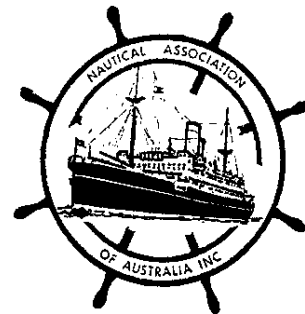


THE LOG

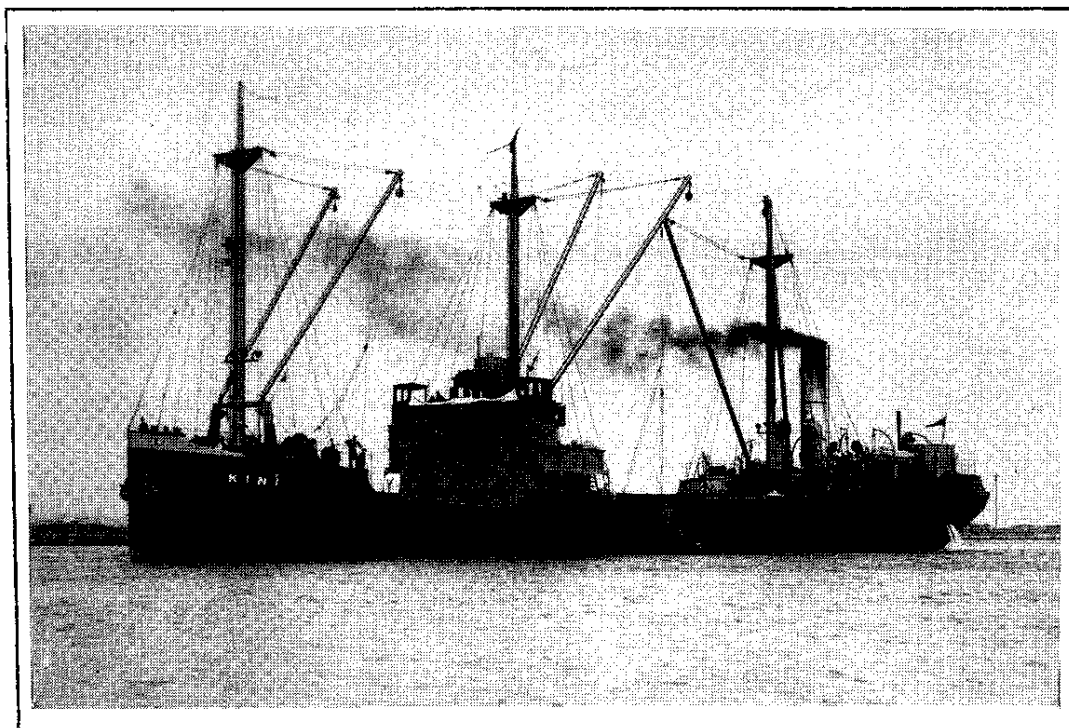


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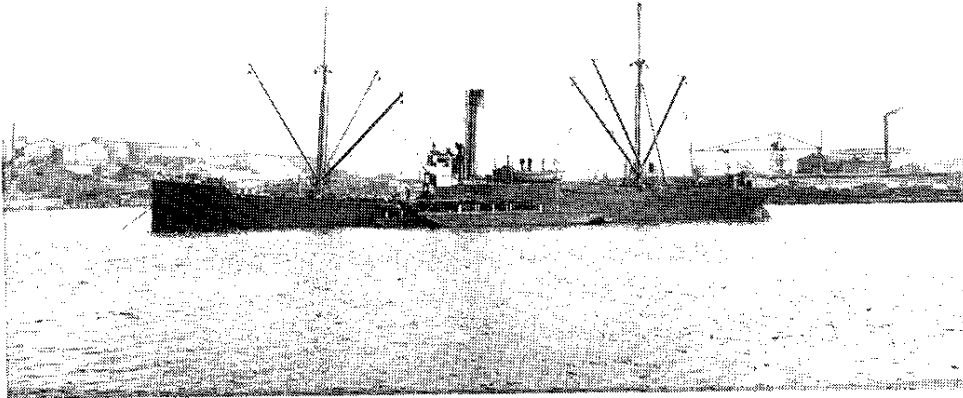
KINI

Laid down for R.S.Lamb & Co.Ltd. as Ihumata (2), but completed as Kini after purchase by the Union S.S.Co. of New Zealand Ltd. in 1930.

(A.C.Green)

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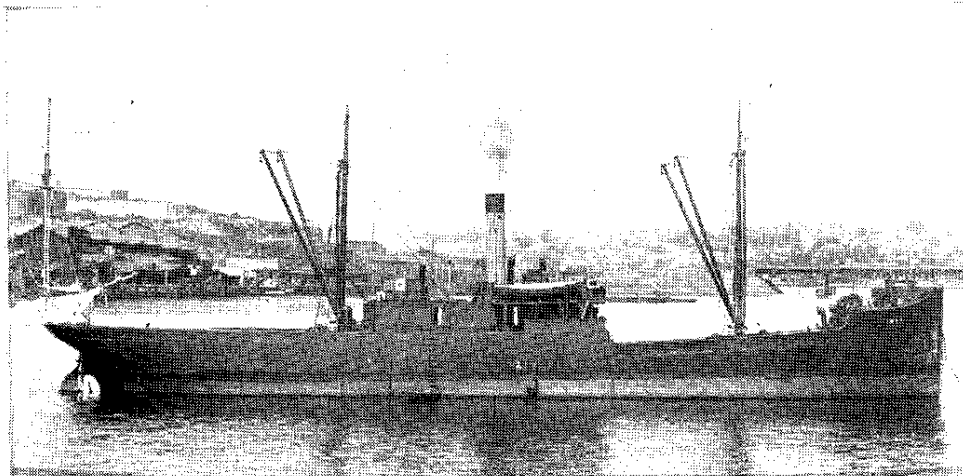
R.S.Lamb & Co. Ltd



JOAN CRAIG

1148 grt. 1903

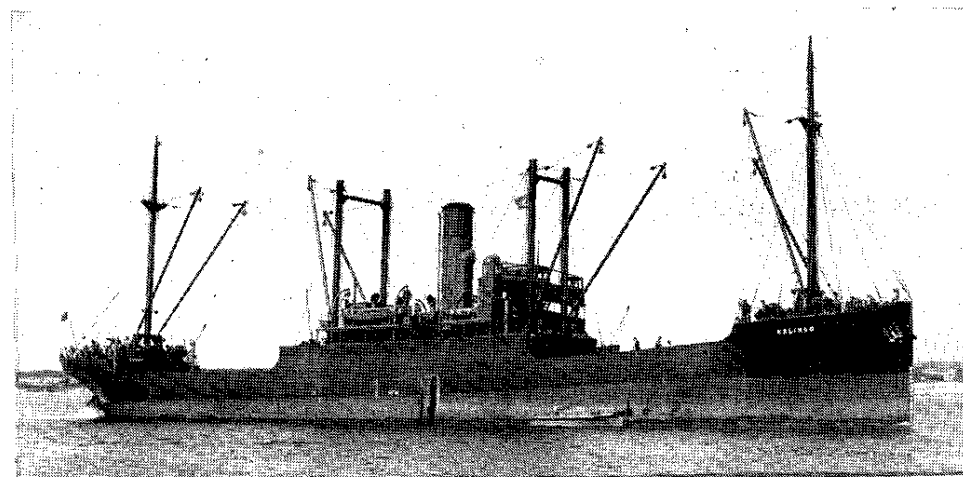
Dufty



INGA

948 grt. 1904

Dufty



KALINGO

2047 grt. 1927

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T H E L O G

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29 November, 1980.

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An almost forgotten fleet-

R.S.LAMB & CO.LTD.

from G.A.Hardwick.

For more than twenty years this Company operated ships in the trans-Tasman trade, and in the 1920s and earlier the ships they controlled were well known in that trade. Although the steamers under their management had black hulls, white upperworks and a yellow funnel with a black top, each was owned by a separate company. So we find Inga S.S.Co.Limited, Ihumata S.S.Co.Limited, Omana S.S.Co.Limited and so on. The ships were registered in Sydney and all were managed by R.S.Lamb & Co.Limited. Although comparatively common in England and Scandinavia, the "single ship company" was a rarity in this part of the world. The most usual case was where the owners of the 64 shares in a ship were different, and for many of them it was a single venture. So, if the ship was lost, their liability was limited. In the case of Lamb's ships, however, the owners of each ship appear to have been the same.

The late Mr.R.S.Lamb, the founder of the Company, lived for many years near Kaipara, and the ships operated by the Company were frequent visitors to that part of New Zealand to load timber for Australia. The ships also loaded timber at Greymouth for Australia. Lamb's ships brought back across the Tasman cargoes of coal from Newcastle to, principally, Wanganui and Kaipara, and poles and timber from such New South Wales ports as Port Stephens and Coffs Harbour. They also traded on the Australian coast carrying poles, sleepers and timber. J.J.Craig Limited of Auckland also had an interest in the Company; hence, one of the ships was named Joan Craig. J.J.Craig was one of the first directors of Omana S.S.Co.Limited. The Union S.S.Co. of N.Z.Limited had an interest in Lambs from October 1909.

In all, Lambs at various times managed six steamers; the first were Inga and Joan Craig, which were entered in the Sydney register in 1910 and 1911 respectively. The former was a single screw steamer of 948 tons gross, built in 1904. In 1926 she was sold to James Patrick & Co.Limited of Sydney, who ran her in the cargo trade between Sydney and Melbourne in conjunction with Mawatta. In December of the next year she again changed hands, this time being bought by W.R.Carpenter & Co.Limited. In addition to trad-

ing among the Pacific Islands, Inga also brought cargoes of logs from the Islands to Sydney and Melbourne. Carpenters later sold her to Madrigal and Co. of Manila, Philippine Islands, who renamed her Cetus. Scuttled in the Cagayan River, Philippines, on 10 December 1941, Cetus was later raised by the Japanese who renamed her Hokuhi Maru. She was sunk by air attack in the Formosa Strait on 2 March 1945.

