



Vol. 2.

June, 1955.

No. 2.

- E D I T O R I A L -

The theme of the last editorial regarding material for 'The Log' must unfortunately be repeated as, although several members have forwarded articles, the reaction was far from good.

In Australia and New Zealand there are about seventy members of the Society, yet 'The Log' is carried, from a literary side, by less than a dozen persons, which is most unsatisfactory and therefore you are again earnestly requested to help by forwarding suitable material for inclusion in 'The Log'.

Members sending articles should not be discouraged if their efforts do not appear immediately as in an endeavour to produce a balanced journal it is sometimes necessary to hold an article for an issue.

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MEMBERSHIP and INTEREST LIST

Owing to members delaying in returning the enquiry forms the membership and interest lists, mentioned in our last issue, are not yet compiled.

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'JUNE' IN THE RECENT PAST

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| AORANGI | 17491 tons gross launched 17th June, 1924. |
| CANBERRA | 7710 t.g. blt. 1913 (Aust. S'ships) Had serious fire at Sydney 30th June, 1925. |
| PORT KEMBLA | 8435. 1920 (C&D Line) Ashore San Salvador June, 1926. |
| MINMI | 1455. (J & A Brown) Launched June, 1927. |
| CHINA | 7952. 1896 (P&O) Sold Japanese June, 1928. |
| YANKALILLA | 3586. 1907 (Adel.Co.) Sold to Swedish buyers June, 1929. |
| MOREA | 10959. 1908 (P&O) Sold Japanese breakers June, 1930. |
| MILLUNA | 5681. 1914 (Adel.Co.) Sold overseas June, 1931. |
| MARION SLEIGH | 506. 1906 (H.C.Sleigh) Sold to Capt. Watchlin, Wellington - renamed 'Port Whangerei' June, 1932. |
| KUROW | 2625. 1909 (USS) Sold to Moller & Co. June, 1933. |
| ALBERTIC | 18940. 1923 (Cunard White Star) Sold Japanese breakers June, 1934. |
| KARU | 1044. (USS) Launched 19th June, 1935. |
| AGE | 4734. (Aust.S'ships) Launched 19th June, 1936. |
| STRATHEDEN | 23722 (P&O) Launched 10th June, 1937. |
| SURAT | 5529. (P&O) Launched 15th June, 1938. |
| AUCKLAND STAR | 11400.(Blue Star) Launched 30th June, 1939. |
| NIAGARA | 13415. 1913 (Can-Aust) Mined near Auckland 19th June, 1940. |
| MAREEBA | 3472. 1921 (AUSN) Sunk by raider 'Kormoran' in Indian Ocean 26th June, 1941. |
| ORESTES | 7748. 1926 (Blue Funnel) Damaged by shell fire from Jap. submarines off Jervis Bay 9th June, 1942. |
| WESTRALIA | 8174. 1929 (Huddart Parker) Conversion from A.M.C. to L.S.I. completed 25th June, 1943. |

NELLORE 6942. 1913. (E&A) Torpedoed and sunk 19th June, 1944.

s.s. 'LOWANA'

The 'Lowana' 3021 t.g. blt. 1924 (see Vol. 2.No. 1.) has been sold to foreign owners, believed resident in Philippines, and left Melbourne during April.

H.M.A.S. 'ALBATROSS'
by R.A.Sherlock

The seaplane carrier 'Albatross' was laid down at Cockatoo Island Dockyard, Sydney, in April, 1926 and was launched by Her Excellency Lady Stonehaven on 24th February, 1928. The vessel commenced trials on 31st October, 1928 and, after these were satisfactorily concluded on 21st December, the Navy Board accepted the ship which was commissioned as H.M.A.S. 'Albatross' (4800 tons displacement) on 23rd January, 1929, with Captain Bedford R.N. in command. Her armament consisted of four 4.7 guns, she had accommodation for ten aircraft and was propelled by four steam turbines driving twin screws.

