

THE LOG



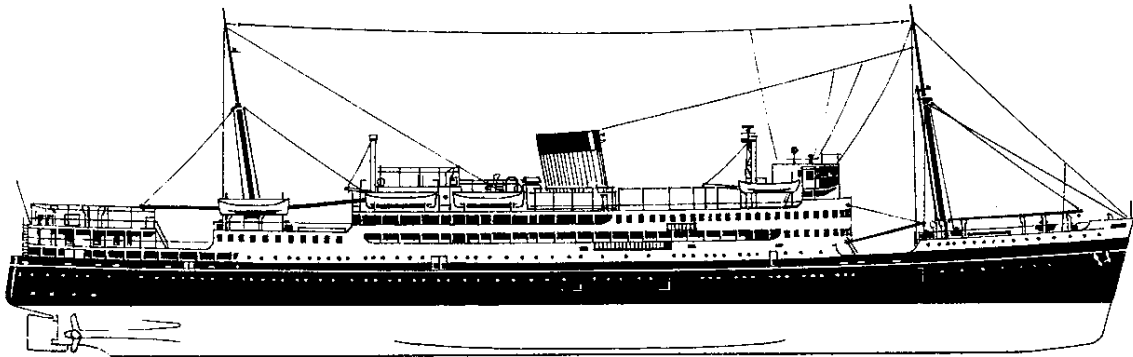
Journal of the NAUTICAL ASSOCIATION OF AUSTRALIA INC.

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New Series

31 JANUARY, 1969

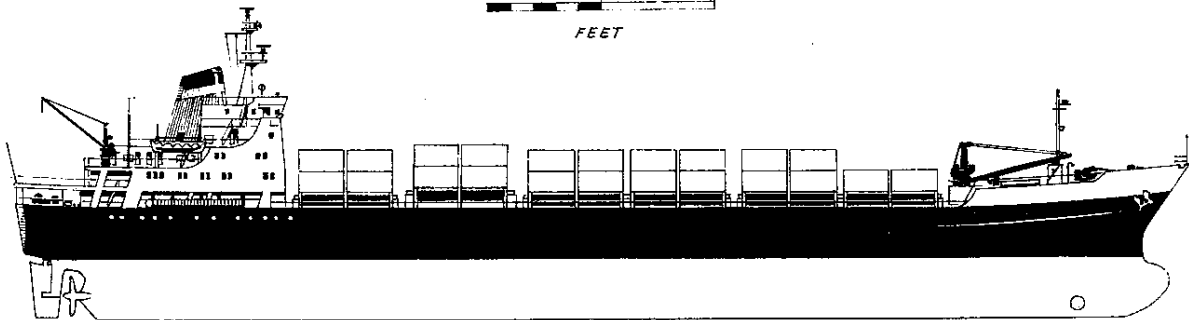
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Australian

THE NAME 'KANIMBLA' NOW LINKS TWO ERAS



1936-1961: The last of the traditional coastal passenger liners.

0 50 100
FEET



In 1969, a contrast in shape and function: The new 10, 500 tons d. w. container ship for the services of Associated Steamships Pty. Ltd.

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NAUTICAL ASSOCIATION OF AUSTRALIA INC.

The Association, which is Incorporated under the Associations Incorporation Act 1956-1963 of South Australia, was formed as a non profit making organisation with aims and objects as under:-

Undertake research and recording of maritime affairs both past and present associated with Australia.

Produce a journal entitled THE LOG at regular intervals to disseminate information on historical and present day nautical matters.

Promote and/or assist in the publication and/or distribution of printed information of nautical interest.

Support either in principle or actively the establishment of maritime museums in Australia.

SUBSCRIPTION: The subscription for THE LOG is \$1.50 for six issues, dating from either January or July of each year. Subscribers become members of the Association.

APPLICATION and REMITTANCE should be made to:-

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A. E. Slevin, 100 Roslyn Avenue, Blackmans Bay. Tasmania. 7152.

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THE LOG is printed and published on the last day of every second month for the Nautical Association of Australia Inc. by T. S. Stevens, Melville Avenue, Frankston. Victoria.

January 31, 1969

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+ Background to...

"KANIMBLA" & "MANOORA"

from: 'Twin Screw'.
+

It is well known that Associated Steamships Pty.Ltd., incorporated in November 1963 was the offspring of McIlwraith McEacharn Ltd., and The Adelaide Steamship Co.Ltd., therefore it was a matter for conjecture what names would be given to the two new cellular containerships when they were ordered in March 1967. When the announcement was made that they would take the names of two well know coastal passenger ships there was a mixed reaction, but generally relief that the names were traditional, not manufactured, as has become something of a practice of late.

The two new ships are in point of fact being constructed for Bulkships Ltd., of which Associated Steamships became a wholly owned subsidiary last year, but in anycase Bulkships Ltd., is jointly owned by McIlwraith McEacharn Ltd., and The Adelaide Steamship Co.Ltd. The official owners of the new ships will be Bulkships Ltd.,but they will be in Associated colours and be engaged on the expanded coastal container services, operating between Brisbane and Fremantle via Sydney and Melbourne. In the first instance, until MANOORA is ready in July, KANIMBLA will run from Sydney to Fremantle via Melbourne, then when joined by the converted KOORINGA in May, between Melbourne and Fremantle only, with KOORINGA doing the east coast run from Brisbane to Melbourne via Sydney. When MANOORA is commissioned the two new ships will operate out of Brisbane to W.A. and KOORINGA will continue the east coast run.

t.s.m.v. KANIMBLA

The cover this issue, prepared by the Illustrations Editor (Mr.W.P.S.Nicolson), features the two vessels KANIMBLA. The difference in the appearance of the ships is startling, and it must be admitted that the old KANIMBLA is more tasteful in appearance; however as she was one of, if not the, most attractive vessels ever employed on the coast, her namesake would have difficulty in matching the old ship.

In size the new KANIMBLA will take the honours, as she is about 12,500 tons gross with a length of 515 feet, as against 11,004 tons gross and 484ft. 3 inches. In speed (service) the new single screw ship will have at least a aknot over the old twin screw vessel.

Jan.31, 1969

THE LOG (V8.N2. old series) featured a history of the old KANIMBLA, therefore only the highlights are repeated here.

The t.s.m.v. KANIMBLA was constructed to the order of McIlwraith McEacharn Ltd., by Harland & Wolff, Belfast, being launched on December 15, 1935 and departing for Sydney via Cape Town on April 26, 1936. After three years of coastal passenger service she was requisitioned by the Royal Navy at Sydney on Sept. 4, 1939, converted into an Armed Merchant Cruiser and sailed for Hong Kong on December 13, 1939. Transferred to Colombo in June 1940 she led a fleet of small craft in the capture of the Persian Gulf port of Bandur Shahpur on August 24, 1941. Returning to Australia in December 1941 she was engaged on coastal escort duty until April 1943 when she was converted to an Assault Landing Ship Infantry, being commissioned as H.M.A.S. KANIMBLA on June 1, 1943, thereafter serving at many Pacific landings. When the war finished KANIMBLA was retained as a transport and in June 1948 took the crew for the new carrier SYDNEY to U.K., returning with displaced persons from Genoa. Eventually decommissioned in November 1948 she underwent an extensive refit and was returned to her owners on December 13, 1950 - exactly eleven years after leaving for Hong Kong.

Returning to the coastal passenger service she proved a popular ship, carrying 230 first and 126 second class passengers, but conditions were now against this class of vessel. In 1958 she commenced bi annual cruises to Japan and continued this until sold in January 1961. Delivered at Sydney on February 3rd of that year KANIMBLA became the ORIENTAL QUEEN owned by Pacific Transport Inc. Monrovia (Toyo Yusen K.K. Japan) and in due course reappeared on the trans Tasman run until January 1967. ORIENTAL QUEEN is still in service in eastern waters.

The only serious mishap to befall KANIMBLA occurred on June 14, 1952 when she went aground in Moreton Bay and sustained severe bottom damage, causing her to be out of service for three months.

t.s.m.v. MANOORA

The MANOORA and KANIMBLA were not sisterships, but they were not unlike. MANOORA was built for The Adelaide Steamship Co. Ltd., by A. Stephen & Sons, Glasgow, being launched on October 25, 1934 and completed in February 1935. A vessel of 10,856 tons gross and 482 feet o.a. length, she also was smaller than her new namesake.