Joan Craig was launched in 1903 by Wood, Skinner & Co.Ltd., Newcastle-on-Tyne, and named Bentinck. Like Inga, she was a well-decker with engines amidships. Her gross tonnage was 1148. When bought by Lamb, Bentinck was renamed Joan Craig and registered in Sydney in the ownership of Joan Craig S.S.Co.Limited. She was sold to Shanghai owners in 1926 and renamed Henli. Later, she passed into the hands of Indo-China owners and was renamed Francis Garnier. The vessel was mined off the Indo-China coast on 20 February 1944.

The next ship was Ihumata of 1156 tons gross, built by the Antwerp Engineering Co.Ltd. of Hoboken, Belgium, in 1911. She, too, was of the raised quarter deck type, with her engines amidships. She was registered in Sydney under the ownership of Ihumata S.S. Co.Limited. Ihumata was a regular trader across the Tasman, and during her career at one time or another lifted timber from all the timber exporting ports in New Zealand for Australia. When the export trade in New Zealand timbers died away, Ihumata was sold in March 1929 to Madrigal & Co. of Manila, who renamed her Regulus. She was captured by the Japanese off Mindanao Island in March 1942 and renamed Shotei Maru. The vessel was reported as having been lost in August 1945.

Another new ship was commissioned in 1915, this being Omana of 2523 tons gross and built by Messrs. Osbourne, Graham & Co. of Sunderland. Omana was a three-island type and was registered in Sydney in the ownership of Omana S.S.Co.Limited. She was Lamb's biggest ship, and had an interesting career. While under Lamb control she traded mainly between Sydney and Newcastle and various New Zealand ports. Omana was one of the three Lamb ships passing to the flag of the Union S.S.Co. of N.Z.Limited in 1930, and thereafter she ran mainly in the New Zealand coastal trade. After a period of idleness in New Zealand she was put on the run between New Zealand and Melbourne and Adelaide. Towards the end of her career under the Union flag, Omana found employment as a collier on the New Zealand coast. She was laid up in Wellington in 1951, and was sold later in the same year to Greek buyers who renamed her Youla Chandris. Two years later she passed to Costa Rican buyers and was renamed Tassos. Laid up in Piraeus in 1958, Tassos was sold to Greek shipbreakers the following year.

Gabriella entered the fleet in 1922 after having served Belgian owners for two years, and was registered in Sydney as owned by Gabriella S.S.Co.Limited. Although laid down in 1914 by the Antwerp Engineering Co.Ltd. of Hoboken, Belgium, construction was stopped during the war and the partly built ship was dismantled. Her keel was relaid in 1919 and she was completed the following

year. Like Omana, Gabriella was a three-island type. She was 1587 tons gross, 2350 tons deadweight and had a speed of 9 knots. When the Union S.S.Co. of N.Z. Limited acquired the remaining interests in the Lamb ships in 1930 (it had first acquired an interest in the Lamb business in 1909), Gabriella was one of the ships taken over. The Union Company kept her on her old trans-Tasman run for a while, but ultimately she became a collier on the New Zealand coast and in this trade is said to have carried over 500,000 tons of coal. She was laid up in Wellington's "Rotten Row" in November 1950, and more than a year later was sold to Mrs. E. J. Chandris of Piraeus. The old ship was renamed Dora Chandris and in 1955 she passed to other owners and became Capetan Costas. In 1959 the vessel was sold to Greek shipbreakers, and was broken up in Greece in October and November of that year.

The purchase of Gabriella in 1922 brought the Lamb fleet to its peak strength of five ships, since the first disposals (Inga and Joan Craig) did not take place until 1926.

Built as a replacement for Joan Craig, Kalingo was constructed in 1927 by the Clyde S.B. & E. Co. Ltd. of Port Glasgow, and was of 2047 tons gross. She was specially designed as a timber carrier with two long hatchways (one fore and the other aft of the engines) and was rigged with heavy lifting gear. Like the earlier Lamb ships, Kalingo was registered in Sydney in the ownership of a single ship company - Kalingo S.S.Co. Limited. She was one of the ships taken over by the Union Company in 1930, and they kept her in the trans-Tasman trade, mainly between Sydney and Newcastle and New Plymouth and Wanganui. From 1934 onwards, Kalingo included calls at Coff's Harbour and the Clarence River on the NSW North Coast to load timber for New Zealand. Whilst on a voyage from Sydney to New Plymouth, Kalingo was torpedoed and sunk by a Japanese submarine about 100 miles east of Sydney on 18 January 1943, with the loss of two lives.

The last of the Lamb ships was laid down in 1930 by John Lewis & Sons Ltd. of Aberdeen, Scotland, as the second Ihumata. The Union Company took over the Lamb fleet while she was building, and she was completed for them under the name Kini. She was a three-masted well-decker with engines aft, and tonnages of 1388 gross and 1730 deadweight. Employed at first on the New Zealand coast, she was put on the Strahan (Tasmania) to Melbourne, Port Kembla and Newcastle trade in 1935, carrying copper and general cargo. In July 1938 she made several trips carrying general cargo between Hobart and Melbourne. During the 1939-45 war Kini was kept in the Tasmanian trade, and after the war she continued in the Strahan - mainland trade until replaced by Kumalla in 1956. In July of that year she was sold to the John Manners Group and was renamed Brenda under the Panamanian flag. Under that name she visited Sydney several times. Changing hands in 1961 the ship was renamed Jade, and in the following year she was broken up in Hong Kong. So, after a score of years, the Lamb ships passed into history. None was lost while under Lamb control, but no less than four of their former ships became war losses during the Second World War.

Fleet list-

R.S.LAMB & CO.LTD.

Head office: and port of registry for ships- Sydney.

Colours: black hull, white superstructures, red boot topping.

Funnels: yellow with black top.

Services: trans-Tasman.

List of steamers: information under name is as follows: official number; gross & net tonnage; period in fleet.

Inga Built 1904 by A.Vuijk Capelle a/d Ysel, Holland.
125234 3 cyl.triple exp. engine by G.T.Grey & Co.,South
948/570 Shields. 215.3 x 31.5 x 14.6. Built as Inga for
1910-1926 Akties Dpsk Inga (Bugge & Olsen), Norway.
1910- to Inga S.S.Co.Ltd.(R.S.Lamb & Co.Ltd.),Sydney.
1926- sold to James Patrick & Co.Ltd., Sydney.
1927(Dec)- sold to W.R.Carpenter & Co.Ltd.
1930- sold to Madrigal & Co., Manila, r/n Cetus.
1941(10 Dec)- scuttled Cagayan River, Philippines.Later
raised by Japanese, r/n Hokuhi Maru.
1945(2 March)- sunk by US aircraft in Formosa Strait,
50 miles west of Changhua, Formosa.

Joan Craig Built 1903 by Wood Skinner & Co.Ltd., Newcastle.
118612 3 cyl.triple exp. engine by N.E.Marine Engine Co.Ltd.,
1148/723 Newcastle. 229.0 x 33.5 x 14.7. Built as Bentinck
1911-1926 for Burnett & Co., Newcastle-on-Tyne.
1911- to Joan Craig S.S.Co.Ltd.,Sydney, r/n Joan Craig.
1926- sold to Chun Young Zan (Moller & Co.),Shanghai,
r/n Henli.
1928- sold to Louis Dubost (Alex Gerondal, Mgr.),
Haiphong, r/n Francis Garnier.
1944(20 Feb)- mined off Indo-China coast, south of Cana,
at which time owned by Cie.Cotiere de l'Annam, Saigon.

Ihumata Built 1911 by Antwerp Eng.Co.Ltd., Hoboken, Belgium.
131483 3 cyl.triple exp.engine by N.E.Marine Engine Co.Ltd.,
1156/680 Newcastle-on-Tyne. 229.3 x 35.8 x 14.9.
1911-1929 Built for Ihumata S.S.Co.Ltd.,Sydney. Could carry more
than 850,000 super feet of timber.
1929- sold to Madrigal & Co., Manila, r/n Regulus.
1942(March)- captured by Japanese off Mindanao Island,
r/n Shotei Maru.
1945(Aug)- lost.

Omana Built 1915 by Osbourne, Graham & Co., Sunderland.
136413 3 cyl.triple exp. engine by G.Clark Ltd., Sunderland.
2523/1519 303.0 x 46.2 x 20.2. Built for Omana S.S.Co.Ltd.,Sydney.
1915-1930 1930- sold to Union S.S.Co. of N.Z.Ltd..
1951- sold to Mrs.E.J.Chandris,Piraeus,r/n Youla Chandris.

Omana (continued)

1953- sold to San Anastasias Cia. Ltda., Puerto Limon, Costa Rica, r/n Tassos.
 1958(Sept)- laid up at Piraeus.
 1959(July)- sold to Greek breakers at St.George Bay.

Gabriella Built 1920 by Antwerp Eng.Co.Ltd., Hoboken, Belgium.
 150183 3 cyl.triple exp. engine by N.E.Marine Engine Co.Ltd.,
 1587/946 Newcastle-on-Tyne. 252.0 x 38.2 x 17.4.
 1922-1930 Laid down 1914 but dismantled during First World War.
 Keel relaid 6 May 1919; completed 1920 for Handel en Scheepvaart S.A. (M.Vandesompel, Mgr.), Ostend, as Gabriella.
 1922- sold to Gabriella S.S.Co.Ltd., Sydney.
 1930- sold to Union S.S.Co. of N.Z.Ltd..
 1951(Dec)- sold to Mrs.E.J.Chandris, Piraeus. Delivered Feb.1952 and r/n Dora Chandris.
 1955- sold to Santa Kyriaki Nav.Ltda.(D.N.Mitropoulos, Piraeus,Mgr.),Costa Rica, r/n Capetan Costas.
 1959- sold to Sidiremboriki Ltd.,Piraeus, for demolition; broken up at St.George Bay Oct/Nov.1959.

