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***The End of
An Era?

THE THINNING RANKS OF
WAR-BUILT VESSELS

***By "The
Bo'sun"

While many of the numerous vessels built during World War II are still afloat and in service, others, including a great number of Liberty ships, are laid up and yet others are already finding their way into the shipbreakers' hands.

How long will these war-built ships last? That is a question not easy to answer, especially when one remembers there are still a considerable number of war-built vessels from World War I still in service. These latter are trading under foreign flags and probably now will not continue for long in service.

A good many of the World War II vessels sold in recent years are now laid up in overseas ports. The world shipping slump and the inability of these ships to compete with fast, modern post-war tonnage have brought this situation about.

American-built Liberty ships, all of which, it has been claimed, would be obsolete by 1962, have been going to the shipbreakers. It was announced last year that those laid up in American waters would be scrapped at the rate of one hundred a year. As some 2700 were built and in recent years about 1400 have been "mothballed" in America, the Liberty ships will take some time to dispose of even at this rate.

In addition to Libertys, American yards turned out tankers,

Ocean, Victory, C1, C2, C3 and other smaller types of cargo ships. Canadian yards built Forts and Parks, and from British yards came Empires of different designs. Doubtless, many of these vessels will continue to serve for years to come, but many will be driven from the seas as new, more efficient cargo vessels come from the world's shipyards.

The large volume of war-built tonnage already laid up has forced ship-breaking prices down to low levels, prices varying from about £5 a gross ton in the United Kingdom to around £7 in Italy. (Since this was written there has been a rise in prices for secondhand tonnage, but this probably will not greatly affect shipbreakers' prices.-Ed.)

The sale a while back of the KING EDGAR to Jap shipbreakers for £62,000 marked the beginning of the end for the British war-built standard ship; for it is claimed that the KING EDGAR was the first British war-built vessel to land in the hands of the breakers.

As far as age goes, the KING EDGAR was not an old ship, having been commissioned in 1945 as the EMPIRE GAMBIA. This 10-knot, 7084-tonner, built and engined by Harland & Wolff Ltd., Glasgow, was purchased by the King Line Ltd. in 1946, when she was renamed KING EDGAR. Originally a coal-burner, she was converted to burn oil fuel in 1950.

Another sale I think worth mentioning is that of the Lyle Shipping Company's 7179-ton "Queen" type steamer CAPE CORSO. When she visited the port of Otago last July it was announced she was destined for a Far Eastern breaker's yard, though her price was not disclosed. She loaded her last cargo, coal for Japan, at Newcastle, N.S.W. In the final months of her career, she had been engaged in the phosphate trade, except for two trips to Japan with coal.

Ropner's Pool Shipping Co. sold the 7147-ton "Ocean" type steamer PIKEPOOL to London Greeks for further trading. The price paid was about £40,000, so it is evident that the CAPE CORSO could not have fetched a very good price. The PIKEPOOL had her last survey in 10/1954 and when sold she had been laid up at Sheerness for some time.

The PIKEPOOL and the CAPE CORSO were built by the Todd-Bath Iron Shipbuilding Corporation, of Portland, Maine, the former as the OCEAN PILGRIM (Yard No. 15) and the latter as the OCEAN TRAVELLER (Yard No. 21). During World War II the CAPE CORSO was managed on behalf of the M.O.W.T. by the Lyle Shipping Co. and the PIKEPOOL by the Dene Shipping Co. The PIKEPOOL entered service in 8/1942, a month before her sister.

Let us look at prices for standard war vessels over recent years. In 1956 Royal Mail's Liberty BARRANCA was sold for about £675,000, the highest price ever paid for a standard war-built vessel. Another Liberty, the Maplebank, fetched £625,000 in 1957, and the GARRYVALE, an ex-Ocean, sold for £565,000. In 1958 the Liberty BENRINNES was sold for £112,500, and the NOVOR ISABEL -- a former Fort -- for £90,000. All these transactions were for further trading.

Even for scrapping, Libertys are not bringing much. Two sold in recent months for scrapping by the U.S. Department of Commerce were bought by the Bethlehem Steel Co. for 70,011 dollars each, about £A31,509. They were the 7176-ton GEORGE DAVIDSON and the 7180-ton OWEN SUMMERS, both built in 1943 by the Oregon Shipbuilding Corporation.

A POSTSCRIPT BY THE EDITOR

Since "The Bo'sun" wrote the above article, and especially during December, there were a number of sales of other war-built vessels, mainly for further trading. Of course, those sales announced in December were probably completed some weeks or even months earlier.

The Bank Line disposed of the two Libertys, MARABANK, ex Samouse (7269g, 1943), and TIELBANK, ex Samburgh (7238g, 1943), to Italians for something under £95,000 each, while the Lyle Shipping Co's. CAPE NELSON, ex Ocean Vulcan (7174g, 1942), has gone to Hongkong buyers for £72,500. The T2 tanker RED BANK (10,643g, 1944) has been sold to Italian breakers, but no price has been disclosed.

Of Empire type vessels, the CULRAIN ex Empire Darwin (6782g, 1941), which had been laid up in the Gareloch, has been purchased by London Greek buyers for £55,000, and the ST. MARGARET, ex Empire Cameron (5225g, 1941) has gone to Agua Cia. Nav. S.A., Panama, for a reported £50,000. This latter vessel has been renamed AGUA. A price of £97,500 is reported to have been paid by Finns for the BARON GEDDES, ex Empire Ploughman (7051g, 1943), and the LOCH MADDY, ex Trail, ex Empire Trail (5205g, 1943) is said to have fetched £80,000 from Far Eastern buyers. The latter vessel had been laid up since 5/1958. The RAVENSHOE, ex Basil ex Dover Hill ex Empire Nairobi (7295g, 1945) has been sold to London Greek buyers, but the price has not been disclosed.

While on this question of sales, an interesting one is that of the Admiralty tanker EAGLESDALE (8030g, 1942). She has been to German shipbreakers, but there has been no announcement as to the price paid. She previously had been sold to Cairo buyers. This vessel was launched as the EMPIRE METAL. Her Cairo buyers sent her from the Tyne to Hamburg, where she was soon re-sold.

***The story of
the KATOOMBA

FAMOUS AUSTRALIAN PASSENGER

***By T. S.
Stevens.

LINER MEETS HER END

On September 29 1959 the Greek-owned Panamanian steamer COLUMBIA arrived in Nagasaki to be broken up and thus ended the career of the former Australian passenger liner KATOOMBA, built in 1913 for McIlwraith, McEacharn Ltd. by Harland & Wolff Ltd., of Belfast.

The KATOOMBA when built was 9424 tons gross and had two sets of four cylinder quadruple expansion engines driving two screws with an l.p. turbine driving the centre (third) screw. Her boilers were coal-fired. Passengers were carried in three classes.

When she joined the thriving interstate passenger trade she had as modern contemporaries the KAROOOLA (1909, McIlwraith's), the WARILDA and WANDILLA (1912 and 1913, Adelaide Co.), the ZEALANDIA (1909, Huddart's), the KANOWNA and KYARRA (1903, AUSN), and CANBERRA (1913, Howard Smith). With the exception of the last-named, she outlived them all. It was interesting to note in Marine News (Oct. 1959) that the CANBERRA was also to be broken up.

The first coastal voyage of the KATOOMBA commenced from Sydney on 2) September 1913, when she sailed for Fremantle via Melbourne, Port Adelaide and Albany. From 9/1913 until 5/1918 she ran continuously on the W.A. service and completed 58 round voyages. She was requisitioned by the British Government in 5/1918 and was despatched to New York the following month, embarking troops for Europe.

After two trans-Atlantic voyages, the KATOOMBA was diverted to the Mediterranean and subsequently became the first British troopship to pass through the Dardanelles since the outbreak of war. In 4/1919 the KATOOMBA went to India, then to UK, and finally left for Australia in August.