The contract price for the construction of the vessel was £941,137 and it was estimated that her armament would cost an additional £260,000, making the total cost over one and a quarter million pounds.

After visiting Hobart on her first cruise she arrived at Melbourne on 21st February, 1929, where four days later her aircraft - six Fairy Seagull amphibians - were taken onboard.

On 14th March, 1933 H.M.A.S. 'Albatross' sailed from Melbourne for the last time as a commissioned unit of the R.A.N., as, on arrival at Sydney, the vessel was placed in reserve. Over three years later a catapult was installed and tested; however, the ship was not recommissioned.

Taken out of reserve 'Albatross' was recommissioned at Sydney on 19th March, 1938 and under the command of Captain Acland, with a complement of 26 officers and 320 men, she sailed for Devonport (U.K.) via Thursday Island, Darwin, Singapore and Colombo on 11th July, 1938. On arrival at her destination on 10th September she was taken over by the Royal Navy as part payment for the cruiser 'Hobart'.

During 1941 'Albatross' was converted into a repair ship and subsequently saw service in this capacity at the invasions of Italy and Southern France.

In October, 1946 it was reported that a British Company had purchased the ship for conversion to a cruising liner but this did not eventuate and she was offered for auction later whilst laid up at Plymouth Sound.

Purchased by Greeks she was renamed 'Hellenic Prince' (6558 tons gross) and refitted for the immigrant trade in which she made her first voyage from Naples to Australia with 1000 migrants on 7th November, 1949.

The end of her somewhat varied career came in 1954 when she was sold by her owners, China Hellenic Lines Ltd., Hong Kong, to local shipbreakers after being laid up since November, 1953.

THE AUSTRALIAN COASTAL PASSENGER TRADE 1900-1955
by T.S. Stevens

A great change has taken place in the conditions under which Australian coastal vessels now operate in comparison with the pre 1914 period and although these changed conditions have affected the cargo ships the repercussions on the passenger vessels have been even greater.

In 1900 the prime purpose of the Australian coastal passenger vessel was as a method of transport; however the expansion of railways, introduction of the motor car and development of aircraft have steadily reduced their function in this capacity to a very minor one and their principal employment now is combining "holiday voyages" on the coast with the carriage of as much cargo as their scheduled sailings permit.

The early years of this century saw a consolidation of the existing companies, a more co-operative policy and a consequent decline in competition. This was brought about to some extent by the Navigation Act requiring improved seagoing conditions and by Union demands for higher wages; however the shipowner was also assisted by the Act in that it provided protection against overseas vessels competing against them on the Australian coast.

Apparently between the turn of the century and the first World War, despite the rapidly changing conditions, the shipowners were still confident of the future as about twenty passenger vessels were completed during these years and by 1914 there were no less than 31 high standard ships totalling 151071 tons employed on coastal and trans-Tasman services. There is little doubt that the passenger trade was at its peak at this time.

During the 1914-1918 war many coastal liners were taken up for varying periods on Government service and as a result of enemy action three were lost. Two, the A.U.S.N. 'Kyarra' (6953 t.g. built 1903) and the Adelaide Steamship Co. 'Warilda' (7713 t.g. built 1912), were torpedoed in the English Channel whilst serving under Government requisition as a troopship and hospital ship respectively, and the third, the Huddart Parker 'Wimmera' (3022 t.g. blt. 1904), was mined off Cape Farewell N.Z. in the course of her owners' peacetime services.

After the war the confidence with which passenger ships had been built in pre-war years rapidly diminished as no new tonnage was built between 1915 and 1929 with the exception of the West Australian Government 'Koolinda' (4372 t.g. 1926) and the Bass Strait steamer 'Nairana' (3042. 1917) which was ordered before the war but taken over by the Royal Navy before completion. In addition the Adelaide Steamship Co. Ltd. sold their virtually new 'Wandilla' (7785-1912) and 'Willochra' (7784-1913) and the A.U.S.N. Co. disposed of their 'Indarra' (9735-1912) together

with several vessels no longer required due to the collapse of the Fiji fruit trade.

