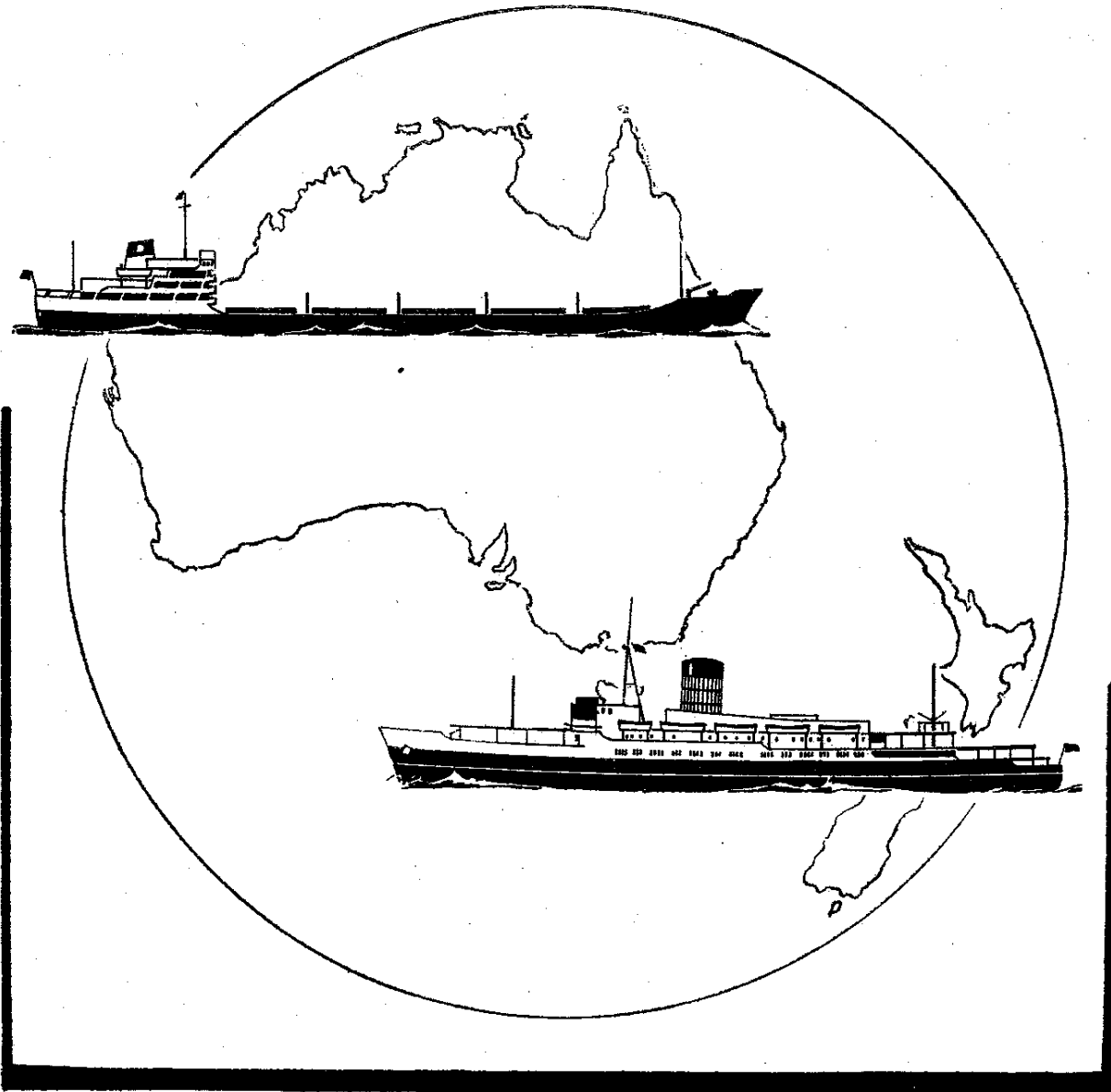
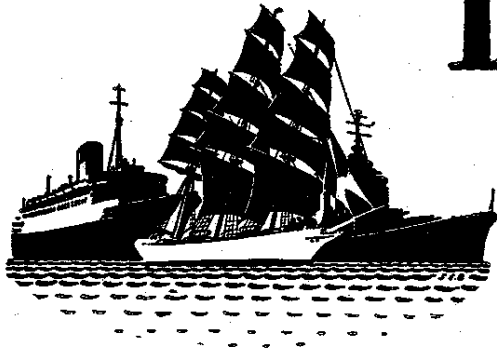


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THE LOG



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THE LOG

Published third Thursday of every second month by the Australian & New Zealand Sections of the World Ship Society.

Editor: T. S. (Tom) Stevens

The Editor welcomes contributions in the form of articles, histories, fleet lists, notes, comments and paragraphs, and will willingly sub-edit into presentable form those that have not been prepared for immediate publication. Questions and answers to questions especially wanted. PLEASE write legibly, print ships' names in capitals, and be accurate.

Editorial correspondence to:

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== C O M M E N T ==

The effect of new tonnage.

At present the Australian National Line has under construction, order or tender, three 4000 ton dwt. r/o-r/o ships for the east coast trade, one r/o-r/o passenger ship for the Tasmanian trade and one container/ore carrier for the Darwin trade. When these vessels come into service a number of existing conventional ships, presently employed in these trades, will be displaced and it seems improbable that alternative employment can be found for all of them. At this time the A.N.L. ships effected are : BARALGA (3895/1956), BILKURRA (3952/1949), BINBURRA (3952/1950), BOONAROO (3904/1953), BULWARRA (4010/1954), WINDARRA (2355/1953), NILPENNA (1468/1954) and NOONGAH (1465/1955). Others which may also be suspect are YANDERRA (3446/1954), YARRUNGA (3473/1955), DALBY (2474/1947) and DAYLESFORD (2265/1949).

The depletion of the coastal fleet is hardly likely to end there as age will soon catch up with IRON DUKE (4937/1943), IRON MONARCH (4906/1943), AGE (4696/1936) and BARWON (4303/1939), whilst the place for such ships as IRON KNIGHT (5547/1948), BALARR (4053/1948) and WARRINGA (2716/1955) is difficult to see.

In all, 19 ships of about 100,000 tons deadweight have been named above and this represents the bulk of what now constitutes the general cargo segment of the coastal fleet. Not all these ships will go but even allowing for 25% survival, the fact remains that seven ships (including the two containerships for Associated Steam.) of about 50,000 tons deadweight could replace, say 14 ships of about 75,000 tons deadweight.

These circumstances are not peculiar to the Australian coast, similar situations have and will arise on the New Zealand coast, the trans Tasman trade and the overseas liner trade. It would therefore seem that many familiar - if not so old - ships will prematurely take their departure in the next few years.

(THE LOG is produced for and on behalf of the Australian and New Zealand Sections of the World Ship Society by T.S.Stevens of Frankston, Victoria, and printed by R.H.Parsons at Lobethal.S.A.)

