

Vol. 3.

SEPTEMBER 1956.

No. 3.

# - EDITORIAL

After almost three years and eleven editions of "The Log" both Mr. McKellar and I have decided to retire from our respective positions, therefore, from December issue the journal will be under entirely new management.

When it was decided to commence producing our own magazine the founders hoped that members would make available the results of their research for the benefit of others. However, it cannot be claimed that we received the wholehearted support of members in this objective and I may say that we have been greatly disappointed and disillusioned by the apparent lack of literary support. Speaking for myself this is the principal reason why I have retired from the position of Editor.

As far as I am aware "The Log" will continue to appear as before; however, the resignation of the founders will I hope serve as a timely warning that if you are to have your own magazine of reasonable standard and interest, then each and every reader must support it in some way.

Finally, I would personally like to thank all readers who have supplied material for "The Log" irrespective of whether they were short notes or fleet lists. Perhaps they will obtain a little satisfaction from the thought that they have been directly responsible for the magazine appearing each quarter.

#### THE LOST COLLIERS.

Since our last issue, the unfortunate foundering of two 'sixty milers' has occurred and resulted in considerable loss of life. The first vessel to go was the "Vicky" which to be correct should be described as an ex 'sixty miler' as this ship, formerly the "Caldare", was on her first voyage on account of the new owners — a Phillipine Company. The "Vicky" was on passage to Melbourne where she was to have taken another vessel (reported to be the disused dredge "Lady Stanley") in tow, when following an engine breakdown, she was overwhelmed and sank in rough weather.

The "Vicky" ex "Caldare" was built for Australian Steamships Pty. Ltd., (Howard Smith Ltd.) in 1930, by J. Lewis & Sons Ltd., Aberdeen and was 760 tons gross, 171 feet six inches long and powered by two three cylinder triple expansion engines driving twin screws. Her official number was 140618.

The foundering of the "Birchgrove Park" on 2nd August whilst on her regular sixty mile run, Newcastle to Sydney, is alleged to have been caused by the cargo shifting and the vessel was subsequently overcome by rough seas. No doubt an enquiry will be held in due course when the facts will be published.

The "Birchgrove Park" was built for R. W. Miller & Co. Pty. Ltd., in 1930 by J. Lewis and Sons Ltd., Aberdeen and was 640 tons gross, 160 feet long and powered by a three cylinder triple expansion engine driving a single screw. Her official number was 157592. Readers will have noted that by coincidence both vessels were built by the same builder in the same year although of course they were not sister ships.

Further more, it is worthy of mention that two other units of Miller's fleet were lost in similar circumstances over twenty years ago. The "Annie M Miller" 707 tons gross, built in 1928 was lost on 8th February, 1929 whilst the "Christina Fraser" 717 tons gross built in 1925 Was lost on 24th June 1933.

In recent months the Australian seamens' union has raised the question of the desirability of vessels being equipped with quick release life rafts (as during the war) and the fact that both "Vicky" and "Birchgrove Park" were unable to launch their lifeboats properly tends to make one think that there could be considerable merit to the suggestion.

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#### THE FIRST AUSTRALIAN DESTROYERS.

by R. A. Sherlock.

The first mention of destroyers for the Commonwealth
Navy was made by the Naval Director, Captain Creswell in answer
to questions by the Minister of Defence on 10th October 1905,
and it was proposed to acquire over a period of seven years, three
cruiser-destroyers, sixteen torpedo boat destroyers and
fifteen first and second class torpedo boats.

Although this programme never came to anything it was discussed for three and a half years in Parliament, particularly the advantages and disadvantages of the destroyer over the submarine for which there was considerable support.

It was not until 5th February, 1909, that the Fisher Government decided to order two destroyers to be built and completed in England and also one to be erected in England then dismantled and shipped to Australia for re-erection and launching. Tenders were called in Great Britain and on 13th March, 1909, the High Commissioner was authorised by the Government to accept tenders. The three vessels subsequently named "Parramatta", "Yarra" and "Warrego" were all ordered on 10th April, 1909, when the contracts were signed.

