

THE LOG



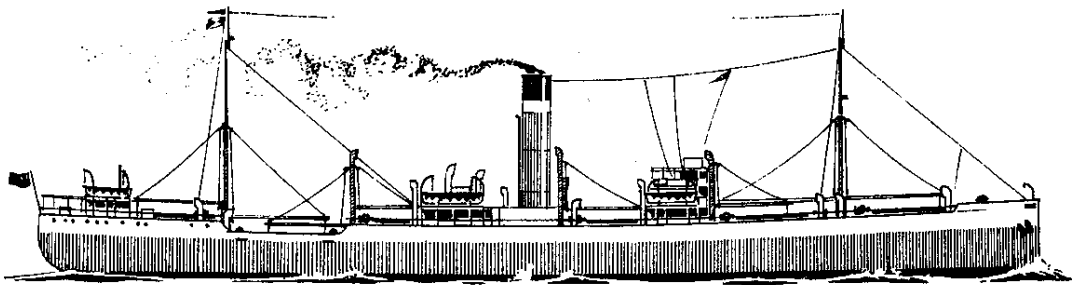
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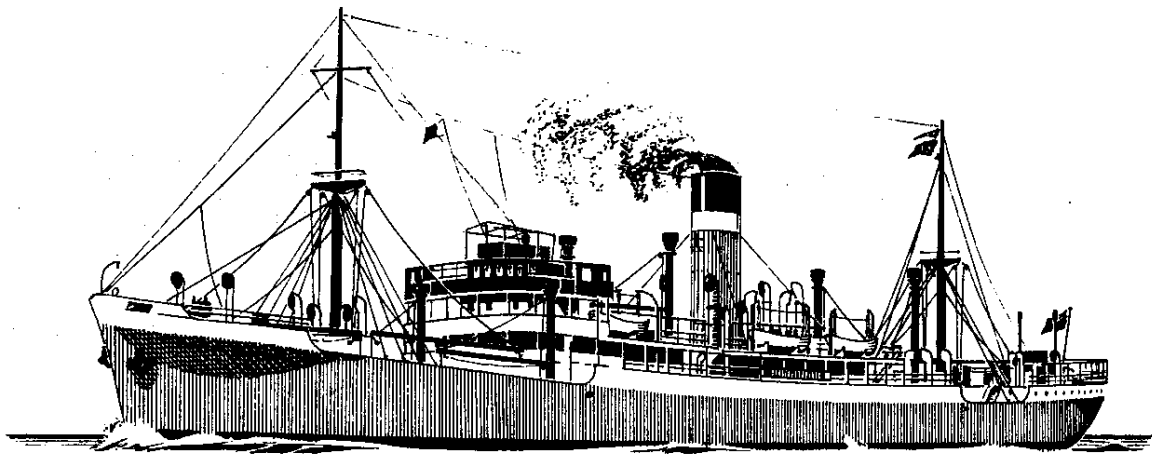
31 JULY, 1971

Price 40c
Australian

ELLERMAN LINES



Between the two World Wars this very characteristic cargo liner shape and modifications of it showed the Ellerman flag in ports all over the world. A numerous class built mainly in the early 'twenties, it formed the backbone of the Company's fleet for two decades. There were heavy war losses.

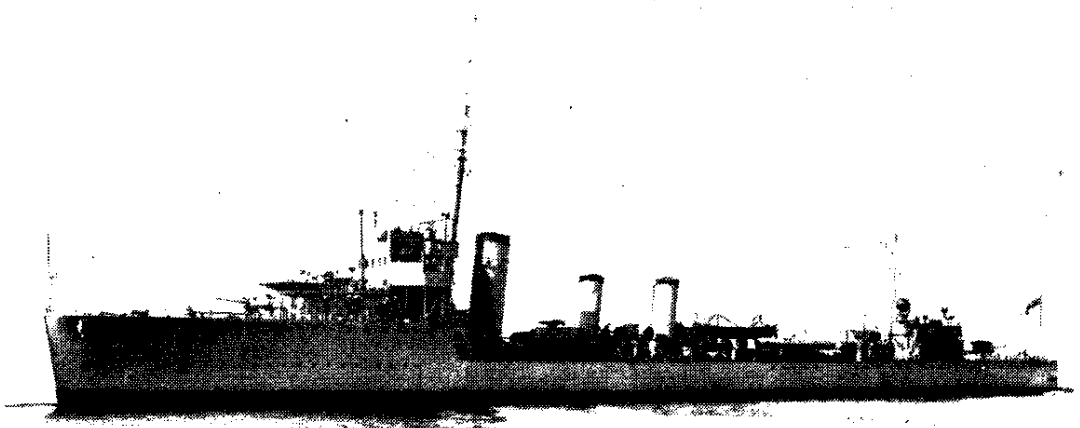


A fine pair of 7,140-ton turbine steamers was delivered by Barclay Curle in 1937-8, but the CITY OF BOMBAY and CITY OF KARACHI served only briefly. The former was torpedoed and sunk in 1942, the latter lost by bombing in 1941.

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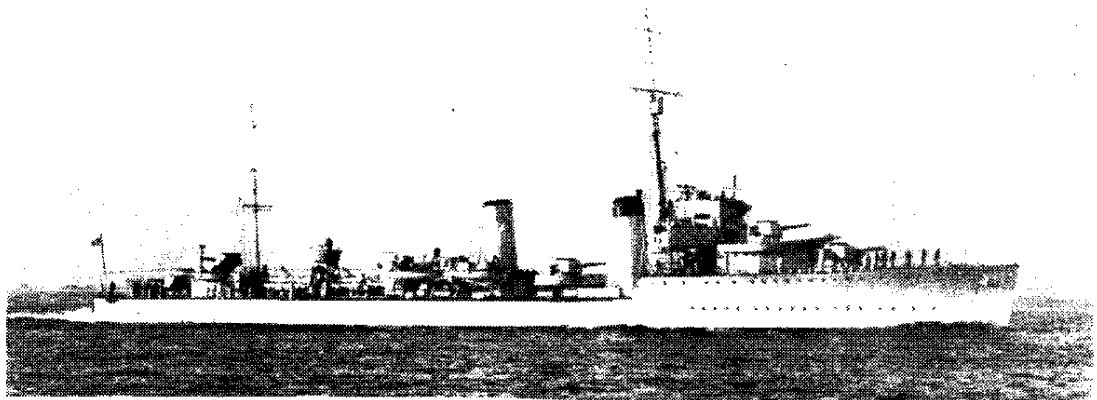
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R.A.N. FLOTILLA LEADERS



H.M.A.S. ANZAC

Later Marksman Class. Built by Denny for R.N. Completed 1917. 1,666 Tons Displ. to R.A.N. 1919. Sold to Abrahams & Wilson, Redfern, N.S.W. for demolition 1935. Hull scuttled 7/5/1936.



H.M.A.S. STUART

Admiralty Design - "Scott" Class. Built by Hawthorn, Leslie for R.N. Completed 1918. 1,530 Tons Displ. to R.A.N. 1933. Sold to T. Carr & Co. for demolition 1947.

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THE LOG
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JULY 31, 1971

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Hon. Secretary:- W.G. Volum, 132 Noble St. Geelong. Victoria. 3220

Editor:- T.S. Stevens, Box 1990 G.P.O. Brisbane. Queensland. 4001

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++++ Part I...

