

THE LOG



QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.

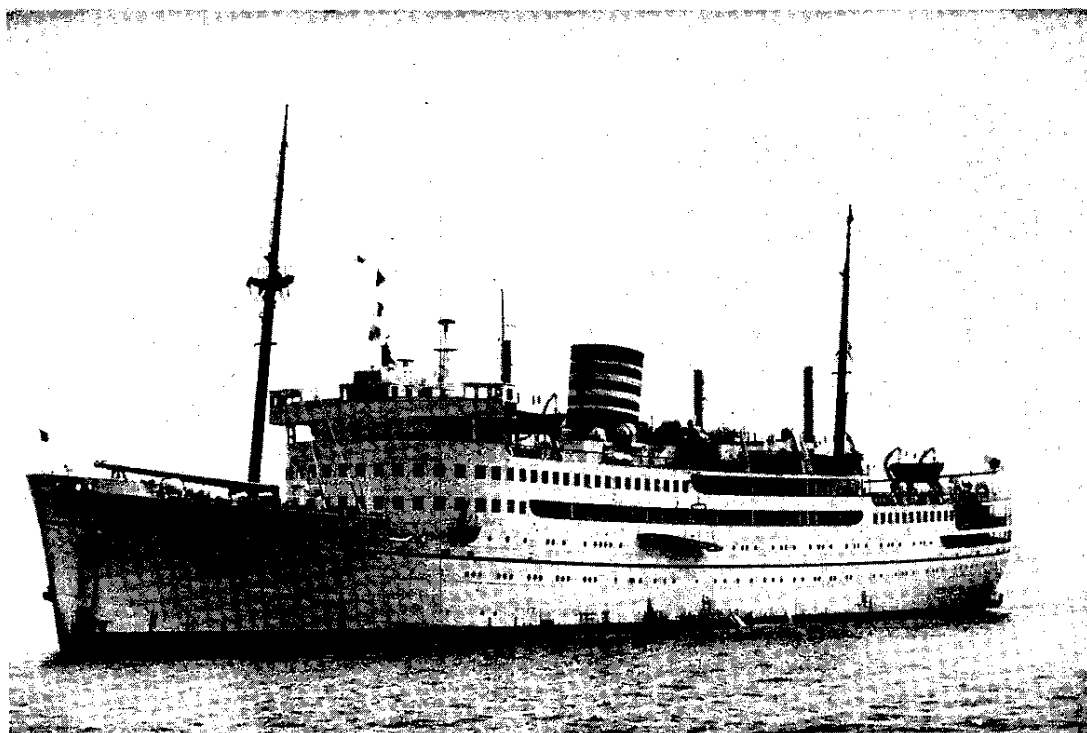
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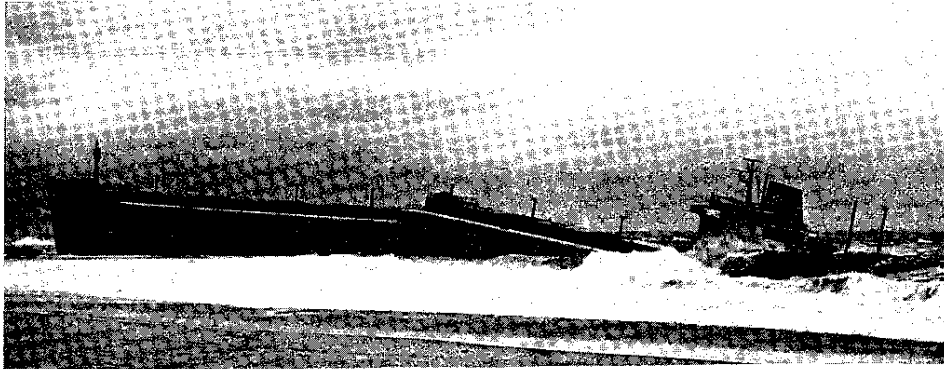


ORIENTAL QUEEN

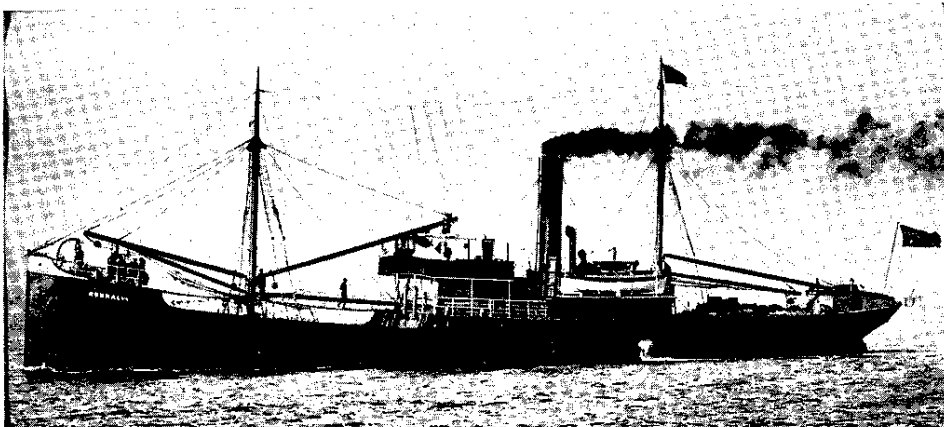
The former "Kanimbla" photographed in Japanese waters on 17th July, 1973. (S.A.Kentwell)

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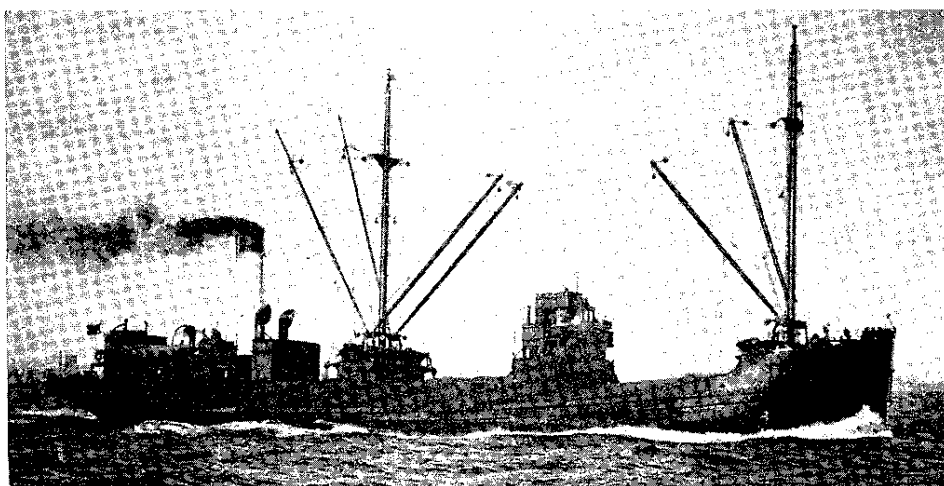
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"Sygna" ashore Stockton Bight, photographed 3/7/74
(J.Y.Freeman)



"Kurnalpi" Melbourne SS Co. (Green photo)



"Caledon" Howard Smith sixty miler (Green photo)

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* T H E L O G *

August 31, 1974

Autumn Issue

Page 63

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

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* Howard Smith's...

NEWCASTLE COLLIERS

from: G.A. Hardwick.

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This Company had extensive interests in the Caledonian Collieries Limited, which in turn is a big colliery owner in both the Maitland and Newcastle districts. The Aberdare collieries in the Greta Seam are among the most up-to-date and they provide high quality gas, steaming and general purpose coals whilst those in the Newcastle district provide coking and steaming coals. In 1960 Caledonian Collieries Ltd., and J. & A. Brown-Abermain Seaham Collieries Ltd., joined forces to form Coal & Allied Industries Ltd. Before World War II Howard Smith had built up an extensive retail trade in coal in Sydney and their red brown steam wagons were well known in the streets right up to the war.

Their first collier was MYOLA of 555 tons and built in 1913. She ran regularly between Newcastle and Sydney carrying coal until lost when she capsized and sank off Long Reef, north of Sydney on April 3, 1919. Loaded with a cargo of coal MYOLA cleared Nobbys at 4.40 p.m. on April 2, 1919 bound for Sydney, with a fresh southerly wind blowing which increased in force as the vessel headed down the coast. At about 12.30 a.m. the following day when off Long Reef, MYOLA suddenly heeled over to port and sank in less than eight minutes. There had been a strong gale the previous 3 days and the seas were still rough. Eleven of the crew of 15 got away in one of the boats but the other four were drowned. The survivors were picked up by the South Bulli, which was following a short distance behind MYOLA, bound from Catherine Hill Bay to Sydney. In the darkness and heavy seas the crew of South Bulli showed great courage in rescuing the survivors, who were taken to Sydney, arriving there shortly before 4.00 a.m. on the same day. (Sydney Morning Herald - April 4, 1919).

Also in 1913, READY of 251 tons, was bought from Charles F. Rischbeith of Adelaide. She had been engaged in the South Australian coastal trade since 1907. This vessel had already had an interesting

ing career and she was destined to make an even greater name for herself before her career ended.

The South African War had caused great congestion in the docks in Table Bay. The Bucknall S.S. Company Ltd., which had extensive trading interests at the Cape, lost heavily and in order to try and overcome these difficulties they bought three small coasters and employed them carrying cargo between the ships anchored in Table Bay and the docks - one of these was READY. Bought from Hawthorn Brothers & Co., of London in 1901 she was, as John McRoberts in 'Bucknall's Teeth' (2), page 322 in Seabreezes for May 1972 says "this was more or less a lighter, having two holds with a mast between carrying derricks for each hold".

