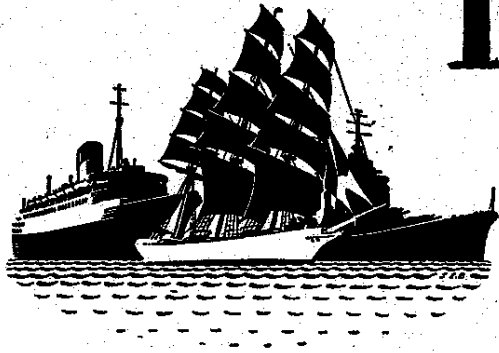
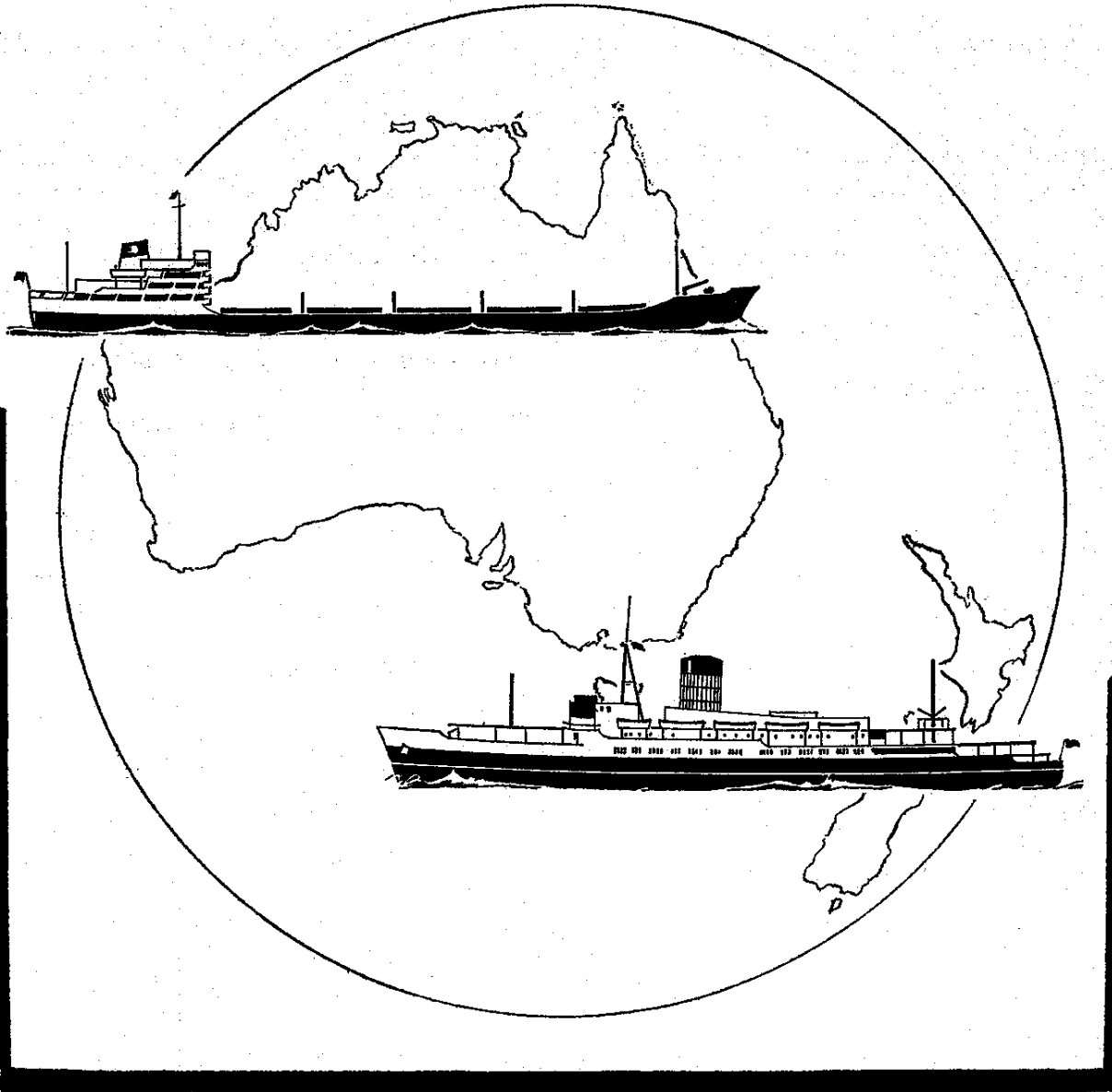


WORLD SHIP SOCIETY

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# THE LOG



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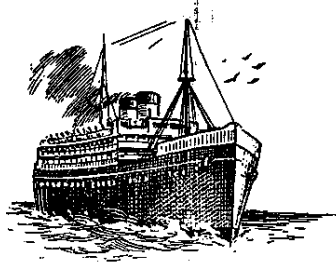
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JOURNAL OF THE AUSTRALIAN & NEW ZEALAND SECTIONS OF THE WORLD SHIP SOCIETY

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## THE LOG



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Editor: Charles (Harry) Bateson.

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

PLEASE write legibly, print ships' names in capitals, and be accurate.

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BOX 4922, G.P.O., SYDNEY, N.S.W.

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BOX 16, P.O., WOODVILLE, South Australia.

TASMANIAN STEAM NAVIGATION

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COMPANY.

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Details of Individual Ships.

By A. E. Slevin (Tas.)

(The first article on the Tasmanian Steam Navigation Company, in which the history of this pioneer shipping company was related, appeared in the May issue of THE LOG.-Editor.)

TASMANIA: 526g, 350n. Iron steamship, 68 h.p., 164.5' x 25.0' x 12.7'. Blt Lanarkshire 1852; reg. Hobart 1853. Signal letters QTBF.

The TASMANIA was the first ship built for the company and she arrived in Hobart in Feb. 1853. Almost immediately she became known as the "Iron TASMNAIA" to distinguish her from a ship of the same name, but built of timber, which also was on the Hobart register. After a refit in Hobart, the TASMNAIA entered the Melbourne passenger and freight run and was a great success.

Her career with the company was not very spectacular, but rather was one of steady and reliable service.

However, there was one incident which almost brought about her end. This occurred in October 1854, soon after leaving Hobart for Launceston with 200 passengers on board.

Before she cleared Storm Bay she ran into a thunderstorm and visibility was reduced to a minimum. The thunder and lightning increased and the Tasmania's master, Captain Clinch, reduced speed to only three knots, but still carried sails fore and aft. About 8.30 p.m., when the storm was at its worst, the ship was barely moving and was felt to strike an object under water. The captain considered he was well clear of land and decided the ship had struck floating wreckage, but as a precaution he ordered the boats to be swung out in case they were needed.

Shortly afterwards a series of vivid lightning flashes revealed the ship's true position. The TASMANIA had run under Cape Pillar and had grazed the outer rock ledge before nosing along the face of the sheer cliffs, several hundred feet high. She was safely backed away from the cliffs, but an inspection revealed that water was slowly flooding the forward hold. All available hands were put to the pumps and the TASMANIA returned to Ho-

bart, where her passengers were landed.

A more thorough inspection was then made of the ship. The compass was found to be faulty and her hull to be slightly damaged. After the compass had been adjusted and the hull damage repaired, the TASMANIA resumed her voyage, having narrowly escaped a major tragedy which would have taken many lives and lost a fine ship.

The TASMANIA was eventually sold in 1871 to W. Summerbell, of Sydney, for use in the coal trade between Newcastle, Sydney and Melbourne. She ran in this rather inglorious service until she was hulked in the late 1880's. She was finally scrapped in 1904.

CITY OF HOBART: 645g, 439n. Iron steamer, 100 h.p. 184.2' x 24.7' x 18.6'. Blt Whiteinch, Glasgow, 1854; reg. Hobart 1854.

The CITY OF HOBART arrived in Hobart in July 1854. After discharging her cargo she was taken to Cornelian Bay, a few miles north of Hobart, and hauled up on to the beach for survey and repainting.

She was a fine looking vessel, with a clipper stem and three masts, square-rigged on the foremast, and painted gun ports along her sides. The CITY OF HOBART was the only ship owned by the company with two funnels.

After refitting, the CITY OF HOBART made her first trip to Melbourne, and on her return to Hobart loaded passengers and freight for Sydney. She ran in this service without a break until 1860. In that year the CITY OF HOBART made several trips to New Zealand and proved most suitable for this service. However, she did not begin a regular service across the Tasman until 1864, when the SOUTHERN CROSS joined the fleet.

The CITY OF HOBART'S first trip to New Zealand was to carry troops to New Plymouth for the Maori war. Under the terms of the charter, the company had to provide fuel, food, cooking apparatus and lighting, as well as carrying 300 tons of coal for army use, all for the sum of £3,500. One condition was that the troops had to be landed, weather permitting, as soon as possible, otherwise the company was liable to a penalty of £150 per day for each day's delay.

She made occasional trips to New Zealand, taking mostly freight from Melbourne and Hobart and returning with New Zealanders seeking their fortunes on the Victorian goldfields. Several shiploads were brought to Beaconsfield for the Tasmanian gold rush.