PARRAMATTA. built by Fairfield Shipbuilding & Engineering Co., Govan, was launched on 9th February, 1910, and underwent full speed trials on 17th June of the same year.

YARRA. built by Denny Bros, Dumbarton, was launched on 9th April, 1910, and underwent full speed trials on 17th June, the same year.

Both vessels were commissioned at Greenock on 10th September,1910, and left for Australia the same day, proceeding via Portsmouth, Gibraltar, Port Said, Suez, Aden, Colombo, Singapore and Balikpapan, arriving at Broome on 15th November, afterwhich they steamed to Fremantle, Bunbury, Albany, Port Adelaide and arrived in Melbourne on 10th December,1910. They were both dry docked after their 14,211 mile voyage, which was carried out at economical speed, which proved to be 13.8 knots.

The destroyers were temporarily commissioned as units of the Royal Navy and were transferred to the control of the Commonwealth Government at Broome. On the voyage out they were escorted by H.M.S. "Gibraltar". At Fremantle, Captain Tickell of "Parramatta" who was in charge, reported to Senator Hon. G. F. Pearce, the Minister of State for Defence, who handed him his first sailing orders from the Commonwealth.

The vessels were improved "River" class and had a length of 245 feet, beam (moulded) 24'3", depth 14'9", and draught 8'6". Displacment was 700 tons, guaranteed H.P. 10,000, shaft H.P. 12,000. Speed 25 knots, speed on trials 28 knots. Radius 2,990 miles at 14 knots. Three shafts driven by Parsons turbines, steam supplied by three oil fired boilers. The complement totalled 66 and the armament was one 4" Q.F., three 121b Q.F., three 18" torpedo tubes and both were fitted with wireless.

WARREGO. built by Fairfield Shipbuilding Co., was shipped to Sydney where she was re constructed at Cockatoo Island being launched on 4th April, 1911, and commissioned for service on 1st June, 1912, after having run trials off Sydney Heads during April, 1912. She obtained greater speed at full power than did "Parramatta" and "Yarra".

There were three other 'River' class destroyers - all build at Cockatoo Island Sydney - these were "Huon" ex "Derwent", "Torrens" and "Swan".

HUON. ex Derwent, laid down 21.1.1913, launched 19.12.14, completed 2.2.1916, cost £148,315.

TORRENS. laid down 25.1.1913, launched 28.8.1915, completed 17.7.1916, cost £158,621.

SWAN. laid down 25.1.1913, launched 11.12.1915, completed 16.8.1916, cost £160,989.

August,1929 that the six 'River' class destroyers were to be put on the disposal list and they were disposed of as follows:

PARRAMATTA: Towed to breakers Cockatoo Island during October,

1929, and broken up January,1930.

YARRA: Broken up Cockatoo Island, December,1929-January,1930.

TORRENS: Towed to Cockatoo Island, October,1929, for scrapping,
hull sunk by HMAS 'Canberra' and 'Albatross' 40 miles from

Sydney Heads, 25.11.1930.

WARREGO: Broken up Sydney 1930.

SWAN: Broken up Cockatoo Island January 1930.

HUON: stripped at Cockatoo Island and hull used as target for
HMA Ships "Australia" and "Canberra". Resisted attempts to sink
by gunfire and sunk by a charge of gun cotton. 10th April,1931.

Note: The actual fate of the hulls of "Parramatta", "Yarra", "Warrego" and "Swan" is not known by the author.

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# KUMALLA.

The 'Kumalla' was launched by Henry Robb Ltd., of Leith for Union S. S. Co of N.Z. on 8th August. This vessel is especially constructed for the carriage of pyretic ore between Strahan (Tasmania) and Melbourne and she is expected to arrive in Australian waters early next year.

The 'Kumalla' - which is an aboriginal word meaning 'Father' - is 1640 tons dwt, 230 feet b.p. and 43 feet beam with a loaded mean draft of 13 feet three inches, she will have a speed of 11 knots.

. Union Company vessels previously employed in this trade include "Kowhai", "Kahika", "Kamona" and "Kini".

