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THE BOGEY OF THE MURRAY MOUTH

(Note: This article follows very closely some notes made by Mr. J. C. Tolley, of Adelaide, for a talk entitled "Shipping through the Murray Mouth" which he read recently before the Historical Division of the Royal Geographical Society of South Australia. The Editor of THE LOG and I wish to thank Mr. Tolley for his kindness in making the notes available and permitting this article to be published in THE LOG.-Ron Parsons, Adelaide, S.A.)

Only on rare occasions now do vessels pass through the Murray mouth on Lake Alexandrina, South Australia, but in the early days of Murray River navigation many trading vessels used this waterway -- in fact, regular schedules were maintained between lower Murray River ports and Port Adelaide. No doubt, it was a matter of necessity for the early seafarers to use this route, but in view of the very small loss of life and property that attended the operations, it is hard to understand why the Murray Mouth Bar gained such an ugly reputation.

The need for a sea connection with Adelaide became apparent as soon as ships started plying the Murray and its tributaries. Overland to either Adelaide or Melbourne meant bullock drays, and these were time-taking and costly.

The knowledge that navigation of the Mouth was practicable

came with the arrival of the first River steamer to be built away from the River, the LADY AUGUSTA. The only other steamer on the Murray prior to her arrival on 16 August 1853 was the MARY ANN, built at Mannum by Captain Randell in the same year. Between May and September, 1856, four steamers, on delivery voyages, navigated the Mouth without difficulty, proving that with care the bar was navigable. These four steamers had been built in the U.K. and shipped to Port Adelaide in sections. There they were re-assembled and then steamed to Goolwa for delivery.

By early 1857 it had become obvious that a regular service connecting the River with Port Adelaide was a real need. The coming of steamers to the River had opened up much new land for settlement, which brought in its train more trade. The River was much more convenient to ship wool out than the overland route.

The first regular service commenced in June, 1857, when Acraman, Main & Co. put the p.s. STURT on the run. She was one of the four steamers which had been re-assembled in Port Adelaide the year before. The first seagoing steamer to operate was the CORIO, a screw ship which had been built in Scotland. She took up the running in July, 1857, and continued a weekly service until she was stranded near the Mouth in October following. She was eventually salvaged, but did not return to the service.

In the meantime, Captain Cadell's p.s. MELBOURNE began to run between Port Adelaide and Goolwa in November, 1857, with occasional extensions up the Murray River. She continued in this service until 1859, when she, too, was wrecked near the Mouth. From November, 1857, to November, 1859, the MELBOURNE maintained on an average a fortnightly timetable and was occasionally supplemented by the STURT.

After the Melbourne was wrecked, Captain Cadell used another of his steamers, the RUBY, a wooden screw ship, to maintain the service. This vessel also made an occasional voyage from the Murray to Melbourne as cargo offered. Another vessel, the ANT, a sister to CORIO, also visited Goolwa once, but apparently her owners were unimpressed and they did not repeat the experiment.

Evidently it was about this time that the reputed "danger" of navigating the Murray Mouth started to gain currency, and the number of vessels using the bar fell considerably. Even so, the newspapers report that the STURT was still running regularly between Milang, Goolwa and Port Adelaide. This vessel maintained the service, though not regularly, until she was sold to New Zealand in 1863.

About 1860 a wellknown River skipper, Captain George Johnson, decided he would like a share of the Goolwa-Port Adelaide trade. He had a screw steamer built in Scotland which he named the

MURRAY. She was not used very long on the run, although built for it, as she was sold to Sydney in 1862. She had a very long life and was not hulked until about 1917. By that time, though she retained her original name, she had seen many changes of ownership.

In 1866, still persevering, Captain Johnson had another steamer built, also in Scotland and also named the MURRAY. She was a side wheel steamer, but she made only one voyage to Goolwa before being sold to the Gippsland S.N. Co., of Victoria, with whom she had a short life before coming to grief.

From 1861 to 1878 the service was erratically maintained by various River vessels which carried both passengers and cargo, among these being the ALBURY, GUNDAGAI, CULGOA and WENTWORTH. On the average, it could be said, an approximate two monthly service was sustained.

It should be remembered that, apart from one or two ships, all the vessels on the Port Adelaide-Goolwa run through the Murray Mouth were river ships, designed for smooth water work and lacking the protection of a forecastle or poop to guard them from the heavy rollers usually found at the Mouth. Considering the few ships wrecked there it is hard to understand how the Mouth got its reputation for danger. The skippers and crews of those days cannot be too highly praised for their skill and daring in sailing these frail craft into what can be extremely rough waters.

One reason why many of the River vessels came through the Mouth, apart from trade, was the need for repairs to either hull or machinery. Prior to the establishment of the Goolwa Ironworks in the mid-1860's there were no repair facilities on the lower Murray and the only alternative was a trip to Port Adelaide.

In the early days of navigation through the Mouth the South Australian Government had established a signal station there. This, however, was not in continuous use, but in 1877 the trade, which for some time had been infrequently maintained, took a turn for the better and the government re-established the station at a cost of £558 and appointed a full-time signalman. The next year, 1878, Capt. George Johnson brought out a third steamer for the Port Adelaide-Goolwa service. She was an iron-hulled screw steamer named QUEEN OF THE SOUTH. Especially designed for the run, she embodied all the experience gained over the years. She had more freeboard and a raised poop and forecastle to give more protection from the seas at the Mouth.

She began a regular service in March, 1878, and by the end of that year had crossed in and out over the bar seventy times, although not without excitement. She grounded on 23/11/1878 and

had to jettison some two-thirds of her cargo before she could be refloated. In his report for that year the signalman said the bar was navigable for 257 days and in April was so calm that on 23 successive days an open boat could have passed through.

In 1879 the QUEEN OF THE SOUTH crossed the bar 56 times. She was performing a most satisfactory service, although some people accused Capt. Johnson of taking the bar in dangerous weather purely to gain the government bounty he received for each trip through the Mouth. Certainly he came in for abuse when he took priority at the berth in Encounter Bay. However, the accusation that he took risks to gain the bounty does not seem to be upheld by the signalman's reports.

The traffic fell suddenly in 1880. The QUEEN OF THE SOUTH was sold to N.S.W. in March, having crossed the bar only six times. Johnson's other steamer, the CADELL, continued to run till June, but made only eight trips altogether that year. There was no apparent reason for the falling off in the traffic. No doubt, the railway having reached the River at Morgan had something to do with it. The saving in time for passengers would have meant the virtual cessation of the passenger trade in any case. But the bogey that the bar was dangerous was gaining ground, and by mid-1881 the S.A. Marine Board closed the signal station because in the six months to June 30, 1881, only two steamers had crossed the bar.

Since then, with the continual decline in the number of river steamers, due to the rapid increase in the number of railway lines reaching the river and the concerted effort of the railways to win away the traffic from the River, the need for a service through the Murray Mouth has disappeared. But the story about the Mouth being dangerous lingers on.

It seems that the hardy skippers and owners of the '60's, '70's and '80's are now just a memory. It is a pity they have been neglected for so long, because they played an important part in opening up the vast hinterland of the Murray-Darling system and are certainly deserving of a more prominent place in our history than they have received.

Chronological list of steamers mentioned:

LADY AUGUSTA (through a clerical error, no doubt, the spelling was registered as LADY AGUSTA, but LADY AUGUSTA was intended): Blt by Thos. Chowne, Pyrmont, Sydney, 1852 and sailed round under her own steam; 19 tons burthen, 1858, 90g, 29n; 97.8x11.0x5.4; wooden hull paddle wheel steamship; two steam engines, 40 nhp by George Russell, George Street, Sydney. ON 40522. Exact date of dismantling in doubt, but about 1868-9 converted into a barge and subsequently allowed to rot on a sandbank outside Echuca.