Kalingo Built 1927 by Clyde S.B. & E.Co.Ltd., Port Glasgow.
 155322 3 cyl.triple exp. engine by Clyde S.B. & E.Co.Ltd..
 2047/1154 283.0 x 43.1 x 17.5. Built for Kalingo S.S.Co.Ltd..
 1927-1930 1930- sold to Union S.S.Co. of N.Z.Ltd..
 1943(18 Jan)- torpedoed and sunk by Japanese submarine about 100 miles east of Sydney (34.07S, 153.15E), while on passage Sydney to New Plymouth.

Ihumata Built 1930 by J.Lewis & Sons Ltd., Aberdeen.
 142908 3 cyl.triple exp. engine by J.Lewis & Sons Ltd..
 1388/779 229.1 x 39.2 x 12.5. Laid down for R.S.Lamb & Co.Ltd., as Ihumata, to replace the first Ihumata. Compl. Dec. 1930 as Kini for Union S.S.Co. of N.Z.Ltd.,reg.Dunedin.
 1956- sold to Isabel Nav.Co.S.A., Panama (John Manners & Co.Ltd.,Hong Kong, Mgrs.), r/n Brenda.
 1961- sold to San Raimundo Cia.Nav.,Panama, r/n Jade.
 1962- broken up at Hong Kong.
 (Note- was launched as Kini).

Notes (1)- further references concerning the Lamb steamers are Union Fleet by I.J.Farquhar, Far Eastern Fleets by H.W.Dick and S.Kentwell (for Joan Craig) and THE LOG (June 1973) (Jas.Patrick & Co.Ltd., for Inga).

(2) Apart from his steamship interests through R.S.Lamb & Co.Ltd., Mr.R.S.Lamb had some sailing ship interests before the First World War. Lloyd's Register 1899/1900 lists him as the owner of the wooden schooner Ocean Rover (139 grt/1884), and some years later he had an interest in the iron barque Manurewa (327/1884).

Burns Philp steamer-

S.S.TITUS

from B.A.Wilkinson.

The German shipowner Gebruder Andersen & Co. of Kiel operated a small fleet of steamers in the latter part of last century, the vessels having Roman names such as Brutus, Cassius, Romulus, Titus, Claudius, etc., and one of these became well known on the Australian coast.

Towards the end of 1882 the Melbourne firm of George Hardy & Co. and the Newcastle firm of John Bingle & Co., both of whom had interests in coal, decided to obtain a ship to carry coal from Newcastle to Melbourne, and inquiries overseas resulted in Titus being taken on charter. The ship was registered in Hamburg and classed 90 A1 at Lloyds. She was a well deck, schooner rigged vessel of 760 tons gross, 185.8' in length and 27.1' in breadth. The iron hull had a partial double bottom and was subdivided by five watertight bulkheads. There was accommodation towards the stern for a small number of passengers. A compound engine having cylinders 24½" and 43" in diameter with a stroke of 27" was supplied with steam at 70 psi from one single ended boiler. Titus had been built for the German company early in 1878 by Alexander Stephen & Sons of Linthouse, Scotland, as their yard No. 220. This firm built a number of steamers for German owners about this time, four being for G.Andersen & Co..

It was considered that the charterers had obtained a most suitable and economical ship, as Titus was reported to carry 1000 tons of coal including bunkers, at a speed of 8½ knots on a consumption of only seven tons of Australian coal per day. Titus arrived at Newcastle under the command of Captain Carl Rix, who was accompanied by his wife and small child. A full cargo of coal was loaded for Melbourne where the vessel arrived on 11 January 1883, and she settled down to working as a collier - generally between the two ports returning light ship to Newcastle. There were small variations in the loading and discharging ports, including Wollongong, Port Kembla, Westernport where a grounding occurred but without damage, Sydney and Port Adelaide. Occasionally there were three or four passengers from Newcastle to Melbourne.

In February 1884 the charter to George Hardy & Co. ended with the sale of the vessel to Messrs. Wischer and Walker of Melbourne, and Captain R.Lindsay replaced Captain Rix whose wife and child had lived on board since arriving in Australian waters. Titus, with name unchanged but registered in Melbourne, continued to serve south eastern Australian ports, at times taking cargoes from Warrnambool to Sydney and returning to Melbourne with coal from Newcastle, Wollongong, Port Kembla or Bulli.

Within a few months the agents appeared as W.F.Walker & Co., the name Wischer being omitted, and Captain F.P.Snewin became the regular master. Trading extended to the River Mersey port of Formby in northern Tasmania, Geelong, Port Adelaide and Beachport.

A grounding occurred on 10 April 1888 at Warrnambool when Titus broke adrift in bad weather while loading produce for Melbourne. The paddle tug Albatross of James Paterson & Co. was sent from Melbourne and, after some difficulty, succeeded in refloating the vessel which was towed to Melbourne for repairs.

Although the coal trade was the principal activity of Titus, W.F.Walker & Co. took every opportunity to engage the vessel in any profitable tramping venture. Thus in October 1888 she made a voyage to Bluff in the South Island of New Zealand and returned to Melbourne with timber and steel rails from Port Pirie. A voyage further afield was undertaken in October 1889 when Titus bunkered in Newcastle and sailed for Malden Island in the Line Group of islands. This passage took 24 days and after loading 780 tons of phosphate she sailed for Dunedin in New Zealand, finally arriving back in Melbourne, via Newcastle, on 9 December. In March 1891 a cargo of coal was taken from Newcastle to Noumea, returning to Newcastle to load the usual cargo for Melbourne.

An unusual incident occurred in November 1891 when Titus collided with a whale while bound from Melbourne to Newcastle. A few weeks later when leaving Newcastle on 1 December a collision with the tug Gamecock resulted in several damaged hull plates and frames. Another voyage to Noumea was made in July 1892, followed by a loading at Formby for Sydney. About this time several voyages were made from Launceston to Sydney, and at various times Captains Turnbull, Nicholson, Wright and Clinch were in command. Another of the few groundings occurred on 29 July 1892 near West Devonport in Tasmania, but Titus was refloated several days later without damage.

A charter was fixed late in 1892 for Titus to load a cargo of sulphate of ammonia at Melbourne for Mauritius and return with sugar. Port Louis was reached on 8 December, and during the return trip via Albany Captain A.V.Wright, who had been in poor health, died and was buried at sea a few days before reaching the Australian coast. In March 1893 Titus left Melbourne for Brisbane under the agency of W.Howard Smith, and for the next twelve months traded intermittently between Queensland ports and Sydney for that company; in between those voyages she carried on in her owners' usual trade between Newcastle and southern ports.

The Adelaide SS Co.Ltd. took Titus on charter in March 1894 for the general cargo trade between Queensland ports and Sydney, and many trips were made from the sugar ports of Cairns, Townsville, Flat Top and Mackay to supply the refinery in Sydney. An occasional visit was made to Melbourne with sugar or coal. Between the years 1893 and 1896 Lloyd's Register listed the owners of Titus variously as H.T.C.Panifex, Akhurst and Panifex and Mrs.I.M. Walker, but W.F.Walker & Co. appears to have been the principal behind these names.

In the mid 1890s the island trade of Burns, Philp & Co. was increasing rapidly, and it became evident that direct ownership of the trading vessels rather than the use of chartered tonnage would better serve the Company's interests. Titus had been a familiar

sight in Australian waters and the Company undoubtedly recognised it as suitable for island trading. Negotiations were entered into with W.F.Walker & Co. with the result that when Titus arrived in Sydney on 4 January 1896 from Queensland ports under Captain A.F. Mullock, ownership was transferred to Burns, Philp & Co. with registration in Sydney. The first voyage for Burns, Philp & Co. commenced on 16 January 1896 when Titus, under Captain John Williams, left Sydney for Thursday Island, Port Moresby, Samarai, Solomon Islands and the New Hebrides via Newcastle and Cooktown carrying a full cargo and six saloon passengers, returning to Sydney on 4 March 1896.

Ports in British and German New Guinea were included in subsequent voyages. With minor variations this service continued until Captain Charles Todd took command in April 1898, relieving Captain Williams who was to await the arrival of the recently purchased Moresby. At times as many as a dozen saloon and up to 17 steerage passengers were carried. It is interesting to recall some of the items included in a typical cargo from the islands:- 952 bags of sun-dried copra, 50 tons of sun-dried copra in bulk, 126 cases of mother-of-pearl, 7 bags of black pearl shell, 11 bags of tortoise shell, 21 cases of sulphur, 40 bags of india-rubber, 10 sacks of coconuts, 6 parcels of gold dust, 23 packets of curios, 90 sacks of coffee, 193 sacks of maize. Outward cargoes largely comprised coal, timber and stores.

In September 1898 Titus replaced Ysabel in the Lord Howe, Norfolk Island and New Hebrides trade, in which a larger vessel was required, and she left Sydney on 1 October 1898; but she made only one trip in this service. Leaving Sydney on 30 November 1898 under Captain James Runcie, Titus called at Noumea and then sailed northwards to the Gilbert, Ellice and Marshall Islands, returning to Sydney on 23 March 1899. Several similar voyages were made until October 1899 when it was announced that Titus had been chartered by the Pacific Islands Company, which operated other vessels under charter including Archer and Rob Roy trading among the southwestern Pacific islands and frequently calling at Sydney.

