

THE LOG

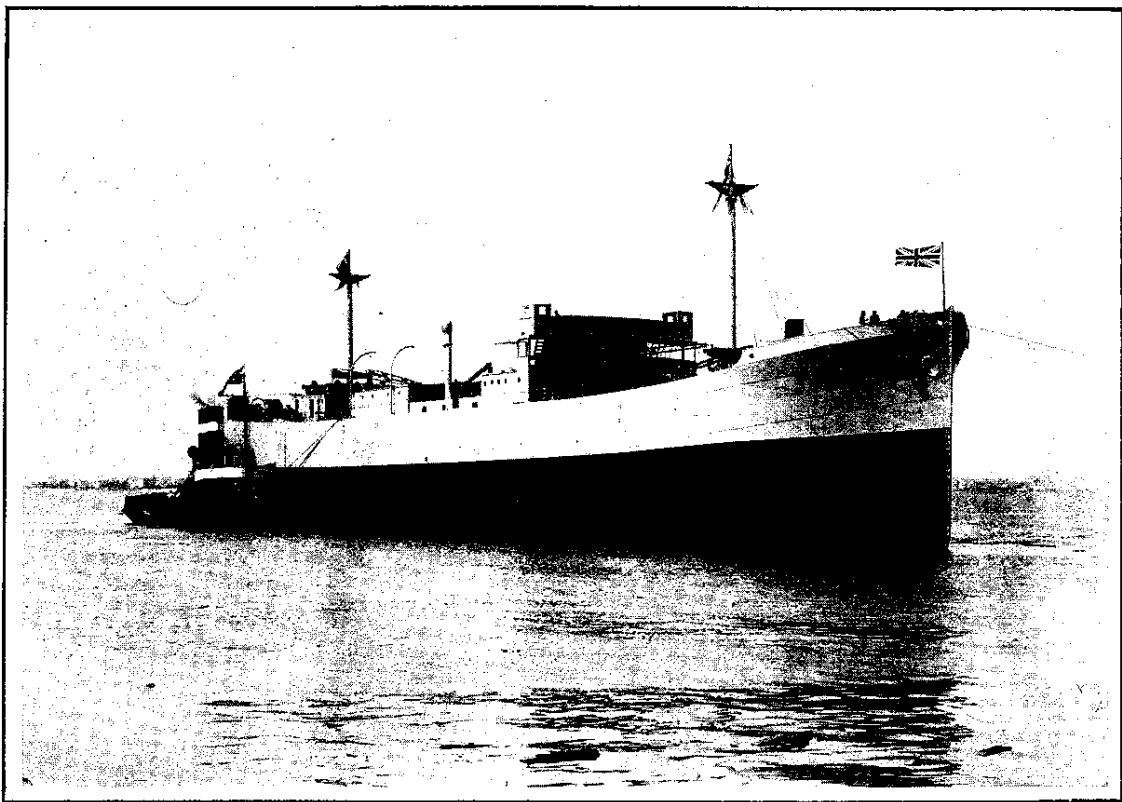


QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.

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New Series

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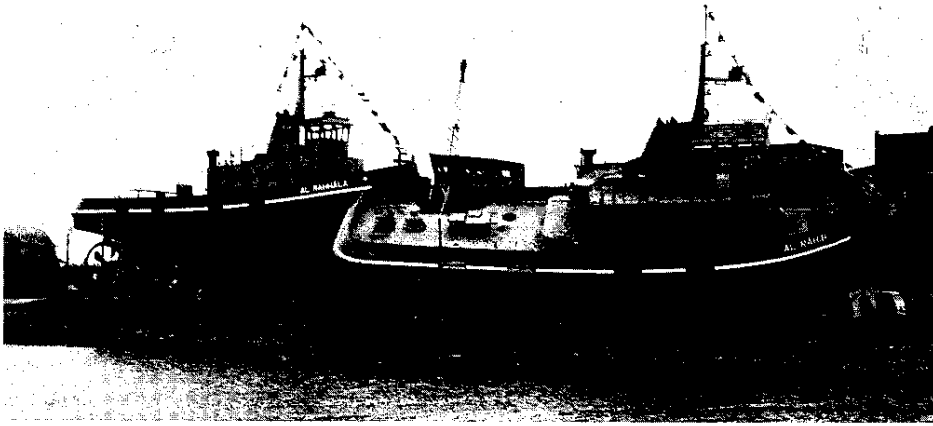
(Green collection, Latrobe Library)

Photographed just after launching 3/23. James Paterson in attendance.

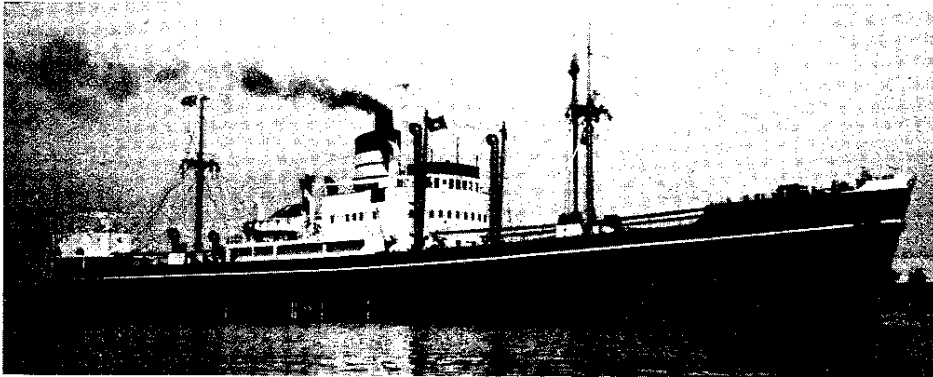
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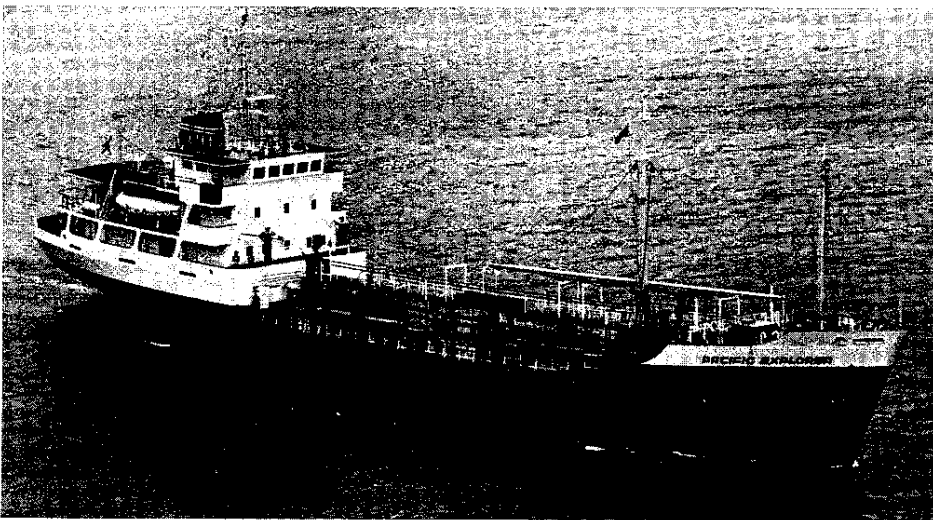
The Inchcape Group



AL RAHHALA and AL RAHIB at Carrington's yard, Newcastle prior to launching for the group in 1974 (Volum)



CRONULLA (2230 '48) The A.U.S.N. is listed as a subsidiary. (Volum)



PACIFIC EXPLORER, a unit of Dilmun Navigation Company. (Freeman)

"The Log" is printed and published every third month for the Nautical Association of Australia Inc., by T.S. Stevens of Mawby Road, East Bentleigh, Victoria.

T H E L O G

quarterly journal of the

NAUTICAL ASSOCIATION OF AUSTRALIA INC.

Volume 10, Number 1, Issue 47 - New Series

1977

February 26, 1977.

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President's report for 1976.

The last year has seen many changes on the maritime front. The decline in the number of passenger ships visiting Australia continues. There has been a further reduction in the number of P & O ships in Australian waters. Arcadia now spends a big part of the year cruising out of Sydney and is supplemented by Oriana and Canberra. The reduction in the number of P & O ships visiting Australia has, to some extent, been counter-balanced by an increase in the number of Russian ships. In addition to the ex-Cunarders, two smaller ships have appeared on the scene. There has also been a marked increase in the number of Russian freighters visiting Australian ports.

There has been a further reduction in the numbers of conventional ships in favour of container and roll-on/roll-off ships, both in the overseas and in the trans-Tasman trade. Stentor, Rhexenor and Mahsuri are all being withdrawn from the Singapore trade whilst the conventional ships Ngatoro and Poolta, and the smaller roll-on/roll-off Hawea and Wanaka, have been sold out of the Union Fleet, being replaced by Union Melbourne, Union Hobart and Union Rotorua, the last named a fine looking gas-turbine electric ship of 14,420 tonnes deadweight built in Whyalla. These three are to be supplemented this year by Union Lyttelton (a sister to Union Hobart) and Union Rotoiti (a sister to Union Rotorua). When these are in service the change-over in the trans-Tasman trade to roll-on/roll-off will be completed.

The conventional ships Mundoora, Rickie Miller and Harwood were also sold during the year and left Australian waters.

Books on Australian maritime history published during the year included "Port Phillip Panorama" by Captain John Noble; "River Boat Sketch Book", drawings by Chris Hall and text by the late Ian Mudie, an authority on the river trade; "Build a Fleet, Lose a Fleet" by Captain R.J.F.McDonell, a valuable contribution to the history of the Australian Commonwealth Line established in 1916 by the late W.M.Hughes; the second edition of "Union Fleet" by Ian Farquhar, even more informative than the first edition; "Veteran Ships of Australia and New Zealand" by Graeme Andrews; "Ketch Hand" by Ron Thiele;

"Song of Steam" by Dave O'May, containing much valuable information about steamships trading to and around Tasmania in the period 1832 to 1939; and "Scrap Iron Destroyers" by L.J.Lind and A.Payne.

As the report in the last issue of "The Log" stated, the annual subscription will not be increased until at least mid-year.

Again, referring to the November issue, there are changes in the Association. As from January 1, the editorship will be in Bill Volum's capable hands. Personally, I am sorry to see Tom Stevens step down. I think we have all tended to think of him as the permanent Editor. This too, is my last report as President.

In previous reports, I have made pleas for more contributions to "The Log" to come forward. We have seen some new names but, of course, a constant flow of material is required. So let others who have so far been reluctant, come forward.

The popularity of the Dufty photo offer continues, and Bob Tompkins reports that steady progress is being made with the preservation and cataloguing of the Duffield collection of flags and funnels.

Sydney, January 1977.

G.A.Hardwick.

Nautical Association of Australia Inc.

Balance Sheet as at December 31, 1976.