Towards the end of the twenties renewed interest manifested itself. In 1927 the A.U.S.N. Company placed the sister ships 'Ormiston' (5832.1922) and 'Orungal' (5826.1923) on the coast; these vessels had been built for the Khedivial Mail S. Co. The Adelaide Steamship Company re-entered the passenger trade with the motor liner 'Manunda' (9115 t.g.) in 1929 and this vessel was immediately followed by the Huddart Parker 'Westralia' (8108.1929) and in 1933 the 'Wanganella' (9576.1931) which had been built as the 'Achimota' for the British and African S.N. Co. (elder Dempster & Co.) who never took delivery of the vessel. In addition to the larger vessels the Adelaide Steamship Company also placed the small passenger liners 'Minnipa' (1977.1927) and 'Moonta' (2693.1931) on their Spencer Gulf service.

With the commissioning of the new tonnage, older vessels, including the 'Ulimaroa' (5777.1908), 'Dimboola' (3854.1912), 'Karoola' (7391.1909) and 'Loongana' (2448.1904), were disposed of. However a further five vessels were constructed between 1935 and the outbreak of the war in 1939, when there were 17 passenger vessels, totalling 114,899 tons, in service. This was almost half the number of ships and 75% of the tonnage employed twenty five years earlier.

Once again during the war the passenger vessels saw extensive service. The 'Kanimbla' (10985.1936), 'Manoora' (10856.1935) and 'Westralia' (8108.1929) were employed as armed merchant cruisers and later Infantry Landing Ships. The 'Manunda' and 'Wanganella' were taken over as hospital ships and most other liners were utilised as transports, but the only two that were lost as a result of enemy action were the Huddart Parker 'Zealandia' (6683.1910) at Darwin and the W.A. Government 'Koolama' (4068.1938).

After the war the remaining passenger vessels required considerable reconditioning and most of them were in dockyard hands for a year or more, the last being returned to her owners in 1951. Two of the older vessels, the McIlwraith McEacharn 'Katoomba' (9424.1913) and Australian Steamships 'Canberra' (7710.1913), were sold to overseas buyers prior to reconditioning and are still trading as the 'Columbia' and 'Espana' respectively.

The position today is not unlike that of the twenties in that there has been no new tonnage built since 1938 with the exception of the Adelaide Company 'Morialta' (1365.1940) and the 'Kabbarli' (2693.1951). The West Australian Government have ordered two other vessels, the 'Koojarra' (2690 building at Newcastle, N.S.W.) and another vessel of 3000 tons to be built in U.K. No doubt this latter vessel will replace the ageing 'Koolinda'.

Whether the shipowners, despite their liners being well patronised, are prepared to build new passenger ships of approximately 10,000 tons at the cost of several million pounds as compared with £750,000 in 1936 remains to be seen, but in the prevailing unsettled atmosphere, waterfront conditions and the high cost of manning and running such ships they may not feel disposed to make such a large outlay for the small return in profit. However, it is possibly significant that the A.U.S.N. Co. Ltd., who have been in the passenger trade since foundation, have this year sold and not replaced the 'Ormiston', their only remaining passenger vessel.

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s.s. 'YARRUNGA'

The 41st vessel for the A.S.B. was delivered by B.H.P. Co. Ltd., Whyalla, during May, 1955. This vessel, the single screw oil fired steamer 'Yarrunga' (4750 tons D.W.) - a native name meaning 'Large Trees' - is of the raised quarterdeck type with machinery aft and has an overall length of 330 feet and breadth of 48 feet.

She and her sister 'Yanderra', which was commissioned late last year, are intended for the carriage of bulk cargoes between Australian ports and carry a complement of 33, the Master and Officers' accommodation being amidships and other personnel aft. The entire crew are accommodated in single berth cabins.