Having been reconditioned at Sydney, the KATOOMBA returned to the coastal passenger service in 3/1920. In November of that year she established a record for the passage from Adelaide to Fremantle -- a record which remained unbroken until 10/1929, when the MANUNDA cut four hours off the time.

Industrial disputes caused the vessel to lie idle from 12/1920 until 3/1921. She then returned to the W.A. service, in which she remained until 5/1932. During these years the only untoward incidents were a minor collision with the AWAROA in 7/1921, a blade lost from her turbine propeller in 11/1930, and rendering medical assistance to the COOLANA in 5/1931.

***** HOBART CHANGES MEETING PLACE *****

* -o- *

* Don't Forget on February 5! *

* --o-- *

* +The next meeting of the Hobart branch of the WSS will be *

* held at a new venue, as will all subsequent meetings. *

* +The new meeting-place is the C.W.A. Lounge, access to *

* which may be gained through Mather's Lane, off Liverpool *

* Street, or from Criterion Street, beside the U.S.F. *

* Dispensary. *

* +Date of the next meeting is February 5 -- Friday February *

* 5 1960. *

* +Tasmanians; don't forget the date. And don't forget to go *

* to the C.W.A. Lounge, NOT to the old meeting-place at the *

* Y.M.C.A. Programme for the February 5 meeting had not *

* been finalized when this edition of THE LOG went to press. *

* *****

In 5/1932 the KATOOMBA was transferred to the North Queensland service, running with the MANUNDA, CANBERRA and ORMISTON for the winter. During the summer she reverted to the W.A. service. A similar programme followed in 1933. From 1934 her movements became more erratic, as in that year she made three cruises to Suva and Noumea in addition to running in the W.A. and N.Q. services. The next year this programme was repeated until the ship was laid up in November for a complete overhaul and refit.

Returning to service in February 1936, the KATOOMBA went back to the W.A. run, commencing the voyage from Brisbane, and the following year undertook no fewer than seven cruises, in addition to the voyages to W.A.

On 3/17/1939 the KATOOMBA was at sea between Sydney and Brisbane, and she was left on the coastal trade to W.A. until 3/1941, when a voyage was made to Darwin. In 12/1941 she was in Port Moresby, en route to Rabaul. In 2/1942, in company with the DUNTROON, the KATOOMBA left Melbourne with American troops for India and she returned via Mauritius.

On 4/8/1942 the KATOOMBA was chased and shelled by a Jap submarine, but escaped unharmed. As a matter of interest, her average speed for the 24 hours prior to the encounter was 13.6 knots, but the average for the 24 hours during which the attack took place was 15.36 knots. This means that the KATOOMBA steamed at over 16 knots -- not a bad performance for a 29-year-old, coal-fired vessel.

From then on the KATOOMBA was employed transporting troops

from Queensland to the Pacific Islands, and while in Townsville on 8/10/1944 a serious fire broke out in number one hold. This fire was finally extinguished next day, after the hold had been flooded. After the war the ship remained on Government service until 2/1946, her last voyage being to Wellington, N.Z.

McIlwraith, McEacharn Ltd. decided to dispose of the KATOOMBA, which by then was 33 years old. She was sold to Goulandris Bros. in 7/1946. Her new owners refitted her for the migrant trade between Europe and North America. Three years later she was renamed COLUMBIA, and in 12/1949 made one voyage to Australia. The ship continued to trade across the Atlantic until 3/1958, when she was laid up in Greece. She was sold early in 1959, and made her last voyage from Piraeus to Nagasaki, thus ending a long, varied and successful career which had extended over forty-six years.

Postscripts: On 4/3/1959 Captain E. Moodie Heddle, O.B.E., who commanded the KATOOMBA for 23 years from 1913 until 1936, died in Melbourne. Thus, the careers of a distinguished master mariner and of his ship ended almost together, 23 years after they had parted. Furthermore, on 28/9/1959 the KANIMBLA arrived in Kobe during the course of her third cruise to Japan and therefore was steaming in the same waters as her old consort.

++++O++++

***By Doug
ROBERTSON

BOMBARDMENT CRAFT

***Second of
two parts

(Editor's Note: The first part of this article appeared in THE LOG, vol. 6, No. 6, dated 19 November 1959.)

To assault the Russian batteries in the Crimean War, the French designed a class of floating batteries protected with about four inches of iron to keep out the fairly recently developed shells which were fast replacing solid shot. In an unusual example of co-operativeness, the French and British swapped plans and designs for batteries, guns, mortar-vessels and so on.

The British hopped in and built nine of these craft. Five were wooden hulled, the rest of iron. The latter were of 1825 tons displacement and measured 186'8" overall by 48'6" beam and 8'10" draft. Three-masted, they were schooner rigged and had one funnel. Their engines, supplied with steam by four boilers, drove them at about five knots and they carried sixteen 68-pdr. muzzleloaders (smooth bore). They were armoured with 4½" iron. The five wooden-hulled vessels were somewhat similar, and one of them was lost by fire on the ways just before the due date for her launching. Two of the wooden ships, the METEOR and the THUNDER, were launched at Blackwall on 17/4/1855 and actually had

steam up at the time, so they were able to steam to Woolwich the same day to load their armament. Being a little late, these vessels did not actually get into action during the war, but they set the fashion for the armouring of warships.

The old mortar boats were revived during the Crimean War, although they were of a different type. There were also some mortar floats. At the same time four large, fairly old ships were cut down and armed with a few guns and two of the largest type of mortars and were then known as mortar ships. They saw little or no action, but remained in service for many years.

After this, when bombardment was called for, it was usual to send in the heaviest available among the ordinary warships. The bombardment of Alexandria in 1882 was handled by the battleships of the Mediterranean Fleet, with a couple of gunboats.

When war came in 1914 and the assistance of the navy was required on the army's flank in Belgium, several old gunboats and a couple of venerable battleships were pressed into service. A trio of river monitors, building in the UK for Brazil, were quickly taken over by the RN and also sent to the Belgian coast. These were the SEVERN, MERSEY and HUMBER, of 1260 tons displacement. They were 266'9"x49'x6'6", and carried three 6" guns, two 4.7" howitzers, and some small guns. With 1450 hp engines, they could manage 11.5 knots.

From Belgium, the HUMBER went out to the Mediterranean and saw service in the Red Sea, Aegean, Dardanelles and White Sea. The other two, after service on the Belgian coast, went out to East Africa to rub out the German cruiser KONIGSBERG, which was holed up in Rufiji Delta. All three were sold in 1921.

At the same time the navy also built a number of light monitors. These were the M class and averaged 580 tons on 177'0"x31'0"x6'6". They were quaint looking craft and could do about 12.5 knots. They carried a single 9.2" or 7.5" gun or two 6" plus a few smaller. They were armoured on the belt, bulkheads and decks and saw considerable service. Four were converted to minelayers in the 1920's and served in World War II.

Several classes of large monitors were also built. The first were the eight vessels of the LORD CLIVE class. They were of 5900 tons and had two 12" and two 6" guns, except the SIR JOHN MOORE with 14" and the LORD CLIVE with one 18" gun. With low horse power, they could do only 6.5 knots and were hard to manage in a seaway. After the war, the LORD CLIVE went to sea with an open 15" triple turret to test mounts for the 16" guns of the projected battle cruisers of 1921.

The next class was the ABERCROMBIE, of 6150 tons (four

ships), 6.5 knots, and two 14" guns plus smaller. The 14" guns came from America and originally had been intended for the Greek battle cruiser SALAMIS, which had been building in Germany. The MARGAL class of two ships followed. These were of 6670 tons and carried two 15" guns. Fitted with diesels, they were a flop. One finished up as a hulk, the other as a gunnery training ship.