<u>Liabilities</u>		<u>Assets</u>	
Subs.unexpired	296.72	Cash at bank	3178.75
Income in advance	7.50	Sundry debtors	227.60
		Stocks on hand	241.01
<u>Accumulated Funds</u>			
Balance 1/1/76	2045.16		
surplus 1976	395.89		
	<u>2441.05</u>		
<u>Underwriting Fund</u>			
Balance 1/1/76	792.95		
surplus 1976	109.14		
	<u>902.09</u>		
	<u>\$3647.36</u>		<u>\$3647.36</u>

The original accounts are signed by the Hon.Treasurer and by the Hon.Auditor.

Publications: "Far Eastern Fleets" is sold out. "Union Fleet" and "Build a Fleet, Lose a Fleet" are still available. Refer to last issue.

Sydney ferries to Hobart.

from R.K.Willson.

On the evening of 5/1/1975 Lake Illawarra, a steam driven bulk carrier of the Australian Shipping Commission, was approaching Risdon with a cargo of zinc concentrates. She collided with the Tasman Bridge, a structure completed in 1964, and quickly sank. Seven of the crew were killed and at least five people travelling across the bridge by car were drowned. Two piers of the bridge were demolished. Communication with the suburbs north of the Derwent was seriously disrupted, and the Tasmanian Government sought assistance from the NSW Government.

Lady Wakehurst

The first NSW Government vessel to be sent to Hobart was the new Lady Wakehurst which, with her sister, Lady Northcott, are the largest passenger ferries built in a local yard for Sydney harbour service since Koompartoo and Kuttabul of 1922. They are of similar dimensions to the Kirrulle (1910) and Kirawa (1912) types built principally for the Mosman service.

Lady Wakehurst was built by Carrington Slipways Pty.Ltd. at Tomago near Newcastle as yard No.89. She was launched on 6/7/1974 and was handed over to the Sydney Harbour Transport Board on 3/10/1974, reaching Sydney on the same day. Following trials she entered service on 14/10/1974. Under the provisions of the Public Transport Commission and Sydney Harbour Transport Board (Amendment) Act, 1974 the ownership of the fleet passed to the PTC on 1/12/1974.

The ferry's vice-regal namesake was Baroness Wakehurst, whose husband held office as Governor of NSW from 1937 to 1945. Gross and net tonnages are 366 and 180, and main dimensions (in metres) are as follows:- length overall 43.79, length B.P. 38.92, breadth extreme 10.98, breadth moulded 10.34, draught maximum 2.21, depth moulded 3.28. She is powered by two 4-stroke single acting oil engines, each with six cylinders measuring 222mm (bore) x 292mm (stroke) which develop 604 kw (810 BHP). The engines were manufactured by Mirrlees Blackstone Ltd., Stamford. Passenger capacity in Hobart is 811 persons.

The PTC chartered Lady Wakehurst to its Tasmanian counterpart and the tow to Hobart commenced 18/1/1975. Arriving at Hobart on 22/1/1975, she entered service between Hobart (Elizabeth Street) and Bellerive (Kangaroo Point) on 3/2/1975. The original terms of the deed of charter dated 11/4/1975 were for a three month charter from 18/1 for a lump sum payment of \$1. The charter was extended for a period of three years from 19/4/1975 at \$3000 per week subject to six-monthly reviews based on variations in the Sydney consumer price

index. Operation was initially on Mondays to Saturdays, and Sunday running commenced as from 25/5/1975.

When the Tasmanian Government requested further assistance, two more ferries, Lady Ferguson and Kosciusko, were made available.

Kosciusko

This ferry was identified as No. 41 on the books of her original owners, Sydney Ferries Ltd. She was completed in the latter part of 1911 by Mr. David Drake of Balmain. Official number is 131491, and gross and net tonnages are 165 and 112. Dimensions are 116.5' x 28.5' x 9.7'. Original engines were triple expansion containing three cylinders with bores of 12", 20" and 32½" with a stroke of 18", and nominal horsepower was 54.

Of wooden construction, she was double ended with a wheel-house and screw fore and aft. Under the Navigation Act, 1901 (NSW) she was permitted to carry 792 persons. Her crew comprised five men, understood to include a master, engineer, fireman and two deckhands. Of the various "K" names used by Sydney Ferries Ltd., Kosciusko was the only one not of aboriginal origin. She resembled Kanimbla of 1910, and was intended chiefly for the Neutral Bay service.

At the time of purchase by the NSW Government of Sydney Ferry Ltd. assets, Kosciusko was undergoing a major overhaul at the company's Balmain workshops following reconditioning of the hull and boilers. On 27/4/1955, she collided with a 300' Navy tug in thick mist off Kurraba Point. None of the twelve passengers on board was injured, but the ferry was badly damaged and holed below the waterline. A line from the lighter being towed prevented Kosciusko from sinking, and the cost of repairs was estimated to be some £5000. A subsequent Court of Marine Enquiry exonerated her master from blame.

The ferry was laid aside pending repairs, and a decision was later taken to convert her to diesel propulsion. This was carried out at the Balmain works, being completed on 22/5/59, and she re-entered service three days later. The cost was £56,612, and it is believed that automatic steering equipment was installed at this time. The new engine was manufactured by Crossley Bros. Ltd., at Openshaw near Manchester. It was of the HRN 6/30 type developing 440 BHP while three IL2 Gardner diesel auxiliary engines were also provided. The conversion resulted in an increase in the passenger capacity to 805 because the floor of the lower deck was continued over the space formerly needed to ventilate the main engines. Gross and net tonnage figures remained unaltered.

The announcement made 17/7/1972 by the NSW Minister of Transport (Hon. M. A. Morris, M.L.A.) of the State Government's decision

to order two new ferries from Carrington Slipways indicated that the vessels to be replaced were Kameruka and Kosciusko. The official date of sale of Kosciusko appears to be 9/4/75. The voyage to Hobart, in tow of Sydney Cove, commenced on 14/4/1975. Calls were made at Port Kembla and Eden for repairs, and Hobart was reached on 4/5/1975. Following trials on 23/5/1975, Kosciusko entered the Bellerive service on 26/5/1975. Her passenger capacity under Tasmanian conditions was reduced to 730.

Lady Ferguson

The last of five generally similar vessels built for the Balmain New Ferry Co.Ltd. between 1910 and 1915, Lady Ferguson took her name from the wife of the sixth Governor General (1914-1920), Rt.Hon.Sir Ronald Craufurd Munro Ferguson.

The hull was built by Mr.David Drake to the design of Mr. Walter Reeks, a noted naval architect of the time. The engines were installed by Messrs.Begg & Greig, while the upperworks came from Mort's Dock & Engineering Co.Ltd. Official number was 136409, and gross and net tonnages 95 and 65. Registered dimensions were 110.0' x 24.3' x 10.0'. She is thought to have entered service early in 1915. The engines had a nominal horsepower rating of 54. Passenger capacity was 470.

The Balmain New Ferry Co.Ltd. was taken over by Sydney Ferries Ltd. on 31/10/1917. The transaction embraced sixteen passenger ferries, and the price paid for Lady Ferguson was £7461. Lady Ferguson became the fourth of these useful vessels to be given a 228 BHP Gardner 658 model diesel engine. The date of conversion was 28/9/1937 and the outlay £4412. Associated alterations included the provision of upholstered seating in the upper saloon. The new passenger capacity was 560 persons, and the vessel was now manned by a crew of three- master, engineer and deckhand.

In 1956 the original diesel engine was replaced by a Crossley HRN 6/30 BHP engine. Together with associated rebuilding(*300BHP work, the total cost amounted to £32,547 and the vessel re-entered service on 10/5/1956. It had been intended to replace both Lady Chelmsford and Lady Ferguson with the new ferries Lady McKell and Lady Woodward, both of which were commissioned on 19/10/1970. In the event, Lady Ferguson was retained, but she ultimately became surplus to traffic requirements upon the delivery of Lady Wakehurst.

Lady Ferguson was apparently disposed of by the Public Transport Commission on 11/4/1975, and was towed to Hobart by the tug Tarpan between 24/4/1975 and 4/5/1975. After reaching Hobart the hull was found to be defective, and the vessel was laid up without entering service, at the Transport Commission's wharf at Prince of Wales Bay, Glenorchy.

The issue of her condition was raised in the House of Representatives on 20/5/1975 when the Minister for Transport (Hon. C.K.Jones,MP) stated that departmental surveyors had declined

(continued on page 24)

A survey of-

Inchcape & Co.Ltd.

from W.G.Volum.

The name of the Inchcape group arises in connection with a wide variety of shipping and merchant ventures, in various parts of the world. This article presents a general description of the group and its interests, with particular reference to its shipping interests.

*

Formation and background.

Inchcape & Co.Ltd. was formed in 1958, as a private company, under the direction of the third Earl of Inchcape, to acquire various long established Inchcape family interests. In the same year the company became a public company and was quoted on the London Stock Exchange. These interests had for the most part been accumulated by the first Earl of Inchcape who, as James Lyle Mackay, had gone to India as an assistant to Mackinnon, Mackenzie & Co., the founders and managers of the British India SN Co.. Subsequently he was the principal architect of the merger between the B.I. and P. & O. companies, and he became chairman of the P. & O. group.

Many of the constituents of the new Inchcape group had long standing trading or agency links with P. & O group companies. One notable omission from the merger, however, was the Mackinnon, Mackenzie group of companies. These had been acquired by the first Earl from the Mackinnon family, and Mackinnon, Mackenzie & Co. continued as managing agents of the BI. In 1956, on the decision to transfer management control of the BI to London, the group was sold to P & O.

The third Earl is grandson of the first Earl, and is still chairman of the group. He is also the present chairman of the P & O group. The relative financial standing of the two groups may be expressed as follows: For year ended 31/3/1974 the Inchcape group earned a net profit after tax of Stg. £17.368 million. Shareholders' funds at balance date were £78.516mil. and total assets employed had a book value of £334.7 million. The corresponding figures for the P & O group for year ended 30/9/1973 were £28.560 million, £350.281 million and £639.938 million.

Principal constituents.

Since establishment in 1958, the group has greatly expanded its interests by development of new and existing interests and by mergers and takeovers. A business directory for 1973 lists 296 subsidiary and associated companies, and the group operates in all continents except South America. The range of interests is broad, and may be briefly summarised as follows: general merchants, agents, managers and secretaries; motor vehicle distribution and assembly; shipping, marine servicing and lighterage; timber and construction; engineering;

investment trusts; tea production. The most important single development has been the merger with The Borneo Co.Ltd. in 1966. Shipping and Australian interests will be dealt with separately later. Some of the more important or historically interesting other interests are listed below:

Binny Ltd. An original constituent of the group, this company is of particular interest as being the oldest firm in the group. Well known in southern India, the firm was established in 1799 and has occupied its present headquarters building in Madras since 1804. Binnys were appointed BI agents soon after the shipping company's foundation. They still operate as shipping and insurance agents, as well as merchants, engineers, textile and garment manufacturers.