Ellerman Lines' CITY ships

from: I.J. Farquhar.

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The City Line was originally initiated by George Smith and Sons, warehousemen of Glasgow. They were also importers of jute and cloth from India and took shares in some of the ships that carried the cargoes. Two sons, Robert and George, managed the firm with the founder of the Company - George Smith Snr. - keeping a watchful eye on their business abilities.

In 1840 they purchased a small ship, the Constellation of 346 tons and she went to Calcutta with a full cargo of Scottish merchandise. After owning several similar sized ships they arranged for Barclay and Curle, Glasgow shipbuilders, to build a ship to their own design. Named City of Glasgow she was the first "City" ship in the fleet, and from then on all the ships were given "City" names.

Even in those early times the ships had a grey hull as they have today, and the masts and yards painted a light straw colour. After a short period of sending ships on general 'tramping' with the Captain's left to look after homeward cargoes, Smith's began a regular advertised service to Calcutta. During the Indian Mutiny in 1857, at least one of Smith's ships, the City of Benares loaded in London for Sydney. Over a period, Smith's operated 52 sailing ships before ordering their first steamer.

When the Suez Canal opened they built steamers - the first of these being the City of Oxford. She was also built by Barclay, Curle & Company, and left the Clyde on her maiden voyage on December 13, 1870 for Bombay and Calcutta. With the arrival of the steamers, Smiths didn't abandon the sailing ships and even continued building them until 1882. The monthly service to Calcutta, commenced in 1863, was eventually (by the turn of the century) a fortnightly service and the ships had built up the trade principally by reliability in passages and care of cargo.

However, the members of the Smith family in later years were not so shipminded as the founder of the firm and in 1901 they sold the City Line to the interests of John Ellerman and the firm became known as 'Ellermans City Line'. (to be continued).

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"City" ships of Geo. Smith & Sons, Glasgow = 1870-1901.

CITY of OXFORD 1870 / 2328 In fleet 1870/81; Became Clan Macduff (Clan);
built 1870 / 2328 tg. Foundered in South Irish Sea on Oct. 21, 1881
on passage Liverpool to Bombay.

CITY of CAMBRIDGE 1870 / 2336 1870/81; B/ Clan Maclean (Clan); Wrecked six
miles north of Cape St. Vincent Aug. 13, 1903
on passage Clyde to Bombay.

CITY of POONA 1871 / 2283 1871/ -; B/ Clyde (Temperley Line); Wrecked
on Dyers Island April 7, 1879.

CITY of MECCA 1871 / 2290 1971/91; B/ Clan Macleod (Clan) 81/84; B/ Procida
(R.M. Sloman & Co. Hamburg) 84/1903; B/ Nubian
(Admiralty); Broken up 1903.

CITY of CARTHAGE
1873 / 2651

CITY of MANCHESTER 1873 / 3126 1973/85; Wrecked off Ushant Nov. 23, 1885 on
passage Calcutta to London.

CITY of VENICE 1875 / 3372 1875/1911; B/ Tripoli (?) 1911/11; Broken
up 1911.

CITY of CANTERBURY 1875 / 3416 1875/97; Wrecked Hooghly River January 1897.

CITY of LONDON 1876 / 3212 1876/1900; B/ Hong Bee (Ho Hong S.S. Co, Sing-
apore) 1900/26; Broken up 1926 .

CITY of KHIOS 1878 / 3496 1878/1914; Captured Nov. 11, 1914 by Turkey
and sunk as blockship to entrance Smyrna
Harbour March 6, 1915.

CITY of EDINBURGH 1876 / 3230 1876/1900; B/ Hong Won I (Ho Hong S.S. Co,
Singapore) 1900/21; Stranded January 1921.

CITY of AGRA 1879 / 3274 1879/97; Wrecked Feb. 3, 1897 in Aron Bay, six
miles east of Villano Light, on passage
Liverpool to Calcutta.

CITY of CALCUTTA 1881 / 3836 1881/1901; B/ Hong Moh (Ho Hong S.S. Co.,
Singapore) 1901/21; Wrecked off Canock Is, off
Swaton, China, March 3, 1921 on passage Sing-
apore to Amoy.

CITY of OXFORD 1882 / 4019 1882/1924; Broken up in Italy 1924, by
Olivia & Co.,

CITY of CAMBRIDGE 1882 / 3788 1882/1917; Torpedoed and sunk ten miles N.W.
of Djidjelli July 3, 1917.

CITY of BOMBAY 1885 / 4492 1885/1908; Broken up 1908.

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CITY of DUBLIN
1888/3267

1888/1900; B/ Clavering (E. Haslehurst & Co. London) 1900/ ?.

CITY of VIENNA
1890/4682

1890/1913; B/ Thessaloniki (Gr. National S. Nav. Embiricos) 1913/16; Foundered in North Atlantic January 4, 1916.

CITY of DUNDEE
1890/3417

1890/1908; Sunk in collision off St David's Head on Oct. 4 1908, with Matina (Elders & Fyffe) on passage Liverpool to Alexandria.

CITY of PERTH
1890/3427

1890/1917; Torpedoed and sunk 195 miles S.S.W of the Fastnet on June 11, 1917.

CITY of LUCKNOW
1896/3669

ex Guyana; 1896/1916; Torpedoed and sunk 60 miles east of Malta on April 30, 1916.

CITY of SPARTA
1897/5416

1897/1931; Broken up 1931 by Smith & Houston, Glasgow. Arrived for demolition Jan. 31, 1931.

CITY of CORINTH
1898/5557

1898/1912; B/ Sequana (Cie de Nav. Sud Atlantique Bordeaux); Torpedoed and sunk 5 miles S.E. of Pointe de Corbeaux, Ile de Yeu, June 8, 1917.

CITY of EDINBURGH
1899/6303

ex Maplemore (1899/1902, W. Johnston & Co, Liverpool); 1902/1929 ; Broken up 1929 at Bo'ness by P & W Maclellan Ltd.

CITY of ATHENS
1901/5594

1901/1917; Mined 20 miles N.W. Capetwon Aug. 10 1917 on passage New York to India.

CITY of DELHI
1901/4443

1901/22; B/ Margarita (Gr), foundered 20 miles S.E. of Great Fish River, South Africa on Oct. 8, 1925 on passage East London to Dakar.

CITY of MADRID
1901/4899

1901/27; B/ Nitro (Soc. Anon. Commercials, Italo-Cilena, Genoa) 1927/31; Broken up Italy 1932.

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(to be continued.)

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++++Continued from page 86

THREE SHIPS

(Bellambi); The vessel served these owners for the rest of her active life and loaded the last shipment of coal from the Bellambi jetty (eight miles north of Wollongong) on December 14, 1953.

Withdrawn from service and sold, the partially stripped remains lay in Rozelle Bay (Sydney) until March 18, 1971 on which day the hulk of BELLAMBI was taken in tow by the tug Procced for her last voyage out to sea.

According the the W.S.S. - N.S.W. Branch report, some had doubts if she would even make Glebe Point before sinking, however as it transpired it took half a day to sink the hulk, using flooding and explosives. So departed a vessel that had been part of the Sydney scene for sixty two years.

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++++ MARITIME MUSEUM notes...

