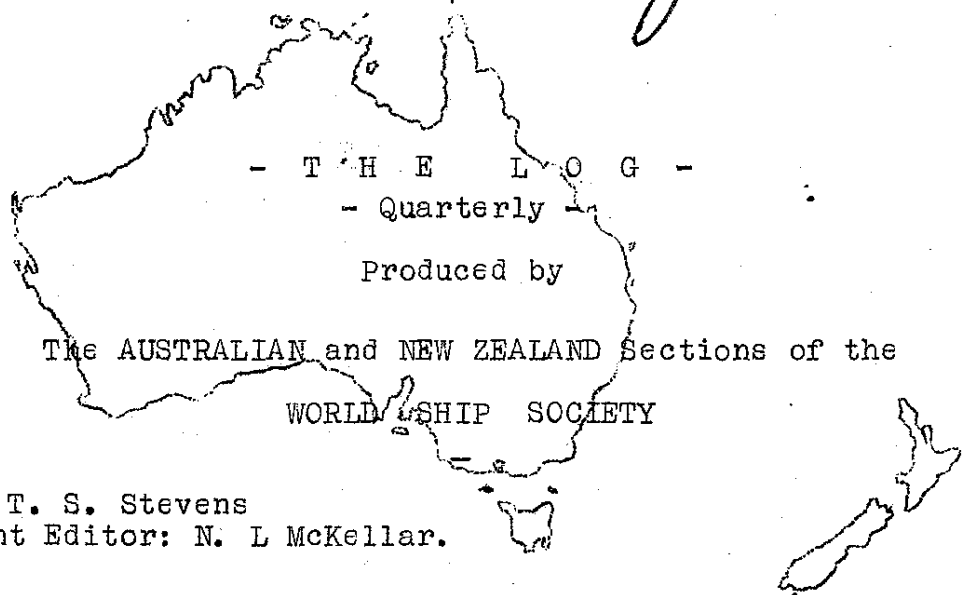


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Editor: T. S. Stevens
Assistant Editor: N. L. McKellar.

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No. 3.

- EDITORIAL -

In the last eighteen months interesting facts and lists have been printed in 'The Log'; frequently the information contained in these pages has never before been made public in a complete form. For this to continue a greater contribution from members and other readers is required.

In the last two Editorials your assistance has been requested; had that request been answered this Editorial would not be necessary.

As an example of what co-operation can achieve I would refer you to the Port Line fleet list which begins in this issue.

The future contents and in fact the continuation of 'The Log' rest with you.

P O I N T C L O A T E S

During September the Norwegian motor vessel "Nordgard" (3105 tg blt 1953 and owned by H. Kuhnles Rederi A/S, Bergen) will call at Point Cloates, Western Australia, to load a full cargo (about 3800 tons) of whale oil in bulk.

Point Cloates is a desolate place without habitation other than the whaling station which is maintained by the Nor-West Whaling Co. Ltd. It is situated between Carnavon and Onslow and the loading operations are carried out by means of a small pipeline to the m.v. "Norwhale" (365 tg blt 1943) which when loaded with about 450 tons proceeds to the loading vessel which remains anchored in the bay. The loading time by this method is about five days.

The bay in which "Nordgard" will load is Norwegian Bay and has a depth of 25 feet with a rise and fall in tide of four feet. The bay provides a good anchorage but the approach through numerous reefs is rather difficult.

The "Nordgard" is not the first vessel to load whale oil at Point Cloates as the Norwegian motor vessel "Sandar" (ex Kattegat 1946, 6175 tg blt 1928) loaded there in September last year; however, this vessel after loading 3670 tons in the bay moved outside the reef to continue loading and finally completed her cargo at Carnavon.

WORLD SHIP SOCIETY - AUSTRALIAN SECTION

It is advised that Mr A. J. Starke has been appointed Secretary of the Australian Section of the World Ship Society and all correspondence with the exception of matters relating to 'The Log' should be addressed to him. Letters concerning 'The Log' should be forwarded direct to Mr T. S. Stevens, who still remains W.S.S. Agent in Australia.

For your information Mr Starke resides at:-
21 Symonds Street,
PORT PIRIE.
Sth. Australia.