Macneill and Barry Ltd. Another original member of the group, this company is the successor to old established Calcutta merchant and agency houses. Their present interests centre largely on tea, jute and engineering. They have recently merged with another firm to become Macneill & Magor Ltd.

Macneill & Barry managed two Calcutta based companies which owned and operated river steamers on the waterways of north eastern India. These were: India General Navigation & Railway Co.Ltd., and Rivers SN Co.Ltd. The Indian business of the river steamer companies was nationalised in 1965.

Gibb Livingston & Co.Ltd. Also an original member of the group. Gibb Livingston is the second oldest firm in Hong Kong (after Jardine Matheson) and was founded by former officials of the Honourable East India Company, in Canton in 1836. The firm operates as general merchants and insurance agents.

The Borneo Co.Ltd. Merged with the Inchcape group in 1966. This company operates throughout South East Asia as general merchants, shipping travel insurance and Lloyds agents, among other activities. It began as a venture of the Glasgow-based merchants Macewen & Co., and was incorporated as The Borneo Co.Ltd. in 1856. The company from its earliest days operated in Siam and enjoyed close and cordial relations with the King of Siam.

Among its imports to Siam was the celebrated governess Anna Leonowens, engaged by the wife of the Borneo Coys.' Bangkok manager in 1862 to teach the royal children. The letter requesting a "school mistress" also included an order for a "small two-inch cannon" and a repeat order for "those excellent cough lozenges", so in spite of romantic musicals Anna's arrival was a rather matter of fact transaction. A major interest in pre-war days was the extraction of teak from Siam.

Gilman & Co.Ltd. Acquired by Inchcape in 1968, Gilmans operate in Hong Kong as merchants, shipping insurance and Lloyds agents. This is another old firm, having been established in Hong Kong by R.J.Gilman in 1842. Gilman had previously been employed by Dent & Co. at Canton as a tea taster, so tea naturally formed a large part of the firm's early activities.

Dodwell & Co.Ltd. Yet another Hong Kong based firm, Dodwells were acquired by Inchcape in 1972. Apart from being well known as shipping agents, they are also insurance agents and general merchants. Founded in 1858 as Adamson, Bell & Co., they became Dodwell, Carlill & Co. in 1891 and Dodwell & Co. in 1899. The company controlled Border Line Transportation Co.(USA) and Border Line Nav.Co.Ltd. (Canada), which operated ships on the United States and Canadian west coasts from 1913 to 1943.

Shipping interests.

Dilmun Nav.Co.Ltd., London.(100% Inchcape)

Owners and operators of small coastal dry cargo vessels and tankers, principally in the Persian Gulf and the south Pacific. Lloyds Register 1975/76 lists 18 vessels as owned by Dilmun, ranging in size from 302 to 970 tons gross. The funnel colours are reminiscent of the BI, being black with two narrow white bands, with a red D over the bands. House flag is a pennant divided vertically- white to mast and red to fly, with a red D on the white. Late in 1973 Pacific Explorer was delivered for service in the south Pacific.

Bulk Transportation (P.N.G.)Pty.Ltd. was formed recently as a wholly owned subsidiary to operate bulk oil carriers in the PNG area. Their first vessel, Papuan Enterprise (650 dwt), entered service in April 1975 under contract to Caltex.

Gray, Mackenzie & Co.Ltd., London.(100% Inchcape)

The forerunners of this company date back to the 1860's, when partnerships were formed to operate as merchants and ships agents in the ports of the Persian Gulf. The agency of the BI was the backbone of the business, and prominent in these partnerships were Archibald Gray and Sir Edwyn Dawes. (Gray, Dawes & Co.Ltd. is now the Inchcape merchant banking subsidiary).

Gray, Mackenzie or their antecedents were also concerned with river steamers: In Iran the Karoon Navigation Co. operated sternwheelers from Mohammarah to Ahwaz and Disful, while in Mesopotamia the Euphrates and Tigris SN Co. operated from Basrah to Baghdad. The E & T steamers bore the same funnel colours as the BI ships.

Today the company conducts a wide range of business activities in the Gulf, including tug and lighter operators and owners, port service operators, merchants, shipping and tanker agents, insurance, and Lloyds agents. Lloyds Register 1975/76 lists 36 vessels owned, ranging from 51 to 453 tons gross, including two former San Pedro supply vessels. In 1974 Carringtons of Newcastle, NSW, delivered the tugs Al Rahib and Al Rahlala for service at Dubai.

Borneo Straits Offshore (Private)Ltd.(50% Inchcape, 50% Straits Steamship). Owners and operators of offshore supply vessels. Lloyds 1973/74 list Borneo Gold(629/1970), Gulf Gold(620/1971), Java Gold(696/1969) and Straits Gold(629/1971). The Company operates from Singapore. Java Gold has subsequently been

transferred to Oil (Asia) Private Ltd.

Ocean Inchcape Ltd. (40% Inchcape, 60% Ocean-i.e., Blue Funnel) Owners and operators of offshore supply vessels and miscellaneous offshore oilfield service vessels. Lloyds Register 1975/76 lists 11 vessels ranging from 59 to 929 tons gross, with names commencing Oil - . The largest is Oil Hunter (929/1963).

Ocean Inchcape (Bermuda) Ltd.

As for previous company. Lloyds Register 1975/76 list three vessels with Oil names ranging from 82 to 853 tons gross.

Oil (Asia) Private Ltd. (50% Inchcape Berhad, Malaysia, 50% Ocean) Formed recently to operate supply bases in Brunei and Sabah. Operates four supply vessels (including Java Gold) and a coring vessel. Has signed a contract with Brunei Shell which involves the operation of 26 vessels of varying types.

Incan Ships Ltd. (57% Inchcape, 43% Canadian Pacific)

Formed in 1973 to build and operate two rail car transporters, one each on Lake Superior and the St. Lawrence Seaway. The company also contracted to operate three chartered ships between New Brunswick and Newfoundland.

Lloyds Register 1975/76 lists two motor ships, both built by Burrard, Vancouver; Incan Superior (3838/1974) and Incan St. Laurent (7892/1975). Incan Superior Ltd. has been formed as a management company.

Marine Pacific Ltd., Fiji. (100% Inchcape)

Tug and barge operators and owners. The company owns the tugs Rigorous (80/1959) and Wallacia (103/1967).

Australian interests.

The Inchcape Australian interests cover import and export, travel and shipping agency, marine services, timber and construction, engineering, and services and supplies to the mining and exploration industries.

The marine and shipping interests are handled through Macdonald Hamilton & Co. Pty. Ltd., whose main concern had been the representation throughout Australia of the P & O, BI and E & A vessels until the P & O/Orient merger in 1960, when in the ensuing reorganisation P & O assumed that responsibility. Macdonald, Hamilton were also the managing agents of the Australasian United Steam Nav. Co. Ltd. This company has not owned ships since 1961, but it is still listed as a subsidiary of Inchcape & Co. Ltd. However, A.U.S.N. (Australia) Pty. Ltd. operates in Brisbane as marine and general engineers, and is a subsidiary of Macdonald, Hamilton.

Macdonald, Hamilton & Co. Pty. Ltd. replaced the partnership of the same name in Sept., 1959, the latter being another firm in which the first Earl of Inchcape had an interest. In May 1960 the company passed to the P & O group, and two months later the P & O, BI and E & A agencies were removed from it. On 31/12/60

Macdonald, Hamilton & Co. Pty. Ltd. was acquired by Inchcape, and assumed all the Australian interests of the AUSN Co. Ltd. The Queensland Tug Co. Pty. Ltd. was a subsidiary until 1972 when it was sold following the entry of Howard Smith Ltd. into the Brisbane towing business in 1971. The QT Co. is now owned by The Adelaide SS Co. Ltd. and Howard Smith Ltd. The former Brisbane tug owning company, William & Co. Pty. Ltd. is still listed as a subsidiary, and a minority shareholding is held in United Salvage Pty. Ltd.

Other Inchcape marine interests in Australia have been held in the following associated companies:

Australian Towage Services Pty. Ltd. (50% Inchcape, 50% Stannard) Incorporated in NSW in 1966 as Gladstone Tug Co. Pty. Ltd., the name was changed to Australian Towage Services Pty. Ltd. in 1968. The company commenced trading on 1/1/1967 at Gladstone, by 1969 had extended operations to Mackay, Townsville and Cairns, and by 1972 to Brisbane.

Annual accounts for year ended 30/6/1970 report Wallacia and Hartly sold during the year. Accounts for year ended 30/6/1972 report all vessels as sold during the year, namely - Yarwun, Gladstone, Kuranda, Milton, Mosman, Palm Beach, Calliope, Boral No. 3 and a mineral sand barge. In June 1972 the company sold all its tugs, launches, lighters, etc., to Moreton Tug & Lighter Co. Pty. Ltd. for \$932,000. Accumulated losses at 30/6/1972 stood at \$232,743, and the company has had no further activity in the marine field.

The tug Rodd's Bay, although not mentioned above, is recorded as having been owned by the company.

Moreton Tug & Lighter Co. Pty. Ltd.

This company was largely interested in the transport of sand and gravel on the Brisbane River, but in recent years it has expanded its activities substantially and is now also concerned with towage at a number of Queensland outports. In 1972 Inchcape is recorded as having an interest in the company. However, in September, 1970 Marine Plant Holdings Pty. Ltd. had acquired two thirds of the capital of Moreton, and by 30/6/1974 had acquired all of the capital in Moreton. Marine Plant Holdings Pty. Ltd. is owned 50% by The Adelaide SS Co. Ltd., and 50% by the Stannard interests.

In 1972 Moreton owned the small tugs Alex (36/1943) and Fortis (30/1945) at Brisbane, and the new Yarwun (177/1969) at Mackay. During 1972/73 the company acquired Gladstone, Kuranda, Rodd's Bay, Milton, Mosman, and Palm Beach. Subsequently, apart from smaller units, it has taken delivery of the 205 GRT tugs Nelia in 1974 and Lucinda in 1975. The company now operates at Brisbane in the sand and gravel trade, and in commercial towage at Gladstone, Mackay, Townsville and Cairns.

San Pedro (Offshore) Pty. Ltd. (50% Inchcape, 50% Stannard) Incorporated in NSW in 1967 for the purpose of owning and operating offshore supply vessels, mainly under charter to oil exploration and production companies. The company acquired the

following vessels:-

- San Pedro Bay 101/1964 Built by Stannard Bros., Sydney, as a fishing vessel. Bought by San Pedro. Sold about 1971/73 to Marine Charters (Nor-West) Pty. Ltd.
- San Pedro Strait 331/1968 Built by Stannard Bros., Sydney. Sold 1974 to Gray, Mackenzie & Co. Ltd., renamed Grayfoil.
- San Pedro Cape 326/1969 Built by Carrington, Newcastle. Sold 1973 to Gray, Mackenzie & Co. Ltd., renamed Grayguard.
- San Pedro Sound 326/1969 Built by Carrington, Newcastle. (still in fleet)
- San Pedro Gulf 696/1969 Built by A.B. Rea Shipbuilding P/L., NSW. Sold 1971 to Borneo Straits Offshore (Private) Ltd., renamed Java Gold. Since transferred to Oil (Asia) Pte. Ltd.