MARY ANN (Not registered at any Custom House): Blt Mannum 1852 by Messrs. J. Geo. & W. Richard Randell, construction commencing about 7/1852; abt 20 tons burthen; 55'x9'; wooden hulled paddle-wheel steamship; engine 7 nhp; first steamship on Murray River.

STURT: Blt Birkenhead, England, by Laird, shipped in pieces and re-assembled Port Adelaide 1856; 126g; 115.0x23.0x7.4; iron paddlewheel steamship; two steam engines, 60 hp, by Fawcett & Co., Liverpool; sold to N.Z. owners 1863. ON31579.

CORIO: Blt 1854 Greenock, Scotland; 140g; 100.6x17.6x9.6; iron hulled, single screw steamship; 25 nhp engine by Blackwood & Gordon, Paisley. ON31723. Grounded at Murray Mouth 10/1857; subsequently salvaged, repaired and lengthened, and sold to Melbourne owners; foundered off Wollongong, NSW, 14/15 July 1866.

MELBOURNE: Blt Port Glasgow 1852; 153g; 134.5x17.0x8.3; iron hulled paddle steamer. ON 31500. Wrecked Murray Mouth, 16/11/1859.

RUBY: Blt Melbourne 1853; 91g; 108.2x16.2x7.0; wooden hulled single screw steamship. ON31693. Sold to New Zealand 1861.

ANT: Blt 1854 Greenock, Scotland, by Scott & Co.; 149g; 100.8x17.8x9.2; iron hulled single screw steamship. ON31621. Wrecked 12/6/1866 four miles south of Barwon Heads, Vic.

MURRAY (I): Blt 1859 Rutherglen, Scotland, by T. B. Seath; 81g; 98.6x16.3x7.7; iron screw steamship. ON29280. (While Capt. Johnson claimed to have gone to Scotland to have this vessel built, the evidence points to him having obtained a vessel which was already being built by the shipbuilders as a speculation.)

MURRAY (II): Blt 1866 Whiteinch by T. Wingate & Co.; 229g; 137.3x22.3x8.1; iron hulled paddlewheel steamship. ON55582. While owned by Victorian interests wrecked on Gippsland coast, but later salvaged and repaired, and finally wrecked at Manning River, NSW, 9/2/1886.

ALBURY: Blt 1855 Goolwa, SA, by Francis Cadell; 139g; 120.0x16.0x6.0; iron hulled paddlewheel steamship. ON31576. Broken up 1900.

GUNDAGAI: Blt Goolwa, SA, 1855; 79g; 91.8x17.3x5.7; iron hulled paddlewheel steamship. ON31575. Sold to N.Z. Govt. 1864. (Note: please read tonnage as 139g, and dimensions as 120.0x16.0x6.0).

CULGOA: Blt 1865 Port Adelaide by Thos. Cruikshanks; 79g; 91.8x17.3x5.7; iron hulled paddlewheel steamship. ON43151. Sold to Queensland owners 1/1873; finally wrecked off Noosa, Q., 5/1893.

WENTWORTH: Blt 1864 Goolwa, SA; 108g; 100.0x19.6x7.6; wooden hulled paddlewheel steamship. ON43140. Converted to barge and r/n HILDA 1892; finally broken up about 1914.

QUEEN OF THE SOUTH: Blt 1877 Paisley by H. McIntyre & Co; 198g; 126.2x22.1x8.8; iron hulled single screw steamship. ON74793. Wrecked Cape Campbell, NZ, 5/1919.

CADELL: Blt 1876 Goolwa, SA, by W. Gordon; 163g; 122.3x20.3x8.0; iron hulled paddlewheel steamship. ON74775. Abandoned at Goolwa, SA, in the 1930's and removed from the register, 1938.

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The collier AYRFIELD was stranded for six hours on a sandbank in the Hunter River, near Hexham, on 16/2/60, but was undamaged.

***A former editor

... glances backward

WE HAVE A BIRTHDAY!

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THE LOG NOW SIX YEARS OLD

(Editor's Note: This article was written by a former editor of The Log who has asked that his name be not disclosed. It was originally intended to publish it on the front page of this issue, but the present editor decided it would be more appropriate for our birthday issue to feature an article of some historical interest on page one and to place this article next, followed by one by Mr. A. J. Starke.)

We all have birthdays -- even THE LOG, which this month will be six years old. I am sure that we all wish it a very happy birthday -- and many more happy birthdays, too. And what better as a birthday offering, especially in view of the expansion of the Australian Section of the WSS in recent years, than a brief sketch of the life story of our magazine. I am sure it will be of particular interest to newer members.

When THE LOG was launched as a quarterly magazine in March, 1954, the total membership throughout the Commonwealth was sixteen and the kitty was bare. There were absolutely no funds we could call our own. Thanks to proposals made by Mr. I. J. Farquhar (Dunedin, NZ), however, the magazine was subsequently financed by the photo scheme which he founded.

The three members who started THE LOG were Messrs. N. L. McKellar, S. J. Evans and T. S. Stevens. At the end of 1954 Mr. Evans went overseas, and the other two carried on THE LOG until September, 1956. Mr. A. J. Starke, assisted by Mrs. Kitty Dick, then took over, and a year later the task of producing THE LOG was passed over to the N.S.W. Branch. That was in September, 1957, and Mr. Ron Parsons undertook the editing of the magazine, in association with Mr. Starke. In January, 1958, when Mr. Parsons moved from Sydney to Adelaide, Mr. Harry Bateson became editor.

THE LOG has grown with the growth of the Australian and New Zealand sections. Today it contains more pages than when it first appeared, and it is published six instead of four times a year. In view of this, it is appropriate perhaps to quote portion of the Editorial which appeared in volume 1, number 1: "...This magazine will, we hope, be the voice of the Australian Section of the Society, a voice which will grow ever stronger as the Australian section grows, for grow it will in our country whose development

has been, and will be, so dependent on maritime services....."

These were indeed brave words when one considers the circumstances prevailing when they were written, but they were, nevertheless, prophetic, thanks to the efforts of old and new members and the cooperation of the New Zealand Section.

In January, 1954, as mentioned above, there were just sixteen members. Thirteen of them are still with us, and therefore as a matter of interest they are listed hereunder: Messrs. L. J. Bae (Sydney), D. Brook (Sydney), J. Clare (Sydney), J. H. Elliott (Sydney), J. Y. Freeman (Adelaide), G. Griffiths (WA), D. Kirby (Hobart), N. L. McKellar (Tamworth), R. McKenna (WA), D. Robertson (Melbourne), R. Sherlock (Melbourne), A. J. Starke (Port Pirie) and T. S. Stevens (Melbourne).

So to THE LOG -- many happy returns!

A YEAR'S PROGRESS

oOo

What was achieved in 1959

(By Tony Starke.)

THE LOG'S sixth birthday makes it appropriate to review in this issue the society's progress in Australia during the last year.

The older Sydney and Hobart branches have consolidated their positions, and the newer Melbourne and Adelaide branches have become firmly established. The Australian Central Record was founded, with notable success. Regular appearance of THE LOG on the scheduled date is something members now tend to accept, but the very fact that they do so is in itself a tribute to a fine achievement on the part of those members responsible for its production. In 1959, too, a representative committee was established to try and run our affairs more democratically, and is proving its worth. Only the recently introduced library scheme has still to prove itself.

The finances of the Australian Section showed a tremendous improvement during the year. Twelve months ago we had to solicit and gratefully accept a donation from our parent body in the UK to keep THE LOG going. Happily, in conjunction with the New Zealand Section, we have been able to develop very considerably our photo sales organization, and today the position is much brighter and healthier. We were horrified at the heavy increase in postal rates announced late last year, but although these will press heavily on our finances, our position is such that we do not have to panic. For the moment we are waiting to see the

overall effect of these rises, so that we may decide if the Society can absorb all the increased cost or will have to pass some of it on to members. A full financial report will be circulated to members shortly.