MATERIAL for THE LOG is always welcome and should be sent to the Editor at P.O.Box 289, Frankston. Vict. 3199. The greatest need is for short topical items, shortish historical items and general news. REMEMBER without your assistance THE LOG cannot maintain a high standard or present a variety of articles and news.

t.s.m.v. KOOTARA

* On July 19, KOOTARA arrived at Port Lincoln to deliver her first cargo of sulphuric acid in bulk to the Cresco plant. The vessel spent some months in Sydney earlier this year having 14 tanks (capacity 1872 tons) installed in the wings of the holds, leaving the squares vacant for the carriage of 2630 tons of zinc concentrates.

This vessel - which has been carrying concentrates from Port Pirie to Risdon for sometime and returning in ballast - will now revive the export, by sea, of sulphuric acid from Risdon, after a lapse of nine years since the A.N.L. tanker RANSDORP (469/1934) was sold in May 1958.

The KOOTARA was built at the State Dockyard, Newcastle in 1952, being a sistership of KAROON. They were used in the mainland/Tasmanian trade with general cargo until the advent of the 'Seway' ships three years ago.

Now that KOOTARA can deliver sulphuric acid the auxiliary ketch JILLIAN CROUCH (242/1948), which has been working the cargo between Port Pirie and Port Lincoln, has become redundant.

(Compiled from information supplied by Messrs Waklyn and Cooper.)

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+++++ NEW BOOKS

Paddle Steamers of Australasia by R.H.Parsons. This privately produced book, is an invaluable contribution to the maritime records of Australasia and quite obviously the outcome of many years of patient and painstaking research.

The Story of Gippsland Shipping by Messrs J.C.Bull & P.J.Williams. Price: \$ 1-50 Aust). This is an historical review of the persons and ships involved in the development of the trade to, in and around the Lakes and rivers of Gippsland (Victoria). Although the trade is now defunct it is surprising to learn from this book, the extent of the shipping and shipbuilding carried on in that area at one time.

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+++++ THE LOG index for 1967

This will be incorporated in the November issue of the journal and by so doing will delay the appearance of the November issue slightly. It will be appreciated that the index cannot be finished, typed and produced until the November issue itself is completed.

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+++++ SUBSCRIBERS IN NEW ZEALAND

NEW ZEALAND readers should advise Mr Ian J.Farquhar, P.O.Box 385, Dunedin, of alteration in their address, and likewise notify him if they wish to subscribe to, or discontinue, the journal. SUBSCRIPTIONS for THE LOG may be paid direct to Mr Farquhar or to Mr.J.Stein. WELLINGTON readers may effect notification and payment through Mr.L.J.Philpott, P.O.Box 42019, Wainuiomata.

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++++The fleet list of.....

B.B. & G.W. NICOLL

from T.J.Callen (N.S.W.)

Messrs B and G Nicoll, of Sydney, were the sons of Mr. G.R. Nicoll a coastal shipowner of the 1860's who operated such vessels as the SPEC, SAUCY JACK, SARAH NICOLL and CONFIDENCE. When the sons blossomed out on their own in the 1870's their first steamer was named BONNIE DUNDEE after the birthplace of their father. It is also interesting to note that this vessel was built at Dundee by Gourlay Bros., to which yard the Nicoll Brothers returned for five further ships.

The trade of Nicoll Bros was confined mainly to the carriage of cargo and passengers between Sydney to the Tweed, Richmond and Clarence Rivers, but precise information of their activities is difficult to obtain. One feature of the firm's ownership was the relatively short period of time that they ran each vessel before disposing of her, many of the ships being owned for less than three years and some for under twelve months.

In compiling fleet lists, the question of ownership sometimes poses problems and in this instance portion of the fleet was owned by B. Nicoll, another portion by G. Nicoll, whilst a third portion was registered in the joint names of B. and G. Nicoll. There are also gaps in the information contained in the fleet list and therefore additional information would be welcome.

(The list is in the approximate order of the ship being acquired, giving the vessel, official number and owner(s) then gross tonnage, material, type, builder, dimensions and history.)

<u>BONNIE DUNDEE</u> 75200 B & G Nicoll	193; iron; s.s.; Gourlay Bros, Dundee, 1877; 130x19x9.9; Voyage Syd/Manning River sunk in collision <u>Barrabool</u> off Redhead nr Newcastle, Mar 11 1879, five lost.
<u>RICHMOND (1)</u> 78683 B & G Nicoll	240; iron; s.s.; Gourlay, Dundee 1878; 136.1x20.2x9.5 ; Sold 1881 to John See; lost Jan 21, 1884 leaving Port Macquarie. (Her remains are still visible in the main waterfront camping grounds)
<u>AUSTRALIAN</u> 78693 G.W. Nicoll B & G Nicoll	363; iron; s.s.; Gourlay Dundee 1879; 160.3x22.5x10.5; Sold 1880 to John See; 1891 to North Coast S.N.; 1902 W. Holyman & Sons; 1907 West Coast Shipping Co Adel; Wrecked Wardang Isl. Spencer Gulf May 8, 1912.
<u>TRUGANINI</u> 57581 B.B. Nicoll B & G Nicoll G.W. Nicoll	203; iron; s.s.; Black & Noble, Montrose 1877 for Tasmanian S.N. Co; 120x20x9; April 1879 purchased by Nicoll to replace <u>Bonnie Dundee</u> ; 1881 J. Burns, Syd; 1882? Q.S.S. Co; 1887 AUSN; Wrecked Aneityun, New Hebrides, February 11, 1891.

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LISMORE

78699

B & G Nicoll
G.W.Nicoll339; iron; s.s.; Gourlay Dundee 1880; 152.3x22.10x10;
Ashore Richmond River Jan 18, 1884 but refloated;
wrecked when entering Richmond River May 10, 1885.HELEN NICOLL

86362

G.W.Nicoll

384; iron; s.s.; Gourlay Dundee 1882; 157x22x10.3;
Sold 1882 to John See; 1891 North Coast S.N.Co;
1893 Schlink, Adel; 1896 joint ownership Harold Bros,
Adel and AUSN; 1896 John Darling & Sons, Adel; 1900
Jones Bros, Sydney; 1932 broken up Sydney. On Dec. 8,
1886 collided with and sank Keilawarra.CASINO

86361

B.B.Nicoll

425; iron; s.s.; Gourlay Dundee 1882; 160.4x24.1x10.2;
On delivery voyage called at Warnambool (Vic) for
bunkers and was inspected by directors of Belfast &
Koroit S.N.Co., who purchased Casino shortly after
her arrival in N.S.W. Thereafter employed Melbourne
to Western District ports until foundered Apollo
Bay (Vic) July 10, 1932. Seventeen lives lost.PASHA

74841

B.B.Nicoll

62; wood; p.s.; Henderson, Pt Stephens 1879; 84.4x20.2 x
4.8; Henderson Newcastle; 1883 Nicoll for short
period then various owners, used in N.S.W. rivers
trade. Actual fate unknown.WOODBURN

89445

B.B.Nicoll

398; steel; s.s.; Millwall UK 1883; 155x25.3x10.7;
1883 Nicoll; 1884 Clarence & Richmond River S.N.Co;
1889 Clarence Richmond & Macleay River S.N.Co;
renamed MACLEAY 1890; Foundered off Port Stephens
N.S.W. October 11, 1911.ROOK