VICTORIA: The State Government of Victoria has announced that the site of the present Duke's and Orr's Dry Dock will ultimately become available for the establishment of a maritime museum. Meantime the National Trust of Victoria is raising funds for the restoration of the sailing ship Polly Woodside. The Cerberus Preservation Trust is still examining the feasibility of restoring the Cerberus and have also expressed interest in acquiring the 'Bathurst' class corvette/minesweeper Castlemaine which, after many years as a Stokers' training ship, is for disposal by the R.A.N.

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SOUTH AUSTRALIA: Austbuilt Museum (Mr.Keith Le Leu) has acquired the forward section of the Port Adelaide fire boat Fire Queen, built in London in 1926 and re assembled at Port Adelaide in the same year. The section which is about 17 feet long and 13 feet wide, is placed on the lawn outside the Museum buildings. In addition the B.H.P.Company have donated the bell from the Iron Monarch, built at Whyalla in 1943.

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QUEENSLAND: The Queensland Maritime Museum Association was presented with the steam tug Forceful (288/1925) by the Chairman of the Queensland Tug Company Pty.,Ltd., at a ceremony onboard on June 10. Maintenance work is now in hand and it is hoped to steam the tug in August.

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GENERAL: Naval (or Maritime) Museum. Enquiries reveal that there is no immediate prospect of the R.A.N. establishing a Museum, however a Museum Repository has been established on Spectacle Island in Sydney Harbour for the prime purpose of rescuing and caring for Naval Artifacts as they are declared for disposal.

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++++SOCIETY notes...

W.S.S. - N.S.W. Branch: Hon.Secretary, 19 Cramer Cres. Chatswood. N.S.W. 2067.

At the April meeting the President -Mr.John Burne - gave an interesting talk on operations in Brisbane, which city he had recently visited.

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W.S.S. - Queensland Branch: Hon.Secretary, 17 Marford St., Chermside. Qld. 4032.

The Branch was represented at the handing over of the tug Forceful on June 10. The Chairman of the Branch - who is also President of the Queensland Maritime Museum Association - accepted the tug on behalf of the Q.M.M.A. At the July meeting slides of Wellington, sent by the Wellington Branch of the New Zealand Ship & Marine Society, were the feature of the evening.

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+ T H E L O G +

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++++Collision between...

TOGO and CARTELA

from: G.W.Cox.

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This account is taken from the typescript of a book on Tasmanian shipping now in the course of preparation. Author's rights reserved.

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At 2.15 p.m. on Christmas Day, 1926 the two Hobart river steamers TOGO (Captain A.F.Rowe) at Franklin Pier, and CARTELA (Captain P.Chitty) at Brooks Street Pier, (both ships crowded to capacity) were straining at their moorings with engines running at quarter speed. Each vessel was waiting for the other to show the first sign of leaving. At exactly 2.20 - CARTELA shot out from her berth and a second later TOGO was away. Passing the end of Princes Wharf together the two vessels speeded across Sandy Bay. CARTELA had the inside position and TOGO steamed twenty yards away on her portside. The weather was perfect, a light sea breeze was just sufficient to ruffle the surface of the water and the foam in the wake of the two steamers sparkled in the glare of a mid-summer day.

This was the start of the annual non-stop race from Hobart, via D'Entrecasteaux Channel as far as Green Island, and back, a distance of approximately 42 miles. These races, which gave to the winning boat the right to wear a golden cock at the mast head for the ensuing twelve months, had been conducted since 1908. The steamers were classed according to their engines - 1st class triple expansion, 2nd class compound. TOGO and CARTELA were both first class boats and had raced together since 1920. In 1921 CARTELA established the record time for the series (3 hours 5 minutes 5 seconds) which was terminated in 1931.

Officially racing was frowned upon. There was therefore no 'race'. No flag-fall, nor gun. Without any warning except the time the vessels cast off. The operators did not advertise that a race would be held. Instead "the fastest trip on the river" was promised, or "forty miles of beautiful scenery at express speed". The fact that the vessels departed from the Hobart wharves within seconds of each other was merely coincidence. The "Excursion" created tremendous public interest. On this occasion the two competing vessels carried between them well over one thousand passengers. In addition thousands of people crowded wharves and every vantage point around the harbour to witness the start and finish of the event.

Off Blinking Billy which was passed at 2.30 p.m. TOGO had a lead of a quarter of a length. Both vessels were throwing the water rail high and tense excitement prevailed amongst the passengers on both ships as they watched for signs which might indicate the possible outcome of the race. Passing the Shot Tower, TOGO had a lead of one length, and off Brown's River this was increasing. Blackman's Bay saw TOGO two lengths ahead but at Passage Point (the entrance to D'Entrecasteaux Channel) CARTELA

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had reduced her opponent's advantage to half the distance. Rounding Green Island CARTELA made a great attempt to pass her rival, but TOGO straightened up for home with CARTELA still a few seconds behind. TOGO increased her lead to a length and a half and was then hampered by trouble with the steam pressure. It commenced to vary and taking advantage of the situation, at Oyster Cove the CARTELA had recovered so that her bow was in line with TOGO's miships. Excitement ran higher than ever. CARTELA would drop astern a few feet, but in the next hundred yards would resume her former position. On re-entering the Derwent TOGO tried in vain to shake off her opponent, but the lead that she had varied mile after mile by only a few feet. Passing the Shot Tower at 5.7-15 p.m. the position remained unchanged.

With only a few feet of water separating the contestants the slightest advantage gained by one vessel would be greeted with cheers from her passengers and cries of derision from passengers on the other. Passing Blinking Billy CARTELA made one final effort to regain position and slowly she commenced to overtake, coming well up on TOGO's port quarter. This gave her an inside position, but as the event proved, she was to be denied room to manoeuvre at the finishing line; she was therefore on a collision course. To the thousands of people awaiting their return it was apparent that the race would be a very close finish. As the two ships came abreast of Secheron Point, CARTELA's bow was within a few feet of TOGO and it was obvious that CARTELA would have to give way or crash into Prines Wharf. With only seconds to go, above the din of passengers yelling themselves hoarse with excitement, someone on TOGO screamed "She is going to hit us!". Then with a splintering of woodwork and a pandemonium of cries CARTELA's bow collided with TOGO's port quarter, smashing about six feet of the wooden dado round TOGO's poop deck. As if on a pivot TOGO swung at right angles and headed for the rocky shore less than one hundred yards away.

Taken completely by surprise Capatin Rowe rang for 'Full speed astern' on the engine-room telegraph. Had he been able he would have kept the ship swinging hard to port, but George Rometch's motorlaunch Arcadia, crowded with sightseers, was in the way, and for a few seconds it looked as if nothing could prevent a second collision. TOGO had no room to manoeuvre and as Arcadia backed hurriedly away TOGO swept by and with a roar slid up on the rocks, shuddered from stem to stern, and heeled slightly to one side. At the moment of impact one or two boiler tubes parted from their fastenings and smoke and steam issued from the bowels of the ship in a great cloud. Fortunately there were men aboard who quickly sized up the situation and, by shouting to the passengers to stand still and forcibly persuading to do so those who took no notice, they maintained order. With the aid of ropes and ladders people clambered over the bow onto the shore.

CARTELA continued on, and passed the Red Light at 5.29-50 p.m. The time for the race was 3 hours nine minutes and forty seconds. Notwithstanding the mishap to TOGO there was much cheering as CARTELA steamed to her berth.