I do not expect any startling developments in 1960. I think it will be a year for consolidating and improving existing facilities rather than for establishing new ones. The Committee, however, is considering ways and means of improving THE LOG, not as a birthday gesture, but because we all realize that THE LOG plays a tremendous part in the Society's progress. It is the essential link between all members.

Finally, I should like again to thank the very large number of members who are actively engaged in some voluntary work for the Society and who are far too numerous to list in full. Our strength has always rested in the very high percentage of members who are actually DOING something to help the Society along and not merely paying their subs and attending meetings. Calls for extra in this or that project have never gone unheeded. Few organizations can boast of such an excellent spirit of cooperation as the Australian and New Zealand Sections of the WSS.

I am sure all members will join me in wishing the LOG a happy birthday --- and a very long life!

***A famous tug

... is remembered

THE OLD BUNGAREE.

(By Terry Callen)

Not many old Australian tugs are remembered with such respect and admiration as the BUNGAREE, an early unit of the J. & A. Brown tugboat fleet at Newcastle, NSW. Perhaps the main reason for her many admirers was the length of service she gave the port of Newcastle and, of course, her exploits during those years. What better compliment could a tug be paid than having another vessel named after her, while still in service?

Known affectionately as the "OLD BUNGAREE" or "OLD BUNG," the BUNGAREE'S name was passed on to another tug built at Newcastle in 1883, when the BUNGAREE herself, although 22 years old, was still very active. To avoid confusion, however, the new tug was christened YOUNG BUNGAREE, and, strangely enough, she was not built for Brown's, but for a rival concern, Daltons. From that date onwards the old BUNGAREE and the YOUNG BUNGAREE operated together in the port of Newcastle on similar duties.

The BUNGAREE was built by Barclay, Curle on the Clyde in

1861 for the old Australasian SN Co. for service at Newcastle. Called after a local aboriginal chief, she was an iron paddle-steamer of 163 tons on dimensions of 121.5x22.4x9.4 and of 150 nhp. On arrival she must have been one of the most powerful tugs in Australia. In appearance she was similar to most of the paddle tugs of her time, though with large machinery and paddle-wheels.

The BUNGAREE left the Clyde under sail on 21/12/1861 and arrived in Sydney 149 days later. After an overhaul lasting nearly two months, during which time the paddlewheels were fitted, she steamed north to her home port. To celebrate the occasion, her owners published the following advertisement in the Newcastle Chronicle of 17/7/1862:

"The A.S.N. Co's. new and powerful steam tug BUNGAREE, 150 hp, James Kendall, master, having been built expressly for this port, is now open to tow vessels at current rates. For terms, etc., apply Dibbs, Thorne & Co., Newcastle."

The only other big tugs imported at the time were the Tamar, LOWESTOFT and RAPID, all of much less power, so the arrival of the BUNGAREE was timely with the coal trade beginning to boom and scores of windjammers arriving at Newcastle each week. The new tug's first recorded tow was the 1500-ton ship ZEALANDIA, which the LOWESTOFT'S skipper had turned down owing to the bad weather conditions. Her ability to take on any vessel earned the BUNGAREE the reputation she carried for so long.

Among her finest rescues was that of the crew of the schooner ZONE on 19 Mar. 1864. This vessel, caught in a heavy gale, was driven within one mile of Stockton beach when the BUNGAREE, with the lifeboat in tow, ranged near and saved all aboard. Returning to port the lifeboat capsized, tossing eight of its sixteen occupants into the water. The tug turned about and managed in the dark to rescue four of the men, the other four being lost.

In 1864 the BUNGAREE was sold to J. & A. Brown. Her next big adventure was on 5 Oct. 1865, when she came into collision with the steamer CITY OF NEWCASTLE in Port Hunter. Both vessels were seriously damaged, the BUNGAREE finally sinking on the Horseshoe sandbank. She was refloated within a week, but met a similar mishap the following year. On 21 July 1866, while attempting to tow the barge MIDAS from a dangerous position near the Oyster Bank, her towline parted and she careered on to the rocks near Nobby's, where she filled and sank.

The following month, while still under water, she was purchased at auction by the Newcastle Cooperative Steam Tug Co. for the sum of £2835. She was raised on August 23 at a cost of £1700.

Another fine rescue took place in June 1867, when the harbour lifeboat put to sea in a gale on the lookout for vessels in distress. The little boat disappeared and was believed lost. A prominent citizen offered a large sum of money if the BUNGAREE would go out in search of the boat. The tug, however, could not cross the bar and was forced to return to port. Next day she set out again and the seas swept right over her as she rounded the breakwater. The lifeboat was found and towed into port after its occupants, clad only in shorts and trousers, had ridden out the gale for 30 hours.

Three years later the BUNGAREE gave another demonstration of her capabilities. On 2 Aug. 1870, under Captain Waddingham, she towed the 1739-ton ship ROYAL ALFRED in a SSE gale from Sydney to Newcastle in fifteen hours, a tow which was highly spoken of at the time. Tug rivalry was very keen both in Sydney and Newcastle in those days, as the following advertisement taken from the Newcastle Chronicle of 2 July 1872 indicates:

"NEWCASTLE CO-OPERATIVE STEAM TUG CO.

STEAM TOWAGE

PRINCE ALFRED
150 HP

BUNGAREE
300 HP

SOUTHLAND
150 HP

Vessels over 150 tons fourpence per ton. Removals, 700 tons and over £3."

The opposition, J. & A. Brown, had a similar advertisement, their three tugs being the PATERSON, 320 hp, the TAMAR, 140 hp, and the RAPID, 80 hp.

This rivalry, however, was short-lived, as on 22 June 1878 the Co-operative Fleet was purchased by Browns for £22,000, and the BUNGAREE reverted to her previous owners, with whom she remained for the rest of her active career. From then on her life consisted of normal towage duties interspersed with an occasional minor salvage job.

For instance, in March 1893 she unsuccessfully attempted to refloat the steamer FEDERAL from Stockton beach. The FEDERAL, surprisingly, came off unaided a few days later. On 9 Sept 1894 she attempted to pull the steamer COLONIST off the Oyster Bank, but the latter was too badly holed and became a total loss. Five years later, on 11 Sept. 1899, the BUNGAREE assisted in towing the s.s. SOUTH AUSTRALIAN off Big Ben Reef. In October 1904 she stood by the CORIO, aground at Catherine Hill Bay. In January 1906 she nosed the burning barque ITATA through the harbour thronged with shipping and guided her on to a mudbank, where the ITATA blew up and burnt out.

In 1902, when 41 years old, the BUNGAREE had undergone a major overhaul. Her old plates served her well; for had it not been for the arrival of the SAINT class tugs, she might have continued in service much longer. In the late 1920's she was laid up at Hexham, and soon after her engines were removed, after having been active for over 60 years. Following the death of her owner, Mr. John Brown, she was disposed of in 1933 to the writer's father for lighterage duties in Newcastle. Finally, a year or so later, the BUNGAREE was sold for scrapping and placed on a mud-bank opposite the BHP Steelworks for cutting up at the ripe old age of 73.

Today her bones lie there at rest, nearly a century after she was launched in far-away Scotland.

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***In the Days
of Sail.

THE BLACKWALLERS

***By G. M.
Griffiths.

AND AUSTRALIA.

oOo

The birth of Australia's overseas passenger trade took place midway through the 19th century when, following the discovery of gold in Victoria in 1851, the demand for berths exceeded the availability of shipping space. There were more would-be passengers anxious to get to Australia than could be accommodated in the vessels available to make the passage.

The natural result of this excessive demand for passages was that many sailing vessels were diverted from their usual trades and switched to the trade to the Antipodes. But the discovery of gold led also to the realization of Australia's potentialities as a primary-producing country. In consequence, after the gold rush period was over, Australia continued to attract many migrants. Thus, a two-way flow of passengers between Australia and the United Kingdom became firmly established.