Inchoape sold its interest to Stannard in 1975, so that San Pedro and its one remaining vessel are now wholly owned by Stannard interests.

Acknowledgement is made to Mr. N.L. McKellar.

PHOTO OFFER No. 47. Closing date 31/3/1977.

Price per card 24 cents (NZ currency) plus 25 cents (NZ) per order for postage and packing. Orders with remittance to I.G.B. Lovie, 166 Kennedy Road, Napier, New Zealand. Every endeavour will be made to post orders as they are received, but please do not make enquiries about your order until at least one month after the closing date.

All photos in this offer are from the Wellington H.B. Maritime Museum.

Wellington Floating Dock shots (concluded) (Date of photo in brackets)

Port Campbell 22(2.7.41) Port Hunter 22(12.4.41) Port Montreal 37(28.2.42) Port Wyndham 35(1.9.41) Rimutaka 23(2.12.40) Sagona 29 (NO)(22.3.41) Seirstad (Tkr)(16.6.41) Somersetshire 21 (hospital ship colours)(2.5.41) Suffolk 39(20.5.41) Sussex 37(24.8.41) Tuscan Star 30(8.10.40) Waimarama 38 (12.4.42) (sunk 13.8.42) Waipawa 34(17.5.41) Waiwera 34(26.2.41) Waroonga (8.5.41) Zeilin (US Navy)(14.9.42).

Union SS Co. of NZ. (A = alongside. S = stern † view)

Awatea 36	Kaimai 24	Kamo 43(AS)	Kaponga 25
Karetu 24(A)	Maheno 05	Makura 08(S)	Maori 07
Marama 07	Matua 36(white hull)	Maunganui 11	Moeraki 02
Monowai 25(S)	Rangatira 31	Tahiti 04	Tamahine 25
Terawhiti 07(tug)	Wahine 13	Wahine 13 (view with bow damage after being pulled off Pipitea Wharf, Wellington)	
Waipahi 25(white hull)	Wingatui 14(A)		

Note- photos from the last offer (No.46) remain available until the closing date of this offer.

Burns Philp veteran-

S.S.Morinda.

from B.A.Wilkinson.

In the years before World War 1 Burns Philp & Co.Ltd. expanded their fleet by both newbuildings and second hand purchases. Morinda was the fourth vessel specially built for the company's Island services, the name being derived from a flower growing in the Pacific islands.

Built in 1913 by the Greenock and Grangemouth Dockyard, Scotland, Morinda was a well deck vessel of 1971 tons gross, 260' long by 38' beam, with accomodation for 40 first class and 14 second class passengers. Some of the first class cabins were located on the upper deck and the remainder on the main deck aft of the saloon. A music room and a smoke room were well appointed and popular features of the ship. The master and deck officers were located on the boat deck, and accomodation for the engineers was on the port side amidships.

Powered by a 1300 IHP triple expansion engine having cylinders 20" x 33½" x 55" by 36" stroke, taking steam from two coal fired boilers at 180 psi, a speed of over 10 knots was maintained on the delivery voyage. The bunkers held 676 tons of coal. An ammonia refrigerating machine was installed for ship's stores and a small amount of cargo.

Morinda arrived in Sydney via Cape Town and Durban at the end of October, 1913 under the command of Captain Donaldson, and berthed at Mort's Dock, Balmain, for minor work in preparation for her first voyage to the islands. Leaving Sydney on 5/11/1913 for Papua via Brisbane and Cairns, under Captain Hillman, she called at Port Moresby, Samarai and Woodlark Island. On approaching the Queensland coast southbound, the vessel struck an uncharted rock on 28/11/1913, in Lark Passage about 60 miles north of Cooktown. It was thought that little damage was done, but on examination in Mort's Dock after arrival in Sydney on 6/12/1913, it was found that repairs required several weeks.

The ship continued to serve Port Moresby, Samarai, and Woodlark and Yule Islands throughout the first world war with hull and funnel painted in the usual wartime grey. On arrival in Sydney in August 1917 a fire broke out in the forward hold containing copper ore which had been loaded at Port Moresby from a mine nearby. The ore had not been "weathered" for sufficient time to eliminate the fire hazard. Morinda was lying at No.10 wharf, Walsh Bay, and the fire became so intense that to save the ship the holds were flooded, and the vessel settled on the bottom with water over the upper deck. After pumping out and refloating, and a thorough overhaul, she continued in the Papuan service.

In March 1918 Morinda assisted in towing the disabled Japanese freighter Ugina Maru to safety, when that vessel broke down off the Queensland coast.

The accomodation was altered considerably during November and December, 1923, when new quarters for the deck officers were built behind the bridge, and a deck house on the poop at boat deck level provided additional passenger accomodation. The additions increased the gross tonnage to 2025, and the first class passenger capacity to 58.

While on passage between Port Moresby and Samarai in October 1928, Morinda grounded on a reef at Dedele Point, and remained fast for two days before being towed off by Montoro and Marsina. Little damage was done and the voyage was resumed. By coincidence, during the next voyage in November with another master in command, Morinda again stranded at Dedele Point. This time the ship was aground for seventeen days and Montoro again assisted in refloating. Bottom damage was extensive, and repairs in dry dock took several months to complete. It was not until the end of May 1929 that Morinda was again ready for sea.

In 1931 Morinda was transferred to the Lord Howe Island, Norfolk Island and New Hebrides service, and Makambo, which had been serving these islands for some years, was withdrawn and laid up. About ten ports were served in the New Hebrides, and at Vila bunker coal was supplied to Makambo when that vessel was taken over by Burns Philp (South Seas) Ltd. as an inter island trader. A number of trips were made to Auckland in the early 1930's, taking oranges from Norfolk Island. Slight damage occurred when Morinda grounded on a reef at Malo in the New Hebrides on 28/3/1938: She remained fast for two days.

During the second world war Morinda, in grey paint, continued to serve the islands, and for the first two years of the war voyages were extended to the Solomon Islands. The vessel appeared to experience more than usual bad weather in the New Hebrides trade, and suffered structural damage on many occasions during gales. Some examples were:- damage to deck cargo and deckworks on 28/6/1945 between Sydney and Lord Howe Island; loss of deck cargo and damage to deck fittings on 29/8/1945; grounded at Bonguaun Point on Malekula Island in a gale during the night of 9/11/1945 and refloated next day, proceeding to Vila where a diver plugged rivet holes. On arrival in Sydney no dry dock was available, and a coal strike was in progress. Morinda therefore went to Newcastle for repairs, and arrangements were made for the Adelaide SS Co. Bungaree to take urgently needed supplies to Lord Howe and Norfolk Islands.

Continuing to serve the New Hebrides in peace time, voyages were again extended to the Solomons in 1950. Ill luck followed Morinda to the end of her life. Another grounding occurred on a mudbank at Port Sandwich in the New Hebrides, but she floated off at high tide next day without assistance. Further damage to the decks and deck cargo occurred in bad weather during February and April 1949, September 1950 and February 1951. In April 1950 Morinda struck the wharf at Santo while coming alongside. Considerable damage was done to the wharf, which was lightly

constructed and more or less of a temporary nature, but the ship suffered no more than the scraping of paint along the side.

Boiler trouble occurred in December 1951 while Morinda was in the New Hebrides, with a collapsed furnace putting the starboard boiler out of action. The voyage was continued on one boiler at a speed of 6 knots to the Solomon Islands and back to Sydney, where a new furnace was fitted at Mort's Dock.

On 20/1/1952 Morinda was taken out of commission, having completed 321 voyages for Burns Philp. She had been a popular ship on a popular run, having carried thousands of tourists to Lord Howe, Norfolk Island and the New Hebrides, and after 39 years trading she was the vessel with the longest service in the company. Laid up in Tarban Creek, Morinda was offered for sale by auction on 18/6/1952, but it was not until 16/2/1953 that a deed of sale was completed on behalf of Japanese ship-breakers. On 20/2/1953 she left Sydney with an Australian crew for Newcastle to take on bunker coal, and then to Noumea to load nickel ore for Yokohama. From there the crew were repatriated to Australia and Morinda went on to the Breaker's yard.

Note- Captain Brett Hilder records that Morinda was bombed by two Japanese flying boats at Port Purvis, near Tulagi, on 8/2/1942. The bombs missed and the ship was unharmed. This incident is also referred to by Gill in "Royal Australian Navy-1939-1942". (Editor).

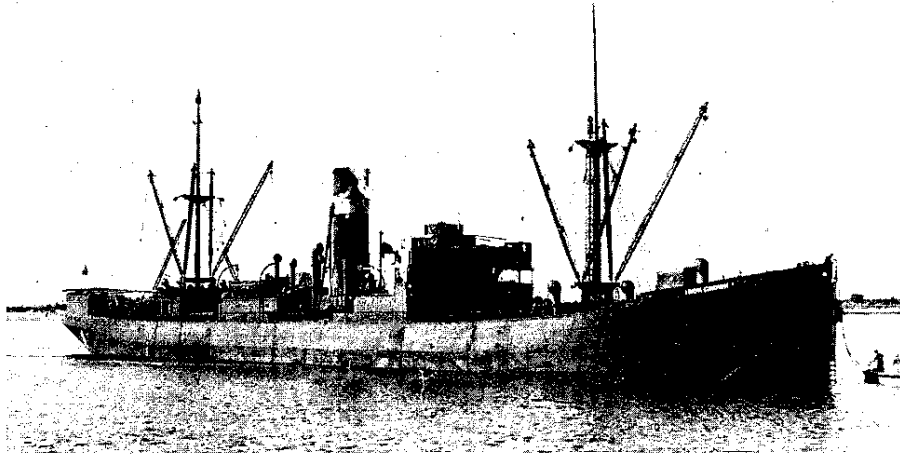
Nautical Association of Australia Inc.

The following addresses should be used when writing to the Association:-

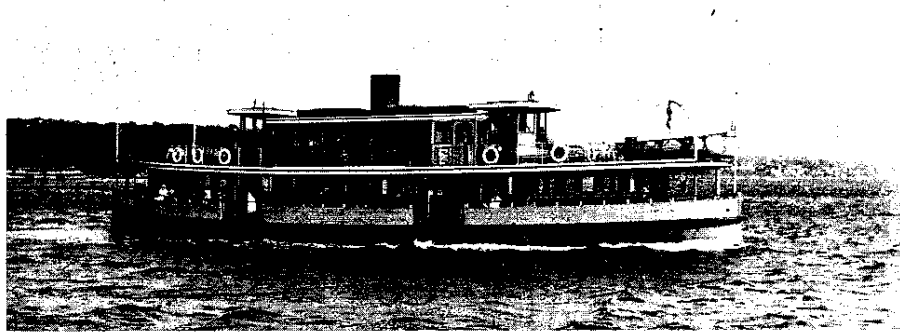
Treasurer	T.J.Ryan	} P.O.Box 4114, Melbourne, Vic., 3001.
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Editor	W.G.Volum	
Secretary	R.E.Wright	12 Schwarz Place, Flynn, ACT, 2615.
NZ Agent	I.J.Farquhar	P.O.Box 385, Dunedin, New Zlnd.