The last and most successful class of monitors built in World War I was the EREBUS class of two ships, the TERROR and the EREBUS. Of 7200 tons on dimensions of 405'0"x88'0"x11'0", they had two 15" and eight 4" guns and on 1600 SHP could make 12 knots on paper and 14 knots in service. The TERROR died near Tobruk in 1941 and the EREBUS survived World War II to be broken up.

Two other vessels, although not built for the RN, require mention here. They were the GORGON and the GLATTON, which were building for Norway and were taken over by the RN. Commissioned near the war's end, the GLATTON was lost by fire and explosion in Dover Harbour in 1918. The GORGON was sold in 1921. Of 5700 tons, they carried two 9.2" and four 6" guns.

The most unusual monitors built were actually submarines. These were the M class -- M1, M2 and M3, the M4 being cancelled. They were designed to carry a 35 calibre 12" gun, and the idea was to load, submerge with the muzzle only above water, and then fire when the time was ripe. A sight bead on the muzzle was sighted through the periscope. It was necessary to surface to reload.

These ships were 303'x24'x16' and were of 1600 tons (1950 submerged). They could do 16.9 knots. The M1 was lost in 1925, M2 was converted to carry a seaplane and was lost in 1932, and M3 was converted to a submarine minelayer.

The submarine monitors were a peep into the future really; for the nuclear-powered, ballistic missile submarines of today are built for exactly the same purpose as were the M class -- land bombardment.

World War II also brought a need for bombardment craft, and two more were built -- the ABERCROMBIE (1942) and the ROBERTS (1941). This pair must have been inspired by the EREBUS class, which they resembled except for being a little more modern. Their full load was 9380 tons and standard averaged 7900; they were 373'x90'x11' and could make 12 knots on 4800 SHP. They were fitted with two 15" guns taken from older, discarded monitors, as well as eight 4" and smaller.

The ABERCROMBIE and the ROBERTS were broken up in recent years and the RN now has no representatives of the type left in service. Aircraft and ballistic weapons have perhaps rendered the older type of bombardment craft obsolete.

STEAMERS LOST NEAR NEWCASTLE.

A Chronicle of Wrecks

By Terry Callen

For more than 160 years the coastline around Newcastle, NSW, has been the scene of shipwrecks, collisions, and other disasters. Available records prove that at least 200 vessels have been lost within a 30-mile radius of the port.

Most of these, of course, have been sailing ships. But a formidable number of steamers has been lost also. The list below, which is arranged in chronological order, records those steamers lost within a 20-mile radius of Newcastle. It includes no fewer than thirty names.

KING WILLIAM, *P.s., blt 1831. Owned by Gross & Street. During squall on 2/7/1839 was driven on to the Oyster Bank at the harbour entrance. Her engines were recovered later and placed in the SOVEREIGN.

LOWESTOFT, Ir. P.s., 96g, 1846 (O/N 32701). Owned by Capt John Bingle; Newcastle's first tug. On voyage to Sydney ran into gale, sprang a leak, and was beached 10 miles S. of Newcastle, becoming a total wreck.

CAWARRA, Ir. P.s., 552g, 1864 (O/N 49282). ASN Co. Bound Sydney to Queensland ports was caught in heavy gale. Ran to Newcastle but foundered on Oyster Bank with the loss of 60 lives; only one survivor. Newcastle's worst maritime disaster. 12/7/1866.

CORIO, Ir. sc., 129g, 1854 (O/N 31723). Edey Manning. Disappeared in Cawarra gale (see above), on voyage Sydney to Newcastle.

DOOREBANG, Wood P.s., 60g, 1861 (O/N 32702). NSW Govt. Wrecked near Nobby's in a fog 31/7/1873 while towing in a mud punt.

SOUTHLAND, P.tug, 143g, 1864 (O/N 52347). Newcastle Coop. Steam Tug Co. Sank off Newcastle after colliding with s.s. WARATAH, 30/7/1876.

YARRA YARRA, Ir. P.s., 337g, 1851 (O/N 32296). Capt. W. Summerbell, owner. Bound to Sydney with coal, she ran into gale and on returning to Newcastle to shelter foundered on Oyster Bank, 24/5/1877. All hands lost.

CITY OF NEWCASTLE, Ir. P.s., 393g, 1877 (O/N 41117). Hunter River New S.N. Co. Sydney to Newcastle, wrecked one mile south of Nobby's during fog, 12/9/1878. Vessel ran into fissure between rocks, enabling all passengers to walk ashore on a plank.

BONNIE DUNDEE, Ir. Sc., 193g, 1877 (O/N 75200). B. Nichol. On way Sydney to Manning River run down by s.s. BARRABOOL, 11/3/1879, 7 miles S. of the port. Five, including several women, lost.

LILLY, Wood sc., 66g, 1882 (O/N 83724). Owner? Drifted ashore Morna Point with broken rudder, 19/3/1885 and became total loss.

ALHAMBRA, Ir. sc., 766g, 1855 (O/N 24758). Owner, Capt. Summerbell. While attempting to raise the anchors of a derelict off Newcastle on 30/6/1888 bumped the upturned hull and foundered. All saved.

COLONIST, ~~1229g~~ 2286g, 1889. Angier SS Co., London. Wrecked on the bones of CAWARRA, 12/9/1894 while outward bound to Adelaide with coal. Crew saved by Newcastle lifeboat.

BYRON, Wood sc., 145g, 1891 (O/N 101024). G. Nicol. Bound Newcastle to Sydney with coal sprang leak and abandoned. Crew picked up by tug HERO.

FITZROY, Steel sc., 869g, 1884 (O/N 89544). AUSN. Bound Sydney to Queensland ports ran on to Stockton Beach in early hours of 11/12/1897 and became total loss. All passengers and crew saved.

MERKSWORTH, Iron sc., 266g, 1874 (O/N 70852). C. Parbury. Left Newcastle with coal for Sydney 5/5/1898 and encountered "MAITLAND gale;" took in water and abandoned 33 hours after leaving port. Vessel was driven back past Newcastle and foundered 7/5/98 in Stockton Bight. Only three of crew alive when lifeboat washed up on Stockton Beach.

WENDOUREE, Steel sc., 1640g, 1882 (O/N 84943). Huddart, Parker. Struck COLONIST'S remains when leaving port with coal for Adelaide, 20/7/1898. Crew rescued by Newcastle lifeboat.

LINDUS, Iron sc., 1679g, 1881 (O/N 85085). Huddart, Parker. Lost in a similar manner to WENDOUREE and settled down 100 yards from her, 4/6/1899. All saved by Newcastle lifeboat.

KINGSLEY, Wood, sc., 61g, 1883. (O/N 89233) Hawkesbury River SS Co, Bound Sydney to Cape Hawke, ran aground in fog near Morna Point (18 m. N of Newcastle), 16/4/1902. Passengers and crew rowed to safety; vessel quickly broke up.

UNITY, Wood sc., ? g, blt ? (O/N ?). R. Grant. On voyage Botany Bay to Port Stephens, driven ashore Stockton Beach during gale, 3/5/1907. Left high and dry, enabling crew to step ashore.

ADVANCE, Ir. sc. tug, 181g, 1884 (O/N 88922). J. Fenwick. Put to sea Kingas Day 1908 to pick up BK. IVERNA off Newcastle; came into collision with the larger vessel and capsized. All lost except

one man who drifted ashore on a grating.

MAREEBA, ex Harport, 1741g, 1898 (O/N108397). AUSN. Arrived off Newcastle at night 30/7/1908; stood off awaiting daylight, but ran on to Stockton Beach at 4 a.m. next day, becoming total loss. All crew saved.

DAUNTLESS, small wooden ss. Bound Port Stephens to Newcastle, lost on Stockton Beach, 22/3/1921. All saved.