The READY was so employed and in the coastal trade until 1907 when she was sold to George T. Wills of Adelaide who employed her in the South Australian coasting trade, disposing of the vessel in 1909 to Charles F. Rischbeith then in 1913 to Smith's to become a well known unit of the sixty miler fleet until the arrival of the much larger Caledon in 1927.

After a period of idleness in Sydney, READY was sold to Messrs. H.P. Stacey and J. Williams of Sydney who used her for lighterage and salvage work. Early in 1934 she was used to bring scrap metal to Sydney from the old train ferry Induna, which was being dismantled at South Grafton. In April 1934 Howard Smith's chartered her to assist their steamer Moruya in the Brisbane/Maryborough cargo trade. When Moruya was replaced by Marrawah, bought from William Holyman & Sons Pty., Ltd., in October 1936, READY was returned to her owners.

Early in 1938 READY was sold to E. Moller of Shanghai, being renamed Ready Moller, and left Sydney for the east in April of that year. Captured by the Japanese off Amoy in December 1941 she was renamed Amoy Maru No 2. Surviving the war she was given back her name - Ready Moller - and was registered as owned by Mollers Towing Ltd., until 1949 when the ownership was transferred to the Anglo-Chinese Shipping Co. Ltd. In 1951 the name disappeared from the register, perhaps the Communist troubles in the Shanghai area had something to do with it.

Then in 1915 MALACHITE of 605 tons was bought from the Bellambi Coal Co. Ltd., Sydney, having been built in 1894 for William Robertson of Glasgow (the Gem Line) and employed as a coaster in the British Isles until 1901, when she was bought by the Bellambi Coal Co. Ltd., who employed the vessel in the south coast coal trade until 1915. MALACHITE became redundant after the arrival of the CALEDON in 1927 and was laid up in Blackwattle Bay, Sydney, where she capsized at her moorings on July 17, 1928. Refloated on August 14, the vessel was sold in September to H.P. Stacey of Sydney, who dismantled her, selling the hulk back to the Bellambi Coal Company the following year for use as a coal storage hulk in Sydney. So employed for many years the hulk was eventually scuttled off Sydney Heads in May 1946. It is a matter of interest that her boiler was fitted to Uralba, launched 1942, and the last North Coaster to be built.

Then came WALLSEND of 518 tons, built in 1899 for the Newcastle & Wallsend Coal Company of Sydney, she plied between Newcastle & Sydney carrying coal. They sold her in 1912 to Messrs E & O.E. Warburton, also of Sydney, who continued to run the vessel as a sixty miler. In June 1919, WALLSEND passed into Howard Smith's hands for their coal trade and so remained until 1934 when she was hulked in Sydney. On February 13 the following year the stripped hulk was sunk off Sydney Heads.

In 1920 two ships were acquired, these were KINTORE of 231 tons, built in 1903, and YULOO of 407 tons, built in 1910. The KINTORE had been owned by Dalgety & Co.Ltd of London from 1903 until sold to Smith's, and had been engaged in the South Australian coastal trade. Smith's put her into the coal trade from Newcastle until she was laid up in 1931. In 1934 KINTORE was recommissioned in the Townsville/outport trade in which she was employed until taken over in 1943 for use with the United States Navy, and was wrecked in Torres Strait in September 1944. Incidentally, KINTORE, made several trips from Newcastle to Wollongong in 1931 carrying coal for the local gas works.

Launched in 1910 as Teeswood, a name which she carried until 1912, YULOO was owned first by the Meteor S.S.Co.,Ltd, of Middlesborough, England and then by Mr.D.Y.Syme of Melbourne. In 1912 the vessel passed into the hands of the Sydney Coal Co.,Ltd., who renamed her YULOO the same year. They employed the ship in the Newcastle coal trade until 1920 when Howard Smith bought YULOO for the same purpose. Withdrawn after the arrival of CALEDON in 1927, YULOO was laid up in Sydney and sold to H.P.Stacey in 1929. For a long time she lay in Kerosene Bay, Sydney Harbour, and was later dismantled and the stripped hulk towed to sea and sunk some 20 miles off Sydney Heads on November 14, 1933.

In 1927 CALEDON of 1063 tons reached Sydney, having been built that year by Burntisland Shipbuilding Co.Ltd., specially for the Newcastle coal trade. Much larger than any of the existing fleet the CALEDON took her place in the coastal trade displacing three of the fleet. Withdrawn in 1931 due to falling off of trade in the depression, CALEDON was laid up in Sydney. After alterations in her rig - the coaling gaffs were removed, the masts shortened and crossstress fitted and derricks installed, the vessel was recommissioned in 1936, entering the interstate cargo trade between Brisbane/Newcastle/Sydney/Melbourne and Geelong. As with other ships on the Australian coast, the war disrupted her sailings.

In 1945 CALEDON was placed in the cargo trade between Sydney/Newcastle/Port Kembla to Rockhampton from which she was withdrawn early in October 1956. Laid up in Sydney she was sold later the same month to Hong Kong - Chiap Hua Manufacturing Co.(1947)Ltd., of Hong Kong. The CALEDON left Sydney for the last time on November 27, 1956 in tow of Flying Dove (formerly John Burke's - Elsanna) bound for Hong Kong, where the two ships arrived on February 17, 1957. Breaking up began shortly after her arrival.

The last of the Company's fleet of '60 milers' was CALDARE, a twin screw steamer of 760 tons, which had been completed by John Lewis & Sons Ltd., of Aberdeen, Scotland in December 1930, specially for the Newcastle coal trade in which she ran practically without interruption until the Company withdrew from that steadily declining trade in 1956, and she was not replaced. In the Annual Report of Howard Smith Ltd., for 1956 it was stated that both CALDARE and CALEDON had reached the end of their useful economic lives.

Shortly after CALDARE was withdrawn she was sold to Compania Naviera Lanena S.A. of Hong Kong who renamed her Vicky under the flag of Panama with a Filipino crew. The vessel then sailed for Port Adelaide to tow a dredge to the Philippines for scrapping, but encountered wild seas off Wilson's Promontary and early on the morning of June 25 developed a serious list to starboard, was swept by tremendous seas and to add to her difficulties - valve trouble in her engines had developed which resulted in the vessel not having enough steam to maintain steerage way. The Vicky radioed for assistance and the British freighter King David and the tanker Trochurus went to her aid. The King David tried unsuccessfully to get a line aboard Vicky to tow her to Port Phillip, but all the time the list to starboard was increasing and at about 7.30 a.m. the crew abandoned her. The King David picked up 14 of the crew including the Master, and Trochurus, three. The rest of the crew - eight - were lost. King David landed her survivors at Queenscliffe, while Trochurus took the others to Sydney. Most of the survivors, when picked out of the water, were suffering from shock and exhaustion. (Sydney Morning Herald, June 26/27.1956).

All the ships in the fleet were registered in the name of the Company's ship owning subsidiary - Australian Steamships Pty., Ltd. They had white funnels and black tops with red brown hulls. The engines of all were fitted aft.

Howard Smith's colliers comprised an interesting group. KINTORE, READY and YULOO had quaint profiles - perhaps the quaintest of them all was READY. She had such little freeboard that her decks must have been continuously awash when loaded and the sea was anything but calm. MALACHITE, MYOLA, WALLSEND and CALEDON were the conventional colliers with lofty masts and coaling gaffs. CALDARE on the other hand with cranes and grab equipment always looked most businesslike.

*

References - Howard Smith Ltd -Centenary 1854-1954; Famous Australian Shipping Company - Fleet List of Howard Smith and Australian Steamships - The Log, Vol.13, No 2, pages 36/44; Bucknalls Teeth - Sea Breezes Vol.46, Nos 316/7/8; Directory of Shipowners Etc., Lloyds Register of Shipping.

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Here follows a fleet list of the Company's '60 milers', beneath the name the tonnage and date of build is shown, also the years of service with Australian Steamships Pty.Ltd.

- MYOLA
655/1913
1913/1919 Well deck. Built & engined by Smith's D'yard Co.Ltd. Middlesborough.U.K.; dimensions 180' x 29.1' x 11.6'; triple exp. engine; foundered off Long Reef near Sydney, April 3, 1919.
- READY
251/1896
1913/1933 : gross tonnage later 268; built by J.Craggs & Sons, Middlesborough.U.K.; steel plating, iron beams & frames; 119.6' x 25.1' x 8.2'; compound engine; first owner J. Constant, then Hawthorn Bros & Co, London; Bucknall S. S.Co.Ltd 1901/1907; George T Wills, Adelaide 1907/1909; C.F.Rishbeith, Adelaide, 1909/1913; Australian Steamships P.L., 1913/1933; H.P.Stacey & J.Williams, Sydney 1933/1938; E.Moller, Shanghai B/ Ready Moller; captured by Japanese 1941 B/ Amoy Maru No 2; reverted Ready Moller after the war; disappeared from register 1951.
(Editor's note - 'Far Eastern Fleets' records as follows:- July 1931 to H.P.Stacey & J.Williams, Sydney, converted to salvage vessel; April 1934 owners became Penguin Ltd; March 1938 sold to Mollers TOWAGES, sailed from Sydney for Shaghai May 21; renamed Ready Moller; Dec.3, 1941 requisitioned by M.O.W.T.; Dec 8 captured by Japanese south of Amoy, April 1942 commissioned as tug Amoy Maru No2; Recovered August 1945 and until 1947 under M.O.W.T.control; 1947 registered at Hongkong but apparently not repossessed by Mollers and broken up in Japan. Registry not closed until 1965.
- MALACHITE
605/1894
1915/1928 Bought from Belambi Coal Co.Ltd; well deck; built by Scott & Sons, Bowling, Scotland; 180' x 29.1' x 10.7'; triple expan. engine; speed 9 knots, 750 dwt; sold to H.P.Stacey 1928 converted to hulk; resold Bellambi 1929; scuttled off Sydney Heads, May 1946.
- WALLSEND
518/1899
1919/1934 Built by Murdoch & Murray, Port Glasgow for Newcastle & Wallsend Coal Co; sold E & E.O. Warburton 1912; bought by Australian Steamships 1919; well deck; compound engines; 165.4' x 25.4' x 12.3'; speed 8 kts, 610 dwt; scrapped Sydney 1934 and hulk sunk off Heads 1935.
- KINTORE
231/1903
1920/1943 1903/1920 owned by Dalgety & Co.Ltd - South Australian coastal trade; built by Dobson & Co, Hull; compound engine; 112.4' x 21' x 9.2'; speed 8 knots, 240 dwt; taken over 1943 for use with USN; September 1944 wrecked in Torres Strait.
- YULOO
407/1910
1920/1929 owned by Meteor S.S.Co., Middlesborough U.K. until 1911 as Teeswood; then D.Y.Syme, Melbourne; 1912 Sydney Coal Co and renamed YULOO; 1920 Australian Steamships; 1929 H.P.Stacey, Sydney, later hulked and sunk off Sydney November 11, 1933. Raised quarter deck; built by W.Harkness & sons, Middlesborough.UK; compound engine; 145' x 24.1' x 10.4'; speed 8 knors, 400 dwt.