Titus left Sydney on 8 October 1899 under Captain Henry for Suva via Newcastle, then to Savage Island, the Phoenix Group, Barker Island and the Gilberts. Stores were landed at the various ports, and coal was left at Jaluit for the Austrian gunboat Albatros. This first voyage was completed on arrival in Sydney on 18 February 1900 from Butaritari in the Gilbert Islands. Three more voyages were made under the Pacific Islands Company charter. During the last voyage Titus arrived at Ocean Island on 28 August 1900 with equipment and Kanaka labour to work the phosphate deposits, and she carried the first shipment - 75 tons - to Australia in October 1900. Other masters during the charter period included Captains Todd and Cargill. The charter ended upon arrival in Sydney on 21 December 1900.

During the next two months Titus spent some time laid up undergoing an overhaul in Kerosene Bay and dry-docking at Mort's Dock, Balmain. On 1 March 1901, under Captain Bibbing, Titus re-entered

the Lord Howe, Norfolk Island, Vila, Santa Cruz and Solomon Islands service, at times calling at Noumea. She continued in this service until 1903. When Mambare was wrecked at Tutuba Island, the passengers and crew were taken from Vila to Sydney in Titus, arriving on 22 October 1902. A major overhaul was undertaken during July and August 1903, and it was not until 24 September that sailings were resumed when, under Captain Finch, Titus left for Noumea and the New Hebrides via Newcastle. The next voyage was under Captain Voy, sailing on 24 October, and this extended to the Gilbert and Ellice Islands. This set the pattern for the next four years with minor variations, and Captains Robinson and Cable were in command at various times. When Ysabel was wrecked, the crew returned to Sydney in Titus, arriving on 1 August 1907.

The last departure from Sydney was on 9 August 1907, when Titus left to carry out some inter-island trading among the Gilbert, Ellice and Marshall Islands; she finally arrived at Vila in the New Hebrides on 23 February 1908 with 330 tons of copra for trans-shipment. It was considered that the active days of Titus were over. The decision to convert her into a coal hulk at Vila meant the end of thirty years active life for this vessel, during which she had served three owners and several charterers.

For eleven more years the hull of this once sturdy little steamer held coal for the bunkers of other island traders. By March 1919 the under water areas of the hull were in such a bad state due to want of maintenance that it became dangerous to attempt further use, and the hulk was scuttled off the port. Titus may be remembered as the steamer to begin Burns, Philp and Company's first regular main line service from Sydney to the Pacific Islands, and as such deserves a place of honour in the Company's fine fleet of popular ships.

(advertisement)

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Fleet list-

Pacific Far East Line Inc.

from N.J.Kirby.

Continued from page 80.

Thailand Bear Delivered 3/1943 by Western Pipe & Steel Co.,
 7995/1943 San Francisco (yd. 81) as USS Bolivar (APA34),
 1968-1971 US Navy Attack Transport.(Had been laid down &
 launched as C3-S-A2 type cargo vessel Sea Angel
 for USWSA). 1946- returned to USWSA and laid up. 1949- recon-
 verted to mercantile by US Maritime Commission; sold upon
 completion to American President Lines Ltd., San Francisco,
 r/n President Van Buren. 1967- r/n President Harding.
 1968- sold to PFEL, r/n Thailand Bear. 1971- sold to Prudential-
 Grace Lines Inc., New York, r/n Santa Monica. 1972 (12 Nov)-
 arrived Kaohsiung for breaking up by Nan Feng Steel Enterprises
 Co.Ltd.; demolition commenced 2 December 1972.(See photo P.70).

General R.L.Howze Completed 12/1943 by Kaiser Co.Inc., Richmond,
 13000/1943 Calif.(yd. 5), and commissioned 7 February 1944
 1968-1969 by US Navy as USS General R.L.Howze (AP134),
 C4-S-A1 type transport. 1946- transferred to US
 Army and laid up until 1948. 1950- to Military Sea Transport-
 ation Service. 1958 (17 July)- laid up at Astoria under control
 of Marad. 1968- sold to PFEL for conversion to container vessel;
 conversion completed 2/1969 by Todd Shipyards Corp. (Alameda
 Plant); r/n Guam Bear, gross tonnage 12521. 1975- r/n New
Zealand Bear. 1975- sold to Farrell Lines Inc., r/n Austral Glen.
 1976 (7 Aug)- arrived San Francisco and was laid up. 1979- sold
 to Austral Glen Owners Ltd. (American Pacific Container Line
 Inc. - AMPAC), r/n Pacific Endeavor.

General A.W.Greely Commissioned 22 March 1945 (built by Kaiser
 13000/1945 Co.Inc., Richmond, Calif.(yd. 22)) by US Navy as
 1968-1969 USS General A.W.Greely (AP141), C4-S-A1 type
 transport. 1946 (20 March)- transferred to US
 Army. 1950- to Military Sea Transportation Service. 1959 (29
 Aug)- ownership passed to Marad; ship laid up at Olympia.
 1960 (1 July)- stricken from Navy List. 1968- sold to PFEL
 for conversion to container vessel; conversion completed
 4/1969 by Todd Shipyards Corp. (Alameda Plant); r/n Hawaii
Bear, gross tonnage 12521. 1975- sold to Farrell Lines Inc.,
 r/n Austral Glade. 1976 (13 March)- arrived San Francisco and
 was laid up. 1979- sold to Austral Glade Owners Ltd. (American
 Pacific Container Line Inc. - AMPAC), r/n Pacific Enterprise.

Guam Bear refer General R.L.Howze (1968-1969)
 12521/1943
 1969-1975

Hawaii Bear refer General A.W.Greely (1968-1969)
 12521/1945
 1969-1975

The following four ships were taken over by PFEL when, on 22 January 1971, they concluded the purchase from Matson Nav. Co. of the latter's South Pacific passenger and freight service.

- Mariposa
14812/1953
1971-1978
- Delivered 3 April 1953 by Bethlehem Steel Co., Quincy, Mass. (yd. 1624) as Pine Tree Mariner, a C4-S-1a type cargo vessel, to US Dept. of Commerce (Marad), Portland, Me.. 1956- sold to Oceanic SS Co.Inc.(Matson Nav.Co.), and handed over to Willamette Iron & Steel Co.,Portland, Ore., for conversion to passenger/cargo vessel. 1956 (Oct)- conversion completed, now named Mariposa, regd. San Francisco; reclassified P2-S1-1k. 1971- sold to PFEL. 1978 (7 April)- arrived San Francisco and laid up. (Ownership from time of lay up is somewhat obscure). 1979 (10 April)- auctioned (with Monterey) in the Federal Bankruptcy Court of Judge Lloyd King in San Francisco. Sold to World Airways Inc. (Oakland, Calif.); still laid up in San Francisco 5/1980.
- Monterey
14799/1952
1971-1978
- Delivered 8 December 1952 by Bethlehem Sparrows Point Shipyard, Sparrows Point, Md. (yd. 4507) as Free State Mariner, a C4-S-1a type cargo vessel, to US Dept. of Commerce (Marad), Baltimore, Md.. 1956- sold to Oceanic SS Co.Inc. (Matson Nav.Co.), and handed over to Willamette Iron & Steel Co.,Portland, Ore., for conversion to passenger/cargo vessel. 1956 (Dec)- conversion completed, now named Monterey, regd. San Francisco; reclassified P2-S1-1k. 1971- sold to PFEL. 1978 (19 Jan)- arrived San Francisco and laid up. (Ownership from time of lay up is somewhat obscure). 1979 (10 April)- auctioned (with Mariposa) in the Federal Bankruptcy Court of Judge Lloyd King in San Francisco. Sold to World Airways Inc. (Oakland, Calif.); remained laid up until resold late in 1979 to Royal Hawaiian Cruises Inc., San Francisco. Despite being programmed to commence cruising in March 1980 she remained laid up at time of writing, although scheduled to drydock in order to commence first cruise on 3 May 1980.
- Sonoma
77417/1944
1971-1972
- Delivered 3/1944 by Ingalls SB Corp.,Pascagoula, Miss. (yd. 406) as USS Burleigh (APA95), US Navy Attack Transport. Laid down as C3-S-A2 type cargo vessel for USWSA, taken over by USN while under construction. 1946- returned to USWSA. 1947- reconverted to mercantile, at New York; upon completion was sold by US Maritime Commission to Matson Nav.Co., r/n Hawaiian Pilot, regd. San Francisco. 1961- transferred to Oceanic SS Co.Inc.,r/n Sonoma. 1971- sold to PFEL. 1972- sold to Excelsior Marine Corp. (Vantage SS Corp.), New York, r/n Noma.1973 (30 April)- arrived at Kaohsiung for demolition.
- Ventura
7870/1945
1971-1972
- Delivered 3/1945 by Ingalls SB Corp.,Pascagoula, Miss. (yd. 422) as USS Hanover (APA116), US Navy Attack Transport. Laid down as C3-S-A2 type cargo

Ventura (cont.)

vessel for USWSA, taken over by USN while under construction. 1946- returned to USWSA; reconverted to mercantile at Boston. Upon completion, sold by US Maritime Commission in 1947 to Matson Nav.Co., r/n Hawaiian Wholesaler, regd. San Francisco. 1961- transferred to Oceanic SS Co.Inc., r/n Ventura. 1971- sold to PFEL. 1972- sold to Excelsior Marine Corp. (Vantage SS Corp.), New York, r/n Entu. 1972 (20 June)- arrived at Kaohsiung for breaking up by Yung Tai Steel Corp., who commenced demolition on 24 July 1972.