78636

G.W.Nicoll

463; iron; s.s.; J&G Thomson, Glasgow 1878; 175.3x25 x
13; Original owners unknown; 1883 Nicoll; 1884 Govt
of South Australia, renamed PALMERSTON; 1885 Mount
Pleasant Coal & Iron Mining Co. Syd; 1928 R.J. Buller,
Syd. converted to trawler; May 29, 1929 foundered off
Jervis Bay following collision with triler Millimull.JANET NICOLL

89322

G.W.Nicoll

772; iron; s.s.; Palmers, Jarrow 1884; 184x29.2x13.5;
1890 H.W. Henderson Auckland; 1890 Union S.S.Co; 1903
Kee Guan Co, Penang. Fate unknown.BELLINGER

89319

G.W.Nicoll

B.B.Nicoll

225; iron; s.s.; McArthur, Paisley, 1884; 125x22.1x8.5;
1890 E.T. Miles Hobart; 1894 T.A. Reynolds & Ptners;
1896 Union S.S.Co; 1897 Northern S.Co, Auck, renamed
MURITAI; Wrecked West Chicken Isl. N.Z. May 27, 1908
on voyage Russel/Auckland.TINONEE

52384

B.B.Nicoll

314; iron; t.s.s.; Pyrmont NSW 1866; 193.7x21x10.5;
for A.S.N.Co; 1885 Nicoll; 1886 Morts D&E Co; 1892
J. Broomfield; fate unknown.

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+ T H E L O G +

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RICHMOND (2)
89094
B.B.Nicoll

628;steel;s.s.;Gourlay Dundee 1885; 178x27.7x17.5 ;
1889 A.B.Donald,Auck. ; 1896 Union S.S.Co, renamed
HAUPIRI 1897 ; 1915 Sun Shipping Co (Mitchell Cotts
& Co)London; Fate unknown.

TWEED (1)
89374
G.W.Nicoll

240;steel;s.s.;Nwc on Tyne 1885; 128.2x22.7x8.9;
Wrecked Tweed Heads April 19,1888.

DOLPHIN
89249
G.W.Nicoll

38;wood;s.s.;Berrys Bay,Syd.1884 dimensions unknown;
1905 North Coast S.N.; 1914 broken up.

FIJIAN
93519
G.W.Nicoll

988;steel;s.s.;Jarrow 1886; 215x30.2x15.2;
1889 Union S.S.Co ; May 13,1889 vessel stranded and
abandoned on Isl of Tarma,New Hebrides.

WYRALLAH
93558
B.B.Nicoll

302;iron;s.s.;Morts Dk,Syd.1885; 140x22.3x13.2 ;
1887 Reg.Sydney..Nicoll; 1891 North Coast S N; 1900
Gippsland S.N.Co.; 1912 Gippsland Steamers P.L.;
April 7,1924 sunk in collision with Dilkera at
Port Phillip Heads. Six lives lost.

KARUAH
83751
G.W.Nicoll

121;wood;s.s.; Berrys Bay,Syd. 1882; 105.8x20x7.7 ;
E.M.Goudy,Syd; 1885 E.E.Forsyth,New Britain,renamed
GOLDEN GATE ; 1888 Nicoll reverted KARUAH; 1894
broken up.

TATHAM
93603
B.B.Nicoll

37;wood;s.s.; Sydney 1889; 60.6x15.5x4.7 ;
1904 sold ; 1915 broken up.

TWEED (2)
93621
G.W.Nicoll

285;wood; Terrigal NSW 1889 ; 132x25.5x11.5 ;
Wrecked Byron Bay January 22,1893.

BYRON
101024
G.W.Nicoll

145;wood;s.s.;Terrigal 1891; 96x20x8 ;
Sept 25,1896 on voayge Newc/Syd with coal,sprang
leak and sank.

WOLLUMBIN
101098
G.W.Nicoll

231;wood;s.s.;Jervis Bay NSW 1893 ; 112.9x24.7x10.3 ;
1895 North Coast S.N.Co ; November 10,1905 beached in
leaking condition sth Bellinger River. Abandoned.

CHINDERA
101145
G.W.Nicoll

186;wood;s.s.;Jervis Bay 1895; 118x20.8x9.7 ;
Wrecked Tweed River NSW,September 9,1896

+ EXCELSIOR
104743
G.W.Nicoll

301;steel;s.s.;Gourlay Dundee 1897; 130.7x24.2x11 ;
1902 J.Darling & Sons; abt 1912 S.A.Farmers Co-op Ltd;
subsequently broken up,register closed 1937.

ORARA
106186
G.W.Nicoll

298;wood;s.s.;Jervis Bay 1898; 133.8x24.7x11.1 ;
Wrecked Tweed Heads NSW,February 16,1899.

CAVANBA
113973

573;steel;s.s.;Paisley 1901; 172.1x26.1x12.1 ;
Sold to North Coast S.N.Co; abt 1917 Shawhsing S.S.
Co,China renamed TUNGYUAN then 1932 LAI HSING, still
in Lloyds 38/39...fate thereafter unknown.

DORRIGO
112547
G.W.Nicoll

302;wood;s.s.;Balmain 1902; 136.1x24.9x12.6 ;
1905 North Coast S.N.Co; 1914 Burns Philp & Co
renamed MISIMA ; Wrecked New Guinea,February 1917.

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+++++The last river steamer.....

on the DERWENT

from I.G.Cooper (Tas.)

* The last river steamer on the Derwent,s.s. SORRENTO (121/1909)
has been sold,and work commenced on July17,converting the vessel to
a fishing boat. The vessel was built as ROWITTA for the River Tamar
Trading Company and in 1934 ownership changed to Tamar Traders(1934)
Pty.,Ltd. For a short time it traded on the Derwent before being
sold to the Commonwealth Government during the Second World War.

In 1949 Port Phillip Ferries Ltd.purchased ROWITTA and renamed
the ferry SORRENTO. A year later N.D.Hegarty & Son Pty.Ltd.,Sydney
purchased the vessel and she served on Sydney Harbour until 1952
when Richards Bros,of Hobart acquired her. Now they have sold
SORRENTO to Mr.Bernie Cuthbertson,but it is rumoured that Richards
Bros. plan to purchase a diesel powered vessel as replacement.

Another former Derwent and Tamar ferry was also recently in
the news. This ferry the ROSNY (182/1913) was sold out of service in
August 1966 for conversion to a houseboat. On July 24 she sank at
her moorings at Kayena on the Tamar and whether she will be refloated
remains to be seen.

In conclusion it should be mentioned that there are two diesel
powered river vessels remaining on the Derwent,the CARTELA (194/1912)
and MARANA (108/1908) both owned by Roche Bros.

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m.v. WAIRATA

The last war built ship in the fleet of the Union S.S.Co of
N.Z. is shortly to be withdrawn. Since WAIRATA was acquired as
Cape Igvak (a C.1.type) in 1947 she has been employed on the NZ/India
trade in which she replaced the veteran Narbada (8988/1915). WAIRATA
was built by Pennsylvania Shipyard,Beaumont,Texas in 1943,and has
a gross tonnage of 5282,single screw powered by two six cyl. diesels.