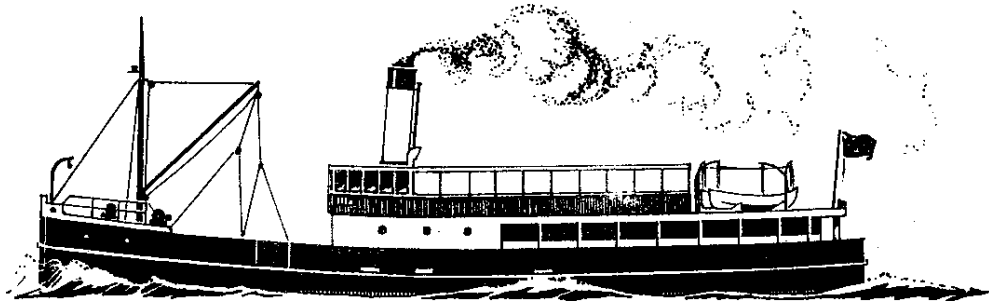
In those days Prines Wharf did not extend much beyond the end of the present No.2 shed and for the last one hundred and fifty

feet or so was separated from the shore by a stretch of sheltered water. On the shore side of this little cove was an elaborate roofed landing stage built for the visit in 1901 of the Duke and Duchess of York. From here a stone wall extended along the esplanade and marked the edge of the roadway, or rather, footpath. At high tide the water lapped the wall, covering the rocky foreshore. Whether it was to watch the Saturday yacht race or the steamer race on Christmas Day this section of the esplanade was always a favourite vantage point for spectators. It was here that TOGO ran ashore, and on this particular afternoon people standing in the vicinity of the spot where she struck had the thrill of a lifetime as the ship came straight at them. Fortunately the tide was low.

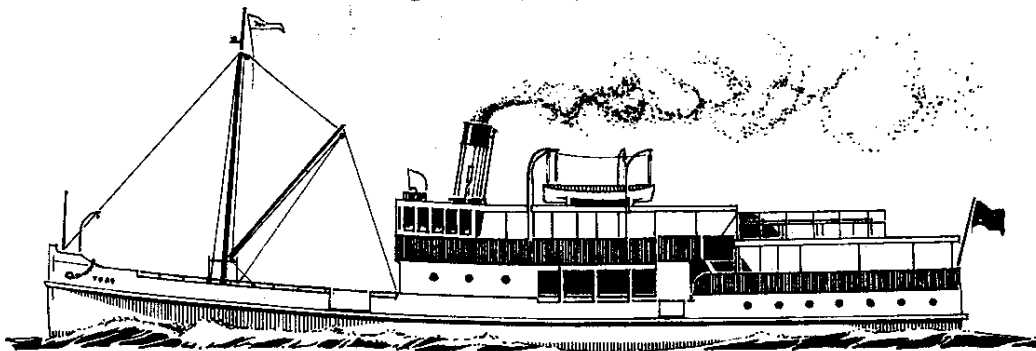
The dramatic ending of the race was a sensation. For thousands of astonished spectators on craft off shore and on surrounding vantage points it was a nerve racking to witness the stately TOGO with her living freight steaming at such speed for the unwelcoming rocks, and the possible consequences were too dreadful to contemplate. Once the possibility of disaster was passed, feelings of dismay gave place to something approaching jubilation. The event was described as "a thrilling finish". For those who could not see what happened, the sight of CARTELA rounding Princes Wharf alone, led to the spread of the wildest rumours concerning TOGO's fate. For the rest of the day crowds of people visited the scene of the stranding. Not the least remarkable thing about it was the little damage that resulted. The total claim for damages amounted to £2-10-0 and though hogged amidship, when hauled off TOGO came back into shape like a clothes basket. TOGO had a miraculous escape. Had she struck a few feet to the left or right she would have crashed into big rocks, while forty yards further along she would have run straight into the Esplanade wall. Everybody, including the ship, got off scot free, or nearly so. Everybody that is, except Captain Arthur Rowe. It was his last race. He died a few months later. It would almost seem that he bore on his own the full force of the shock as he steered his beloved TOGO to what, for all he knew, would be her total destruction and the loss of many lives.

The question of an Enquiry. So far as the port officials were concerned there was no question that the CARTELA - TOGO collision would have to be investigated. There was reason to believe that somewhere along the line one or two rules of navigation had been broken. A vessel had been damaged and for few tense moments the lives of a number of people were in jeopardy. The collision occurred on the River Derwent which was unquestionably under the jurisdiction of the Hobart Marine Board; the two ships were registered in Hobart and their masters had Tasmanian Certificates. Quite obviously the Marine Board would have to do something about it. Accordingly Attorney-General Hon. A.G. Ogilvie, K.C., was requested to appoint a court of maine enquiry. This he proceeded to do. But Ogilvie overlooked the very important fact that during the afternoon of the race the two vessels concerned steamed over waters used for interstate and overseas trade. For this reason the Hobart Marine Board had no right to conduct an inquiry.

Here, drawn to the same scale and as they appeared in the 1920's are the excursion steamers which raced unofficially down-river from Hobart every Christmas Day until the incident described by George Cox in this issue. The tabled details are from the 1926 edition of Lloyd's Register, and the map below shows the traditional 42-mile course to Green Island and back.