WILLIAMS, small wooden ss., blt 1906. On similar voyage to DAUNTLESS, sprang leak and ran for Stockton Beach, where she became total loss on 25/11/1922. All saved.

WALLIAMB, Wood t.s.s., 331g, 1917. Allan Taylor. Bound from North Coast to Sydney wrecked Morna Point, 11/7/1923. All saved.

SEAGULL, Wood sc., 120g, 1910. Wrecked near Morna Point 21/8/1926.

URALLA, Steel s.s., 529g, 1926 (O/N 152023). North Coast SN Co. From North Coast to Sydney, rudder damaged by gale. Vessel turned and ran before it; beached Stockton Beach 14/6/1928, becoming total loss. All saved.

WHITE BAY, ex Bald Rock, Wood s.s., 134g, 1922 (O/N 150178). Capsized off Stockton Beach during "URALLA gale." Only one saved.

MAIANBAR, Steel sc.t.s., 513g, 1911 (O/N 131476). Port Stephens SS Co. While being towed from Newcastle to Sydney broke away and drifted ashore Nobby's Beach, 5/5/1940, becoming total loss.

ILLALONG, ex Boambee. Wood k.s.s., 236g, 1909 (O/N 125187). Newcastle & Hunter River SS Co. Wrecked near Redhead about 1948. All saved.

ALLENWOOD, Wood, t.s.s., 398g. (O/N 150156). Allan Taylor. Wrecked Wybung Head, 13/9/1951. All saved.

*Although Mr. Callen calls this vessel KING WILLIAM her full name, according to her register, was KING WILLIAM THE FOURTH. Built in London about 1831, she arrived at Sydney on January 20, 1838. She should not be confused with the WILLIAM THE FOURTH, the first Australian-built sea-going steamer, which was built by Marshall & Lowe on the Williams River in 1831 and eventually sold to China.--Editor.

No Gold: Frogmen have located and inspected the remains of the auxiliary ROYAL CHARTER, which went down on the Welsh coast on 27/10/1859. No trace of gold was found, although the ROYAL CHARTER carried a big consignment from Australia when she sank.

THE MISFORTUNES OF HOLM AND COMPANY.

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Loss of the Holmglen followed
other mishaps

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(By a New Zealand Correspondent.)

The foundering of the 485-ton m.v. HOLMGLEN about 22 miles east-south-east of Timaru, N.Z., in adverse weather conditions sometime shortly after 10.20 p.m. on November 24, with the loss of her entire crew of 15, is the latest misfortune in a run of ill-luck experienced by Holm & Co. Ltd., of Wellington, N.Z.

This wellknown firm has been dogged with misfortune in comparatively recent times. Here is the record:

- .On November 10, 1957, their 527-ton m.v. HOLILEA (built in Holland in 1946 as the SPEEDWELL) ran aground about four miles outside the entrance of the Otago Harbour on Danger Reef. Refloated and assisted into port by the Otago Harbour Board's tug OTAGO, the HOLILEA spent nearly three months in dock at Port Chalmers having her badly holed and buckled bottom repaired.
- .On November 17, 1958, their chartered USSCo m.v. PORT WAIKATO (676g, 1929) was disabled with engine trouble about 150 miles off the N.Z. coast when returning from the Chathams on one of her regular runs. She was taken in tow by the RNZN's frigate KANIERE (F426) to Lyttelton and was subsequently sold for demolition in the Far East.
- .On May 7, 1959, the captain and chief steward of the m.v. HOLMBURN (841g, 1957) were burnt to death in a tragic late night fire at Lyttelton and the HOLMBURN extensively damaged. Largest and youngest unit of the company's fleet, she was out of service undergoing repairs until late September.
- .On November 24, 1959, the HOLMGLEN foundered, as described above.

A sturdy little vessel, the HOLMGLEN was handed over from her builders, the Bodewes Yard, Hartenshoek, Holland, on March 17, 1956. She loaded cement at London before sailing for N.Z. by way of Panama. She encountered SW gales in the Bay of Biscay and took 22 days to reach Curacao. After Panama, she ran into further gales, but made the passage of 6000 odd miles direct and reached Lyttelton on May 26.

Designed for coastal work and as a relief ship on the Chathams run, she has been described as an exceptionally strong ship,

being 15% stronger than Lloyd's requirements for ocean-going vessels. The HOLMGLEN was used also for voyages to the meteorological outpost at Campbell Island and was strengthened for navigation in ice.

At the time of her loss she was on a voyage from Dunedin to Wanganui via Wellington and Oamaru. She left Dunedin about 9 p.m. on November 23 and after calling at Oamaru to uplift further cargo cleared that port on her ill-fated voyage at 3.45 p.m. on November 24. It is tragic to have to record the passing of any vessel in such circumstances and especially of the HOLMGLEN, which despite the weather was in sight of land, but still too far out for her own safety and the safety of her crew.

Her foundering was the first major loss on the N.Z. coast of a merchant ship since December 4, 1942, when the USSCo's 3051-ton steamer KAIWARA was wrecked near Motunau Island without loss of life.

Since 1795 more than 1600 vessels, including launches, trawlers and merchant vessels, have been lost around the N.Z. coast or in close proximity to it.

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THE "KIL" SHIPS OF WORLD WAR I.

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Amendments to Mr. McKellar's List

(Editor's Note: Mr. H.L. McKellar's list of the "Kil" ships of World War I was published in THE LOG in 1958 -- in vol. 5 nos. 1 (March-April), 2 (May-June) and 3 (July-August). As a result of that publication, he has received the following additional information, and THE LOG thanks Mr. McKellar for having made the amendments available for publication here.)

Additional Yard Numbers: KILBIRNIE, 119; KILMANAHAN, 747; KILMARTEN, 749; KILMEAD, 750; KILMERSDON, 752; KILMINGTON, 753; KILMUCHRIDGE, 755; KILMUN, 756.

Additional Official Numbers: LUCKER (KILBEGGAN), 144895; STANHOPE (KILCLARE), 144928; WATKIN (KILDONAN), 143563; GLYNARTHEN (KILDRESS), 145328; KILMARNOCK, 143666 (British).

Dates of Transfer: KILBEGGAN-LUCKER, KILBRIDE-SCOTSGAP, and KILBURN-TARSET, to J. Ick, 1922; KILCHATTAN-BENTON, to J. Ick, 1922; STEINMANN, to Sarpsborg owners, 2/29, to A/S Ekki, 4/30; KILCHRENAN-BOMBARDIER, sold to B.J. Sutherland & Co., 1933. Owners as COLLODI were Marino Querci, Genoa;

KILCHVAN-BELSAY, to J. Ick, 1933. After being SCHELDDEDAM was sold to Baron von Caters, 1933, r/n LA SURPRISE and became OSCAR EDV in 1934. She does not appear in Lloyd's Register as LA SURPRISE, but this is vouched for by the wellknown Antwerp marine historian, F. J. Hermans.

KILCLARE-STANHOPE, to K. Ick, 1922;
 KILCLOCHER-NORTHERNER, became REGINA, 7/1929;
 KILDANGAN-BEBSITE, sold to Blumenthal, 7/1922;
 KILDAVIN, became LEASIDE, 1921;
 KILDIMO-SOUTHERNER had a fourth owner, B. J. Sutherland & Co, 1933;
 KILDORREY, date of loss, 29/5/1937;
 KILDWICK-PENGAM, became CURONIA, 1930;
 KILFREE-CLODOALD, sold to du Martin & Lourtes, 9/30;
 KILGOBNET-MAXTON, became MATTHIAS, 7/22;
 KILHAM-EASTERNER, had second owner, B. J. Sutherland & Co, 1933;
 KILLOUR-NAWORTH, became OPUS, 1922;
 KILLOWEN-CURLER, second owner, B. J. Sutherland & Co, 1933;
 KILMACRENNAN-SEGHILL, became KASPAR, 7/1922.