It was in these circumstances that vessels strange to Australian roadsteads made their debut in southern seas. Among them were the Blackwallers. The origin of these vessels can be traced back to the 17th century, when the East Indiamen, those stately ships of the Honourable East India Company, traded via the Cape to India and the Far East. As the East India Company declined in power and, finally, lost its exclusive charter, many private shipping firms began to jostle for supremacy on these routes.

Let us recall a few of John Company's famous vessels -- the LADY MELVILLE, built 1813, 1321 tons; WATERLOO, b. 1816, 1325 tons; CANNING, b 1817, 1326t; DUKE OF YORK, b 1817, 1327t; THOMAS

COUTTS, b 1817, 1334t; KELLIE CASTLE, b 1818, 1332t; REPULSE, b 1820, 1333t; ROYAL GEORGE, b 1820, 1333t; KENT, b 1820, 1332t; DUCHESS OF ATHOL, b 1821, 1333t; SURAT CASTLE, b 1824, 1223t; ABERCROMBIE ROBINSON, b 1825, 1325t, and EDINBURGH, b 1825, 1325t.

The name "Blackwaller" originates from the Blackwall yard on the Thames where many of these vessels were built from the beginning of the 17th century to the end of the 19th. However, all vessels known as Blackwallers were not built on the Thames. During the 19th century many of these Blackwallers were built on the Tyne at Smith's yard, on the Wear and the Clyde, at Troon, Dundee, and far-off Moulmein and Bombay.

The Blackwall yard itself was established in the days of England's quarrels with Spain, and the honour of being the first vessel launched from the Blackwall stocks belonged to the GLOBE, an East Indiaman that sailed for India in 1611. She was absent for almost five years and she returned profits amounting to 218 per cent!

A Blackwaller was easily recognizable by reason of her lengthy poop, bluff bows, and the nearness of the main to the mizzen. Later Blackwallers differed from their earlier counterparts in that they did not possess the heavy stern frames, massive quarter galleries, and the adornment of carved balconies and stern windows. Records show that the SERINGAPATAM, built in 1837 and owned by Green and Co., was the first to discard these, but she boasted a life-like figurehead of the great Indian military leader, Tippoo Sahib. The ANGLESEY, built in 1851 and also owned by Green, displayed a figurehead of the Earl of Anglesey, which was carefully covered when in port, except on holidays or special occasions.

The Blackwallers were steered from just forward of the mizzen mast, the tiller being on the lower deck. Only the best of gear saw service in a Blackwaller. These staunch vessels were built of English oak or Malabar teak. The gear was regularly and meticulously overhauled, and it is said that no Blackwaller ever shortened sail in order to reduce straining in a heavy sea. The well disciplined crews did not have to endure long, wracking hours at the pumps.

These vessels were noted for their speedy passages, their usually accident-free voyages, and the superlative seamanship of their wellknown masters, a breed of seamen whose skill and experience was matched against the elements. These masters not only upheld their own dignity, but insisted upon a strict discipline equal to that of the Royal Navy. Orders were given by means of the bosun's whistle, and some commanders regarded sea shanties as definitely vulgar! All Blackwallers carried midshipmen, not apprentices or cadets, and in this they differed from the average

sailing vessel of those days.

Following the discovery of gold, the Blackwallers owned by R. and H. Green were soon transferred from the Eastern run to the Australian trade. However, another prominent shipowner, Money Wigram, set about building Blackwall frigates specially for the Australian trade. Another shipowner in the Australian trade was Duncan Dunbar, whose name, I suppose, is best remembered in Australia because of his ill-fated DUNBAR. T. and W. Smith, reluctant to leave the Indian trade, appeared on the scene with the arrival in Melbourne in 1853 of the MARLBOROUGH.

Launched by Smiths of Newcastle in 1846, the MARLBOROUGH, along with the BLENHEIM, was awarded a silk ensign at the Great Exhibition in 1851, these two vessels being considered to be the finest in the British mercantile marine.

The record to Australia was held by Money Wigram's SUFFOLK, launched in 1857, with an outward passage of 68½ days. Green's ANGLESEY, launched in 1851, holds the record for the longest 24-hour run ever made by a Blackwaller. From May 28 to May 29, 1871, while running down her easting, she covered a distance of 380 miles. On this occasion, the outward passage, from Start Point to Port Phillip, was accomplished in 72 days.

(TO BE CONTINUED)

PUBLICATIONS RECEIVED

THE COMPASS: Published by the Mobil International Oil Co. July-August 1959 issue has articles on the new Mackinac bridge in the Great Lakes and on the early days of whaling, with the new Grace liner SANTA PAULA as the feature ship in the series, Great Ships of the World. Sept.-Oct. 1959 issue has articles on San Francisco and rigorous living conditions in sailing ships, with an obituary to the ILE DE FRANCE. Feature ship: Union Castle liner PENDENNIS CASTLE.

FLOTSAM AND JETSAM: Journal of the South African Section of the WSS. March-Oct. 1959 issue features articles on Dutch shipping to South Africa and lightships, with interesting notes on ships at the Cape.

BELGIAN SHIPLOVER: Journal of the BNRA. Sewall fleet of Maine, shiplists of the Japanese Navy and American Wooden Shipbuilding in World War I (the latter by N. L. McKellar, of Tamworth, NSW, are highlights of latest issue.

Australian members may obtain these through the Library Scheme. Write Doug Robertson, 14 Storey Road, Reservoir, N.19, Vic.

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 - NEWS AND NOTES OF W.S.S. ACTIVITIES -

**Congratulations to Ian Farquhar (Dunedin, N.Z.) on his recent marriage.

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 **Bon voyage to Hobart members H. S. Watchorn (ORION) and Peter Marshall (CALEDONIEN), who are going abroad.

+ + +
 **Ship photographs and models from Hobart's recent display were on show for a fortnight in the windows of the Book Depot in Murray Street. Branch's thanks for this go to the Church of England, proprietors of the Depot, and its manager, WSS member Tony Catt.

+ + +
 **NEW MEMBERS: N.S.W.: W. Fox, 40 Cross St, Corrimal; W. J. Maddock, 232 Old South Head Rd, Vaucluse; N. W. Wheatley, 16 Bayview St, McMahon's Point. TAS: Ken Dorofeeff, Summerleas Rd, Kingston; John D. Laird, c/o Elizabeth Motors, 127 Elizabeth St, Hobart; Max H. Bennett, Flinders Esplanade, Tarooma; K. T. Purdon, 9 Phillip Ave, Montrose; Eric E. Brett, c/o Hydro Electric Commission, Tarraleah; D. V. Shearman, 697 Sandy Bay Rd, Hobart; Christopher Cowles, 109 Arthur St, West Hobart.

+ + +
 **CHANGES OF ADDRESS: P. G. Marshall to 29 Bowden St, Glenorchy, Tas, until October; R. Dufty, now 28 Shelan Crescent, West Hobart; D. J. Mulcahy, now 110 Tramere Rd, Howrah, Tas; G. N. Pierce, now 38 (formerly 28) Montpelier Retreat, Battery Pt, Hobart; Rev. C. MacFarlane, now The Rectory, Kempton, Tas.

+ + +
 **LIBRARY SCHEME: Doug Robertson, 14 Storey Rd, Reservoir, N.19, Vic., who looks after the WSS's circulating library in Australia (see previous issues of THE LOG for details), would be glad to receive any of the following to complete the library's files: Nautical Magazine: April, May, Dec, 1956; Jan, Feb, Mar, Apr, May, June, July 1957; Mar, Apr, Aug, Oct, Nov, Dec 1958; Apr, Aug, Oct, Nov, Dec 1959; Port of Melbourne Quarterly: vol. 1, (1948), Nos. 1, 2; v. 2 (1949), 2, 3; v. 3 (1950), 3; v. 5 (1952), 1; v. 6 (1953), 1, 3, 4; v. 8 (1955), 1, 2, 3; v. 9 (1956), 1, 2, 3, 4; v. 10 (1957), 2, 3; v. 11 (1958), 2, 4; v. 12 (1959), 1, 2, 3, 4. Anyone who can help should write Mr. Robertson direct to the above address.