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THE LAST FIGHT OF THE WOODEN WALLS

* from D.K. Robertson (Vic.)

On a fateful day in 1866, just a little over a century ago, there occurred the first fleet action involving armoured ships. It was also the last time that a 'wooden wall' fought in a fleet action and never more worthily were the traditions of two and a half centuries of desperate gallantry upheld.

For some 250 years, the wooden ship-of-the-line, as typified by ships like HMS VICTORY, was Queen of Battles at sea. If you look at illustrations of the GRACE A DIEU (Henry VIII's 'Great Harry') dating from 1509, and compare her with a photo of HMS DUKE OF WELLINGTON of 1852, vintage - one of the last of the type built - you can readily see the family likeness, despite the very many differences in the two ships. Over the years they grew in size, efficiency and force but basically remained pretty much the same. The ROYAL WILLIAM of 1719 finally paid off in 1813. In the first instance she was rebuilt from a similar ship constructed in 1670, but she was not inferior at the end of her days, excepting in her great age, to the vast majority of newly built ships of her type.

When finally the steam engine was coupled to the screw propeller, many old battleships were engined and all new building ships were similarly treated. This was just before the Crimea War of 1854/55. Apart from a black funnel abaft the mainmast the ships were outwardly much the same as before. In the Crimea War some sail battleships went to war again along with their self propelled sisters which still used sail more than power anyway. There were no fleet actions this time as the Russians didn't venture out, therefore the British and French fleets tackled forts instead, thus the need for armour protection for ships against the new shell guns suddenly proclaimed itself to all and sundry. Almost overnight the old wooden walls, with their two and three tiers of heavy ordnance, their lofty masts and acres of canvas and their majestic beauty, were outmoded and unwanted.

About 1860 ships protected with iron armour on their sides appeared, some mounted guns along the broadside as in the past, some carried them in what appears today to have been rather primitive turrets, and some had various systems of arming. Within seven short years the Royal Navy had paid off into reserve the last of its old timers and replaced them with ironclads. Every other navy, large or small, had also joined the mad scramble to re-arm with the latest ironclads of all shapes and sizes.

In their 250 year reign the wooden walls fought scores of major actions and literally hundreds of squadron and single ship actions, the thunder of their broadsides made and broke Empires all over the world. The British, more than any others, understood how to use them and the phrase 'Brittannia Rules the Waves' was no idle statement.

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In 1858, almost at the end of this era, the Austrian Empire launched its first, and last, ship-of-the-line. This was the 91 gun KAISER fitted with a 800 HP engine, she could probably make about 7 or 8 knots which would be about the same under sail in favourable conditions. After this vessel the Austrians also built iron clads but KAISER remained a proud flagship.

THE BATTLE OFF LISSA

There was trouble between Austria and Italy in 1866 and in June it developed into war. The Austrians held a strategically and strongly defended island called Lissa which lay in the Adriatic off the coast of Dalmatia and the Italians attempted to take this island.

The Italian Admiral Persano was to invade Lissa and had a mixed force of armoured ships supported by wooden frigates and lesser craft as well as transports with troops. After a couple of days of bombardment the invasion was scheduled for July 20, but before the fleet could get started a scout vessel reported enemy ships in the distance. This, of course, was the Austrian fleet which was much the same as the Italians, but inferior in numbers, and was under the command of Admiral Tegetthof.

At 10-45 a.m. the fleets met and action began. Persano was ill served by his wooden frigates but their opposite numbers in the Austrian fleet joined in the fray with gusto. The Austrian second division, led by the old KAISER, flying the flag of Commodore Petz, was just astern of the armoured ships and right in the thick of the fray. Attacked by the Italian AFFONDATORE which tried to ram her, KAISER fired broadside after broadside and drove the Italian off twice, but sustained a good deal of damage herself. Almost at once the Italian armoured ship RE DI PORTOGALLO tried to ram KAISER which could have turned aside to avoid the blow, in which event her two wooden consort frigates would have been exposed to great danger. Rather than this Petz turned towards his powerful enemy and at full speed struck her abreast of the engine room. The Italian ship turned a little to port at the last moment to minimise the blow which would otherwise undoubtedly have sunk her. As PORTOGALLO turned she fired a broadside in KAISER which caused considerable damage to the latter. As a result of this encounter KAISER lost her stem and bowsprit, the foremast toppled together with the funnel. The Italian had sixty feet of her armour belt displaced, anchors carried away, a gun knocked overboard and eleven gunport lids smashed. All this in the first 17 minutes of the battle. Truly a big day for the last of the old campaigners.

As the Italian ship fell away to starboard KAISER, despite her injuries, poured in a broadside at short range and followed with others until the Italian reeled out of the line and disappeared in the smoke. Soon afterwards another Italian ironclad the MARIA PIA came up and engaged KAISER. The latter was badly hit again, losing guns, men and gear. The fires got worse, her port side took fire, the steering gear was damaged and little steam could be maintained.

Commodore Petz was now obliged to withdraw his almost unmanageable ship out of the action and head for the protection of the island defences. KAISER was accompanied by most of the Austrian lesser wooden ships which had also been heavily engaged themselves by armoured craft.

Elsewhere the battle had raged wildly with ships firing point blank into each other and everybody attempting to ram their opponents. Gradually the action drifted around until the Italian flagship AFFONDATORE once again found herself in sight of the damaged KAISER. Three times she made as if to try to ram KAISER which defended herself gallantly supported by her wooden consorts, and later by two Austrian ironclads which poured fire into AFFONDATORE to keep her away from the KAISER. It would seem almost as if the whole battle revolved around the veteran, with one side concentrating all their efforts towards sinking her and the other towards making sure that this did not happen.

On the third attempt at ramming AFFONDATORE got within a cable of the KAISER but turned away and returned to her own line, having suffered some damage. It is said that Admiral Persano personally ordered the Captain of AFFONDATORE to turn away after seeing the battered condition of the Austrian ship. This chivalrous action cost him his career at the subsequent court-martial.

THE BATTLE OVER

The battle was now over for the KAISER, she retired to Port St. Giorgio, put out her fires, cleared away the wreckage and was refitted sufficiently in the next 24 hours to be available for more fight. This did not eventuate however, the Italians retired and Lissa was saved.

A few days later the Italian flagship AFFONDATORE sank, possibly as a result of her battle damage, but KAISER remained in service. In the action she had fired 850 rounds from her guns, about one eighth of the ammunition expended by the Austrian fleet and more than twice as much as the next two ships combined. She also suffered more than twice as many hits as any other ship, 80 in all. Similarly her casualties were the heaviest, totalling 90 of the fleet's 176.

This was a battle which must have rivalled the fiercest of all the battles of the sailing ship era and the KAISER played a part worthy of all the tradition of her line.

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+++++ CLASSIFICATION SOCIETIES.....

All know of Lloyds Register of Shipping but other maritime countries also have their classification societies, the foundation of which date back into last century. The U.S.A. have 'American Bureau of Shipping' (1862), France - 'Bureau Veritas' (1828), Germany - 'Germanischer Lloyd' (1867), Norway - 'Det Norske Veritas' (1864),

Japan - 'Nippon Kaiji Kgoikai'(1889), Italy - 'Registro Italiano Navale' (1861) and Russia - 'Register of Shipping of the U.S.S.R.