* The steamer...

K U R N A L P I

from: Barnacle Bill.

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Not many steamers owned in Australasia have been built in Norway, but one of them was the Melbourne Steamship Company's steamer KURNALPI. She was originally built and engined at Oslo (or Christiania as it was then known) in 1905 by the still active yard of Akers Mek. Verk. as Heina for C.J.Sandberg of the same port for Baltic and North Sea trading.

A vessel of 495 tons gross on dimensions 166.2' x 26.2' x 9', she had a short forecastle, followed by a well deck then a long combined bridge and quarterdeck running aft to the stern. The bridge and principal deck erections were amidships with number three hatch trunked through the quarterdeck. The propelling machinery comprised a set of triple expansion engines fed by a single coal fired boiler and producing a speed of 8 knots when conditions were favourable, while some 500 tons of cargo and 6 saloon passengers could be catered for. The vessel was a typical Scandinavian short-sea trader of her day, but the lack of any rake to her masts and funnel made a utilitarian rather than a beautiful ship.

It was in 1910 that Heina was purchased by the Melbourne Steamship Company and renamed KURNALPI for trading on the West Australian coast from Fremantle to Geraldton. Her new owners had first entered this service with the veteran Leeuwin (580/1876) -formerly the Julia Percy, and it was to replace her that KURNALPI was acquired. While there can be no doubt that the newcomer was a considerably better economic proposition and much more comfortable for her crew, she could not in anyway compare with the yachtlike lines of her clipper-bowed predecessor. The KURNALPI early brought a substantial and unexpected return to her Owners when in 1911 she picked up the disabled A.U.S.N.Co's Pilbarra (2664/1897) and towed her into Fremantle.

The KURNALPI continued on the W.A.coast until the mid 1920's when the increasing competition from the expanding Government fleet caused her Owners to lose interest in the trade which really had little to do with their main activities and she was brought to Melbourne to lay up awaiting a buyer.

It was in December 1925 that KURNALPI was sold to the Northern Wairoa Steamship Co.Ltd., of Dargaville and crossed the Tasman, arriving at Auckland via Sydney on January 14, 1926. Although her aboriginal name was now quite inappropriate in her new sphere, neither this nor her Melbourne registry was changed, doubtless because the Melbourne Steamship Company still had a substantial interest in the vessel as mortgagee.

The new Owners were largely a syndicate of Dargaville business men who had begun trading between their home town, Onehunga and South Island ports in 1922 with the elderly steamer Huia. Dargaville

* COMMENTARY...THE FAMOUS FIVE

With the arrival of the former KANIMBLA at a breakers yard in Kaohsiung in December 1973, it is not inappropriate to revive memories of the five coastal passenger ships that served the travelling public and the country well during their time. THE LOG has already reviewed KANIMBLA (January 1969) and MANOORA (March 1973), but little has been recorded in recent years of MANUNDA, WESTRALIA and DUNTROON. Details of the famous five are as under:-

MANUNDA - o/n 153933 - 9155 tg, 5300 tn (post war 8853, 5064); Built by W. Beardmore & Co. Glasgow, 4/1929; 447.7' x 60.2' dft 24'11"; Twin screw, 2 - S.A. 8 cyl. diesels by Harland & Wolff, Glasgow.

WESTRALIA - o/n 158935 - 8108 tg, 4717 tn (post war 8174, 4457); Built by Harland & Wolff, Glasgow, 8/1929; 448' x 60.2' dft 25'0 $\frac{3}{4}$ "; Twin screw, 2 - S.A. 8 cyl. diesels by Harland & Wolff, Glasgow; Post war passengers - 264 first, 80 third.

MANOORA - o/n 153959 - 10856 tg, 6261 tn (post war 10952, 5190); Built by A. Stephen & Sons, Glasgow, 2/1935; 482' x 66.2' dft 23'11"; Twin screw, 2 - S.A. 8 cyl. diesels by J.G. Kincaird, Greenock.

DUNTROON - o/n 159556 - 10346 tg, 6137 tn (post war 10514, 5980); Built by Swan Hunter & Wigham Richardson, Newcastle 8/1935; 471' x 65.2' dft 25'6"; Twin screw, 2 - D.A. 6 cyl. diesels by J.G. Kincaird, Greenock; Pre war passengers - 266 first, 107 second; post war 292 first, 69 second.

KANIMBLA - o/n 159559 - 10985 tg, 6585 tn (post war 11004, 5618); Built by Harland & Wolff, Belfast, 4/1936; 484' x 66.6' dft 24'2"; Twin screw, 2 - S.A. 8 cyl. diesels by Harland & Wolff, Belfast; Post war passengers - 227 first, 130 second.

With the exception of The Adelaide Steamships Co's MANUNDA and MANOORA, the other three were replacements. The Adelaide S.Co., had not re activated its passenger interests after World War I, and in fact sold two relatively new passenger steamers - Wandilla (7785/1912) and Willochra (7784/1913) - in 1919, so the arrival of MANUNDA at Port Adelaide on May 21, 1929 saw their re entry. This ship was followed by Huddart Parker's WESTRALIA (note the dimensions are similar), which arrived at Melbourne on September 19 of the same year, and was a replacment for Riverina (4758/1905) which had been wrecked near Gabo Island in April 1927.

The MANOORA and DUNTROON followed in 1935, the latter replacing Dimboola (3886/1912) which had been sold a few months earlier. Finally KANIMBLA arrived Sydney on June 1, 1936 and Karoola (7391/1909) was laid up and sold a year later, in the meantime Katoomba (9424/1913) had undergone and extensive refit.

The new tonnage became very popular with the travelling public and, with the exception of DUNTROON, settled down to regular trading. DUNTROON however was bedevilled by engine trouble and was withdrawn in April 1938 for examination, however the trouble was never really cured, although in post war years the ship was much more

reliable. It will be noted that DUNTROON had double acting diesels which involved more complicated mechanism and fuel system.

With the outbreak of war in 1939, KANIMBLA was requisitioned by the Royal Navy on September 4, 1939 and commissioned as an Armed Merchant cruiser - H.M.S. KANIMBLA - on October 6, with main armament comprising seven 6" guns. MANOORA was requisitioned by the R.A.N. on October 14, 1939 and commissioned as an A.M.C. on December 12, whilst WESTRALIA was requisitioned by the R.A.N. on November 2 and commissioned as an A.M.C. on January 17, 1940. MANUNDA was requisitioned in May 1940, converted to a hospital ship and entered service as such in October 1940. DUNTROON was first requisitioned by the R.A.N. in October 1939, but owing to her history of unreliable engines, was released again until February 1942 when she was taken up as a transport for a voyage to India, being returned to Owners until October 1942, when she was taken over as a transport (1817 troops). On November 20, 1940 DUNTROON ran down the requisitioned minesweeper (auxiliary trawler) H.M.A.S. Goorangai (233/1919) in Port Phillip Bay, and was out of service until December 18, 1940. In June 1943, KANIMBLA, MANOORA and WESTRALIA completed conversion to L.S.I. vessels - KANIMBLA becoming H.M.A.S.

The war service of the ships was outstanding, the only one to suffer serious damage was MANUNDA when struck by a bomb at Darwin on February 19, 1942, however this did not prevent the ship from evacuating 300 casualties.

The first of the five to return to commercial service was MANUNDA on April 10, 1948. The others were retained for considerable periods as transports. MANOORA was next to return on April 9, 1949. DUNTROON, which carried the first contingent of Australian occupation forces to Japan in March 1946, then spent ten weeks out of service with engine trouble, was released from Government service in March 1949 and returned to commercial service, after refit, in August 1950. Meantime KANIMBLA took the crew for H.M.A.S. Sydney to U.K. in June 1948 and brought displaced persons back from Genoa, being paid off early in 1949 for refit and resumed passenger service on December 13, 1950. Finally WESTRALIA paid off in September 1946 and commenced conversion, but was taken up again as a hired transport (Australia/Japan) the following year, continuing until April 1949. Conversion was again commenced but was interrupted when the British Admiralty took the vessel up as a hired transport in August 1949 and despatched her to the Mediterranean until March 1950. Conversion was finally completed and WESTRALIA rejoined the other four on March 27, 1951.