Like KANIMBLA, the MANOORA was requisitioned, but by the R.A.N., and commissioned as an Armed Merchant Cruiser on December 12, 1939. As related on Page 59 of THE LOG (May 1968), she was responsible for the scuttling of the Italian vessel ROMOLO in June 1940. She was also converted to a Landing Ship and took part in many Pacific landing. Eventually decommissioned and refitted she made her first post war sailing on September 9, 1949 and continued in the service until sold in August 1961, being then the last survivor of the fine fleet of passenger ships that once traded on the coast. Since her sale MANOORA has been in Indonesian ownership and is currently named AMBULOMBO.

THE OWNERS

As stated the new ships will be owned by Bulkships Ltd., a company registered in May 1957 by a consortium of local shipowners, for the purpose of constructing and operating bulk carriers on the coast. For various reasons some of the consortium withdrew leaving only Melbourne S.S.Co.Ltd., Huddart Parker Ltd., The Adelaide S.S. Co.Ltd. and McIlwraith McEacharn Ltd. In the 1961 upheavals the last named acquired the Huddart Parker share, whilst Howard Smith obtained the Melbourne Company's seven per cent, but last year McIlwraiths purchased this share, which due to capital adjustments had been much reduced. Therefore Bulkships is now owned jointly by The Adelaide Company and McIlwraith McEacharn Ltd.

They own four bulk carriers: WOLLONGONG (12586/62) : MITTAGONG (12580/63) : GERRINGONG (14504/65) and BOGONG (33834/66). These vessels wear the Bulkships own colours, but are manned and managed by Associated Steamships.

THE OPERATORS

Associated Steamships Pty.Ltd., being only five years old, has not had time to have a history, but it certainly has achievement, as from the very first day it set about rationalising and modernising the collection of ships it inherited from the parent companies. The fleet comprised vessels from four different owners with the oldest vessel being 28 years old. The first objective was to get the KOORINGA safely into service. This vessel built to the order of McIlwraith McEacharn Ltd, at the State Dockyard, Newcastle, was the first vessel in the world to be designed and constructed as a cellular containership. As such she required quite extensive shore facilities at Fremantle and Melbourne, between which ports she was designed to operate. After trials KOORINGA was delivered to Associated Steamships in May 1964.

In the first year (1964), the BAROSSA (4265/38) and KOORAWATHA (4054/47) were sold and the modernisation programme that was to take almost two years commenced in July 1965 when BARWON (4303/39) was laid up, converted into a semi unit vessel and reboilered. This being completed in May 1966. Meantime the WOOMERA (4033/52) was withdrawn in December 1965 and virtually rebuilt, emerging in January 1967 as an oil burning, unit load steamer of 5614 tons gross. After BARWON was finished KOOLIGA (2879/58) was re equipped with new cargo handling gear, and at the sametime had some grounding bottom damage repaired. This took until December 1966 when KOORYONG (2881/58) laid up to have her cargo gear replaced, being recommissioned in March 1967.

In the meantime as the converted tonnage became available and with rationalised services, some of the conventional tonnage became redundant. As a result KOOMILYA (3351/48) was sold in November 1966, followed by WATAMURRA (1894/47) in January 1967, then ADELONG (3619/36) in July 1967, and finally WARRINGA (2716/55) in August 1968. Probably with the commissioning of the new containerships additional older tonnage may now become redundant to Associated's services.

Apart from these activities, Associated Steamships has the management of the coastal oil tankers operated by Shell, Mobil, B.P. and Esso. They were involved in the original refitting of the vessel involved - HEMIGLYPTA, HEMIPLECTA, AUSTRALIAN PROGRESS, B P EXPLORER (ex B P Endeavour), B P ENTERPRISE and ESSO MACQUARIE and have assisted with the commissioning of the new tankers B P ENDEAVOUR, B P ENTERPRISE and CELLANA.

Two years ago, with the projected advent of overseas containership services to Australia from Europe, Associated joined with Overseas Containers Ltd (P & O group consortium) to form a jointly owned company for the purpose of providing the necessary facilities in Fremantle, Melbourne and Sydney. This company - Seatainer Terminals Ltd., has been preparing for the introduction of the containers services next March and their depots and terminals are now land marks in the ports concerned.

When the history of Associated Steamships P.L. is written, the events of the first five years will certainly be one of the features of that history.

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+ Mr.Peter Nicolson examines...

"The HUMPHERY PHOTOGRAPH COLLECTION in CANBERRA"

The private collection of the late Dr.E.M.Humphery (1876-1961) of Sydney, photographer and ship enthusiast, has been incorporated in the photograph files of the National Library of Australia in its new premises in Canberra. A small ship photograph collection existed there before acquisition of the Humphery material, but it was of insignificant size. The two are now interfiled, and are described here as one collection.

The scope of the collection is wide: The quality of the photography varies. Australian and particularly N.S.W.coastal vessels are prominent, together with the Union S.S. and earlier Australian and British warships. The best represented amongst overseas owners are probably P & O.,Orient, B.I., Federal, N.Z.S., Pre-war Japanese and American visitors are featured and there are some interesting wartime pictures. Sailing ships of various owners comprise about half the collection, and black and white prints of a few well known painters (Spurling,Alcott) are included. Perhaps 10% of the total still remain in an unidentified section.

The negatives,many of them glass, are not available to the public, but sample prints mounted on uniform size cards, each labelled with the ship's name and in most cases the negative number plate. Clear polythene envelopes enclose the cards which are arranged alphabetically in steel vertical files. In actual fact, I found mis-spelling(and consequent misfiling) on a disastrous scale, due not to Dr.Humphery but to the Library's selection of staff unsuited to a specialised job. Much additional work is therefore required before this material can become a useful research tool.

A LIST of AUSTRALIAN NAVAL FORCES
from: C.E.Jones.

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Frigates (Cont.)

- X DIAMANTINA: 1420 tons, 2-4", Walkers, laid down 12.4.43, launched 6.4.44, completed 27.4.45.
- SHOALHAVEN: 1544 tons, 4-4", Walkers, 1.12.43, 14.12.44, 1.5.45. scrapped August 1962.
- MACQUARIE: 1420 tons, 2-4", Morts, 3.12.43, 3.3.45, 21.12.45. scrapped August 1962.
- BARWON: 1420 tons, 2-4", Cockatoo, 31.5.43, 3.8.44, 12.1.46 scrapped August 1962.
- CONDAMINE: 1544 tons, 4-4", Newcastle, 30.10.43, 4.11.44, 22.2.46. scrapped January 1962.
- CULGOA: 1544 tons, 4-4", Williamstown, 15.7.43, 22.9.44, 17.12.46
- MURCHISON: 1544 tons, 4-4", Evans Deakin, 3.6.43, 31.10.44, 17.12.46. Scrapped 1962.
- QUADRANT, QUEENBOROUGH, QUICKMATCH and QUIBERON. Refer Page 150 November 1968 issue under 'Destroyers'.
- PARRAMATTA: 2100 tons, 2-4.5", Cockatoo, laid down 1957, launched 31.1.59, completed 4.7.61.
- YARRA: 2100 tons, 2-4.5", Williamstown, 9.4.57, 30.9.58, 27.7.61.
- X STUART: 2100 tons, 2-4.5", Cockatoo, 1959, 8.4.61, 28.6.63.
- DERWENT: 2100 tons, 2-4.5", Williamstown, 1958, 17.4.61, 30.4.64.
- X SWAN: 2100 tons, 2-4.5", Williamstown, Feb. 1965, launched 16.12.67.
- TORRENS: 2100 tons, 2-4.5", Cockatoo, May 1965, 28.9.68.

Submarines.

- AE I : 660 tons, 5-TT, completed 1914, lost 19.9.1914.
- AE 2 : 660 tons, 5-TT, Vickers. Completed 1914. Sank a Turkish Gunboat 26.4.15. Sunk by torpedo boat Sultan Hissar 30.4.15.
- J I : 1210 tons, 6-TT, Portsmouth, launched Nov. 1915, completed 1916 for R.N. To R.A.N. 1919, sold 1924
- J 2 : 1210 tons, 6-TT, Portsmouth, completed 1916 for R.A. To R.A.N. 1919, sold 1924.
- J 3 : 1210 tons, 6-TT, Pembroke, completed 1916 for R.N. To R.A.N. 1919, scrapped 1926.
- J 4 : 1210 tons, 6-TT, Pembroke, completed August 1916 for R.N. To R.A.N. 1919, sold 1924.
- J 5 : 1210 tons, 6 -TT, Portsmouth, completed April 1916 for R.N. To R.A.N. 1919, sold 1924.