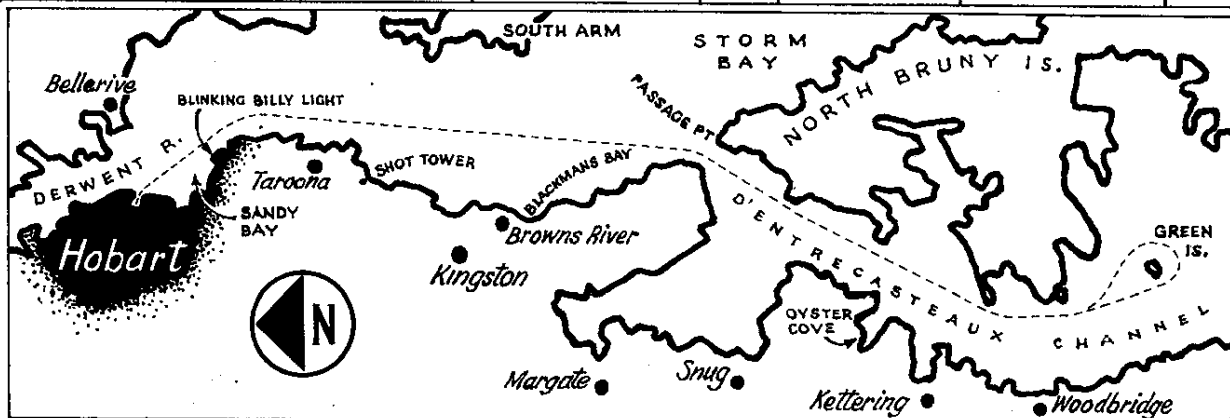


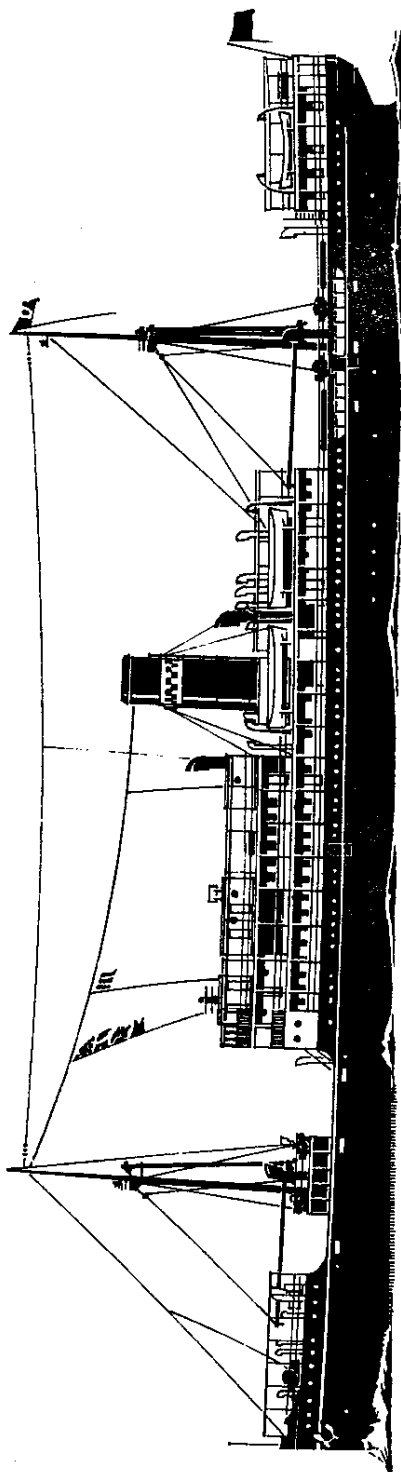
CARTELA



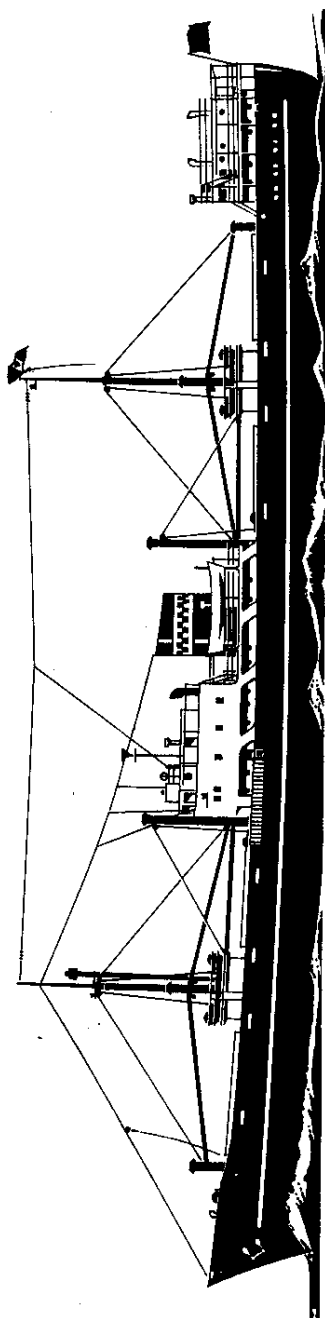
TOGO

<i>vessel</i>	<i>built</i>	<i>builder</i>	<i>owners in 1926</i>	<i>Tons G.</i>	<i>dimensions</i>	<i>engines</i>	<i>NHP</i>
CARTELA	1912	<i>Purdon & Featherstone, Hobart.</i>	<i>Huon Channel & Peninsula S.S. Co. Ltd.</i>	194	111' x 24' x 8'	<i>Triple expansion 3 cylinders</i>	42
TOGO	1906	<i>F. Moore, Launceston.</i>	<i>J. Rowe & Sons Pty. Ltd.</i>	153	122' x 23' x 9'	<i>Triple expansion 4 cylinders</i>	46





The first MONTORO, a steamer of 4,080 gross tons built and engined in Glasgow in 1911 by the Clyde S.B. & Engineering Co., is the subject of the article in this issue of The Log. She was sold in 1948 and was broken up in Japan seven years later. In 36 years with Burns Philp she was employed mainly on the East Indies-East Asia service but also on the Papua-New Guinea-Solomons service.



After some eighty years of trading from Australian ports, Burns Philp decided to withdraw from shipowning in 1970. The second MONTORO was the last ship to be disposed of, sailing on 22nd January 1971 from Sydney for Singapore owners. A motorship of 2,278 gross tons, she had been acquired during construction at Oslo, and had been modified and completed for Burns Philp in 1956.

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+ T H E L O G +

- 75 -

++++The steamship...

M O N T O R O

from: B.A.Wilkinson.

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The passenger and cargo trade served by Burns, Philp & Company between eastern Australia and Singapore via Javanese ports had increased to such an extent in the early 1900's that it became necessary to replace the old Airlie and Guthrie by two modern vessels specially built for the trade. These vessels were ordered from the Clyde Shipbuilding & Eng.Co., of Port Glasgow and were named Mataram and MONTORO, the former preceding the latter by about two years.

From the Clyde, MONTORO sailed for Sydney via Avonmouth, Durban and Melbourne under the command of Captain Holloway. When leaving Melbourne an unfortunate collision occurred with a coal lighter which was under tow, it later sank at Williamstown, but was pumped out and raised the next day. No lives were lost.

Arriving in Sydney on February 18, 1912, MONTORO berthed at Flood's wharf, Circular Quay to discharge passengers and cargo, and those who travelled in her expressed themselves in most favourable terms of her seagoing qualities.

The MONTORO was a fine sturdy vessel with combined bridge and poop decks. Dimensions were 360.6' x 47.2' 23.8' and the gross tonnage 4057. A triple expansion engine having cylinders 27" x 43" x 72" stroke taking steam at 180 p.s.i. from four single ended coal fired boilers in two stokeholds and working under forced draught provided a trial speed of 14 knots. However in service 3 boilers only were used with one always in reserve and horse power was reduced to about 3,000 giving a sea speed of 12 knots at 65 r.p.m.

Some unusual features of the engine were the twin piston valves distributing steam to the I.P. cylinder and a double ported 'trick' valve for the L.P.cylinder. This valve had a balance piston and a high pressure steam supply to a channel out in the valve chest face at each side, thereby relieving pressure between the valve and the chest face. All main engine piston rods and valve spindles were fitted with patent metallic packing and the whole arrangement provided a particularly sweet running engine. Special indicators operated from the main engine showed the direction of rotation on the bridge as well as in the engine room.

A larger than usual main condenser designed for tropical service provided a vacuum of 28 inches. The auxiliary condenser was of 'contra-flo' design and took the exhaust steam from all auxiliaries -including the big refrigeration plant. Main engine driven pumps discharged the feed water to a Clark-Chapman heater from which Woodeson feed pumps delivered the heated water to the boilers.

In replacing the Guthrie thd MONTORO provided passengers with

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handsomely furnished accommodation, large airy cabins and every modern convenience - including electric light, fans, telephones and Marconi system of wireless. She was the pride of the builders being the largest vessel built by them to that time, thus no effort or expense was spared to provide the highest standards.

The latest type of refrigerating plant was installed for the carriage of frozen meat, fish, fruit and butter, also the holds could accommodate large quantities of other cargoes.

First class passenger accommodation was located on the main deck under the first class saloon. The galley, with a lift to the pantry, was aft of this accommodation, and the engineers' cabins were located on the portside aft of the galley. The second class passengers were accommodated on both side of the main deck aft with the saloon in the centre.