The ships did reasonably well for a few years and remained popular with the travelling public to the end. KANIMBLA and MANOORA ran to W.A. during October to May and then joined MANUNDA on the Melbourne/Cairns run in the winter months. DUNTROON and WESTRALIA maintained the Sydney/Fremantle run throughout. Increasing costs and waterfront strife prevented the ships from taking full advantage of their cargo carrying capacity and they became less and less profitable and finally uneconomical. Two of the ships suffered

major mishaps, KANIMBLA went aground in Moreton Bay on June 14, 1952 sustaining bottom damage that kept her out of service for three months, and MANUNDA broke an engine crankshaft on voyage Melbourne to Sydney on February 10, 1953 and was also out of service for three months.

The first of the five to be sold was MANUNDA, being disposed of to Okada Gumi K.K. in 1956 and sailed from Sydney on October 4. She did not last long as Hakone Maru, being broken up in Japan in 1957. The DUNTROON and WESTRALIA were both withdrawn from service in March 1959, the former lay idle at Melbourne until June 1960 awaiting a buyer, and in June 1960 was towed away by the tug Ajax bound for Hong Kong breakers, arriving there on September 25, 1960, however Grosvenor Shipping Co.Ltd., resold the vessel to Kie Hock Shipping Co.Ltd., Singapore and after an eleven month refit the vessel emerged as Tong Hoo employed on the Hong Kong/Singapore/Indonesia run. In 1966 she became Lydia after sale by Palembang S.Co., to Africa S.Co., Panamaland was engaged in the pilgrim trade until sold to Taiwan breakers, arriving Kaohsiung on September 22, 1968.

* In the meantime WESTRALIA was sold in April 1959 to International Shipping Co., Suva, renamed Delfino and converted to carry sheep and cattle. Subsequently she became Wollambi owned by Asian & Pacific S.Co., Suva but spent most of the time laid up due to financial difficulties encountered by the operators. Eventually the ship was towed out of Sydney on December 19, 1961 bound for Japan and demolition.

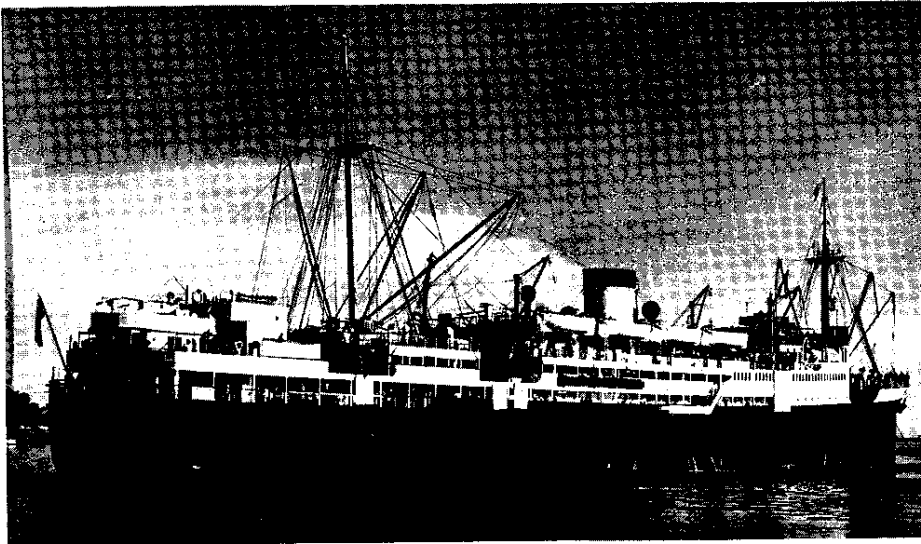
The two remaining ships continued on, and from September 1968, KANIMBLA made two cruises a year to Japan, nonetheless both ships were ageing and KANIMBLA was sold in January 1961 to be followed four months later by MANOORA. The KANIMBLA went to Pacific Transport Inc. Monrovia (Toyo Yusen K.K.) and was renamed Oriental Queen, but two years later returned to Australasian waters to operate across the Tasman and undertake cruises. This continued until January 1967 when the ship was redeployed to cruise out of Japan to Okinawa and similar destinations, continuing until late last year when she was withdrawn from service and sold to Hua Eng. Copper & Iron Industries, arriving at Kaohsiung early in December 1973, the last survivor of the five.

As for MANOORA, when sold to the Indonesian Government she was renamed Ambulombo, later Affan Oceana, then reverted to Ambulombo. Laid up at Djakarta early in 1971 the vessel was sold in October 1972 to Taiwanese breakers and left in tow on November 18, 1972, but foundered off Luzon and lay partially submerged. There have been no reports of salvage.

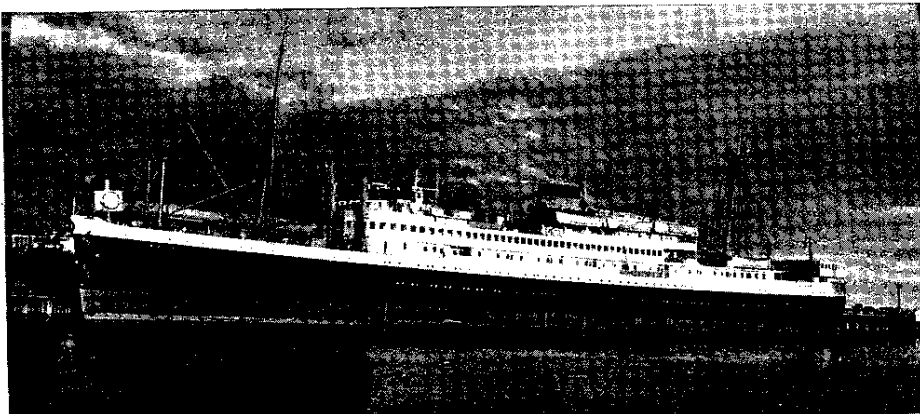
They were five fine ships the like of which will never be repeated and they served their various owners for periods between 28 and 37 years.



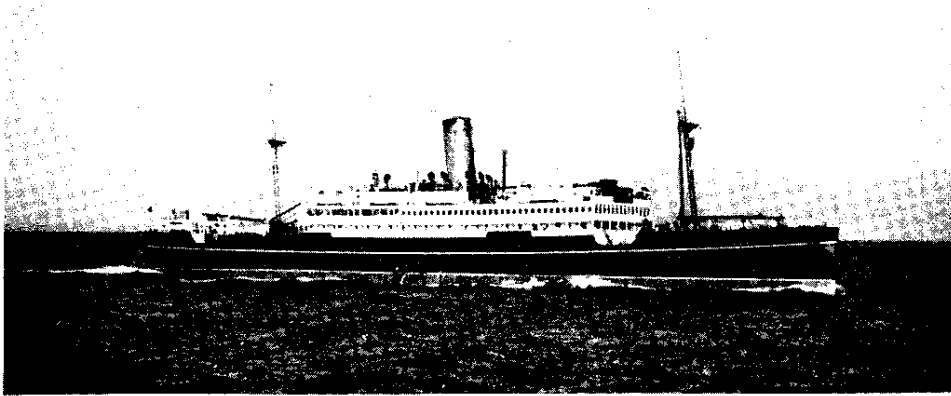
"Manoora" Adelaide SS Co. (J.Y.Freeman)



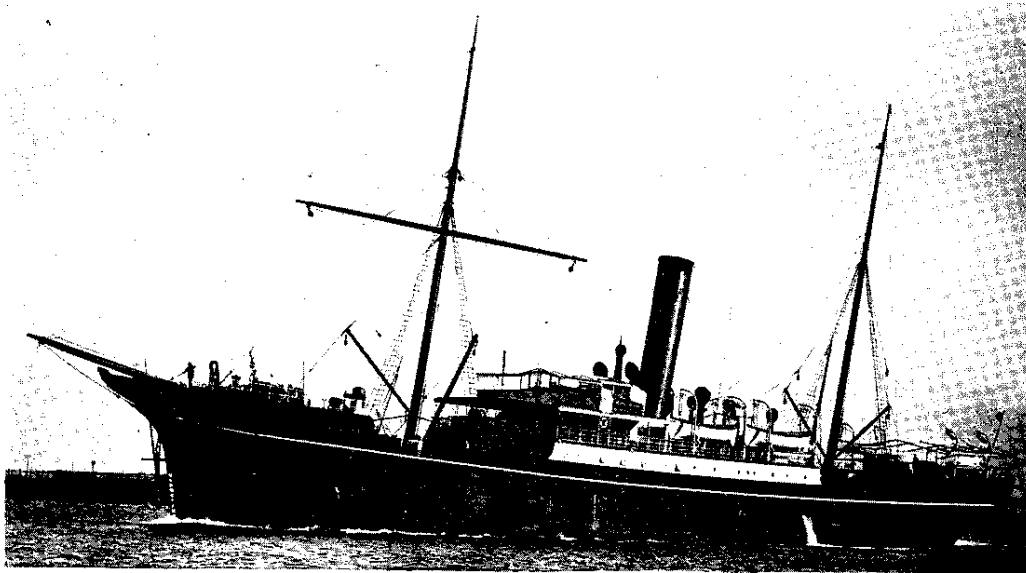
"Manunda" Adelaide SS Co. (J.Y.Freeman)