+ + + + +

+++++ The loss of.....

WILLOMEE

from R.J.McDougall (N.Z.)

The former coaster WILLOMEE (313/1945) foundered on June 23, 1967 when 15 miles N.E. of Bream Head, the entrance to Whangarei Harbour, N.Z. Early the previous day, when 70 miles N.E. of Moko Hinau Island, she radioed for assistance after her pumps became blocked and unable to cope with incoming water. Later the Crusader Line's CRUSADER (3441/1958) took her in tow until the new Marsden Point tug HEREKINO arrived and took over the tow late that night.

The WILLOMEE, with a 20 degree list to starboard, continued to take water despite assistance from the pumps of HEREKINO and, within sight of land, she heeled over and sank suddenly at about 7.30 p.m. in 400 feet of water. Her crew of nine were saved.

Built at Hobart in 1945 WILLOMEE was one of a class of about thirty wooden cargo vessels built in Australia during the war. These were the subject of correspondence which appeared in Volume 12 (1965) issues of THE LOG.

WILLOMEE first came to N.Z. in 1950 and was later bought by the Pearl Kasper Shipping Co.Ltd., Nelson in November 1950. She served in the Cook Strait cargo trade until 1963 when she was laid up at Nelson. The vessel was sold to John R.Gisby of Invercargill for fishing purposes in February 1966 and was crayfishing at the Chatham Islands until March 1967 for Gisby's company - the Port Hutt Fishing Co.Ltd., of Christchurch. Late in April WILLOMEE was chartered to Southern Sea Harvests Ltd of Wanganui for fisheries exploration work around Tonga and Minerva Reef, and was returning to Auckland from Nuku'alofa at the end of the charter when she sank.

+ + + + +

+++++ The fate of the.....

QUEEN MARY

The fate of the veteran transatlantic liner QUEEN MARY has now been determined by the announcement that the vessel has been purchased by the City of Long Beach, California, U.S.A. at a cost of approximately \$3,075,000 (Aust). It is understood that about \$3,500,000 (US) will be spent converting the ship to a 'Museum of the Sea' and Hotel, after which she will be moored off Pier 'J' where 100 acres of land have been set aside for development as a recreational resort and tourist centre.

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++++Part III of the article from Mr.N.L.McKellar...

+ + TUGS ON A RIVER + +

No account of a tug service would be complete without reference to major towage and salvage jobs undertaken by its units. In the 1890's - perhaps earlier - there were many instances of the movement of hulks, dredges etc., from port to port on the coast. It became an established custom for the interstate companies to tender for the towage of this type - some of the tows being as long as from Melbourne to Cairns. Gradually the work went to tugowners, as these firms acquired specialist vessels; but it was not until 1914 that a Brisbane tug - the CORINGA - undertook a major deepsea job. As the exploits of this tug were many and varied, it is proposed to deal first with the activities of other units.

BEAVER

When CORINGA went to war in 1917, the BEAVER was the largest tug left at Brisbane. She had three or four major projects before the CORINGA returned. First of these was to tow the barque VIMEIRA from Brisbane to Newcastle in August 1917. The sailing ship was in bad trim and the weather frightful. BEAVER suffered so much damage from high seas that she had to abandon her tow, and put into Newcastle. The VIMEIRA reached Sydney under her own efforts a week later.

Next came the movement of the sailing ship DUNSYRE from Port Alma to Townsville and then to Sydney, in October/November 1917. BEAVER again encountered rough weather and was forced into Brisbane to replenish fuel, water and stores; during this period DUNSYRE was left anchored off Moreton Island. After 'freshening up' the BEAVER completed the trip safely and with comparative ease.

In March 1918 she was sent to pick up the UJINA MARU, disabled near Breaksea Spit. BEAVER made slow headway due to weather but eventually reached UJINA MARU, and with the assistance of Burns Philp's MORINDA towed the disabled freighter to an anchorage off Sandy Cape. Next day, with the weather moderating, the tow began again, though MORINDA had gone on her way. BEAVER ran into further storms, sustained damage to her top hamper and had to anchor her tow off Double Island Point. They reached Brisbane safely three days later.

Up to this stage, BEAVER had not had an ocean job without running into trouble. She was saved from further difficulties by the return of CORINGA, and until the second world war she was not detailed for anymore of this work. In November 1941 she, with CORINGA, successfully moved a floating dock from Brisbane to Darwin. In July 1942, with the Sydney tug ST GILES, she brought the American PORTMAR - which had been damaged in the Darwin air raids in February - from Thursday Island to Sydney. Records of this incident cannot be found, and accounts vary, some sources indicate that the tow began jointly at Darwin whilst others say that ST GILES brought PORTMAR to Thursday Island and BEAVER joined them there. As a matter of interest it is mentioned that PORTMAR was subsequently torpedoed and sunk

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south of Brisbane on June 16, 1943.

FORCEFUL / CARLOCK

The FORCEFUL had only one major job to her credit, and as it turned out, she deserved every bit of the credit she got. In October 1926 she went, with CARLOCK, to Scott's Reef near Cairns, to help the RIO CLARO which was hard aground there. The two tugs were in sight of success - RIO CLARO was showing signs of movement - when, at the critical moment the line from CARLOCK parted. FORCEFUL was in a tight corner among coral 'heads' and might well have 'cut and run' but her master took a calculated risk, held the strain, and had the satisfaction of seeing RIO CLARO come free.

CARLOCK

The CARLOCK's jobs were heavy but, in the main uneventful. She made a fruitless effort to get the MAHENO off Fraser Island in July 1935; assisted by the Sydney tug HEROS she did a particularly good job in plucking the PORT ST JOHN off Lady Elliott Island in June 1938 - the big vessel was ashore on sand for practically her entire length.

No doubt the tugs did valuable work during the war but my records in this regard are very scant. One important job involving both CARLOCK and BEAVER was to assist in the recovery of the forward section of the American 'Liberty' RUFUS KING which had broken in half after running ashore on the Barrier Reef. The forward section was to have been towed to Brisbane by the Naval tug RESERVE but she put to sea with stokers who were oilers instead of coal stokers and could not maintain her steaming with the forward part of the RUFUS KING in tow, and was drifting towards Point Danger when the Brisbane pair arrived. Later the forward section was fitted out as a workshop and coal bunkering hulk and taken to New Guinea - by what means is not known - and served there throughout the war.

Another job recorded against CARLOCK was in June 1948 when she towed the former naval coal hulk MOMBAAH to safety, the latter being picked up north west of Noumea.

Since her recent refit CARLOCK has featured on several occasions. In November 1965 she rendered assistance to the disabled cruiser HMNZS ROYALIST then in February 1966 the trawler AZUMA MARU NO 16 and Burns Philp's NIUVAKAI. A month earlier CARLOCK had been involved in refloating the stranded EASTERN ARGOSY and at that time achieved a bollard pull of 30 tons, compared with her rated maximum of 28.5 tons.