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s.s. 'MARELLA'

The long and eventful career of the former Burns Philp & Co. Ltd. steamer 'Marella', 7475 tons, 1914, (ex "Wahehe" ex "Hilda Woermann") which was sold by them in 1948 has ended at the hands of Belgian shipbreakers to whom she was sold in November, 1954 as the 'Corsica'.

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THE IRISH COUNTIES RENASCENT

by "Barnacle Bill" (N.Z.)

The news that the recently formed Avenue Shipping Co. is re-naming its six cargo vessels after Irish counties will remind many old timers of a previous occasion when the New Zealand Shipping Co. and later the Union Steam Ship Co. owned ships with such names. In the days before the First World War, one of the biggest fleets in the Australasian trade was that known as the Federal-Houlder-Shire Line, comprising the Federal Line (English counties), the Houlder Line (Granges), and Turnbull Martin & Co. (Scottish shires). In 1911 a large-scale rearrangement took place. Turnbull Martin withdrew, but retained their Australian trade which later came under the control of the Clan Line; the Federal Line was taken over by the New Zealand Shipping Co.; and Houlders also withdrew to concentrate on their South American interests, selling four of their ships to the New Zealand Shipping Co. These ships, the 'Drayton', 'Everton', 'Oswestry' and 'Ripplingham' Granges, all large emigrant and refrigerated cargo carriers, were re-named and sold almost immediately to the Union Steam Ship Co. which was then making its first venture into the direct United Kingdom trade. However, the ships remained under the management of the Federal-Houlder-Shire Line, the title of which was now quite inappropriate as it was merely the New Zealand Shipping Co. under another name.

'LIMERICK'. The oldest of the four was the 'Ripplingham Grange', built and engined for the Company at Belfast by Workman Clark & Co. in October, 1898. She was a twin screw steamer of 6827 tons gross, on dimensions 420'5" x 54'2" x 29'5", driven by triple expansion engines of 628 n.h.p. which gave her a speed of 11½ knots. She proved a very reliable and profitable ship during her 14 years under the Houlder flag, but the war made her career as the 'Limerick' a short one, for she was torpedoed and sunk by a German submarine off Bishop Rock Lighthouse on May 28th, 1917.

To replace the old ship, a second 'Limerick' was built for the Union Co. by Lithgows Ltd., of Port Glasgow in 1925. A motorship of 8734 tons gross, on dimensions 460' x 62'6" x 37'9", she was propelled by twin screw Brown-Sulzer diesels of 6000 b.h.p. at a speed of 14 knots. Although originally intended for the United Kingdom trade like her predecessor, the 'Limerick' was completed just at the time when her owners decided to withdraw from it and consequently was transferred to the Calcutta run where she spent the rest of her life. In 1936 she was transferred to the subsidiary Indo-Pacific Shipping Co., but unlike her consort, the 'Narbada' ex 'Leitrim', she underwent no change of name. 'Limerick' finally met her end from a torpedo off Cape Byron, N.S.W., on April 25th, 1943.

The third 'Limerick' was formerly Birt, Potter & Hughes' 'Enton' (6443 tons, 1952).

'TYRONE'. Next in age was the 'Drayton Grange', a twin screw four-masted vessel of 6664 tons gross built and engined by Workman Clark in 1901. On dimensions 450'5" x 55'1" x 30'6", her two triple expansion engines of 662 n.h.p. drove her at 12 knots. Her service to the Union Co. as the 'Tyrone' was sensational, if brief, for she was wrecked on Wahine Point, Otago Heads, early in the morning of September 27th, 1913. Efforts by the local tug 'Plucky' to free the 'Tyrone' proved abortive owing to the towing vessel's insufficient power, and the liner broke in two soon after, the largest vessel lost on the coast of the South Island.

Her name is now to be borne by the former 'Kaikoura' (5885 tons, 1937).

