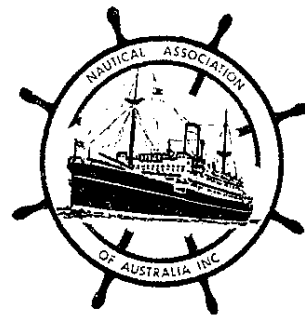


THE LOG

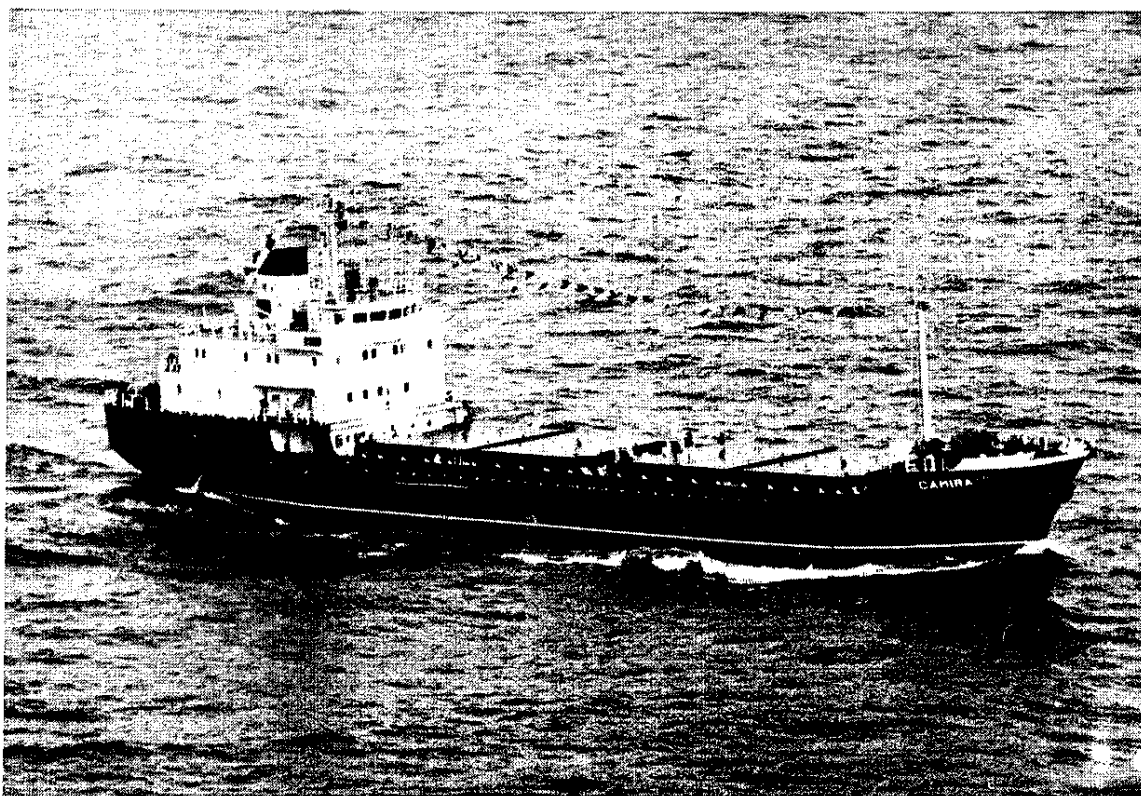


QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.

Vol 13 No 3
New Series

30 August 1980

Australian:
Price \$1.50



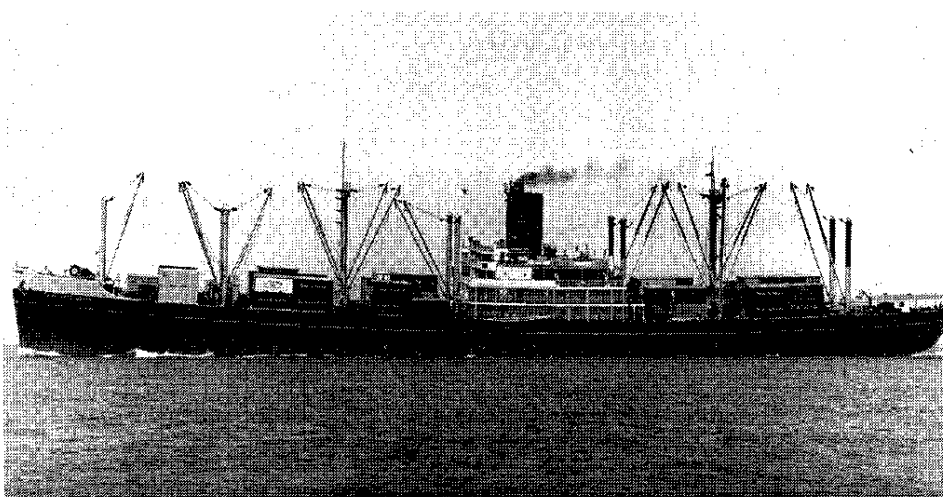
CAMIRA

Entering Sydney Heads 15 June 1980 on delivery voyage
from Japan.

(J.Y.Freeman)

REGISTERED FOR POSTING AS A PUBLICATION CATEGORY B All rights reserved.

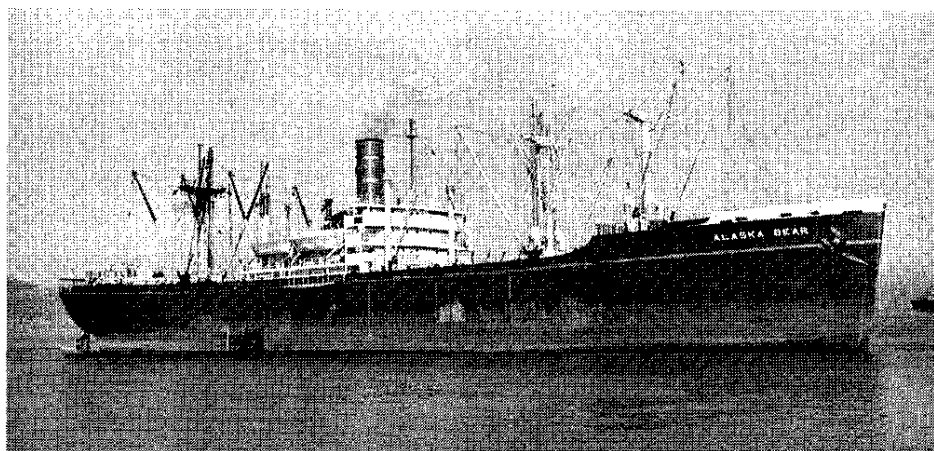
-- Pacific Far East Line --



THAILAND BEAR

C3 type

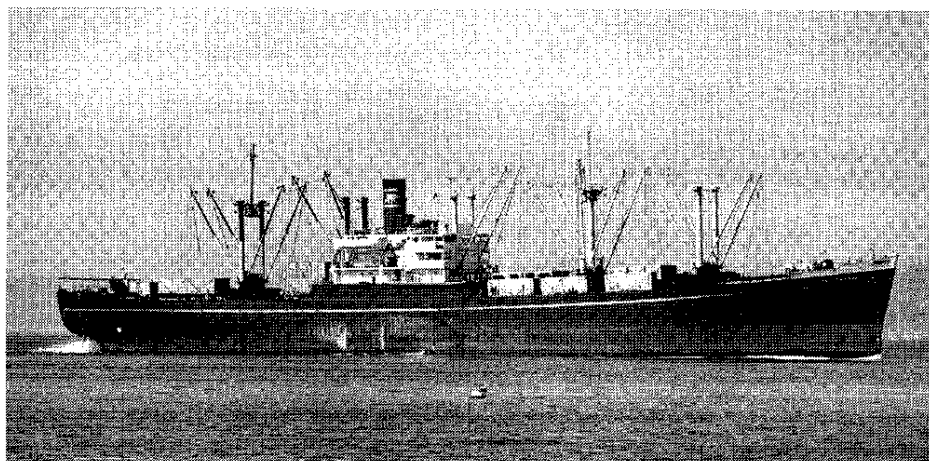
(N.J.Kirby collection)



ALASKA BEAR

Victory type

(N.J.Kirby collection)



AMERICA BEAR

C2 type

(N.J.Kirby collection)

THE LOG is printed and published every third month for the Nautical Association of Australia Inc., by W.G.Volum of 132 Noble St, Geelong, Victoria. Postal address is P.O. Box 4114 Melbourne 3001.

T H E L O G

quarterly journal of the

NAUTICAL ASSOCIATION OF AUSTRALIA INC.

Volume 13, Number 3, Issue 61 - New Series

1980

30 August, 1980.

Page 71

Company history-

Pacific Far East Line Inc.

from N.J.Kirby.

Author's note

Since this list was originally prepared in 1975 and subsequently updated in 1977 and again this year (1980) considerable difficulty has been experienced in obtaining data about the Company and its vessels. Details of changes of ownership with American vessels have been extremely hard to verify, especially in recent years. In the case of the Company under review sales reported in the media have not appeared in recognised shipping registers. (Lloyd's and American Bureau), or alternatively have appeared in one but not the other. A case in point is that of the former Golden Mariner, which according to American Bureau was bareboat chartered to Waterman in 1973, this being the recorded year of name change. Lloyd's also records this year, but in fact the latter organisation also records that under the name Thomas Jefferson she sailed from Los Angeles on 10 December 1972. Transfers of ownership, particularly between private owners/operators and the US Department of Commerce (Maritime Administration, subsequently referred to as Marad), frequently take some time to appear in Lloyd's whereas they appear much sooner in American Bureau. At the time that PFEL went into bankruptcy and its vessels were reported seized by Marad, no such changes of ownership have been officially recorded. Therefore the content of the fleet list which follows, in particular as concerns the demise of the Company and ownership of its vessels in 1978/79 is largely based on a mixture of press media extracts and American Bureau Register data. Throughout, AB information has been used in preference to that of Lloyd's, for obvious reasons. Every effort has been made to ensure that the data recorded is as accurate as possible, and additional information/corrections as necessary will be advised to the Editor.

Pacific Far East Line Inc. (PFEL) was founded in July 1946 with headquarters in San Francisco, and initially operated five ships which had been bareboat chartered from the US Maritime Commission. These constituted three fully-refrigerated vessels, one Victory type and one Liberty type. As they were only chartered they are not included in the fleet list which follows.

The first President of the Company was Thomas E. Cuffe, after whom the Company's first Lash type vessel was to be named. In 1947 some five C2 type vessels were purchased, and in 1949 PFEL commenced negotiations with the US Government for a contract to operate under subsidy to offset increasing foreign competition. The next purchases by the Company were three Victory type vessels in 1951. The application for subsidy was finally granted with effect from 1 January 1953, and the Company moved swiftly to update its fleet by contracting for the purchase of three new Mariner class vessels. These ships were altered on the stocks to PFEL specifications and were delivered in 1955. They were further supplemented by the delivery in 1955/56 of another four vessels of the same type.

The Company traded almost exclusively on its subsidised Trade Route 29, from the West Coast of the United States to Japan, Hong Kong, the Philippines, Okinawa, Formosa, Korea, South Vietnam, Thailand, Guam, Wake Island, Kwajalein and Hawaii. In December 1959 Thomas E. Cuffe died and was succeeded by Clarence G. Morse. In 1962 Morse was succeeded by Raymond W. Ickes and in the same year the fleet was further increased with the addition of two modified Mariner types.