FEARLESS

The FEARLESS is probably best remembered for her attendance at EIFUKU MARU, which stranded on Wreck Reef 300 miles east of Rockhampton on October 11, 1957. Although the vessel was ultimately salvaged by the Nippon Salvage Co, the FEARLESS towed her to Brisbane, arriving there on January 3, 1958.

The FEARLESS assisted the Sydney tug WOONA to tow the disabled Danish freighter PANAMA from Thursday Island to Townsville in August 1958 and in February 1961 FEARLESS went out to Middleton Reef to the assistance of IRON WYNDHAM which was aground near Cape Melville.

CORINGA

Turning now to the CORINGA, it is perhaps best to summarise her achievements, so many were they:

- GAIRNHILL - broken shaft off New Ireland, March 1914; 7000 tons onboard, foul bottom; picked up June 17, reached Sydney August 16. Within 24 hours CORINGA was en route to Brisbane with the hulk of the former harbour ferry FAIRLIGHT in tow.
- KINROSSHIRE - barque - Townsville to Sydney in 7½ days, March 1916.
- COQUITLAM CITY - schooner - Brisbane to Newcastle, April 1916, 445 miles in 51 hours, an average speed of nine knots.
- ARAWATTA - pulled roof reef near Mackay, September 1916.
- COOMA - stranded North Reef, three separate trips when tide was favourable, but could not free the vessel. July 1926.
- TASMAN - ashore Clerke Island, Torres Strait, May 1927 - refloated.
- TANGO MARU - ashore Ghibber Rock, near Thursday Island, November 1928 - refloated.
- + LUCISTON - partially disabled off Ocean Island, January 1930; met in Pacific and towed to Brisbane thence Sydney.

Another long tow was the barque JANNA from Townsville to Sydney in 1917; among her lesser refloatings were many in the approaches to Brisbane - ORVIETO (May 1924), SVEAJARL (Dec. 1925), TOURAINNE (Feb 1926), MORINDA (June 1926), HALLE (March 1927), MARSINA (Nov. 1927), KOWARRA (May 1928), CANADIAN LEADER (Jan 1929) and so on ad infinitum.

ARAFURA EPIC

The greatest adventure of Brisbane's towage fleet was the successful attempt to bring the disabled E & A Liner ARAFURA from Sandy Cape to Brisbane in February/March 1929.

+ On Sunday February 24, the ARAFURA shed a propellor blade a day or so out of Townsville, southbound. In view of cyclone warnings she wirelessed for a tug and CORINGA was sent out to meet her. The cyclone duly arrived and so did CORINGA, which managed to get a line aboard ARAFURA at 3.30 p.m. on the Tuesday. By now the cyclone had intensified and ARAFURA wirelessed for more help. So the FORCEFUL was despatched on Tuesday afternoon, about 1½ hours after the other tug had got a line onboard. FORCEFUL reached the other two ships - by now 40 miles north of Sandy Cape - on Wednesday at about 8.30 p.m., but mountainous seas made it impossible for her to even land a heaving line on ARAFURA's deck. A few hours later the steering gear of CORINGA broke down. She had already taken a severe buffeting, her lower bridge being stove in, rails carried away, and engine room pumps working continuously to cope with the seas sweeping over her and flooding down through the broken engine room skylights. Now without steering power she had to cut loose and run before the wind, shipping so much water over her stern that even her pump room was flooded.

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Those aboard ARAFURA all felt certain that CORINGA was being swept away to her doom.

The ARAFURA and FORCEFUL then passed right through the eye of the cyclone - FORCEFUL still without having a line aboard - and ARAFURA staggering along as best she could with one propellor blade missing. From Wednesday night until Friday morning both were steadily carried in a north-easterly direction despite their efforts to maintain a southerly course. By the time the cyclone had passed - on the Friday afternoon - they were sixty miles off course. The FORCEFUL then managed to hook on and in the face of what were now strong south easterlies, started on what it was hoped would be the last stage of the tow. The maximum speed attained was 3 3/4 knots.

On the Saturday night, misfortune struck again when the engines of ARAFURA, which had been giving trouble for two days, finally broke down completely. The Forceful was now bucking a stiff swell with a deadweight at the end of her line. Further radio signals to Brisbane resulted in the despatch of BEAVER, which met the other two at the entrance to North West Channel and in tandem with FORCEFUL completed the tow to Brisbane.

Meanwhile CORINGA, after a perilous 48 hours, had managed to rig makeshift steering gear and though she was blown even further to the east than the other two, she managed to get back to Brisbane on the Saturday night - a day ahead of the others.

SUNK IN THE RIVER

Ocean towage is hazardous but even river towage has its risks and three Brisbane tugs were sunk in the River. The GREYHOUND ran into the mooring lines of the dredge HYDRA in Lytton Reach in May 1920 and suffered such damage forward that she sank in a short time. She was later recovered.

The MABEL was pulled over by CINTRA on December 2, 1905 and her engineer was drowned, whilst in October 1913 the KYARRA did the same thing to CHESTERFORD in Hamilton Reach, fortunately without loss of life.

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SIX DUTCH PASSENGER SHIPS SOLD FOR SCRAP

The JAGERSFONTEIN (10574/1950) and ORANJEFONTEIN (10549/1940) owned by N.V. Vereenigde Nederlandsche S.M. and employed Europe/ S & E Africa carrying 100 first and 60 other passengers have been withdrawn. The former was launched 1940 but not completed until 1950. Four ships of Koninklijke Java-China Pakftv Lunen N.V. including the worlds first triple screw motor vessels BOISSEVAIN (14285/1937), RUYSS (14304/1937) and TEGELBERG (14300/1938) each carrying 115 first and 300 other passengers have been withdrawn from Far East/Africa/South America service. The fourth ship TJITALENGKA (10945/1939) in the same service carried 64 first and 400 other class passengers.

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+++++ W. S. S. NEWS and NOTES:

(Closing date for the next issue is OCTOBER 27.)

N.S.W. Branch: On July 20, the Annual General Meeting of the Branch elected the following to office :- President: W.Freeman, Vice President: B.Tompkins, Treasurer: A.Corkhill, Secretary: S.Welch, Committee: J.Burne & P.Nicolson, Librarian: R.Cowell. The address of the Secretary is : - 3 Zola Avenue, Ryde. N.S.W. 2112.

Several outings have been undertaken, the first on July 8, when an inspection of Wilhelmsen's 'Scandia' type freighter TAMERLANE was made. The ship was on her maiden voyage. On July 29, a party of members inspected Goat Island, which is the floating H.Q. of the Maritime Service Board of N.S.W. This was a family outing. Finally on August 18, a visit was made to the Hamburg-America Line LEIPZIG. At the meeting on August 10, a slide show was presented by Mr. J.Y. Freeman covering his recent sojourn in South Australia, supplemented by slides which he had received from Canada. Mr. J. Bennett presented local slides.

VICTORIAN BRANCH: The guest speaker at July meeting was Lt. MacGillvary, Commanding Officer of the Sea Cadet training ship 'Melbourne'. He outlined the general activities of the Cadets and the problems confronting the organisation.

At the August meeting, Mr. P.J. Williams presented a talk on wrecks on the coastline of Victoria, with the aid of maps, slides and photographs.