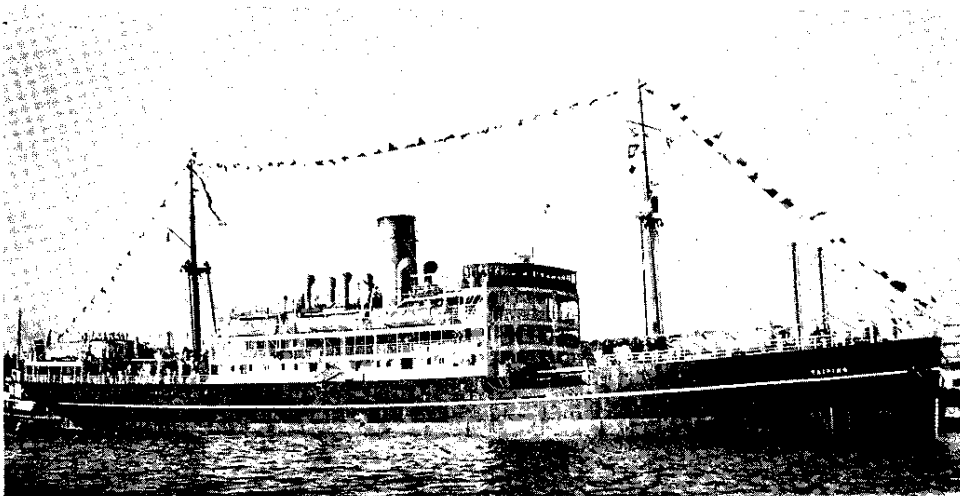
"Duntroon" laid up Williamstown, 7/1960 (W.G.Volum)



"Westralia" approaching Port Phillip Heads, 12/1954 (W.G.Volum)



"Changsha" Australian-Oriental Line (Green photo)



"Taiping" last departure from Sydney (J.Y.Freeman)

* The history of...

The AUSTRALIAN--ORIENTAL Line (1912-1961).

from: W.G.Volum.

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For nearly half a century, the Sydney based firm G.S.Yuill & Co. Ltd., operated a shipping service between Australia and the Far East. Normally only a pair of sister ships were used at any one time and the service was well conducted and deservedly popular.

The founder of the firm -- G.S.Yuill -- was the son of an Aberdeenshire minister. He worked in the shipping department of Butterfield & Swire in Hong Kong from 1872 until 1877, subsequently returning to Scotland. In 1880 he was appointed manager of the newly established Sydney branch of the Orient Line, by his cousins, the Andersons, and he spent the rest of his life in Australia. By 1885 Yuill was General Manager for Australia of the Orient Line but left them and established his own firm, G.S.Yuill & Co., in 1892, as agents, importers and exporters, being appointed agent for The Adelaide Steamship Co.Ltd., in November of that year. In 1900 Yuill took over the agency for John Swire & Sons' interests in Newcastle, Sydney and Melbourne. In that year Yuills also joined Swires & Smith, Wood & Co., in establishing the Manila Cold Store Co., to handle frozen meat imports from Australia for consumption by U.S.troops in the occupation of the Philippines after the war with Spain. It is interesting to note another family connection in that Yuill's sister had married J.H.Scott, a member of the Greenock shipbuilding family and partner in John Swire & Sons, and who was Chairman of China Navigation Co.Ltd., from 1898 until 1912.

G.S.Yuill & Co.Ltd., acquired the Australian interests of the China Navigation Co.Ltd., in 1912, together with the sisterships CHANGSHA and TAIYUAN. The service had been started by C.N.Co., on a regular basis in 1883, and three years later the Company introduced four yacht-like sisterships built specifically for service between Foochow, Hong Kong and Australia, occasionally extending to Japan. These ships were named CHANGSHA, Chingtu, TAIYUAN and Tsinan, and were completed in July, August, September and October 1886 respectively. Over the years the Australian service became progressively less profitable. Chinese immigration into Australia was restricted and finally stopped, Indian and Ceylon teas became more popular in Australia at the expense of Foochow tea, tariff to protect the Australian sugar industry caused the cessation of refined sugar imports from Hong Kong, and competition in the trade became more intense, particularly from the subsidised N.Y.K. Line. To partially offset these factors, the frozen meat trade was developed from 1900 and CHANGSHA and TAIYUAN were fitted with refrigerated space. The other two ships were withdrawn shortly afterwards and sold by C.N.Co., in 1909.

The trade into which Yuills' entered in 1912 was, therefore, somewhat sluggish. Nevertheless, the new proprietors made an effort

to upgrade the service, since they acquired not only the two remaining C.N.Co., ships, but also GUTHRIE from Burns Philp & Co. Ltd. This ship had originally been built for E & A Line in 1884 and was very similar in size and appearance to the other steamers. She ran in opposition to them until sold to Burns Philp in 1904, whereupon she was placed in their Australia/Singapore service.

The first announcement of the new Australian-Oriental Line appeared in mid July 1912, when GUTHRIE was advertised to take the first sailing northbound from Melbourne on August 6. At this time CHANGSHA and TAIYUAN were still advertised as C.N. ships, but from August 1, all three were advertised as A-O Liners. GUTHRIE duly sailed from Melbourne under the command of Capt. F. Gambrill, and was followed by TAIYUAN on August 15. At this time the ships normally sailed to Hong Kong and Japan via Sydney, Queensland ports, Thursday Island, Port Darwin, Zamboanga and Manila. The attempt to increase the number of sailings by the addition of GUTHRIE failed however, and at short notice her second A-O Line voyage was cancelled and she was chartered back to Burns Philp for a trip to Singapore, sailing from Melbourne on November 12. Early in the following year she was sold and the A-O Line service settled down to a two ship affair with the former C.N.sisters. Thereafter Japan was normally omitted, thus allowing monthly sailings with the two ships.

The main competition encountered by the A-O Line in the China and Japan trades came from three established services. The oldest was the E & A Line, which at that time operated four ships - Eastern, Empire, Aldenham and St Albans. The N.Y.K. operated Nikko Maru, Kumano Maru and Yawata Maru, of which the first two were the largest ships in the trade at over 5000 tons gross each. Finally, the Norddeutscher Lloyd also offered monthly sailings with Coblenz, Prinz Sigismund and Prinz Waldemar, all three being just over 3000 tons gross.

CHANGSHA and TAIYUAN were quite notable ships. Three-island type steamers with clipper stems and counter sterns, and with two raked masts and single tall funnel, they were handsome ships, and bore a marked resemblance to their rivals in the E & A fleet. Their triple expansion engines, originally described as 'compound inverted', provided a service speed of $11\frac{1}{2}$ knots. Towards the end of their careers CHANGSHA and TAIYUAN were listed as providing accommodation for 15 first class, 12 second class and 28 third class cabin passengers, together with space for 150 deck passengers.

By the twenties the ships were distinctly elderly and Yuills' placed orders with the Hong Kong & Whampoa Dock Co., for a pair of sisters as replacements. These entered service in September 1925 and January 1926 as CHANGTE and TAIPIING respectively, whereupon the original pair were withdrawn and sold to Chinese breakers at the ripe age of 40 years.

The new ships, while modest enough in size, were nevertheless a substantial increase in tonnage over their predecessors. Also driven by triple expansion steam engines, they had a service speed

~~of 12 1/2 to 13 knots. Passenger accommodation in their early years was given as 40 first class, 30 second class (situated aft) together with Chinese deck passengers (in tween decks). They soon made a name for themselves and served steadily until the outbreak of the second world war. In these years their normal route was Melbourne/Sydney/Brisbane/Townsville/Cairns/Thursday Island/Manila/Hong Kong. It is of interest that, while the trading name 'Australian-Oriental Line' had been used by Yuills' from the outset, it was not until CHANGTE and TAIPIING were built that a separate Company was formed to own the new ships.~~

- + The outbreak of war caused immediate disruption to the Company's sailing schedules, since CHANGTE was requisitioned by the Admiralty at Sydney on August 27, 1939 for service with the Royal Navy as a victualling store issuing ship. She served throughout the war as such, surviving a number of enemy bombing and torpedo attacks, and returned to Australia early in 1946. Much of her service had been at Trincomalee. A feature of the A-O Line was the length of service of some of their personnel. Captain F.C. Gambrill O.B.E., who brought the ship back in 1946, had commanded CHANGTE since she was built, and had previously commanded CHANGSHA since 1913.

The TAIPIING, by contrast, was for a time left in commercial service, until the entry of Japan into the war dictated otherwise. During the Japanese advance southwards, TAIPIING became one of the last ships to leave Manila during the Japanese air raids, carrying evacuees including a large number of women and children, to Australia. Thereafter she, too, was taken over by the Royal Navy and converted into a stores issuing ship, and as such visited a wide range of ports including Colombo, Suez, Alexandria, Malta, Durban, Mombassa, Persian Gulf ports, Burma, Singapore, Hong Kong, and Manila. After the war TAIPIING also returned to Sydney, and both sisters underwent long refits before re-entering commercial service. CHANGTE was refitted by Poole & Steele at Balmain and returned to service in 1948, while TAIPIING was in the hands of Morts Dock for over two years before being handed back to her Owners in September 1949.

In the meantime China Navigation Co., had decided to revive their long dormant interest in the Australian trade and ordered a pair of passenger cargo liners from Scotts of Greenock which entered service in 1949 as the new Changsha and Taiyuan. They operated a joint service with the A-O Line ships providing sailings at approximately three weekly intervals, and the service when reopened was extended to Japan. The Australian-Oriental Line had, in fact, recommenced operations after the war with 'Y' and 'S' class ships chartered from C.N.Co., and these remained in the Australia/Far East service until the reconditioned A-O Liners and the new C.N. Co., ships had entered service.