During mid-1969 it became known that PFEL were negotiating with Matson Nav. Co. for the purchase of Matson's Trade Route 27 (West Coast USA/ Australia and New Zealand passenger and freight service). A deal was concluded on 22 January 1971 and, along with Trade Route 27, PFEL assumed ownership of the two luxury passenger/cargo vessels Mariposa and Monterey, along with the two older C3 type vessels Sonoma and Ventura. The contracts taken out by Matson with Bethlehem Steel, Baltimore, for two C7 type container vessels were also included in the sale. The intention had been to place these vessels on the Far East service, releasing two Lash type vessels for the Australian trade. Upon completion in 1973/74, however, they were found to be surplus to requirements and both were sold without trading for PFEL.

PFEL had entered the container field in 1968/69 when it purchased from the US Government two former Naval transports which had been laid up for some time in the National Reserve Fleet. With conversion to container ships completed in 1969 by Todd's Alameda Yard, these vessels initially served the Guam trade, but later they were seen in Australasian waters as Hawaii Bear and Guam Bear.

However it was to the "Lash" (lighter aboard ship) concept that PFEL leaned, and July 1971 saw the delivery of the first of six such vessels ordered, Thomas E. Cuffe, named after the Company's first President. The last, Philippine Bear, was delivered in 1973. Older units of the fleet bearing the same names as the new Lash vessels were either renamed for PFEL service, or bareboat chartered out to the Waterman SS Corp., who renamed them in their own style.

In 1974, at a time when the Company was known to be sick financially with all its vessels heavily mortgaged, a controlling 49.7% interest was purchased by the Alioto family of San Francisco,

headed by that city's Mayor, Joseph L. Alioto. Among measures instituted by the new regime were the placing of two Lash vessels in the Australasian trade along with the two old container ships, an intention to open a service from the US East Coast to the Arabian Gulf, and withdrawal from the Trans-Pacific Freight Conference to Japan and Korea in favour of competitive haulage. In August 1974 John I. Alioto, son of Joseph, was appointed President of PFEL. By mid-1975 it was known that the Alioto family wanted PFEL out of Trade Route 27 (purchased from Matson in 1971), and in the same year it was sold, along with two Lash vessels and the two elderly container vessels, to Farrell Lines Inc. of New York. PFEL retained the two luxury passenger vessels which remained on the same route, with some off-season cruising.

In August 1975 the inaugural sailing on the new Arabian Gulf service took place, and in 1976 the service was increased to a sailing every 20 days utilising the vehicle deck type vessels Gulf Bear and Atlantic Bear. These vessels had a capacity for 410 x 40' trailers, 150 cars and 30 teu. The latter capacity was increased to 180 teu in February 1977.

In December 1976 tenders were invited for the conversion of the Company's Lash vessels into pure container carriers, and in the following month it was announced that the Bethlehem Organisation had been successful, for a cost slightly in excess of \$20 million. In May 1977 a subsidy of 42.6% for this work was approved by the Maritime Subsidy Board. This subsidy was later increased after acceptance of a US Navy proposal for the development of necessary plans to re-convert the vessels to Lash in the event of a National Emergency.

Another new service was commenced in mid-1977, from Houston to the Arabian Gulf utilising the chartered Puerto Rico. About the same time it became known that PFEL had entered into negotiations with Sea-Land Service Inc. for the sale and lease-back of the Lash vessels for \$62 million, part of the deal being that Sea-Land would also assume responsibility for the remaining \$24 million for the conversion of three Lash Vessels (Pacific Bear having already been converted). However on 18 August 1977, in a circular to employees, PFEL announced that negotiations had been discontinued. In the following month the Company announced that approval had been granted to sell and lease-back Pacific Bear for \$28 million, the charter back being for a period of 15 years. The buyer was reported at the time to be a trust consisting of C.I. Transportation Leasing Corp., Greyhound Leasing & Financial Corp. and M.D.F.C. Equipment Leasing Corp. as owner participants, and United California Bank as Trustee. However no such change of ownership was recorded in American Bureau. Also at that time the Company borrowed \$9.5 million from the Continental Bank, to furnish the balance of funds required for conversion of the Lash vessels. The sale of four container cranes from the Lash vessels brought in a further \$500,000, but this cash went back to the MSB in satisfaction of outstanding construction subsidies paid.

In November 1977 the Company announced a net loss of \$14,592,000 for the first nine months of 1977, and in the following month received an emergency loan of \$1 million from Marad to make payments of bonds on Atlantic Bear. The first sailing in the new PFEL container-only service from the US West Coast to the Far East was taken by Pacific Bear, which sailed from San Francisco on 18 December 1977. The Company filed a Chapter XI petition (Bankruptcy Preliminary) in January 1978 to protect their assets from foreclosure. At that time their listed assets were \$179,079,000 and liabilities were \$131,452,000, owed to some 1155 creditors. As a result an order was signed allowing PFEL to keep its assets and continue in operation with a limited period allowed for them to produce detailed listings of debts and a plan for repayment. At the same time as the decision was taken to file the petition, the Company announced plans to sell Mariposa, Monterey and Thomas E.Cuffe.

John I.Alioto resigned as President, his place being taken by L.J.Buser on 15 February 1978. Buser had been successful in pulling American Export Line out of similar difficulties. Joseph L. Alioto remained as Chairman of the Company. In March it was announced that Thomas E.Cuffe was not to be sold and that Marad had been made an ex-officio member of the Creditors Committee with a claim of \$103 million against construction and operating subsidies. Buser was also reported to be negotiating with the Alioto family for the purchase of their 49.7% shareholding in the Company. On 7 March 1978 a financial statement was filed for February showing assets of \$162 million and liabilities of \$159 million. Buser was voted out of office late in March 1978, after only six weeks in office. The vote was five to three, the five votes coming from the Alioto family and their associates. Buser was replaced by one Bernard A.Orsi, well known as an associate of the Alioto family. On 25 March 1978 PFEL left the Pacific Westbound Conference after deciding to lower freight rates in an effort to fend off bankruptcy. Consequently, shippers were warned that by shipping with PFEL they would be in violation of their conference contracts.

During that March some considerable debate took place in Government circles and sub-committees over the wisdom of subsidies being allowed for companies in such bad financial shape as PFEL, and Congressman P.N.McCluskey suggested that Marad should be made trustee of the Company enabling them to bring in new management. At a hearing in front of the House Merchant Marine sub-committee, John I.Alioto emphatically denied rumours that his family had acquired PFEL in 1974 for \$4.6 million, solely to liquidate its assets for profit!

The situation concerning the two luxury passenger/cargo liners Mariposa and Monterey also reached a head late in 1977. Both vessels operated under heavy subsidies which expired when the ships reached the statutory obsolescence age of 25 years. Time for Monterey expired on 18 December 1977 and for Mariposa on 3 April 1978, after which dates they were not eligible for further subsidy. Strong efforts were made by PFEL, maritime unions, the

State of Hawaii and others, to have the term extended to 30 years, but all efforts failed, no doubt in the main due to the parlous financial situation of PFEL. Extension was, however, granted for the completion of voyages current at the dates of expiry to enable the vessels to return with their passengers to San Francisco. There they were laid up and stripped of all removable items, which were auctioned. Later the vessels themselves went under the hammer.

On 13 April 1978 settlement was approved for \$17.5 million with the Northrop-Hueneme Corp., over a four year old dispute respecting allegedly defective fibreglass Lash barges purchased by PFEL. After compulsory settlement of some debts the Company was left with only \$2 million of this sum, with which to put their operations in order. The Company also sought relief from the construction costs of some 800 steel Lash barges, which were no longer in use after conversion of the four remaining Lash vessels to pure container carriers.

In June 1978 it was announced that the US Government had refused any further assistance, and accordingly PFEL went into full bankruptcy. At the time three vessels had been seized in foreign ports by creditors, and a Court order issued in San Francisco required two further vessels to put into US ports and transfer their cargoes, to avoid seizure. The 200 or so Company employees received their last pay on 15 June 1978; and the Alioto family was publicly accused of mismanagement and of charging PFEL big fees for legal services, including one of \$1.5 million! The last PFEL sailing on Trade Route 29 was performed by Japan Bear, which sailed from Los Angeles on 15 May 1978 for the Far East and returned to San Francisco in July.

All the Company's vessels not hitherto laid up were seized by Marad and placed in Reserve Fleets pending disposal. Pacific Bear was sold at auction for \$7.5 million; Golden Bear, Japan Bear and Thomas E. Cuffe passed to American President Lines for \$40,525,000. Mariposa and Monterey were auctioned in the Federal Bankruptcy Court of Judge Lloyd King in San Francisco on 10 April 1979; they were purchased for \$2.7 million by Ed Daly, President of World Airways Inc., and delivered at 1130 hours on Friday 13 April 1979. Thus the only vessel remaining to be disposed of is the Trailer-ship Atlantic Bear, which at the time of writing remains in the James River Reserve Fleet.

Ships' colours - hulls black originally, and later dark blue, except for Mariposa and Monterey which had white hulls; boot-topping red, superstructures white. Yellow riband on blue hull.

House flag - Californian bear beneath stylised letters PFEL in an arc, all in yellow on a dark blue field.

Funnel - Yellow Californian bear between two narrow yellow bands on a blue background.

Fleet list - Revised and updated to American Bureau Supplement No. 4-1980. Details under ships' names- gross tonnage and year built; period in fleet.

California Bear Compl. 7/1944 by North Carolina SB Co., Wilmington, NC (yd. 132) as USS Tyrell (AKA80), US Navy Attack Cargo Ship. (Had been laid down as a C2-S-AJ1 type cargo ship for the US War Shipping Administration (USWSA)). Returned to USWSA in 1946, reconverted to mercantile at Newport News, Va, in 1946/47, and sold to PFEL who r/n her California Bear. 1961- r/n America Bear by PFEL. 1962- sold to The Central Gulf SS Corp., New Orleans, & r/n Green Lake. 1965- sold to Oceanic Ore Carrier Inc. (Trans-World Marine Corp.), Wilmington, Del, r/n Oceanic Lake. Sold to Taiwan breakers & arrived Kaohsiung 30 July 1967 for demltn.

China Bear Compl. 6/1944 by North Carolina SB Co., Wilmington, NC (yd. 122) as Sirocco, a C2-S-AJ1 type cargo vessel for USWSA, Wilmington, NC. In 9/1946 ownership passed to US Maritime Commission (on disbandment of USWSA). 1947- sold to PFEL, r/n China Bear. 1962- r/n Okinawa Bear by PFEL. 1962- sold to The Battery SS Corp. (James W. Elwell & Co. Inc.), New York, NY, r/n Elwell. Sold to Taiwan breakers & arrived Kaohsiung prior to 8 January 1971 for demolition, having left Penang for that port on 30 December 1970.

Indian Bear Compl. 9/1944 by North Carolina SB Co., Wilmington, NC (yd. 137) as USS Starr (AKA67), US Navy Attack Cargo Ship. (Had been laid down as a C2-S-AJ1 type cargo ship for USWSA). Returned to USWSA in 1946, reconverted to mercantile, sold to PFEL in 1947 & r/n Indian Bear. 1959- trfrd. to ownership of Trans-Pacific Sg. Co., San Francisco, r/n Lanakila. 1960- reverted to PFEL ownership, r/n India Bear. Sold to Taiwan breakers & arrived Kaohsiung 7 September 1970 for demolition.

Pacific Bear Compl. 2/1944 by North Carolina SB Co., Wilmington, NC (yd. 102) as Midnight, a C2-S-AJ1 type cargo vessel for USWSA, Wilmington, NC. In 9/1946 ownership passed to US Maritime Commission (on disbandment of USWSA). 1947- sold to PFEL, r/n Pacific Bear. 1958- trfrd. to Trans-Pacific Sg. Co., San Francisco, r/n Lanikai. 1959- trfrd. to Trans-Pacific Investment Co., Wilmington, Del.. 1960- reverted to PFEL, r/n Pacific Bear. 1961- sold to Panoceanic Tankers Corp. (Spiros P. Plemis & Sons Ltd.), New York, NY, r/n Panoceanic Faith. Sank 9 October 1967 c. 870 miles south-west of Kodiak after an engine failure and her holds had broached while on passage San Francisco to Yokohama; 35 of her crew were lost.