HOBART BRANCH: We have no news from this branch. Meetings are held in the Sixty & Over Club Rooms, on the first Friday of every second month. Next meetings October, December.

ADELAIDE BRANCH: We have no news from this branch. Meetings are held on the second Tuesday of each month at the Austbuilt Museum.

OBITUARY: We regret to record the death of Mr Norman Wheatley of McMahons Point, N.S.W. on July 5.

PERSONALIA: Mr. T.S. Stevens (The Editor) is taking holidays in October and intends to pay another visit to New Zealand.

Mr. L. Johnson-Wiggett formerly of Canberra now resides at 11/51 Gilderthorp Av. Randwick.

Mr. J. Mathieson has a new address, 1/39 Queen St. Mosman.

Mr. S. Welch has been informed that the book 'History of North Coast S.N.Co.' will be produced by Mr. M. Richards and the price will be either \$2-00 or \$2-50.

NEW MEMBERS: N.S.W. Mr. A. Wallace, Victoria Mr. J. Brazier.

RESIGNATION: N.S.W. Mr. J. Tuk.

+++++ MARITIME MISCELLANY.....

Items for this section in November must be available by NOVEMBER 3.
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N.Y.K. and Mitsui-O.S.K. recently applied to the Japanese Government for permission to build two (one each) 16/17000 ton container ships for their Japan/Australia services. Construction would commence late in 1968.

* BURWAH (2669/1956) loaded the first shipment of bulk cement at Devonport on July 8. The vessel was refitted at Sydney for this trade and her forward derricks have been removed. Now under charter to Goliath Portland Cement for six years she will work between Devonport and Melbourne or Sydney.

BETHLEHEM (5194/1939 - ex Hoperidge) arrived at Stanley (Tas) on July 15 to discharge 500 tons of ammonium nitrate for Savage River mines. She was the first overseas ship at the port for 43 years. With development of Port Latta for the export of ore, about ten overseas vessels will call at Stanley each year with material.

U.S.N. attack aircraft carrier JOHN F KENNEDY was named at Newport News on May 27 and delivery is expected second half 1968. The vessel is conventionally powered and will have a speed of about 30 knots. A modified 'America' class she will have a displacement of 61450 tons, overall length 1051.5 feet and a total crew of 5222 persons.

A tanker of 201600 tons deadweight is to be built at Nagasaki for Sig Bergesen of Norway and will be driven by one B & W diesel developing 27600 hp. She will be the largest diesel driven ship in the world.

Tuna clipper ESTELLE STAR now in the course of circumnavigating Australia. She usually works out of Port Lincoln but after a period off Albany went to Broome for the W.A. Fisheries Dept., and thereafter will return northabout.

CARLOCK (301/1929) left Brisbane August 4 and arrived Geelong Aug. 8, to join MOORABOOL (270/1966) thereafter they were to move the SEDCO oil rig from Anglesea to off Portland.

* HMAShips BASS and BANKS, now painted grey, left Sydney July 9 for Hobart and Adelaide respectively where they will serve as reserve trainee vessels. Pendant numbers were A 247 and A 244.

* ALLIPEN (4711/1955) inaugurated a service between Chile and Australia with arrival Sydney July 18. Prior to this she had been at Hobart on July 4 and was the first Chilean vessel to visit the port for about 100 years. She is owned by Cia Chilena de Nav. Interocéanica.

The Commonwealth of Australia has acquired from the Melbourne Harbor Trust, Nelson Pier - which is adjacent to the Naval Dockyard and dry dock at Williamstown (Melbourne).

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What surely must be one of the oldest vessels in the world has ended her days at Westport N.Z. She is the 120 year old fishing vessel MARILYN, built of single skin heart kauri on a rata frame by Edward Guard at Kakapo Bay, Port Underwood in 1847 as the OLD JACK. She sailed as a cutter, steamer, launch, houseboat and fishing vessel, being overhauled and renamed in 1954. Her owners since 1963, Westport Trawlers Ltd, (now in receivership), laid her up in 1966 and during 1967 she was dismantled at Westport. It is claimed that the hull and one of her two masts are the original timbers, felled 120 years ago.

Royal Australian Navy will not fit 'Ikara' missile system to the 'Daring' class destroyers VAMPIRE and VENDETTA as previously intended. The transport SYDNEY is presently under refit at Sydney and the carrier MELBOURNE is to be withdrawn for extended refit early in 1968.

Henry J. Kaiser, the U.S. miracle working shipbuilder of War War II - famous for the 'Liberty' ships, died at the age of 85 on Aug. 24.

OCEANOGRAPHER (3800/1966) a U.S. ocean survey ship arrived at Fremantle on August 24 in the course of a round the world survey. She is expected at Sydney about September 19.

BP ENDEAVOUR commenced sea trials off Newcastle on August 22 and is expected to commission mid September. Her un-named sister under construction at the State Dockyard is unlikely to be completed before mid 1968.

The Northern S.S.Co.Ltd is reported to have acquired the British container vessel Ray Fisher (1289/1958) and she was to have left U.K. for N.Z. early in August. This vessel is additional to SEAWAY PRINCESS which is expected to be completed in September.

Overseas news in brief : CITY of LIVERPOOL (7612/1949) sold to Greek buyers ; CITY of HULL (8458/1947) renamed Essex by Embajada Cia Nav; RHODESIA STAR (8467/1943) renamed Hongkong Knight by International Export Lines Ltd, Nassau ; MATTAWUNGA (5702/1945) renamed Rea by Strakis Cia Nav S.A. Greece ; STRAAT MALAKKA (8315/1939) sold to Pacific International Export Lines, Singapore ; SHOWA MARU (6629/1953) renamed Wellington Maru by Japan Line

* The (eighty) year old Queens Pier at Hobart is now being demolished. Last vessel to use the pier were the lighthouse supply ship CAPE PILLAR on April 14 .

A.C.S.C. (Aust.Nationa Line) has called tenders for a combined bulkcarrier/containership for their Melbourne/Darwin service. The vessel to be a single screw m.v.of 15 knots, 458' o.a., fitted with a bow thrust propeller, engines and accommodation aft. There will be eight holds, five of which will be fitted for the permanent carriage of containers and the other three used for ore. She will have a 25 ton capacity gantry crane and a 15 ton mobile jib crane. General cargo in containers will be carried northbound and ore and empty containers southbound.

Swan River Shipping Co Ltd has ordered a 117 ton(95') tug from Adelaide Ship Construction Co,with delivery March 1968. No doubt this unit will be a replacement for WYOLA (306/1912).

Messageries Maritime signed an agreement with Overseas Containers Ltd (P & O group) to participate in the Europe/Australia container trade and will build two ships similar to the six under construction for O.C.L. The O.C.L. ships will be about 20000 tons deadweight, have a speed of 21 knots and powered by steam turbines, they are all scheduled for delivery before mid 1969. Apart from these Associated Container Transportation Ltd (Cunard, Blue Star, Ellermans, Ben and Harrison Lines) have three ships of about 24000 tons, 715 feet long under order with Bremer Vulkan, Bremen.

TWO FREDDIES, a Port Lincoln tuna clipper, dragged her moorings on July 15 and went aground, she was later refloated with bottom damage.