The main saloon, large enough to accommodate all first class passengers at one sitting was located at the forward end of the bridge deck, behind this was the main entrance for passengers, and the pantry. Then followed on more passenger cabins and the smoke room. The hospital was located right aft at this level above the second class cabins.

A number of cabins were located at the forward end of the boat deck and the deck space behind contained the saloon skylights, then the music room and a stairway to the deck below. Further aft were the fidley and engine room skylights. The navigation bridge deck contained the wheelhouse, chartroom, Captain and deck officers accommodation, wireless room and a cabin for the super cargo. Coal chutes from this deck extended through to the forward bunker.

After drydocking at Sydney MONTORO left on March 2, 1912 to begin her first voyage in the Java/Singapore trade. During the 14 years in this service the vessel carried 100 first and 40 second class passengers, the latter mainly to and from the southern states to Darwin.

During this period the vessel was registered in London and carried a coloured crew comprising Malays on deck, Indians in the engineroom, one Chinese fitter, one Chinese electrician, Chinese cooks and stewards. They were accommodated - Malays and some Chinese in the forecastle and Indians in the main and tween decks on the starboard side of the engine room casing.

Throughout World War I the MONTORO maintained a continuous schedule in the Singapore service. When bound south from Singapore in the early 1920's the MONTORO grounded on Yonge Reef off the east coast of Cape York and the forward end became embedded in soft coral and was high and dry at low tide. Immediate attempts to refloat the vessel were unsuccessful and a wireless call was sent to the Marella which had passed northbound a few hours earlier. The R.A.N. survey ship Geranium then in the vicinity intercepted the call and arrived on the scene with Marella. Cargo was jettisoned from number one hold and after three days aground arrangements were ready for a combined attempt to refloat at high tide. A party of 100 sailors

from Geranium was used to jump in unison on the stern of MONTORO and with engines going astern, Geranium and Marella towing, the MONTORO slid off into deep water. At the subsequent dry docking in Sydney it was found that no damage had been done.

On arrival in Singapore on another occasion it was discovered that small sections of frozen meat in Nos. 1 and 2 tween deck refrigerated cargo spaces had softened and defective insulation was suspected. Investigation showed that in some cabins in the crews quarters above the refrigerated hold, small areas of deck - including the wood decking and steel plating - had been neatly cut out and carefully fitted back in place to remain unnoticed. The insulation between some deckbeams had been removed to provide for smuggling contraband. It was considered at the time that the work of cutting the holes in the deck had been carried out in stages during the four days spent in Singapore each voyage and spread over a considerable period of time.

As with most vessels MONTORO trimmed by the stern and in light ship condition was a difficult ship to keep on an even keel. During a light ship passage from Melbourne to Nestles Factory at Warnambool to load part cargo of condensed milk for Singapore this problem arose owing to the shallow water in the harbour with the necessity of reducing draft to the absolute minimum. The Captain and Chief Engineer had an anxious time both entering and leaving the port with the propeller and rudder partly out of the water, as control of the ship was then a minimum. This trip was not repeated and Portland was substituted for a time; however this was not entirely satisfactory and later Victorian condensed milk was loaded at Melbourne only.

A previously unknown defect showed up in the main L.P. crank as a result of 'spongy' metal in the aft crank web which allowed relaxation of the shrink fit with the journal joining the thrust shaft, and relative movement was only prevented by the dowel pin, which was common in crankshafts in those days. This relaxation was suspected early in the life of the vessel as oil was noticed continually 'weeping' from around the dowel, thus a second dowel was fitted at right angles to provide added strength. In addition a light was arranged to shine on the shaft so that a glimpse of the dowels could be had at each revolution of the engine.

It was not until some years later when MONTORO, in light ship condition, ran into a gale off Wilson's Promontary that trouble developed. Although under governor control the racing engine created loads too great for the dowels which were seen to be shearing. The engine was immediately shut in and Melbourne reached at slow speed. A new aft journal end was made locally and shrunk into the crank web, it not being realised at the time that the web metal was 'spongy'. Inevitably the trouble reoccurred and by coincidence it was under similar conditions again off the Promontary. This time the true problem was realised and a new web was made to replace the original. However it was decided to carry a spare crank and this was made by Cockatoo Dock and Engineering Company and carried onboard, stowed alongside the forced draught fan and adjacent to the engineroom telegraph.

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In 1925 MONTORO was replaced in the Singapore trade by the new motor ship Malabar and was tied up at Mort's Dock for some months pending a decision on the port of registry and the use of a coloured or white crew for the New Guinea service, in which it was planned to run the ship. Finally it was decided to register the vessel in Sydney and carry a white crew. This necessitated considerable alterations in the crew accommodation and it was decided to carry first class passengers only.

Most of the alterations were made at the after end of the ship. The tonnage opening on the main deck abreast of no.3 hatch was partly plated in on the starboardside and accommodation built in that area for the white firemen. The previous mail room and special cargo room were converted into the crew mess room, whilst a new mail room was formed by partly closing in the opening on the portside. The openings on both sides opposite no. four hatch were retained.

The previous second class cabins and saloon became the stewards quarters and it is interesting to note that when the wooden finger plates were taken off the cabin doors for french polishing, it was found that the woodwork had been hollowed out by the Chinese stewards for smuggling sovereigns out of Australia. New and improved accommodation was built on the aft end of the boat deck for the engineers.

After having been laid up for nearly 12 months the MONTORO finally entered the Papua, New Guinea, Rabaul service calling at Sydney, Brisbane, Townsville, Port Moresby, Samarai, Rabaul, Kaviang, Salamoia and other ports on the route.

While manouvering to leave Samarai wharf on one occasion MONTORO backed into a reef causing extensive damage to both rudder and propeller. The wharf was regained under power and an examination showed the rudder to be badly twisted and the four bladed built up propeller had one blade bent over about 18 inches from the tip, the other blades had broken off tips. Spare blades were carried onboard but the deep draught made it impossible to carry out replacements, therefore it was decided to carry onto Rabaul at slow speed but first the stops were burnt off the rudder post and others removed from the deck at the rudder quadrant. Links were cut from the steering chain on one side and added on the other side to compensate for the twisted rudder.

During the slow speed passage to Rabaul with the unbalanced propeller, the rivets holding the tunnel bearing pedestals to the tank top sheared and were replaced by bolts as part of the temporary repair.

Most of the cargo was for Rabaul and this was discharged except for the bagged coal in number four hold which was moved to the forward deck so that the ship was tipped sufficiently to bring the damaged propeller blades to the surface. The bent blade was reduced two feet in length and the others were adjusted to match. These temporary repairs enabled MONTORO to complete the voyage and return to Sydney at a speed between 8 and 9 knots, extending the time for the round trip by only two days. This achievement saved the owners heavy expense.

On drydocking in Sydney the rudder was straightened and spare blades fitted to the propeller boss.

When Morinda grounded on a reef at Dedele, about half way between Port Moresby and Samarai, in October 1928 - and remained fast for two days - MONTORO was bound for Samarai and in response to a wireless call for assistance arrived with Marsina. They succeeded in towing the stranded vessel off the reef. At the subsequent enquiry most of the credit for the salvage was given to MONTORO.

It was a strange coincidence that Morinda again stranded at Dedele during the next rip and a repeat of the previous call for assistance was received by MONTORO - at first with some perplexity, however she was again instrumental in refloating Morinda.