Samoa Bear refer Golden Bear (1955-1971)
12421/1955
1971-1973

Thomas E.Cuffe Delivered 7/1971 by Avondale Shipyards Inc., Avondale, La. (yd. 1187) to PFEL, San Francisco. Lash type vessel. 1978 (30 March)- arrived San Francisco for conversion to a pure container carrier by Bethlehem Shipyard. Never sailed for PFEL after conversion. Consequent upon the bankruptcy of PFEL, the vessel was taken over by Marad and towed from the shipyard to the Suisun Bay Reserve Fleet, which she entered on 11 August 1978. Sold by Marad to American President Lines Ltd., left Reserve Fleet on 1 May 1979, r/n President Hoover.

Golden Bear Delivered 9/1971 by Avondale Shipyards Inc., Avondale, La. (yd. 1188) to PFEL, San Francisco. Lash type vessel. 1977 (19 July)- arrived San Francisco for conversion to a pure container carrier by Bethlehem Shipyard. Sailed again 3 December 1977 upon completion of conversion. 1978 (22 June)- arrived San Francisco at end of last PFEL voyage. Consequent upon the bankruptcy of PFEL, vessel was seized by Marad, and placed in Suisun Bay Reserve Fleet on 22 August 1978. Sold by Marad to American President Lines Ltd., left Reserve Fleet 30 April 1979, r/n President Grant.

Pacific Bear Delivered 11/1971 by Avondale Shipyards Inc., Avondale, La. (yd. 1190) to PFEL, San Francisco. Lash type vessel. 1977 (18 April)- arrived San Francisco for conversion to pure container carrier by Bethlehem Shipyard. Sailed again 7/1977 upon completion of conversion. 1978 (3 June)- arrived San Francisco at end of last PFEL voyage. Consequent upon the bankruptcy of PFEL, vessel seized by Marad and placed in Suisun Bay Reserve Fleet. (In September 1977 it was reported in an American shipping magazine that Pacific Bear had been sold, under the approval of the Maritime Subsidy Board, for \$28 million to a trust composed of C.I.Transportation Leasing Corp., Greyhound Leasing & Financial Corp. and M.D.F.C.Equipment Leasing Corp. as owner participants, and the United California Bank as trustee. Reason for approval was stated at the time to be to allow PFEL

Pacific Bear (cont.)

to finance the conversion of three other Lash vessels - Thomas E. Cuffe, Golden Bear and Japan Bear - into pure container carriers. In any event no record of any such change of ownership appears in American Bureau until after sale by Marad). 1979- sold by Marad to the registered ownership of United California Bank - as Trustee, and bareboat chartered to United States Lines, New York, by whom r/n American Trader. (This sale also recorded as having been for \$28 million).

America Bear refer Japan Bear (1955-1972)

12421/1955
1972-1973

Japan Bear

26456/1972
1972-1978

Delivered 3/1972 by Avondale Shipyards Inc., Avondale, La. (yd. 1189) to PFEL, San Francisco. Lash type vessel. 1977 (3 December)- arrived San Francisco for conversion to pure container carrier by Bethlehem Shipyard. Sailed again 25 March 1978 upon completion of conversion. 1978 (July)- arrived San Francisco at end of last PFEL voyage. Consequent upon the bankruptcy of PFEL, ship seized by Marad, and placed in Suisun Bay Reserve Fleet on 9 August 1978. Sold by Marad to American President Lines Ltd., left Reserve Fleet 2 May 1979, r/n President Tyler. (Originally reported to have been renamed President Monroe).

China Bear

26450/1972
1972-1975

Delivered 5/1972 by Avondale Shipyards Inc., Avondale, La. (yd. 1191) to PFEL, San Francisco. Lash type vessel. 1975- sold to Farrell Lines Inc., r/n Austral Rainbow.

Iberville

12669/1952
1972-1975

refer Keystone Mariner (1956-1961)

John Tyler

12669/1953
1972-1975

refer Old Colony Mariner (1956-1961)

John B. Waterman

12670/1952
1972-1975

refer Tar Heel Mariner (1956-1960)

Australia Bear

23875/1973
1972-1973

Ordered by Matson (for Oceanic), the contract passed to PFEL upon the latter's purchase of Trade Route 27 in 1971. Launched 7/1972 by Bethlehem Steel, Sparrows Point, Md. (yd. 4639) for PFEL. Container vessel. Ran trials 3 March 1973 and returned to Baltimore where she was laid up. Left Baltimore 9 Nov. 1973 for Mobile, having been sold to The Reynolds Leasing Corp. (Sea-Land Service Inc.), Wilmington, Del.; left Mobile 7/1974 following modification to Sea-Land specifications, under name Sea-Land Consumer.

- Lyman Hall refer Golden Bear (1955-1971)
12421/1955
1973-1974
- Philippine Bear Delivered 3/1973 by Avondale Shipyards Inc., Avondale, La. (yd. 1194) to PFEL, San Francisco. Lash type vessel. 1975- r/n Australia Bear. 1975- sold to Farrell Lines Inc.; early 1976 r/n Austral Moon.
26450/1973
1973-1975
- New Zealand Bear Ordered by Matson (for Oceanic), the contract passed to PFEL upon the latter's purchase of Trade Route 27 in 1971. Launched 12/1973 by Bethlehem Steel, Sparrows Point, Md. (yd. 4640) for PFEL. Container vessel. Sold prior to completion, to Reynolds Leasing Corp. (Sea-Land Service Inc.), Wilmington, Del., and completed 4/1974 as Sea-Land Producer.
23510/1974
1973-1975
- John Penn refer Japan Bear (1955-1972)
12586/1955
1973-1974
- Thomas Jefferson refer Golden Mariner (1955-1961)
12669/1954
1972-1975
- Canada Bear refer China Bear (1962-1974)
12799/1962
1974-1975
- Australia Bear refer Philippine Bear (1973-1975)
26450/1973
1975-1975
- New Zealand Bear refer General R.L.Howze (1968-1969)
12521/1943
1975-1975
- Atlantic Bear Delivered 5/1976 by Sun SB & DD Co., Chester, Pa. (yd. 674) to 674 Leasing Co. (Sun Co.Inc.), as Westward Venture, regd. New York. Ro/Ro vessel. Chartered to PFEL for Arabian Gulf service. Later in 1976 purchased by PFEL, r/n Atlantic Bear, regd. San Francisco. 1978 (13 April)- arrived Baltimore at end of last PFEL voyage. Consequent upon the bankruptcy of PFEL, ship seized by Marad, and placed in the James River Reserve Fleet on 10 October 1978. Still there at time of writing.
17525/1976
1976-1978
- Gulf Bear Delivered 5/1974 by Sun SB & DD Co., Chester, Pa. (yd. 666) to US Trust Co. of New York - Trustee (ACBSI)(T.T.T.Inc.), as El Taino, regd. New York. Ro/Ro vessel. Early in 1976 sold to 666 Leasing Co.(Sun Co.Inc.), New York; lengthened by 90'9" by her builders, this work being completed in 2/1976. Chartered to PFEL, who
17513/1974
1976-1978

Gulf Bear (cont.)

later in 1976 bought her & r/n her Gulf Bear, regd. San Francisco. Consequent upon the bankruptcy of PFEL, ownership reverted in 1978 to 666 Leasing Corp.. 1979- sold to Trinidad Corp., r/n Eastern Light, regd. Wilmington, Del.; but later in 1979 reverted to ownership of 666 Leasing Corp., r/n Caguas.

In 1975 a Company was formed by name of America Bear SS Co. and was listed as owner of one vessel - America Bear. The address of this concern, although in San Francisco, was quite different to that of PFEL, and shipping registers do not record any move to PFEL premises until 1977. Another source indicates, however, that America Bear SS Co. was formed as a subsidiary of PFEL in 1975. In any event the confusion is further added to by the fact that in late 1976 the ship's name was noted as being amended (n.b.- not changed) to American Bear, and her owner's title to American Bear SS Co.. This amendment is noted by both Lloyd's and American Bureau, despite the fact that Lloyd's had reported her movements for the previous year under the name American Bear! For the purpose of this list, the year of passing to PFEL has been taken as 1977, since this was the year in which America(n) Bear SS Co. was first listed as being c/- PFEL. However it is quite possible that she may in fact have been owned by PFEL from 1975.

American Bear SS Co., San Francisco.

American Bear Delivered 5/1945 by Sun SB & DD Co., Chester, Pa.
 16304/1945 (yd. 469) to USWSA as Redstone, regd. Philadelphia, Pa.. T2 type tanker. 1946- owners became
 1977-1978 US Maritime Commission. 1947- sold to Trinidad Corp., regd. Wilmington, Del. under same name. 1958- sold to Pocahontas SS Co. Inc., Salem, Mass.; converted into a self-discharging collier - lengthened by 107', widened by 7', deepened by 8' through construction of new mid- and fore-bodies, and fitted with a 250' boom conveyor. Work completed 10/1958 by Newport News SB & DD Co., Newport News, Va.; ship r/n Consolidation Coal and regd. Wilmington, Del.. 1969- sold to Freighters Inc. (Bulk Food Carriers Inc.), r/n Lumber Queen, Wilmington, Del.. 1972 r/n American Wheat by Freighters Inc.. 1975- sold to America Bear SS Co., r/n America Bear. In late 1976 "America" amended to "American" in names of Company and ship. 1977- Company address listed as c/- PFEL, although ship still regd. at Wilmington, Del. - inconsistent with PFEL practice of registering its ships at San Francisco. 1978- sold to Point Venture Corp. (Point Shipping Corp.), r/n Point Susan; at this time reported to be no longer a self-unloader (presumably her boom conveyor had been removed).
 Footnote:- the forepart of Redstone, discarded during the 1958 conversion, was sold to Paco Tankers Inc. and joined to the salvaged afterpart of their tanker Pine Ridge.

