands as the EMPIRE WINNIE for the Ministry of War Transport. In 1947 she was purchased by William Watkins of London and renamed ZEALANDIA, passing to the Adelaide S.S.Co in 1952, in which year she arrived at Fremantle. (GG)

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LAKE BOGA is expected to be commissioned late August. (TS)

-00000-

NORTH ESK is to be commissioned late August and will make her maiden voyage from Queensland to Port Adelaide. (TS).

-00000-

DELUNGRA which was laid up at Melbourne in December 1956 proceeded to Sydney late in June and is now laid up there, it is believed she is to be converted to oil fuel. (TS).

-00000-

It has been announced that subject to official approval the two new motor vessels building at Grangemouth for McIlwraith McEacharn Ltd., will be named KOOLIGA and KOOYONG. The first vessel is to be launched late November and should be in Australian waters about April next whilst the second ship should be launched about June 1958. (TS).

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CULTER 1941 7030 gt and NORTH BREEZE 1929 3498 will conclude their respective charters before the end of the year and will then leave the coast. (TS).

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The new West Australian Government vessel building at Dumbarton is to be named KOOLANA. (TS).

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#### TRADING TO AUSTRALASIA

##### New tonnage for Shaw Savill

The Shaw Savill Line have placed orders for two more refrigerated

Cargo Motor Vessels for delivery towards the end of 1960.

One of these will be built by Harland and Wolff Ltd., at Belfast and the other by Alexander Stephen & Sons Ltd., at Linthouse, Glasgow.

They will be similar to those under order from Cammell, Laird & Co. Ltd., Birkenhead and Vickers-Armstrong Ltd., Newcastle-upon-Tyne and the principal dimensions are as follows:-

Length overall	512' 0"
Moulded breadth	70' 0"
Loaded draught	30' 3"
Gross tonnage	11,000 tons
Insulated capacity about	393,000 cu.ft.
Uninsulated capacity about	260,000 cu.ft.

A service speed of 16½ knots will be given by a single screw 8-cylinder Harland & Wolff Supercharged engine of the single acting type with a maximum BHP of 13,300.

Including these two vessels the Shaw Savill Line have built or ordered 23 vessels since the end of the war, and have in their fleet only 7 vessels built before 1947.

- - Another interesting group which is coming into service with the fleet are the four German built motorships of the ARABIC class. These are the first non-refrigerated cargo liners ever to be built by Shaw Savill and the change in policy has been brought about by the increasing amount of general cargo offering in the homeward direction from Australia and New Zealand when the refrigerated space is fully occupied by meat.

These vessels of 6100 gross tons and 9240 deadweight have a speed of 17½ knots, and their swan bow, tapered funnel and streamlined superstructure give them a very pleasing appearance.

(JAS)

.....and for British India .....

The B.I. took delivery of the 8700 gross ton WOODARRA on 10th April, 57, from Barclay Curle, while a sistership WARCONGA was launched at the same yard on 28th May. Both vessels are intended primarily for the Australia - U.K. trade.

The "Waroonga" will be fitted with engines of 10,850 HP which should enable her to exceed a speed of 20 knots. Her cargo spaces total approximately 617,000 cu.ft., together with tanks for the carriage of liquid cargoes in bulk. Her deadweight lifting capacity will be 11,500 tons. The main cargo gear will consist of 18 derricks and lifts up to 28 tons can be accepted at four of her five hatches using her own gear. She will also be equipped with the latest electrical cargo handling gear and folding steel hatch covers to reduce port working time.

The main details of the two ships are as follows:-