#### "LENA" and "OB".

#### By R. Le Maistre.

The calling of two Russian ships at Port Adelaide a few months ago created Australia wide interest. The vessels were the "LENA" (7,503) and the "OB" (7,544), both of which were returning to the Soviet after landing scientific parties in the Antarctic for the geo-physical year. The "LENA" was the first to arrive and she came direct from the Antarctic base. The "OB" came via Wellington N.Z. where she may have been seen by some of the New Zealand members of the Society.

The two vessels are sister ships and together with a third vessel named "ENISEI" were built by De Schelde Konink-lijke Mij. N.V., Flushing, in 1954. They are specially designed for navigation in the waters of the Arctic Ocean and therefore of the ice-breaker type vessel. The sharply cut away bow created quite a deal of comment round the Port Adelaide waterfront.

The vessels are 388'0" long, 81'10" broad with a depth of 38'7" and have a crew of 65 and 68 respectively. They are propelled by four two stroke cycle single acting eight cylinder oil engines, each with a bore of 16 9/16" and a stroke of 19 11/16" connected to a single screw through an electric motor. The oil engines were built by the builder of the ships and the electrical equipment was supplied by British Thomson-Houston Co. Ltd., of Rugby, England.

The feature first noticeable upon looking at the vessels is the heavy looking appearance and the ice breaker bows. On coming closer to the ships the extremely smooth finish to the hull plating is noticeable, all joints in the plating being out welded. Also noticeable from the exterior was the fact that the widest part of the hull was at deck level, the hull tapering inward towards the bottom.

All deck fittings were very substantial and another interesting feature was that the mooring stations at both bow and stern were in unobstructed view of the crows nest, which contained a complete set of conning equipment and engine room controls.

Crew accommodation was noticeably inferior to that on British vessels constructed about the same time. The men are accommodated in six berth cabins which do not contain any washing facilities and to my mind seemed large enough to house only two men. The public rooms were a little more like the standard set in modern vessels.

Altogether the two vessels were very interesting but as far as accommodation is concerned, fall far behind the standard set by recent vessels owned by other nations.

#### THE AUSTRALIAN WHALING COMMISSION.

#### By A. J. Starke.

On the 30th May, 1956, the Australian Whaling Commission was abolished, and the following day the Shore Station at Carnarvon W. A. and a fleet of three catchers became the property of the Nor-West Whaling Co. of Perth, the sale being made for £880,000.

The Commission was formed in 1949, purchasing two vessels from overseas in 1950; in which year it also took delivery of a vessel built for its own account.

The vessels operated in Shark Bay W.A., the whales being towed to Carnarvon for processing.

During the short time the Commission was operating, it made an operating profit of £1,163,657, which would suggest that the Nor-West Whaling Co. has made a bargain.

"CARNARVON"

598 gross. built 1950 by A. & J. Inglis, Glasgow. Dimensions 179.2/167.0 x 31.0 x 16.2. Single screw vessel, with 4 cylinder triple expansion. Engine made by North Eastern Marine.

"GASCOYNE"

344 gross. built 1936 by Bremer Vulkan, Vegesack. Dimensions 146.5/137.0 x 26.1 x 13.7. Single sorew vessel, with 3 cylinder triple expansion. Engine made by the builders:

EX "SOUTHERN BREEZE" (Chr. Salvesen of Leith).

"MINILYA"

249 gross. built 1930 by Akers, Oslo.
Dimensions 113.0 x 23.9 x 13.2.
Single screw vessel, with 3 cylinder triple expansion
Engine made by the builders:
Ex "THORVAARD" (Bryde & Dahl of Sandefjord, Norway)
Although purchased in 1950 this vessel was not
renamed until 1951.

Α

Funnel Colouring: Yellow with black ring. Letters W.C. in black inside the ring.

#### WORLD SHIP SOCIETY

#### AUSTRALIAN AND MEW ZEALAND SECTIONS

#### PHOTO SCHEME

As Mr. A. McMillan of Dunedin will shortly be leaving for Australia, he will be unable to continue as organiser of the photo scheme and therefore his place will be taken by Mr. R. R. LeMaistre of 40 Flinders Parade, Flinders Park, South Australia. Our sincere thanks and appreciation are extended Mr. McMillan for his capable handling of the photo scheme during the last two years.