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MR. COTTON'S MODEL OF THE CUTTY SARK.

A model of the famous CUTTY SARK, now permanently preserved at Greenwich, in London, has been completed by a WSS member, Mr. A. T. Cotton, of Swansea, Tas. This model has been exhibited in Tasmania and has been much praised by WSS members who have seen it. Letters about the model to the editor of THE LOG induced him to ask Mr. Cotton to tell the story of the making of the model. Here is Mr. Cotton's account, but it is regretted that it is not possible to reproduce a photograph of this beautiful model which Mr. Cotton kindly forwarded:

My model is to the scale of $\frac{1}{4}''=1'$, so that it is about 5'9" from the tip of the jibboom to the after end of the spanker boom. It was constructed from particulars given in two profusely illustrated volumes published by Perceval Marshall & Co. some years ago. These were the work of Dr. C. N. Longridge, who had made a model after having obtained a copy of the builder's plans and specifications and having spent a fortnight in the old ship, then a training ship in Falmouth, with a measuring tape, rule and notebook. One of the volumes deals with the hull construction, the other with the rigging.

It is only necessary to follow the instructions and the beautiful model gradually grows under one's hand -- a most rewarding experience. There's a terrific amount of work, of course, but taking each job in the order given it all works out. There are a number of detailed drawings, showing the procedure in the hull construction and the position of every part.

All the ship's ironwork needs to be made up in miniature. This

takes much time and one needs to become adept at silver soldering, but given some strips of sheet copper of various gauges, some pure silver, borax and a blowpipe this presents no difficulties.

Longridge's model is -- or was -- in the South Kensington Science Museum, London, and is complete in every detail. Mine is not quite so complete, since I did not put the stunsail booms on the yards. These extras tend to clutter up the appearance of a $\frac{1}{4}$ " model and besides these were discarded, I believe, when the CUTTY SARK was put into the Australian wool trade on account of the heavy weather experienced in the roaring 40's and 50's.

In my model the steering gear, the cargo winches and pumps, etc., operate correctly, and all the yards are fixed correctly with their various types of slings, cranes and parrels. I began my model in 1934 and completed the hull, about half the work. I then found I could not devote the necessary time to such a big undertaking, so it had to wait until I ~~xx~~ retired and thus was on the shelf for 25 years. I should say there is 15 months' work at least to make a complete model.

And if you're thinking of starting I'd give you this tip: get Longridge's book before doing anything else.

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***Unusual
Ship.

M.V. BELKARIN

***By Jim
Freeman.

A type of vessel rarely seen in Australian waters visited South Australian ports in December and created a good deal of interest. She was the Norwegian heavy lift ship BELKARIN, which brought to Port Augusta and Port Adelaide a full cargo of power station equipment for the Electricity Trust of South Australia. Included in the shipment were several transformers weighing 118 tons each which were handled with ease by the BELKARIN'S special gear.. This is capable of lifting 160 tons.

One of the units of the wellknown fleet of Belships & Co Ltd, the BELKARIN is managed by Christen Smith & Co, of Oslo. She was built in 1954 by N.V. Scheepswerf "De Hoop," of Lobith, Holland, and has all her accommodation, machinery and navigating bridge aft, which allows a completely clear deck space for large and cumbersome cargo.

An interesting feature of her design is the arrangement of her main heavy lift derrick. This massive boom can be used to serve either of her two holds, the heel being mounted in a large ball and socket joint. The mast is supported, on the port side only, by two tubular steel struts, which take the strain when a heavy lift is moving outboard over the starboard side, which, incidently, is the working side for heavy lifts.

The lifting tackle and gear of this derrick was designed by Christen Smith's own engineers, and only the ship's officers are permitted to operate the winches when handling heavy cargo. The winches for raising and lowering cargo and for topping the derrick are mounted in a winchhouse on the main deck and are operated by remote control from the top of the house. Four smaller winches on top of the house control movement of the main lift in directions other than raising and lowering.

Both holds are fitted with 'tween decks, on which are winches designed to drag large pieces of cargo, such as railway coaches, bodily sideways. With these winches every available space can be filled right to the ship's sides, the cargo being dragged on special skidrails.

Most of the ship's longitudinal strength is obtained from the massive hatch coamings, which stand about 5'6" above deck level, as do the reinforced bulwarks. The hatch opening of No. 1 hold is 90'x30' and of No. 2, 100'x30'.

The accommodation is above average standard. Ample deck space has been devoted to recreation, but the deckheads are much lower than in most vessels. Officers and crew members have clean comfortable cabins, the master a suite of rooms on the bridge deck. Practically all open deck space is fitted with permanent aluminium awnings, and mahogany has been used for deck planking throughout.

A single screw vessel, propulsion is by means of a Stork 2-stroke, single-acting, 7-cylinder diesel engine which develops 3200 b.h.p. at 126 r.p.m., giving a loaded service speed of 13 knots using 12½ tons of fuel per day. The BELKARIN is of 6550g, 6868 dwt., 407'5" overall length, 58'11½" extreme breadth, and 23'4¾" summer draught.

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***WSS News.

LIBRARY SCHEME.

The increase in postal charges has necessitated amending the cost of books and magazines available through the WSS Library scheme in Australia. (For full details see THE LOG, vol. 6, pp. 102-3). To compensate for the unavoidable increase, several of the magazines have been grouped together in larger packages. New rates are: Periodicals: SEA BREEZES 1956 (vols. 21 & 22), 1/8d; SEA BREEZES 1957 (23 & 24), 1/8d; SEA BREEZES 1958 (25 & 26), 1/8d; MARINE NEWS 1956 complete, 1/8d; SHIPS & SHIP MODELS, 1955 & 1956, 1/8d; NAUTICAL MAGAZINE (19 assorted issues), 1/8d; PORT OF MELBOURNE QUARTERLY (27 assorted issues), 1/8d; PLA MONTHLY (33 assorted issues), 1/8d. Books: MOTOR SHIP, by A.C. Hardy, 1/3d; HM MERCHANT NAVY, Talbot Booth, 1/3d; DEUTSCHLANDS HANDELSFLOTTE? Schwadtke, 1/8d; US in China Seas, Haviland, 1/8d; 1959 MARIN-

***News and Notes ofNSS Activities.

kalender, A.Kull, 1/8d.

The last-named book, a pocket Jane's and liberally illustrated, will be of interest to naval enthusiasts; as although printed in Swedish, the text is quite easy to follow. Copies of the ENRA bulletin, THE BELGIAN SHIPLOVER, can also be seen via the Library scheme. This multi-lingual journal -- in English, French and Flemish -- contains articles on ships and shipping and much interesting research data. Send a 5d. stamp and a copy will be sent on loan to you. Application for loan of any of the above should be made to Mr. D. R. Robertson, 14 Storey Road, Reservoir, N.19, Vic. PLEASE SEND YOUR APPLICATION MONEY IN 5d. STAMPS.

* * *

+Hobart members are reminded the venue of their meetings has been changed, beginning with the meeting on Feb. 5. See special notice in this issue on page 5.

* * *

+Adelaide branch's Xmas meeting was held at the home of Mr. Roger Radloff on December 11. Branch sec. Jim Freeman read a short account of life on a lighthouse prepared by junior member Neville WANKLYN, who lives with his parents on Troubridge Shoals lighthouse station off Edithburgh, S.A. Coloured slides were also screened.