THE ABERDEEN LINE

(The introduction of this article was written by the Editor but the review of the steamers owned by the Aberdeen Line was written by Mr Martin Leendertz who is an honorary member of the South African Section and it appeared in the March/April issue of Flotsam and Jetsam. The Editor wishes to thank Mr Leendertz and the Editors of Flotsam and Jetsam for granting permission for the article to be reproduced in 'The Log'.)

In 1825 George Thomson, aged 21 years, began business in Aberdeen as a merchant and shipowner, the latter part of his business being in accordance with the custom of the day, holding shares in various ships.

By 1840 he was well established and the Aberdeen Line had been formed. The ships visited Australia and New Zealand with migrants; the first of the line to be in Australia was the "Anemone" in 1840 and two years later the first Aberdeen vessel "Prince of Wales" visited New Zealand.

Up to 1860 the Aberdeen ships traded mainly to Australia, India and China with occasional visits to New Zealand and Canada. The famous "Thermopylae" built by Walter Hood - as were many other of Thomson's ships - in 1868 held the London/Melbourne record of sixty days.

When the "Thermopylae" was built wood was giving way to iron in ship construction and the first Aberdeen Line vessel built of iron came out in 1869. She was followed the next year by the last of the wooden vessels. These ships were the "Patriarch" and "Aviemore" respectively.

In 1881 the first steamer was built for the company; she was the "Aberdeen" of 3684 tons gross and the first ocean-going vessel to be fitted with triple expansion engines. In the same year the last sailing ship built for the Company by Walter Hood was launched - she was the "Orontes" - and only one more sailing ship, the "Strathdon", was to enter the Aberdeen Line fleet.

The "Aberdeen" served the Company well for over twenty years and finally in 1906 she was sold out of the fleet, passing to Turkish ownership.

In 1905 the Aberdeen Line was reconstructed in conjunction with the White Star Line and Shaw Savill & Albion Co., and from a private company it became George Thomson & Co. Ltd.,

During the first World War all units of the Aberdeen fleet escaped conflict with the enemy and again during the second War the surviving ships of the disbanded fleet escaped destruction.

In the middle of the 1920's the fleet was absorbed into the Shaw Savill fleet and about 1932 the ships were taken over completely. At the same time the Aberdeen Line took over the management of the liners recently purchased from the Australian Government and the company became the Aberdeen and Commonwealth Line.

Hereafter follows Mr Leendertz's comments on the steamers of the Aberdeen fleet.

Two years after the "Aberdeen" appeared there followed the "Australasian", 3662 tons gross, almost a sister ship except that she was given a full forecastle, a closed bridge deck and a slightly taller funnel.

Three years later came the "Damascus" very much the same size but given bulwarks all along, and four yards instead of three. All three vessels came from Napier's famous yard on the Clyde, now long since past.

The fourth ship, the "Thermopylae" of 1891 was almost a sister of the "Damascus" but her funnel seemed slightly stouter and she was built by Hall Russell's, Aberdeen.

In 1894 came the "Nineveh" from Napier's yard, no bigger, but her first saloon was now removed amidships, her third class was moved aft and her amidship boats raised out of the way on stanchions. Otherwise she was of much the same appearance as her predecessors.

Five years later came two larger "Nineveh's" - the "Moravian", 4573 tons, from Napier's yard and the "Salamis", 4508 tons, from Hall Russell's, both much alike except that "Moravian" had a taller funnel and did not appear to be so finely finished as the other. This pair, however, were given a full poop, with deck entrances and raised lifeboats there, for the third class.

Four years after came the first twin screw sisters of about 6800 tons, "Miltiades" and "Marathon", the first to be ordered from Stephen's yard.

This pair were speedy; so much so that one of them in an emergency took a P & O sailing via Suez and brought the Australian mails in before time. About nine years after their advent when new influences were at work at Head Office, it was decided to lengthen them, their original builders being given the job; so that instead of 450 feet their length became 505 feet with a consequent tonnage increase to 8000 tons.

The single funnel which had been midway between the masts was now badly out of centre and to improve their appearance a dummy was added in front, but to me they never looked so attractive as in their original condition. The first class accommodation was extended, the third remaining unaltered.