J 7 : 1210 tons, 6-TT, Devonport, completed for R.N. November 1917. To R.A.N. 1919, scrapped 1929.

OXLEY: 1350 tons, 8-TT, Vickers, launched 29.6.1926, completed June 1927. Laid down as "OA 1" . Transferred to R.N. April 1932. Lost in accidental explosion 10.9.1939.

OTWAY: 1350 tons, 8-TT, Vickers, launched 7.9.27, completed July 1927. Laid down as "OA 2". Transferred to R.N. April 1932, scrapped 24.8.45.

Four new submarines are progressively coming into service at present, these have been named ONSLOW, OTWAY, OVENS and OXLEY.

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That concludes the contribution by Mr. Jones; however there is a great deal of further information that could be recorded in regard to these ships and others of somewhat smaller naval capacity, therefore readers are invited to submit any information they may have for future use in THE LOG. EDITOR.

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In connection with PARRAMATTA and SWAN mentioned on Page 125 of September issue of THE LOG, Mr. T. Martin of Sydney writes:-

- + " PARRAMATTA and SWAN were taken to Berowna Creek after they were sold out of the Navy (1930/1929) to be used as accommodation for convicts who were to be employed on roadwork. This scheme fell through due to political pressure, and whilst being towed back to Sydney for scrapping just before World War II, Parramatta broke away and ran aground on the north side of the Hawkesbury River between Nerowna and Peats Ferry and she is still there.
- X At about the same time Swan sank in the Hawkesbury whilst under tow."

Mr. Martin also mentions that ANZAC (1917) carried 4-4" guns.

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+ Marine Inquiry...

WAHINE

The report of the formal Court of Inquiry was tabled in the N.Z. Parliament on December 13. It found that the main cause of the capsize off Steeple Rock about 2:30 p.m. on April 10, 1968 was the build up of free surface water on the vehicle deck. This free surface water created a serious danger, the significance of which was not fully recognised.

The 'Otago Daily Times' in its Editorial said in part :-" The loss of the WAHINE can be summed up very briefly. In unprecedented conditions the ship struck Barretts Reef and was doomed. Whatever happened after that could not have prevented the loss of the vessel. In meeting the subsequent challenge and the menace of events, there were some 'serious omissions or errors of judgement' but these did not amount to 'wrongful acts or defaults'. That is the essence of the finding of the Court of Inquiry."

THE LOG -May 31, 1968 said in part"..the increasing free surface of water, causing loss of stability, was probably the cause of her rolling over."

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4 N. A. A. Notes...

SUBSCRIPTION RENEWAL...The subscription of some readers expired on December 31, thus renewal is now OVERDUE and it is recommended that EARLY attention be given to this matter as -

THIS MIGHT BE YOUR LAST COPY

because unfinancial readers will be deleted from the mailing list after this issue.

+
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PRESIDENT of N.A.A. for 1969.

Mr.S.E.Welch of Sydney, has been re elected President of the Association for 1969. His services and assistance during the last initial 12 months, have been of great value to the Association and it is very pleasing that he has accepted re election to the position which is far from an honorary or nominal one.

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Publications received :-

SHIPS MONTHLY V.3. No.11 - November 1968.
(Ships Monthly, Grosvenor Rd. Leyton.London E.10.)
Subscription 50/- stg p.a.

+

STEAMBOAT BILL - No.107, Fall 1968.
Journal of the Steamship Historical Society of America.

+

FLOTSAM & JETSAM - Vol. XV. No 88. October 1968.
Journal of the Cape Town Branch of World Ship Society.

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CORRESPONDENCE for the Editor, should be directed to :-
T.S.Stevens, Box 1990 G.P.O. BRISBANE. Qld. 4001

+ + + + +

+ Project...

D E R E L I C T S

+ MORE DERELICTS in HOBART. Continuing the 'Derelicts Project' presented in THE LOG for the first time in November, Mr.I.G.Cooper of Hobart, reports that there are several other vessels lying in bays of the Derwent Estuary, most are just hulks, but some are in use or awaiting further use.

+ At Prince of Wales Bay, upstream from Hobart, are the hulls of the former river steamers BASS (71/1911) and BREONE (85/1900). Both of them were withdrawn from service in the early 1950's, although BREONE lay disused at Brooke St.Pier until towed to the Bay in January 1959.

Alongside a jetty at Prince of Wales Bay is the hull of one of the standard 300 gross tons, 125 ft. wooden vessels constructed by the State Government during the Second World War. The vessel was launched but never completed and her name is unknown. Moored alongside this craft is the Roche Bros., steamer EXCELLA (174/1912) -disused but still in operable condition.

+ In New Town Bay there is an unusual looking craft built on the hull of the former Bass Strait trading ketch DEFENDER (70/1895 !). Extensively rebuilt in the late 1950's by Mr.J.Paine of Hobart, it is fitted with a diesel engine, but used as a houseboat.

+ Offshore in the bay is the now disused hull of the former steamer MORSE (114/1917), which in the early 1950's was converted to a non powered barge and named WEST STRAHAN. The most recent arrival in the Bay is the former steam hopper dredge MACQUARIE (225/1908). This vessel was bought in October 1968 by a Hobart fishing syndicate from the Devonport Marine Board, and steamed to an anchorage in New Town Bay on November 30.

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Editor's Note:- It has been suggested that the title of this series should be changed as not all the craft mentioned are derelicts. Whilst accepting this and also being happy to record vessels that are not quite derelicts, the Editor feels that the present title is the most suitable. A dictionary definition of the word 'derelict' states:- " a thing voluntarily abandoned by its proper owner or guardian"- and it is such craft as these that are the prime objective of this series, nonetheless recording of such other craft as mentioned is also important but it is not the prime objective.

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+ THE LOG -- Illustrations.

As announced in September issue, it is intended to incorporate a double sided page of drawings in THE LOG in future issues. The arrangements and control of this are in the hands of the Illustrations Editor - Mr.W.P.S.Nicolson, 15 a, Wandella Ave., Roseville.N.S.W. 2069. - therefore should you be interested in assisting with drawings, please write to him.

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+Early steamer...

G R A F T O N

from: I.J.Farquhar.

+

Many early steamers had remarkably short lives - shipwrecks claimed some, others were quickly outdated by improvements in machinery and became hulks. One of the earlier ones which survived for 44 years was the GRAFTON, pioneer steamer of the Grafton Steam Navigation Company. In the early 1850's the outlying districts from Sydney relied mainly on connection with the city by sea and river transport. Steam services to Grafton - 45 miles up the Clarence River - had already commenced with such steamers as William The Fourth and Phoenix. The Clarence - a 346 ton paddle steamer was the first steamship constructed specially for the Clarence River trade. She was built in 1851 but was promptly sold to Launceston buyers for a considerable profit just after she arrived in Sydney the following year.

All these ships were run by Sydney shipowners and their management of them did not please the local residents of Grafton, especially after the sale of the Clarence. In 1854 they decided to form their own Company and under the prospectus issued, no one could become a shareholder unless they were residents of the Clarence district. This was the Grafton Steam Navigation Co., and their first task was to dispatch Captain Chas. Wiseman (previously Master of William The Fourth, Phoenix and Clarence) to England to superintend the construction of their first steamer.

John Laird of Birkenhead, who built Clarence was given the order and the paddle steamer GRAFTON - 140 feet in length, 22 feet in beam and 10.6 feet in depth - was built. Forrester & Company, Liverpool supplied the 100 h.p. engines which consumed coal at 12 cwt. per hour. The 212 ton ship drew only eight feet of water when fully loaded which made her ideal for crossing a bar harbour and she was specially strengthened for the rugged life envisaged. Much of the southbound cargo to Sydney was fat cattle and she had a projecting sponson of 18 inches which allowed a little more deck room for the carriage of livestock.

GRAFTON took up her running in February 1855 and for nearly twenty years became a well known sight in the North Coast trade.

The Grafton S.N.Co., had difficulty raising capital and in 1860 they combined forces with Sydney interests - principally Clark Irving and Frances Mitchell - to form the Clarence and Richmond River Steam Navigation Company. The GRAFTON was transferred to the new concern which although operating under this name, was not incorporated under the Company's Act until 1866.

The variety of a typical cargo of those days is evidenced by one of her loadings out of the Manning River in 1873. She had onboard 1000 bags maize, 109 bags oysters, 96 bundles shingles, 58 cases oranges, 36 sides bacon, 34 pigs, 30 hides, 9 coops poultry, 15 cases eggs, 10 bales of tobacco and a mixture of sundry items.