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 **At the February meeting of the NSW Branch various members showed their collections of colour slides.

+ + +
 **Hobart held its first meeting at its new venue -- the CWA Lounge -- in February, when Richard Tallboys told of his experiences as a Port Line cadet, Ian Cooper spoke on Tasmanian ships and

***** HOBART MEETS ON APRIL 1 *****
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 * Next meeting of the Hobart Branch will be held on April 1st
 * 1, when a film evening will probably be the highlight.
 * Members are reminded that Hobart meetings are now held
 * in the large and comfortable C.W.A. Lounge, access to
 * which may be gained through Mather's Lane, off Liver-
 * pool St, or from Criterion St, beside the U.S.F. Dispen-
 * sary. Don't overlook the date -- April 1, 1960.

shipping, Reg Wilson presented "Waterfront Roundup" compiled by Lindsay Rex, and colour slides were shown from the collections of Glen Joseph, John Craike and Reg Wilson, with others from Fred Roderick (Sydney) and Frank Edwards (Vancouver, BC.)

+ + +
 **Victorian branch meeting in January was devoted to an exchange of information between members. Next meeting takes place on March 16, but at time of writing name of guest speaker was not known.

+ + +
 **VOLUNTEER WANTED: Tont Starke wants an assistant to help with some of the bookkeeping work arising from the Photo Scheme. He should preferably have some basic bookkeeping knowledge, as he will be asked to keep a subsidiary debtors and creditors ledger and to issue periodic statements of account. No cash involved. Volunteers for this not too onerous job should contact Tony Starke direct at 21 Symonds St, Port Pirie, SA.

+ + +
 **SKYFOTOS: To reduce cost of airmail postage and poundage when ordering SKYFOTOS, arrangements have been made to send a bulk order of Australian requirements to Bert Moody for each offer. Orders can now be sent to Tony Starke, but must be received 10 days prior to the overseas closing date listed in MARINE NEWS. Cost of cards is 1s.3d. Australian and a fixed charge of 6d. per offer should be added to cover the overhead expenses.

+ + +
 **AN APOLOGY: Owing to business commitments and the fact that he has been away on a brief holiday, the Editor was unable to compile this issue of THE LOG to the normal schedule, and the last of the stencils were very late in reaching Production Manager Fred Roderick. Therefore, if THE LOG is late blame the Editor, who tenders his apologies; if it is on time, then thank Fred for having worked overtime to make up for the time lost by the Editor.

+ + +
 **NEXT ISSUE: The next issue of THE LOG will contain the second instalment of G. M. Griffiths' story of the Blackwallers, with a list of those which came to Australia, Salvage Tugs of Australia by D. Hancox, and more of Doug Wright's New Zealand Wrecks.

17 March 1960

WRECKS AND LOSSES AROUND OR
NEAR THE NEW ZEALAND COAST.

*-----By
Doug
Wright

Throughout the history of sea travel, the merciless sea has taken its inevitable toll of ships and lives. New Zealand, with a smallish population of just over 2,000,000, is no exception. Its maritime history often has been blackened by maritime disasters around the dominion's shores or in its territories. Fortunately, these occurrences today are few and far between, although the recent foundering of the HOLMGLEN added another name to the long list of losses.

It is interesting to review the vessels of 500 tons and upwards that have been lost in the last century. The list is a comparatively long one, mostly of sailing vessels, but including quite a few screw-propelled vessels.

It was during this century that New Zealand's worst disasters took place. The largest vessel wrecked on the coast in peacetime was the WILTSHIRE (12,160g, blt Glasgow, 1912) in 1922, but including wartime sinkings, the NIAGARA (13,415g, Glasgow 1913) is the largest vessel lost in close proximity to New Zealand's shores.

Here then is an alphabetical list of vessels lost since 1860, with all particulars when such are available. These are recorded in the following order: name of vessel, tonnage, owners, year of completion, name of builders, constructional materials (wood, iron or steel), former names, other particulars, and details of loss. Abbreviations used: BK, barque; BN, barquentine; I, iron; mst., masted; m.v., motor vessel; Sch., schooner; Sh, ship; s.s., steamer; st., steel; W, wooden.

ABEL TASMAN: s.s., 2042, H.C. Sleigh, Melbourne; Holland, 1916; st. ex MONT BLANC, NORD 33 and MARIA. Broke moorings at Greymouth 18/7/1936 and was swept down the Grey River on to rocks on beach outside harbour.

ADDENDA: 4 mst. Bn, 692, ?; North Bend, Oregon, 1895, by Simpson Lumber Co; W.; went ashore, on passage from Lyttelton to Wellington, in Palliser Bay, 14/10/1904.

ALEXANDRA: Bk, 655, A/S Barkskibet Alexandras Rederi, Copenhagen; Burmeister & Wain, 1891/12; st.; stranded on Hattes Beach, 20 m. S of Cape Foulwind, 18/1/1902, bound Sydney to Westport in ballast.

ANGLO NORMAN: Bk, 864, J. Jeremiassen, Porsgrund, Norway; Russell & Co, Port Glasgow, 1876/1; I; stranded on North Spit, Kaipara Harbour, noon, 26/9/1914, on voyage Port Chalmers to Auckland.

ANJOU: Bk, 2069, M. Raoul Guillon, Nantes; A. Bugigeon, Nantes, 1899; st. Bound Sydney to Falmouth, she ran ashore on Cape Bristow, Auckland Islands, 5/2/1905; her castaway crew were land-

- ed at Dunedin three months later by Government steamer HINEMOA.
- ANTIOCO ACCAMA: Bk, 1106, E. Accame e figli, Genoa; Continental Lead & Iron Co, Pertusola, Italy, 1891/7; st. Wrecked Kartigi Beach, on passage Port Chalmers to Timaru, 31/10/1901.
- ARYAN: Bk, 2124; ?; Phipsburg, Maine, USA, 1893, by C. V. Minott, her first owner; later owned by J. W. Elwell & Co, Bath, USA (1895); W.; originally ship-rigged. Abandoned on fire 25/12/1918 near Chathams on voyage Wellington to San Francisco; eight crew members lost in missing lifeboat.
- ASSAYE: Bk, 1351, J. & W. Stewart, Greenock; R. Steele & Co., Greenock, 1868/8; I.; originally ship-rigged. Left London for Wellington 19/2/1890; spoken on equator 16/3/1890; never heard of again. Six months later wreckage bearing name ASSAYE was found at Chatham Island. It was thought she was wrecked at the Snares and that wreckage had been carried north by the current towards the Chathams.
- BEN AVON: Bk, 1470, Watson Bros, Glasgow; Birrell, Stenhouse & Co, Dumbarton, 1885/2; st. Ran aground with all sails set near Cape Palliser, 11/11/1903, while on passage Dunedin to Wellington.
- BEN VENUE: Sh., 999; Watson Bros, Glasgow; Barclay, Curle & Co, Glasgow, 1867; I. On 14/5/1882, when a tremendous sea was running, she broke her moorings and drifted ashore under the cliffs at Caroline Bay, her port side listing heavily seawards. Later the CITY OF PERTH (1247g, blt C. Connell & Co, Glasgow, 1868/5) drifted ashore and grounded alongside the BEN VENUE. The CITY OF PERTH was later refloated in an undamaged condition and subsequently became the NZSCo's TURAKINA, but the BEN VENUE was a complete wreck.
- BREEZE: s.s., 553, Canterbury Steam Ship Co; Hardinxveld, Holland, 1909; st. Bound Wellington to Lyttelton, went aground at Port Robinson, 18/12/1931; successfully refloated and taken to Lyttelton, where a dock inspection revealed she would be too costly to repair. A few weeks later she was being taken out to sea to be sunk by gunfire from NZ naval vessels when her towline broke and she went ashore near the entrance to Lyttelton Harbour.
- CECILIA SUDDEN: 4-mst Sch, 643, Cecilia Sudden Ltd; Melbourne; H. D. Bendixen Shpbldg Co, San Francisco, 1902; W. Caught fire on night of 8/9/1921, when on passage Newcastle to Callao via Auckland, where she had put in for medical assistance, and abandoned between Tiritiri Island and Watchman Is, Hauraki Gulf.
- CITY OF AUCKLAND: Sh, 780, Stewart & Simpson, London; Sunderland, 1869; composite construction. Bound from London to Napier, she went ashore on Otaki Beach, 22/10/1878, and became a total wreck. Earlier, on 21/1/1874, she had caught fire at Auckland, had been scuttled and had been refloated two days later.