Subscriptions: These fell due for some members on 1/1/1977. Those who have not yet renewed should do so now by remitting through their usual channel. Members dealing directly should send their renewal to the Treasurer at the above address. Rates are Aust.\$3:50 for residents of Australia and New Zealand and Aust.\$4:25 for others. Please remember that the next issue will not be posted to unfinancial members.

Back numbers- "The Log": Certain back numbers are available from Vol.2. No.6 (new series) onwards. All numbers from Vol. 5. No.5. onwards are in stock, although some are in short supply. Price A\$1:00 each, details of availability from the Editor.



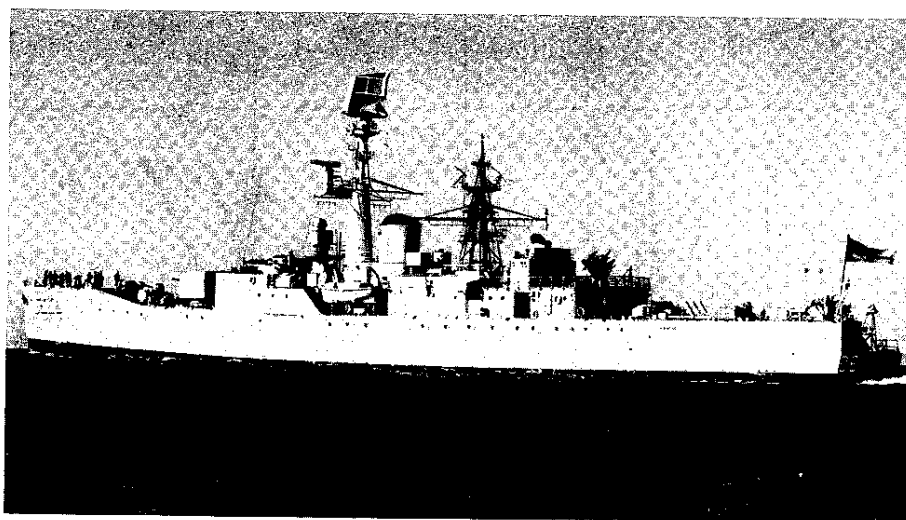
IRON CROWN (3353 '22) (Farquhar)
As Euroa, this vessel was one of four 'E' class and two 'D' class ships built for the Government. Sold Scott Fell 1923.



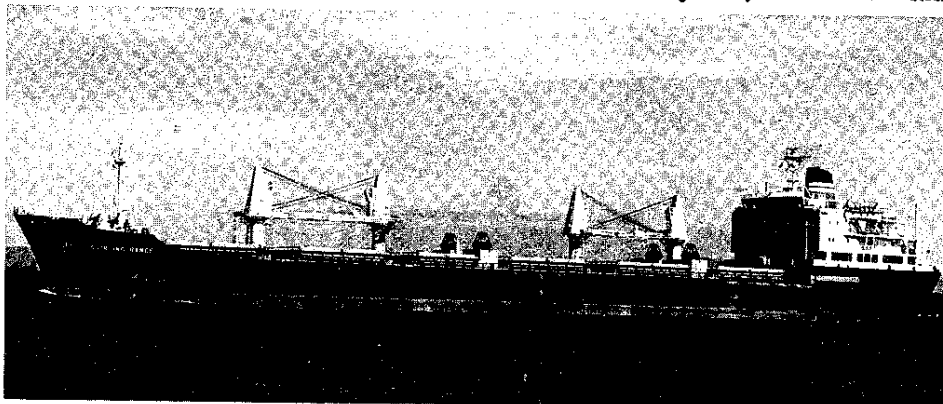
LADY FERGUSON (95 '15) Now at Hobart. (Dufty)



MORINDA (1971 '13) Pacific islands passenger-cargo ship.



HMAS DERWENT (2100 '64) (Freeman)
45th vessel built by the Williamstown Dockyard, 16th for RAN.



STIRLING RANGE (13580 '68) (Dippy)
Wholly engaged in Christmas Island phosphate trade of A.N.L.



AUSTRALIAN ENTERPRISE (16580 '69) (Freeman)
Wholly engaged in the Anline Service A.N.L. overseas trade.

Shipbuilding-Williamstown Dockyard.Introduction.

Although shipbuilding commenced at the yard in 1913, the connection of the site with ship repairing can be traced back to 1851, when some waterfront land within the present Naval Dockyard area was set aside for the erection of a patent slip. The slip was commissioned in October 1858 with the lifting of the prison hulk Melbourne (468 tons).

On 4/1/1868 Prince Alfred, Duke of Edinburgh and Captain of HMS Galatea, laid the memorial stone in the embryo dock structure which was completed in 1874 as the Alfred Graving Dock. This dock is still in service. 213/111

In 1911 the Public Works Department of Victoria commenced construction of shipbuilding berths adjacent to the patent slip. The facilities were completed in 1913, and the first vessel built was a suction dredge for the Victorian Ports and Harbours Department.

Control of the yard passed from the Public Works Department of Victoria to the Commonwealth Government on 8/2/1918, to the Melbourne Harbor Trust on 10/7/1924, and finally to the Dept. of Navy on 28/10/1942. Since then it has been known as HMA Naval Dockyard, Williamstown.

It is interesting to note that, without exception, vessels built by the yard have all been to the order of Government Departments or instrumentalities. Two extra, larger, building berths were laid down in 1940 and completed in 1941, in order to accommodate River class freighters.

Yard list.

Format- order of information is as follows:-

Yard No.	Name	Type	Owners
Tonnage	Laid down	Launched	Completed

Notes- Owners- PHD = Victorian Ports & Harbours Dept.
 VED = Victorian Explosives Dept.
 MHT = Melbourne Harbor Trust Commissioners.
 CGLS = Cwealth.Govt.Line of Steamers.
 RAN = Royal Australian Navy.
 ASB = Aust.Shipbuilding Board (Cwlth.Govt.)
 RN = Royal Navy.

Tonnage-GRT = Gross tonnage.

SDT = Standard deadweight tonnage.

where omitted, tonnage is not known.

figures are dockyard tonnages, and may differ from tonnages of vessels when in service.

Dates- those not known are indicated by (?).

All vessels of steel construction except No.6, which was composite.

Williamstown yard list:

- | | | |
|------------------------|---|---|
| 1. <u>W.H.Edgar</u> | single screw suction dredge.
-- (?) 9/7/1913 | PHD
(?) |
| 2. <u>Rosalie</u> | grab hopper dredge.
-- (?) 1914 | PHD
1915
(note- later <u>Wombat</u> and <u>Sorana Del Mar</u>) |
| 3. <u>Lady Stanley</u> | twin screw suction dredge.
2430 GRT. (?) 15/1/1918 | PHD
(?) |
| 4. <u>George Stone</u> | explosives lighter.
-- (?) (?) | VED
(?) |
| 5. <u>J.A.Boyd</u> | steam tug.
389 GRT. (?) (?) -/3/1915
(note- later <u>Patricia Moller</u>) | MHT |
| 6. <u>Melbourne</u> | composite river snagging paddle steamer.
Vict.Govt. 69 GRT. (?) (?) 1913
(note- still exists on the Murray) | |
| 7. <u>Red Bird</u> | steam tug. (ex <u>Anzac</u>)
60 GRT (?) (?) | MHT
1915 |
| 8. <u>Truganina</u> | explosives lighter.
-- (?) (?) | VED
(?) |
| 9. <u>Dromana</u> | cargo steamer
3350 GRT. 30/5/1918. 11/4/1919. 9/8/1919.
(note- later to Howard Smith) | CGLS |
| 10. <u>Dumosa</u> | cargo steamer.
3351 GRT. 6/9/1918. 25/11/1919. 17/2/1920.
(note- later to Jas.Paterson) | CGLS |
| 11. <u>Emita</u> | cargo steamer.
3347 GRT. 15/10/1919. 1/7/1920. 26/1/1921.
(note- later <u>Milora</u> , AUSN) | CGLS |
| 12. <u>Erriba</u> | cargo steamer.
3345 GRT. 12/1/1920. 10/12/1920. 29/6/1921.
(note- later <u>Murada</u> , AUSN) | CGLS |
| 13. <u>Euroa</u> | cargo steamer.
3353 GRT. 10/1/1921. 27/1/1922. ?/7/1922.
(note- later <u>Iron Crown</u> , Interstate S/ships) | CGLS |
| 14. <u>Elouera</u> | cargo steamer.
3353 GRT. 6/2/1922. 1/3/1923.
(note- later <u>Iron Prince</u> , BHP) | CGLS
?/7/1923. |
| 15. <u>MHT.61</u> | pile barge.
-- 1927 13/1/1928. | MHT
(?) |
| 16. <u>D.York Syme</u> | cutter suction dredge.
779 GRT. 23/7/1930. 27/5/1931. | MHT
?/?/1932. |
| 17. <u>Victory II</u> | diesel tug.
33 GRT. (?) (?) | VED
1937. |