All the PFEL ships were turbine steamers; American Bear - the former T2 tanker Redstone - had turbo-electric main engines.

The Dufty collection of ship photographs

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

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

Offer No D78: closing date 31/1/1981

1. Afric	White Star	11948/98
2. Alfild (iron ship)(ex Rockhurst)	Red.A/B Halland	1445/76
3. Arendskerck (ex St.Albans Abbey;Totnes)	United Neth.	7390/14
4. Buninyong	Howard Smith	2070/83
5. Dayspring	(harbour work boat)	?
6. Drummuir (iron 4-mst.bqe)	Ship Drummuir Co.Ltd.	1844/82
7. Galava	Jones Bros.Coal Ltd.	413/06
8. Gambada (ex War Robin)	British India	5307/18
9. Hauraki	Union SS Co.of NZ	7113/22
10. James Rolph (iron ship)(ex Celtic Monarch)	Rolph(X)	2013/84
11. Manunda	Adelaide SS Co.	9115/29
12. Port Adelaide	Cwealth & Dominion	8422/19

Offer No D79: closing date 28/2/1981

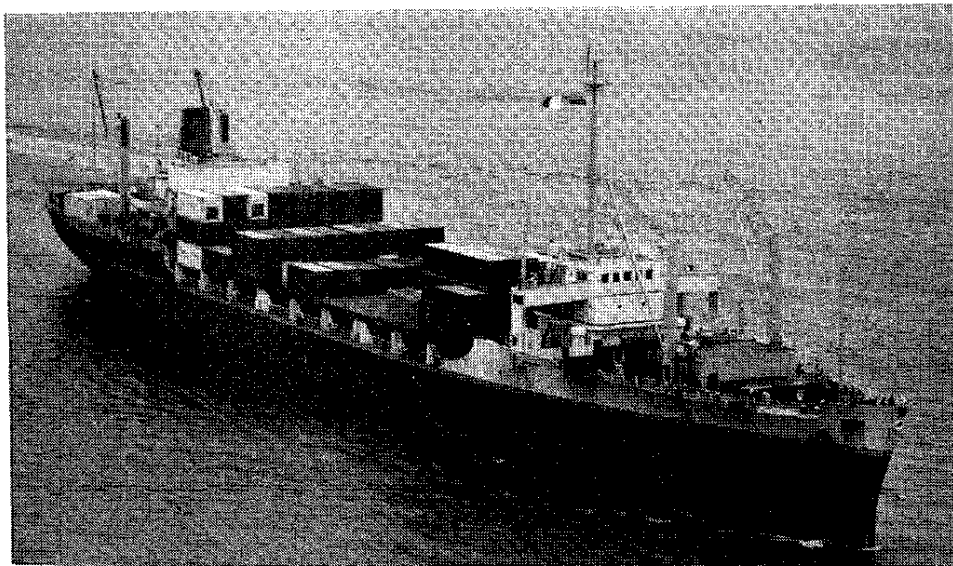
1. Annam	East Asiatic	6635/13
2. Aquitania	Cunard	45647/14
3. Barmen (stl.ship)(ex Nesaia)	Hansentische Mtrschrift	1775/91
4. Camira (ex Clan Campbell)	Adelaide SS Co.	2615/94
5. Dawn	(small ferry)	?
6. Elfrieda (iron ship)(ex Chrysomene)	E.C.Schramm, Bmn	1860/73
7. Ihumata	R.S.Lamb & Co.Ltd.	1156/11
8. Kokiri (ex Lauderdale)	Union SS Co.of NZ	1240/11
9. Matunga (ex Zweena)	Burns, Philp	1618/00
10. Mooltan	P & O	20952/23
11. Nerbudda	British India	7911/19
12. Queen Margaret (stl.4-mst.bqe)(wrecked)	Q.Mrgrt.Co.	2144/93

Offer No D80: closing date 31/3/1981

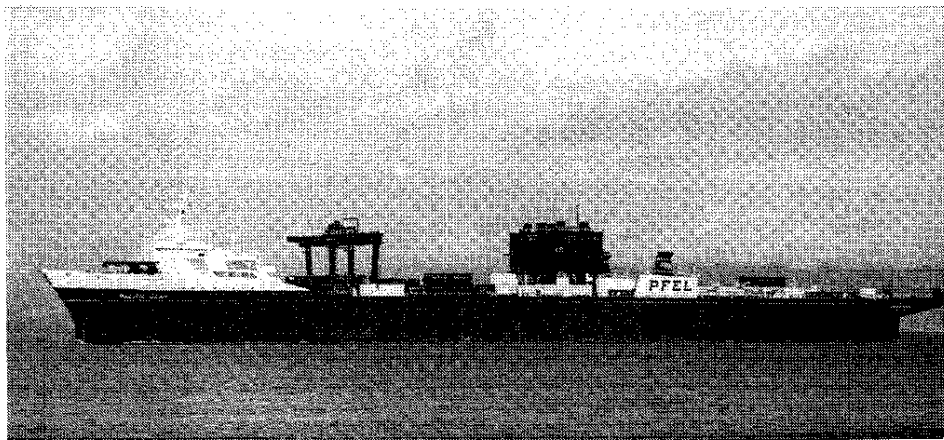
1. Arabien	A/K Orient, Denmark	4714/11
2. Chilligothe (stl.ship)(ex Arnoldus Vinnen;Flotow)	Columbia River Packers Assn.	1862/92
3. Kallatina	North Coast SN	646/90
4. Karoa	British India	7009/15
5. Kate G.Pedersen (wood 5-mst.bknt)	Northern Fisheries	2269/20
6. Kurow	Union SS Co.of NZ	2625/09
7. Mantua	P & O	10957/09
8. Marere	Tyser	6443/02
9. Moorabool	Huddart Parker	3021/99
10. Palmerston (ex Rook)	Mt.Pleasant Coal & Iron	463/78
11. White Pine (iron Bqe)(ex Hazel Craig;Quathlamba)	Nicol	467/79
12. Woonda	Adelaide St.Tug Co. (X)	309/15

(X) - indicates negative of lower quality.

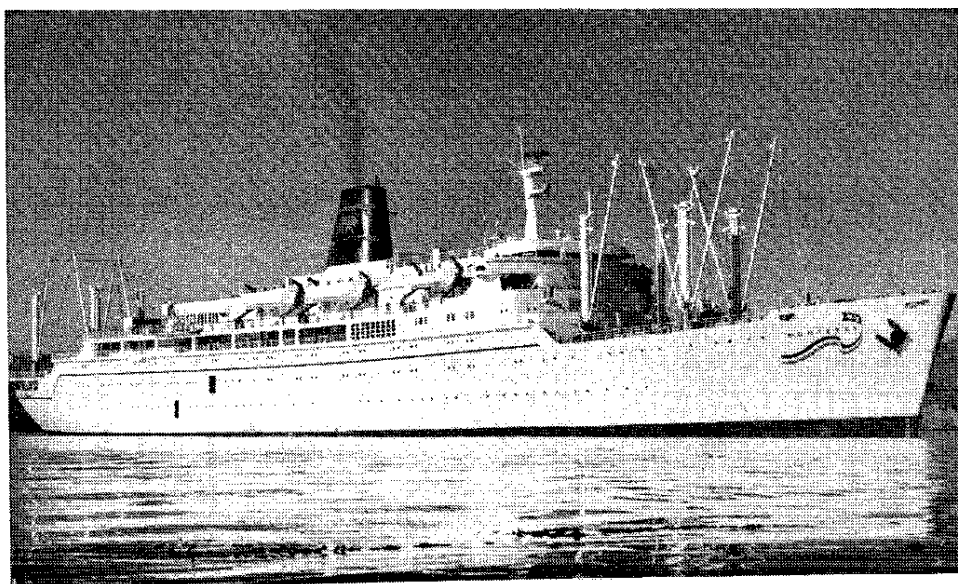
See page 128 for note re D71/7 & D74/6 - Rosedale/Maianbar.



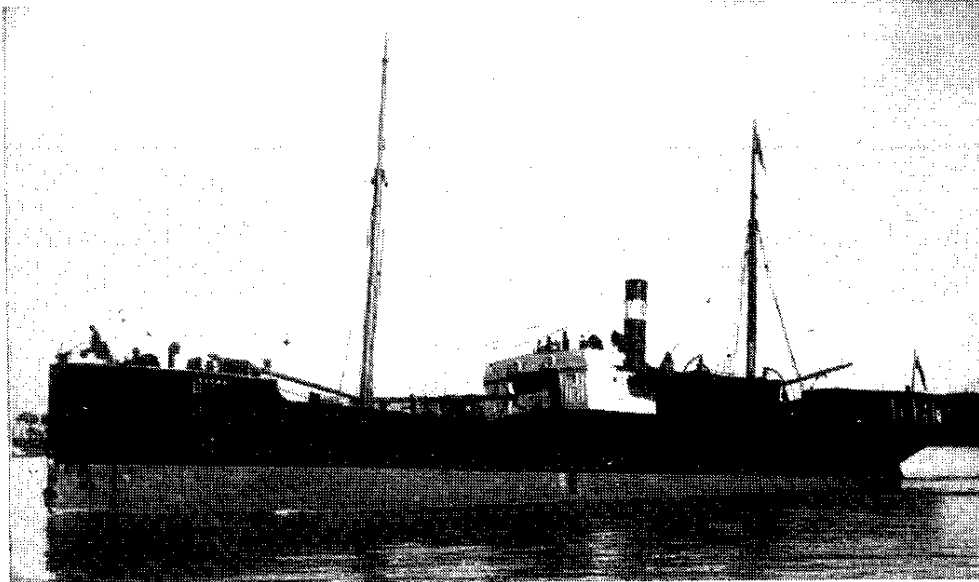
HAWAII BEAR built as General A.W.Greely. N.J.Kirby collection