As reconditioned, CHANGTE and TAIPIING could accommodate 91 first class passengers (this including the old second class) and about 100 third class in dormitories in the tween decks. The latter was used principally by Chinese passengers, including students,

~~and in later years by white Russian refugees migrating to Australia from Hong Kong, they having been expelled from China by the communist regime. The Ships' officers were generally Australian and the crews Chinese, numbering approximately 120. Traditionally the deck crews were Shanghai Chinese, the catering department from Canton and the engine room ratings from Soochow.~~

As the fifties progressed trade between Australia and the Far East prospered. New companies entered the trade whilst the joint C.N.Co/A-O Line service was strengthened by the addition of the Anking on a regular basis and other C.N.Co., cargo ships as the volume of trade dictated. In these later years the normal itinerary of the A-O Line ships was Melbourne/Devonport (sometimes)/Sydney/Brisbane/N.Q.ports/Manila/Hong Kong/Japan/Hong Kong/Tarakan -for bunkers only/Cairns or Townsville/Sydney/Melbourne.

As time went on, however, it became increasingly apparent that the A-O Liners were not likely to be replaced, although they continued to be popular ships. The inevitable end came in 1961 when, in the first half of the year it was announced that the two ships had been sold to Hong Kong breakers and would not be replaced, the service thus being assumed wholly by the China Navigation Co. The first to go was CHANGTE which departed northbound from Sydney in June, while TAIPING made the final A-O Line sailing from Sydney in August, arriving at Hong Kong On October 3, 1961 for delivery to the breakers.

It is noteworthy to record what long and successful service these two ships gave, since they were 35/36 years old at the time of their disposal. It is even more remarkable that the two pairs of sisters covered a span of 75 years, entirely employed in the Australia/Far East trade except for the years of the second world war. It would be difficult to find a comparable record of service.

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Footnote...G.S.Yuill & Co.Ltd., also owned the collier Corrimal from 1911 until 1926, and employed her in connection with their NSW colliery interests. Known in later years as Ayrfield, she also is notable for longevity and her career has been well documented in several earlier issues of THE LOG. She is mentioned here merely for the sake of the record.

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Acknowledgements... Much of the information concerning the early activities of G.S.Yuill and the China Navigation Co., has been obtained from 'The Senior - John Samuel Swire 1825-98' by Mariner & Hyde. Acknowledgement is also made to Mr.T.S.Stevens.

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FLEET LIST of..... AUSTRALIAN-ORIENTAL LINE.

Managers:- G.S.Yuill & Co.Pty.Ltd., Sydney.

Port of Registry:- Sydney until 1920, then Hong Kong. Temporarily London during World War II.

*The DUFTY collection of SHIP PHOTOGRAPHS.

The N.S.W. Branch of the World Ship Society, by agreement with the Collection's present owner, has obtained the right to offer prints for sale. Offers will comprise 12 prints each month at 25c per print - post free. THE LOG will publish three such offers in each quarterly issue. Closing dates will be strictly observed but a combined order for each group of three offers in THE LOG will be accepted provided it is received before the closing date of the first offer in the group.

ORDERS with REMITTANCE (cheques etc., made payable to 'World Ship Society') to W.P.S. Nicolson, 15 A Wandella Avenue, Roseville, N.S.W., 2069.

OFFER No. D3 - closing date 31/10/74.

1	ABBEKERK	United Netherlands	6606/12
2	ARAFURA	Eastern & Australian	5597/03
3	CARINTHIA	Cunard	20277/25
4	CEVIC	White Star	8301/94
5	GAME COCK (tug)	Waratah	69/86
6	FLORA	Union S.S.Co.	1283/82
7	H.M.S. HOOD	(battlecruiser)	42000/20
8	MACKARRA	A.U.S.N.	2515/19
9	MATAKANA	Shaw Savill	8048/21
10	MILTIADES	Aberdeen (as lengthened)	6793/03
11	NORMAN	Union Castle	7537/94
12	WEST KATAN	U.S.Shipping Board	5561/19

OFFER No. D4 -- closing date 30/11/74.

1	AKI MARU	N.Y.K.	6444/03
2	H.M.S. AMPHITRITE	(protected cruiser)	11000/00
3	ANGLO-COLOMBIAN	Lawther Latta	4792/07
4	APARIMA	Union S.S.Co.	5704/02
5	ATHENIC	White Star	12366/01
6	BELBOWRIE	Shoalhaven S.S.Co.	218/11
7	BRITON (wartime)	Union Castle	10248/97
8	EMU (tug)	James Wallace	69/84
9	MACUMBA	A.U.S.N.	2526/19
10	MATATUA	Shaw Savill	6518/04
11	SOPHOCLES	Aberdeen	12361/22
12	WEST ISLIP	U.S.Shipping Board	5775/19

OFFER No. D5 - closing date 31/12/74.

1	ANTEN	Rederi Transatlantic	5135/20
2	AORANGI	New Zealand S.Co.	4268/83
3	ARAWA	Shaw Savill	9372/07; 4 BUSTLER (tug) Daley 74/17
5	CUPIC	White Star	8249/95; 6 H.M.S.DELHI 4600/19
7	GABRIELLA	Union S.S.Co.	1587/20
8	MARATHON	Aberdeen (as lengthened)	6795/04
9	MAREEBA	A.U.S.N.	3362/21; 10 POLERIC A.Weir 6260/00
11	TAIROA	S.Savill	7983/20; 12 WEST JAPPA.USSB 5866/20

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* BOOK AVAILABLE...

Published by the Australasian Maritime Historical Society...

"SHIPS REGISTERED AT NEWCASTLE, N.S.W., prior to 1900"

Contains information of more than 300 steam & sailing ships, extracted from Customs Register, together with fleet lists. Production will be limited in number, and orders will be subject to availability.

ORDERS with REMITTANCE of \$4.30 (A.C.) to Mr.W.G.Volum, 132 Noble Street, Geelong, Victoria. 3220 - payable to The Nautical Association of Australia Inc.

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* THE LOG - INDEX...

These have been completed for the years 1971, 1972 and 1973. The orders placed will be mailed with this edition of THE LOG. A limited number may remain, the cost being thirty cents (A.C.) per index.

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* THE LOG - APOLOGY...

The Editor apologises for the faulty reproduction of the last few pages of the last issue. Unfortunately just at the end of the run the gestetner machine became erratic and only just lasted the distance before breaking down.

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* WANTED KNOWN...

Mr.A.C.McBurnie, 47 Hillview Ave., Mt.Waverley, Vic.3149, requires a 10" x 8" photograph of the vessel Robert Maersk.

Mr.G.R.Ferguson, 23 Marsden Rd. Greymouth N.Z. wishes to obtain black & white prints of the following vessels:- Capitaine Scott and Capitaine Magellan of Sofrana Unilines.

Mr.G.R.Dodd, P.O.Box 362 Gawler S.A.5118 requires a photograph of San Miguel which was wrecked on Tiparra Reef, Spencer Gulf in May 1865, at which time she was practically new and owned by Bromham & Lewis.

Mr.M.E.Palmer, 129 Mackenzie St. Hackett, Canberra, ACT, 2602 is seeking assistance in tracing any records relating to Capatin James Barclay Stevenson who was master (and part owner) of the 314 ton wooden barque Chevert in 1880. The vessel had been built in France as a man of war, later owned by R.R.S.Bowker of Newcastle N.S.W. and in 1875 Sir William Macleay, and finally went to the south sea islands.

Mr.R.F.Ellis, 152 Copperfield St. Geelong, Qld.4034 seeks information on the steamships which operated on the Zambesi and Shire Rivers, and Lake Nyasa, in Malawi (formerly known as Nyasaland),

Central Africa, for inclusion in an article on the history of that country's railway system. Any information, especially photographs suitable for publication, on the shipping fleets of the following companies would be of great assistance:- Africa Lakes Corporation (or Company); Sharrer's Zambesi Traffic Co.Ltd.; African International Flotilla Co.; British Central Africa Co.; Nyasaland Government; Nyasaland Railways; Trans Zambesi Railways. The costs for postage or copying (in case of photographs) would be refunded.

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*SOCIETY notes...

W.S.S. - N.S.W. Branch: At the May meeting Mr. W. Foote spoke on 'Shipping Accidents', illustrating his subject with interesting slides. Also in May a large party travelled on and inspected the ferry South Steyne (1200/1938). In June Mr. G. Edwards dealt with gas turbines, variable pitch propellers and other such matters. The July meeting was the 17th Annual General Meeting at which Mr. S. Welch and Mr. D. Finch were re elected President and Hon. Secretary respectively.

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W.S.S. - Hobart Branch: At the June meeting a slide show entitled 'Let yourself go the Cathay way' prepared by Mr. Bruce Miller (NSW) was the main entertainment. The show covered a voyage in the E & A Liner Cathay. In May an inspection of the Somerset was undertaken.

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QUEENSLAND MARITIME MUSEUM ASSOCIATION: The Forceful had a steam day early in August and in the middle of the month a large diesel engine built in 1941 for H.M. Submarine Surf was delivered after having been in the coral dredger Coral (2607/44) since 1950. The Exhibition hall restoration is proceeding satisfactorily and many items are being gathered, including the capstan and an anchor from the hulk of the City of Adelaide, beached on Magnetic Is., near Townsville. At this time the items have been left at Townsville for display.

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S.A. KETCH PRESERVATION SOCIETY: Reported in June that Annie Watt may have to be removed from the slip at A & M Filipi's yard at Port Adelaide, where she has lain for two years. Finance could however prove a problem and there is a danger that the 104 year old vessel could be broken up.

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*OBITUARY - With regret we must record the sudden death of Mr Charles H Bateson in Sydney on July 5, a respected journalist and authority on military, naval & maritime history, also author of 'The Convict Ships', 'Australian Shipwrecks Vol I' and 'Dire Strait'.