. It has been decided to adopt a different system in regard to the photo scheme and henceforth a list will appear in each issue of 'The Log' detailing photos available during a stated period. Orders will be received by Mr. Le Maistre up to a fixed date (one for Australian and New Zealand, and one for overseas). Photographs will not be ordered from the various scources of supply until the respective closing dates, afterwhich with as little delay as possible, Mr. Le Maistre will order the prints, have them returned to him and distributed.

Prints will be post card size and double weight paper with the exception of those obtained from New Zealand sources which will be printed on single weight paper, the respective prices being one shilling (1/-) and nine pence (9d), AUSTRALIAN CURRENCY each. All remittances are to include six pence postage and money orders etc., should be made payable at the Port Adelaide, Post Office, Sth. Australia in the name of R. R. Le Maistre.

We realise that it may not be possible, in some instances, for your orders to be received before the advertised closing dates, due to irregular mail schedules, but we would appreciate early attention to your orders to avoid extra work for the organiser.

We regret that costs have caught up with us and it has been found necessary to increase the price of the prints, but we hope you will continue to support the scheme which in turn is helping to keep 'The Log' afloat.

In this issue of 'The Log', details appear of photos available under the new system. The closing dates for orders for Photograph Offer No. 1. are 31st October, 1956 for Australia and New Zealand, and 15th December, 1956 for Overseas.

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Available (for postage cost) from N.L. McKellar, P.O. Box 83, Tamworth:-

Appendix to Lloyds Register 1953.
Set of Supplements to Lloyds Register 1954/55.

was then owned by the United States Shipping Board and had been laid up for some time. As economical operation in the days of depression was not by any means possible, the Shipping Board hired her out to Byrd for a dollar a year. The other ship, the wooden hulled "Bear of Oakland" had already a long background of work in icy waters. Built by A. Steven and Company in Dundee in 1874 as the "Bear", she spent her first years as a whaler in the arctic and in 1884, the United States Government purchased her for 100,000 dollars to search for the survivors of the Greeley Arctic Expedition. She was later placed in the Revenue Cutter service - the forerunner of the United States Coast Guard - and in this capacity she was fitted with a couple of six pounder guns. She mainly ran up the coast of Labrador and for many years she was the first ship into the Bering Sea when the ice melted. She took part in the rescue of many who were trapped in the ice fields and was known as the Angel of the Arctic. The "Bear" was active until 1928 when she was laid up and was later awarded to the City of Oakland by an Act of Congress to serve as a maritime museum. Byrd approached the City of Oakland who agreed to put her up for auction and allow Byrd to buy her for a very low figure. At the auction however, a local second hand dealer nearly put a spanner in the works when he bid 1,000 dollars. However, he must have been silenced and Byrd was able to purchase the ship for 1,050 dollars. In gratitude to Oakland, he renamed the ship "Bear of Oakland". Built of oak, her hull was about 3 feet thick and was very well sheathed and strengthened. She was 200 feet long, and had a beam of 32 feet. She was 703 tons net, top speed was 7 to 8 knots. The "Bear" left Boston on September 25, 1933, and the "Ruppert" sailed on October 11. The latter ship made Wellington on December 5, 1933. The ships of the expedition again used Port Chalmers as their base and for the next two years were familiar visitors to the port. They finally left the Bay of Whales on December 7, 1935, for the return voyage to the United States via the Port of Otago. The "Jacob Ruppert" was renamed "Cocle" in 1941 and the 6530 tons freighter ran under the Panamanian flag until she was torpedoed by a submarine north of the Azores on May 12,1942.