Jan. 31, 1969

She remained on active service with the Clarence and Richmond River S.N.Co., for thirteen years, being laid up early in 1874 and while her hull was in excellent condition she had become too expensive to run.

Two months later she was purchased by John Edye Manning, Jr., the man who had developed, since 1844, the steam ferry services from Parramatta River to Darling Harbour. He was also Sydney manager of the Illawarra Steam Navigation Co. Manning had a flair for marine architecture and decided to convert GRAFTON to a screw steamer and put her on the Queensland coastal trade. The little paddler was placed in the hands of Mort's Dock and Engineering Company, Sydney and underwent a complete transformation which occupied almost two years. The entire centre section of the ship was cut right down to the water's edge and rebuilt to a flush deck design nearly 28 feet in beam. New passenger facilities for 40 saloon and 36 steerage were fitted and the increased deck space could accommodate about 50 head of cattle. Her cargo capacity was increased to 400 tons - gross becoming 390 tons. From paddle propulsion she became a twin screw steamer with three compound engines developing a nominal horsepower of 65. Each engine drove a screw while the third worked the circularing and other pumps on the condenser. Her new coal consumption was only five tons a day - a third of the original appetite, and on trials in Sydney in April 1877 she averaged 9 knots. The entire conversion was a considerable achievement for those early days and while costing £13,000, GRAFTON was virtually rebuilt anew.

By the time she left the dockyard the prospects for the Queensland trade had gone and she was auctioned at Sydney in September 1877. Shortly after she was acquired by Captain W.R. Williams of Wellington and left Sydney for the last time on November 27. She was the first steamer owned by the Black Diamond Line of 'Bully' Williams - a Master Mariner who had built up a shipping and coal business, mainly operating on the West Coast and Eastern South Island ports to Wellington.

Possibly secondhand machinery had been installed in her Sydney refit, as after a major breakdown at sea, it became necessary for new boilers and engines to be fitted at Wellington in 1879.

The GRAFTON was a comparatively lucky ship. In September 1883 she went ashore at Westport; in February 1885 she struck rocks off Kauranga Point, 90 miles from Westport and lost her propellor blades, and in September 1885 she went ashore 4 miles east of Cape Farewell. However she survived all these incidents without major trouble. She also narrowly escaped colliding with the Charles Edward in French Pass in 1880 and the latter vessel just managed to back stern first out of the narrow entrance in time.

In 1884 she was again lengthened, this time from 145 feet to 173 feet with a new midship section, which increased her carrying capacity by 150 tons. The opportunity was also taken to give her a very thorough overhaul and her gross tonnage became 548 tons.

+ World Ship Society Notes...

By arrangement, the Nautical Association of Australia, prints brief details of the activities of W.S.S. Branches in Australia.

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Members of the undermentioned W.S.S.Branches in Australia, who subscribe to THE LOG, are reminded that if their subscription is payable on 1st January, they should make the payment to the Secretary or Treasurer of the branch.

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N.S.W. Branch - Hon.Secretary, 3 Zola Ave., Ryde. N.S.W. 2112

At the meeting held on November 21, a talk - illustrated with slides - was presented by Mr.David Finch, his subject was 'The White Star Line'.

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Hobart Branch - Hon. Secretary, 95 Allumba St., Howrah. Tas. 7018.

The meeting on December 6 featured 'Waterfront Roundup', a selection of slides 'Yachting on the Derwent' and the main item 'The Fishing Industry in Tasmania' presented by Capt.B.Smith of the Fisheries Research vessel Penghana.

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Burnie Branch - Hon.Secretary, Ormsby St. Wivenhoe, Burnie. 7321.

At the meeting on November 12, Mr.J.Loughran described 'Asdic' apparatus since its inception, Mr.B Davies compared his travel experience on Canberra and Oriana, and films featuring the building of these ships were shown. There was also a display of photographs belonging to Messrs I.Jacobs and L.Reid. At the subsequent meeting, held on December 10, Capt.A.W.Leewins spoke of his experiences onboard merchant ships and Mr.R.W.Brookes spoke of his experiences aboard Nairana.

Meetings are to be held every second month commencing December.

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+ From Mr.L.R.Gooch...

More about H.M.S. NABOB

Reference V.1.N.1. page 11 - H.M.S.Nabob ex Edisto, torpedoed by German U 354 on August 22, 1944 in the North Atlantic in position 71.42 N - 19.11 E (130 miles N by E of Tromso) and a few days later beached in the Firth of Forth as being irreparable. She flew off and landed on patrol aircraft in her damaged condition during the passage south.

In March 1947, sold to Netheralnds for scrap and arrived Rotterdam Sept.21, She was stripped of her flight deck and the damaged hull was repaired, afterwhich the hull was offered for sale. However it was not until 1950 that the hull was sold to North German Lloyd and completed as the dry cargo vessel NABOB.

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+ The incident involving...

* m.v. STANFIRTH

The incident in which STANFIRTH was involved 17 years ago is recalled by an entry in World Ship Society 'Marine News' reporting the sale of the ship as Skepsis to Chinese Mainland breakers, with departure from Hong Long on July 26, 1968.

On August 9, 1951, the STANFIRTH bound from Nauru to Melbourne with 9,000 tons of phosphate did an incredible thing - she ran out of fuel when sixty miles S.W. of Cape Everard and 32 miles off the Gippsland (Victoria) coast. The weather was poor and assistance was summoned. The Heronspool (7185/1942) arrived the next day, followed by the Melbourne tug James Paterson, which got STANFIRTH in tow on August 12 but had to hand over to Heronspool the following day as the weather was bad and the tug had to seek shelter at Eden. Meantime the Sydney tug St Giles had come south and she and James Paterson left Eden on 14th and caught up with Heronspool and STANFIRTH. All four ships reached Sydney on August 18th.

STANFIRTH - 7285 tons gross, official number 181753 - was built at South Shields as Beaully Firth (F 187), being launched in August 1944 for use as a naval repairship. In July 1948 she completed conversion to a merchant ship, being named STANFIRTH by Stanhope S.S.Co., (J.A. Billneir & Co. Managers). In 1961 they sold her to Cia Nav.y de Comercio Degedo Ltda, she was named Akamas being first registered in Panama then Lebanon. From recent reports in 'Marine News', she was sold early in 1968 to Akamas S.Co.Ltd., Cyprus and named Skepsis, then shortly after resold to Chinese breakers.

The other large vessel that featured in the exploit - Heronspool - was well known on the Australian coast, as she was engaged in the coastal coal and ore trades for well over five years. Built at Richmond, California as Ocean Valour in 1942, she was purchased by Pool Shipping Co.Ltd., (Sir R. Ropner & Co (Management) Ltd.) and renamed Heronspool (o/n 167853) in 1949. Shortly after her return to U.K. from her Australian service, the vessel was sold to Achille Lauro of Naples, who removed the coal fired boilers and triple expansion engine and fitted a seven cylinder diesel. This was in 1955 and she emerged as Liana (6914 tg). It is believed that she still sails as such.

The two tugs mentioned have both been broken up. St Giles (430/1919) in Hong Kong in 1956 and James Paterson (247/1902) at Melbourne in 1966 after three years out of commission.

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EDITORIAL MATERIAL - Contributions in the form of articles, news, notes, letters and queries are welcomed and should be directed to:

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

REMEMBER; that this journal is dependent upon the material supplied by readers, therefore contributions of varied material is needed in a continuous supply in order to produce an interesting journal.

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Jan. 31, 1960

+ Continuing the fleet list of

JOHN MANNERS & Co.

from: H.W.Dick.

+

1955-67 ISABEL 784/36, built as Dorset Coast (Coast Lines -L'pool). May 12, 1943 bombed & sunk by aircraft at Algiers. 1947 raised and refitted as Galatee (Soc. Algerienne d'Armement Zagame & Co. Algiers) carrying wine in portable tanks. 1953 Kaa (Chargeurs Reunis, Havre) being a feeder vessel in Indo China. Jan. 1955 ISABEL (Isabel Nav. Pan.). 1957 to Cia Nav. Viento del Sue, Panama, and still in service.