They had a comparatively brief career, for, having been sold for service to South America, they went to the scrappers when only twenty-one years old.

In 1908 what may be called the Harland & Wolff era set in, all subsequent additions coming from Belfast and there were no more clipper bows. The first was the "Pericles" of 10925 tons, a four master, and looking more like a typical Liverpool White Star liner than an Aberdeen Line vessel. She had all the former's usual features of the day, including a split profile, her bridge being separated from the passengers' quarters.

Officially the "Pericles" was described as an awning decker with topgallant forecastle and bridge deck, but no poop, there being only a pair of stanchioned deckhouses aft. The ship was 500 feet long and 62 feet beam.

Her career was short as in 1910 when homeward bound she struck an uncharted rock in daylight off Cape Leeuwin and sank a few hours later, all her passengers being saved.

To make good her loss a similar ship, the "Themistocles" of 11232 tons, was added in 1911, but she was given only two masts as well as a poop. Also her bridge deck, but not her boat deck, was extended to meet the bridge. A sister ship, except for the engines, was built in the same year; this was the "Demosthenes". She was the first to be given triple screws, an exhaust turbine driving the centre shaft and the usual triple expansion engines driving the side screws. The "Themistocles" had quadruple expansion engines.

The "Demosthenes" did not prove such a success as her sister somehow or other. She had to be reboilered in 1925 and was disposed of for scrapping in 1932, many years before the "Themistocles" which had quite a long career, as she was taken over by Shaw Savill & Albion Company when twenty five years old and lasted until 1947.

In 1914 came the "Euripides", just a larger "Themistocles" and never repeated. She also was a triple screw ship of nearly 14900 tons and the largest ship the Line ever possessed, because the post-1914 war "Sophocles" and "Diogenes" were about the same dimensions as the pair added in 1911.

One change brought about in the "Euripides" was that the split profile was abandoned, her flying bridge being at the fore end of her bridge deck and a deckhouse was added in the forward well with a lifeboat on top, where the bridge should have been if the "Themistocles" had been copied.

In 1922 the "Sophocles" and "Diogenes" were built. They were just modernised "Themistocleses", being given a longer forecastle, a foot more beam and geared turbines. They were ugly looking ships, the funnel for no discoverable reason was put too far forward. These two ships were given cruiser sterns which had become all the rage after 1912 when the Allan Line adopted them and the Ellerman Line followed suit shortly after.

The "Diogenes" was the last vessel which the Aberdeen Line added before losing its identity. When Shaw Savill took the old concern over the "Euripides" became the "Akaroa" and was modernised, the "Diogenes" became the "Mataroa" and the "Sophocles" the "Tamaroa".

I have I find not mentioned the first "Sophocles". She was of course the old Liverpool White Star four masted liner "Ionic" of 1883, purchased in 1899 after the "Thermopylae" had tried conclusions early one evening with Green Point during September 1899.

(As a matter of interest a list of the steamers owned by the Aberdeen Line appears hereunder. Perhaps some reader is in a position to furnish a detailed fleet list (steamers) which could be printed in a future issue. Editor.)

✓	ABERDEEN	3684 tons	1881	MILTIADES	6793 tons	1903 ✓
✓	AUSTRALASIAN	3662	1884	MARATHON	6795	1904 ✓
✓	DAMASCUS	3726	1887	PERICLES	10925	1908 ✓
✓	THERMOPYLAE	3711	1891	THEMISTOCLES	11231	1911 ✓
✓	NINEVEH	3808	1894	DEMOSTHENES	11223	1912 ✓
✓	MORAVIAN	4573	1898	EURIPIDES	14947	1914 ✓
✓	SALAMIS	4508	1899	SOPHOCLES	12361	1922 ✓
✓	SOPHOCLES	4748	1883	DIOGENES	12341	1922 ✓
	(ex Ionic 1899)					

MISCELLANEOUS

✓ The "Lowana" (V.2.N.2.) has been renamed "Ameise" whilst the "Koomilya" (2836 tg.bl't 1929) sold by McIlwraith McEacharn Ltd. in May sailed from Australia under the Italian flag as the "Rosapalagi". ✓