# 1939/1941.

For the third expedition the United States Navy took over the expense account and the ships were manned with Naval crews. The old "Bear of Oakland" was again recalled for service - after a thorough overhaul and the fitting of a brand new set of diesel engines. She was renamed "U.S.S. Bear", under the command of Lt. Commander R. H. Cruzen. The other ship, the "North Star" was also wooden hulled, having been built in 1932 by the Berg Ship Building Company, Seattle. Of 1,642 tons she was equipped with diesel engines, and with both the ships in the expedition having this type of propulsion, there were no worries regarding bunkers that were a feature of the first two expeditions in which supplies

of coal became a major problem. The "North Star" was commanded by Lt. Ormmander I.K.T. Lystad. The "U.S.S. BEAR" went direct to the ice while the "North Star" called at Wellington and Dunedin in December 1939, before leaving the latter port on January 3, 1940, for Little America. Admiral Byrd went South with the ships in 1939, but left for the United States and did not return when the "Bear" and "North Star" came back to Dunedin in December 1940, en route to Little America to pick up the wintering party left there. They sailed direct to the United States from Antarctica.

Between expeditions, the "Bear of Oakland" had been exhibited at the Chicago World Fair. During World War 11, as the "U S.S. Bear" she went into service around Canada's Arctic frontier for the Coast Guard. In 1947 the old ship was sold to the Shaw Steamship Company and was refitted for sealing around the coast of Labrador. She was finally laid up in 1953 after 79 years of service on voyages extending both farthest North and farthest South that man, up until that time, had ever navigated. She is still registered to the ownership of F.M. Shaw of Bridgetown, Barbados, as the "Arctic Bear". The "North Star" is now owned by the Western Boat Building Company of Tacoma, Washington.

# 1946/1947.

The fourth expedition was on the grand scale and the fleet of ships was more in the nature of a Task Force and the The main objective operation was conducted as a naval exercise. of the expedition known as "OPERATION HIGH JUMP" was to map the coast and 125,000 square miles of coast line was plotted. group found fifteen islands of moderate size, four large bays, one of which was 125 miles wide - and two new mountain ranges, each Admiral Byrd was Officer in Charge about 15,000 feet in height. with Rear Admiral Cruzen (who was in the 1940 expedition) as There were thirteen ships Officer in Charge of the Task Force. and four thousand men in the expedition, which was equipped with latest scientific equipment. For the first time in the Antarctic high powered icebreakers were used and helicopters and amphibious The Task Force comprised aircraft were employed to great advantage. the following vessels;-

Flagship was the United States Navy transport "Mount Olympus" - a 16 knot vessel with a displacement of 15,295 tons and a complement of about 550 men. There were two transports, the "Merrick" and "Yancey". Both ships were of the standard C2 - S - Bl type cargo ship. "Merrick" was completed in March 1945 by the Federal Shipbuilding Corporation and delivered to the United States Navy as "AKA 97". She was released to the Thited States Maritime Commission post war and was laid up for a time at Suisun Bay. She is now in service for the Military Sea Transportation Service.

The "Yancey AKA 93" is a similar class of ship, being built by the Moore Dry Dock Company in 1944. She is retained in the United States Navy at present. The ships are propelled by geared turbines and have a speed of 16 knots. The "Merrick" had her rudder broken off by an ice floe and had to be towed to Port Chalmers by the icebreaker "North Wind " . There, temporary Other ships were the submarine "Sennet" repairs were effected. SS408 - one of the "Balao" class; (she became stuck in the ice and had to be towed clear) the 19 knot seaplane tenders "Currituck AV7" and "Pine Island AV12;" the oil tankers "Canisteo" and "Cacapon" of the T3 - S2 - Al type, each of 25,425 tons displacement, with an operating radius of 18,000 miles and a speed of 18.8. knots; two Gearing class destroyers, the "Brownsor DD868" and the "Henderson DD785" and the Essex class aircraft Carrier "Phillipine Sea ". This vessel was the largest unit in the expedition, having a loaded displacement of 33,000 tons, a top speed of 33 knots and a normal complement of 80/90 planes. On the expedition, however, she mainly carried U. S. Navy R4D type planes (better known as She was brought as close as possible to the ice shelf Dakotas). and the planes were flown off by the use of Jet Assisted Take Off The icebreakers "North Wind", "Edisto" (JATO) to Little America. These three ships are 269 and "Burton Island" made up the fleet. feet overall and have a beam of 63 feet and a loaded draft of Normal displacement is 5,300 tons but fully laden the maximum displacement is 6,500 tons. They are propelled by six diesel electric engines developing about 10,000 h.p. propellors are also fitted and 3,000 h.p. can be developed on the forward screw of each ship. The cruising range is 10,800 miles and the ships are rated as 15 knotters. The complement is about 23 officers and from 145 to 240 men, depending on the number required. The ships have six tanks on either for the operation in hand. side and water can be pumped from either side at the rate of 200 tons through 24 inch ducts, resulting in a total roll of ten degrees Two tanks, one at the stern, and one at the bow in 🔁 minutes. give a fore and aft motion and within five minutes the ships can increase their forward draft by two feet and reduce the after The cut-a-way bow allows the ships to slither draft by 15 ins. up on top of ice up to 3 feet thick and break it by sheer weight, The rolling and pitching motions are at a speed of 10 knots. only used when the vessel is in very thick ice and ice up to The forward fifteen feet thick has been broken in this manner. propellor is brought into action and this draws the floe downward enabling the vessel to climb on top and break it. Each breaker normally carries two helicopters. The side plating of the ships is from  $1\frac{1}{4}$  to  $1\frac{5}{8}$  inches thick and is of high tensile steel. Each ship carries two small landing craft, two motor whale boats and one "Greenland" type motor cruiser. The ships are a mass of equipment and a separate set of navigating controls is fitted in the crow's nest.