* 1955-55 MANLY BREEZE 1545/21, built as Hillewa (Nobel Industries Ltd, Glasgow). 1921, Kampen (Brodr Olsen, Mgr). 1922 Lady Isobel (Nobel Industries - A. Moss Mgr, Melb.). 1926 to Australian S.S. Pty. Ltd (Howard Smith Ltd. Mngrs.). Aug. 1955 MANLY BREEZE (Cambay Prince S.S. Co, H.K.). 1955 t/f to San Jeronimo S.S. Pan. as SAN CARLOS. 1958 Lian Hin (Cia de Nav. Lanena - Pan). 1960 to Yeo Ah Kang, Pan. Sept 1, 1962 ashore H.K. during typhoon 'Wanda', refloated early Oct. 1962. December 31, 1962 breaking up began at H.K. by Pao Foong Weaving Factory. This vessel was illustrated on the cover of November issue.

1955-56 MBRAK 1848/26, built as such for K.P.M., Amsterdam. Late 1955 to J. Manners & Co. May 5, 1956 arrived H.K. for breaking up by Shun Fung Ironworks.

1955-58 ROZELLE BREEZE 924/23, built as Ulmarra (North Coast S.N.Co.). Nov. 1955 ROZELLE BREEZE (Cambay Prince S.S., H.K.). 1958 t/f to Cia de Nav. Palomar as Papagayo. Sept 1, 1962 heavy damage at H.K. during typhoon 'Wanda'. Feb. 1963 reported to H.K. breakers.

1955-58 SAN CARLOS 1545/21 - see MANLY BREEZE (1955-55)

1955-59 SAN FRANCISCO 1367/18, built as Ibis (J. Larson, Bergen). 1954 Kyung Nam (Kongsang Co. Ltd, Pusan). 1955 SAN FRANCISCO (San Jeronimo S.S. - Pan). 1959 Tolerante (Cia de Nav. Lanena - Pan.) April 27, 1960 Kaohsiang for breaking up.

1955-64 SAN MIGUEL 2156/30, built as Van Swoll (K.P.M. Amt'dam). 1955 SAN MIGUEL (Isabel Nav. Pan) as cattle carrier. 1964 Sumba (San Miguel Nav. Pan). December 5, 1964 H.K. for breaking up.

1955-55 SAN RAFAEL 2075/27, built as Pahud (K.P.M., Amsterdam). 1955 SAN RAFAEL (Isabel Nav. Pan). December 15, 1955, H.K. for breaking up by Shun Fung Ironworks.

1955-56 SYDNEY BREEZE 5389/20, built as Helfe (Lampport & Holt, Liverpool). 1950 Star of Aden (Ali A. Morhoby, Liverpool). 1955 SYDNEY BREEZE (China S.S. H.K.). 1956 Golden Beta (Marine Nav. Co - Wheelock Mardon, Mgrs. later World Wide, Mngrs.). February 1, 1959 at Osaka for breaking up by Mitsubishi Shoji Kaisha.

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** T H E L O G **

Page 17

- 1955-57 WEST BREEZE 3603/55, built by Kawasaki Dockyard for China Sg., H.K. sistership to East Breeze. Chartered to Indo-China S.N.Co. Sold to them in 1957 as Eastern Maid, still in service.
- + 1955-60 YARRA BREEZE 2535/15, built as Goulburn (Huddart Parker & Co.Ltd.Melbourne). Sept 1955 YARRA BREEZE (Cambay Prince S.S.-H.K.). Converted oil firing and fitted with new funnel. 1960 t/f to San Jeronimo S.S. and became SAN JERONIMO. Dec.6, 1960 laid up at H.K. and breaking up commenced January 1961.
This vessel was illustrated on the cover of November issue.
- 1956-56 BRENDA 1051/21, built as Oorama (Adelaide S.S.Co.). 1949 Tuggerah (Wallarrah Coal Co,Syd.). Jan 1956 BRENDA (Cambay Prince S.S.). 1956 broken up at H.K.
- + 1956-61 BRENDA 1388/30, laid down for R.S.Lamb & Co., Sydney, but completed as Kini for Union S.S.Co.of N.Z.Ltd. July 1956 BRENDA (Isabel Nav.Panama). 1961 Jade (San Raimundo Cia Nav.Pan.). 1962(early) broken up at H.K.
- + 1956-57 CLYDE BREEZE 3341/20, built as Dinoga (C'wlth Govt.Line). 1926 Colac (Huddart Parker Ltd.). 1952 Easby (James Paterson & Co). Disabled July 27, 1952 off Sydney and towed back by tug St Giles Aug.2. 1956 CLYDE BREEZE and loaded under ownership of Cambay Prince S.S. at Newcastle for Darwin, thence H.K. 1967 Easby (Wallem & Co.Pan.). 1959 Communist China and broken up Foochow.
- 1956-59 KEMBLA BREEZE 4148/23, built as Elouera (Cwlth.Govt.Line). 1924 Iron Prince (B.H.P.Co.). Sept 1956 KEMBLA BREEZE (Cambay Prince S.S.). Dec.1959 at Kokue for breaking.
- + 1956-57 NEPEAN BREEZE 3790/13, built as Aeon (Aust.S.S.- Howard Smith, Mngrs). April 26, 1952 stranded on north breakwater at Port Kembla, towed off leaking badly. Oct. 1955 NEPEAN BREEZE (Cambay Prince S.S.). 1957 Lisboa (Pan Oriental - Wheelock Marden - Pan.). March 1958 to Oriental Nav.Co., Taipei, broken up 1964.
- + 1956-65 SAN ROBERTO 2847/26, built as Waipiata (Union S.S.Co.) May 5, 1950 impaled on bow of Taranaki (8695/28) after collision outside Wellington. 1956 SAN ROBERTO (San Roberto S.S.). 1965 to Coastal Sg.Co. Pan. 1966 Intertrader (Intertrader S.N.-Pan.). Jan 26, 1968 arrived H.K. for breaking up by Leung Yau & Co.
- 1956-56 ST GILES (tug) 430/19, built for British Admiralty as St Giles. 1922 purchased by J & A Brown, Newcastle. 1931 Waratah Tug & Salvage Co. R.A.N. service during war. 1954 laid up. 1956 to J.Manners and towed by BRENDA ex Kini to H.K.for breaking up, late 1956.
- + 1956-59 SUVA BREEZE 6341/15, built as Rona (C.S.R.Co. Sydney). March 1956 SUVA BREEZE (Cambay Prince S.S.). Molasses tanks removed at Kobe. April 13, 1959 at H.K.for breaking up.

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- + 1956-64 TEES BREEZE 3296/43, built as Empire Mountain - 'Scandinavian' class. Connell & Grace Ltd. Managers. 1946 to Moller Line (UK) Ltd, later chartered to Burns Philp & Co. 1951 Hannah Moller (Moller Line Ltd. London.). 1951 Mount Parker (Mount Line Ltd - Mollers Mngrs.). 1952 Carcoola (C'wlth of Aust.). Nov 1956 TEES BREEZE (Cambay Prince S.S.). 1964 t/f to San Roberto S.S.-Pan., as Timur. 1966 Victoria Trader (Oriental Trader Nav. H.K.). July 24, 1967 for Keelung and breakers.
- 1956-57 TOKYO BREEZE 3870/20, see San Jorge (1952/56) Nov. P.145.
- + 1956-64 TROON BREEZE 3327/43, built as Empire Dirk - 'Scandinavian' class. (C. Strahan. Mngrs). 1946 Lancashire Sg., Mollers Mngrs, and purchased 1950. 1951 Nancy Moller (Moller Line Ltd). 1951 Mount Austin (Mount Line Ltd. - Mollers Mngrs). 1952 Coolabah (Cwlth of Aust). Nov 1956 TROON BREEZE (Cambay Prince). 1964 t/f to San Fernando S.S.-Pan., as Cachupin. 1966 Kowloon No 2 (Shiu Cheung S & T - Pan.). Aug. 16, 1967 aground at Hachinoe, abandoned, refloated Oct 7. Feb 1968 at Oppama (Japan) awaiting demolition.
- 1956-61 TWEED BREEZE 1834/19, built as Merganser for Cork S.S.Co. 1922 to British & Continental S.S.Co. 1934 Carlisle (James Patrick & Co. Syd.). Jan. 1956 TWEED BREEZE (Cambay Prince). July 16, 1957 aground Stonecutters Is. in typhoon, refloated July 24 with bottom damage. 1961 t/f to San Jeronimo S.S. as San Jeronimo. Broken up at H.K. March 1962.
- + 1956-58 TYNE BREEZE 2496/26, as Mernoo for Melbourne S.S.Co. 1956 TYNE BREEZE (Cambay Prince). Laid up H.K. Aug 27, 1957, broken up April 1958.
- + 1957-62 CLYDE BREEZE 3236/24, built as Ulooloo for Adelaide S.S. Co. Feb. 1957 CLYDE BREEZE (Cambay Prince). 1962 Hankong (Chine Pacific Nav. - Pan.). June 29, 1962 - H.K. for breaking.
- 1957-65 EAST BREEZE 6184/57, built by Kawasaki Dockyard, delivered to J. Manners & Co, Jan. 25, 1957. 1965 Phoenician Dawn (Morpeth Sg. - H.K.). 1966 Maulabaksh (United Oriental S.S. - Karachi).
- + 1957-62 LONDON BREEZE 4939/36, built as Queen Adelaide for Queen Line (T. Dunlop & Sons. Mngrs.). 1951 Swanhill (Westralian Farmers Ltd, London). April 1956 to China Sg. H.K. but on Australian coast under charter until 1957, when became LONDON BREEZE (Cambay Prince). 1962 Dairen. 1965 Agate (Lanena Sg - Pan.). 1966 to San Raimundo Cia Nav. Panama. 1967 Yu Lee (Express Trader Sg. Pan.).
- 1957-58 PALOMA 689/37, built as Muliama for Burns Philp & Co. May 1957 PALOMA (Cambay Prince), 1958 t/f to Cia de Nav. Palomar as La Paloma. 1958 Soon Choan (Cia de Nav la Nueva Estrella). 1961 Selamat (Cia de Nav. Marco Polo - Pan.).
- + 1957-64 SAN EDUARDO 3107/30, built as Waimarino for Union S.S.Co of N.Z. Ltd. 1957 SAN EDUARDO (San Roberto S.S. Pan.). 1964 r/n Flores. 1966 Continental Trader (Oriental Trader Nav. Pan.). 1968 Pacsea (Pacific S.Co. Liberia.) This vessel was illustrated on the cover of November issue.