Philippine Bear Compl. 6/1944 by North Carolina SB Co., Wilmington, NC (yd. 128) as USS Towner (AKA77), US Navy Attack Cargo Ship. (Had been laid down as a C2-S-AJ1 type cargo ship for USWSA). Returned to USWSA in 1946, reconverted to mercantile at Bath, Me, sold to PFEL in 1947 & r/n Philippine Bear. 1958- trfrd. to Trans-

Philippine Bear (cont.)

Pacific Sg.Co., San Francisco, r/n Kaimana. 1959- trfrd. to Dorama Inc.. 1960- r/n Guam Bear under ownership of Long Island Tankers Corp. (PFEL managers). 1961- reverted to PFEL ownership. On 13 January 1967 she sustained heavy damage in collision with tanker Esso Seattle at the entrance to Guam Harbour; subsequently beached and abandoned. On 3 July 1967 towed out of Apra Harbour (Guam) and sunk by explosive charges about two miles offshore.

Alaska Bear

7604/1944

1951-1958

Delivered 30 June 1944 by California SB Corp., Los Angeles (yd. V16) as Bluefield Victory, a VC2-S-AP3 Victory type cargo vessel for USWSA, Los Angeles. 1946- to US Maritime Commission. 1950- to US Dept. of Commerce (Marad). 1958- trfrd. to Trans-Pacific Tanker Co.. 1960 - trfrd. to Long Island Tankers Corp. (PFEL managers). 1969- sold to Columbia SS Co.Inc., Wilmington, Del, r/n Columbia Wolf. On 28 January 1970 arrived Hong Kong for demolition by Leung Yau Shipbreaking Co.Ltd..
 ‡- 1951- sold to PFEL, r/n Alaska Bear.

Canada Bear

7601/1945

1951-1970

Delivered 14 March 1945 by Oregon SB Corp., Portland Ore (yd. 1222) as Paducah Victory, a VC2-S-AP3 Victory type cargo vessel for USWSA, Portland, Ore.. 1946- to US Maritime Commission. 1950- to US Dept. of Commerce (Marad). 1951- sold to PFEL, r/n Canada Bear. 1970- sold to Fred F.Noonan Co.Inc., San Francisco, r/n Golden Noon. On 7 February 1971 she left San Francisco under tow for Kaohsiung, where she arrived prior to 9 April 1971 for demolition.

Hawaii Bear

7628/1945

1951-1962

Delivered 16 February 1945 by Oregon SB Corp., Portland, Ore (yd. 1211) as Kelso Victory, a VC2-S-AP3 Victory type cargo vessel for USWSA, Portland, Ore.. 1946- to US Maritime Commission. 1950- to US Dept. of Commerce (Marad). 1951- sold to PFEL, r/n Hawaii Bear. 1962- sold to Caper Trading Co.Inc. (Earl J. Smith & Co.Inc.), Wilmington, Del., r/n Smith Caper. 1965- sold to A.E.C.Sg.Corp. (Clipper Marine Corp.), r/n U.S.Caper. 1969- sold to Trans-Pacific Container Services Ltd. (Island Nav.Corp.) for conversion to container vessel; work completed 10/1969 by The Hongkong & Whampoa Dock Co.Ltd., and ship r/n Oriental Despatcher, regd. Monrovia. In 11/1971 arrested in San Francisco Harbour for non-payment of debts incurred by her previous owner, the A.E.C.Shipping Corp.; subsequently released upon the posting of bonds. 1972- trfrd. to Universal Enterprises Inc.(Associated Maritime Industries Inc.), r/n Oriental Destiny, regd. Monrovia. Sold to Taiwan breakers & arrived Kaohsiung 27 July 1976 for demolition.

Golden Bear

12856/1955

1955-1971

Delivered 28 January 1955 by Bethlehem Pacific Coast Steel Corp., San Francisco (yd. 5465) as Golden Bear, a C4-S-1f type cargo vessel. Laid

Golden Bear (cont.)

down on 15 September 1953 as a C4-S-1a (Mariner) type vessel to be named Beaver Mariner, for US Dept. of Commerce, but sold to PFEL on the stocks and completed to their specifications. 1971- r/n Samoa Bear by PFEL. 1973- bareboat chartered to Waterman SS Corp. & r/n Lyman Hall. 1974- sold to Odecca Terminal Co. (Waterman SS Corp.) & regd. in New York. 1974- trfrd. to Waterman SS Corp.. On 12 July 1977 arrived at Mobile and was laid up. 1978- to ownership of US Dept. of Commerce (Marad) and placed in the National Reserve Fleet.

Japan Bear
12586/1955
1955-1972

Delivered 8 September 1955 by Bethlehem Pacific Coast Steel Corp., San Francisco (yd. 5467) as Japan Bear, a C4-S-1f type cargo vessel. Laid down on 6 July 1954 as a C4-S-1a (Mariner) type vessel to be named Grand Canyon Mariner, for US Dept. of Commerce, but sold to PFEL on the stocks and completed to their specifications. 1972- r/n America Bear by PFEL. 1973- bareboat chartered to Waterman SS Corp. & r/n John Penn. 1974- sold to Hammond Leasing Corp. (Waterman SS Corp.- bareboat charterer) & regd. in New York. 1974- trfrd. to Waterman SS Corp.. Sold to Cheng Yung Enterprise Co.Ltd., Taiwan, for demolition, with delivery early 1980.

Korea Bear
12586/1955
1955-1973

Delivered 27 May 1955 by Bethlehem Pacific Coast Steel Corp., San Francisco (yd. 5466) as Korea Bear, a C4-S-1f type cargo vessel. Laid down on 11 January 1954 as a C4-S-1a (Mariner) type vessel to be named Sooner Mariner, for US Dept. of Commerce, but sold to PFEL on the stocks and completed to their specifications. 1973- sold to Waterman SS Corp. & r/n Thomas Lynch, regd. in Mobile, Ala.. 1978- to ownership of US Dept. of Commerce & remained on bareboat charter to Waterman. Sold for breaking up, with delivery early 1980.

Golden Mariner
12669/1954
1955-1961

Delivered 3 February 1954 by Bethlehem Pacific Coast Steel Corp., San Francisco (yd. 5463) as Golden Mariner, a C4-S-1a type cargo vessel, to US Dept. of Commerce (Marad), San Francisco. 1955- sold to PFEL. 1961- r/n California Bear and re-classified C4-S-1f type. 1972- bareboat chartered to Waterman SS Corp. & r/n Thomas Jefferson. (n.b.- Official registers record 1973 as being the year of change of name, but in fact the vessel sailed from Los Angeles on 10 December 1972 as Thomas Jefferson). 1975- sold to Waterman SS Corp., regd. in New York. 1979- to ownership of US Dept. of Commerce & remained on bareboat charter to Waterman. Sold to Taiwan breakers & arrived Kaohsiung prior to 3 May 1980, for demolition.

Keystone Mariner
12669/1952
1956-1961

Delivered 15 October 1952 by Sun SB & DD Co., Chester, Pa (yd. 583) as Keystone Mariner, a C4-S-1a type cargo vessel, to US Dept. of Commerce (Marad), Philadelphia, Pa.. 1956- sold to PFEL &

Keystone Mariner (cont.)

regd. in San Francisco. 1961- r/n Hongkong Bear; and re-classified C4-S-1f type in 1963. 1972- bareboat chartered to Waterman SS Corp. & r/n Iberville. 1975- sold to Waterman SS Corp., regd. in New York. On 12 February 1978 arrived in Hampton Roads and was laid up; ownership passed to US Dept. of Commerce (Marad) and placed in the National Reserve Fleet.

Old Colony Mariner Delivered 28 October 1953 by Bethlehem Steel 12669/1953 Co., Quincy, Mass (yd. 1622) as Old Colony 1956-1961 Mariner, a C4-S-1a type cargo vessel, to US Dept. of Commerce (Marad), Boston, Mass.. 1956- sold to PFEL & regd. in San Francisco. 1961- r/n Oregon Bear and re-classified C4-S-1f type. 1972- bareboat chartered to Waterman SS Corp. & r/n John Tyler. 1975- sold to Waterman SS Corp., regd. in New York. 1978- to ownership of US Dept. of Commerce & remained on bareboat charter to Waterman. Sold to Taiwan breakers with delivery mid-1980.

Tar Heel Mariner Delivered 28 November 1952 by Newport News SB & 12670/1952 DD Co., Newport News (yd. 491) as Tar Heel 1956-1960 Mariner, a C4-S-1a type cargo vessel, to US Dept. of Commerce (Marad), Newport News, Va.. 1956- sold to PFEL & regd. in San Francisco. 1960- r/n Washington Bear and re-classified C4-S-1f type. 1972- bareboat chartered to Waterman SS Corp. & r/n John B. Waterman. 1975- sold to Waterman SS Corp., regd. in New York. 1978- to ownership of US Dept. of Commerce & remained on bareboat charter to Waterman. Sold to Taiwan breakers with delivery mid-1980.

Washington Bear refer Tar Heel Mariner (1956-1960)
12670/1952
1960-1972

Pacific Bear refer Pacific Bear (1947-1958)
8157/1944
1960-1961

India Bear refer Indian Bear (1947-1959)
8197/1944
1960-1970

Alaska Bear refer Alaska Bear (1951-1958)
7604/1944
1960-1969

America Bear refer California Bear (1947-1961)
8163/1944
1961-1962

California Bear refer Golden Mariner (1955-1961)
12669/1954
1961-1972

Hongkong Bear refer Keystone Mariner (1956-1961)
12669/1952
1961-1972

Oregon Bear refer Old Colony Mariner (1956-1961)
12669/1953
1961-1972

Guam Bear refer Philippine Bear (1947-1958)
8197/1944
1961-1967

Okinawa Bear refer China Bear (1947-1962)
8212/1944
1962-1962

China Bear Delivered 27 June 1962 by Bethlehem Steel Co.Inc.,
12799/1962 San Francisco (yd. 5493) as China Bear to PFEL.
1962-1974 C4-S-1s type cargo vessel (modified "Mariner").
1974- r/n Canada Bear. 1975- sold to Waterman SS
Corp.. 1975- r/n Jeff Davis, regd. New York.

Philippine Bear Delivered 14 March 1962 by Bethlehem Steel Co.Inc.,
12568/1962 San Francisco (yd. 5492) as Philippine Bear to PFEL.
1962-1975 C4-S-1t type cargo vessel (modified "Mariner").
1975- sold to Waterman SS Corp., r/n Nathanael
Greene, regd. New York. 1977- r/n Thomas Nelson by Waterman.

Pacific Bear Delivered 9/1942 by Federal SB & DD Co., Kearney,
6509/1942 NJ (yd. 186) as Delaires, a C2-F type cargo vessel,
1964-1970 to Mississippi Sg. Co. Inc., New Orleans.
1946- r/n Del Aires. 1963- owners renamed Delta
SS Lines Inc.. 1964- sold to PFEL, r/n Pacific Bear. Sold to
Taiwan breakers & arrived Kaohsiung 17 June 1970 for demolition.

America Bear Delivered 9/1944 by North Carolina SB Co., Wil-
8189/1944 mington, NC (yd. 138) as USS Vinton (AKA83), US
1966-1969 Navy Attack Cargo Ship. (Had been laid down as a
C2-S-AJ3 type cargo vessel for USWSA). 1946- re-
turned to USWSA, reconverted to mercantile at Baltimore.
1947- sold by US Maritime Commission to Gulf & South American
SS, Co. Inc., Houston, r/n Gulf Shipper. 1964- sold to American
President Lines Ltd., San Francisco, r/n President Harding.
1966- sold to PFEL, r/n America Bear. 1969- sold to Columbia
SS Co. Inc., Wilmington, Del., r/n Columbia Beaver. Sold to
Taiwan breakers & arrived Kaohsiung 17 October 1971 for dmltn.