✓ In addition to the above the "Lady Isobel" (V.1.N.3.) - 1545 tg.bl't 1921 - and "Macedon" - 4368 tg.bl't 1916 - both owned by Australian Steamships Pty. Ltd. (Howard Smith Ltd.) have been sold as has the "Goulburn" 2367 tg.bl't 1915 owned by Huddart Parker Ltd. ✓

The "Madonna" (V.1.N.2.) owned in New Zealand has been sold to Hong Kong buyers and the "Ken Waihi" (ex Momba) is lying at anchor in Sydney Harbour following the liquidation of her owners, the Ken Waihi Shipping Co. N.Z. Ltd.

A. S. B. BULK CARRIERS

The steamship "Talinga" launched for the Australian Shipping Board in the United Kingdom on 21st June is expected in Australia about November.

The "Talinga" is a sistership to the "Timbarra" (7530 tons gross, 3941 nett. 458' o.a. - 445.2' x 58.6' draft 26'0 $\frac{1}{2}$ ". Single screw driven by triple expansion engine - oil fired) which has been employed on the coast for the past six months carrying the cargoes of coal and iron ore for which she was designed.

During October the first of the Australian built 10000 ton bulk carriers - s.s. "Lake Eyre" - will be launched and before the end of 1956 the m.v. "Lake Boga" will be delivered.

These two will be followed in 1957 by the m.v. "Lake Colac", m.v. "Lake Sorrell" and s.s. "Lake Torrens" and in 1958 the s.s. "Lake Illawarra" will be completed, leaving only the m.v. "Lake Macquarie" to be commissioned the following year.

ON THE COAST.

(3)

This is the third part of the article dealing with overseas vessels employed on the Australian Coast.

GALAVALE 7153 tons gross, 4308 tons nett, official number 168826 - built in 1942 by Todd California S.B. Corp. U.S.A. 441.5 o.a. - 425.1 x 57 draft 26.11" single screw three cylinder triple expansion with three boilers, converted to oil fuel December 1950. Now owned by the Buchanan Shipping Co. Ltd., (Andrew Crawford & Co. Ltd. Mngs.) and registered at Glasgow, she was purchased from John Cory & Son Ltd., as the "Ramillies" earlier this year. The vessel was built as "Ocean Vigour" being named "Ramillies" in 1948. She is at present on time charter to the Adelaide Steamship Co. and is employed principally between Newcastle, Melbourne, Port Adelaide and Whyalla.

GARRYVALE 7176 tons gross, 4366 tons nett, official number 169058 - built in 1942 by Todd-Bath Iron S.B. Co., Portland, U.S.A. 441.5 o.a. - 425.1 x 57 draft 26' 10 $\frac{3}{4}$ ". Single screw three cylinder triple expansion, three boilers converted to oil fuel February 1948. Now owned by the Buchanan Shipping Co. Ltd. and registered at Glasgow, she was originally built as the "Ocean Strength", becoming the "Broompark" (J & J Denholm Ltd., Glasgow) in 1947 and passing to her present owners in 1951. The vessel is on time charter to McIlwraith McEacharn Ltd., and is employed between Newcastle, Melbourne, Port Adelaide and Whyalla.

ICELAND 2879 tons gross, 1613 tons nett, official number 167034 - built in 1943 by Caledon S.B. & E. Co. Ltd., Dundee. 328 o.a. - 315.5 x 46.6 draft 20'9 $\frac{1}{2}$ ". Single screw three cylinder triple expansion, two boilers, converted to oil fuel March 1947. Owned by Currie Line Ltd., and registered at Leith, she is on time charter to Huddart Parker Ltd. and is employed between Port Pirie and Risdon (near Hobart).

CULTER (Vol.2.No.1) Went aground in Newcastle Harbour with a full cargo of iron stone on board on 6th July 1955 and was not refloated until 9th July. During this time the vessel was lightened by discharging 750 tons into the small m.v. "Dunmore".

GRYFEVALE (Vol.2.No.1) Has been sold and is now named "Sterling Valour". She will continue on the coast under this name.