'ROSCOMMON'. The 'Oswestry Grange' was also built and engined by Workman Clark, being delivered to the Houlder Line in March, 1902. She was a twin screw four-masted steamer of 7381 tons gross, on dimensions 450'5" x 55'2" x 30'6" and her triple expansion engines of 662 n.h.p. gave her a speed of 12 knots. It was in this ship that the then Prime Minister of New Zealand, the Hon. Richard Seddon, died on June 10th, 1906, whilst on the way from Sydney to Wellington. After taking her new name of 'Roscommon' in 1912, she continued on her old runs until fate in the shape of a German torpedo claimed her for its victim off Tory Island on 21st August, 1917.

The new 'Roscommon' was built in 1938 as the 'Kaipara' (5890 tons).

'WESTMEATH'. The 'Everton Grange' was a similar though slightly larger ship, being of 8129 tons, on dimensions 475' x 56'1" x 32'4". She was built at West Hartlepool in 1903 by Furness Withy & Co. Ltd., her triple expansion engines of 656 n.h.p. being supplied by Richardsons, Westgarth & Co. Ltd. of the same town. These turned twin screws to give a speed of 12 knots, and the 'Everton Grange' with her large roomy 'tween decks soon established herself as a favourite in the Australian emigrant trade until her change of name and ownership. As the 'Westmeath' she had the misfortune to be torpedoed in the English Channel on June 15th, 1917, but unlike her sisters she managed to reach port and was repaired, the sole survivor in 1918 of the original quartet. When the Union Co. withdrew from the United Kingdom trade in 1925, the 'Westmeath' was sold to Ditta de Fratelli of Genoa who ran her as the 'Nordico' until she was scrapped in 1931.

The present 'Westmeath' was originally the 'Kaipaki' (5894 tons, 1939).

'ARMAGH'. The first 'Armagh', briefly mentioned in Vol.1.No.4., was a fine four-masted steamer of 12269 tons, on dimensions 530'5" x 63' x 39'9", completed in 1917. Her hull was built by Swan Hunter & Wigham Richardson Ltd. at Newcastle-on-Tyne and her four steam turbines by the associated Wallsend Slipway & Engineering Co. Ltd. With a speed of 15½ knots and a

refrigerated cargo capacity of 466,000 cu.ft., she was certainly a magnificent addition to the Union fleet. Unfortunately, the 'Armagh' was doomed to a very short career as she went aground on the Revetment at Liverpool in December, 1923, while outward bound for Brisbane and broke up soon after.

The 'Kaituna' (4937 tons, 1938) has now become the 'Armagh'.

'Antrim' ex 'Kaimata' ex 'Ardenvoehr' (5278 tons, 1931) is the only name new to the Australasian trade, but there remains one name from the old fleet that has not been revived. The 'Leitrim' was built for the Union Co. in 1915 by Sir Raylton Dixon & Co. Ltd. of Middlesborough, a single screw steamer of 8988 tons, on dimensions 470' x 60'2" x 36'6". Her four steam turbines gave her a speed of 15 knots. Like the 'Limerick' (2), she was transferred to the Calcutta trade in 1925 and four years later came under the ownership of the subsidiary Indo-Pacific Shipping Co., who renamed her 'Narbada'. She continued on this run throughout the war until her last voyage to England for scrapping in 1947. So passed the last survivor of the original Irish counties. May their successors carry on the tradition for many years to come.

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ON THE COAST
(2)

This is the second part of the article dealing with overseas vessels employed on the Australian coast.

"AMICUS" 7126 tons gross, 4798 tons nett, Official Number 169037 - built in 1944 by Vickers Armstrong Ltd., Barrow. 447.80A - 433 x 56.2 draft 26'11 $\frac{1}{4}$ ". Single screw three cylinder triple expansion. Two boilers and an auxiliary, converted to oil fuel in 1953. Now owned by the Tempus Shipping Co. Ltd. (W. H. Seager & Co. Ltd., Mgrs.) and registered at Cardiff, she was built as the "Empire Noble", being purchased and renamed by her present owners in 1946. The vessel, which has spent many years on the coast, is at present on time charter to B.H.P. Co. Ltd. and is employed between Port Kembla and/or Newcastle to Yampi Sound or Whyalla.