(to be continued and concluded in December issue.)

#### "AT A CA MA"

#### By R. Parsons.

On the 14th October, 1897, the ship rigged wooden Chilean vessel, "Atacama" put into Sydney Harbour flying distress signals in a very unseaworthy condition, Captain H. C. Spruit, master. Lloyd's surveyors reported large repairs were necessary—Messrs Mort's Dock tendering to do the work for £7,000. The Chilean Consul considered this too costly and ordered "Atacama" sold at auction. Messrs. Cowlishaw Bros. of Sydney bought her for £700, retained Captain Spruit in command and ordered her refitted with no expense to be spared.

"Atacama" was built 1875 by Smit Bros. Alblasserdam, was 196' 6" x 39! x 27' 6". Square stern, 3 masts, ship rigged, 1,379 tons gross and when registered in Sydney January 1898, given British official number 106,162, signal letters P.L.D.F.

The work was finished early January 1898 and "Atacama" cleared Sydney for San Diego via Newcastle, N.S.W. January 21st 1898. On February 4th, 1898, within 24 hours of leaving Newcastle, she was abandoned in a sinking condition in heavy weather, and later foundered, the Captain and four seamen being the only survivors. They were picked up by the tug "Leveret" after "severe privations" to quote the subsequent court of inquiry. One man of the Captain's boat was drowned, and the other 12 members of the crew in two boats were never again seen.

The board of inquiry sitting in Sydney prefixed its report with the observation that the evidence was very conflicting and hard to obtain and assess but stated that Captain Spruit was in no way to blame and the members of the Court were of the opinion that had the overhaul been carried out thoroughly the disaster may well have been averted.

It was revealed at the inquiry that the original surveyors indicated one of the main items to be attended was the stripping of the copper from "Atacama's" hull and having the ship recoppered. This was not done. Quite a lot of money was spent on repairs to upper works and the inside of the ship but apart from caulking a small leak nothing was touched on the hull. The court remarked upon this but also pointed out that Captain Spruit had been in command of the ship for a considerable period and had expressed himself satisfied and ready to take the ship to sea.

Another point raised was the fact that the Owners never insured their ships. Their practice was to insure the cargo only but in the case of "Atacama" they experienced great difficulty in arranging cover and only succeeded upon paying rather large

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premium. Nothing was deduced from this fact, in the report.

The inquiry seemed to find it difficult to blame any one but indicated it was unhappy about the condition of the ship, and it appeared as though the court was trying to implicate the Owners but felt insufficient evidence was before them. Throughout their report was the reference to conflicting and insufficient evidence.

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# R. A. N. Reserve Ships.

Ships of the Royal Australian Navy which have been moored in reserve in Corio Bay, Geelong for some years are to be transferred to Sydney as circumstances permit.

The 'River' class frigates 'Burdekin' and "Diamantina' have already left whilst 'Culgoa' and the minesweeper "Cowra" are undergoing refit at the Naval Dockyard, Williamstown prior to being towed north.