A CENTURY OF CHANGE
by D. K. Robertson

The Crimea War which began in 1854 saw the beginning of a century of change in Naval development unprecedented in history. The revolution in Naval development actually began about 1821 when the first steam vessel entered the Royal Navy; however, steam was not applied to the battleship until 1852 and so the Royal Navy went to war once again in 1854 with a battle fleet of sailing ships, with a few steam engines scattered about through the squadrons. There were, though, sufficient steam powered vessels of smaller classes on hand to tow the big ships in and out of action if needed.

Almost the whole fleet would have been familiar ground to Nelson who had died 49 years before and even the old Commonwealth commanders, like Monck, would have found only the funnels and paddle boxes out of place. Lateen mizzen sails and sprit-sails had vanished long before but most other things were but little changed from Commonwealth days and even before. The big ships were still "wooden walls" and only a few had a funnel to mar their beauty. They were at the peak of their development both in beauty and in efficiency but the day of the sailing ship of the line was over, although there was nothing to take its place as yet.

The Battle of Sinope Bay in 1853 when the Russians armed with shell guns had overwhelmed a Turkish squadron armed with guns firing solid shot put the seal of obsolescence on the old ships. In 1855 a few armoured floating batteries were built for bombardment work and they had 4½" iron over their sides - the first true armoured ships. The first armoured battleships in the Royal Navy were "Warrior" and "Black Prince" built in 1860 and as others followed the old 'liners' were used mainly for 'showing the flag' on foreign stations and as transports, training ships, etc.

Development now followed two main lines - Turret Ships and Broadside Ships. After a few years the turret ship began to be favoured and from about 1880 design settled down to, roughly, one turret forward and another aft with two guns in each, secondary armament being along each broadside. There were some exceptions, but not many. Muzzle loading guns lost favour about this time and sails were finally disposed of also.

Design remained along these lines for about 25 years until 1906 when "Dreadnought" arrived with her increased heavy armament and decreased secondary armament, her higher speed (because of turbines) and bigger size. Progress was now speeded up for a few years until the year 1914 saw what was possibly the finest group of battleships ever built in the world commence to join the fleet. These were the famous "Queen Elizabeth" class which fought through two world wars (one ship being lost in 1941) with such great honour.

These ships represented what was probably the peak in battleship development, with their 15" guns, oil fired boilers, good speed and general efficiency. Very few battleships have been built since then and the very latest of them all "Vanguard" carries a main armament of 15" guns which were built forty years ago as reserve weapons for the "Queen Elizabeth" class.

A few shells a century ago ended an era in Naval history and the new era which was ushered in soon after was ended by a few atom bombs. Nobody knows what form the capital ship of the future will take, but it is extremely unlikely that the present type of battleship will continue; something new will in all probability be developed. In the meantime a few of the old battle waggons remain afloat and anyone who gets the opportunity to see one of them should make the most of that opportunity for their years are numbered.

P H O T O G R A P H S

A new list of photographs available from the New Zealand Section of the Society is now being distributed. Members are reminded that by purchasing photographs from the New Zealand Section they are contributing to the fund which keeps 'The Log' afloat. All enquiries should be directed to:-

Mr A. McMillan,
1 Highgate, Roslyn,
DUNEDIN. N.Z.

With this issue Miss Rhonda Corderoy, Quartermaster-at-the-wheel since 'The Log' began its voyages, leaves us. We nearly said "goes ashore" but in fact she is going afloat as she leaves for U.K. in three weeks. We would like to express to her our thanks for all the typing and duplicating of 'The Log' from the first issue and to wish her fair weather on her travels.

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

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

EDITOR'S NOTE:- The remainder of this issue is taken up by the first part of the Port Line fleet list. Owing to the length of the list it is not practicable to print the whole list in one issue. Therefore a similar method to that used when printing the "Blue Star List" in the September and December issues last year has been adopted.

P O R T L I N E L T D.

The Port Line fleet list was compiled by Mr I. J. Farquhar of Dunedin who wishes to acknowledge with thanks the assistance he has received from Messrs Alan B. Deitsch (New York), T. S. Stevens (Melbourne), S. J. Mallard (Dunedin), A. L. Bland (Liverpool), N. L. McKellar (Tamworth, Aust.), E. Wharton (Auckland) and the Rev. W. C. Comber, M.A. (Stratford, N.Z.).