* * *

+At Hobart's meeting on Dec. 4 the Photographic Group presented the salon of marine photographs. Judges (Messrs. M.R. Reid and R.D. O'May, of the Southern Tasmanian Photographic Society) awarded two commendations to Mr. N. Brown in Class 1, Black and White, six postcard or half plate; commendations to Messrs. Lindsay Rex and Reg. Wilson in Class 2, 10x8 pictorial, and also in Class 3, open. For colour slides commendations went to Messrs Alan Botten, Noel Brown, Lindsay Rex and David Kirby. Ship models were also on display, and Mr. Hal Emmett gave a talk on ship models in the churches of Denmark. Lindsay Rex himself presented his popular Waterfront Round-up on this occasion, and all colour slides were projected by Mr. Glen Joseph.

* * *

+Mr. Arthur Longstaff gave an interesting talk to Sydney members at their last meeting on a run to Japan and return, and at the previous meeting Hobartian Reg Wilson, on a visit to Sydney, exhibited colour slides he had brought with him.

* * *

++New members: Donald C. Cubit, 7 Main Road, Austin's Ferry, Tas, and Douglas J. Baillie, 63 Leonard Ave., Moonah West, Tas. Change of address: Mr. R. W. Ingerson, 22 Henry St., Kilburnie, Wellington, N.Z.

* * *

+Bon Voyage to Hobart member H.S. Watchorn (who presented the prizes at the Photo Salon) who goes overseas early this year.

 *
 * AROUND THE COAST AND FROM +++++ General News Section con- *
 * THE SEVEN SEAS. ducted by the Editor. *
 *

CLOSING date for the next issue of THE LOG will be FRIDAY, FEBRU-
 ARY 26, with late news up to FRIDAY, MARCH 4, 1960.
 * * *

OBSERVANT members will notice the current issue of THE LOG is 26
 instead of 28 pages, and for this reduction they can thank the
 P.M.G.'s, Dept. By dropping two pages we save 3d. postage on
 every LOG sent overseas. The new bulk postage rates, which do
 not come into operation until March, will double the cost of
 THE LOG'S postage bill! We'll let you know later what we're
 going to do about that.
 * * *

HOBART member seeks a photograph of Henderson's PEGU (7838g, 6/
 1943), which in 1950 became Be Line's BENATTON. Anyone who is
 able to help should write Hobart sec. John Craike, 75 Doyle Ave,
 Lenah Valley, Hobart, Tas.
 * * *

NSW Treasurer Arthur Corkill, 74 Wharf Road, Gladesville, NSW, re-
 quires following SEA BREEZES: 1946, July, August; 1947, April,
 September; 1948, June, July, August, September; 1949, March, Ap-
 ril; 1950, April. Also MARINE NEWS for Jan. 1955. He has for
 disposal SEA BREEZES, April 1953.
 * * *

PHOTOGRAPH exchange sought with Australian and NZ members by Mr.
 J.R. Michels, Plantage, Muidergracht 81-3, Amsterdam, Holland.
 Anybody interested write direct.
 * * *

VICTORIAN sec. D.K. Robertson, 14 Storey Rd., Reservoir, N.19, Vic.
 seeks these books: MAX HORTON AND THE WESTERN APPROACHES, by
 Calmers; WALKER'S GROUPS IN THE WESTERN APPROACHES, Wemyss; THE
 FAR DISTANT SHIPS, RCN official by Schull; BATTLE OF THE ATLAN-
 TIC, HMSO official; HALF TIME, Kimmans; ABOVE US THE WAVES, War-
 ren & Benson; HM's SUBMARINES, HMSO official, and any books by
 E. Keble Chatterton.
 * * *

LOG reader Reg Duffield, 39a Southdown Road, Great Yarmouth, Nor-
 folk, UK, who tells us he has a collection of over 8000 funnel
 colours and houseflags, will be very pleased to help any WES mem-
 ber looking for information in this line.
 * * *

LEAVING Brisbane on 26/10/1959, the Indo-China SN Co Ltd's EASTERN
 QUEEN (8644g, 8/1950) set a new record of nine days six hours six
 minutes for the 3933-mile voyage to Japan. The EASTERN QUEEN
 arrived at Yokkaichi at 0712 hours on Thursday November 5. Her
 cargo consisted of 12,000 bales of wool.

 *
 * CAN YOU HELP CENTRAL RECORDS? *
 * *
 * Central Records has been unable to answer the questions be- *
 * low. If you know any of the answers please write direct to *
 * Mr. Ron Parsons, P.O. Box 16, Woodville, S.A. *
 * *
 * KASAMA (Ellerman & Bucknall, 4635g): Sailed from Dunedin, *
 * NZ, 12/2/1920 for Hobart and Melbourne. Where did she go *
 * after sailing from Melbourne? *
 * ICELAND (US Shipping Board, 9600g): Arrived Dunedin on *
 * 12/2/1920, reportedly sailed for Melbourne. Is that cor- *
 * rect or to what other port did she sail? *
 * GLADBROOK, Barque. On what day in 3/1920 did she sail from *
 * Newcastle, NSW, for Suepe? *
 * RILEY, s.s., 4993g. Sailed from Dunedin 12/11/1948. What *
 * was her destination. *
 * TYNEBANK, s.s. Left Dunedin 14/11/1947 for Melbourne. At *
 * what ports did she call after Melbourne? *

PORT LINE'S latest vessel, the twin screw, 525' long PORT NEW
 PLYMOUTH will be launched from the Newcastle-on-Tyne yards of
 Swan, Hunter & Wigham Richardson in February.

USSCO's WAIKANA (7185g, 1944), which formerly traded between Van-
 couver and Australia and which has been laid up at Vancouver for
 ten months, has been sold to Chinese buyers.

AFTER striking rocks near Rocky Cape, NW TAS, on 9/12/1959 when
 bound from Burnie to King Island, the island trading vessel
 JOHN FRANKLIN (115g, 1947) reached Stanley with her plimsoll line
 one foot below water. She was beached for inspection and tempor-
 ary repairs.

FIRST oil tanker to berth at Bunbury, WA, arrived 24/12/1959. She
 was the BRITISH PEER (8661g, 8/1950), and brought 7000 tons of
 fuel oil for the recently opened depot, constructed at a cost of
 £200,000.

ANL'S RIVER CLARENCE (5133g, 5/1943), which until recently was em-
 ployed on the Christmas Island-West Australian phosphate run, has
 been sold to the Wide Steamshipping Co, Hong Kong. She sailed
 from Port Kembla 6/12/1959 with 6500 tons of pig iron for Japan,
 and after discharging this cargo was due for delivery at Hong
 Kong.

AN old unit of the now defunct Illawarra and South Coast SN Co's
 fleet, the COBARGO (860g, 5/1929), which has been employed on
 the NSW North Coast by Hethking Steamships Pty Ltd, Sydney, has

been sold to H. & S. Credits Pty. Ltd., Sydney. It is reported that this twin screw coal-burner is to be converted to an oil burner for trading out of the Philippines.

* * *
LEAVING Wellington, NZ, on June 22, Huddart Parker's WANGANELLA (9876g, 11/1932) will make a 16 days' Pacific cruise, calling at Suva, Vavau Harbour, Nukualofa and Apia.

* * *
THREE tankers set a record for the Port of Otago, NZ, recently by berthing within 24 hours. First to arrive on 28/11/1959 was the Swedish tanker INGEBORG RINDE (8592g, 1956) from Geelong via Wellington, next the Danish KAREN MAERSK (11,759g, 1952) from Geelong via Lyttelton, and finally the BRITISH PREMIER (8661g, 1951) from Abadan via Wellington. The latter, because of the tide and the danger of navigating the Victoria Channel at dusk, did not come up to Dunedin until the following morning. The KAREN MAERSK attracted most attention because blue-painted hulls are rarely seen at Dunedin; her superstructure is a creamy colour.