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18. <u>Warreen</u>	fisheries research vessel. 111 GRT. (?) 8/2/1938.	OSIRO 1938
19. <u>Goudie</u>	diesel tug. 33 GRT. (?) (?)	VED 25/2/1941
20. <u>Deutgam</u>	explosives lighter. 91 GRT. 12/1/1940. 29/6/1940.	VED 3/7/1940
21. <u>Ballarat</u>	Bathurst class minesweeper. 743 SDT. 17/4/1940. 10/12/1940.	RAN 31/8/1941
22. <u>Geelong</u>	Bathurst class minesweeper. 743 SDT. 15/10/1940. 22/4/1941.	RAN 16/1/1942
23. <u>Castlemaine</u>	Bathurst class minesweeper. 743 SDT. 17/2/1941. 7/8/1941.	RAN 17/6/1942
24. <u>Echuca</u>	Bathurst class minesweeper. 782 SDT. 24/2/1941. 17/1/1942.	RAN 7/9/1942
25. <u>Horsham</u>	Bathurst class minesweeper. 782 SDT. 27/6/1941. 16/5/1942.	RAN 28/11/1942
26. <u>Shepparton</u>	Bathurst class minesweeper. 782 SDT. 14/11/1941. 15/8/1942.	RAN 13/2/1943
27. <u>Benalla</u>	Bathurst class minesweeper. 782 SDT. 24/3/1942. 19/12/1942.	RAN 8/5/1943.
28. <u>Stawell</u>	Bathurst class minesweeper. 782 SDT. 18/6/1942. 3/4/1943.	RAN 23/8/1943
29. <u>River Loddon</u>	cargo steamer. 4993 GRT. 4/12/1941. 22/4/1944.	ASB 20/12/1944
30. <u>River Mitta</u>	cargo steamer. 5010 GRT. 22/12/1942. 28/4/1945.	ASB 9/11/1945
31. <u>Culgoa</u>	River class frigate. 1816 SDT. 15/7/1943. 22/9/1945.	RAN 24/12/1946
32. <u>OFL 1206</u>	oil fuel lighter. 550 SDT. 3/1/1945. 12/10/1945.	RAN 29/3/1946
33. <u>OFL 1207</u>	oil fuel lighter. 550 SDT. 10/1/1945. 15/2/1946.	RAN 9/8/1946
34. <u>RNSL 1098</u>	cargo lighter. 33 SDT. 12/7/1945. 10/10/1945.	RN 14/11/1945
35. <u>RNSL 1099</u>	cargo lighter. 33 SDT. 12/7/1945. 30/10/1945.	RN 1/11/1945
36. <u>RNSL 1097</u>	cargo lighter. 33 SDT. 14/7/1945. (?)	RN 26/10/1945
37. <u>RNSL 1100</u>	cargo lighter. 20 SDT. 7/8/1945. 2/11/1945.	RN 30/11/1945
38. --	battle practice target. (cancelled)	RAN
39. <u>Anzac</u>	Battle class destroyer. 2436 SDT. 23/9/1946. 20/8/1948.	RAN 22/3/1951

40. <u>Vendetta</u>	Daring class destroyer. 2790 SDT. 1/6/1949. 3/5/1954. 25/11/1958	RAN
41. <u>Waterhen</u>	Daring class destroyer. 2790 SDT. (cancelled)	RAN
42. <u>Derrimut</u>	explosives lighter. 101 GRT. (?) 19/10/1950. 19/10/1950	VED
43. <u>Boonah</u>	explosives lighter. 101 GRT. (?) 15/6/1951. 15/6/1951	VED
44. <u>Yarra</u>	type 12 A/S frigate. 2100 SDT. 9/4/1957. 30/9/1958. 20/7/1961	RAN
45. <u>Derwent</u>	type 12 A/S frigate. 2100 SDT. 16/6/1959. 17/4/1961. 30/4/1964	RAN
46. <u>Swan</u>	type 12 A/S frigate. 2200 SDT. 18/8/1965. 16/12/1967. 20/1/1970	RAN
47. <u>TRV 253</u>	torpedo recovery vessel. 90 SDT. (?) 21/10/1969. 29/1/1970	RAN
48. <u>TRV 254</u>	torpedo recovery vessel. 90 SDT. (?) 20/5/1970. 26/8/1970	RAN
49. <u>TRV 255</u>	torpedo recovery vessel. 90 SDT. (?) 17/2/1971. ?/4/1971	RAN
50. <u>Flinders</u>	hydrographic survey ship. 800 SDT. 11/6/1971. 29/7/1972. 1/6/1973	RAN
51. <u>Cook</u>	oceanographic ship. 1910 SDT. ?/9/1974. due 1977. due ?.	RAN

A note from the Editor:

In assuming the editorship of "The Log", I take pleasure in recording the appreciation of the Association for the work of the retiring editor, Mr. Tom Stevens. Some of us know the extent to which he has been responsible for the continued appearance of "The Log" over so many years. Not only has he been editor for the past 10 years (this including one year under the auspices of the Australian and New Zealand sections of the World Ship Society), but he was one of the founders and a joint editor of the journal when it first appeared in 1954.

For my part, it is with some feeling of trepidation that I follow in his footsteps. With your support, I hope to maintain past standards. The editorial policy of "The Log" will not change. We will continue to seek accurate, original material relevant to our areas of interest, and thus build on the reservoir of information which has been developed over the years.

W.G.Volum.

Correspondence and notes:

CSR Ships (ref. Vol.9.No.3.page 68, Vol.9.No.4. page 99)

Iluka. Mr. B.A. Wilkinson advises that he accepts Mr. Callen's statement that Iluka was not a tug. However, he had good grounds for believing that she was a tug, these being:-

- Two long retired members of the CSR shipping staff referred to Iluka as having towed cane barges on the Clarence River, one adding that she probably had a hold in which cane or sugar could be carried.

- The CSR "News Letter" dated June 1968 carried an article on some of the company ships, in which Iluka was included in a list of paddle tugs on the northern rivers.

- "Paddle Steamers of Australasia" by Ron Parsons refers to the vessel as an iron tug, and as having been designed and used as a tug.

Huddart Parker Ltd. (ref. Vol.9.No.4. page 96).

Mr. T.J. Callen of Newcastle advises that Osprey was not dismantled at Newcastle. In fact she was scuttled off Newcastle. The "Newcastle Morning Herald" of 28/11/1931 reported- "The Osprey was towed out by the tug St Hilary, passing Nobbys yesterday at 10.25 am. When five miles off port she was scuttled at 12.20 pm."

Illustrations in last issue of "The Log":

Mr. W.A. Laxon of Auckland advises that the ship illustrated for identification is James Paterson. (ref. page 99).

Correction- The photo of Gayundah was taken by Mr. R.E. Wright.

Whalers.

Mr. C.E. Jones of Melbourne asks what was the subsequent history of Norfolk Whaler and the former Fairmiles Byrond I and Byrond II after the collapse of the whaling industry at Byron Bay and Norfolk Island in the early 1960s. Replies to the Editor, please.

Belgian Nautical Research Association.

We record with regret the passing of our kindred organisation the BNRA. Founded in 1949 by Paul Scarceriaux of Brussels, it was an international organisation in spite of its name. The BNRA was very largely Paul Scarceriaux, and it has unfortunately proved impossible to continue the work, following his death in 1975. The 156 superb bulletins entitled "The Belgian Shiplover" will stand as a fitting memorial to Paul.

Commentary-

Plight of the ANL.

The Annual Report of the Australian Shipping Commission (The Australian National Line) for the year ended 30/6/1976 has been received and, as usual, it is a well produced and highly informative document. The report reflects the technical and trading enterprise of the Line together with serious financial weakness, and is therefore worth some comment.

Financial results:

The Line incurred a net loss of \$9.440m (\$9,440,000) for the year. Coastal operations lost \$6.987m and overseas operations lost \$3.688m (the balance represents non trading revenue). Not included in this net loss were a loss of \$4.530m incurred in the Tasmanian services and a subsidy of \$1.000m for the operation of Empress of Australia, both of which were recoverable from the Australian Government.

The net loss for the previous year was \$9.953m. Since the total capital and reserves of the Line amount to \$42.800m, and accumulated losses now total \$21.213m, it means that approximately half of the Line's capital has been lost in two years. If this trend continues, all the Line's capital will be lost in the next two years and the Line will be insolvent.

Given that Australia is suffering from an economic recession, and that the Australian Shipping Commission Act requires the ANL to operate as a commercial enterprise, it may be supposed that after nearly two decades of operation the ANL would have the financial strength to ride out the storm. This is not so. Although ANL consistently made profits and paid dividends to the Australian Treasury up to 1969, these were never more than modest, and expansion has been financed from borrowings. Thus the 1976 Balance Sheet shows the debt:equity ratio to be worse than 10 to 1; that is, borrowings and other liabilities are more than ten times larger than the Line's capital funds. During the year \$17.190m was paid out in interest. At 30/6/76 there were current liabilities of \$58.601m compared with current assets of \$29.169m. In addition, at the same date the Line was committed to contracts for capital expenditure (new ships, terminals and equipment) amounting to \$107.453m. The obvious question is- how will ANL pay its debts ?

It has been stated above that the ANL is required to operate as a commercial enterprise; but no commercial enterprise could expect to survive in the position in which ANL finds itself. No commercial enterprise of a comparable nature could have borrowed to the extent that ANL has; but ANL has the backing of the Australian Government, and that backing, even if only implied, is an enormous and commercially unrealistic advantage. What is the answer to the problem ? The alternatives would appear to be these:-

- increase profitability. That is, increase tonnages carried and/or freight rates, if the trades will stand it. In overseas trades (where there is competition from international shipowners) and coastal general cargo trades (where there is competition from land transport) this may not be possible.
- withdraw from unprofitable trades. This would have political repercussions: Vested interests, particularly shippers and maritime unions, have powerful influence. It seems significant that ANL announced during December 1976 its intention of abandoning services to Port Alma (Rockhampton) and Mackay. This appears ominous for the coastal general cargo trades.
- Government financial support. It would seem in the short term that the capital of the Line needs to be increased. This must come from the Australian Treasury (i.e., ultimately from the taxpayer). In the longer term, if profitability cannot be improved, the Government (taxpayer) will have to foot the bill.

The problems are deep seated and intractable. It is hardly surprising that private shipowners have been vacating the field.

The fleet:

At 30/6/1976 the fleet numbered 32 ships of 780,770 dwt (including Allunga), also including four ships on charter. During the financial year Australian Escort (ex James Cook) was bought, Tambo River (ex Takasago) was chartered, and Echuca, Inyula and Mount Keira were sold, although Echuca was delivered after 30/6/76. At the same date the following ships were on order:-

<u>Bass Trader</u>	Newcastle.coastal ro-ro.	7,510 dwt.
<u>Australian Venture</u>	Bremen Aust/Europe cell.container.	30,000 dwt.
<u>Flinders Range</u>	Newcastle. coastal bulk.	25,000 dwt.
<u>Selwyn Range</u>	" " " "	" "
	(originally to have been named <u>Hamersley Range</u>)	
<u>Australian Prospector</u>	Hamburg. Aust/Japan ore.	138,000 dwt.
<u>Australian Progress</u>	" " "	" "
<u>Australian Pioneer</u>	Gothenburg.	122,600 dwt.
<u>Australian Purpose</u>	" " "	" "
	(these four were originally to have been named <u>Mount Goldsworthy</u> , <u>Mount Tom Price</u> , <u>Mount Isa</u> and <u>Mount Stuart</u> respectively)	

Since balance date, ANL has ordered two 15,000 dwt bulk carriers in Japan for the coast (as "Lake" replacements) and is awaiting Government decision on Australian shipbuilding policy before ordering two more. ANL is committed to providing a 15,500 dwt vehicle deck container ship for the new Australia/Singapore/Malaysia service to commence late 1977. In 1956 the total dwt of the fleet was 239,667. When ships now on order are delivered the dwt of the fleet is expected to be almost 1,400,000.

Trading developments:

ANL has consistently shown imagination and enterprise in the development of new trades, ship types and cargo handling techniques, and the fleet is modern and efficient. Its efforts at establishing the Australian flag in overseas trades on a commercial basis are commendable. During the year ANL acquired the Flinders Shipping Co. (Sleigh/Jardine, Matheson) trading rights in the Australia/Japan service together with the Flinders ship James Cook. ANL is also committed to enter the new ro-ro/container service to Singapore and Malaysia.