- 1957-65 SAN FERNANDO 4982/36, built as Peebles for B.J.Sutherland & Co.Newc. 1951 Swanstream (Westralian Farmers Ltd,London). Sold to China Shipping, April 1956, but remained on Aust. coast under charter until 1957. Was to have been named Newcastle Breeze but t/f to San Fernando S.S. and became instead SAN FERNANDO. 1965 Phoenician Star (Leecho S.S. Pan.). Laid up Jan.1967 and broken up by Leung Yau,H.K. 67.
- 1957-64 SYDNEY BREEZE 4996/37, built as Dunkeld for Lomond Sg.Co. (R.S.Dunlop Mngrs). 1945 Stankeld (Stanhope S.S.-J.A. Billmeir & Co. Actually purchased 1943). 1951 Swanbrook (Westralian Farmers Ltd.London). April 1956 to China Sg. but remained on Aust.coast until 1957 when renamed SYDNEY BREEZE. 1964 t/f from South Breeze Nav co to San Fernando S.S. as SAN ERNESTO. 1966 Cathay Trader (Oriental Trader Nav.Co. - Panama.).
- 1957-59 TORRES BREEZE 3340/20, built as Eudunda for Commonwealth Government Line. 1926 Mangola (Burns Philp & Co). Apr. 1957 TORRES BREEZE (Cambay Prince). Late 1958 to Peoples Republic of China. 1959 Foochow. Nov.8. 1964 breaking up commenced at Hong Kong.
- 1957-62 WEAR BREEZE 7437/45, built as Dullisk Cove - Royal Navy Maintenance vessel. 1948 Kefalonia (Haddon S.S.Co.Lond., later Kefalonia S.S.Co.). 1951 Tyalla (Cwlth of Aust). May 1957 WEAR BREEZE (Manners Nav, later Cambay Prince S.S.). March 1962 bound Hamburg/Colombo aground Jeddah. Refloated by salvage vessel Suitzer and dry docked at Port Said with severe damage under forward three holds. In third quarter of 1962 broken up in Japan.
- 1958-65 HONGKONG BREEZE 7271/43, built as Caxton for Banberrys S.S.Co.(Runcimans London Mngrs.). 1957 La Costa (Buries Markes Ltd,London.). 1958 HONGKONG BREEZE (Cambay Prince). 1965 Panam Trader (San Roberto S.S.-Pan, registered owners, but probably sold.). Left Wakayama(J) for Keelung July 13, 1967 for breaking up. This completed Oct.1967.
- 1958-58 LA PALOMA 689/37 - refer Paloma (1957/8).
- 1958-63 PAPAGAYO 924/23 - refer Rozelle Breeze (1955/58)
- 1958-58 SAN JERONIMO 7310/45, built as Empire Mauritius (Maclay & McIntyre Ltd.Mngrs, 1946 Counties Ship.Mngmt.). 1947 Markab (Bury Hill Sg.Co - Counties Ship Management, then 1949 Phoecan Ship Agency,Managers.). 1956 Matador (Motor Sg.Corp of Seven Seas - Pan.). 1958 SAN JERONIMO (San Jeronimo S.S.). 1958 t/f to Cambay Prince as Yangtze Breeze. 1959 Hoping Wu Shi San (China Peoples Republic.).
- 1958-59 IRON MASTER 3387/21, built as Eurimbla for Commonwealth Government. 1924 Iron Master (B.H.P.Co. Melb). April 1955 sold Cambay Prince S.S. and towed from Newcastle to H.K. March 1959 sold to H.K.breakers. Renaming as Tasman Breeze unconfirmed.
- 1958-59 YANGTZE BREEZE 7310/45 - refer San Jeronimo (1958/8).

- 1958-63 TYNE BREEZE 7067/43, built as Empire Duchess (Union Castle Line, Mngrs). 1949 Braemar Castle (Union Castle). 1950 King James (King Line Ltd. London). 1958 TYNE BREEZE (Cambay Prince). 1963 Cathay Trader (Cathay Trader Sg. Co. H.K.). 1964 Pearl Light (Pacific Pearl Nav. H.K.). 1966 Habib Marikar (Marikar Nav & Agencies. H.K.). Nov. 3. 1967 aground Paracel Isl -400 mls S.S.W. of H.K. - 16.30 N 112.50 E. Abandoned and broke back. Bound H.K./Chittagong.
- 1958- WEST BREEZE 6275/58, delivered Mar. 3, 1958 by Kawasaki D'yard to China Sg. Co. H.K.. On ten year charter to Djakarta Lloyd. 1967 to Compass Shipping Co.
- + 1959-65 STRAITS BREEZE 3373/38, built as Kooringa for McIlwraith McEacharn Ltd, Melb. Nov. 1958 STRAITS BREEZE (Cambay Prince). 1965 t/f to San Fernando S.S. as San Eduardo. 1965 Teh Foo (Teh Foo Nav. Formosa). March 1968 at Kaohsiung for demolition.
- * 1959-65 SUVA BREEZE 5006/43, built as Empire Macalpine (Ben Line - Wm. Thompson, Leith Mngs). Dec. 1946 to McCowan & Gross London, renamed 1947 - Derrynane. 1951 Huntsbrook (Power S.S. - Gross & Sons, London - Mngs.). 1959 SUVA BREEZE (South Breeze S.N. - H.K.). 1963 chartered to Communist China for voyages to Cuba. 1965 chartered to Djakarta Lloyd as Djalinglek (San Fernando S.S.). 1966 r/n San Ernesto. Feb 1968 Pacific Endeavour (Jaquar Sg. Corp. Pan.).
- 1960-61 SAN JERONIMO 2535/15 - refer Yarra Breeze (1955/60).
- 1960-66 SUNDA BREEZE 2877/29 - refer South Breeze (1954/60), November issue Page 145.
- + 1961-64 ADELAIDE BREEZE 4070/52, ordered by Commonwealth Govt., to have been named Benarson, but purchased October 1951 by Adelaide S.S. Co and completed as Baroota. May 1961 ADELAIDE BREEZE (South Breeze Nav.). 1964 t/f to Cia de Nav Palomar as Antonio Regidor and as such made several voyages to Australia under charter to Djakarta Lloyd. Dec. 1964 boiler burst position 2.10 S - 107E and towed to Djakarta by Cachopin, which took cargo onto Japan, whilst tug Golden Cape (525/42) towed disabled vessel to H.K. 1966 Jeep Lee (Jeep Fatt Shipping Co. Pan.) after stranding.
- + 1961-68 BRENDA 1185/38, built as Lorinna for Wm. Holyman & Sons. 1961 BRENDA (Isabel Nav). 1967 sold and immediately repossessed. 1968 r/n Union Brenda.
- + 1961-64 BRISBANE BREEZE 4038/51, ordered by Commonwealth Govt., but Sept. 1950 purchased by Adelaide S.S. Co and completed as Borda. Mar. 1961 BRISBANE BREEZE (South Breeze S.N.). 1964 t/f to Cia de Nav Palomar - Pan. as Jose Regidor. 1966 Lyemen (Shui Cheung S & T Co - H.K.). 1967 to Yue on Co. Ltd., Hong Kong.