Early in August 1934 it was the MONTORO's turn to be in similar trouble, having grounded at Fortification Point near Finschhafen during a passage from Rabaul to Salamaua. The MONTORO suffered considerable bottom damage, however Captain Williams and the crew were successful in refloating the vessel which completed the voyage. While undergoing repairs in Sydney she was temporarily replaced by Mataram.

The MONTORO was to have been sold in July 1939 but the sale was not finalised and she continued in the island trade throughout World War II, including the transport of troops.

An unfortunate incident occurred during the early days of the war, while bunkering from the coal loader Samson at the Walsh Bay wharf the engineroom was flooded and MONTORO settled on the bottom. However she was soon pumped out and after rectification of sea water damage the work of supplying the needs of the islands was soon resumed.

With the release of Bulolo from war service in 1948 the MONTORO became redundant and was sold to the Wah Shang S.S.Co., leaving on her last voyage from Sydney for Burns, Philp & Co., on August 25, 1948 bound for Port Moresby and Singapore, where she was handed over. Renamed Haven with registration in Shanghai, the vessel continued trading under foreign flags for a further seven years, until, after a successful career of 43 years this fine vessel ended in 1955 - as so many others have - in the hands of Japanese shipbreakers.

+++++ NAUTICAL ASSOCIATION of AUSTRALIA Inc.

We are please to advise that Mr. G.A.Hardwick, B.A., LL.B. has accepted our invitation to join the committee of this Association. Mr.Hardwick is well known to readers through the many excellent articles that he has prepared for THE LOG.

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THE LOG - Index 1970 - The production and distribution of this was unavoidably delayed, however all readers who placed an order should by now have received the index.

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++++MARITIME MISCELLANY...

Closing date for items for the next issue - SEPT. 15.

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In compiling this section the Editor expresses particular thanks to Messrs: R.McKenna (WA); T.Ryan (V); S.Kentwell (ACT); J.Burne and D.Finch (NSW); and R.J.McDougall (NZ).

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COASTAL and SOUTH PACIFIC:

The 78,000 ton dwt., bulk carrier under construction at Whyalla for Clutha Development is scheduled for delivery about July 1972, whilst the 23,400 ton dwt oil tanker for Ampol is expected to be delivered in February 1973 and the 62,000 ton dwt tanker for the Botany Bay Tanker Co., in April 1974.

EUGENE MCDERMOTT II (171 ft survey vessel) under construction by Carrington at Newcastle for Geophysical Services Inc., is due to be delivered in December 1971.

TEMERAIRE II (284) ferry for 6/700 passengers, building by the Australian Shipbuilding Industry, Cockburn Sound (WA), is for use on the service to Rottnest Island and is expected to be completed in August. The same builders recently launched (June 22) the large steel trawler LUMBA ONE, which is the first of six such vessels for a joint Australian/Indonesian venture.

N.Z.Cement Holdings Ltd., Dunedin has ordered a 3800 ton dwt., bulk cement carrier in Germany for their cement trade from Westport to the North Island. Delivery is expected mid 1972.

ECHUCA (2844/71) arrived Melbourne (via Fremantle) on her delivery voyage on June 30. The vessel was launched for other owners as Ardan.

RANGATIRA - Cook Strait ferry replacement for Wahine - was launched at Newcastle on Tyne on June 23. She will be registered in London under the ownership of Union Steam Ship Co.(UK)Ltd., - a company formed by P & O in 1969.

WINDALIA (204/67) owned by Princes Landing Barge & Lighter Service Pty., Ltd, Fremantle is undergoing reconstruction and her original accommodation block has been replaced. It is reported that she is being prepared for work in the north west.

MATTHEW FLINDERS (827/54) departed Brisbane for Singapore late in June for refit. This former pilot vessel is now owned by Mr. Elsie and was originally in use at Daydream Island.

IRON YAMPI (9555/48) arrived at Hong Kong on July 13 to undergo special survey.

+ NILPENNA (1468/54) has been laid up at Sydney since May 26.

Two Union Co., ships are laid up pending disposal, the KONINI (2007/57) at Auckland and NAVUA (1952/55) at Wellington.

GEORGE H EVANS (ex Hinemoa 6911/46) sold by Hammersley P.L. to Fuji Marden, Hong Kong for demolition, being delivered at Dampier on January 15 and towed to Hong Kong.

- + MERINO (549/49) owned by Carpentaria Holdings Pty., Ltd., has been advertised for sale by tender. The vessel has lain in Brisbane for about three years. Some reconstruction work started but nothing has progressed for almost two years.
 - + KOONYA (1946/57) sold by Union Co., to Guan Guan Shipping (Private) Ltd., Singapore and delivered at Sydney on May 19. Subsequently renamed KingsStar she sailed for Singapore via Fremantle.
CARBIR (213/46) laid up at Brisbane for some months went to Cairns in April and it is reported that Carbir Shipping Co.P.L., has sold her to other owners.
 - TERALBA (2677/29 ex Karepo) left Sydney on May 11 in tow of the tug Warrawee for Mackay, where she loaded scrap metal before being towed away by a Philippine tug to Taiwan and demolition.
Consequent upon the purchase of two ships the W.A.State Shipping Service is advertising the DELAMERE (2835/46), DULVERTON (2845/48), and passenger ship KABBARLI (2983/51) for disposal - whilst the KOOJARRA (2959/56) has been laid up for disposal since last December. The two new acquisitions Parthia and Media have been renamed
 - + WAMBIRI and BEROONA respectively, the former being delivered at Middlesborough (UK) on May 20, and the latter at Hamburg on June 10. Both are refitting in Hong Kong prior to entering service.
 - + YARRUNGA (3473/55) has concluded her charter to the W.A.Government and left Fremantle for Geelong on July 9. It is reported that the vessel is for disposal.
SEAFOY II (366/68) owned by Consolidated Mineral Industries Ltd., was sold to Indonesian owners and delivered at Cairns late in May.
RIVER BURDEKIN (5003/43) latterly sailing as the Indonesian Djajadwitya has been sold to Taiwan breakers and arrived Jan.28.
Tuna vessel ESPIRITO SANTO (730/45) was arrested for debt at Napier on May 21 and released on June 18, afterwhich she sailed for American Samoa. The vessel is registered in Australia, owned by United Continental Tuna Co.,Pty.Ltd.
- TUGS:
- The two tugs under construction at Cairns for Fenwicks to use at Hay Point are named BARRIER COVE and REEF COVE.
- Two tugs fitting out at Stannards yard, Berrys Bay, Sydney are named CORAMBA and RODDS BAY. Also two tugs (50 ft) for Fenwicks are named LEVERET and WHITE BAY.
- + HIMMA (274/42) completed her last job on February 15 and WONGA (233/49) on February 19. Both are now laid up.
MASTHEAD was delivered to Howard Smith Ind.Ltd., on May 29 and the other two tugs for these owners have been named HARMAN and THORN-THWAITE. Both are similar to MASTHEAD.
WATO (262) was delivered at Fremantle on May 8 and TALGA at Port Hedland on May 12.
MAUI I launched at Whangarei on March 6, has had to undergo modifications due to trim problems and will not be completed until July.

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MERCHANT 4 (65/1969) owned by Marine Charters (Aust) P.L. has been engaged under charter to McConnell Dowell Ltd., Auckland and used in connection with the offshore moorings at Waverely, near Wanganui (NZ), which have been laid to facilitate the export of ironsands. The tug was arrested at Wanganui on June 23 on the grounds that McConnell Dowell had been granted an option to purchase the tug.