(to be continued)

Magazines available: Mrs.S.Williamson of 1 Garioch Street, Tarra-
gindi, Qld., 4121, has for sale a number of shipping magazines,
including "Sea Breezes" from 1967. Details supplied on request.

Steamship propulsion-

Some Unusual Engines

from B.A.Wilkinson.

When steam was the normal means of propulsion in Australian and New Zealand ships, the great majority of engines were of the inverted triple expansion type, and conformed to a fairly standard design differing little from one builder to another - be they British or foreign. The "straight" triple expansion engine with Stephenson's link motion valve gear had evolved into a very reliable piece of machinery in which maintenance requirements were minimal and there was very little to go wrong. In fact it could run with the valve gear out of adjustment to an extent where the internal combustion engine would have long since ceased to function.

Single cylinder engines were uncommon other than the oscillating engines in paddle steamers, such as Newcastle, Namoi, Illawarra and City of Grafton. Several American paddle steamers on the Pacific run in the 1860s and '70s had beam engines; that in Nebraska had a cylinder 85" in diameter by 12" stroke.

Before the introduction of the triple expansion engine, the compound engine having one high pressure and one low pressure cylinder was the usual propulsion unit, and a good many of these - some quite powerful - were to be found in Australian and New Zealand waters. Good examples were the engines in Airlie and Guthrie, where the cylinders were 40" and 73" in diameter with a stroke of 48", and these vessels could attain a speed of 14 knots.

In the common arrangement of the triple expansion engine, steam from the boilers passed through a stop valve into the high pressure (hp) chest to a piston valve usually taking "inside steam", then to the intermediate pressure (ip) cylinder through a single ported "D" slide valve, and finally to the low pressure (lp) cylinder through a double ported "D" slide valve, both "D" valves taking "outside steam".

Great ingenuity was shown in the development of valve gears and a variety of designs appeared, some employing one eccentric. Marshall's gear was used in the engines of Matunga, Courier and Our Jack. Brock's gear was used in Aramac, Arawatta, Mararoa and Waikare. Joy's gear, which did not have any eccentrics, was installed in Innaminka.

The Union SS Co's ex German steamer Wingatui (ex Kairanga, ex Antwerpen) had poppet valves operated by cams driven by rods and eccentrics. The operating shafts for the cams were hollow, and the lp shaft passed through the ip which in turn passed through the hp. All eccentrics were at the forward end of the engine on an extension of the crank shaft which was splined in a chevron arrangement, and reversing was effected by sliding the eccentrics on the splined shaft.

Most of these gears had so many links, pins and connections that when wear took place the resulting slackness was magnified at the

valve, which soon became out of adjustment. Thus Stephenson's gear with two eccentrics - one each for ahead and astern running - was by far the most popular. An unusual but very successful valve arrangement for the ip cylinder was incorporated in the triple expansion engine of Montoro in 1912; two piston valves working in parallel and operated by one main valve spindle controlled the steam supply to that cylinder.

Several designs of engine differing from the single inverted cylinder type came out in the late 1800s. A two crank quadruple expansion engine designed by Brock and built by Dennys had the hp and first ip cylinders in tandem, and the second ip and the lp also in tandem. Examples of this engine were to be found in the Union Co's Pukaki, Rotokino, Ovalau and Taviuni. Another quadruple expansion was built by Fleming & Ferguson; two cylinders connected to one crank were arranged transversely on each side of the crank case, so that the four cylinders required only two cranks. Examples of this engine were to be found in Upolu of 1891 and Duckenfield of 1890. The firm of Rankin & Blackmore brought out a twin screw arrangement using a compound engine in which the hp engine drove the starboard propeller and the lp engine drove the port propeller; this type of engine was fitted in Allowrie and Eden.

Four cylinder engines - either quadruple expansion or four cylinder triples - were fitted in some Australian ships. These should not be classed as unusual, however. Examples of the former were in Marella, Levuka, Karoola, and in Howard Smith's Canberra, Aeon and Time. Examples of the latter were installed in Wollongbar (1) and (2), Pulganbar, Katoomba, Kanowna and Bombala. A four cylinder steam engine popular in the Dutch KPM ships in the 1920s and '30s was the Lentz engine which had two hp cylinders and two lp cylinders all with poppet valves. The Australian Shipbuilding Board had a number of these engines installed in the "D" class vessels built soon after the Second World War.

A very successful improvement on the old "D" slide valve was the "Matchbox" valve developed by Andrews & Cameron in the 1920s. It was in effect a rectangular piston valve and was usually fitted to the ip cylinder of a triple expansion engine, but sometimes to lp cylinders also. One great advantage of this valve was the elimination of friction on the valve face caused by steam pressure. The North Coast SN Co's Bangalow had this type of valve fitted to all three cylinders. Another development of Andrews & Cameron was the arrangement of separate small cam operated valves for inlet and exhaust of hp cylinders. The engines of Adelong, Iron Baron and Iron King (all of 1936), and the River class ships built in Australia during and after the Second World War, all had these valves.

The North Eastern Marine Engineering Co. (of Wallsend-on-Tyne) in the early 1930s developed a reheat engine using superheated steam. Poppet valves were used for steam distribution to the hp and ip cylinders, which were located at the ends of the engine with the lp cylinder in between. Superheated steam from the

boilers passed through a reheater, giving up some of its heat to the steam between the hp exhaust and the ip cylinder. For a steam reciprocating engine this was an efficient arrangement, and a good example was the Newcastle & Hunter River Co's Mulubinba (1937).

Not many Australian ships had engines with hp cylinders of greater than 30" or lp cylinders over 80" in diameter, and those which did may be regarded as unusual. The single screw Grantala probably had the biggest cylinders, with diameters 32", 51 $\frac{1}{2}$ " and 84", and a stroke of 54" in her triple expansion engine. Riverina was close with the ip cylinder $\frac{1}{2}$ " less in diameter. These single screw installations may not have been as powerful as the combined twin screw quadruple expansion sets of Indarra or Karoola in which the cylinder sizes were less but the boiler pressure greater.

Again referring to the Union SS Co., the twin quadruple expansion engines in Monowai (1925), each having cylinder diameters ranging from 30 $\frac{1}{2}$ " for the hp to 89" for the lp with a stroke of 54", would probably have been the most powerful in this part of the world. The quadruple expansion engine in the AUSN Co's Mallina of 1909 was unusually large for a cargo vessel of about 3000 tons gross; her cylinder sizes were 24 $\frac{1}{2}$ ", 35", 50" and 75" with a stroke of 54", probably making her the fastest ship of her type on the coast.

Steam turbines, as main engines, have played only a small part in Australian vessels, the AUSN Co's Ormiston and Orungal being the best examples. Bingera of 1905 was an important passenger vessel on the Queensland coast; she originally had turbines but these were later replaced by reciprocating steam engines. More successful was the Union SS Co's pioneer Loongana of 1904, the first turbine steamer to arrive in Australia, and capable of 19 knots.

For over half a century the "straight" triple expansion engine served the great majority of merchant ships throughout the world. However, with the necessary boilers, the low thermal efficiency and other factors made it impossible to compete with the internal combustion engine and, regardless of the love of steam and sentiment, economics have practically eliminated the reciprocating steam engine from commercial use. This brief non-technical survey of unusual marine steam engines in Australian and New Zealand ships is far from complete, but it may encourage more knowledgeable writers to make a worthwhile record of this interesting subject.

Particulars of Franklin/Adele (see article page 84).

Built 1906 by Hawthorns & Co., Leith, Scotland. Steel steam yacht. Tonnages:- 350 displacement, 288 gross, 130.99 net. Dimensions:- length 145 feet, beam 22 feet 4 inches, draught 9 feet 10 $\frac{1}{2}$ inches (mean). Triple expansion steam engine, 68 NHP, single screw. Speed 12 knots.

Naval auxiliary-

H.M.A.S. FRANKLIN

from R.Gillett.

On the night of 7 May 1943 the Royal Australian Navy's stores ship HMAS Adele collided with a breakwater off Port Kembla during a fierce storm, and as a result was abandoned as a total wreck. Designed as a beautiful steam yacht and built in 1906 at the shipyards of Hawthorns & Co., Leith, Scotland, Adele was registered at Adelaide in 1907 and employed in private ownership until her purchase by the Commonwealth of Australia on 31 May 1915 for £10,250 from the Estate of Henry Dutton, Kapunda, South Australia.

She was first commissioned into the RAN on 14 September 1915 as HMAS Franklin, tender to the Naval College at Jervis Bay, and was named in honour of Sir John Franklin, a former Governor of Tasmania, explorer and naval officer. Few details seem to exist of her service with the college, and on 31 March 1921 she paid off from naval service. In the previous year the ship had served as royal yacht for the visit of the Prince of Wales to Port Phillip, and on 28 May 1920 carried the royal visitor on a ceremonial review of the Australian Fleet. Her lay up in reserve lasted only until 21 September 1921, when Franklin commissioned again. She served until 18 September 1922, when she was listed for disposal.

The next phase in her career began on 1 June 1924, when Franklin was transferred to the Administration of the Mandated Territory of New Guinea as a gift for the use of the Administrator; she was registered at Rabaul. By 1932, for reasons of economy, she was laid up at Rabaul, and on 7 December 1932 she was sold to Mr.W.L. Buckland for £851. She was modified for use as a private yacht, and reverted to her original name, Adele. She was eventually sold to Mr.C.Ralph of Sydney, who moored his ship in Rose Bay, in Sydney Harbour.

The final chapter of the yacht's service began on 18 September 1939, when she was requisitioned by the RAN. In her second period of naval service she was employed in the examination service, and commissioned as HMAS Adele on 20 October 1939. She operated as a unit of the examination flotillas at Darwin and Sydney, where all vessels entering port were required to be identified. Along with several other examination vessels Adele was reclassified as a stores carrier in 1942/43, and in that role met her end off Port Kembla.

Her first naval name is perpetuated in the RAN today by the seaman-ship training yacht Franklin which currently operates, like her namesake, from Jervis Bay. Built at Garden Island, Franklin (2) is 9½ tons and is manned by seven men. Her principal dimensions are:- length 43', beam 9' 3.75", draught 6' 6".

For particulars of Franklin/Adele, see page 83.

New Zealand seaport-

Port Nelson

from J.S.Mathieson.

The city of Nelson, toward the top of the South Island of New Zealand, is situated some 130 kilometres west of Picton, the South Island terminal for the NZ Rail ferries Aramoana, Aranui, Aratika and Arahanga. The port, sheltered by a lengthy line of granitic syenite rocks, a breakwater called the Boulder Bank, consists of three main wharf areas for local and overseas trade, a wharf for the fishing/seafood industry, and an inner boat harbour.

In the early days, ships of up to only 1440 tons were permitted to enter the port, at the western side through an opening between the Boulder Bank and what became known as Arrow Rock. This rock was named after the storeship Arrow which, in company with the larger Whitby and Will Watch, left England in May 1841 to bring the first 77 settlers for the foundation of Nelson, the site of which had not at that time been selected. On 1 November 1841 Arrow sailed into Nelson Haven, giving her name to the rock, and she was followed by Whitby and Will Watch.

The rock has been incorrectly referred to as Fifeshire Rock. However, the 551-ton barque Fifeshire, carrying the first group of the main body of settlers, did not arrive at Nelson Haven until 1 February 1842. While departing on 28 February 1842, the wind dropped and an ebb tide carried Fifeshire onto Arrow Rock. The present entrance, a cut in the Boulder Bank, was opened in 1906 to allow for bigger ships. Haulashore Island, at the western end of the Boulder Bank, thus became an island at all states of the tide. By 1970 it was dredged deep enough to allow ships of 9 metres loaded draught to work the port. The motor hopper dredger Tasman Bay (323/1952) works week days at maintaining the main harbour to keep pace with the increasing size of bulk vessels that cater for the oil, log and wood chip trades. On the Boulder Bank stands New Zealand's second lighthouse, erected in 1861.