* * *
With financial assistance from the Commonwealth Government, Wm. Holyman & Sons Pty. Ltd. are to build a container ship at the State Dockyard, Newcastle. She will compete not only against the PRINCESS OF TASMANIA but also against ANL's roll on, roll off cargo ship BASS TRADER, which is expected to enter the Melbourne-Tasmania service this year.

* * *
HAMBURG'S Trosthaus Home for Old Sailors has just celebrated its 400th anniversary. It was founded in 1559 by the Hamburg Societies of Shipowners and Traders, and is maintained by a charitable fund founded at the same time -- the Fund of the Pieces of Eight. Trosthaus means House of Consolation, and it now has 95 former sailors as inmates.

* * *
USSCO's WAIPORI (4282g, 1938), mentioned in THE LOG, v. 6, p. 134, is still laid up at Port Chalmers, with no further word as to her future. For the record, she berthed at Dunedin 7/8/1959 and was moved to Port Chalmers on 13/8/1958. Apart from two dockings, she has laid there at the wharf ever since.

* * *
FORMER Norwegian m.v. SLEVIK is undergoing extensive alterations at Port Adelaide to comply with accommodation standards on the Australian coast. She will soon be r/n YALATA and then will enter the west coast service of Coast SS Co. Ltd. She will replace the ill-fated YANDRA and latterly the ANL freighter ENFIELD, which has been on time charter for the intervening period. YALATA was built at Bremerhaven in 1955 by Schiff. & Masch. Max Sieghold and is of 363g. Originally named JUDITH MARY under the ownership of J. G. Peckston Ltd., of Stockton, she was purchased in 5/1957 by Skibs A/S Karlender (Egil Paulsen, mgrs) of Fredikstad, Norway, and r/n SLEVIK. She has been trading between Sydney and New Guinea for some months.

REFLOATED at 3.30 p.m. on 11/12/1959, the m.v. CHANGSHA (7412g, 1949) arrived at Yokohama under tow on 20/12 to dry dock. She was driven ashore at Yokkaichi during typhoon Vera on 26/9. A channel was dredged down the beach to deep water to free her, but after she had been taken to Yokkaichi a fire in her engine-room on 17/12 was not put out for 90 minutes and did considerable damage to her electric wiring, delaying her departure for Yokohama until the evening of 18/12.

* * *

LAUNCH of P. & O's. CANBERRA has been postponed from 1/3/1960 to 16/3/1960, due to delays caused by yard labour disputes. The steel structure of this vessel was almost completed at the end of ~~January~~ December and erection of her cabins is expected to begin at the end of this month.

* * *

CAMBAY PRINCE SS Co Ltd, Hong Kong, has sold the KEMBLA BREEZE ex Iron Prince ex Elouera (4148g, 1923) to Jap. shipbreakers.

* * *

ELLERMAN & Bucknall's CITY OF KIMBERLEY (6281g, 4/1925), now owned by Argonaut Shipping & Trading Co, London, is to be r/n FAIRMURST.

* * *

B.P. COCKBURN, first of two new tugs for the Kwinana refinery, WA, arrived toward the end of November on her delivery voyage from her Brisbane, Q., builders, Evans, Deakin & Co Ltd. Her sister ship, the B.P. PARMELIA, will be completed shortly. These tugs are 125' BP and 127'4 $\frac{1}{2}$ " OA, with a moulded breadth of 31' and a moulded depth of 14'6". Each is approximately of 400g, with a designed bollard pull of 20 tons and a designed service speed of 11 knots.

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SEIZED off the Molluccas, the m.v. FLORETA, ex KYBRA, according to an Indonesian Economic Court announcement, is alleged to have been smuggling arms.

* * *

RECENTLY the Brazilian aircraft carrier MINAS GERIAS was damaged by fire at the Verolme shipyards near Rotterdam, Holland. She was formerly the British aircraft carrier VENGEANCE, which was loaned to the RAN while HMAS MELBOURNE was being built.

* * *

USSCo has announced that the MONOWAI (11037g, 2/1925) will be withdrawn from the trans-Tasman service at the end of next May. Ex Razmak, the MONOWAI had a distinguished war record, first as an armed merchant cruiser and then as a troopship. She put 1800 commandos ashore in France on D day -- June 6, 1944 -- and before she had finished had carried 75,000 men to France.

* * *

HMS GLASGOW (8781disp., 1939/43), a Uganda class cruiser, has been sold to Peru by the Admiralty. HMS NEWFOUNDLAND (8800disp. 1939/42), a Ceylon class cruiser, was sold earlier to Peru. She served in the Mediterranean and Pacific fleets during the war.

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 * NEXT ISSUE OF THE LOG *
 *
 * The Blackwallers and Australia, by G. M. Griffiths (WA). *
 * The Bogey of the Murray Mouth, by John Tolley (SA). *
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THE EDITOR thanks the following members for help in compiling this section: Ian Cooper (Tas), R. McKenna (WA), "The Deckhands" (NZ), Glen Joseph (Tas), Jim Freeman (SA), Doug Wright (NZ), Jeremy Stein (NZ), John Craike (Tas), G. Griffiths (WA).

TONY STARKE's invaluable SHIPS OF THE WORLD, parts 1 and 2, is now available again in reprints at 6s. each. Well arranged, this is a tool that every ship enthusiast requires if he is going to annotate his photographs or undertake serious research work.

NZSCO's new cargo motorship being built at Sunderland by Bartram & Sons Ltd. is to be named TURAKINA. She will be the fourth vessel of that name to serve in the company's fleet.

DIRECT service from London and the Continent to Papua and New Guinea being instituted by Nederland N.V. Stoomvaart Maatschappij and Koninklyke Rotterdamsche Lloyd N.V. is scheduled to start with the sailing from London on 12/2/1960 of the NEDER EMS.

HMAS DIAMANTINA returned to Fremantle 19/11/1959 on completion of a 7800-mile, 40-day oceanographic survey of the waters in the Indian Ocean and Sunda Sea.

THE WILLIAM MCARTHUR (2393g, 8/1924) has been sold by R.W. Miller & Co Pty Ltd to Hines Metals Ltd, Adelaide. She sustained hull damage through grounding off Manly Ocean Beach on 14/10/1959 and has been sold "as she lies" ex dry dock.

FORMER Bluff-Stewart Island ferry WAIRUA (346g, 1913) is in an advanced stage of demolition at Port Chalmers. Originally a steamer, she ran an overnight service with the RUAWAI (WAIRUA round another way) between Helensville and Dargaville and was converted to a diesel-driven vessel in 1948.

BASS STRAIT Shipping Co Pty (F.H. Stephens, managing agent), a new company, is to import the 400-ton TANDEK to replace the ill-fated BLYTHE STAR. She will be altered in Australia for this trade.

THE CRUSADER Line flag was broken for the first time on the PORT MONTREAL at Hobart at 10 a.m. on 4/12/1959. She has been fitted with 268,000 cu. ft. of refrigerated space for the North American run of the Crusader Line.

LETTER TO THE EDITOR.

Sir: Thanks very much for printing the article "Random Thoughts on the Book," by N.L. McKellar, and congratulations to Mac for putting it together. This is the first time I've had a good laugh from reading THE LOG. I am now eagerly awaiting the arrival of the BRITISH DIPSO MANIAC.

The reference to FLIGHT LIEUTENANT VASSILIADES RAF brought to mind a French vessel, still in the book I believe, named CAPITAINE PIERRE MERIC, but which was launched as LIEUTENANT PIERRE MERIC. I feel sure the registrar has watched M. Meric's military career with interest, trusting that he would not eventually rise to the rank of Marechal.

Reference was made to the apparent Russian habit of having several vessels of the same name, but such is the reliability of information from behind the Iron Curtain that we cannot be sure this is correct. The Americans, on the other hand, seem to be just as bad, and the information is more reliable. There are several cases of vessels being taken over from private companies by the Maritime Commission and which are still in mothballs somewhere, while they have been replaced in their original owners' fleet by vessels of the same name.