On one Tasman crossing in 1862 she cleared Wellington an hour behind McMeckan Blackwood's flyer ALDINGA. Their positions remained unchanged for most of the crossing, but as they approached Clarke Island, in the Furneaux group, the CITY OF HOBART began to

overhaul the ALDINGA. The engines in both ships were strained to the utmost, and there was great excitement among the passengers.

The CITY OF HOBART passed the ALDINGA and entered Port Phillip Heads a few miles ahead of her rival. Later it was reported that the ALDINGA'S bunkers had been swept clean to get her to Melbourne!

In the mid-1860's the CITY OF HOBART made several further trips across the Tasman, but later she was brought back into her old trade between Hobart and Sydney.

In March 1875 she was sold to W. Summerbell, of Sydney, for use in the coastal coal trade between Newcastle and Melbourne. She did not last long in this trade, however, meeting her end in Bass Strait in July 1877. Her tail shaft broke and the jagged end punctured her hull. She drifted for several hours and finally sank 60 miles from Cape Schank. Her crew was picked up by the s.s. BARABOOL and taken to Melbourne.

SOUTHERN CROSS: 779g, 477n. Iron steamship, 150 h.p. 234.0' x 26.7' x 17.8'. Blt Govan, Scotland, 1864; reg. Hobart 1864. Signal letters VTQF.

The SOUTHERN CROSS was built as a blockade runner for the American Civil War, but was bought by the T.S.N. Co. when nearing completion in the builder's yards.

She was placed in service between Hobart and Melbourne and soon became a very popular ship with the travelling public. With her consort, the TASMANIA, she provided the first regular weekly service between the two ports. In later years, as the company's fleet expanded, the SOUTHERN CROSS was frequently diverted to the ports along Tasmania's North-West coast to pick up passengers, timber and produce for Melbourne.

Originally the SOUTHERN CROSS had three masts, single funnel and clipper stem, but in 1877 she was taken to Sydney and lengthened by 30 feet. At the same time she was re-rigged with two masts and had extensive alterations made to her cabins, which greatly improved her passenger capacity.

Between 1871 and 1879 the SOUTHERN CROSS rescued the crews of no fewer than nine vessels around the Tasmanian coast. In 1889, however, she fell a victim to the poorly charted coast between Burnie and Stanley, striking a rock and slowly sinking in deep water. Fortunately, the sea was calm and all the passengers were safely transferred to a small coastal steamer, while their baggage and all cabin fittings that could be removed were landed on shore by the crew.

Twelve hours after striking the rock, the SOUTHERN CROSS had

settled only a few feet, but the wind then changed to easterly and the sea rose rapidly. In a very short time the wreck slid sideways off the rock and disappeared into deep water.

DERWENT: 478g, 351n. Iron steamship, 120 h.p. 196.0' x 25.3' x 13.3'. Blt Glasgow 1864; reg. Hobart 1864. Sold to Howard Smith Ltd. 1879; reg. Melbourne 1879. Signal letters WGJP.

The DERWENT was built for the Launceston to Melbourne run and arrived in Tasmania in time to take over from the ships of the newly-acquired Launceston & Melbourne S.N. Co. She traded regularly across Bass Strait for 15 years, with only a few calls into her home port, Hobart.

With her consort, the TAMAR, she was a very popular ship with passengers, and her reputation remained with her when she was sold in 1879 to Howard Smith Ltd., of Melbourne, who extensively rebuilt her for their Queensland trade. Although her appearance was altered, the DERWENT retained her name.

In later years the DERWENT was converted for use as a cargo carrier. She was hulked in 1916 and eventually was scuttled off the coast near Brisbane in 1925.

HAVILAH: 301g, 166n. Iron steamship, 65 h.p. 151.0' x 22.0' x 13.4'. Blt Northumberland 1853; reg. Launceston 1853. Bought by T.S.N. Co. 1865; sold 1879 to J. C. Lloyd; reg. Sydney. Signal letters QRHM.

The HAVILAH was built for the Launceston & Melbourne S.N. Co. for their Bass Strait passenger and freight service. She was acquired, with the other ships of the L. & M. S.N. Co., by the T.S.N. Co. in 1865. She remained on the Bass Strait run, but on secondary services, until sold to J. C. Lloyd, of Sydney, for use as a collier.

In 1890 the HAVILAH was sold to the Mt. Kembla Coal Co. and ran between Port Kembla and Sydney until 1911, when she was withdrawn from service and broken up.

ROYAL SHEPHERD: 331g, 227n. Iron steamship, 60 h.p. 139.9' x 19.8' x 10.5'. Blt Renfrew 1853; reg. Launceston 1853. Bought by T.S.N. Co. 1865; sold 1877 to Spencer Gulf Steam Ship Co.; reg. Adelaide 1877; trs. to Adelaide S.S. Co. 1882; sold 1886 to N.S.W. Sanitary Dept. Signal letters QSDG.

The ROYAL SHEPHERD was built for the Launceston & Melbourne S.N. Co. and was taken over by the T.S.N. Co. in 1865.

In 1858 she had collided with the ship FORMOSE in Port Phillip Bay, her rigging being damaged and several plates dented. How-

ever, after repairs in Melbourne she resumed service without having lost much time.

The ROYAL SHEPHERD was bought by the Spencer Gulf Steam Ship Co. in 1877 and ran in the Gulf services from Adelaide. In 1882 this company and its fleet were acquired by the Adelaide Steamship Co., which sold the ROYAL SHEPHERD to the N.S.W. Sanitary Dept. four years later.

In July 1890 the ROYAL SHEPHERD was run down by an overseas steamer and sunk off Sydney Heads.

BLACK SWAN: 309g; 210n. Iron steamship, 60 h.p. 174.0' x 20.5' x 11.4'. Blt Paisley 1853; reg. Launceston 1853. Bought by T.S.N. Co. 1865; sold to A.S.N. Co. in 1867.

Built for the Launceston & Melbourne S.N. Co., the BLACK SWAN was a sister ship to the ROYAL SHEPHERD and ran with her on the Bass Strait service. In 1867, after she had joined the T.S.N. Co's. fleet, the BLACK SWAN was rammed and sunk by the paddle steamer LUNA off Gellibrand's Point, Williamstown. She was raised and taken to Wright Bros.' slip, where she was repaired. At the same time she was lengthened.

The company sold her to the Australian Steam Navigation Co., of Sydney, who employed her as a freighter on the N.S.W. coast until she was taken out of service and broken up in 1880.

TAMAR: 453g; 308n. Iron steamship, 90 h.p. 185.5' x 25.1' x 12.0'. Blt. Glasgow 1869; reg. Launceston 1869. Sold 1882 to Sydney Gas Co.; reg. Sydney 1882. Signal letters LTPK.

Built to run with the DERWENT on the Launceston to Melbourne service, the TAMAR completed the company's expansion in the Bass Strait run after the acquisition of the Launceston & Melbourne S.N. Co. in 1865. She was an excellent sea boat as well as having well appointed cabins and public rooms, and she became a very popular ship with the travelling public.

After 13 years of regular service across Bass Strait, the TAMAR was sold to the Sydney Gas Co. and later to the Newcastle and Wallsend Coal Co.. She was used on the coal run between Newcastle and Sydney until broken up in 1911.

TASMAN: 721g; 490n. Iron steamship, 115 h.p. 209.7' x 27.0' x 19.2'. Blt Glasgow 1873; reg. Hobart 1873.

The TASMAN was the last of the company's ships to be built with a clipper stem, and she was claimed to be the "prettiest" of the fleet, having a figurehead of Abel Tasman and two masts, the foremast square-rigged.

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She maintained a regular service between Hobart and Sydney and was rarely seen on other services of the company. On 30 Nov. 1883, while steaming down the east coast of Tasmania from Sydney, the chief officer gave orders for the ship to be navigated between the Hippolyte Rocks and the mainland in an effort to overtake another of the company's ships, which had been sighted about five miles ahead. As the TASMÁN steered past the rock, she struck a reef about 20 feet below the surface. The ship remained afloat for about 15 minutes, long enough for the boats to be swung out and lowered and all the passengers to be safely transferred to them. Then the TASMÁN filled rapidly and sank in a few minutes.

Fortunately no lives were lost, but the loss of the vessel was a serious blow to the company.

MANGANA: 752g, 428n. Iron steamship, 350 h.p. 208.3' x 27.1' x 19.2'. Blt Glasgow 1876; reg Hobart 1876. Sold 1902 to Huddart Parker Ltd.. Signal letters QTVH.

The MANGANA was the first ship in the fleet with a straight stem, and despite a few critics of the day, who preferred clipper stems, she was still claimed as a fine looking ship.

She was a success in the Hobart to Sydney trade and remained on this run for most of her years with the company, although not without incident. In April 1884, while bound for Melbourne on one of her rare visits to that port, she struck an uncharted rock off Eddystone Point, on Tasmania's east coast. The ship was stopped and an inspection made, but as she was not taking any water the journey was resumed. At Melbourne the MANGANA was docked for the few repairs needed.

In 1891 the MANGANA was sold with the T.S.N. Co. fleet to the U.S.S. Co., but she was resold in 1892 to Jouve & Co., of Sydney, and traded for 10 years along the Queensland coast and to the Pacific Islands. Finally she was sold in 1902 to Huddart Parker Ltd. and converted into a lighter at Sydney. She was scuttled off Sydney Heads in 1931.