One of the early steamers to trade regularly to Nelson was Lady Barkly of 1861. Built of hardwood by Geoge White of Williamstown, Victoria, she was named after the wife of Sir Henry Barkly, the Governor of Victoria from 1856 to 1863. Lady Barkly could make 9 knots as a paddle steamer when built, and she was converted to a screw steamer in 1883. On 7 July 1863 her port of registry was changed from Melbourne to Auckland, and 3½ months later she was requisitioned for service in one of the Maori Wars, being fitted with a bow gun and used to escort barges carrying troops on the Waikato River. This war ended early in 1864, whereupon the Government had no further use for Lady Barkly, and she lay upon the mudflats of Manukau Harbour, Auckland, until 1867, when a Captain J.S.Cross (Nelson's first pilot) took her over. She traded in Tasman Bay and in Golden Bay carrying supplies to Takaka and Collingwood for the settlers. Nelson became her port of registry

early in 1868. She had a relatively trouble-free life. Major concerns were her taking part in the search for missing boats when the immigrant ship Queen Bee was wrecked in 1877 on Farewell Spit - the eastern arm off Cape Farewell at the top of Golden Bay. On 15 August 1884 she suffered machinery damage off Nelson. She was in collision off Collingwood on 11 October 1901 with the Lyttelton-registered ketch Emma Sims (61/1895); and she was in another collision off Nelson on 7 July 1907 with the Nelson-registered Wairoa, a 70-ton ketch-rigged steamer built in 1884.

In 1911 Lady Barkly was renamed Hina, and ran for a further ten years for various owners. At sixty years of age she was withdrawn from active service on 21 June 1921, and thirteen years later she was towed to Haulashore Island, beached, and broken up.

These days there are normally very few cargo ship movements on any one day, the writer having witnessed at best two arrivals and one departure - all scheduled for 1600 hours on Sunday 1 May 1977; namely:- mt Kotuku (16221/1975), mv Totara (855/1957) and mv Tangaroa (1012/1950) ex Wellington Exporter - 1973, ex Harold Horn - 1968. On the other hand, vessels using the port are of great variety, being overseas and coastal vessels, oil rig supply vessels, overseas and local fishing vessels including trawlers, overseas naval vessels and local patrol craft.

A new ro/ro berth, situated near the Nelson Harbour Board office, commenced operations in 1975; one of the early vessels to use it (once) was the Sydney-registered supply ship Sydney Tide (685/1969), owned by Tidewater Port Jackson Marine Pty.Ltd.. On the eastern side of the main harbour there is provision for overhauling fishing boats, trawlers and small coastal ships. Among the latter were the motor cement carriers Golden Bay (1657/1954) and Guardian Carrier (1539/1957) ex Ethel Everard - 1963, which used to lay up in Nelson over the Christmas/New Year holiday period. Guardian Carrier was renamed Robert Koch in 1977 (ref. THE LOG 1977 p.56 and 1978 p.59).

For assistance with ships' movements the Nelson Harbour Board has available the pilot boat mv Waimea and two motor tugs, the twin-screw W.H.Parr (112/1972) and the small Wakatu (40/1961). Dozens of pleasure craft are able to use the boat harbour, where a notable item of interest is the old auxiliary schooner Talisman, now used as a stationary punt for boarding and alighting. Other references to this 1897-built craft appear in THE LOG 1960 p.122, 1962 p.153, 1964 p.31 and 1965 p.95.

ANL/ASB history: The Victorian Branch of the World Ship Society is preparing a history and fleet list of the ANL and its predecessor, for publication. Good quality photos are required of the following ships, preferably in ASB/ANL colours:- Reynella, Corrimal, Barrigun, Tambo River, Australian Progress and Flinders Range. Anyone able to help please write to Mr.L.D.Rex of 57 Dalgetty Road, Beaumaris, Vic., 3193.

The Dufty collection of ship photographs

Postcard prints of the following ships are offered at 45 cents per print with a postal surcharge of 20 cents on each offer.

Closing dates are strictly observed, but a combined order for each group of three offers is accepted providing it is received before the closing date for the first offer in the group. Orders with remittances to:- "Photo Offer", PO Box 534, Strathfield, NSW, 2135. Please make cheques, money orders and postal notes payable to "The World Ship Society".

Offer No D75: closing date 31/10/1980

×1. Boonah (ex Melbourne)	Commonwealth Line	6147/12
×2. Chillagoe (ex Maltese Cross)	Howard Smith	1494/00
3. Eclipse	(ferry)	16/73
4. Eva Montgomery (stl. ship)	W. Montgomery	1944/01
5. Huddersfield (wood sch)	Boucaut Bay Co. Ltd.	174/19
×6. Lobo (iron bqe)	Japp & Kirby	945/77
7. Meeinderry	Huddart Parker	224/83
8. Nauru Chief	British Phosphate Cmn.	2934/21
9. Navua	Union SS Co. of NZ	2930/04
×10. Port Stephens (ex Star of Australia)	Cwealth & Dom.	3554/94
×11. Raranga	Shaw Savill	7956/16
12. Taipung	Australian-Oriental	4324/26

Offer No D76: closing date 30/11/1980

1. Bronzewing	Sydney Ferries Ltd.	149/99
2. City of Stockholm	Hall Line	5076/25
3. Fennia (stl. 4-mst. bqe) (ex Goodrich)	Raumo Nya	2262/92
4. G.D. Kennedy (iron ship) (ex Dunboyne)	Transatlantic	1425/88
×5. Karmala	P & O	9128/14
6. Manunui (wood bqe) (ex Thora)	The Thora Ship Co.	358/95
7. Merriwa (ex Gertrud, ex Willy Rickmers)	Adelaide SS	5629/15
×8. Miowera (w. mscr)	Union SS Co. of NZ	3393/92
9. Polshannon (ex Birkenfels)	Shipping Controller	5639/10
10. Pyrmont (wood)	North Coast SN Co.	213/02
11. Stormcock	J & A Brown	148/85
12. Wagama	A/S Asker	4969/13

Offer No D77: closing date 31/12/1980

×1. Excelsior	(Hobart ferry)	?
2. Excelsior	Huddart Parker	340/82
×3. Dundula	Commonwealth Line	3344/20
4. Maella (iron ship) (ex Latimer)	A/S Bruusgaard	1657/85
5. Mallina	AUSN	3213/09
×6. Maunganui	Union SS Co. of NZ	7527/11
7. Middlesex	(X) Federal SN Co.	8575/20
8. Myola	Howard Smith	655/13
9. Narwhal (wood bqe)	A. Knight	523/83
10. Star of Victoria	(X) Cwealth & Dominion	9142/14
11. St. Francois Xavier (ex Kulambangra)	Cie N de L'Oceanic	
12. Zingara (wood bkn) (ashore)	T.T. Andrews 174/65)	(2017/10)

(X) - indicates negative of lower quality.

Note- Offer D70/4. Koolonga (McI McE) is 5277/18.

Addendum to-

M.V.BULOLO

Mr.B.A.Wilkinson has advised the following:

The 1954 Melbourne Cup cruise was undertaken with Bulolo, under Captain Wilding, leaving Sydney on 27 October 1954. Passengers were to live on board at Melbourne, with departure scheduled for 3 November. The ship was also committed to load 1500 tons of cargo for Papua-New Guinea, including 15,000 cartons of beer. This was the only cargo to have been shipped direct from Melbourne up to that time. On 1 November the waterside workers went out on strike, and it was not until 17 November that Bulolo was able to leave for Sydney and resume her Papua-New Guinea sailings. In the meantime the passengers were sent back to Sydney - some by Duntroon, some by rail and others by coach. This unfortunate cruise, although enjoyed by the passengers, involved the Company in considerable expense and, needless to say, was not repeated.

When Bulolo was leaving Madang in darkness during January 1957 the lights of some fishing boats were confused with shore lights. Bulolo grounded on a sand bank but was refloated unharmed. A more serious accident occurred in August 1957 when approaching Lae. The Markham River was in flood, with dead trees and debris of all kinds being washed out to sea. Both propellers struck floating logs and bent their blades.

On page 49, references to individuals should be Mr.James Burns and Mrs.A.K.Mackintosh.

Addendum to-

Commonwealth Marine Salvage Board

Altair (ref.P.11) Mr.R.McDougall of Wellington, NZ, advises: this is doubtless the former Auckland scow of the name, built 1903, 65 tons gross and owned in 1942 by Parry Bros.Ltd., Auckland. She was sold to the NZ Govt. in 8/1942 for allocation to the US Army SW Pacific Command. With four other small craft (Miena, Will Watch, Haere and Bellbird) she sailed Auckland to Sydney in 10 days in convoy early in 9/1942. Altair was reported to have been lost on "Long Reef, north of Sydney" upon approaching Sydney, with no mention of salvage. It is clear that she was though, but what became of her after reaching Sydney is unknown to me, as she does not appear in any post-war records when a lot of Reverse Lend-Lease NZ vessels were taken to Sydney for disposal.

AB 20 (ref.P.39) Mr.R.E.Wright of Canberra advises that this vessel was the NSW Main Roads Board ferry George Peat (385/1930), then under requisition by the Australian Army as AB 20. In post war years she was Ewen W.Alison of Auckland, and the Bruny Island (Tas) ferry Mangana.

The photo of Rufus King was kindly supplied by Mr.B.Martin of Qld.. Refer P.98 for note re St.Giles.

Commentary-

Willowbank - transition and tradition

With her arrival in Australian waters expected for late August 1980, the Bank Line's first cellular containership - Willowbank - will join her sisters New Zealand Caribbean and Dunedin in the Bank and Savill Line service between Australia/New Zealand and Caribbean/US Gulf ports. The commissioning of Willowbank and Dunedin (the latter for Shaw Savill) in July 1980 marks the completion of the building programme of three cellular containerships specially designed for this service.

Willowbank was launched on 19/2/80 at Smith's Dock, Middlesbrough, only four days after Dunedin was launched by Swan Hunter on Tyne-side. The ships are c. 18,000 tons gross, 160.00m length bp, 26.5m breadth, 15.7m depth and 9.25m draught. A Kincaid-B&W diesel of 20,500 bhp provides a service speed of 19 knots. Container capacity is 768 teu, including 358 refrigerated units.

The Bank Line has shown a fine sense of history in selecting the name Willowbank for its first cellular containership, since not only is it a well-known Company name, but also it revives the name of the first vessel to be acquired by Andrew Weir when he founded the business in 1885. In that year he bought the iron barque Willowbank (882/1861) from J.F.Gibb & Co. of Liverpool and, in retaining the existing name of the vessel, Weir laid the foundation for the "Bank" names of so many of his fleet, and indeed for the name of the Line and the Company also. The pioneer Willowbank remained in the Weir fleet until December 1895, when she was run down and sunk off Portland in the English Channel by the steamer City of Berlin.

The second Willowbank was a Doxford Economy (motor) ship (5041/1939), which was only 17 months old when she was torpedoed and sunk by submarine in the Western Approaches (44.16N; 13.54W) on 12 June 1940. The third of the name was a Liberty ship (7288/1944) built in the USA as Samwee, and she served the Company from 1947 (when she was one of 12 Liberty ships bought by the Company) until her sale in 1956. This steamer was well known in Australian and New Zealand waters under the Bank Line flag, since she spent much time in the sulphur, phosphatic rock and wheat trades. Only four years later the fourth Willowbank (8528/1960) was delivered by Doxfords, and she also was familiar in these waters; her sale was reported in December 1977 and she became the Greek Veestar in 1978.