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to be continued...

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+COMMENT...

AN OVERSEAS LINE for AUSTRALIA

In January and May 1967 this journal discussed various aspects of the employment of Australian flag ships in overseas trades. The two announcements that the Australian National Line would enter the overseas trades with a roll on - roll off ship on the run to Japan and a bareboat chartered vessel on the U.K. service must be regarded with some satisfaction by the majority of Australians.

One must however wonder at the motives behind the action of Associated Container Transportation (ACT) in chartering a new cellular containership to the Commonwealth, thus reducing their own interest, but again in doing so they also reduce their risk in what appears to be an overtonnaged trade on the point of being disturbed by factional disputes. Nonetheless for Australia the move by the Government is a good one, as no nation can dispute the right of another to participate in its own import/export trade.

Although overshadowed by the activity of A.N.L., we must not overlook that B.H.P. will be operating their new IRON HUNTER and chartered IRON ENDEAVOUR overseas in the bulk trade to Japan.

It is a small beginning but at least a start has been made.

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+APOLOGY...

We apologize for the poor reproduction of page 16. Every effort was made to bring this up to usual standard, but for some reason it just would not come good. Unfortunately time did not permit a new stencil to be cut and a complete re run undertaken.

Editor.

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+Additional...

W.S.S. Note

Advice has been received that a Branch of the World Ship Society is to be established in Brisbane. Further details should be available for inclusion in the next issue, as it is reported that the formation of the Branch and the first meeting will take place at the end of January.

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+ MARITIME MISCELLANY...

In compiling this section the Editor expresses particular thanks to Messrs: S.E.Welch and J.Burne (NSW), R.McKenna (W.A.), R.J.McDougall (NZ), A.E.Slevin (Tas.) and W.R.Wanklyn (S.A.).

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CLOSING DATES: for the next issue - items and correspondence - in the hands of the Editor by FEBRUARY 28 . News items for MARITIME MISCELLANY - in the hands of the Editor by MARCH 7.

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+ MARITIME MISCELLANY...COASTAL and SOUTH PACIFIC:

TASMAN TIDE - oil rig supply vessel - 1200 dwt (168'), was launched by A.B.Rea & Co., near Newcastle on Nov. 25 for Tidewater Port Jackson Marine Ltd.

SEDCO HELEN - supply ship - 1650 dwt, launched at Newcastle on Dec. 21 for South Eastern Drilling Inc., who will charter her to Arco Pty. Ltd.

Recently launched at Port Adelaide for Ingram Contractors P.L., the m.v. DAVID B. INGRAM 9 - a workboat 100 feet long, and INGRAM JET BARGE No 1 a craft 240 feet in length.

On December 19, a 5700 dwt ton vessel was launched at Leith for the Republic of Nauru.

The N.S.W.State Dockyard has received an order to build a cutter/suction dredge for Ham Dredging (Aust)P.L. with delivery Feb.1971.

Union S.S.Co.of N.Z. Ltd, has ordered another r/o-r/o vessel similar to HAWEA (2926/67) from Taikoo Dockyard, H.K. for delivery in March 1970. She will be used on the N.Z.coastal services.

KANIMBLA is to enter service about March 7, and MANCOORA is to be launched about April 17.

P.158 - The vessel replacing the C.S.R. - TAMBUA is reported to be a chartered vessel named SILVERHAWK. The TAMBUA arrived at Sydney on Dec. 22 and paid off.

The delivery of MAHENO is now anticipated in January, and she is to enter the Auckland/Wellington/ Lyttelton/Sydney service in March, whilst MARAMA is to enter the Auckland/Wellington/Melbourne service about June.

P.76 - the landing type craft WEIPA, is to be lengthened by 21 feet by North Queensland Eng. & Agents P.L., Cairns in February. Her deadweight will then be 230 tons. She is owned by John Burke Ltd and operated by Mason Shipping Co.

The N.Z.Railways Dept., is planning another rail ferry - cargo only - for the Wellington/Picton service.

P.162 - GUINEA GAS (ex Toyo Maru) - 529 tons, arrived Townsville in December to commence carrying liquid petroleum gas to North Queensland and New Guinea. She is jointly owned by Gas Supply Co (Qld)P.L. and Botany Bay Shipping Co.P.L.

- Topsail schooner NEW ENDEAVOUR (135/1915), operated by New Endeavour Cruises P.L. is in the hands of receivers (B.O.Smith & Son), but she will continue to operate for the time being.

f ARGONAUT II (177/1947) -aux.schooner, which was converted to a pleasure craft at Melbourne in 1963, has undergone a further refit and become the first fully licenced floating (and mobile) restaurant in Australia.

SLOTT (1609/1945) entered the Karlander New Guinea service in Oct.

The bulk carrier being built at Whyalla for Hastings Shipping Co.Pty.Ltd, is to be commissioned about July. She will be used on the Weipa/Gladstone bauxite run, together with ORE REGENT (15655/56) which is to be transferred to the Australian Flag. For some period now DARLING RIVER (33774/66) has been operating under charter on this run.

+ Seismic vessel PETREL - formerly an Icelandic trawler - is presently undertaking survey work for Shell Oil Development, on the Continental shelf off the Eyre Peninsula, S.A.

The Danish vessel IDA CLAUSEN (348/58) which has been employed for 12 months transporting cattle to N.Q.Ports, has had her charter extended.

BALARR (4077/48) will conclude her charter to Associated Steamships about February 7.

SOUTHERN ENDEAVOUR (514/52) - now registered at Brisbane - left Sydney on Oct. 30 to undertake prawning work in Northern waters.

CALTEX KURNELL made a voyage from Kurnell (Botany Bay) to Wellington, Auckland and Lyttelton in October.

+ P.158 - POOLTA arrived at Sydney from Hong Kong on Oct.12 . The alterations have increased her gross tonnage from 2085 to 2880.

+ Holm Shipping Co.Ltd., has chartered the German PAGENSAND (965/66) for use on their N.Z./Tahiti service in place of MAGGA DAN.

+ HEMIPLECTA (12192/55) sailed from Gladstone on Dec.19, bound for Singapore following the conclusion of her service under Australian registry. It is reported that B P EXPLORER (11137/62) may complete her coastal employment about mid February.

ONEWA (74/1910) was sold by Coromandel Shipping Co.Ltd, Auckland to Athol Rusden of Vila N.H. in December. Initially she is to be used to assist with the salvage of MATIPO (398/53) which stranded on a reef south of Noumea on May 7, last. At one time ONEWA was in service as H.M.N.Z.S. TAMAKI.

+ SUMATRA (345/38) owned by Tasmanian Government is lying at Hobart and being advertised for sale.

The 68,000 ton bulk carrier completing construction in U.K., which will be bareboat chartered by BHP is to be named IRON ENDEAVOUR. She will operate on the run to Japan with IRON HUNTER. It is also understood that the current bareboat charter of IRON CLIPPER has been extended. Recently IRON FLINDERS, IRON CAVALIER and IRON HUNTER have been on overseas voyages.

TUG Notes:

Stannard Tugs located at North Queensland ports are: Mackay - PALM BEACH, Townsville - KURANDA and GLADSTONE, Cairns - MOSMAN.

LALOR (233/42) is lying stripped at Townsville and at a suitable opportunity she will be towed out and scuttled.

HAUROKO arrived at Bluff Nov.14 and will eventually replace AWARUA (411/1932).

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OVERSEAS:

+QUEEN ELIZABETH (82998/40) arrived at Fort Lauderdale, Florida, USA on Dec. 8, and is to be converted into a recreation/convention centre .

QUEEN ELIZABETH 2 , encountered problems with the high pressure steam system during sea trials in November and difficulties with her turbines during a trial cruise. Apart from this the accommodation fitting out was not completed and Cunard have refused to accept delivery. The engine adjustments could take until March to rectify.

MONTEREY (14799/52) is to undertake a Barrier Reef cruise in Sept. DISCOVERY BAY - the 4th O.C.L. containership was launched on Dec 3. ACT II, second A.C.T. containership was launched Jan 3.

TAIMYR was launched in Japan for Wilhelmsens early in December.