I feel, though, that Grace Lines went a bit too far last year when they had three vessels called SANTA PAULA in their fleet all at the same time. SANTA PAULA (9277g, 1932) was still afloat, as was her sister ship SANTA ROSA, which for some peculiar reason was renamed SANTA PAULA. Grace Lines also had just commissioned their two new 15366g passenger liners SANTA PAULA and SANTA ROSA. The only reason I can see for having three SANTA PAULAS is that they did not want to rename the original SANTA PAULA as SANTA ROSA and have three SANTA ROSAS!

Again, can anyone tell me why there was so much name swapping with the Canadian standard ships of World War II. Why, for example, was the vessel launched as KOOTENAY PARK completed as MOHAWK PARK, while her sister launched as MOHAWK PARK entered service as KOOTENAY PARK? This happened several times and is still causing confusion. Was the intention to fool the enemy or was it the work of a fifth column in Canada? It must have been most disconcerting for any prospective crew members told to standby the FORT SOMERSO at the builders.--Tony Starke.

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B.P. KWINANA Pty Ltd have sold their displaced tugs PARMELIA and COCKBURN, which were built in 1938 and 1939 respectively, to J. Fenwick & Co Pty Ltd, Sydney.

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THE AUSTRALIND (5028g, 1944) has been sold by the Australind Shipping Co Ltd to Panamanian buyers for about £140,000.

CATALOGUING A SHIP-PHOTOGRAPHCOLLECTION by John Craike

A collection of ship³-photographs has more appeal if a quick, easy system of reference is in use, and the following system, which has been found very satisfactory, may help you to devise your own particular system.

Every ship-registering nation is given a code reference. A suitable one is that used by MARINE NEWS, i.e. GE=Germany, FR.=France, etc. Every shipowner represented in the collection is given a number, each nation's owners starting from No. 1. By the combined use of the nationality code and the shipowner's number, followed by an oblique stroke and the album page number, a reference is given to each ship-photograph, and each photo may be found in a matter of seconds. A loose leaf album is used to enable other shipowners or additions to existing ones to be provided for as required, without upsetting page numbering.

The Netherlands album illustrates the system. The album is branded "NE," to indicate it covers Netherlands ships. Owners are Rotterdam Lloyd (1), Royal Interocean (2), Holland-America (3), and so on. Thus, the reference to the STRAAT SINGAPORE is NE 2/6 to indicate Netherlands album, Royal Interocean section, page 6.

Each ship-name is given a card upon which appears the name, year built, gross tonnage, owner's name, ex and later names, and eventual fate, together with the reference (NE 2/6) to the photograph, which may, as already stated, be found within a few seconds. These cards are kept in alphabetical order. The amount of detail entered on the card will vary according to the collector's individual requirements. If desired, a very comprehensive index may be built up by including a card for each previous and later name of a ship, with an appropriate cross reference to the name under which the collector's photograph is filed. For those who subscribe to MARINE NEWS, the index may be kept up to date by referring to the change of name and casualty sections each month.

No nationality reference is required for British ships, it being assumed that a reference without a nationality prefix (e.g. 86/4) relates to a ship registered in Britain.

It is hoped that this explanation may assist someone with their indexing and cataloguing problem. Let's hear from others about their systems. We can all pick up a hint here and there, and improve our own way of doing a thing.

So sit down now and tell THE LOG about your method.

WORLD SHIP SOCIETY -- AUSTRALIAN & NEW ZEALAND SECTIONS

PHOTO LIST NO. 18
(Available mid-January 1960.)

Order from: Mr. Roger Radloff, 25 Fowlers Road, Glenunga, South Australia, for AUSTRALIAN AND OVERSEAS ORDERS.
Mr. Alwyn McMillan, 1, Highgate, Roslyn, Dunedin, New Zealand, for NEW ZEALAND ORDERS.

Single Weight Cards: 1s. Australian, 10d. sterling.

1801 BITHNINA	1893	3629	Anglo Saxon
1802 CARIGNANO	1918	5339	Lloyd Sabauda
1803 DEVANHA	1906	8097	P & O
1804 GULF OF ANCUD	1890	2716	Greenock SS
1805 KENTUCKY	1912	7169	Ellerman
1806 NEREHANA	1907	6533	Tyser
1807 ThonGWAH	1903	6898	British India
1808 COMMONWEALTH*	1902	6611	Lund Blue Anchor
1809 HECTOR*	1895	4660	. Holt
1810 MATATUA*	1914	8010	Shaw, Savill.

*=Reprints from earlier offers.

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

1811 AUCKLAND STAR	1958	11799	Salient (Blue Star)	F
1812 BARON BELHAVEN	1925	6605	Hogarth	F
1813 CORAMBA	1948	3551	Australian United	F
1814 EASTERN GLORY	1949	6500	Indo China	F
1815 INCHDOUGLAS	1943	7275	Douglas SS (Williamson)	F
1816 PACIFIC STAR (T)	1954	11218	Booth	F
1817 SOUTH ESK	1959	1608	Australian National	F
1818 SYDNEY	1944	14708	Achille Lauro	F
1819 TORRENS	1939	6713	Wilhelmsen	F
1820 WIMBLEDON	1958	9223	Watts Watts	F
1821 YAMAMURA MARU	1944	6899	Yamashita Kisen	F
1822 WOONDA (tug)	1915	309	Ritch & Smith	F
1823 ALMEDA STAR	1926	12848	Blue Star	S
1824 DEMOSTHENES	1911	11223	Aberdeen	S
1825 GLENOGLE	1920	9513	Glen	S
1826 JOHANNESBURG (R)	1895	4435	Ellerman Bucknall	S
1827 LAUTARO (R)	1915	6240	Pacific Steam	S
1828 METEOR	1904	3717	Det Bergenske	S
1829 MOOLTAN	1923	20952	P & O	E
1830 CELTIC	1901	20904	White Star	E
1831 BALTIC	1904	23876	White Star	E
1832 AQUITANIA	1914	45647	Cunard	E
1833 AKI MARU	1954	7733	Nippon Yusen	H
1834 AMERICAN PLANTER	1943	8250	United States	H
1835 ATLANTIC GOVERNOR	1956	10092	Ocean Cargo Line	H

1836	BUFFALO	1952	6963	Fred Olsen	H
1837	CAPE HAWKE	1941	6884	Lyle	H
1838	CELTIC QUEEN	1937	849	Queenship Nav.	H
1839	CITY OF CHESTER	1944	8520	Ellerman	H
1840	CHILKA	1950	7087	British India	H
1841	CLAN ROBERTSON	1954	7878	Clan	H
1842	DR. KENSBERG CASTLE	1945	9905	Union Castle	H
1844	ELIZABETH HOLT	1953	5579	Guinea Gulf	H
1845	OCEAN LAYER	1948	2774	Submarine Cables	H
1846	PATAGONIA STAR	1939	8293	Lampport & Holt	H
1847	PLANTER	1937	6007	T & J Harrison	H
1848	SOMERVILLE	1956	8700	A. F. Klaveness	H
1849	SUNROSE	1943	5215	Holter Sorensen	H
1850	THISTLEDALE	1942	7227	Allan Black	H

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When ordering, please quote both name and reference no.

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ROYAL Mail Line: ANDES, DRINA, EDEN, HIGHLAND BRIGADE, LOCH GOWAN, LOCH LOYAL, TUSCANY.

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Rotterdam Lloyd: AMPENAN, BLITAR, DRENTE, GAROET, KERTOSONO, LANGKOES, MATRAM, MODJOKERTO, OVERIJSEL, SAMARINDA, SIBAJAK, TOMINI, TOSARI, WELTEVEEDEN, WILLEM RUYSS, ZEELAND.

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