Now a fifth Willowbank is about to make her debut, and we look forward to seeing much of her in the years to come.

New Books (cont. from P.90)

The Long Haul by T.K.Fitchett; Rigby; 28cm x 22cm; 95 pages; \$19.95. Paintings of England/Australia passenger ships since 1914, with text. Generally pleasing, but some shortcomings in both historical details and illustrations.

An Association publication-

THE WHALERS OF TANGALOOMA

by

David Jones

We are pleased to announce that the Nautical Association of Australia Inc. has published "The Whalers of Tangalooma". The work comprises 49 pages of text plus appendices, bibliography, 8 original centrefold illustrations, one page of line drawings of the whaling vessels and a one-page map. It is stapled, with a soft cover.

The text includes a description of Moreton Island and the whaling station at Tangalooma; a brief history of whaling in Australia and especially on the east coast with the post-war development at Tangalooma; a description and history of the whaling vessels; an account of the whale hunt and factory operations; and a short account of the neighbouring stations at Byron Bay and Norfolk Island.

The book is available to members of the Nautical Association of Australia Inc. at the special price of A\$2:75 plus 50 cents postage. Send orders with remittance to Mr.R.E.Wright, 12 Schwarz Place, Flynn, ACT, 2615. Price to non-members is A\$4:00 plus 50 cents postage.

New books

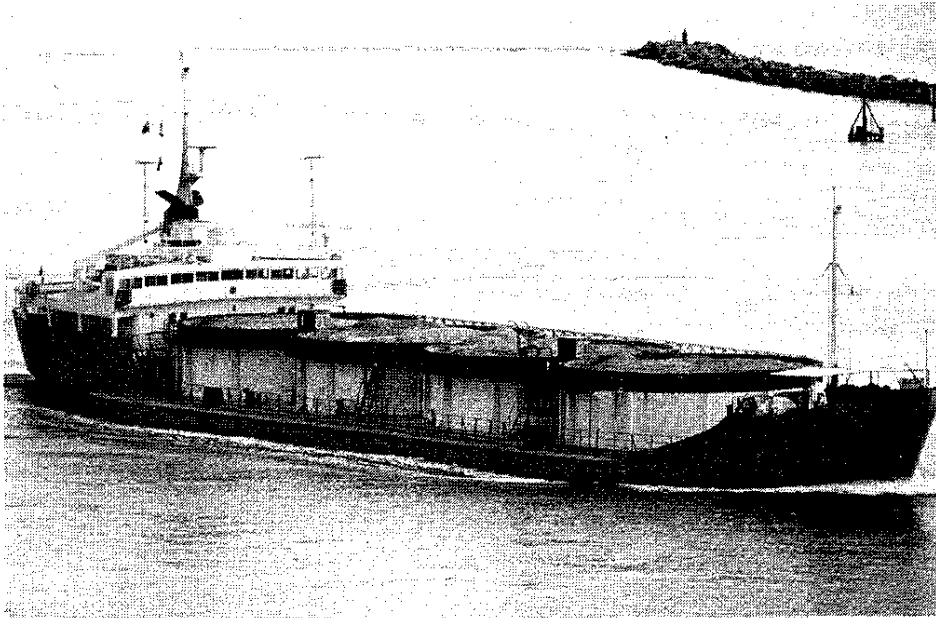
Fighting Ships of Australia, New Zealand and Oceania by Graeme Andrews; Reed; 18cm x 26cm; 48 pages; profusely illust.; soft cover; \$3:95. Provides comprehensive details of naval vessels now in the fleets of, and under construction for, Australia, New Zealand, Papua New Guinea, Fiji, the Solomon Islands and Tonga. It also covers the Australian Army Water Transport Squadrons and has two chapters on maritime defence. A most useful reference.

Register of Merchant Ships Completed in 1899 \$8:00 posted.) by
do 1952 \$8:50 do)

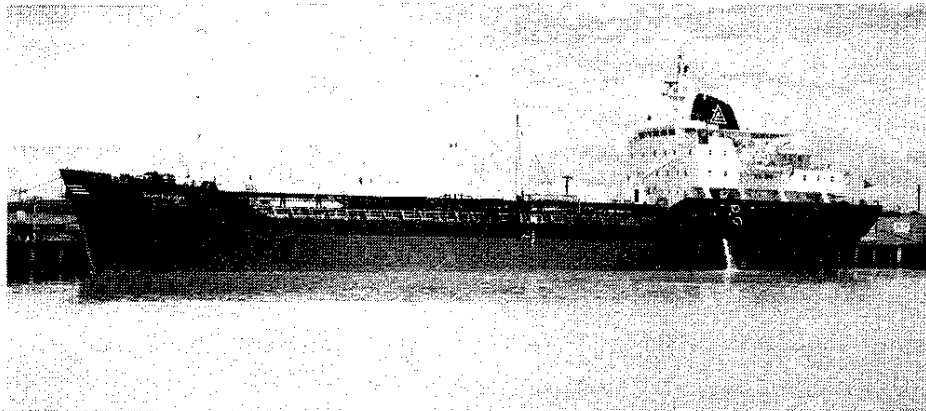
A.J.Starke, PO Box 157, Lyndoch, SA, 5351. Latest additions to a continuing series. Ref. THE LOG 1978- P.118 and 1980- P.25 for earlier volumes. Most useful references.

Journals of Several Expeditions made in Western Australia, J.Cross; Univ. of Western Australia Press (on behalf of the Royal WA Historical Society); facsimile of book first published in 1833; 11cm x 17cm; 264 pages; large folding map. The journals are of expeditions made during 1829/1832 under the sanction of the Governor, Sir James Stirling. Most interesting, and beautifully produced. \$15:00.

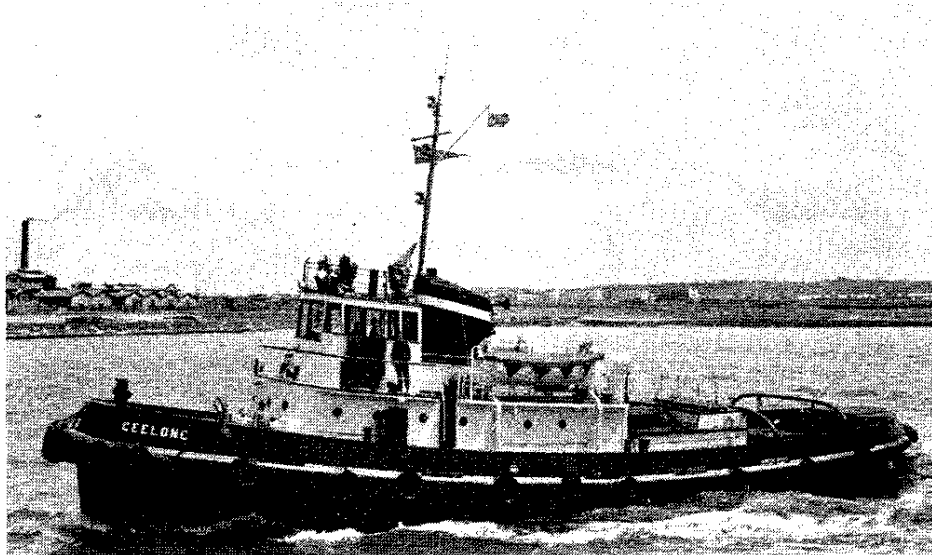
(cont. P.89)



ACCOLADE to be replaced; refer last issue (M.R.Dippy)



SILVERHARRIER see maritime miscellany (W.G.Volum)

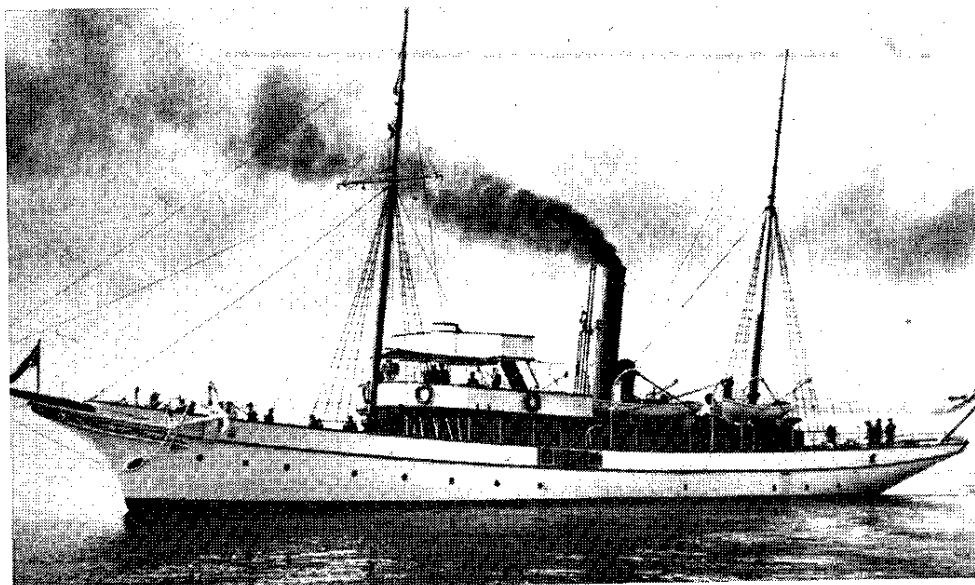


GEELONG sold recently (W.G.Volum)

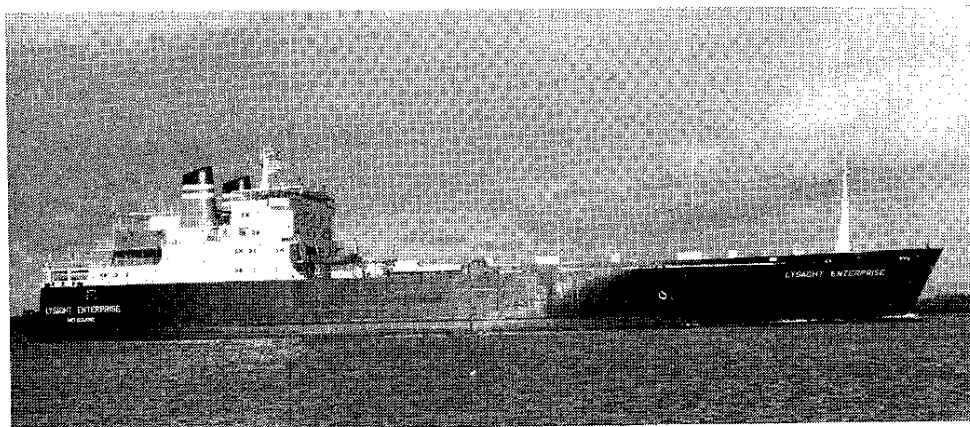
THE LOG VI



MYARRA recently renamed IRON MYARRA; refer last issue.
(W.G.Volum)



HMAS FRANKLIN Royal yacht to H.R.H Prince of Wales.
(A.C.Green collection, S.L.Vic.)



LYSAGHT ENTERPRISE before lengthening (M.R.Dippy)

MARITIME MISCELLANY

Closing date for items for the next issue- 6/11/1980.

For assistance in compiling this section the Editor expresses particular thanks to Messrs. J.Burne, W.Barber, J.Freeman, G.Hardwick (NSW), K.LeLeu, N.Wanklyn (SA), R.McKenna (WA), D.Hancox, H.Wilson (Vic), R.McDougall, B.Hanson & N.Kirby (NZ).

Coastal and South Pacific

Karetu sold by Union SS Co. 6/80 to BCD Shipping (Pte) Ltd. (Pacific Navigation) of Singapore (also reported as Ruby Marine Pte. Ltd., Singapore); delivered 1/7 at Nelson, departed 3/7 for Far East via Port Kembla. The Union Co. is considering acquiring another stern-ramp ship for the trans-Tasman trade.