In addition the ocean minesweepers 'Bowen' and 'Latrobe' have been sold overseas and left Melbourne in tow of the British tug 'Bustler' during July bound for Hong Kong.

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## HIMALAYA.

The P & O S.N. Co., liner 'Himalaya' (27,955. 1949) is to make a Christmas/ New Year cruise which will include a call at Hobart at which port many P & O and Orient Liners called in pre war days. However this will be the first P & O liner call at that port since the war, with the exception of "Strathnaver" (22,270. 1931) which, during her three funnel days, spent a few hours at Hobart in 1947, disembarking immigrants.

The 'Himalaya' is scheduled to sail from Hobart. on Christmas Eve for Wellington, Auckland, Sydney and Melbourne.

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#### ACKNOWLEDGEMENT.

I regret to say that I have overlooked thanking Mr. A. J. Starke for drawing and providing the cover for this Year's 'Log' (V/3. No. 1.) and now tender my belated thanks and appologize.

## IN BRIEF.

"Fred Olssen" (V. 3 No. 2.) recently purchased by Huddart Parker Ltd., has been renamed "WATAMURRA" an aboriginal word meaning 'Sacred Object', and is expected to arrive in Australian waters during September.

Newcastle & Hunter River S. Co. Ltd., will adopt the new title of Southern Shipping Co. Ltd., as their vessels are mainly employed in the Sydney / Tasmania trade.

The "Kooralya" (3169, 1944) owned by McIlwraith McEachern Ltd., was recommissioned in August after undergoing special survey at Sydney during which the accommodation was rebuilt and the vessel converted to oil fuel.

The "Mernoo" (2496. 1926) owned by the Melbourne Steamship Go. Ltd., has been permanently withdrawn from coastal trading and is at present laid up at Williamstown, Vic. Her last special survey was carried out in July 1952. It is believed that the vessel has been sold to Hong Kong Owners.

The "Iron Prince" (3,380. 1923 ex Elouera) owned by Broken Hill Pty. Co. Ltd., has been sold and will load in N.S.W. for Japan as the "Kembla Breeze".

The "Culter" (7,030. 1941) - see V.2 No. 1 and V.2. No. 3. has been rechartered for service on the Australian coast and is now on passage from U.K. to Australia. It is understood the charterers are Huddart Parker Ltd and the vessel will be employed on the coal and iron ore trade.

Reported in "The Harbour":- The 'Neo Hebridais 11 ex 'Koranui' has been sold to Hong Kong breakers.

The "Koojarra" the new W. A. State Shipping Service passenger/cargo vessel is expected to be handed over at Newcastle early in September.

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#### SYDNEY BRANCH.

The Sydney Branch have continued to hold their monthly meetings during June, July and August and the organisers are very pleased with the good attendances and increase in numbers.

Every effort is being made to organise visits to ships and it is hoped that a vessel belonging to the Australian Shipping Board and also the Royal Interocean Lines' "Straat Banka" will be visited shortly.

# A NOTE FROM Mr. A. J. Starke.

Elsewhere in this journal you will read the news that Messrs Stevens and McKellar have decided that they can no longer produce 'The Log' for us. I am sure that all members in both Australia and New Zealand will read this announcement with real regret, as they have both done a first class job, one which we have all appreciated, albeit the lack of contributions may at times have suggested otherwise. On behalf of us all——thank you.

I will be taking on the job of Editor; a decision reached only after the pledge of regular support from a few members. This will mean that the age old cry for copy will henceforth come from me and will not, I hope, go unheeded as it apparently has in the past.

A.T.S.

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All correspondence concerning 'The Log' should be addressed to the Agent in Australia:

Mr. A. J. Starke,
21 Symonds Street,
PORT PIRIE. Sth Australia.

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All enquiries concerning photographs to be purchased from the Australia & New Zealand Sections of the World Ship Society should be addressed to:

> Mr. R. R. Le Mnistre, 40 Flinders Porade, FLINDERS PARK.

> > South Australia.

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This issue of 'The Log' was prepared in Melbourne and printed at TAMWORTH.