(TO BE CONTINUED)

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NEWCASTLE WRECKS: Inadvertently the dates of the loss of the LOWESTOFT and the BYRON were omitted from Steamers Lost Near Newcastle in last issue. Former wrecked 1/10/1864, latter 25/9/1896.

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 * AROUND THE COAST AND FROM General News Section *
 * THE SEVEN SEAS. *
 * * Conducted by *
 ***** * The Editor *

CLOSING date for next issue April 29, 1960, with late news up to Friday, May 6/

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 NEW ZEALAND member N. Rosanoski, 288 The Terrace, Wellington, offers vols. 1, 3, 4, 5 and 6 of MERCHANT SHIPS WORLD BUILT for sale at £1:5:0 each NZ currency or offer. Anybody interested should write direct.

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 THE AUSTASIA Line has acquired from Lamport & Holt Ltd. the SHERIDAN, ex HICKORY GLEN (3827g, blt Wilmington, Calif., USA, 1945, by Consolidated Steel Corp. Ltd.), and will rename this refrigerated motor vessel the MATUPI.

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 THE KEEL of the KENT, fourth of the RN's County class of guided missile destroyers, was laid in the Abercorn yard of Harland & Wolff Ltd, Belfast, on March 1.

* * *
 BARTRAM & Sons launched the NZSCo's TURAKINA (7200g) at Sunderland on February 25. A sister ship for the Blue Star Line is being built in the adjoining yard. The TURAKINA was the first vessel constructed by these builders for the NZSCo,

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 THE THISTLEDALE (7227g, 1942), mentioned in Photo Offer No. 18, has been renamed NEDI under the Lebanese flag.

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 THE RIVER BURDEKIN (4901g, 1943) has been renamed DJATADWITYA by her new owners, Djaharta Lloyd N.V. Her sale was reported in THE LOG, vol. 5, p. 131.

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 ADELAIDE SS Co's new freighter MUNDOORA (5200g) was handed over by her builders, Evans Deekin & Co, at Brisbane on March 7.

* * *
 SHAW, SAVILL'S m.v. ILLYRIC (11,350g, 1959) arrived at Sydney on her maiden voyage on March 6. She left London on January 30. She was built at Walker-upon-Tyne by Vickers Armstrongs (Shipbuilders) Ltd., and her 13,300 hp Harland-B & W engine gives her a service speed of 17 knots.

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 On January 20 the ARCADIA (29,734g, 1954) was in collision at Pymont with wooden lighters 930 and 815, both of which were damaged.

* * *
 ANOTHER Bank Line vessel, the m.v. MYRTLEBANK (5150g, 1925), has

***** OF INTEREST TO NAVAL ENTHUSIASTS *****
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 * Naval enthusiasts who do not subscribe to the RAN's NAVY *
 * NEWS should do so, since they will find much to interest *
 * them, both in general news and historical articles. In *
 * the Feb. 12 issue there was an excellent history of HMAS *
 * HOBART and a detailed account of the first VENDETTA and *
 * its exploits. The Feb. 26 issue told the story of all *
 * the naval vessels called SWAN -- right back to the first *
 * SWAN, commissioned back in 1417! NAVY NEWS is published *
 * fortnightly at 4d. a copy, its address being Naval HQ, *
 * Wylde Street, Potts Point, Sydney, N.S.W. *

been sold, this time for about £62,000. Hong Kong shipbreakers were the buyers.

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 DISPOSITION of the remaining River ships owned by ANL is as follows: RIVER LODDON (5000g, 1944), RIVER MURCHISON (5039g, 1945) and RIVER MURRUMBIDGEE (5030g, 1945) are trading on the coast. The RIVER BURNETT (5188g, 1947) is carrying phosphate from Christmas Island to WA, while the RIVER GLENELG (4986g, 1944) and the RIVER FITZROY (4958g, 1944) are laid up at Geelong.

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 THE DELFINO, ex WESTRALIA (8174g, 1929) arrived at Yokohama from San Francisco on Feb. 22, after having met heavy weather and suffered some slight damage. She sailed again on Feb. 28 for Hongkong.

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 SYDNEY'S former pilot vessel, the CAPTAIN COOK (524g, 1938) has been sold to Greek interests, and it is reported she will become a luxury tourist vessel in the Mediterranean.

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 DUTCH frigate KORTENAER, which recently paid Australian ports a visit, was formerly HMS SCORPION, and was sold out of the RN to the Royal Netherlands Navy in 10/1945.

* * *
 BUILT by Walkers Ltd., Maryborough, HMAS BANKS underwent sea trials in Hervey Bay on Feb. 11. She is the first of the new class of general purpose vessels that will bear the names of famous explorers. The second of this class, HMAS BASS, is expected to be launched at Maryborough next month. They are twin screw, all steel, diesel-driven vessels.

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 AUXILIARY LEPRENA (105g, 1912), which has been lying at Smithton, Tas., since her last trip to Melbourne in 10/1959, is up for sale. Her owners are Sampson & Jaeger, of Smithton.

* * *
 LLOYD Triestino Line plans to build two 23,000 ton, 23-knot liners for the Australian service. No information has yet been given as to when the new ships will be completed.

JAPANESE freighter NAGASAKI MARU (6589g, 1950), owned by Sawayama Kisen K.K., has been abandoned. She stranded on Helen Reef, about 200 miles north of Dutch New Guinea, on Dec. 5, when bound from Japan to NZ, via Hongkong. All efforts to refloat her failed, and the salvage vessel CHITOSE MARU, which was standing by, was forced to leave by a typhoon which hit the area early this month.

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THE SPANISH passenger/cargo vessel MONTE UDALLA (10,170g, 1948) arrived in Melbourne on Jan. 21 with 400 Spanish migrants. Subsequently she loaded a cargo of bulk wheat at Geelong for Europe.

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ALTHOUGH reported as a total loss by MARINE NEWS, the DAVARA (145g, 1947) is being rebuilt at Launceston. In January work began on rebuilding the superstructure, which had been cut down to deck level. The DAVARA caught fire alongside the Stanley Wharf on 22/10/1959, the chief engineer being burned to death.

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AUSTASIA LINE, of Singapore, will begin a new service between Australia, New Guinea, North Borneo and Sarawak next month.

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RICHARDSON & Co Ltd., of Napier, N.Z., has celebrated its centenary, and is the first New Zealand-owned shipping company to have completed 100 years of continuous trading. The company's founder was Captain John Campbell, who a century ago was trading and lightering with the small schooner HERO, but the firm did not become Richardson & Co until 1875, when Campbell entered into partnership with another Napier resident, G. E. G. Richardson. The latter had advanced Captain Campbell's loan to enable him to acquire his first steamer, a 45-ton vessel built at Dunedin. The company today gives its vessels Maori names of birds.

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EVANS DEAKIN & Co. are to build at Brisbane an 89-passenger, 4000 ton ship for the West Australian State Shipping Service and a 4000-ton "roll on, roll off" trailer ship for the Adelaide SS Co. The former is not expected to be completed until March, 1962, but the latter is scheduled to be finished in the middle of next year. The Adelaide Co's vessel will be employed in the South Australian gulf trade.