ESK: 854g, 547n. Iron steamship, 110 h.p. 190.6' x 27.1' x 21.2'. Blt Glasgow 1877; reg Launceston 1878. Wrecked Hebe Reef 1885.

Built as the VAMPIRE for British owners, the ESK was bought by the T.S.N. Co. in 1878 and renamed. She ran on the Bass Strait run, mostly between Launceston and Melbourne, but with frequent calls to Devonport and other North-West coast ports. Occasionally, she called at Hobart.

On 24 Apr. 1886 the ESK left the Tamar Heads for Devonport, but got into difficulties in the strong current running out of the river and piled up on the eastern end of the Hebe Reef. She sank



within 10 minutes. The crew managed to scramble into the lifeboats and get clear of the ship before the ESK went down.

TRUGANINI: 203g, 130n. Iron steamship, 30 h.p. 120.0' x 20.0' x 12.0'. Blt Glasgow 1877; reg Hobart 1877.

The TRUGANINI was built for the coastal freight service, but she also made occasional calls to Melbourne.

She was sold to B. B. Nicoll, of Sydney, in 1879 and registered at that port in the same year. In 1881 she was sold to James Burns, of Brisbane, and seven years later, in 1888, she was purchased by the A.U.S.N. Co. and registered at Brisbane. The TRUGANINI traded along the Queensland coast and to nearby Pacific Islands, but in Feb. 1891 was wrecked on a reef in the New Hebrides.

FLINDERS: 984g, 499n. Iron steamship. 227.1' x 28.3' x 20.1'. Blt Glasgow 1878, reg Hobart 1878.

The FLINDERS was built for the Bass Strait service and proved a most successful ship, as she was able to navigate the Tamar River at various tides as well as remain comfortable during the roughest crossings of Bass Strait. She was considered the company's finest seaboat until the arrival of the PATEENA.

The U.S.S. Co. took over the FLINDERS in 1891. She was retained in the Tasmanian trades, but in 1894 was sold to John McIlwraith and in the same year was transferred to McIlwraith McEacharn Ltd. Two years later she was transferred back to John McIlwraith, who operated her on the Australian coast until 1907, when she was sold to the Adelaide Steamship Co.

During her service with John McIlwraith the FLINDERS made several trips to Fremantle with gold diggers for the West Australian fields and later ran to Warrnambool and Portland.

In 1911, while anchored in the River Torrens at Port Adelaide, the FLINDERS was seriously damaged by fire. The repairs required being too costly for a ship of her age, she was stripped of her engines and boilers and converted into a hulk. Finally she was scrapped in 1927.

CORINNA: 1271g, 820n. Iron steamship, 141 h.p. 235.6' x 32.4' x 21.0'. Blt Glasgow 1882; reg Launceston 1882. Signal letters QPLB.

The CORINNA was the first ship in the fleet to pass the 1000 ton mark and was a considerable improvement on the design of the company's earlier ships. She ran mostly between Launceston and Sydney, making only a few trips on the company's other services.

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On one of her occasional trips to Hobart the CORINNA rescued the passengers and crew of the TASMAN, which had sunk after striking the Hippolyte Rock in her attempt to overtake the CORINNA while passing Tasman's Peninsula.

When the U.S.S. Co. acquired the T.S.N. Co. in 1891 the CORINNA was transferred to the New Zealand coastal service and ran for several years between Wellington and Lyttelton. With the advent of the larger and faster turbine steamers, the CORINNA was put on secondary passenger services and was eventually converted to a freighter.

She served on the New Zealand coast for a total of 38 years. She was withdrawn from service in 1930 for conversion to a coal hulk at Wellington and finally was scrapped later the same year.

FLORA: 1273g, 838n. Iron steamship, 180 h.p. 250.8' x 32.2' x 16.6'. Blt Hull 1882, reg Hobart 1882. Signal letters WLPR.

Built in 1882, the FLORA was first registered in the name of H. R. Robson, although operated by the T.S.N. Co., and was transferred to the company's ownership in 1884.

She ran between Launceston and Melbourne for many years and also made frequent calls to Hobart and Sydney. Her life was an uneventful one, but she gave good service to her owners.

Acquired by the U.S.S. Co. in 1891, she was transferred to the New Zealand coastal services, running mostly to the west coast of the South Island from Wellington. The FLORA was withdrawn from service in 1927 and scrapped after being stripped of all useful fittings.

PATEENA: 1212g, 550n. Iron steamship, 250 h.p. 240.0' x 31.7' x 22.2'. Blt Glasgow 1883, reg Launceston 1884. Signal letters QHSP.

When the PATEENA arrived in Australia she created great interest; for she was then one of the fastest ships in service on the coast, having a service speed of 14 knots. She broke all speed records across Bass Strait between Launceston and Melbourne, where she ran for over 20 years.

Despite her excellent performances, the PATEENA was a costly ship to operate and frequently was laid up during the slack seasons.

She was transferred to the New Zealand coastal service of the U.S.S. Co. in 1891, but when public protests in Launceston became too strong to ignore, the company sent her back to the Tamar run.

In 1904, when the U.S.S. Co's. LOONGANA came into service, the PATEENA returned to New Zealand, where she gave good service, run-

ning between Wellington and Lyttelton in the off season and to west coast ports in the busy season.

She was finally dismantled and sunk in Cook Strait in 1924.

NATONE: 187g, 118n. Iron paddle steamship, 45 h.p. 125.7' x 20.3' x 6.7'½. Blt Balmain, N.S.W., 1884, reg Hobart 1884.

The NATONE carried freight from down river ports to Hobart and also acted as tug and tender for other ships of the company as well as running on occasional pleasure trips on the Derwent.

She was sold to Brisbane owners in 1886.

MORETON: 581g, 356n. Iron steamship, 75 h.p. 181.0' x 27.1' x 10.9'. Blt Deptford 1882 for Howard Smith Ltd., reg Melbourne 1882. Bought by T.S.N. Co. 1886, reg Hobart 1886.

The MORETON was built for Howard Smith's coastal cargo service, and was bought by the T.S.N. Co. in 1886 to replace the ESK. She traded across Bass Strait for seven years until bought by the U.S.S. Co. in 1891. She was sold in 1896.

OONAH: 1758g, 945n. Steel steamship, 250 h.p. 290.3' x 35.8' x 21.0'. Blt Glasgow 1888, reg Hobart 1888. Signal letters QTVR.

The OONAH was the fastest and most famous ship in the company's fleet. She earned her reputation by breaking all speed records between Hobart and Sydney and by giving steady service and comfort to her passengers.

She was the first ship in the fleet with all the passenger cabins and public rooms amidships, which gave much greater comfort to passengers in heavy weather and when the ship was travelling at high speed.

The U.S.S. Co. transferred the OONAH to New Zealand in 1891, but as with the PATEENA public protest, this time from Hobart, caused the return of the ship to the Tasmanian service a few months later. She resumed running in the Hobart to Sydney service, but was transferred to the Bass Strait service when faster ships of the U.S.S. Co. fleet were placed on the run in 1896.

At this time the OONAH was refitted, several alterations being made to her cabin layout. She also had a raised forecastle built, the yards were removed from her foremast, and extra lifeboats were placed on a new deckhouse on her poop deck. These alterations modernised her appearance but spoilt the fine, clean lines she had when built.

The OONAH was transferred to Tasmanian Steamers Pty. Ltd. in

1922 along with the LOONGANA and Huddart Parker's NAIRANA, all three ships having their funnels repainted red with a black top (the U.S.S. Co's. colours) and a broad buff band (Huddart Parker Ltd's. colour). The Union Co's. vessels retained their olive green hulls and the NAIRANA her black hull.

On 19 Aug 1925 the OONAH collided with the Howard Smith steamer COOMA at the entrance to the Yarra River. Both ships were badly damaged. The OONAH, in fact, almost sank, but was towed safely to a dock, where she was later repaired.

The OONAH remained on the Bass Strait run until 1935. She was then withdrawn from service and sold to Japanese shipbreakers. The LOONGANA, although newer than the OONAH by 16 years, was sold the same year, thus underlining the excellent qualities of the OONAH, which after 47 years' service had become almost a legend in Australian shipping.

The OONAH was given the job of towing the Union Co's. MAHENO, which also had been sold to Japan, to the same breaker's yard. The long tow began in Sydney and went well until the ships ran into a cyclone. The MAHENO'S towline broke and she was driven by the high seas and fierce wind on to Smoky Cape, where she became a total wreck.

The OONAH resumed her journey to Japan, where she met the fate of so many fine ships.

TALUNE: 2087g, 1370n. Steel steamship, 255 h.p. 280.0' x 38.2' x 21.0'. Blt Glasgow 1890, reg Hobart 1890.

The last and largest ship built for the company, the TALUNE was the only vessel of over 2000 tons in the fleet. She ran between Hobart and Sydney for a year before being taken over by the U.S.S. Co. in 1891, and then ran in the same service for another year for her new owners before being transferred to the New Zealand coastal service.

The TALUNE was built to a design which was considered out-of-date in 1890 and did not look as trim and businesslike as her predecessors, the OONAH and PATEENA. She had proved a very costly ship to build and the company's finances, which had been steadily drained by the losses incurred in the freight war, all but ran out in paying for her.