Royal Navy ships for demolition, in 1967/68 include SHEFFIELD (cruiser) SOLEBAY, TRAFALGAR, CAMPERDOWN (Battle class destroyers) URSA, LOCH LOMOND (Frigates).

The tug EMU was slipped at Sydney in June and now has a two tone yellow funnel. It is believed that she is going to New Guinea area.

CASTLE COVE, Fenwick's new tug, arrived Sydney July 16 and entered service July 21. She is notable as being the first 'Towmaster' type vessel to be built in the world. In this advanced concept of propulsion and manoeuvring which the propeller operates in a fixed type nozzle in conjunction with a multi-rudder arrangements, exception = all propulsion qualities have been thereby developed.

A new PORT CHALMERS is to be launched at Glasgow on October 9, the first of two large ships building for Port Line Ltd.

Visiting Sydney during July the STOLT LADY (12632 T.g.) is a composite vessel, comprising the forward and mid sections of STOLT DAGALI, built 1954 which collided with the liner SHALOM off New York in 1965 and the aft section is that of C.T. GOGSTAD built 1955 which was involved in a collision in 1965.

Matson Line are to build two fast containerships for service between U.S. Pacific Coast and Japan and five containerships to replace their converted tonnage on the West Coast/Hawaii service.

* KOONYA (1946, 1957) rescued the crew (2) of the yacht Vera in heavy seas off Gippsland coast on August 11.

Adelaide Ship Construction has an order from Ess/BHP for a twin screw 75' tender for servicing rigs. Delivery is scheduled for December 1967. In addition Esso/BHP have jointly ordered two drilling platforms to be constructed at New Orleans, U.S.A.

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The Blue Star Line, Port Line and Ellerman & Bucknall intend to operate a joint fortnightly service between Australia and Japan in competition with the lines who are members of the Australian Eastern Shipping Conference.

HMAS VAMPIRE, following her visit to South Korea, is scheduled to visit Indonesia 11/16 September.

The cement freighter WESTPORT (984/1948) completed conversion at Auckland in July and began service.

Fairfields (Glasgow) Ltd are building two oceangoing survey ships for the U.S. Navy.

Tug news in brief: Tinaru Harbour Board has called tenders for a diesel tug; Geelong Harbour Trust has ordered a 270 ton (106') tug from Adelaide Ship Construction, with delivery November 1967.

* The new tug GAWLER 216 tons (98') arrived Devonport July 4.

The small tug KIANDRA (Stannard Bros, Syd) was shipped to Fremantle on the deck of Balarr on June 22.

WOONA (297/1954) transferred from Sydney to Newcastle in July and WARANG (230/1936) returned to work in Sydney.

Two 74 ton (56') tugs constructed by Gillingham Shipyard, Fremantle have been named SACREMENTO and STOCKTON.

WILLARA (242/1962) towed two barges - W.D.41 and W.D.42 - 1520 miles from Newcastle to Gisborne in July.

Three tugs under construction at Whanagrei are to be delivered in March, June and September 1968. They will displace 285 tons and be 95'6" in length.

BP ENTERPRISE (11132/1962) is likely to be retained on the coast until at least the end of the year, to assist with shipments of crude oil from Barrow Island.

The Australian 52' cutter WINSTON CHURCHILL reached Newport U.S.A. on Aug. 30, after 148 days sailing via Mauritius, Durban, Capte Town, Walvis Bay, Ascension Islands and Bermuda. She will return via Panama.

Hobart Marine Board have named their barges as follows: B3 - MOONGA, B4 - KULANDA, B5 - KOWARA, B7 - MUNDOORA. The workboat BROMKIRK has been rebuilt and renamed TOORAH.

The following are laid up at Port Adelaide: CLAIRE CROUCH (262/1917) JILLIAN CROUCH (242/1948), both aux ketches. MALTARA (959/1946) and YALATA (385/1955), both intrastate traders which have been out of commission for over a year.

* The three small tankers purchased to replace CLATEX MANCHESTER and CALTEX LIVERPOOL are Olau Hogg (4712/1965) from Ole Lauritzen, Copenhagen, Petro Bordeaux (3849/1947) from Societe Petromar, Bordeaux, and Wifan (3941/1963) of W. Neumann, Bergen. They will be refitted at Sydney commencing with Olau Hogg in September.

Union S.S.Co., news : KOKIRI (2470/1951) touched southern breakwater at Greymouth on June 30 and later brushed against the berth, sustaining damage to her starboard propeller.

- * HINEMOA (6911/1946), reported on Aug 22, that the Tasmanian Hydro-Commission were contemplating purchase for use as a floating power station at Risdon, in order to supply power to E.Z. works .
 - HAWEA r/o - r/o vessel launched Hong Kong July 12 and delivery is expected October, after which KATUI (942/1946) is to be sold.
 - KOROMIKO (3552/1947) decommissioned at Auckland August 3 and ~~has~~ now ~~been~~ sold to San Jeronimo Steamship S.A., delivery Sept 1.
 - WAINUI (8701/1955) and KOWHAI (3528/1952) temporarily laid up.
 - KAIMANAWA (2515/1944) which was sold in December 1966 and became Rosa Anna (Philippines) has now been resold for breaking up.
 - RANGITARA (6152/1931) laid up at Wellington since December 1965 was reported sold to Eastern buters with delivery September.
- Refer elsewhere for WAITARA, KOONYA and KOOTARA.

- * FRUEN (15593/1962) ex Hoegh Transporter arrived Risdon July 18 with phosphate from Tampa. She is the largest vessel to have passed through Hobart Bridge.

The Hamburg built dredge W.D.53 (1240/1940) left Newcastle on July 25 bound for Gisborne to work on the harbour development there, but on July 31, when 200 miles west of Cape Reinga a leak developed near the bow. Her pumps were unable to cope and the KAIMIRO (3722/1956) stood by until the Whangarei salvage tug HEREKINO arrived on Aug 2, and towed W.D.53 to Whangaroa Harbour next day, when she was pumped dry and repaired. She then went to Whangarei where she was slipped on August 8 for major repairs. The dredge is owned by Westminster Dredging Co.Ltd who also owned W.D.ATLAS(946/1949) which sank off N.S.W. on May 20, 1966.

Australia has purchased the R.N.inshore minesweepers POPHAM and WINTRINGHAM from the R.N. for the R.A.N.

The three A.N.L. r/o - r/o vessels building at Brisbane are scheduled for delivery in May and November 1968 and July 1969. They are about 4000 tons dwt, m.v. with a service speed of 17 knots. The new passenger r/o - r/o vessel to be built at Newcastle is scheduled for deliver December 1968, whilst the sistership of DARLING RIVER to be built at Whyalla is for delivery November 1968.

REEFER BASSE (874/1960) brought a cargo of tuna to Port Lincoln from Ecuador in July.

Associated Bulk Carriers (P & O and Anglo Nourse S.Co) secured a contract to carry 600,000 tons of iron ore from Dampier W.A. to European ports. The first cargo was loaded at the end of May by NAESS TALISMAN.

The former N.Z.coaster COROMEL (126/1948) was refitted at Auckland June/July for crayfishing in Tongan waters. She left in July.