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ANNOUNCED that the P. & O. is negotiating to acquire Macdonald, Hamilton & Co. Ltd, which seems to indicate the keen interest of the P. & O. in the Australian and Pacific trades.

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TASMANIAN Minister for Tourists Atkins, in advocating the establishment of a ships' museum at Hobart, said he was aware of the work being done by the Tasmanian branch of the WSS. Mr. Atkins has invited the public to give him timely information regarding the pending demolition of any historic maritime relic, so that action may be taken in ample time. It is to be hoped that Tasmanians are able to place some historic ship on a shore site and convert it into a maritime museum.

DURING 1959 a total of 142 ships entered the port of Albany compared with 123 ships in 1958.

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 RUSSIAN research auxiliary schooner ZARJA, amned by about 35 scientists, officers and seamen, paid her second visit to Fremantle in January. Her last visit was in 6/1958.

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 VACUUM Oil Co and Shell Oil Co plan to put tankers on the north-west coast of WA. Vacuum will expand its existing bulk facilities by putting on a 4000-ton tanker, while Shell plan to service a bulk installation at Wyndham from a 12,000-ton tanker and the Port Hedland and Derby installations with 5000-ton tankers.

* * *
 THE WAIKAWA (7185g, 1944), whose sale was noticed in THE LOG, p. 19 of last issue, was delivered in Vancouver on 11/12/1959 to her new owners, Marine Development & Supply S.A., of Panama. Previously the PARKDALE, the WAIKAWA had been laid up in Vancouver for ten months.

* * *
 THE NAESS SOVEREIGN and the NAESS CHAMPION are being built by the Mitsubishi Shipbuilding Co, of Nagasaki, and when completed will be employed in the Persian Gulf-Australia service of Standard-Vacuum. They will be the largest ships trading to or from Australia. The NAESS SOVEREIGN is due for completion in 1/1961, the NAESS CHAMPION in 6/1962. Both are of 87,500 tons DW, with dimensions of 833'4" BP x 122', with loaded draft of 47'. They are owned by Anglo-American Shipping Co, of Bermuda, and will be on a 15-year charter to Standard-Vacuum.

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 AT THE recent general meeting of the USSCo it was announced that all the company's coastal and intercolonial vessels are to be painted in the same colours as their passenger and larger foreign-going vessels.

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 AFTER having been laid up in New Zealand for some time, the WAIPORE (4282g, 1938) arrived at Newcastle early last month to load steel for NZ. See THE LOG, vol. 7, p. 20, vol. 6, p. 134, for previous references.

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 BOUND from Rotterdam to Hobart, the PORT VANSTELD was in collision on Feb. 23 with the Russian m.v. GRIBOJEDOV in the River Scheldt and suffered damage above the waterline.

* * *
 INTERESTING arrival at Newcastle on Feb. 2 was the m.v. DAMADORA DEL MARE, from Noumea for docking. Launched in 1937 as the COMARA, she was one of the last vessels built for the now defunct N.C.S.N. Co. When that company went out of existence in 1954, the COMARA was sold to West Australian interests, and in 1956 passed to her present owners.

* * *
 FIRST Lauritzen Line vessel to visit Otago berthed at Dunedin

early in February to load for North America. She was the red-hulled INDIAN REEFER (2824g, 1939). Between 1942 and 1946 she was operated by the Argentine Government and was registered at Buenos Aires as the RIO GALLEGOS.

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THE O.S.K. Line's m.v. HONOLULU MARU (9371g, 1958) reduced the record established by the EASTERN QUEEN (THE LOG, v. 7, p. 18) by 16 hours 16 mins when she accomplished the passage from Brisbane to Yokkaichi, Japan, in 8 days 13 hours 50 mins. She sailed from Brisbane on 4/12/1959 with 17,000 bales of wool and 2100 tons of general cargo. In addition, the southbound passage of the HONOLULU MARU from Kobe to Sydney of 9 days 12 hours 10 mins is also claimed as a record for a cargo ship. The average speed was 19k.

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MINISTRY of Transport has called tenders for the purchase of the CAPTAIN COOK (13876g, 1925).

* * *

MENTION of HMAS PSYCHE (THE LOG, v. 6, p. 18) reminds Terry Callen, who has been reading back numbers of the journal, that she was humorously known as the "Fish." She now lies at the bottom of Salamander Bay, Port Stephens, where she sank as a lighter over 30 years ago. Regarding the statement of Rhodes, Pageant of the Pacific, that the TAVIUNI was broken up or scuttled in 6/1924, (THE LOG, v. 6, p. 129), Mr. Callen says he remembers seeing her hull in Sydney about 1928.

* * *

REPORTED that the Latsis Line (THE LOG, v. 6, pp. 76, 107) has abandoned the proposed service to Australia and NZ which it intended to operate with the former Royal Mail vessels HIGHLAND BRIGADE and HIGHLAND PRINCESS.

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POUL CARL (2498g, 1947), mentioned in Photo Offer No. 17, has been sold to German owners and renamed MARCUS BISCHOFF.

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IN VIEW of the trend here, it is interesting to note that Coast Lines, in England, has ordered a container ship of 1550g from ARDROSSAN Dockyard Ltd.

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STRANGER to the port of Otago in February was Williamson & Co's INCHARRAN (4970g, 1935). Doxford's launched her as the CAITHNESS of the now defunct concern of B. J. Sutherland & Co Ltd, Newcastle. She will be better known to Australians, perhaps, as the SWANVALLEY, having served Westralian Farmers Transport Ltd. as such from 1951 to 1956.

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HARLAND & Wolff Ltd, Belfast, are to build a 46,000-ton DW tanker for Texacco (Panama) Inc., for whom they built the NEW MEXICO (28000 DW) in 1958 and her sister ship, the MISSOURI, in 1956.

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HUDDARD Parker's new 250-ton tug for Melbourne, the WALUMBA, was launched at Adelaide in January.

THANKS for assistance in compiling this page go to Tom Stevens (Vic), Ian Cooper (Tas), R. McKenna (WA), Glen Joseph (Tas), Doug Wright (NZ), John Craike (Tas), Jeremy Stein (NZ), Terry Callen (NSW), Ron Parsons (SA). For "page" above, please read "section."

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 PREFABRICATED feeder box, the invention of R. E. Johansen, of Mosman Park, WA, has been fitted in the five holds of the freighter BAIRCLODA at Geraldton wharf. She is believed to be the first in Australia to use the device, which enables any freighter to take a bulk grain cargo. The feeder box sits on top of the main hold section and is filled with grain, which it allows to flow into any hidden pockets revealed in the cargo while the ship is at sea and so preserve the grain.

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 FIRE broke out in the engineroom and dry stores compartment of the Blue Star Line's NAPIER STAR at Auckland on Feb. 9.

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 HMAS DIAMANTINA has charted the greatest deep yet discovered in the Indian Ocean. The deep, plunging from 2500 to 4400 fathoms, has been named the Diamantina Deep, and lies 620 miles west of Cape Leeuwin.

* * *
 EXPECTED that this year the order for Britain's first all-British nuclear submarine will be placed. HMS DREADNOUGHT, the keel of which was laid at Barrow-in-Furness last June, will be the RN's first nuclear sub, but she will be powered by a complete set of machinery from the United States.

* * *
 HMAS HOBART, a modified Leander class light cruiser built at Davenport Dockyard and commissioned 1/1936, and three River-class frigates, HMAS BURDEKIN, CONDAMINE and HAWKESBURY, are to be stripped preparatory to disposal.

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 FIRE broke out on the tanker CLYDE INVENTOR on passage from Port Pirie to Port Adelaide late last month, but was extinguished by the crew.

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 HOLYMAN'S new container ship to be built at Newcastle State Dockyard is the first ordered by a private company for construction in the yard since its establishment in 1941. This 2000 DW vessel will be powered by a British Polar diesel engine which will give a service speed of 11 k. Engineroom, crew's quarters and navigation bridge will all be placed aft. The ship will have a length of over 240', with a 43' beam and 20'6" depth of hold.