PACIFIC BEAR LASH ship N.J.Kirby collection



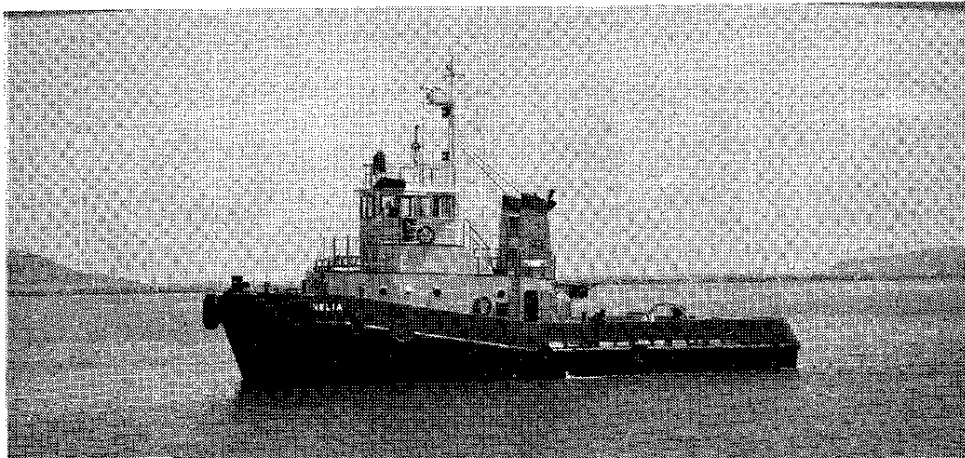
MONTEREY converted 'Mariner' class N.J.Kirby



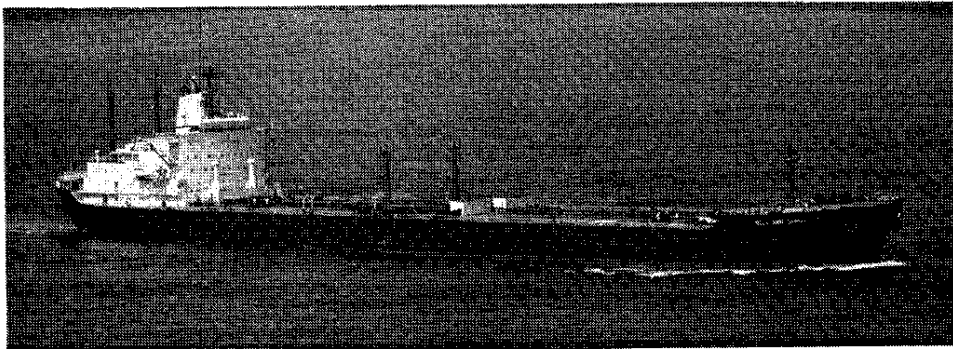
TITUS

Burns Philp

B.A.Wilkinson collection



NELIA 205 tons, 1974. At Townsville September 1980. Moreton Tug and Lighter Co Pty Ltd; see Maritime Miscellany company & general
W.G.Volum



WILLIAM DAMPIER arriving Sydney 6.9.1980

J.Y.Freeman.

New Books

A Century of Ships in Sydney Harbour by R.Gillett and M.Melliard-Phelps; Rigby; \$16:95.

In 160 pages this book uses over 200 photos to tell the maritime story of Sydney Harbour in chronological order since the 1870s. All aspects, naval and mercantile, are covered. The illustrations are supported by captions of much greater length and detail than is usual in pictorial histories. Much effort has obviously gone into selecting the illustrations, most of which are previously unpublished, and they have reproduced well. Many views are either photographically striking or of historical interest, such as Bellubera on fire in 1936, Burra Bra painted white for her central role in the 1929 Eucharistic Congress, and the NSW naval vessel Miner loading "the weapons of her trade" in Chowder Bay during the 1890s. The book has an index of ships depicted. Recommended.

REW

Australia's Men o' War paintings of G.Vollmer and text by L.Lind; A.H. & A.W.Reed; 64 pages; 29 cm x 21 cm; \$16:95 Trade edition, \$75:00 Limited edition.

The book has 24 full-page reproductions of paintings by Geoff Vollmer, a Chief Petty Officer serving in the RAN. The text gives a brief history of the vessel depicted in the accompanying painting and, as appropriate, mentions the previous vessel(s) of the same name. Sketches appear throughout the text. It is an interesting and unusual publication of a general interest nature and the paintings are of good standard, although one or two may have lost something in the reproduction.

TSS

A Log of Great Australian Ships by G.Andrews; A.H. & A.W.Reed; 160 pages; 26 cm x 19 cm; profusely illust.; composite statistical table of ships; \$18:95.

The author has been responsible for several other maritime books since his first "Ferries of Sydney" in 1969. The title of the book under review could be misleading in that the book covers not only Australian ships, but also well-known foreign vessels - particularly passenger ships. In addition there are naval vessels and classes or groups of ships. The book is described as a "pot-pourri of the ships which made Australia", and there are around 150 of them, accompanied by illustrations. While the book is interesting, the selection of ships is confusing, and it is evident that more research would have been of benefit. It is a book of general interest rather than a reference book.

TSS

Unfinished Voyages - Western Australian Shipwrecks 1622 - 1850 by G.Henderson; University of WA Press, Nedlands, WA, 6009; 288 pages; 24 cm x 18 cm; illust.; maps; \$19:95.

The author is a Curator with the Department of Maritime Archaeology, Western Australian Museum, and this book is the result of many years research and archaeological field work. It covers the period from 1622 until 1850, giving details of all known ship-

wrecks on the Western Australian coast. It is intended that further volumes will list wrecks up to 1920. This is a most impressive work, with extensive detail and good references, bibliography and indices. Appendices include the (WA) Maritime Archaeology Act, 1973 and the (Cwealth) Historic Shipwrecks Act, 1976. Recommended.

Royal Australian Navy in Vietnam by D.Fairfax; Aust.Govt.Publishing Service, for Dept.of Defence; 21 cm x 30 cm; 232 pages; profusely illust., maps, appendices, tables; soft covers. This is a very detailed record of all aspects of the RAN's involvement in the Vietnam War 1965 - 1972, and includes chapters on Jeparit and Boonaroo. The book also gives the historical background to Vietnam and the war. Recommended. \$11:00.

HMAS Melbourne 25 Years published by Nautical Press, PO Box 323, Rockdale, NSW, 2216; \$3:50 plus \$1:20 postage. To cover the history and career of the present RAN flagship. We have not yet seen a copy of this book.

Australia's Island Shipwrecks by J.Loney and P.Stone; Neptune Press, 41 Shackleton St., Belmont, Vic., 3216; 19 cm x 26 cm; illust.; maps; bibliography; index; 117 pages; \$7:50. Covers shipwrecks on the islands off the Australian coast, and as far away as Norfolk, Lord Howe and Macquarie Islands, and Middleton and Elizabeth Reefs. Also has a useful chapter on the law as it applies to shipwrecks, etc.,. Most useful reference.

Mysteries of the Bass Strait Triangle by J.Loney; Neptune Press; 112 pages; illust.; index; an account of shipwrecks and other maritime incidents in the Bass Strait area. \$7:95 hard cover, \$3:95 soft cover.

The Price of Admiralty by J.Loney; Marine History Publication, 51 Mercer St., Geelong, Vic., 3220; 35 pages; illust.; soft cover; \$1:50. A record of all vessels lost by the RAN between 1914 and 1974, including requisitioned ships.

Modern British Shipbuilding - a guide to historical records; Maritime Monograph No.48, National Maritime Museum, Greenwich, UK; stg.£2:00. An alphabetical survey of British shipbuilding and repair yards of the 19th and 20th centuries, giving precise location of all available records about them, a brief history of each yard and its present status.

Books available through the Association

Australian Shipowners and their Fleets Book 5 (pre - 1830)
do do Book 6 (1830 - 1840) by

Ronald Parsons (Australasian Maritime Historical Society). Although based on the Sydney Register, these books cover owners domiciled elsewhere, including New Zealand, owing to absence of other registers at the time. These books are part of a continuing series; they are the result of original research and form a valuable and interesting source of reference. Prices \$3:50 each including postage. Orders with remittances to Mr.R.E.Wright, 12 Schwarz Place, Flynn, ACT, 2615.

Addendum to-

Hulks at Port Stephens

Mr. T. J. Callen of Newcastle, NSW, was the author of an article on this subject, published in THE LOG, page 120, Nov., 1978. He has sent the following extracts from the "Newcastle Morning Herald" in support of his contention that the old warship Psyche lies alone on the bottom of Salamander Bay, Port Stephens.

NMH- 12/10/1924: "The hulk Psyche sank at her moorings in Port Stephens. She was originally a British warship and carried out survey work on this coast."

NMH- 9/1/1925: "Over 200 pieces of timber were estimated to have been in the hulk Psyche which sank in Salamander Bay, Port Stephens several weeks ago."

NMH- 2/6/1925: "The salvage of the timber from the Psyche is completed. She sank in a gale at the beginning of 1925." (sic).

All naval charts show only one wreck in Salamander Bay; therefore it would appear that the hulk at Duckhole is Sydney ex Mahinapua.

The Norwegian Maritime Museum

The Norsk Sjøfartsmuseum is situated in a modern, specially constructed building, at Bygdøyenes at the entrance to the port of Oslo, and was opened in May 1974, although the Museum was actually founded sixty years earlier. There are numerous models and photographs from sail through to modern tonnage; but the two main exhibits are a restoration of part of the main deck of the barque Lingard (1893) and the restored first class accommodation (three decks) from the passenger steamer Sandnaes - built 1914 for the Stavanger/Bergen service.