The four large bulk carriers for the Australia/Japan iron ore trade are entering service during 1976 and 1977. The immediate outlook for these big ships is poor, and ANL is reported to be having great difficulty in negotiating satisfactory charters with the Japanese steel mills.

On a historical note, it is interesting that the Whyalla/NSW ironstone trade now occupies only one ANL ship, Musgrave Range. This trade had originally been the Line's primary transport area.

The following ships are engaged wholly in overseas trades:-

Eastern Searoad Service (to Japan)- Australian Emblem,
Australian Escort.
Anline Service (to Manila, Hong Kong, Taiwan, Inchon)-
Australian Enterprise, Australian Explorer.
Australia/Europe- Australian Endeavour.
PACE Service (to East coast Nth.America)-
Australian Exporter.
PAD Service (to West coast Nth.America)- Allunga (25%
Interest).
Phosphate trade- Stirling Range (ex Baron Cawdor).
Trans Tasman- Aust./Europe and PACE vessels.

The period ahead may prove to be critical for the ANL. Over the past two decades it has consolidated its position as Australia's major shipping enterprise, albeit at the expense of financial stability. It remains to be seen how successful it will be in solving its financial problems without either reducing the scope of its activities or becoming a burden on the taxpayer. The ANL completed twenty years of operations on 31/12/1976.

Sydney ferries to Hobart. (continued from page 7)

to issue a certificate of insurance. Following an inspection on slips it was stipulated that additional buoyancy should be provided and the space under deck boxed up. Other safety precautions were the strengthening of the bows and provision of caulking above the copper hull sheathing. The Tasmanian Government then decided to retain the ferry as a source of spare parts for Kosciusko, and she has since been offered for sale.

The DUFTY collection of ship photographs:

Postcard prints of the following ships are offered at 25 cents per print with a surcharge of 10 cents on each offer. Closing dates are strictly observed, but a combined order for each group of three offers is accepted provided it is received before the closing date of the first offer in the group. Orders with remittance to:- "Photo offer", P.O.Box 534, Strathfield, NSW, 2135, Australia. Make cheques, money orders and postal notes payable to "The World Ship Society".

Offer No. D 33: closing date 30/4/1977

1. Kubu	Sydney Ferries Ltd.	258/12
2. Mataram	Burns Philp	3273/09
3. Mount Stewart (steel ship)	D. Rose, Aberdeen.	1903/91
4. Mozart (st. 4 mast bkn)	Schluter & Maack, Hamburg.	2003/04
5. Osprey	C. Pullen	51/91
6. Otway	Orient SN Co.	12077/09
7. Port Stanley (4 mst. bk.)	Port Line Ltd., Glasgow.	2276/90
8. Somerset	Federal SN Co.	7272/03
9. Somerset (dazzle- war rig)	Federal SN Co.	8601/18
10. Somerset	Federal SN Co.	8601/18
11. Tamahine	Union SS Co. of NZ.	1989/25
12. Tasman	KPM	5023/13

Offer No. D 34: closing date 31/5/1977

1. Bakara	Commonwealth Line	6122/13
2. Bakara (dazzle)	Commonwealth Line	6122/13
3. Bellubera	Port Jackson & Manly	499/10
4. Bombala	Howard Smith	3540/04
5. Bombala (ashore)	Howard Smith	3540/04
6. Hougomont (4 mst. bqe)	J. Hardie & Co., Glasgow.	2428/97
7. John Duthie (wood ship)	William Duthie, Aberdeen.	1030/64
8. Omana	R.S. Lamb	2550/15
9. Port Hardy	Commonwealth & Dominion	8705/23
10. Sarpedon	Blue Funnel	11321/23
11. Starlet	Lever Bros.	103/21
12. William Bowden (4 mst. sch)	G.E. Billings, San Francisco	778/92

Offer No. D 35: closing date 30/6/1977

1. Alsterschwan (4 mst. bqe)	A.G. Alster, Hamburg.	2460/91
2. Bulli	CSR	42/05
3. City of Lincoln	Cassels, Liverpool.	2869/66
4. Hobsons Bay	Commonwealth Line	13837/22
5. Joan Craig	R.S. Lamb	1199/03
6. Kanna	Union SS Co. of NZ.	1948/11
7. Silver Crown	O'May Bros., Hobart.	49/89
8. HMAS Stalwart	(destroyer)	1070/19
9. Terpsichore (iron ship)	Red. A.G. von 1896, Hamburg.	2025/83
10. Wild Wave (wood bknt)	Hobart Timber Co. Ltd.	258/75
11. Wiltshire	Federal SN Co.	12160/12
12. Wiltshire (ashore)	Federal SN Co.	12160/12

Book Reviews:

A Maritime History of Australia by John Bach; Thomas Nelson (Aust) Ltd.; 442 pages plus bibliography, general index and index of ships; illustrated; \$16:95.

Commencing in 1788 and extending to 1975, and covering shipping and trading aspects both overseas and coastal, also major ports, it is obvious that the subjects must be covered in broad terms, and this the author achieves with good balance and equitable allocation of emphasis. Needless to say, the book does not make a detailed study of any particular line or ships.

The book was written at the request of the Australian Chamber of Shipping and has been ten years in preparation. Apart from its value as a general reference, the extensive notations of sources of information allow the reader to pursue any aspect of particular interest. Chapters relating to conference operations are quite informative. Overall it is a well researched book, with readable text and emphasis on commercial and trading influences without submerging the reader in figures, statistics and boring detail.

TSS

Port of Melbourne 1835 - 1976 by Olaf Ruhen; Cassell; 324 pages illustrated; \$17:95.

Apart from a jubilee report published in 1927, histories of Australia's second port are hard to find. Long standing readers of the Melbourne Harbor Trust's own "Port of Melbourne Quarterly" will have pieced together their own picture of the port's growth from various articles about dock structures and the maintenance fleet given there, but for most of us this will be the first readily available material.

The book attempts to cover the history of the port of Melbourne from April 1770 when Lieut. Hicks first sighted the Victorian coast from Endeavour to the launching of the bucket dredge A.S. Mayne at Sydney in May 1976, but a further eight pages are headed "Forward Development Plan 1973 - 2000". I would have enjoyed a serious presentation here of dock plans, developments, and rearrangements proposed for this period rather than the very generalised and brief discussion of pollution and growth; but the rest of the book is solid enough. The overall presentation is in 24 chapters, all except the first and last of which are devoted to time spans of from two to twelve years.

The first four chapters deal with the settlement and growth of the district, the difficulties of the Port Phillip geography, and the growing number of wrecks around it and on the Bass Strait islands. Chapters 5 and 6 tell of the enormous population arrivals following the discovery of gold, and the remainder of the book deals with the formation of the Trust by Act in 1876, the adoption of Sir John Coode's recommended plan during the early 1880's, the strike and depression of the 1890's, and growth after the turn of the century both in peace and war conditions.

(continued page 32)

MARITIME MISCELLANY:

Closing date for items for the next issue- 5/5/1977.

For assistance in compiling this section the Editor expresses particular thanks to Messrs.D.Finch, J.Burne, H.Cliff, R.Fildes, B.Browne (NSW), R.Wright (ACT), M.Dippy, K.LeLeu (SA), R.McKenna (WA), R.Brookes (Tas), and T.Stevens (Vic), and R.McDougall (NZ).

Coastal and South Pacific:

Union Sydney (4752/1972) is to be returned to her owners (Lauritzen, Copenhagen) at end February 1977, when she will be replaced by Union Lyttelton. The latter was launched 2/9/1976 by Framnaes Mek Verksted, Sandefjord, with delivery expected 30/1/1977 and to enter service March 1977.

Union Rotoiti (ref.P.110) named 10/11/1976 by Lady Potter, launched 12/11/1976, delivery expected 7/1977.

Hawea (ref.P.111)- correction- was renamed Coastal Ranger.

Maheno (4510/1969) sold 11/1976 to Thames Marine Ltd., Panama, (Ignazio Messina, Genoa, Mgrs) and renamed Jolly Giallo for Mediterranean service. The new name means "Yellow Joker". Sailed from Auckland 7/12/1976 with 5000 tonnes milk powder for Egypt.

Iron Wyndham (ref.P.111) last of the "Yampi" class in BHP ownership, sold to Union Bros.Marine Corp., S.A., Panama, and renamed Union Atlantic. Delivered Newcastle 17/11/1976, left 22/11.

Ref.P.110- Mittagong delivered to BHP 8/12/76, Gerringong on 20/12/76 and Bogong on 14/1/77. Not yet renamed.

Australian Trader sold 1/77 to RAN for service as training ship as replacement for Duchess. Sale report indicated that she could be used as a minelayer with only minor modifications.

ANL has ordered two 15,000 dwt bulk carriers from Mitsubishi, Japan, as "Lake" replacements. Delivery is expected early 1978. Orders for two more ships of this size are in abeyance pending the outcome of Govt. policy re shipbuilding in Australia.

Seaway King (2961/1964) reported 12/76 as sold to Singapore.

Beroona (ref.P.111) concluded last voyage 15/11/76 at Fremantle, laid up there 3/12/76. Wambiri made round-Australia voyage (clockwise) early 1977 for bi-annual docking at Newcastle.

Clutha Capricorn and Clutha Oceanic are to be renamed Curtis Capricorn and Curtis Oceanic respectively, and transferred from the ownership of Clutha Development P/L., to an affiliated company- Princess Properties P/L. They will trade as "Port Curtis Bulk Carriers".

Aratika (ref.P.110) left HK 1/12/76, arrived Wellington 14/12/76 and re entered Ficton service 20/12/76.

Trinity Bay (ref.P.111) bought by a Cairns tourist promoter. May be used as a stationary convention centre.

Caltex Kurnell (ref.P.111) sold to Dannebrog Red.A.S., Copenhagen. (reported 1/2/1977).

Tolema (1037 tg) self propelled bunker barge built by Hornibrook, Brisbane, for Shell Co., arrived Melbourne 7/76 and was idle until 2/77 due to a manning dispute.

BP Sydney (1500 tg) self propelled bunker barge building by Hornibrook for BP was due for delivery in 1/77.

Ocean Endeavour (ref.P.111) left Fremantle 4/12/76 in tow of Lady Ann, and spudded Swordfish 1 well (Bass Strait) on 21/12.

Regional Endeavour (ref.P.48) arrived Dampier 16/1/77 from Brisbane for charter to the Woodside-Burmah Group. Expected to spud Haycock 1 well early 2/77. Ocean Digger (built 1967 at Whyalla) is also employed on the NW Shelf by Woodside-Burmah.

Southern Cross (ref.P.48) towed down Brisbane River 25/10/76 for trials, handed over to owners (Santa Fe Pomeroy) 4/11/76, and since then idle in Moreton Bay.