* * *
 AFTER lying in Brisbane River for months, the RICAN STAR (THE LOG, v. 5, p. 59-60) has changed hands and been thoroughly repaired. She will operate from Brisbane in the fishing trade, and will carry 12 fishing dories. Special machines will fillet fish and wrap them in polythene bags.

17 March 1960

*Notes on the
photos offered

PHOTO LIST NO. 19
oOo
Fewer Single Weight Cards

By
"Navigator."

--o--

The current photo offer contains only ten single weight cards, of which three have been contained in earlier offers. Doubtless, it was inevitable that the number of vintage cards should drop off, but it will be regretted by all that the listings under this head are not more numerous.

Personally I wish all cards came in singleweight. The double weight cards are often a curse, being difficult to handle and especially to affix to cards or to stick into an album. When it is hot, they take on contours which are difficult to erradicate, and usually the curling is in the wrong direction. So, besides preferring vintage to modern cards, I also prefer single weight to double weight, and I am sure there are many who agree with me.

Collectors of sailing vessels will be glad to see four included in the current list. The ABRAHAM RYDBERG (No 1926), built at Glasgow by Charles Connell & Co, was originally the HAWAIIAN ISLES. The Matson Navigation Co. owned her from 1906 to 1909, when they sold her to the Alaska Packers' Association, who renamed her STAR OF GREENLAND. She became the ABRAHAM RYDBERG when purchased by the Rydbergska Society of Stockholm in 1929 and served as a training ship until 1941, when she was laid up at Baltimore. Later, she came under the Protugese flag as the FOX DO DOURO, being converted to a motorship in 1945. She was laid up in 1955, but I do not know her fate since then.

The PADUA (No 1928) and PRIWALL (1929) belonged to the Flying P Line. I believe the PADUA, barquentine-rigged, is still afloat under the Russian flag. The PRIWALL, built, I think, in 1918, not 1917, as stated in the Photo List, became the LAUTARO, a Chilean Government training ship. She was lost by fire in February, 1945.

The CARRADALE, built specially for the Australian trade, belonged originally to the Glasgow Dale Line, and finished up in the early 1920's under the Finns. She was broken up in 1925.

The Tyser steamer HARERE (No 1902) was a World War I victim, being sunk by gunfire from a submarine south-east of Malta on January 18, 1916. She was built at Belfast by Workman, Clark & Co. Norddeutscher's ZIETEN -- the E has got before the I in the list itself -- was specially built by F. Schichau at Danzig for the Australia and Far East trades. In 1916 she became the TUN-GUE under the Portugese flag, and she was torpedoed by a German submarine the following year -- on November 27. Like the SEDLITZ, from the same builder, she was a twin screw, 14-knot steamer.

PHOTO OFFER NO. 19.

Closing Date: 30 June 1960.

Orders to be sent to your usual agent or to Mr. Roger Radloff,
25 Fowlers Road, Glenunga, South Australia.Single Weight Cards: 1s. Australian, 10d. sterling.

1901	ELMPARK	1920	4999	Denholm
1902	MARERE	1902	6443	Tyser
1903	MEGANTIC	1909	14878	White Star
1904	OMI MARU	1884	2473	Nippon Yusen Kaisha
1905	RIO NEGRO	1901	4819	Uruguyan Government
1906	TANGISTAN	1906	3738	Strick
1907	ZEITEN	1902	8021	Norddeutscher
1908	HYMETTUS (4)*	1906	4606	British India
1909	MARATHON (4)*	1904	7827	Aberdeen
1910	TRAS-OS-MONTES (3)*	1906	8965	Portugese Government

*Reissued cards; previous offer no. is given in brackets.

Double Weight Cards: 1s.3d. Australian; 1s. sterling.

1911	HMS MOUNTS BAY	1944-9	1580d.	Ex LOCH KILBIRNIE.	R
1912	HMS WARRANUNGA	1940-2	1970d.		R
1913	BILKURRA	1949	3952	Australian Nat.	F
1914	DELFINO	1929	8174	Internation S & Export	R
1915	FALCON (Tug)	1884	134	Ritch & Smith	F
1916	HENRIETTE WILHELMINE SCHULTE	1957	10061	Schulte & Bruns	F
1917	JILLIAN CROUCH (Ketch)	1948	242	R. M. Crouch	F
1918	KOOLIGA	1958	2881	McIlwraith, McEacharn	F
1919	LA FALDA	1958	8525	Buries Markes	F
1920	LESLIE J. THOMPSON (Tk.)	1959	16150	BPOL Petroleum	F
1921	MILOS	1956	4292	Hillerstrom	F
1922	ROTTERDAM	1959	37000	Holland America	M
1923	SEATTLE STAR	1938	7761	Blue Star	F
1924	VERONA (Tk.)	1954	11080	Ditlev-Simonsen	F
1925	WAIHEMO	1944	7206	Canadian Union	F
1926	ABRAHAM RYDBERG (SV)	1892	2345	Sunnan, Sweden	S
1927	CARRADALE (SV)	1889	1962	Tengstrom, Finaldn	S
1928	PADUA (SV)	1926	3064	F. Laiesz	S
1929	PRIWALL (SV)	1917	3185	F. Laiesz	S
1930	BOMA	1957	8743	East Asiatic	W
1931	DUKE OF ATHENS	1940	5217	Trent Maritime	W
1932	HAMINELLA (Tk.)	1957	12189	Shell	W
1933	IONIC	1959	11161	Shaw, Savill	W

1934 LA ORILLA	1955 6265	Buries Markes	W
1935 PUNDUA	1945 7295	British India	W
1936 TIERRANNA	1952 5463	Wilhelmsen	W
1937 VIBEKE (Tk.)	1959 12653	Ditlev-Simonsen	W
1938 DELPHIC	1949 10691	Shaw, Savill	H
1939 DORDRECHT (Tk.)	1948 6307	Van Ommeren	H
1940 ELSTREE GRANGE	1944 7277	Houlder	H
1941 ENSO	1927 1901	Finn Lines	H
1942 MALTESE PRINCE	1926 2361	Prince	H
1943 MEIRETSU MARU	1956 8600	Meiji Kaiun	H
1944 NIGARISTAN	1947 7173	Strick	H
1945 ORION	1935 23696	Orient	H
1946 QUEENSLAND	1928 1628	Shipping & Coal	H
1947 SCOTTISH STAR	1950 9996	Blue Star	H
1948 TEXAS	1939 2352	Det Forenede	H
1949 TYSON LYKES	1945 8191	Lykes	H
1950 UMGENT	1938 8315	Bullard & King	H

Tk.=Tanker SV=Sailing vessel.

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When ordering please quote both name and reference number.

NOTES ON THE CARDS.

(Continued from page 50.)

**The inclusion of the ABRAHAM RYDBERG in the current Photo Offer will be much appreciated by lovers of sail. She was an interesting and historic vessel. She was built by the Glasgow shipbuilding firm of Connel & Co. as the HAWAIIAN ISLES, and for several years was employed in the sugar trade between Honolulu and the west coast of South America. Her original owner, O. Nelson, sold her in 1900 and six years later she passed into the ownership of the Matson Navigation Co., who retained her for three years. In 1909, on purchase by the Alaska Packers Association, she became the STAR OF GREENLAND, and she served in this fleet until laid up in 1926. Three years later, when still laid up, she was purchased by the Rydberg Foundation for a sail training ship and was renamed ABRAHAM RYDBERG. She was employed regularly in the Australian grain trade until World War II, but in 1943 was sold to Portugese owners and renamed FOZ DO DOURO. Two years later, with the installation of diesel engines, she became an auxiliary.

**The steel four-mast barque CARRADALE, once wellknown in the Australian trade, was broken up in Germany in 1925. She was a unit of the Glasgow Dale Line.