After running on the New Zealand coast for several years, the TALUNE was transferred to the Auckland-Fiji-Samoa run, where she served until 1925, when she was stripped of all useful fittings and scuttled off Waikokopu, New Zealand.

The TALUNE is remembered for her search for the PERTSHIRE, which left Sydney for London on 27 Apr 1899 and drifted in the Tasman for 56 days before being found by the TALUNE.

\* Fourth part  
\*\*\* of a series

\* Leaves from  
\*\*\* an old log

THE LORD LYNDON'S JOURNAL

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Voyage from Valparaiso towards Inida in 1819

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(Publication of this journal, which was made available through Mr. John Morris, a Hobart member of the WSS, began in THE LOG for last January and instalments have appeared in each issue since then. The last instalment ended with the entry for 7 November 1819, when the ship's position at noon was given as Lat. obs. 13°55' S., Long. Chr. 96°27' W.-The Editor.)

Monday 8 Nov. 1819: Fresh breezes at SE and SEbyE, with cloudy weather, passing light squalls and rain in ye first and middle parts; latterly mod. breezes and fair weather, all sail set. a.m. Got the jolly boat from ye larboard quarter to repair her; carpenter employed about do. People working up junk. At 8.15 a.m. the observed distance between the sun and moon placed us in longitude 98°43'30" W. Course steered NWbyW, distance run 160 miles. Lat. Obs. 12°10' S, Long. Chr. 98°32' W. Lunar 99°02' W. Var. 10' Easterly. Ther. 70. Pleasant.

9 Nov.: During this log have had the winds from SEbyE to ESE, moderate breezes and fine weather, a few passing light squalls and drizzling rain intervening. At 5 p.m. altered course from NW½W to WbyN and set studding sails on both sides. People making small ropes, carpenter repairing jolly boat, sailmaker making a mizen top gallant sail. Distance run 151 miles. Noon Lat. DR 11°03' S., Lat. Obs. 11°08' S. Long. DR 101°17' W. Long. Chr. 100°52' W.

10 Nov.: Winds and weather as yesterday, people employed as do., etc. etc. Sold the effects of the late Mr. Hy. Stephenson at the mast. Lat. DR 10°17' S. Noon Lat. Obs. 10°26' S. Long DR 103°27' W. Noon Long. Obs. 103°20' W. Long. Chr. 103°01' W. Var. per Azim. 9°51' E. Ther. 74°. Pleasant weather. This morning great numbers of flying fish and Albecore were playing round ye ship, as also numbers of Tropic Birds and Boatswains. Pumped ship as usual in ye morning watch while washing decks.

11 Nov.: Steady moderate breezes from EbyS to SE with fine weather. a.m.: Out reefs and made all possible sail. These first reefs have been in ever since we left the coast, one day excepted. People employed as per days' past. C. steered WbyN, distance run 131 miles. Lat. DR. 9°41' S., Obs. 9°43' S. Long. DR 105°29' W, Chr. 105°00' W. Var. p. Azim. 7°17' E. Ampl. 8°15' E.

12 Nov.: This log have had the winds varying between SE and E, with generally cloudy weather and a few light showers of rain. a. m.: Studding sails set on both sides. Set up the bobstays and stays and backstays, fore and aft. C. steered NW $\frac{1}{2}$ W. Dist. 119 miles. Lat. DR 8 $^{\circ}$ 18' S, Obs. 8 $^{\circ}$ 24' S. Long. DR 106 $^{\circ}$ 55' W, Chr. 106 $^{\circ}$ 26' W, Ther. 76 $^{\circ}$ . During this forenoon ye wind has been very variable, suddenly shifting from SE to E, so much so that we had scarcely time sufficient to trim sails before it would chop round to its former position, alternately, tho' more inclined to draw to ye eastern than ye S. Eastern quarter.

13 Nov.: Winds variable throughout from SE to EbyS, with gloomy weather and smooth water. Latterly ye wind appears\*to remain steady from ye eastward. All sail set. a.m.: Turned the hands up to wash clothes. (\*inclined). C. steered NW $\frac{1}{2}$ W. Dist. 112 miles. Lat. Obs. 7 $^{\circ}$ 5' S., DR 7 $^{\circ}$ 01' S. Long. Chr. 108 $^{\circ}$ 4' W, DR 108 $^{\circ}$ 11' W.

14 Nov.: This log had ye winds generally as yesterday with fine weather. p.m.: Numbers of Bonitoes about ye ship but could not catch any. C. steered NW $\frac{1}{2}$ W. Dist. 130 miles. Lat. Obs. 5 $^{\circ}$ 35' S., DR 5 $^{\circ}$ 33' S. Long. Chr. 109 $^{\circ}$ 46' W., DR 109 $^{\circ}$ 44' W. Ther. 76 $^{\circ}$ . Warm. Var: 6 $^{\circ}$  $\frac{1}{2}$  E.

15 Nov.: Winds variable between SE by E and E, with cloudy tho' generally fine weather; a few passing light squalls and drizzling rain excepted. Water very smooth. People knotting yarns and making small rope, carpenter repairing ye cutter, sailmaker repairing studding sail. Noon cloudy weather, no obs. Lat. DR 4 $^{\circ}$ 16' S, Long. DR 111 $^{\circ}$ 01' W. C. steered NW $\frac{1}{2}$ W. Dist. 114 miles. N.B. Ship generally kept to ye N. of her course to make ye sails draw on ye starboard side. Chr. 111 $^{\circ}$ 39' W. 5 p.m. Var. p. Azim. 6 $^{\circ}$ 53'6".

16 Nov.: In ye first part have had light breezes and fine weather. Wind SEbyE. Middle part SE breezes with passing light squalls and drizzling rain. Latterly winds variable from SE to ENE and fine weather. All sail set. C. steered NW $\frac{1}{2}$ W. Dist. 84 miles. Lat. Obs. 3 $^{\circ}$ 41' S., DR 3 $^{\circ}$ 11' S. Long. Chr. 114 $^{\circ}$ 01' W. DR 112 $^{\circ}$ 01' W. Our latitude by DR and Obs. and our Long. by Chr. differing so materially from that by account proves a strong set to the south-westward, from which we conclude ourselves to be within the influence of and on the verge of the NE Trade. The winds this forenoon, tho' very variable, were oftener to ye northward than to ye S. of E., from which we are sanguine that we shall slip out of one trade into ye other and cross ye Line without being becalmed, a thing I think not at all unlikely in so open a part of the ocean as this at this season of year, when the sun has nearly 19 $^{\circ}$  of S. declination. Ther: 76 $^{\circ}$ .

17 Nov.: Winds variable between SEbyE and ENE, steady breezes and fine weather. a.m.: Found the hold much heated, the hemp having sweated very much, which, I suppose, is owing to the green wood it is stowed with. Hauled the cables up to dry, they being quite damp and mouldy, as also almost everything in the hold. The outer

parts of the hemp appear quite rotten. Kept the hatches off all day and knocked both the gun deck ports out to allow a free circulation of air. All sail set. Var. Az.  $5^{\circ}58''$  E. Co. steered NNW. Dist. 101 miles. Lat. Obs.  $2^{\circ}19'$  S., DR  $2^{\circ}5'$  S. Long. Chr.  $114^{\circ}55'$  W, DR  $112^{\circ}37'$  W.

18 Nov.: First part, steady moderate breezes at EbyN with fine weather. Middle and latter parts, decreasing breeze, variable from NE to ESE and cloudy weather. Noon, nearly calm. During ye night have had a very heavy dew and have been surrounded by fog banks that have not dispersed until ye sun rose to some height. They had so much ye appearance of land that we thought we had discovered a new cluster of islands. C. steered NNW. Dist. 61 miles. Lat. Obs.  $1^{\circ}18'$  S, DR  $1^{\circ}21'$  S. Long. Chr.  $115^{\circ}24'$  W., DR  $113^{\circ}3'$  W.

19 Nov.: This log have had ye winds from ESE to NEbyE, light breezes and fine weather, with heavy dews during ye night. a.m.: Hatches taken off as usual, 'tween decks cleaned, etc., etc. People working up junk, carpenter finished ye cutter, stowed her on ye longboat, bottom upwards. C. steered NNW, Dist. 50 miles. Lat. Obs.  $00^{\circ}19'$  S, DR  $0^{\circ}27'$  S. Long. Chr.  $115^{\circ}23'$  W. DR  $113^{\circ}17'$  W. Var. p. Az.  $6^{\circ}23'$  E. Amp.  $5^{\circ}54'$  E. Ther.  $76\frac{1}{2}$ . Our dead reckoning difference so much in Long. with that by Chr. proves an amazing strong set to ye westward to have existed for some days past, inclin'g at first to ye Southward but latterly to ye Northward. The dews during ye night have been very heavy and ye temperature of ye atmosphere has been far from oppressive or inconvenient, rather pleasant than otherwise. In ye latter part of this log we have had a swell from ye westward, rather a singular occurrence. 23rd day from Guasco.