Mr. Bateson was the Editor of THE LOG (old series) from 1958 to 1966 inclusive and we must be thankful for his efforts in those years, even though he was heavily committed to the newspaper industry at the time. When Mr. Bateson died he was working on the history of Burns Philp & Co. Ltd and Volume II of 'Shipwrecks!.

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* PHOTO OFFER No. 37.

Price per card 17 cents (N.Z.Currency), plus ten cents (NZ) per order for packing and postage. ORDERS and REMITTANCE to:- Iain G.B.Lovie, Marewa P.O.Box 4122, Napier. N.Z.

ORDERS for this offer should be lodged by - OCTOBER 26, 1974.

(Note - A = alongside wharf, R = stern quarter view.)

NAVAL VESSELS: (UK Leander Class Frigates) AJAX-63; ANDROMEDA -68; ARIADNE-72; AURORA-64(R); BACCHANTE-69; DIDO-63; EURYALUS-64; HERMIONE-67(R); JUPITER-69; NAIAD-65.

PADDLE WHEEL VESSELS: (British Rail & Caledonia S.P.Co.) CALEDONIA - 34; JEANNIE DEANS - 31; LINCOLN CASTLE - 40 MAID OF THE LOCH - 53; PRINCE EDWARD - 412; PRINCESS MAY - 1891 RYDE - 37; TALISMAN - 35.

G.Y.TUNG GROUP:

GEH YUNG - 44 (R) HONGKONG BANNER - 44 HONGKONG BEAUTY 55(R)
HONGKONG CLIPPER -44 HONGKONG MERCHANT -45 HONGKONG SURETY -55
MALAYSIA SUCCESS -48(A) ORIENTAL CARNAVAL -49 ORIENTAL ENTERPR
PRISE -45 ORIENTAL ESMEERALDA -49 ORIENTAL LADY -55 ORIENTAL
QUEEN -66 ORIENTAL RIO -51 ORIENTAL WARRIOR -54(A) PACIFIC
TELSTAR -45 PACIFIC VICTORY -45 SINGAPORE TRIUMPH -69(A)
YEH YUNG -68 UNIVERSE CAMPUS -53(A)

UNITED STATES LINE:

AMERICAN ACE -53 AMERICAN ASTRONAUT -69(R) AMERICAN BUILDER 45
AMERICAN CHIEF - 44(A) AMERICAN CLIPPER -46(R) AMERICAN
CORSAIR -63 AMERICAN COURIER -63(R) AMERICAN FARMER - 45
AMERICAN FORESTER -45 AMERICAN FORWARDER -45 AMERICAN GUNNER 45
AMERICAN IMPORTER -46 AMERICAN LEGEND -54 AMERICAN LEGION -68
AMERICAN LIBERTY -68 AMERICAN LYNX -68 AMERICAN MANUFACTURER 45
AMERICAN PACKER -43 AMERICAN PRESS -45(A) AMERICAN RACER -64
AMERICAN RANGER -65 AMERICAN ROVER -65 AMERICAN TRAVELLER 46(R)
PIONEER MING -54 PIONEER STAR -45 PIONEER SURF -45(A)
UNITED STATES -52

THE LOG - SUMMER ISSUE

The next edition is due to be mailed on November 30 and we are confident of meeting this deadline, notwithstanding that certain unanticipated disruption has arisen.

It will however be necessary for all news and notes to be in the hands of the Editor no later than

OCTOBER 31

and as usual these should be directed to Box 1990 G.P.O. Brisbane. Queensland, 4001. Your co operation will be appreciated.

*MARITIME MISCELLANY...

Closing date for items for the next issue -- OCTOBER 31

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For assistance in compiling this section the Editor expresses particular thanks to Messrs: J. Burne, D. Finch, R. Fildes (NSW); R. Wright (ACT); R. McKenna (WA); R. McDougall (NZ); K. Le Leu and S. A. Kentwell.

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COASTAL and SOUTH PACIFIC:

Union S.S. Co., is planning to replace conventional Trans Tasman vessels within the next 3 years with a bulk carrier -COLUMBIA (12782/69) and a general purpose vessel -BARI (12000dwt) both chartered, as well as three 6000 dwt ro-ro ships now building. Of the four ships under construction at Whyalla, the first - SEAWAY PRINCE - is to be launched on September 21.

B.H.P. has ordered two 47300 dwt, gas turbine powered, bulk carriers for construction at Whyalla with delivery 1977. They are for the Gladstone/Whyalla coal trade.

The 24000 dwt tanker under construction at Newcastle for The Botany Bay Tanker Co. (Aust). P.L. is to be named JOHN HUNTER, meantime ARTHUR PHILLIP, completing at Whyalla is scheduled for delivery late September.

The new concentrate/zinc carrier under construction at Whyalla for Bulkships Ltd, is to be named ZINC MASTER.

* LADY WAKEHURST -43.98m ferry for Sydney, was launched without ceremony by Carrington on July 6.

Ref. P.25 TAINUI II (ex Kalmarland) entered service on July 17 after a major refit since arriving at Auckland on January 13.

The Tasmanian Government has purchased the Finish ro-ro vessel RA (1245/72) for the King Island/Melbourne service and is expected about September.

Ref. P.53 CEMENT KING owned by Wilsons (NZ) Portland Cement Ltd., arrived Auckland June 15 from Norway and entered service July 27. JOHN WILSON (1675/61) will be replaced by the new vessel (not as stated in the last LOG) and JOHN WILSON may replace GOLDEN BAY.

N.Z. Cement Holdings Ltd, Dunedin has ordered a bulk cement carrier from West Germany similar to MILBURN CARRIER, and presumably GUARDIAN CARRIER will become surplus.

A Sydney naval architect has been commissioned by Peter Warner to design and supervise the construction of an 84m steel hulled, 4 masted schooner for the Pacific Island trade.

The Melbourne Harbour Trust has purchased a floating dock in Europe and it is expected to arrive during September in tow of the German tug Albatross (871/65).

* The Army vessel JOHN MONASH (ex Marra 1396/55) is to be sold by tender.

BRINGHAM now a prawn trawler (32m) and lying in Sydney, is to be auctioned as part of the assets of Southern Concrete Masonary Ltd.

REGIONAL ENDEAVOUR (ex Mount Kembla) is to be used by Essco-BHP in place of Glomar Conception.

Ref.P.54. KAROOOLA (388/47) was taken in tow by naval tugs on April 1, then a minesweeper towed her 30 miles eastward where she was scuttled by gunfire.

+ SAMOAN BAY (ex Cobargo 73) has been sold by United Steam Ships Ltd, Apia to Hong Kong interests and was renamed Universal Dallas at Sydney on June 3.

+ Ref.P.55. CENTURY (4245/56) was sold to Pacific International Lines Singapore and delivered at Port Adelaide on May 16, being renamed Kota Berkat. It is reported that Howard Smith has purchased a 7000dwt vessel and it will be named Cycle.

HEXHAM BANK (4616/53) laid up since October 1971, has been chartered by R.W. Miller & Co and commenced refit on May 21. The vessel will be used on the Newcastle/Sydney coal run so that Lisa Miller + (2427/51) can be employed on the blue metal trade from Bass Point.

Ref.P.55. HOIMPARK (588/53) was renamed HOIM I, not Holmi as stated in the last issue. HOIMLEA was laid up at Wellington on July 2.

Ref.P.55. TARAWERA (2013/58) was delivered at Auckland to Maldiva Shipping Co., Maldiva Islands, on July 1, was renamed Maldiva Quest and sailed on July 9. Meantime PURIRI (1248/48) was sold by Anchor Dorman Ltd, in May to the same owners and renamed Maldiva Pilot sailed from Nelson on May 31. Maldiva Shipping were also reported to be interested in FIJIAN SWIFT (1224/57) of Reef Shipping Co, which is to be replaced by La Bonita that arrived N.Z. July 28.

+ Selfpropelled hopper barges GRAFTON (959/17) and LISMORE (959/17) were towed from Port Kembla to Brisbane by Sydney Cove, May 13/18, having been sold to South East Asian Metals, Philippines together with the NEPTUNE (781/23), however whilst all three were awaiting the arrival of the tug from overseas, they were arrested on August 23.

Dredge WILLIAM J. McKELL (1105/55) left Newcastle on May 7 in tow of Straits Winner bound for Singapore and was followed by the bucket dredge JOHN MAIN (682/63) from Port Kembla in tow of Permina Supply No 22 on July 10. The E O K GREEN (846/60) is also said to be bound for Singapore.

Ref.P.54. TOA MOANA (1190/68 ex Jogela) arrived Auckland on delivery voyage on July 15, whilst LORENA (1356/67) sailed from Auckland on May 21 on her first voyage to the Islands for the Shipping Corp. of N.Z.

Ref.P.26 JEAN PHILIPPE (914/18) - the vessel did not actually bear the name Tung Ho II, but was last reported (March) sailing as Tropic Winds.

TUGS:

WISTARI 324 tg -25.90m -was launched by Carrington - their 100th- on July 20 for Howard Smith and will be based at Gladstone, allowing TOM TOUGH (160/69) to transfer to Bundaberg (Q) to replace ROBERT GIBSON (65/70). The next tug for Howard Smith is to be named CORSAIR, and it is reported that they have called tenders for a further four tugs.

* SIR ROY RIDGE (297/68) left Geelong July 23 to tow a barge and equipment to Bunbury (WA).

Ref.P.55 AL RAHHALA and AL RAHIB left Newcastle for the Arabian Gulf on June 3.