* * * * *

The Port Line Ltd was formed as the Commonwealth and Dominion Line Ltd. in 1914 by the amalgamation of four 'family' companies which originated about the middle of the nineteenth century.

Like many companies founded last century they had their beginning in one man or a partnership. The firm of Tyser & Co. was founded by G. D. Tyser who was subsequently succeeded by his sons. In 1881 after trading to India for some years, an Australian service was commenced in conjunction with others and, under various names, continued until the amalgamation in 1914 when eight Tyser steamers were transferred to the new company.

Of the other three companies the Star Line (James P. Corry & Co.) also traded to India before they entered the Australasian trade. They owned a fleet of sailing vessels which by 1906 had all been replaced by steamers and at the time of the amalgamation five vessels were transferred to the Commonwealth and Dominion Line whilst two others were sold elsewhere.

The Royden family (Indra Line) were originally shipbuilders, subsequently building most of their own vessels when they became shipowners and traded to the United States and the East. Their interests and steamers in the Eastern area were sold to the Blue Funnel Line in 1915, the remaining three ships joining the new Commonwealth and Dominion fleet.

Finally, William Milburn, who commenced as a shipowner in 1850 and later went into partnership, formed the Anglo-Australasian S.N. Co. in 1884 after dissolving the twenty year old partnership. This concern contributed nine ships to the new fleet, all of which had the prefix 'Port', the style subsequently adopted by the Commonwealth and Dominion Line for their vessels.

The colour scheme of the C & D fleet was the grey hull of Wm. Milburn & Co. with the buff funnel and black top of the Tyser Line. The funnel was later changed to the Cunard funnel after the Commonwealth and Dominion Line was acquired by the Cunard S.S. Company in 1916. In 1937 the title of the company was changed to 'Port Line Limited'.

The first vessel expressly built for the company was the "Port Darwin" which was commissioned in January 1918 and all vessels since, with one exception "Port Vindex", have been named after ports in Australia, New Zealand or Canada.

During the 'twenties' the company undertook an extensive building programme, the ships, although fitted with various types of propelling machinery, were basically the same as the "Port Darwin". The first departure from this design was not until the "Port Chalmers" was built in 1933; since then the ships have been of numerous designs but generally in classes or pairs.

In the 1914-1918 war the company lost nine vessels either through enemy action or marine hazard and in the 1939-1945 war thirteen ships were lost.

During recent years the older units of the fleet have been sold; the "Port Campbell" (1922) which went to the breakers in May 1953 was the last coal burner and steamer in the Port Line fleet, thus all the present vessels are motor ships.

To supplement their fleet Port Line have chartered numerous vessels in recent years, mainly on a voyage basis only; however, they have also chartered the "Thistledowne", "Herefordshire" and "Silveroak" on a long term basis (the latter for 30 months) and have renamed them "Port Curtis", "Port Hardy" and "Port Stephens" respectively.

The fleet list is in chronological order with the exception of the ships contributed by the amalgamating companies and these are listed according to age, irrespective of their previous owners. The information listed is in the following order:- Previous name and/or owners, Official number, gross tonnage, where and when built, engine details, subsequent history.

- ✓ PORT STEPHENS ex Star of Australia, 1914 (Star Line) O/n 110507
6179 tg. Workman Clark, Belfast. 9/1899. Triple
Expansion. Single screw. Sold in 1924 to L.E. Conti
& Son, Genoa, and broken up.
- ✓ PORT HACKING ex Mimirol, 1914 (Tyser Line) O/n 112681
6225 tg. Workman Clark. 3/1900. Trip. Exp.
Single screw. Sold 1927 to A. Zanchi, Genoa,
became "Capo Nord", broken up 9/1933.
- ✓ PORT ALMA (1) ex Indralema, 1915 (Indra Line) O/n 113469
6669 tg. Charles Connel, Glasgow. 6/1901. Trip. Exp.
Single screw. Sold in 1923 to Vianda S.S. Co.,
London, renamed "Vianda". In 1927 became
"Fidelitas" (P. Ravano, Genoa). Broken up Italy
1932.
- [Handwritten signature]*