WEIPA MARU - a 23500 ton bauxite carrier, was launched in Japan for Sumitomo Chemical Co., on December 19 and is to commission in February. She will operate between Weipa and Niihama (Japan).

P.162 - Federated New Zealand Line sailings commenced in January with TEKOVA and PIAKO follows in March.

*The 30 year old oil tanker WENATCHI (11977/39) visited some Australian ports in January. Built as MOBILFUEL she became WABASHA in 1955 and took her current name in 1957. Owned by Iberian Tankers Co., she is registered in Panama.

Farrel Lines (USA/Aust) has ordered four containerships of about 19750 tons dwt. The first is scheduled to enter service in December 1970.

B.I.S.N. has ordered four 'Scandia' type vessels of about 10,700 tons dwt, with sophisticated cargo gear and side ports. Delivery is scheduled between August 1969 and 1971.

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ACCIDENTS/MISHAPS:

Court of Marine Inquiry into the B P ENTERPRISE (11134/62) - AL KUWAIT collision in the outer Fremantle Harbour on Nov.16, 1967 found that the AL KUWAIT was mainly responsible and had not been navigated with seamanlike care and vigilance.

WAHINE - the cutting away of the superstructure to 'C'deck level continues but work has been disrupted by bad weather. The first attempt to bring the vessel upright by foam will not now be made until February. During the salvage operations the pilot launch ARAHINA and the floating crane HIKITIA collided on Dec.6 and the launch sustained extensive damage.

ASOHARU MARU (7839/53) on passage Port Kembla/Japan, put into Sydney with engine trouble on Oct.22 and did not continue her voyage until November 11.

MOANARAOI (621/58) was at Sydney with engine trouble from Oct.14 until November 15.

On November 13 the sixty foot fishing craft SOUTH PACIFIC, of Fremantle, caught fire and was abandoned. She subsequently drifted ashore and burnt out.

+ In 40 mph winds at Port Hedland on Nov.1, the VICTORIA BAY sandwiched the tug STRELLEY against the AGE.

CAPRICORNE, operated by Compagnie Generale De Geophysique, sank off Timor on Nov.17 and the crew were rescued by the Norwegian tanker RAOLD JARE. The sunken vessel was a converted minesweeper built in 1943.

CAP COLORADO (3396/61) bound Aust/Vancouver went on fire 1000 miles N.E. of Honolulu on Nov.20 and the majority of the crew were taken off, although the fire was got under control.

+ SUEVIC (13587/50) had a fire in a hold at Sydney on Nov.23. Bulk carrier WORLD MEMORY (17598/49) collided with BOONAROO (3904/53) at Sydney on December 4, causing damage to the latter which was berthed at Darling Harbour.

BRITISH QUEEN (32431/59) picked up the crew(7) from the yacht 'Matuku' after they had been adrift for five days. The yacht sank after collision with a whale in mid Tasman on December 14.

NATHANIEL WILSON (354/58) struck a reef near Cooktown late December and returned to Cairns with minor damage.

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GREY FUNNEL SECTION:

ROYAL AUSTRALIAN NAVY

+ MELBOURNE (21) is scheduled to complete her seven million dollar refit on January 28.

* During November SUPPLY was under refit at Cockatoo with QUIBERON lying alongside as amenities vessel.

Patrol boats - LADAVA= 92, ARDENT = 87, BOMBARD = 99 and BARRICADE = 98. ASSAIL is to join ATTACK and ADVANCE at Darwin.

WATERHEN ex CURLEW commissioned in December as a 'mine hunter' and SNIPE is being similarly converted.

MORESBY completed a 4½ month survey between Dampier and Monte Bello Islands (WA) and left Fremantle for Eastern States on Dec.6.

PALUMA is undergoing refit at Cairns and resume survey work late January.

+ KIMBLA (314)- boom defence vessel -is presently engaged in a prawn research survey off the southern Queensland coast. She collided with the Mobil oil wharf when berthing at Brisbane on Dec.4.

NO 501 - a tug built as Berrys Bay(Syd) is operating at Garden Isl.

The R.A.N. is adopting a new square style of number and is eliminating the prefix letter.

R.A.N.Reserve (Seagoing), R.A.N.Reserve and R.A.N.V.R. will shortly be amalgamated into a single R.A.N.Reserve.

ROYAL NEW ZEALAND NAVY

+ OTAGO rammed the wharf and damaged her bow when berthing at Suva on Dec. 7. She was returning to N.Z. after a tour of duty at Singapore.

CANTERBURY is to be launched in May 1970 and commissioned Nov. 71.

In January 1943 the corvettes KIWI and MOA sank the Japanese submarine 'I-1', and the forward 5" gun salvaged from the wreck was brought back to Auckland by OTAGO.

OTHERS

+ TRUMP - last British submarine based in Australia, left for U.K. and the scrapyard on January 10.

South Korean destroyer Escorts KYONG KI and KANG WON visited Sydney Nov. 18 then went onto Auckland.

PRESIDENT PRETORIUS - returning to South Africa - called at Fremantle on Nov. 18 for repairs to distillation unit.

British submarine ALLIANCE caught fire whilst submerged off Southern France on Nov. 11, and was escorted to port.

Some Naval visitors - AMERICA, INTREPID, RICHMOND K. TURNER, BRAINE, NORFOLK and PROVINCE.

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COMPANY & GENERAL News:

- Dolphin Line Ltd., has been established to operate the conventional vessels owned by Blue Funnel, Clan Line, F.S.N., P & O, and Shaw Savill in the Aust/Europe cargo trade. The P & O will be managers in Australia.

Reefer Express Lines (A/asia) P.L. - American financed - has been established to operate chartered reefer tonnage from Australia to U.S. East coast. Their first sailing is in March.

Kristian Jepsens Rederi of Bergen, opened an office in Fremantle, as their bulk carriers are regularly employed in the carriage of mineral sand and fertiliser from W.A. ports.

Discussions are in progress between Northern S.S. Co. Ltd., of Auckland and Dillingham Transportation N.Z. Ltd., to consider a possible merger of the two companies. Earlier in 1968 there was speculation of possible liquidation of the Northern S.S. Co.

W.A. State Shipping Service may cease to operate their round Australia service with KOOLAMA. The service was first introduced in 1964 and KOOLAMA has been operating it since 1966.

The Malaysian Shipping Corporation is to be established as a National shipping line by the Malaysian Government.

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LATE NEWS...

Just as we go to press the following items of interest have come to hand ;

+ AGE (4696/36) concluded her charter to B H P at Newcastle on December 10, and thereafter was laid up at Sydney. She has now been sold to Collin Navigation Co.Inc., and renamed COLLIN ROSE, registered in Panama.

TAMBUA (3759/38) - refer page 22 - has been sold to Madrigal Shipping Co., of Manila and renamed MARIA ROSA.

TIMBARRA (7530/54) has been sold and renamed PATER ELIAS, the owners are believed to be Letsena Navigation Inc.

MALEKULA (3786/52) was laid up at Sydney on Dec. 6 and it is reported that she has been sold, but no details are yet available.

The China Navigation Co., has sold CHUNGKING (5832/55) to Fortune Wind Maritime Ltd., and she has been renamed FORTUNE GLODY. The C.N.Co., has purchased BERGANGER (8051/50) and she is to be renamed SHANSI.

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+ PHOTO OFFER...

On the reverse side of this page you will find a photo offer. This has been reproduced in THE LOG through the kind permission of Mr.N.J.Kirby of Lyttelton (NZ) and the New Zealand Ship and Marine Society, Wellington.

The arrangement to reprint this offer was hastily concluded just as we go to press and it is hoped that we will be permitted to continue to include further offers from time to time. In the next issue of THE LOG it is hoped that further advice on this matter can be stated.

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OFFER No 1 - December 1968.

The cost per card will be twelve (12) cents N.Z.Currency, plus postage at the rate of five (5) cents per dozen.

Offers will close two months after December 21, 1968 - that is to say February 21, 1969. Delivery of orders will be as soon as possible after the closing date, remembering that the parties involved in printing are working in their spare time. It is hoped, however, that orders will be on their way in about four weeks from the closing date.

As far as possible all shots will be underway views but any stern on views or alongside shots will be suitably marked. The general standard of prints will be kept as high as possible but it must be remembered that some older negatives are not as good as they might be and prints are affected accordingly. As their printing methods vary, prints coming from different suppliers will probably differ as far as glazed finish and white borders are concerned. However all non glazed prints are done on fine surface paper and not matt finish.