20 Nov.: Light winds, variable between SE and SbyE have prevailed throughout, with generally gloomy weather. At 7 p.m. ship on ye Line in Long.  $115^{\circ}26'$  W. by Chr., going 3 knots with ye wind at SbyE. a.m.: Turned ye hands up to wash and scrub clothes, etc. etc. C. steered NNW SbyW, Dist. 47 miles. Lat. Obs.  $00^{\circ}56'$  N, DR  $00^{\circ}28'$  N. Long. Chr.  $115^{\circ}47'$  W. From Chr. of yesterday Long. at noon by DR  $113^{\circ}23'$  W. Long. DR  $115^{\circ}29'$  W. Giving us a set to ye westward of 18 miles, and 28 miles to ye northward. 24th day from Guasco into ye North Pacific Ocean. Ther.  $75^{\circ}$ .

21 Nov.: Throughout this log have had generally light breezes and hazy weather, ye wind varying from SbyW to S and SbyE. C. steered NbyW. Dist. run 81 miles. Lat. Obs.  $2^{\circ}19'$  N, DR  $2^{\circ}17'$  N. Long. Chr.  $116^{\circ}48'$  W., DR  $113^{\circ}31'$  W. The currents here appear very changeable. We have been set during this log 53 miles to ye westward and scarcely anything to ye northward. Chr.  $3^{\circ}17'$  to ye westward of Acct.

(To be Continued next issue.)

Send articles and news and notes to The Editor, THE LOG, G.P.O. Box 4922, Sydney, N.S.W. ALL material is welcome.

YOUR WANTS -- YOUR QUESTIONS -- YOUR

ANSWERS -- YOUR COMMENTS.  
-----QUESTIONS:

Warwick Arnison, 7 Short Street, Lismore NSW, requests full details of the heavy ships of the Australian Navy in 1914, including dimensions, speed, details of armament, and, particularly, arrangement of guns.

\* \* \*

The P & O cargo steamers DONGALA (7371/46) and DEVANHA (7367/47) were both produced by West Coast Shipbuilders Limited, Vancouver, and were commissioned for other owners as RABUAL and LAUTOKA, respectively in October 1946 and January 1947. In 46/47 Lloyds two vessels OXFORDNESS and TARBAT NESS were under construction at the yard, but these names do not appear thereafter. Were these two ships subsequently and before launching named RABUAL and LAUTOKA? -- T.S.Stevens, 1 Melville Avenue, Frankston, Victoria.

\* \* \*

The Adelaide Co.'s MORIALTA (1365/1940) was, I understand, taken over by the Royal Navy prior to delivery and during service was mined, September 1944. For what purpose was she used by the R.N. during the war and can anyone confirm that she was used by King George VI to review a fleet of ships (location unknown) at some stage. According to my notes she was delivered to the Adelaide Company in August 1947. -- T.S.Stevens, 1 Melville Avenue, Frankston, Vic.

ANSWERS:

\* \* \*

In the January 1965 issue of THE LOG, Bob Johnson (W.A.) asked for information on the Dutch Destroyer BARKERT. She was ex HMS QUILLIAM (Capt. Onslen, Capt. "D" 4th Flotilla), of some 1800 tons, commissioned in 1942, served in Med. 1942-43 and Jan-Feb 1944, thence to the Indian Ocean till Oct. 1944; thence to Australia, Manus, Okinawa, etc., till Sunday 7 May when HMS INDOMITABLE (V.A.P. Vian) rammed her on the starboard side of the bridge wings and removed her starboard upper deck right to the fo'scle (time 5.10 am). She made Manila in company of KEMPENFELT and thence to Sydney, where she was repaired and subsequently handed over to the Dutch and renamed. Her armament was 4-4.7 (not 5") in four open shields, 8-21" T.T. in quad. mountings, 3 single 40 mm Bofors, 3 twin and 2 single 20 mm, and one 4 barrelled Pom Pom. When I left her in 1945 her complement was a total of 11 officers, (three of them Canadians) one midshipman and 223 crew. -- Ex D/JX148839, RN1936/49.

\* \* \*

Mr. McKellar has done a fine job in replying to Mr. Leahy's queries (THE LOG, V. XII, p.67). The WILLOMEE (ON178373, 304g, 14On, 117.3' x 24.3' x 10.7') was built at Hobart in 1945 and was powered by two 165 hp Lister-Blackstone diesels, service speed 8½ knots. She was sold sometime after the war to Australian Fishing Industries Ltd. and traded from Singapore to Burma, Thailand and Borneo. Later sold to the Aspden Shipping Co. Ltd., of Auckland, arriving there



13/4/50. Later the same year she was sold to the Pearl Kasper Shipping Company Ltd., of Nelson (one of the Greenslade group of companies), and spent many years in the Wellington-Nelson service. She was laid up after the arrival of the KONANDA from Australia, and, apart from a brief spell attempting to establish a service between Wellington and Timaru, has been laid up in Nelson ever since.

Last I heard of the PANNAH was that she was owned by D.C. Brown, of Parotonga, but before that she had spent a short time in the colours of Richardson & Co. on the N.Z. coast. The KUAKA (previously LEVEN STAR) was also owned by Richardsons. -- Mr. David W. Johnson PO Box 686, Christchurch, N.Z.

\* \* \*

Mr. J.A. Henry, 75 Tauhinu Rd., Miramar, Wellington, E5, N.Z., dealing with Mr. P.J. Leahy's query concerning certain Australian war built ship and the reply by Mr. McKellar points out there is no mention of the HIAHD. This vessel, according to "Ships of the Australian, New Zealand and Islands Register, 1950", was built by the Australian Shipbuilding Board at Glenorchy, Tasmania, in 1945. The measurements given are the same as those shown by Mr. McKellar and gross tonnage 301. Owners, Diesels Ltd., Adelaide. Mr. McKellar mentions the "NARRACOOPA" but I am wondering if he is confusing this vessel with "NARACOOPA", which was built by E.A. Jack at Launceston in 1940.

\* \* \*

OFFERS, WANTS:

Mr. Bill May, 4 Hooper Street, Randwick, NSW, has copies of 'Marine News', July 1958-September 1964, together with supplements and index to Volume XVI to dispose of and would like offers to be sent to him direct.

\* \* \*

Mr. Eric Steinfeldt, 822 Vanderbilt Ave., San Antonio 10, Texas, USA, has 8 x 10 glass plate negatives of sailing vessels, and wishes to hear from anyone who may be able to exchange photos of ships, barques and schooners trading in and to Australia and New Zealand in the past.

\* \* \*

Alwyn McMillan, 1 Highgate, Dunedin, N.Z., seeks photos of Liberties sunk or wrecked in Australian waters:- MARIETTA DAL, wrecked Cape Moreton 5/50; RUFUS KING stranded near Amity Point Moreton Island, 7/42; WILLIAM DAWES, torpedoed off Eden, NSW 7/42; and STARR KING, torpedoed off Broken Bay NSW, 2/43. Some years ago, while travelling from Sydney to Melbourne on the coast highway the bus driver mentioned the wreck of a Liberty which could still be seen, and I assume that it would be one of the last two named above. If anyone can assist please contact Mr. McMillan direct.

\* \* \*

COMMENTS:

J. Clare, 18 Bullecourt Ave, Mosman, NSW, sends some further notes to "Australia's Naval Defences, 1850-1964" by Rex A. Cox (The LOG V. XII, p.60): HMS PENGUIN did not belong to the Auxiliary Squadron. She came to Australia for survey work about 1890. The Auxiliary Squadron was to comprise five cruisers and two torpedo boats. The

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cruisers were at first to be called PANDORA, PELORUS, PERSIAN, PHOENIX and PSYCHE, and were subsequently renamed KATOOMBA, MILDURA, WALLAROO, TAURANGA and HINGAROOMA respectively. They were 2575 displacement, 265' x 41' x 17'; eight 4.7" guns, 4000 IHP, 16 knots. The torpedo gunboats were intended to be named WHITING and WIZARD and were renamed BOOMERANG and KARRAKATTA respectively. The squadron arrived at Sydney September 1891. They were recalled between 1903 and 1906 as part of Lord Fisher's disposal of old ships too weak to fight and too slow to run and replacing them by modern ships. There were four other cruisers of the same type:- PALLAS, PEARL, PHOEBE and PHILOMEL, the latter serving in New Zealand.

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Mr. T.M. Milne of Hillcrest, Sandquay Rd., Dartmouth, Devon, England writes: the January issue of THE LOG has followed me from Japan and has just been received. I note a number of errors, in in the article "A British Ship - An American Legend" which perhaps should be corrected. The PARTHIA in 1887 ran for the Canadian Pacific S.S.Co. which though the name is misleading, was entirely independent of the Canadian Pacific Railway although the two companies worked in association. The steam ship company was owned by Sir William Pierce and Dodwell & Co. When the Railway Company started its own Shipping Company the Pierce-Dodwell partnership reformed their company to the Northern Pacific S.S.Co and worked with Northern Pacific Railroad but were independent. Dodwell & Co. was then, as now, a British company as was the Northern Pacific S.S.Co. In 1898 the PARTHIA was sold to the North America Mail Co and became American. After use as a U.S. trooper she was re-acquired by the Northern Pacific S.S.Co. 1901-1904, but possibly retained the U.S. Flag. The running mate, the OLYMPIA, was, of course the old DUNBAR CASTLE, and not an Anchor Line vessel. It was in 1954 that the PARTHIA, then the VICTORIA, was cut down to a barge and renamed STRAITS No.27, and it was to Japanese shipbreakers she was sold in 1956, being towed to Japan as the STRAITS MARU.