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OVERSEAS:

Reported that C.Y.Tung is showing interest in the acquisition of the liner UNITED STATES (50924/52) for use as a cruise/university vessel similar to the SEAWISE UNIVERSITY (82998/40).

CALEDONIEN (12712/52) sailed from Sydney for the last time on July 9 and TAHITIEN (12614/53) makes her exit on September 14.

SAN JUAN TRAVELLER (52149 Dwt/59) was the first vessel to load ironsands at the buoy near Wanganui, from June 30 to July 6. She was followed by the SAN JUAN PIONEER (70254 dw/62).

Reported that TJILUWAH (9849/51) is to be replaced by NIEUW HOLLAND (ex Randfontien 13694/58) early next year.

The new BARON ARDROSSAN arrived in Fremantle in July and the old vessel of that name was in port as ALIAKMOM (5254/54).

ANDES (26435/39) arrived at Southampton on May 4 at the conclusion of her last voyage before going to the breakers.

SOUTHERN CROSS (19313/55) is to be withdrawn from service in November, after her last sailing from Australia to U.K. via Panama on October 9.

FAIRWIND (ex Sylvania) and FAIRSEA (ex Fairland ex Carinthia) are to run cruises out of Sydney and Los Angeles when they enter service early next year. They will carry about 884 passengers.

~~COLUMBUS~~ AUSTRALIA is due in Melbourne on her maiden voyage on August 3, the same time as the first PACE Line vessel ACT 3.

Reported that the former Shaw Savill trio ARAWA, AKAROA and ARANDA have been purchased by Leif Hoegh (Norway) and that ARANDA has already been renamed HOEGH TRAVELLER and is under conversion to a car carrier.

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ACCIDENTS and MISHAPS:

Owners and crew of the W.A. Government vessel KOOJARRA are taking action in the Supreme Court for salvage in respect of assistance rendered to the fishing craft NEW PROVIDENCE off Sharks Bay on June 25, 1968. (Refer Page 108 - V1.No.4. July 1968).

JEAN PHILIPPE (ex Onehunga 914/48) suffered a partially flooded engine room at Whangarei on January 27.

ELLINIS ran aground when leaving Southampton on May 17 for N.Z. but refloated next morning.

ILAS GALAPAGOS on voyage from Australia to Russia put into Fremantle on May 27 for repairs to her refrigeration machinery, and finally sailed again on June 18.

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+ T H E L O G +

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Tuna vessel MASA MARU No15 (282/68) ran ashore on rocks on the Wairarapa coast (NZ) on May 29 and was abandoned. Twelve days later the tug UNIT SHIPPER unsuccessfully attempted salvage, but returned on June 23 and refloated MASA MARU No15, which was then towed to Nelson. Examination revealed extensive bottom damage.

- + BRISBANE TRADER (6326/69) dry docked at Brisbane late June, due to damage to a propeller sustained at Port Kembla a few weeks earlier.

AUSTRALIAN SEARoader was forced to dry dock at Brisbane late in June due to propeller trouble.

- + AUSTRALIAN TRADER (7005/69) was disabled in Port Phillip Bay on June 3 due to a cable fouling her propeller. The vessel later dry docked in Sydney. She was again in trouble on July 6 when she collided with the DARWIN TRADER (10802/70) whilst berthing at Melbourne.

HOTONUI (594/49) former Northern S.S.Co coaster, converted to a venison processing vessel in 1968 by Luggate Game Packers Ltd was disabled by an engine room explosion on June 13 when 150 miles s.w. of Suva and was towed to port by the tug WALLACIA. The ship had been laid up at Noumea for several months and was offered for sale in May.

RICKIE MILLER (2616/54) and PATRIS (16259/50) were in collision in Sydney Harbour on June 18. The former suffered some damage to her shell plating forward.

TITOKI (855/58) owned by Anchor Line, Nelson, ran aground on Haul-ashore Island in Nelson Harbour on June 28, but refloated.

SHUNKOKO MARU (6152/60) got into difficulties when her cargo shifted sixty miles north of Fremantle on July 3. A call for assistance was made when the list was 25 degrees, but nonetheless the vessel was able to reach Fremantle, unaided.

- + SILVER HARRIER (4622/70) was disabled in Bass Strait and arrived Melbourne in tow on July 8.

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GREY FUNNEL SECTION:

- + VAMPIRE is expected to complete refitting in October and rejoin the fleet early next year. Meantime VENDETTA is expected to be withdrawn for similar refit in September. The vessels are being rebuilt from the deck up and incorporating the latest computer and radar controlled weapon system.

SYDNEY sailed from Sydney on June 15 for San Diego and San Francisco to collect ten Skyhawk aircraft.

PERTH, HOBART and BRISBANE are to proceed in turn to the United States over the next few years for modification.

DUCHESS returned from Singapore on June 21. She is due to be handed back to the Royal Navy in April 1972.

GULL and IBIS are laid up in Sydney.

HOBART is to relieve BRISBANE in Vietnam waters later this year.

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Preparation of complex detailed designs for a light destroyer for the R.A.N. has been approved and it is anticipated that ultimate approval for the construction of at least six will be given. In this event it is likely that four will be built at Williamstown and two at Cockatoo. Initial design indicates that the vessels will only be slightly smaller than the Charles F Adams class.

R.N.Z.Navy.

The R.N.Z.N is to call tenders for the construction of four high speed patrol vessels to replace some of the wartime SDMLs still used for fisheries protection work.

ENDEAVOUR was handed back to the U.S.Navy at Auckland on June 30 and reverted to her original name Namakagon, but almost immediately was handed over to the Nationalist Chinese Navy and recommissioned as Lung Chuan.

During the course of this year the former corvette KIWI was broken up at Auckland. For some years her hulk has been in service as a breakwater at Karamuramu Island.

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COMPANY and GENERAL NEWS:

Columbus Lines and T.N.T. are considering intergrating their trans Pacific interests.

C.Y.Tung has six cellular containerhips under construction, four in Italy and two in France. The group plan to enter the worldwide containerhip operation.

British Shipowners (N.Z.Shipping, Port, Blue Star and Shaw Savill) have abandoned their plans for a four cellular containerhip service between UK/NZ, which was originally announced in March 1969. The service will continue to be conducted by conventional tonnage and this has caused the discontinuation of the Dolphin and ACTANZ line services to Australia. In future a joint fortnightly sailing UK/Australia will operate and the ships, for the most part, will proceed to New Zealand after discharging in Australia. The first vessel on the new service is TASMANIA STAR, followed by PATONGA.

Karlander Group are introducing a new service from Australia (East Coast) to the U.S.Trust territory of Guam, using the chartered GOLDEN PHOENIX.

N.Z.Export Line, formed by Hamburg Sud three years ago, has terminated their services and WELLINGTON EXPRESS is laid up. Recently the French Sofrana Line commenced trading on the route between Auckland and New Guinea.

Trafalgar House Investment group hope to secure control of the Cunard group by September.

N.Z.Shipping Company is withdrawing from the Australia/ US Atlantic trade, effective from August 6.

A new graving dock is planned for Duke's & Orr's Amalgamated Dry Docks at Williamstown at an estimated cost of \$4,000,000.