Lysaght Endeavour (ref.P.62) returned to Australia 6/80 after lengthening by 27.1 metres at Ulsan, South Korea; she was re-registered at Melbourne 10/6 as 7591 grt (prev. 6061).

Lysaght Enterprise arrived Sydney 12/6 to lay up at Walsh Bay, due to slack trade; she returned to service early 8/80.

Stirling Range (ref.P.62)- Melbourne register closed 17/3; note that on 16/6/76 her grt changed from 13,580 to 13,602.

Iron Baron (ref.P.62)- BHP became owner on 4/3, ship inscribed on Melbourne register 23/6, grt 8537 and 5583.

The 140,000 dwt ships ordered by BHP (ref.P.122- 1979) are to be named Iron Whyalla (to launch 10/80 & commission 2/81) and Iron Spencer (to launch 2/81 & commission c.7/81). BHP is reported to have ordered a vessel similar to Iron Sturt.

Bulkships has ordered two coal-fired steam turbine bulk carriers of 75,000 dwt from Italcantieri, Trieste, and ANL has ordered two comparable vessels (coal-fired and similar size) from Mitsubishi Heavy Industries, Nagasaki. All are for 20-year charter to Queensland Alumina Ltd. for the Weipa/Gladstone bauxite trade, and are for delivery late 1982/early 1983. They will replace Curtis Capricorn, Curtis Oceanic, Tolga and Yarra River. As from 14/7/80 the two "Curtis" ships are operated by Port Curtis Bulk Carriers, A Division of Bulkships Container Pty.Ltd. (ref.P.67).

Cycle (ref.P.62)- Melbourne register closed 1/5, transferred to Singapore register where owned by K.H.D.Singapore Pte.Ltd., a subsidiary of Hwd.Smith. Managers- Timur Nav.Pte.Ltd.. r/n Timur (Note that on 31/5/77 grt changed from 5942 to 6272). (Endeavour.

Camira (ref.P.62) left Ube, Japan 31/5 and arrived Sydney 15/6. First loading Catherine Hill Bay 23/6. Has projecting bridge front and "C & A" logo on funnel band. 2792 grt, 3500 dwt, 86.0m loa, 79.0m lbp, service speed 13 knots, crew of 15. Stephen Brown now works in Bass Point/Sydney blue metal trade.

Silverharrier was redelivered to owners at Melbourne 26/7 after long term bareboat charter to CSR; sailed for Singapore 28/7. Had been employed in coastal sulphuric acid trade, and became redundant with the closing of the Burnie acid plant.

Myarra (ref.P.62)- the Melbourne register (No.21 of 1962) gives the following details:- as Wollongong was transferred from Ownership of Bulkships Ltd. to A.F.P.Pty.Ltd. on 10/1/1974, pursuant to Bill of Sale dated 21/12/1973; on 28/5/74 r/n Myarra; and on 23/6/80 r/n Iron Myarra. Note that A.F.P.Pty.Ltd. is a subsidiary of Alcoa of Aust.Ltd..

Wongala (ref.Pp. 90 & 122- 1979) is reported to be trading between Queensland and the Solomon Islands. She is regd. in Honiara and was at Tauranga 27/6 to 4/7 with explosives from Port Alma, Qld.; she then loaded timber for PNG.

Conus (ref.P.62) was due to launch 31/7 in Japan, for Shell. Ocean Digger (ref.P.29) has, after c.six months idleness, been chartered for 18 months drilling work in SE Asia; due to leave 7/80.

San Pedro Bay (101/1964) has been sold by Marine Charters (Nor-West)Pty.Ltd. (Lombardo Group), Fremantle, to San Pedro Fishing Co.; being converted to prawning trawler. (Ref.P.13- 1977). The anchor handling vessel Gauntlet was launched 13/6 by State Dockyard, Newcastle, for International Offshore Maintenance Services (Australasia) Pty.Ltd.; for completion c.8/80, to work in Bass Strait. The offshore service vessel for IOMS is to be named Longbow. (Ref.Pp.91 & 123- 1979). (Gauntlet trials due 1/9). The two offshore service vessels building in South Korea for Bulkships (ref.P.59- 1979) are to be named Atlas Tasman and Atlas Hartog, and will be owned by Timur Carriers (Pte)Ltd., Singapore; they will be operated by Atlas Offshore (ref.P.35). Flinders Tide (750 dwt)(ref.P.62) is to be fitted with a remote-controlled cable-linked submersible for inspecting pipelines, and will work in Bass Strait; to complete early 1981; 51.71m loa.

The NZ Dept. of Railways is planning a replacement for Aramoana. The new vessel ("Ara 5") would be a 1000-passenger/car/train ferry of c.8000 grt, 137m loa, diesel-electric propulsion; hoped to be in service within two years.

Toa Moana (ref.P.30), laid up at Auckland, is for sale.

Pacific Forum Line has chartered Benjamin Bowring (ref.P.87- 1979) for Pacific inter-island service ex Suva, commencing 5/80. This no doubt occupies the ship until she is next needed in Antarctic.

Warner Pacific Line's Sami (ex Capitaine Cook, ex Jaques del Mar, ex Jaques del Mar II, ex Sletbay, ex Diana) reported sold to breakers; in NZ ports 8/80. Will be replaced in Warner service by Vili (1339/1967; ex Nogi (1979), ex Marin (1974))(NZ/Tonga).

Bounty (ex Tui Cakau, etc.) (ref.P.91- 1979) has been withdrawn by Bounty Line and sold to breakers; suffered engine trouble and leaking during last voyage to NZ 7/80. She will be replaced in Bounty Line service by Bounty II (ex Capitaine Wallis, etc.) 8/80.

Nedlloyd Chatham (8841/1962) sold by Nedlloyd Lijnen B.V. to Sof-rana Unilines S.A., New Caledonia, r/n Capitaine La Perouse and due NZ ports 8/80 to enter NZ/PNG service.

PNG Shipping Corp. commenced PNG/West Coast USA service 6/80 with Niugini Chief (ex Forum Niugini, etc.); to call at Darwin also.

A.D.Geopotes I (ref.P.63) left Sydney 30/5 and is now idle at Geelong. E.O.K.Green arrived Sydney 9/6 from Newcastle for dredging in Blackwattle Bay. The WestHam dredger W.H.Kunara was towed Port Kembla to Newcastle 26-27/5 by the Sydney tug Warringa. Geopotes V (ref.P.64) sold 3/80 by Australian Dredging & General Works Pty.Ltd. to Pacific Metal Industries, Auckland; demolition started there 14/4 and to take c. five months. The steam hopper J.P.Webb (ref.P.60- 1979) has been sold by the Port of Melbourne Authority to United Divers Australia Pty.Ltd., St.Kilda, (Mr.Eric Beddome); she will be refitted and renamed for an expedition to the sunken City of Rayville.

The catamaran cruise vessel Roylen Endeavour (ref.P.64) was launched by Carrington 16/8, and will visit Sydney before entering service at Mackay 9/80; 36m length, 44 passengers, 10 crew, 12 Kts.. Whitsunday Wanderer (136/1975)(ref.P.31) at Sydney, is offered for sale or bare boat charter by the agent for the Receiver. The former Manly ferry Bellubera was being stripped at Sydney 5/80 prior to scuttling off Collaroy; her engines were transferred to the former minesweeper Gull.

The lighthouse supply vessel Cape Don arrived Sydney 1/5 and was laid up in Athol Bay for c. two months. The Dept. of Transport in Vic. has called tenders for two dumb light vessels, 21.3m lgth.. The training ship Wyuna was to be laid up at Launceston 27/8 for modifications to cost c.\$700,000; transfer of ownership to The Australian Maritime College of Newnham Hall, Newnham, Launceston, Tas., from the various individual pilots was completed 14/12/79, and vessel is still registered at Melbourne.

Sealing the decks of James Craig expected to be completed 9/80, when she will be ready for tow to Sydney from Hobart. The ketch Hecla (22/1903) is being preserved in a tourist park near Port Lincoln (ref.Ketches of South Australia, Parsons, P.88- 3rd.edn).

Tugs

Ifugao (ex Spencer Nall) left Geelong 26/5 towing Waray (ex Geelong), they are to be based in Manila (ref.P.64).

Challenger (ref.P.64) was due to launch 5/7; she is 33.55m loa and is to replace Parmelia in service at Kwinana. Trials 6-7/8.

Gove tug plans have changed and, instead of Latrobe going there, it is understood that Farm Cove will trfr. from Sydney (ref.P.64).

The Eden tug E.B.Cane (ex Sydney Cove) arrived Sydney 29/4 for an extensive refit. The same owners, Charter Craft & Marine Services Pty.Ltd. are having Greshanne (ex Iron Cove) reconverted from a trawler to a tug; she docked at Harwood 3/80.

The former Dunedin tug Otago (502/1956), laid up at Auckland since 1978, was in 7/80 ordered to be sold by court order under a writ of arrest served on her in 12/79; she is owned by South New Zealand Fish Export Co., Auckland.

J.R.Harland (ref.P.64) r/n Kaniere at Dunedin 6/80, and arrived at Nelson 24/6 to begin fishing in 7/80.

Overseas

ANRO Australia will be lengthened by 31.6 metres by Kawasaki, Kobe, by insertion of a new section abaft the superstructure. Capacity will increase from 800 to 1050 teu (incl. refig. 200 to 250). The two sisters will be lengthened by Jurong, Singapore. (ref.P.65).

Seatrain Galveston (originally Kanimbla, ref.P.95- 1979) has been renamed CP Hunter for duration of a six-months charter to CP Ships (Canadian Pacific). Seatrain Texas (originally Manoora) was due to redeliver from Seatrain late 7/80. The Bulkships/Van Ommeren talks (ref.P.65) lapsed. TNT offered to take an equity interest in ABC Containerline; offer lapsed.

William Dampier (ref.P.65) arrived Sydney 15/8 with first cargo of overseas crude. She is owned by The Australian Tanker Co.Pty. Ltd., Melbourne (50/50 Sleigh/Caltex, managed by Sleigh), and was entered on Melbourne register 29/4/80; 49,887 grt.

The tanker Will Adams (ex Athelregent), regd. Liverpool, has been sold by Curlew Nav.Co.Ltd. (Jardine Matheson/H.C.Sleigh) to V.B.Perkins & Co.Pty.Ltd., Darwin, has ordered a land- ing craft type vessel from the Selco Shipyard, Singapore (ref. P.123- 1979) for delivery 3/81. Ship will be c. 2000 dwt, 80m length, bow loading with "Navire" ramp capable of operating on either wharf or beach, and carry bulk fuel, ores, livestock, containers, vehicles and general cargo. Designed by Burness Corlett & Partners, Australia; will operate Darwin/Singapore area. Greeks.

Union Melbourne was redelivered to Union SS Co. at Liverpool on 16/2 at conclusion of sub-charter to P & O (UK). Was subsequently short-term sub-chartered to Tor Line for North Sea service. The ship is due for redelivery by Union Co. to owners (Stena Line) on 5/9/80.

NZ Shipping Corp. is considering selling and leasing back New Zealand Pacific for financial reasons. NZSC sold NZ Waitangi (ex Britannic) to Greeks 5/80; ship departed Bluff 4/5 & delivered Avonmouth 6/80; r/n Serifos. The same buyers have Mykonos (ex NZ Aorangi, ex Majestic)

The third new ship chartered by Simsmetal (ref.P.124- 1978) is Seisho Maru (23,960 dwt, 14,353 grt/1980); arrived Sydney 5/80 on maiden vessel. All three sisters are owned by Kyosei Kisen K.K.