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Mr. David W. Johnson, PO Box 686, Christchurch, N.Z., reports: Main development on the New Zealand scene has been the rapid increase in the building of small steel vessels. The following firms (and maybe more) are now building in steel: D.J. Gilbert Ltd., Whangarei; Scholten & Brijs Ltd., Auckland; A. & G. Price Ltd. and Mason Bros. Engineering Co. Ltd., both Auckland; Steelships Ltd., Napier; Steelboats, Wanganui; and in the South Island, T. Dorman Engineering Ltd., of Nelson; Mason Bros. Engineering Ltd and Sims Engineering, both Dunedin; Johnston & Sons Ltd. of Invercargill. Most of the vessels built have been fishing boats, although a number of barges have been built at Auckland and Whangarei, plus the odd tug, passenger ferry, and so on. Scholten & Brijs recently delivered a 70' stern trawler - the MORAY ROSE - to J.G. Sutherland & Son Ltd. in Timaru, and in recent months a dozen or so large trawlers have been delivered.

Another interesting development is the flotation of two public companies to engage infishing. The larger, N.Z. Sea Products Export Ltd., was floated late in June with a capital of £500,000 and intends to import two 140' stern trawlers built in Norway. It will also establish a base and a factory at Nelson,

The second, to be named Aorangi Deep Sea Fisheries Ltd., is being formed in Christchurch with a capital of £200,000, although full details have not yet been announced. It intends to purchase about six smaller vessels (perhaps 60') and base them at various ports handy to the fishing grounds.

Since the Jenssen group of companies from Napier took over N.Z. Fisheries Ltd., of Wellington, a year or two ago, they have also begun an expansion drive. Steelships Ltd. is an associate company, and is constructing 12 stern trawlers and two of standard designs, six for Deep Sea Fisheries and Deep Sea Trawling Co.Ltd. of Napier, and nine for N.Z. Fisheries. Names of those launched so far are DEEP SEAI, DEEP SEA II, etc.

The WALISMAN, which was owned by Inter-Island Shipping Co.Ltd. a subsidiary company of Pearl Kasper Shipping Limited, was handed over to the Nelson Sea Souts several years ago as a floating 'den' and spent a while moored in the middle of the harbour. More recently she has been used as a barge by the Nelson Harbour Board in their reclamation work, being towed by the Mason Bros.-built tug WAKATU.

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Costs of naval vessels are steadily climbing skywards. The nuclear submarine DREADNOUGHT is expected to cost £18,455,000 before she enters service, while the estimated cost of the conventional submarines OSIRIS, OTUS, and OCELOT is £2,925,000, £2,900,000 and £2,920,000 respectively. The Royal Navy's guided missile destroyers KENT and LONDON are expected to cost £13,650,000 and £13,935,000 respectively. Other estimated costs recently disclosed include: Leader class frigates AJAX, £4,785,000, DIDO, £4,520,000 and PENELOPE, £4,600,000, and Tribal class frigates MOHAWK, £4,705,000 and TARTAR, £4,140,000.

\* \* \*

Shaw Savill's NORTHERN STAR (24,734g/1963) is due at Walker-on-Tyne on 6 October next for her annual overhaul and will sail again from Vickers Ltd about 22-23 October to resume her service from Southampton to South Africa, Australia and New Zealand.

\* \* \*

Foundation of the OceanSteam Ship Co.Ltd by Messrs.Alfred Holt & Co. in Liverpool a century ago was celebrated by dinners aboard all ships of the Blue Funnel and Glen Lines throughout the world on 17 June.

\* \* \*

W.S.S. NEWS & NOTES  
- - - - -

MELBOURNE BRANCH held an extraordinary general meeting in May when all offices were declared vacant. After deciding to dispense with a committee a ballot was taken for the positions of Chairman and Secretary/Treasurer and Messrs D.K. Robertson and T.S. Stevens were elected respectively. The address of the new Secretary is 1 Melville Ave, Frankston, Vic. Meetings have been arranged on a monthly basis and are scheduled for July 21, August 18, September 15, October 20 and November 17, the last mentioned being the annual general meeting and the last gathering for the year. The meeting place is as previously in the Railway Institute Building in Flinders street, either room 4 or 10.

\* \* \*

Films were shown by courtesy of the Post Office at the May meeting of the N.S.W. Branch, when John Burne gave his regular waterfront round-up of Sydney shipping news.

\* \* \*

Guest speaker at Hobart's meeting on June 4 was Mr. H.V. Newman of the Customs Department, who spoke on the registry of ships and customs activities at Hobart. Mr. L.D. Rex presented "Waterfront Roundup" which was illustrated with colour slides by Mr. R.R. Wilson, who, back from a recent visit to Sydney, also gave his impressions of a trip on the new Sydney hydrofoil MANLY.

\* \* \*

N.S.W. President Malcom Longstaff made a presentation on behalf of branch members at the May meeting to LOG Editor Harry Bateson and Mrs. Ann Bateson, to mark their recent wedding.

\* \* \*

Wellington (N.Z.) branch held its annual general meeting on June 23 and a report of proceedings will appear in the next issue of THE LOG.

\* \* \*

Members of the NSW Branch are reminded that their subscriptions are due and should be sent to the Hon. Treasurer, Mr. Arthur Corkill, 74 Wharf Road, Gladesville -- £2/2/- for full and 15s for Associate members.

\* \* \*

New members welcomed aboard: Brian Steele, 12 Hurford Street, Hamilton Hill W.A., with general interests in shipping, particularly current ships; Ken Smith, 16 Commercial Road, Shenton Park, W.A.; Warwick Arnison 7 Short Street, Lismore, NSW who is interested in naval vessels, and from Sydney Keith Henderson, 70 Wharf Rd, Gladesville, NSW and Bernard Hare, 20a Tennyson Street, Dulwich Hill NSW.

\* \* \*

ADELAIDE Branch has recommended regular meetings on the second wednesday of each month. At June meeting for the first time in many months, new prospective members were welcomed. After a period of near stagnation the branch now seems on the way to rejuvenation. Another welcome visitor was Malcolm Dippy, who is usually at sea aboard one of the Adelaide Steamship Company's vessels. After a brief talk by the chairman on some wartime experiences in ships

the remainder of the evening was given over to exhibition and discussion of coloured slides taken by members.

\* \* \*

At the April meeting of the Wellington branch shipping films were shown by courtesy of the B.P.Co. and the Japanese Embassy. "Modern Shipbuilding in Japan", and "British Sovereign" and "Fire Below" were the films. After the films a visitor, Mr. McGuigan gave a short talk on the early design and development of the hydrofoil and showed a film of the first tests carried out by these experimental craft.

\* \* \*

New Zealand readers are advised that back copies of THE LOG are obtainable from I.J. Farouhar, C/- PO Box 385, Dunedin, N.Z.

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GENERAL NEWS SECTION:

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SHIPPING AROUND AUSTRALIA,  
NEW ZEALAND AND THE WORLD.

o o o o o o o

Closing date for articles and general news for the next issue of THE LOG will be Friday August 27.

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SLAPY, ex MARIANNA and formerly the Royal Mail liner HIGHLAND PRINCESS (14216g/1930) has been sold to the People's Republic of China and renamed GUANGHUA.

\* \* \*

The KAMONA (1785g/1949) is being offered for sale by the Union S.S. Co of N.Z.Ltd.

\* \* \*

X The KAROON (2438g/1951) has been taken on charter by B.H.P. following structural alterations recently carried out at Newcastle by the State Dockyard.

\* \* \*

The second of the 21000 ton dwt bulk carriers the GERRINGONG was delivered to her owners, Bulkships Ltd., on 18 June at Whyalla. This vessel has a gross tonnage of 14506, nett 7133, and official number 317246. Her sister ship MUSGRAVE RANGE owned by A.N.L. is 14467 gross and 7123 nett tons, official number 317237.

\* \* \*

The small Norwegian motor tanker SLAMET SEPULUH (499g/1958) has been chartered by B.P.Tankers (Australia) Lty.Ltd. to service the ports of north-west Australia.

\* \* \*

The DUBBO (2425/1947) has been sold by A.N.L. to Australia-Pacific Shipping Co (H.K.) Ltd and was delivered at Brisbane at the beginning of June. She is to be renamed PACIFIC LADY.

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\* The MARRA (1396/1955), owned by the Adelaide Steamship Co. (Operations) Ltd and recently on charter to the W.A.State Shipping Service, has been sold to the Dept. of Army and was delivered on 19 May. She will be future based at the Army Transportation Centre, Chowder Bay, Sydney.

\* \* \*

With the commissioning of the new tug GABO the TOORONGA (246/1922) will be withdrawn from service at Melbourne.

\* \* \*

Several minor mishaps befell the Australian coastal fleet during the second half of June. Briefly these were:- IRON YAMPI was aground at Yampi Sound for 24 hours 17/18th. IRON WARRIOR suffered engine trouble on passage Whyalla to Kwinana about 21st and had to return to Port Adelaide. LAKE ILLAWARRA suffered steering gear failure and was towed from Port Kembla to Sydney for docking. KOOMILYA sustained damage to her afterpeak and steering gear at Kwinana and was towed to Fremantle for repairs. BAEWON was completely disabled for 19 hours 360 miles from Port Adelaide when on passage Geraldton to Bell Bay, but eventually reached Port Adelaide under own power.