"BEECH HILL" 7150 tons gross, 4228 tons nett, Official Number 169726 - built in 1943 by Marine Industries Ltd., Sorel P.Q. 440.5 - 424.7 x 57.2 draft 26'11 $\frac{1}{2}$ ". Single screw three cylinder triple expansion. Three oil fired boilers.

Now owned by Halifax Overseas Freighters Ltd. (Counties Ship Management Co. Ltd., Mgrs.) and registered at London, she was built as "Fort Richelieu", being renamed by her present owners in 1950. The vessel is on time charter to Australian Steamships Pty. Ltd. (Howard Smith Ltd.) and is employed principally between Newcastle and Melbourne, Port Adelaide and Whyalla.

"CEDAR HILL"

7156 tons gross, 4305 tons nett, Official Number 175582 - built in 1944 by United Shipyards Ltd., Montreal, P.Q. 440.2 - 424.5 x 57.2 draft 26'11½". Single screw three cylinder triple expansion. Three oil fired boilers. Now owned by Halifax Overseas Freighters Ltd. (Counties Ship Management Co. Ltd., Mgrs.) and registered at London, she was built as "Dentonia Park", being renamed by her present owners in 1950. The vessel is on time charter to the A.U.S.N. Co. Ltd. and is employed on the same trade as "Beech Hill".

"PINE HILL"

7151 tons gross, 4301 tons nett, Official Number 169718 - built in 1943 by United Shipyards Ltd., Montreal, P.Q. 440.5 - 424.5 x 57.2 draft 26'11½". Single screw three cylinder triple expansion. Three oil fired boilers. Now owned by Halifax Overseas Freighters Ltd. (Counties Ship Management Co. Ltd., Mgrs.) and registered at London, she was built as "Fort Henley", being renamed by her present owners in 1950. The vessel is on time charter to the B.H.P. Co. Ltd. and is employed on the same trade as the "Amicus".

"CULROSS"

(Vol.2.No.1.) - has now concluded her charter and will load a cargo of phosphate at Nauru for the United Kingdom.

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H.M.A.S. 'S W A N'

The anti-submarine frigate 'Swan' (1078 tons) at present in reserve is to be converted for cadet training purposes and will carry about sixty cadets. The vessel is expected to be recommissioned in January, 1956.

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"LONDON TO MELBOURNE" 1908-9.

(by E. Messer)

"A voyage across the Atlantic Ocean in the year 1799 was not the everyday affair that it has come to be at the present time. There were no "ocean greyhounds" then. The passage was a long and trying one".

The above paragraph is quoted from the opening lines of a book that I received as a school prize in 1904 and, in setting down a few impressions of the family voyage in the years mentioned above, it could almost be applied in the same manner of comparison.

With unemployment rife in England in 1908, my father, an accomplished cabinet maker, decided, with the help of the Immigration Department to go to Australia. We were to have gone to Canada but, as there was an earlier sailing to Australia, the change was made and we set out from Tilbury two days before Christmas, 1908, in the "fast, comfortable and popular" twin screw steamer, "Miltiades" of the Aberdeen White Star Line. Of the haste and bustle of the departure I have little recollection but my interest rose rapidly as we approached Tilbury in the boat train on a cold but clear day. Going out in the tender we were able to see this yacht-like vessel with her green hull and buff funnel, Miltiades himself as the graceful figurehead and, as the tender passed the stern, we were awed by the notice that was always displayed on twin screw vessels in those days, viz: "This vessel has twin screws, keep clear of blades!".