Recent sales include the Australind SD14s Ajana and Australind (ref.P.67) to Eastern European interests 7/80; Sinkiang (Swire) to Taiwan breakers 7/80; the Shaw Savill Laurentic & Zealandic to Greeks 7/80 & r/n Spartan Reefer & Fort Launay respectively. Blue Star has sold Townsville Star to Taiwan breakers (5/80); Montreal Star & Canterbury Star to Pakistani & Indian breakers respectively (both 7/80); Tuscan Star & Trojan Star with three-year time charters back to Blue Star (both 7/80).

P & O has sold Taupo to Austasia Line, Singapore; r/n Mandama & due NZ 8/80 to load meat for Iran. Taupo had been laid up at Bristol 6/80. Greek cruise ship Aquamarine (ex Marco Polo) was arrested Hong Kong 7/6 for debts. Mortgagee (Commercial Bank of Greece) bought the ship, which had been idle for some time.

Discovery Bay and Moreton Bay (ref.P.65) will, after re-engining, be placed in the UK/Europe to Persian Gulf trade. Running in a similar trade are Tarago and Tricolor, which Wilhelmsen has transferred from the Scancarriers to the Scanmel service(Tricolor from 6/80).

Hamburg Sud (Columbus) has ordered a containership, similar to Columbus Queensland, from A.G.Weser, Bremerhaven for delivery late 1981; will be for either Australia or South America service.

The new Farrell containership Austral Puritan is due in NZ ports 9/80 on maiden voyage. Farrell is reported to be in financial difficulty, with all or part of its business up for sale. Austral Pilot and Austral Patriot reported sold to Moore McCormack Lines.

The Chinese vehicle deck ship Tai Ping Kou arrived Australian east coast ports 5/80. Newly-built in Japan, she follows Xiao Shi Kou (ref.P.66) and Zhi Jian Kou (arrived 2/80). Prior to arrival of these newbuildings, two trips had been made by Yang Fang Kou (ex Greek flag Devonport).

FESCO (USSR) is introducing four "Pula" class ships to their Australia/Far East service. The ships were built in Yugoslavia 1968/71 as conventional cargo ships, and in 1979 were lengthened and converted to cellular container ships (704 teu incl. 80 ref) at Jurong Shipyard, Singapore. In order of arrival in Australia (mid-1980) they are:- Ivan Kotlyarevskiy, Gamzat Tsadasa, Konstantin Paustovskiy and Novikov-Priboy.

The last Soviet cruise ships to be in Australian waters before the ban commenced 31/5 (ref.P.33) were Turkmenia, Ivan Franko and Taras Shevchenko.

Lloyd Brasileiro has introduced a third ship to their Brazil/South Africa/Australia service. The ship is Lloyd Auckland, which arrived Australia 7/80; she is ex Alkmaar ex Pearlstone (1972) (8295/1971), on charter from Kon.Nederl. Stoomboot Maats.,Holland.

The Greek reefer Bianco was under arrest at Adelaide 7/80 for debts.

The Denholm bulk carrier Glenpark rescued 51 Vietnamese refugees in the South China Sea 19/6, while on passage Kaohsiung to Port Pirie to load wheat. They were landed at Outer Harbour, Adelaide, on 4/7. Other British bulk carriers to rescue Viet. refugees recently were Bolnes and Baron Wemyss.

Accidents and mishaps

Union Rotorua broke down 9/5, c. 220 miles west of Cape Reinga, while on passage Tauranga to Sydney; electrical failure. Taken in tow by Union Rotoiti 10/5 and arrived Auckland after 56 hours tow at average speed 7.5 knots. Passage under her own (auxiliary) power would have taken about a week.

Yarra River grounded 9/6 while departing Weipa; refloated with slight indentation of bottom plates.

Kimberley struck wharf while berthing at Bunbury c.1/7; damaged bulbous bow.

Southern Endeavour (ref.P.128- 1979) was refloated at Cairns 13/5; since advertised for sale.

Trawler Saxon Forward (Cyprus flag) towed into Cochin 25/7 by Russian Simferopol. Engine failed 450 miles ENE of Ras Hafun on 19/6; drifted for 35 days; picked up 23/7 in 09.48.12N, 73.14.54E. To proceed to Bombay after repairs.

Seatrail Galveston out of fuel 19/2 40.22N, 66.30W due to crack in fuel tank. Ro/ro Adm.Wm.M.Callaghan stood by. Taken in tow by tug 23/2; arrived New York 24/2.

Philippine Tourist (ex Fairsky) (ref.P.34) left Manila 17/5 in tow of salvage tug Salvaliant for Hong Kong breakers. Arrived HK 24/5.

The passenger/cargo vessel Moana (504/1958), owned by Tropic Lines International Ltd. (Tonga), sank at Suva 4/4.

Lorena (ref.P.63) left Fremantle 14/3 for Jeddah, but arrived at Colombo 25/4 in tow of tug Salvanita following further engine trouble; since sailed for Jeddah.

The former Auckland crane steamer Mahua, now a dumb barge, was damaged by an underwater explosion during harbour deepening blasting operations at Bluff 30/6; plates & rivets sprung, leaking.

Naval

The RAN wishes to replace Melbourne with an aircraft carrier based on the design of the US "Iwo Jima" class amphibious assault ship. A submission is expected to be put to Federal Cabinet. Melbourne first commissioned on 28/10/1955 (laid down 15/4/43; launched 28/2/45).

FFG timetable- Adelaide to sea 19/8 for two-day trials; acceptance trials 6/10; delivery to RAN 30/10; commissioning 15/11/80; to Australia c.12 months later after trials & shake-down period. Canberra delivery 6/2/81; commissioning 14/2/81 and to Australia 12 months later. Sydney to launch at Seattle 26/9/80. Keel of the fourth FFG to be laid 30/6/81.

Keel of the 17,500 tons displ. "Durance" type supply ship (ref. P.129- 1979) was laid at Cockatoo Dockyard 9/8. To launch mid-1982; completion due mid-1983; to be named Success.

Fremantle left UK 6/80; arrived Darwin 11/8; arr. Sydney 27/8.. Warrnambool (204) to launch 10/80 & commission early 1981 at Cairns, and the remaining boats are to be launched at the rate of three a year. The next are Townsville (205) & Wollongong (206).

Duchess, which paid off 24/10/77, left Sydney 9/7 in tow of the Singapore flag tug Sumi Maru No.35 for Taiwan breakers.

Swan rescued 72 Vietnamese refugees in the South China Sea 17/6 while on passage Singapore to Hong Kong. Yarra represented Australia at independence of the New Hebrides (now Vanuatu) 30/7.

Taranaki returned to sea 4/8 following major boiler and steam pipe repairs at Devonport Dockyard, Auckland, which had commenced 2/80. She is to be re-engined with two Tyne gas turbines, probably at Devonport Dkyd. (Auckland), starting late 1981.

Tarapunga (A08) launched 9/11/79, delivered 28/3/80, commissioned 9/4/80, in service 6/80. Takapu (A07) 1.5/6/80, d.27/6, c.8/7.

The old survey launches Takapu and Tarapunga are to be renamed Kahawai and Mako respectively for RNZNVR. They will replace Haku and Manga. Four new craft are to be ordered for RNZNVR, to have same hull design as new Takapu, Tarapunga and Manawanui.

Company and General

Captain Robert Henry Houfe died at Frankston 2/7 after a long illness, aged 56. He went to sea in 1939 (aged 15), bought Loatta in 1954, and later acquired Darega, King Islander & Straitsman.

Howard Smith Ltd. now has c. 16% of the share capital of The Adelaide SS Co.Ltd.; reported to be seeking 20% & 3 seats on the Adelaide board.

The first stage of the Australian Maritime College was opened at Beauty Point (Tas) 17/5 by the Prime Minister. This is the site of the seamanship & fisheries practical training centre; the main campus is in the Launceston suburb of Newnham. 120 full time students expected by end-1980, rising to c. 600 full time in 1984. Will also cater for short special courses.

The Sullivan's Cove (Hobart) ferry service is to close 8/80, due to withdrawal of State Govt. subsidy. The Tasmanian & Federal Govts. are investigating feasibility of a floating dock for Hobart; for ships to 6000 tonnes, would hope to serve foreign fishing craft.

The French Island Co-operative Ltd., operator of the Westernport (Vic) ferry service, has been placed in liquidation. The company is insolvent following accidents to its ferries. Southern Marine Tours Pty.Ltd. has offered to buy the ferry licence. An offer of \$120,000 had been made for Ku-ring-gai II a few days before its destruction (ref.P.66).

As a consequence of the Furness Withy takeover (ref.P.60), the other participants in Overseas Containers Ltd. (OCL) have exercised their option to buy the Furness shareholding in OCL, due to conflicts of interest between OCL and the Tung Group. The Furness stake in OCL was 15.81% (worth about £27 million), and the new shareholdings in OCL will be:- P & O 36.7% (prev. 30.9%), British & Commonwealth 22.81% (prev. 19.2%) and Ocean Transport & Trading 40.49% (prev. 34.09%). The P & O share in OCL will increase even further from the end of 1980 when their UK/Europe to Persian Gulf trade (for which the two re-engined "Bays" are destined) is containerised.

The Venezuelan National Shipping Line (C.A.Venezolana de Navegacion) is to start a conventional shipping service between Venezuela/other South & Central American ports and Australia/New Zealand; commencing 9/80, 6/8 weeks frequency.

Australia Post has issued a second series of ship stamps for Australian Antarctic Territory (ref.P.129- 1979 for the first):- 1c Aurora (1876), 15c Nimrod (Shackleton), 22c Terra Nova (1884), 35c Nella Dan, \$1 HMS Resolution (James Cook).

Fiji has issued a set of ship stamps for the London 1980 Exhibition:- 6c Southern Cross (1873. Union SS Co.), 20c Levuka (1910. AUSN), 45c Matua (1936. Union SS Co.), 50c Oronsay (1951. Orient).

Commonwealth Marine Salvage Board (cont. from P.88)

St.Giles (ref.Pp.17 & 43) Mr.T.Callen of Newcastle, NSW, points out that the gross tonnage during CMSB service should be quoted as 430, since the RAN had reinstated the raised fo'c'sle when the tug was requisitioned for naval service, prior to transfer to the CMSB. Refer also THE LOG 1978, P.73/4.

Nautical Association of Australia Inc.- subscriptions

Subscriptions for some members fell due on 1/7/1980. Those who have not yet renewed are asked to kindly do so now by remitting through their usual channel. Rates are A\$5:00 for residents of Australia and A\$6:00 for all others, including New Zealand members. Overseas members remitting directly to the Association should do so in Australian currency. Those remitting directly should address their renewals to The Treasurer, Nautical Association of Australia Inc., PO Box 4114, Melbourne, Vic., 3001, with remittances payable to the Association.

(advertisement)

THE TRAP BOOKSHOP

**baited with a wide selection of books
covering Naval and Maritime History**

WANT LISTS AND SPECIAL ORDERS WELCOME

**130, Flinders St. Melbourne-The Paris
End Next to the Red Cross. H.Q.**

**HOURS Monday-Thursday 8.15am-6pm
Friday 8.15am-8pm
Saturday 8.15am-1pm**

Tel. No. 63 4899

THIS JOURNAL IS COPYRIGHT

Apart from any fair dealing for the purpose of private study, research, criticism or review as permitted under the Copyright Act, no part may be reproduced by any process without written permission. Enquiries should be addressed to the Nautical Association of Australia Inc., PO Box 4114, Melbourne, Vic., 3001.

Opinions expressed by contributors are not necessarily those held by the Editor or the Nautical Association of Australia Inc..

THE LOG is printed and published quarterly by W.G.Volum of 132 Noble Street, Geelong, Vic., 3220, for the Nautical Association of Australia Inc., PO Box 4114, Melbourne, Vic., 3001.