\* \* \*

The MAORI (8303g/1953) was withdrawn from service on 21 April and left Wellington 29/4 for Hongkong via Noumea, to be converted into a roll on, roll off vehicular ferry by the Taikoo S.B.& E.Co. She arrived at Hongkong 14/5/65 and is expected to return to N.Z. in November.

\* \* \*

The WHANGAROA (8701g/1955) was bought from the New Zealand Shipping Co. by the Union S.S.Co of N.Z.Ltd in May. She is to be taken over later this year and is to be used in the Far East trade with WAITAKI (ex WHAKATANE), bought last year.

\* \* \*

A roll on, roll off vehicular and container vessel is to be built for the Union Steam Ship Co of N.Z.Ltd. Tenders will be called shortly. The vessel will operate a weekly service each way between Auckland and Lyttelton.

\* \* \*

While under repair at Evans Bay, Wellington, the Union S.S.Co's collier KOKIRI was rocked by another explosion, though with no serious damage, on May 27. It occurred in a ballast tank as an official inquiry was being conducted in Wellington into the fatal blasts on board on March 13 last. KOKIRI re-entered service on June 19 when she sailed for Westport.

\* \* \*

The Cook Strait cable was completed and handed over in May, and the two cable layers PHOTINIA and ARRAN FIRTH sailed for the U.K., PHOTINIA via Australia on May 22 and ARRAN FIRTH via Tahiti on May 26, after spending almost eight months on the contract.

\* \* \*

The ARANUI was to be launched on June 26 at the Walker yard of Vickers Armstrongs Ltd. She is due to be handed over late in November but will not enter service with the ARAMOANA until 2/66.

A wooden coaster which has been laid up at Wellington for three years was sold in March to a New Plymouth fisherman, Mr. Alan Rutherford. She is TIROA (227g/1916), owned by the Tiroa Shipping Co.Ltd. Mr.Rutherford towed her to Shelly Bay, Wellington, where her engine was to be removed and the hull stripped. The hull is later to be towed to New Plymouth, it is reported. She was built by W.H.Brown at Auckland as a steamer, and on July 20 1943 was launched at Auckland after having been rebuilt from the keel up as a motor vessel. This occasion was a twin launching, the other vessel being the minesweeper TAWHAI.

\* \* \*

For assistance in compiling this section The Editor thanks R.McKenna (W.A.), P.J.Leahy (N.Z.), T.S.Stevens (Vic.), R.J.McDougall (N.Z.), R.Parsons (S.A.).

\* \* \*

The Editor is happy to acknowledge the receipt of the March-April issue of INTERCOM, the publication produced by the U.S.A. Branch of W.S.S. which was in abeyance for some time. This interesting production covers the field of personal experience in ships and shipping, with a section dealing with Naval matters and is highly readable. THE LOG wishes INTERCOM every success for the future. INTERCOM is published by Harold Herman, 54 Commander Ave, Garden City, N.Y., and the Editor is Ed.Drechsel, 351 California St, Room 1002, San Francisco, California.

\* \* \*

Next month the R.A.N. will begin a survey of 20,000 square miles of the north coast of Western Australia, so as to establish safe routes for coastal shipping and overseas vessels carrying iron ore from Port Hedland.

\* \* \*

The BRITISH CENTAUR, a 64,000 ton DW tanker, was launched at Belfast on 15 June by Harland & Wolff, for the BP Tanker Co. Ltd. A single-screw diesel-driven vessel, the BRITISH CENTAUR is 815' long by 108' in breadth.

\* \* \*

Dominion Far East Line, which will operate a new passenger and cargo line between Australia, Japan, the Philippines, Hongkong and other Eastern Ports, has been formed by the Indo-China S.N. Co.Ltd., a subsidiary of Jardine, Matheson & Co.Ltd., of Hongkong and the Dominion Navigation Co.Ltd., a subsidiary of H.C.Sleigh Ltd., of Australia.

\* \* \*

The New Zealand Minister of Marine has ordered a formal enquiry into the stranding of the Union S.S.Co.of N.Z.Ltd.'s freighter KOMATA (3543g/1947) in Ohiro Bay, a Wellington suburb, on 22 March last. The vessel was on a voyage from Auckland to Wellington when she encountered the worst fog seen in the Wellington area for many years. After grounding briefly, she floated off and arrived in Wellington under her own power. Later examination showed that severe damage was done to the hull, and repairs in dry dock at Port Chalmers were extensive. She re-commissioned early in June at Dunedin. Some days earlier in

the same fog the trawler MADMAI had a narrow escape from damage when she came close into Lyall Bay.

The narrow escapes of both these vessels has prompted the New Zealand Merchant Service Guild to press coastal shipowners for the installation of Radar in their ships. Holm & Co. have now fitted it into their HOLMDALE, HOLMBURN and HOLMWOOD and it is expected that HOLMLEA will be similarly fitted in the near future.

\* \* \*

The m.v. KONANPA, formerly owned by the Adelaide Steamship Company and one of the first of the smaller N.Z. ships to have a radar set installed, trades on the nightly mail and cargo service between Nelson and Wellington, making occasional trips into Motueka and Port Mapua in the apple season.

\* \* \*

Due in Wellington, N.Z., on 16 Nov. is the new Chandris liner AUSTRALIS, formerly the AMERICA. This liner under her old name was the second largest vessel trading under the U.S. flag. It is understood that her sale to the Chandris line was only negotiated after certain agreements had been made as to the availability of the ship in case of need. Her sale was discussed in Congress and there was apparently some opposition to so large a ship being sold to foreign buyers.

\* \* \*

A new shipping service has started in the South Pacific with the entry into the trade between New Zealand, New Caledonia and Norfolk Island of the Holm Shipping Company's HOLMBURN (841/1957) which sailed from Onehunga on June 5. It is intended to maintain a regular service in the future with Onehunga as the New Zealand terminal. The sailing of HOLMBURN for an overseas port is an event that is uncommon for Onehunga. Since the days of the timber scows it is most unusual for a ship to trade deep sea from that port. In recent years only the BABINDA and VERAO have called at the port, other than the ever increasing numbers of the coastal fleet making use of the improved facilities.

\* \* \*

x Farrell Lines Inc. has purchased from the United States Lines Co. the Australian-New Zealand division of the American Pioneer Line, and will build six new high speed cargo liners, the contracts for which have to be placed before 3- Sept. 1966, to replace the ships at present engaged in the service. The new ships will each have at least 100,000 cu.ft. of refrigerated space and a speed exceeding 20 knots. The six present vessels -- PIONEER REEF, PIONEER SURF, PIONEER ISLE, PIONEER GLEN, PIONEER STAR and PIONEER GEM -- have all been renamed by simply changing the prefix 'Pioneer' in each case to 'Australian'. Their acquisition by Farrell Lines brings the latter's fleet to 21 ships, with a DW tonnage of 240,472.

\* \* \*

x Shaw Savill's liner CORINTHIC (15,682/1947) is under conversion at Schiedam to a cargo ship. Her sister ship, the ATHENIC, will be similarly converted by Swan, Hunter & Wigham Richardson Ltd.

\* \* \*

Fremantle is to have a direct shipping link to Manila, in the Philippines. The Japanese K Lines will institute a two-monthly



sailing from Fremantle with the introduction of the MALACCA MARU into the Japan-W.A. service.

\* \* \*

HMAS DIAMANTINA, which left Fremantle on 17 April on an oceanographical survey and which in the interval has called at the Cocos Islands, Colombo and Mauritius, returned to Fremantle on 4 June.

\* \* \*

The Editor acknowledges the receipt of the latest issues of the WHEELHOUSE the news sheet of the Victoria, B.C. branch of W.S.S. These informative sheets, dealing with happenings old and new on the western seaboard of Canada, are published monthly.

\* \* \*

The Anchor Shipping & Foundry Co.Ltd., Nelson, is planning a 2000 ton gross roll on roll off ship for the Nelson to Onehunga service.

\* \* \*

Names of the two NGAKUTA-type freighters being built by Caledon S.B.& Eng.Co.Ltd., Dundee, for the Union S.S.Co of N.Z.Ltd are NGAHERE and NGAPARA. The first ship is to be delivered 11/65 and the second in 1/66. Both names are new to the Company's fleet list, although the Blackball Coal Mines' collier NGAHERE (1090g/1908) was taken on charter by the Company in 1923. She was wrecked at Greymouth on May 12, 1924.

\* \* \*

A six-year charter of the Athel Line Ltd's tanker ATHELVISCOUNT (12800g/1961) has been made by two New Zealand oil companies, B.P. of N.Z.Ltd., and Shell Oil N.Z.Ltd. To arrive on delivery from Durban in August, she will be employed carrying refined petroleum products to New Zealand ports from Marsden Point and will be managed by the Union S.S.Co. ATHELVISCOUNT was launched on 17/11/1960 by Smiths Dock Co.Ltd., Middlesborough, and measures 559'3" x 71'7" x 30' draught, with a dw of 19326 tons. Single screw turbine propulsion gives her a speed of 14 knots.