With her sister ship, "Marathon", these fine vessels were each of nearly 7,000 tons register and built to the requirements of the Admiralty Transport Department as well as those of Lloyd's highest class, they were the first twin screw steamers owned by the Aberdeen Line. "Miltiades" was built by Stephens of Linthouse in 1903, was perfectly proportioned and really a yacht liner. Incidentally they were the last clipper bowed steamers built by that firm. At her trials she did 16 knots instead of the contract 14. She broke the "via Cape" record on her maiden voyage and in 1905 or thereabouts she held several records, one of which was, when called upon at short notice to take the place of the regular mail boat via Suez, she landed the Australian mails 24 hours before scheduled time, her steaming time from Dover to Melbourne being 34 days, 10 hours and 29 minutes.

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Plymouth was reached the next day and the real voyage had commenced. To me it was a wonderful experience but, owing to the vaccination not taking comfortably, and mal-de-mer, I was laid low for a week. So were many more passengers and, as Xmas Day found us in the Bay, the Xmas dinner and trimmings were postponed for a week.

There were seven First Saloon passengers and close to three hundred third class. The latter were housed in the tween deck in temporary cabins built of matched boarding. I was young

THE SHELL FLEET AND THE WAR

I believe this is the first detailed list so far published on the losses of this great fleet. The Company's war history, "TANKER FLEET", published 1948, gives loss statistics and SEA BREEZES in 1948 gave a list of ships but no detail. The following list, which includes some ships omitted from both the above, is offered in the hope that someone may be able to fill the few gaps (PELOLOU, SOLEM and STIRIL). Only the two major English and three Dutch concerns are dealt with, as it is felt that the ships of Finnish, Moroccan, Egyptian, etc., subsidiaries would be of little interest to W.S.S. members here.

SM/T stands for "sunk by submarine's torpedo". Otherwise, I think the abbreviations are familiar. The location given in brackets after a position is indicative only.

ANGLO-SAXON PETROLEUM COY. by N.L. McKellar.

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|-------------|---|
| AGNITA | 3561-31. By raider KORMORAN 22.3.41 in 2.30N. 25.00W (NE of Brazil). |
| ANADARA | 8009-35. SM/T 24.2.42 in 43.45N. 42.15W (Atlantic). |
| ARINIA | 8024-36. Mined off Southend 19.12.40. |
| AURIS | 8030-35. SM/T 28.6.41 in 34.27N. 11.57W (W of Gibraltar). |
| BULLMOUTH | 7519-25. SM/T 29.10.42 in 33.20N. 18.25W (SW of Gibraltar). |
| BULYSSES | 7519-27. SM/T 10.9.41 in 62.22N. 38.22W (E of Cape Farewell). |
| CAPRELLA | 8230-31. SM/T 19.10.40 in 56.37N. 17.15W (NW of Ireland). |
| CARDITA | 8237-31. SM/T 31.12.41 in 59.18N. 12.50W (E of Cape Farewell). Sank 3.1.42. |
| CHAMA | 8028-38. SM/T 23.3.41 in 49.35N. 19.13W (SW of Ireland). |
| CIRCE SHELL | 8207-31. SM/T 21.2.42 in 11.03N. 62.03W (Caribbean). |
| CLEA | 7987-38. SM/T 13.2.41 in NW approaches. |
| CONCH | 8376-31. SM/T 2.12.40 in 55.40N. 19.00W (W of Ireland). |
| CONUS | 8132-31. SM/T 4.4.41 in 56.14N. 31.19W (Atlantic). |
| CORBIS | 8132-31. SM/T 18.4.43 in 34.56S. 34.03E (SE of Port Elizabeth). |
| DARINA | 8000-39. SM/T 20.5.42 in 29.17N. 54.25W (Atlantic). |

LUCRECIA 2584-28. (C.S.M.) SM/T 7.7.40 in 49.50N.
8.07W (Atlantic).

MAGDALA 8248-31. (Corona) SM/T 16.1.45 off Faeroe Is.

MAMURA 8245-32. (Corona) SM/T 26.2.42 off U.S. East
coast.