Lady Ann (ref.P.82) (1200 tg approx) delivered 18/10/76. Lady Cynthia rescued 22 South Vietnamese refugees in the South China Sea during 8/76.

Meggol (ex Doomba, ex HMS Wexford) linseed oil barge, scuttled 9/12/76 off Collaroy, for use as a fish reef. Had lain in Homebush Bay for many years.

A 24m research vessel has been ordered from the Oceanships Yard, Fremantle, for the Aust. Institute of Marine Science. To cost \$1.2 million, she will be based at Townsville, and delivery is expected 1/78.

Ships laid up recently include- Brisbane Trader at Melbourne 21/12/76, Beroona at Fremantle, Lysaght Enterprise at Sydney 22/12/76, and Seaway Princess at Sydney from 21/12/76 to 27/1/77(?) Darling River at Brisbane 12/1/77.

Roger Rougier (ref.P.111) It is reported that the first commercial cargo to be loaded for over 100 years from Port Sorell, Tasmania, was 1500 tonnes road metal for Flinders Isld., 1/77.

Reported that the NSW Govt. has ordered two ferries from NSW State Dockyard, for Sydney. This is said to be a move to provide some continuity of employment at the yard, and may be regarded as subject to confirmation.

April Hamer (ref.P.110) delivered 1/11/76, commissioned at Melbourne 20/12/76, and first job was at Queenscliff.

Ponrabbel 11 (457/1916) bucket dredger, laid up at Launceston.

Capitaine Tasman (1674/1957) sold 1/1977 by Sofrana Unilines.

The receivers and managers of Gollin Kyokuyo Fishing Co.P/L have called tenders for the sale of the prawning trawlers Cat Bird, Clipper Bird, Gannet Bird and Gull Bird. They had been operating in the Gulf of Carpentaria.

Frigate Bird sunk by cyclone "Tracy", was subsequently refloated and sold by Gollin Kyokuyo to A.Raptis & Sons, Port Adelaide, arriving there 8/9/76. Vessel reconditioned late 1976/early '77.

A.Raptis & Sons bought Roper Lorna, Roper Margery and Roper Rosanne, all of which were built 1969 by Dillingham Shipyards (W.A.) P/L for Nor Shrimp P/L. They arrived Port Adelaide 1/2/76, were extensively refitted and renamed Raptis Five, Raptis Six and Raptis seven respectively in 1976.

A.Raptis & Sons, a SA based family business started in 1952, are moving their fleet of 12 fishing vessels from SA to the Gulf of Carpentaria. There have been difficulties in obtaining prawn fishing licences for South Australian waters.

Te Aroha (ref.P.111) has been modified for cruise and charter work. In 1/77 she was cruising on Wellington harbour.

Ranginui (158/1936) owners: Luggate Game Packers Ltd., left Lyttelton 27/12/76 after nearly two years lay up for Deep Cove in Doubtful Sound. On a speculative basis she is fitting out as a "rest and recreation" depot ship for fishermen and deer-shooters operating in the Fiordland area. To be moved from place to place occasionally, she is being fitted with sauna room, massage parlour, supply shop and several pool tables.

Tugs:

Wyambi (ref.P.112) delivered 20/11/76, entered service at Newcastle 9/12/76 replacing Warunda which transferred to Sydney 15/12/76 and laid up. Wyong delivered 4/12/76.

Willara arrived Port Adelaide 13/12/76 and commissioned 23/12 to replace Yelta, which laid up 9/12/76.

Wyola (ref.P.49) is to transfer to Cockburn Sound about 2/77 to service grain ships, when the new grain terminal is cmpltd.

Pilbara Jupiter (ref.P.84) delivered 10/8/76 to Pilbara harbour services.

Empire Peggy (259/1945) (the former Brisbane tug Coringa). Cairns Harbour Board have called tenders for her sale and removal.

Edward J.Fairnie (98/1943) chartered late 1976 by Geelong Harbor Trust to T.Korevaar & Sons P/L for "lash" lighter and bunker barge service in Melbourne. There she replaces James Hill (48/1944) which left Melbourne 22/12/76 for Lae to handle "lash" barges there. At Lae she replaces Merwede (19/1968), which was too small.

Daldy (ref.P.84) due to launch 12/2/77 for delivery by end 2/77, will replace Auckland's last coal burner, William C.Daldy of 1935.

Tui Tuata (better known as Tapuhi of Union SS Co) sold to Salvage Pacific Ltd., Suva, after idleness in Fiji. The new owners were engaged to salvage some 1000 tons of oil from the wreck of the troopship President Coolidge, mined and sunk off Santos, New

Tui Tuata (cont.).. Hebrides in 1942. Tui Tuata was bought to store oil as it was recovered, and steamed from Suva to Santos in 7/76. Some 200 tons oil were pumped into P & O Arcadia during several of her cruise visits to Santos.

Former coastal:

Veng An (originally Mulera, Adelaide SS Co) Under demolition late 1976 at National Shipbreakers, Jurong, Singapore.

The former Yanderra has been scrapped in Taiwan.

Princess of Tasmania renamed Marine Cruiser, is on Nova Scotia service of Canadian National Steamships.

Overseas:

Australian Prospector launched Hamburg 20/8/76, delivered 20/12, arrived off Dampier 1/2/77, has been chartered for two voyages to Japan and commenced loading 5/2/77.

ANL containership building Kawasaki for Malaysia service is due for delivery late September, 1977.

Mahsuri (ref.P.112) is to be renamed Roland, implying transfer to Lamport & Holt service.

Port Auckland (12624/1949) sold by Port Line Ltd. to Gulf International (U.K.) Ltd., renamed Mashaallah under Kuwait flag. The new name means "God is Great". Converted into a livestock carrier with space for 25,000 sheep, she was at Fremantle late 1976.

Lindfield (ex Limpsfield) and Mayfield are starting a 35 day container service NZ/West Indies for Shaw Savill.

Blue Star are having New Zealand Star and Southland Star converted to container ships, for WCNA service, by late 1977.

Columbus Virginia launched 11/12/76, is the second of three 16,000 dwt containerships for Columbus Line. The first, Columbus Victoria, was on the NZ coast during 1/77.

Godwit (ref.P.85) arrived off Auckland 8/11/76. Aotea due 2/77.

Solen (41,770/1961) Shell Tankers (U.K.) Ltd. is in service as a storage vessel off Zaire.

Batillus (553,662 dwt., 273,550 gt./1976) Soc.Mar.Shell (French) is the largest ship in the world, taking this distinction from Globtik London (476,318 dwt., 238,207 gt./1973). Batillus was built by Ch.de L'Atlantique, St.Nazaire. A sister, Bellamya, follows.

Nimos (4974/1969) is being withdrawn from AWP Aust/PNG service.

Awa Maru (ref.Vol.8, No.4) An American group is seeking Chinese permission to attempt salvage of the ship's cargo.

Fairsky (12,464/1942) to be withdrawn about mid year and replaced with another vessel.

Accidents and mishaps:

Broadsound sustained damage while being launched from the Carrington yard 12/76, required slipping for repairs before fitting out.

Union Rotorua suffered engine trouble en route Singapore to Auckland, and was diverted to Brisbane for drydocking. She then diverted to Sydney to load her first cargo, arriving there 19/11/76. Suffered a minor fire 21/12/76, at Sydney.

Union Melbourne struck and damaged the Tauranga linkspan while berthing there 13/1/77 during a gale.

A.S.Mayne - an exploding electric motor 1/77 has delayed delivery.

North Head sustained steering and rudder damage while berthing at Manly 21/1/77. Withdrawn for docking & replaced by Lady Nthott.

Columbus New Zealand grounded briefly at Port Melbourne 6/9/76. Columbus Caribic struck and damaged a container crane at Wellington mid 12/76, putting it out of action for about 3 weeks.

Thala Dan struck uncharted rock near French Antarctic station Dumont D'Urville 12/76. Extensive damage to bow and keel, bottom plates of forward fuel tanks torn open for about 5 metres, and reinforced keel broken in several places. Repaired in Williams-town drydock 1/77, the first commercial ship docked there for 10 years.

Lawrence Kavanagh (Hobart ferry) engine room fire 14/12/76. No casualties, about \$10,000 damage to electrical gear.

Allunga Port main engine crankshaft broke down 9/1/77 on passage Noumea/Suva. Continued voyage at reduced speed (15 knots instead of 19½), and will be repaired on return to Sydney.

Algerian tanker Bethouia (27,000 dwt) grounded in Tamar River 18/12/76. Over 350 tonnes of petrol spilled. River closed and nearby residents evacuated because of danger of explosion. Ship refloated and towed to Bell Bay for discharge.

Naval:

A fire at the Naval Air Station, Nowra, on the night of 4-5/12/76 destroyed 7 S2E Tracker A/S aircraft and damaged 5 others. The RAN had 13 of these aircraft, the 13th was in Sydney for service.

Gull sold to Troubleshooters P/L., Sydney. (Reported 28/1/77).

Vendetta left Sydney 7/1/77 for 5 months duty in SE Asia.

Stuart awarded the Gloucester cup for 1976.

Arrests of foreign fishing vessels have been made by Assail on 21/10/76; Barricade-10/11/76; Attack-29/11/76; Adroit-8/12/76.

RNZN- Canterbury to attend Spithead Review 28/6/77. Dismantled hull of Perore is for disposal. Manawani (diving tender) is to be replaced by a new vessel.

Book review (continued from page 26)

As a history of the port area, its inhabitants, and particularly the personalities responsible for port development and Trust policy, this is an excellent book, easy to read and well presented. The student of ships and cargo movement - and its specialised wharf installations - could be dissatisfied, although the excellent range of vintage photographs should partially make up for this. A bibliography would have been very helpful to the earnest reader.

BP

THE LOG - Indexes for 1974, 1975 and 1976.

Mr. A.H. Corkill of Sydney has kindly provided us with indexes for the last three years. Copies are available to members at 50 cents per year, postage included. Orders with remittance to the Editor, P.O. Box 4114, Melbourne, Vic., 3001, by 30/4/1977. Indexes will be despatched with the next issue of THE LOG.

Maritime Miscellany - Company & General news:

Bulkships Ltd. The Adelaide SS Co. Ltd. has sold its 25% shareholding in Bulkships for \$8.45 million to the other shareholders. TNT and McIlwraith, McEachern each take 12½%, making their new holdings 62.5% and 37.5% respectively. The sale was in 2/77.

ANL is to abandon Searoad services to Port Alma (Rockhampton) and Mackay, originally from 2/77, but now from 5/77. ANL is reported to be investigating a container or ro-ro service to Arabian Gulf ports.

Papua New Guinea is to form a National Shipping Corporation, initially to charter ships for Australia/NZ/Asia trading.

Nauru Pacific Line withdrew from East coast Australia/PNG/Micronesia service in 11/76 because of trading losses.

Wm. Crosby & Co. P/L., Hobart, have relinquished their Lloyds agency.

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