\* \* \*

Holm Shipping Co.Ltd. is negotiating for the purchase of a 10-year-old German-built French ship of 800-900 tons dw for the New Zealand coastal service. She is expected to arrive about August.

\* \* \*

The wooden coastal m.v. ONEWA (74g/1910) struck a jagged reef near the Pakatoa Island jetty, Hauraki Gulf, on May 31. She sank in five minutes but quick work by Auckland salvage men had her patched up sufficiently to be towed off next day by the towboat SEA BEE (20g/1945) and to St. Marys Bay for inspection. Damage is extensive. She is owned by the Coromandel Shipping Co.Ltd., Auckland.

\* \* \*

When part of her cargo of steel moved, it punched a small hole through underwater plating on the Northern S.S.Co.'s PORANUI (892g/1956) and she put into Mount Maunganui on 25/4/1965 for repairs.

16 July 1965

-I- - - - - I  
 I AUSTRALIA'S NAVAL DEFENCES 1850-1964, the second I  
 I part of the article by Rex A.Cox (Tas.), which I  
 I began in the May issue, has had to be held over I  
 I for lack of space and will appear in the next issue. I  
 I I.  
 -I- - - - - I

X The VITI (701g/1940) is again for sale. Tenders for her purchase were called in May "as is, where is" at Auckland. Her present owner J.J.Enwright, of Whangarei, intended using her in the fishing industry but nothing came of this. She has been berthed at Auckland since 9/9/61, with a 2-foot gap in the bow caused by striking a rock off Whangarei Heads 8/9/61.

\* \*  
 Three of Auckland's small craft have been offered for sale recently by Auckland Water Transport Ltd., and a fourth has been re-engined. They are, respectively, tug ALERT, tug MISS HAURAKI, barge NGAHAU (79g/1921) and tug MONA'S ISLE, ex BAKANUI, 1937 (22g/1926).

\* \*  
 The Israeli Shipping Co.Ltd, a subsidiary of Zim, has started a monthly service between the Red Sea port of Eilat and Australia, replacing the three-monthly service which has operated for 12 months. Two Greek cargo vessels, the STAVROS and JOANES, have been chartered for the service.

\* \*  
 The Editor regrets that owing to his illness this issue of THE LOG has been delayed, but he hopes that the next issue will appear on time.

\* \*  
 A 19,200-ton tanker built from the fore and aft parts of two wrecked tankers has been delivered to a Norwegian shipping company and has been named STOLT LADY. She was constructed by joining the after part of the C.T.GOGSTAD, wrecked off the Swedish coast, to the forepart of the STOLT DAGALI, which collided with the Israeli liner SHALOM off the American east coast. In the early part of World War I a British yard built H.M.S.ZUBIAN by joining together the two halves of two destroyers, H.M.S.ZULU and H.M.S.NUBIAN.

\* \*  
 X The Loch class frigate H.M.N.Z.S.PUKAKI paid off at Auckland during May at the conclusion of what was her last commission. She was handed over to the R.N.Z.N. in 1948 and was commissioned as PUKAKI, her previous name being H.M.S.LOCH ACHANALT. During her 17 years in New Zealand the vessel has served as a training ship, in Korea, with the Far East Fleet at Singapore and latterly as a weather picket ship in the Southern Ocean south of New Zealand for Deep Freeze operations in the Antarctic. She is now to be sold for scrap as is her sister ship ROTOITI. Two other Loch class frigates H.M.N.Z.S TUTIRA and TAUPU, were towed to Japan some years ago for breaking up. Still in service are HAWEA and KANIERE. PUKAKI is to be replaced in service by H.M.N.Z.S.INVERELL, a Bathurst Class mine-sweeper given to the N.Z.Navy some years ago by the Australian

government, along with the KIAMA, STAWELL, and ECHUCA. STAWELL is the only one of the group to have previously commissioned in New Zealand.

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China Navigation Co. has chartered three ships from Watts, Watts & Co. for the trade between New Zealand, Australia and the East. They are the WANSTEAD, the WENDOVER and the WOODFORD, and they will join the KWANGSI and KWEICHOW on this route in the near future.

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The oldest ship-towing tug on the Thames and reputedly the first tug at the Dunkirk evacuation beaches in 1940, the steam tug JAVA (128g/1905) has been withdrawn from service by William Watkins Ltd.

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The tank steamer ESSO NORWAY (31,642g/1961), which has been lying badly damaged at Aden since last October, has been sold to New Yorkowners for further trading. She was gutted by fire after an engineroom explosion.

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Two Niarchos jumboised bulk carriers, the WORLD CENTURION, ex World Toil ex World Greek (13,005g/1944) and WORLD CHOICE ex World Tolerance, ex Tanoan ex Ampac California, ex Lookout Mountain (14,294g/1943), have been sold to Liberian interests for around £600,000 each. The WORLD CENTURION was converted from a tanker into a bulk carrier in 1961, while the WORLD CHOICE was jumboised.

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The 70-foot tug A.D. YARRA was launched at Carrington, Newcastle, in mid-June for Australian Dredging and General Works Pty. Ltd., of Williamstown, Victoria.

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A small Panamanian "reefer" ship, CECILIA VALLAPINO (2167g/1952) has been chartered for two voyages New Zealand - West Coast of America by the New Zealand Apple & Pear Marketing Board, in order to cut freight costs. The ship, an engine-aft single screw motor vessel, was built in Sweden as a banana carrier and later served as a frozen tuna carrier in the Americas. If the two voyages are successful the charter may be extended.

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The veteran Port Line freighter PORT CHALMERS (8719g/1933) sailed from her name port on her final homeward voyage on 14 May. She has been sold to Japanese shipbreakers but is to make one last voyage to New Zealand in September on her way to Japan. A sister ship, PORT WYNDHAM (8702g/1935) is now the Port Line's oldest ship.

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The Auckland Fairmile cruise launch SAYANDRA, owned by C.I. Millar Ltd., has been chartered by Blue Lagoon Cruises Ltd., Lautoka, Fiji, for excursion work there.

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The Waiheke Shipping Company's ferry BAROONA (142g/1904) had an engine breakdown in April and the owners have since stated

that she is not going to be repaired as the cost is prohibitive.

\* \* \*  
North Shore Ferries Ltd., Auckland, has purchased the R.N.Z. Navy's last Fairmile motor launch P3571 (PHILOMEL) ex KAHU, ex Q411. This firm recently bought the former navy Fairmile P3570 (MAORI) ex IRIS MOANA ex Q409, from J.B. Thomas, of Auckland.

\* \* \*  
H.M.N.Z.S. INVERELL, a Bathurst class minesweeper is being refitted at Devonport after having been in mothballs for eight years. She is to be commissioned in October, when ROTOITI, the last New Zealand Loch class frigate, will be paid off. Two others, KANIERE and HAWEA, are in use as alongside training ships at Devonport.

\* \* \*  
The Otago Harbour Board's new pilot launch OTOROA was launched by Miller & Tunnage Ltd., Port Chalmers on 15 May. She is 56' x 14'6" x 7'6" dr., and has a 6 cylinder Caterpillardiesel of 200 hp.

\* \* \*  
Three ships well known in Australian waters have been sold recently. They are COPTIC, MANDAMA and PAPANUI. COPTIC a refrigerated cargo ship (8930/28) was delivered to Belgian shipbreakers this month. MANDAMA ex Cuthbert ex Hubert (4249g/1946) has been sold by Austasia Line Ltd., to Singapore owners. PAPANUI (10,006g/1943) has been sold by New Zealand Shipping Co. Ltd.

\* \* \*  
The New Zealand Government is making new overtures to the Australian Government in an effort to come to an agreement about the building of a new Trans-Tasman passenger vessel. Similar discussions were made in 1960 without any agreement being reached but the N.Z. officials are more hopeful and have written to Canberra to enquire about possible support for the scheme. The basic idea in 1960 was for a ship carrying about 1,000 passengers designed similar to the PRINCESS OF AUSTRALIA built in Australia and manned by New Zealanders.

\* \* \*  
The first portion of the new Cunard liner was laid down on July 2 on No. 4 Building berth, which was also used to construct the Queen Mary and Queen Elizabeth, in the east yard of John Brown & Company's yards. This was an all-welded steel section of the double bottom and is 117' long and 23' broad. This new vessel will have a gross tonnage of about 58,000 and will be the largest built in Britain since the Queen Elizabeth.

\* \* \*  
Union S.S. Co of N.Z. Ltd. have announced the withdrawal of MATUA from the New Zealand-Islands trade toward the end of 1967 or early 1968. A new vessel, similar to TOFUA is being considered as a replacement but as yet no finality has been reached. MATUA has been in service since 1936.

\* \* \*  
The largest fully refrigerated ship under the Swedish flag -- the m.v. PACIFIC OCEAN -- is now loading in Australia for her owners express service between Australia and the East coast of North America. Launched 12 January this year, PACIFIC OCEAN has the following main measurements; length o.a. 499 feet, b.p. 465'10 $\frac{1}{2}$ " depth 40', with main engines of 8 cylinder two stroke designed to run on heavy fuel oil.

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