Ref.P.55 - twin screw NEMIA 23.77m, was launched by Tamar Shipbuilding on May 25 for Moreton Tug & Lighterage, who also have another new tug EUCINDA (210/74) which was built by Index Engineering, Brisbane.

Ref.P.55 RANGI 29.56m, was launched at Dunedin on June 18 and will replace OTAGO.

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OVERSEAS:

AUSTRALIAN EMBLEM, new vehicle deck vessel for A.N.L. was launched at Kobe on August 9 and will replace AUSTRALIAN ENTERPRISE (9330/69) in the Australia/Japan service allowing that vessel to commence the 'Anline' service to the Philippines/South Korea and Hong Kong in January 1975, where she will be joined by the Flinders Shipping Co., MATTHEW FLINDERS (9330/70) after that ship is purchased by A.N.L. about July 1975, when Flinders new JAMES COOK is completed.

A.C.S.C. and A.C.T. have each placed an order with Bremer Vulkan, West Germany for a 29000 ton twin screw cellular containership with delivery 1977.

* MAJESTIC (12277/67) was delivered to the New Zealand Line Ltd., (N.S.Shipping Corp.) on August 3 at Wellington and is to be renamed N.Z.AORANGI.

The N.Z.Shipping Corp. is to order a 42000 ton containership from Bremer Vulkan, West Germany, as are Shaw Savill and C.C.L., with delivery of the three ships 1977/8, and these will be joined by REMUERA.

A.J.C.L. has ordered a 29000 ton cellular containership from Flinders Werke, Lubeck, with delivery 1976.

ORIENTAL JADE (9645/44) and ORIENTAL RIO (17789/51) have been broken up in Taiwan, and ORIENTAL PRESIDENT (15450/47) is laid up at Hong Kong.

BRAZIL MARU (10216/54) opened as a maritime attraction/museum at Toba Ise Bay (Japan) on July 5. The vessel has been cemented in position.

NIUEW HOLLAND (13693/58) is reported to have been sold.

EASTERN QUEEN left Fremantle July 12 and has been withdrawn from the Fremantle/Singapore trade, however in October EASTERN PRINCESS a 14000 ton vehicle deck passenger ships from the Adriatic, will be introduced.

The largest car carrier in the world, with a capacity of 6000 vehicles, and jointly owned by M.O.L. and N.Y.K., is under construction at Kobe and will be named JINYU MARU.

PATRIS (16259/50) is undergoing a four month refit at Melbourne and re enters service early in November.

The three masted barquentine EOLUS was recently at several Australian ports during the course of a world cruise.

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ACCIDENTS and MISHAPS:

CHERRY VENTURE (1609/45) despite repeated refloating attempts, one almost successful last February, the vessel remains aground. Purchased by Peter Vaggelas last October, he has 12 months to remove the ship or forfeits a \$60,000 bond with the State Government.

BLYTHE STAR (321/55) The Inquiry found that the vessel was seaworthy and in a fit state to meet ordinary perils, but an operational error in the engineroom was the most likely cause of the disaster.

+ STRAITSMAN (720/72) was drydocked on June 12 and is to be towed to Launceston in September for repairs by the successful tenders - Port of Launceston Authority. The Inquiry into the mishap found that the capsizing was caused by a combination of factors which added up to slipshod practice of a type which should not have been allowed to develop. The immediate and effective cause was the entry of water into the vehicle deck of the vessel through the open rear door.

Ref.P.58.KOYO MARU No.51 was sold in July to Sealord Products Ltd., Nelson for dismantling.

MOUNT NEWMAN (63200/73) suffered steering problems and was at Sydney April 5/11 for repairs and again in May.

COLUMBIA (12782/72) arrived Sydney May 4 with a severe list to port after experiencing heavy weather and a shift of her deck cargo of timber. The vessel was on voyage from West Coast of Canada to Australia.

ACHERON a 23.16m research vessel sustained severe damage to the superstructure in heavy weather on May 9, when 250 miles south of New Zealand on voyage to Auckland and Campbell Islands.

* ARATIKA on delivery voyage from U.K. to New Zealand suffered a fire in the funnel and accommodation on May 23, causing minor damage.

1 SEAWAY KING (2961/64) left Sydney for Hobart on May 25 but in heavy weather the cargo shifted and the vessel returned to Sydney on May 27.

SYGNA (30503/67) anchored off Newcastle, went aground in a storm on May 26 and subsequently fractured the hull amidships. The vessel has been sold to Tasei Kaihatu Co. of Japan, who are to attempt to recover the vessel.

- + N.Z. WAITANGI on voyage Liverpool to N.Z. limped into Ponta Delgada (Azores) on June 6 with a major engine breakdown and did not resume her voyage until August 7.

UNION SOUTH PACIFIC (1594/72) when 200 miles north of North Cape bound Auckland to Suva water entered the hold through hatchways on June 7 and the vessel very nearly sank. The tug Parahaki net up with the ship the next day and escorted her back to Auckland, arriving there on June 9. After repairs UNION SOUTH PACIFIC was leaving Auckland on June 21 and collided with the Venabu sustaining considerable damage to her superstructure and cranes, making it necessary for the ship to proceed to Sydney for repairs, arriving there on July 3 and leaving again on August 2.

Ref.P.58. ST PEDRO No 51 (ex Hiyoshima Maru) -incorrectly spelt as San Pedro in the last issue - was in collision with a 35 ft fishing vessel Tory in Cook Strait on June 10 and has been detained at Wellington pending an Inquiry.

- * ASIAN ENDEAVOUR suffered engine failure in the Brisbane River on June 22 when outward bound and was assisted to a berth by tugs.

NIOBE QUEEN 13.71m crayboat was wrecked on June 26 at Zuytdorp Cliffs, 450 miles north of Fremantle. Built in 1902 as Niobe as a two masted schooner for Broome owners, but rebuilt in 1934 and again in 1949, being renamed NIOBE QUEEN in 1950.

SOUTH SEA (ex Dlandine ex Jeppesen Maersk) 10500/51 bound Melbourne to Thevenard (SA) was forced aground off Thevenard in heavy seas on July 7, but refloated the following day.

- + During a violent storm at Fremantle July 16/17, IRON SPENGER (10229/57) went adrift from the BHP jetty at Kwinana and MORVADA broke away from North Wharf, Fremantle.

- + SIG RAGNE (11857/71) collided with the stern of Asian Express when berthing at Sydney on July 16, causing hull damage to both ships.

RefP.55. SORANA DEL MAR (1448/52) with a cargo of scrap, listed and sank in deep water on July 5 when 12 miles S.E. of Cape Brett and about 100 miles from Auckland, when in tow of the tug Talitiga. An earlier attempt to tow the ship from Noumea to Auckland breakers by Tui Tawate commenced on May 23, but the tug was not powerful enough for the task.

UNION SYDNEY (4210/72) collided with the wharf at Wellington on August 4 and then on August 7 ran aground in Otago Harbour, remaining fast overnight.

- * NGAKUTA (4576/62) was disabled by an electrical fire in the engine room when 30 miles from North Cape (NZ) on June 2, but managed to reach Auckland.

UNION WELLINGTON (2638/73) on voyage Wellington to Adelaide, diverted to Sydney, arriving August 7, for repairs caused by adverse weather and was delayed ten days.

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GREY FUNNEL SECTION:

* ANZAC, first commissioned on March 14, 1951, arrived at Sydney on August 11 with a 500 ft paying off pennant flying and she is now to be decommissioned. Her place as fleet training ship will be taken by DUCHESS currently nearing the end of a conversion refit at Williamstown.

PERTH sailed for Los Angeles on July 31 for refit and modernisation which is expected to take about a year. Later similar work will be done to HOBART and BRISBANE in Australia.

STUART has joined the Anzus force at Singapore and VENDETTA returned to Australia.

ARROW recommissioned on July 25 after refit and proceeds to Darwin and ADROIT previously stationed at Brisbane transfers to Sydney.

OTWAY completed refit on June 12 and after working up is expected to rejoin the fleet in October.

BUNA (LCH) from Lord Howe Island to Sydney, lost her bow door when 180 miles N.E. of Sydney on July 19 and was taken in tow by PARRAMATTA on July 20. The pair rendezvoused with ANZAC to obtain additional towing gear on July 23 and finally arrived in Sydney on July 25.

MOANA ROA was due to complete commercial service mid August and will then be delivered to the Royal New Zealand Navy for conversion to a survey ship.

* LACHLAN arrived Auckland May 28 after what may have been her last survey season, and will probably be placed in reserve.

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COMPANY and GENERAL NEWS:

TNT has lifted its interest in Bulkships Ltd to fifty per cent and McIlwraith McEacharn Ltd., and The Adelaide Steamship Co. Ltd. now each have twenty five per cent. Bulkships Ltd., has a fifty per cent holding in the Union Steam Ship Co. of N.Z. Ltd.

POLLY WOODSIDE was towed to Williamstown on June 27 for docking, whilst the previous day the former minesweeper CASTLEMAINE arrived at Melbourne in tow of RIP (700/42). On June 29/30 a unique sight at South Wharf was the three former corvette/mine-sweepers berthed there together - RIP (ex HMAS Whyalla), CASTLEMAINE and AKUNA (ex HMAS Gladstone).

Circular Head Council (Tasmania) has recently adopted former ship names for a division of a State housing project, these are: - LEEMAEL (98/1892), COOMONDERRY (144/1886), LIALEETA (82/1913), HALLCAINE (214/1912) and WAREATEA (475/1883).

A replica of the American whaler CHARLES W MORGAN is to be set up at Victor Harbour, S.A.