MANVANTARA 8237-31. (Corona) Sunk by aircraft 13.2.42 in
4.08S. 106.38E (Banka Strait).

MARISA 8029-37. (Corona) SM/T 16.5.41 in approximately
6N. 18W (SW of Freetown).

MERULA 8228-32. (Corona) Sunk by aircraft 13.2.42 in
4.5S. 106.34E (Banka Strait).

MILO 322-19. (N.I.T.) Scuttled at Tandjong Priok
2.3.42.

OCANA 6256-38. (Corona) Torpedoed 24.3.42 SW of
Halifax. Still afloat as derelict 19.4.42 when
sunk by R.N.

OLIVIA 6307-39. (Corona) Sunk by raider THOR 14.6.42
in approximately 26S. 77E (Indian Ocean).

OMALA 6256-38. (Corona) Captured in Holland 5/40.
Traded under German flag as WORTH. Recovered
at Oslo 5/45.

ONOBA 6256-38. (Corona) Sunk by aircraft 16.1.41
in 55.40N. 12.30W (Atlantic).

OSCILLA 6341-39. (Corona) SM/T 15.3.42 in approximately
19N. 16W (N of Guiana).

PAULA 2770-27. (N.I.T.) Scuttled Batavia 3.3.42 - Salved
by Japs 12/42 as ARARE MARU. Recovered 1945 at
Singapore.

PERNA 7984-35. (Corona) Captured in Holland 1940.
Traded under German flag as FORBACH. Recovered
at Kiel 5/45.

PETRONELLA 2770-27. (N.I.T.) Sunk by mine 15.10.44 in
37.30N. 23.30E (Greece) while serving with R.N.
as water carrier.

PHOBOS 7412-26. (N.I.T.) Captured at Rotterdam
14.5.40. Traded under German flag as THANN.
Sunk by mine in Baltic either 10/44 or 12/44.

POSEIDON 696-14. (N.I.T.) Scuttled at Tjilitjap
6.3.42. Salved by Japs as HOSEI MARU. Sunk
by Dutch sub. 10.4.45 in 5.25S. 106.39E
(Sunda Strait).

ROSALIA 3177-38. (C.S.M.) SM/T off Curacao 27.7.43.

ROTULA 7981-35. (Corona) SM/T 1.3.41 in 52.15N.
5.33W (St. Georges Channel).

SEMIRAMIS

5792-21. (N.I.T.) Captured by Japs at Pladjoe 15.2.42, renamed KYOKO MARU (or KIOHU MARU) and sunk by U.S.S. RAY 27.12.43 in 5S. 121.22E (Sunda Sea).

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FLOTSAM & JETSAM

(Published by the South African Section of the W.S.S.)

The January/February (V.2.N.20/21) issue of Flotsam & Jetsam has been received from the South African Section of the Society. Included in this issue is an interesting article by Mr M. Leendertz, entitled "Pioneer Triple Expansion Liner" which deals with the Aberdeen White Star liner "Aberdeen". The second of the series of Fleet lists of South African companies is the list of the vessels owned by the South African Railways and Harbours which was wound up in January of this year.

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P H O T O G R A P H S

Members are again reminded that by purchasing photographs from the New Zealand Section of the Society, through Mr A. McMillan, 1 Highgate, Roslyn, Dunedin, N.Z., they are helping to keep 'The Log' on its financial feet. All enquiries for photographs should be directed to Mr McMillan.

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All material for inclusion in 'The Log' should be forwarded to the Editor,

T. S. Stevens,
1 Llewellyn Grove,
Carrum,
Victoria. Australia.

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This is the sixth issue of 'The Log' and you will have no doubt noted that in every preceding issue we have acknowledged the help of Miss R. Corderoy. Without the assistance of this lady the journal would have ceased months ago, as it is she who attends to the stencils and duplicating. In addition, the Editor would like to mention the assistance he has received from Miss J. Price who has helped with the typing of the journal.

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