Anchored off the museum is the three-masted wooden fore and aft schooner Svanen, built in Denmark in 1916 and now used in the summer months for six-day cruises for 25 youths from clubs, etc..

Just across from the museum is the Fram Museum, wherein is housed the polar exploration vessel Fram, built in 1893 for Fridtjof Nansen's expedition to the Arctic. The 128 ft. craft was hauled ashore in May 1938 and the building erected around the vessel - masts and all! She is completely restored to conform with her appearance when used by Roald Amundsen in 1910 on his voyage to Antarctica, where he reached the South Pole on 14 December 1911 - a month before Captain R.F. Scott.

Paul McGuire Maritime Library

Mrs. Frances M. McGuire has donated a substantial sum of money to the Libraries Board of South Australia, for the establishment and maintenance of a Maritime Library in memory of her late husband, the distinguished diplomat, naval officer and author. A public appeal for \$80,000 to augment the gift was launched by the Premier.

MARITIME MISCELLANY

Closing date for items for the next issue- 5/2/1981.

For assistance in compiling this section the Editor expresses particular thanks to Messrs. J.Burne, W.Barber, J.Freeman, A.Prescott (NSW), W.Foote (Qld), K.LeLeu (SA), R.McKenna (WA), D.Hancox, L.Rex (Vic), R.McDougall, B.Hanson (NZ) and R.B. Rainey (Hong Kong).

Coastal and South Pacific

Karetu (ref.P.91) renamed Pacific Ocean in 9/80.

Flinders Range and Selwyn Range, which were commissioned in 1979 for international trading, have recently been operating in the coastal bulk trades in support of the "Lake" class vessels. Selwyn Range, which is on time charter to Japanese interests for the Sydney/Kawasaki coal trade, lifted cement clinker from Adelaide to Newcastle. After discharging Christmas Island phosphatic rock at Geelong, Flinders Range lifted several coastal cargoes, including 25,000 tonnes of sugar from Mackay to Fremantle 9/80; this is believed to be a record for coastal sugar cargoes, and represents six months supply of sugar for Western Australia.

Camira does not have bow-thruster (correction- see P.62); during 8/80 she made four voyages Harwood Mill (Clarence River) to Sydney with sugar. Conara has had "C & A" funnel logo replaced; in 9/80 she made a trip Harwood to Sydney with sugar. These voyages were undertaken to help Poolta shift the northern NSW sugar harvest.

The new limestone carrier building by Carrington for Adelaide Brighton Cement Co.Ltd. (ref.P.62) will be propelled by two Fuji dual-fuel diesel engines, each 1650 hp, driving twin screws through gears. Fuel will be natural gas (95%) and distillate (5%) at normal speeds (service speed 11 knots), and all distillate for slow speeds and manoeuvring. Natural gas will be taken on board from Adelaide town mains, compressed on board and held in vertical storage cylinders situated forward between the cargo hold and the forward deep tank, and decompressed before being fed aft to the engine room. The ship will also be fitted with a Kvaerner self loader/discharger- loading rate 1500 tonnes/hour, discharging rate 600 tonnes/hour; the first time this system has been put into a new-building. Crew of 12. Total cost A\$9.6 mill.(less 25% Fed.subsidy).

Troubridge is to be used in scenes for the film "Gallipoli". Flinders Trader was laid up at Launceston 9/80; insufficient trade. John Burke Pty.Ltd. has sold the landing craft Weipa (321/1968) to owners in Miri (Sarawak, Malaysia); and r/n Sri Permaisuri; sailed from Cairns 27/9 with cargo of cattle.

Conus (26,900 grt) launched 31/7 by Mitsubishi, Kobe, for Shell Australian coastal service; delivery due 31/3/81. Oil drilling rig Sedco 445 (6667/1971) is due in Taranaki waters 12/80 from NW Australia via Singapore refit, with tenders Lady Rachel and Bass Tide. (22/11; ref.P.92. Lady Joyce (ref.P.62) has commissioned. Flinders Tide to launch

AOS (P & O Australia) has ordered two offshore supply vessels from Carrington, for delivery c. 10 & 12/1981. To be 2200 displ. tonnes, 61.4m length, 13.15m breadth, 15 knots; similar to Lady Ann (1160 grt/1976).

Longbow launched by Newcastle State Dockyard 3/10 (ref.P.92); Gauntlet delivered 10/80. (See Company & General re owners IOMS).

The offshore supply vessels ordered by Bulkships from Newcastle State Dockyard (ref.P.123- 1979) are due for delivery 6 & 7/1981. (See Overseas section for Bulkships' South Korean-built vessels).

Aramoana is laid up at Wellington, end 8/80 to early 12/80.

Sami (ref.P.92) left Nelson 15/8 for Canton, China; is now reported sold to Hong Kong interests for further trading. Warner Pacific Line has bought Josephine (details unknown) as replacement, r/n Sami at Onehunga 2/10 & sailed same day for Nukualofa.

Le Tosa (480 grt/ built Japan 1980) has entered ferry service Papeete (Tahiti) to Moorea; 300 passengers; 3 sailings daily.

The landing craft Duavata (400 grt) has been sold by Ferry Freight Services Ltd. (in liquidation), Suva, to Morehead Shipping Pty. Ltd., Lae, for PNG coastal service.

Dredger W.H.Kunara due to leave Newcastle 17/11 in tow of Fremantle tug Wongara for Dampier, WA. Drilling barge W.H.Gemini due to leave Newcastle in tow of E.B.Cane, believed to be for northern waters. The MSB of NSW bucket dredger Coolooli (150/1955) was scuttled north of Long Reef, off Sydney, on 29/8, after five years laid up at Goat Island, Sydney; attempt to scuttle on 26/8 was abandoned after tug Boray suffered engine trouble and Coolooli nearly grounded on Long Reef.

The Port of Brisbane Authority sold the following dredging plant in 1979 (ref.P.121- 1977):- bucket dredger Groper II (738/1954) and diesel hopper Nautilus (535/1955) to Totom Contracting Pty. Ltd. of Brisbane. These vessels, with the diesel hoppers Cowrie and Trochus, were withdrawn from service in 1971 when Sir Thomas Hiley was commissioned. The clam dredger Mourilyan (135/1910) & the dumb barge S.D.8 sold to Hamilton Island Pty.Ltd. for dredging at a new Whitsunday Island resort. Dumb barge S.D.9 sold to Bundaberg Harbour Board. New owners propose to strip Groper II and scuttle the hulk at the Tangalooma wrecks, Moreton Island. Mourilyan spent many years deepening the rock-bound entrance to the port of Mourilyan.

The former dredger Trinity Bay (ref.Pp.29 & 92- 1979), now a tourist attraction at Cairns, has been closed for about two years and her future appears doubtful.

The steam reciprocating-engined suction hopper dredger Townsville (1136/1952) is still in dredging service at Townsville.

Trawlers Cassio, Othello and Orsino (ref.Pp.93 & 123- 1979) sold to Korevaar/Kailis interests for Australian service; Orsino believed to be refitting as a research vessel. Another report indicates the Lombardo Group as the buyers. Vessels arr.Fremantle 7/11.

Stern trawler Austfish Harvester (421/1964) is laid up at Newcastle, for sale, following the failure of the owners- Austfish Industries Pty.Ltd.. The former Bass Strait cargo vessel John Franklin (120/1947) has been in Sydney for several months refitting in Rozelle Bay; recommissioned as a trawler with wheelhouse moved from aft to forward, and trawling gear fitted aft. Teal (ex RAN, ref.P.35) is in service as a trawler; was at Cairns 9/90 painted white and registered in Brisbane. Paluma (ex RAN) is in service at Cairns as a fisheries mother ship; this would appear to contradict the report on P.129- 1979. The hulk of the trawler Southern Endeavour (ref.P.95) lies derelict in the mangroves at Cairns.

The CSIRO has called tenders for an oceanographic research vessel, to be based in Hobart; 54m length, 10m beam, steel hull, accommodation for 23 scientific staff & crew, to cost c.\$9 million. Tenders close 20/1/1981.

The former Manly ferry Bellubera (ref.P.93) was scuttled north of Long Reef, off Sydney, 1/8, having been towed out by the tug Betts Bay. The three diesel generating engines and the electric propulsion motors from Bellubera have been sold to the Urban Transit Authority (NSW) for use, together with a diesel from Baragoola, in North Head. The latter is expected to serve well into the 1980s.

The former Rottneest Island ferry Hydro Flite now operates from Cairns to Green Island, while the former Hobart ferry Martin Cash operates from Port Douglas (north of Cairns) to the Low Isles.

Sims Engineering Ltd., Port Chalmers, is building a 32.2m steel seagoing luxury cruiser for Captain Cook Cruises Pty.Ltd., Sydney, for Sydney service; delivery "on own keel" mid-1981.

Murray River Developments Ltd. (Capt.K.Veenstra, Chairman) is building a 28m catamaran type ferry at Goolwa for service to Kangaroo Island; aluminium-sheeted hull, 200 passengers, in service mid-1981, apparently to be named Islander. The Company is also planning a steel 52m sternwheel passenger vessel (120 passengers) for Murray River service from Mannum; it would be built on Hindmarsh Island at a cost of c.\$2.5 million.

The fisheries training vessel building at Launceston for the Australian Maritime College (ref.P.93- 1979) to complete 3/81.

The former George Bass (186/1942) of the Tasmanian Transport Commission is based in Cairns as the seagoing training ship Triton. She is operated by the Cairns Branch of the Navy League for the benefit of the Cairns Sea Cadet unit and other youth groups. The vessel was for many years the Torres Strait supply ship Melbidir, the third of four vessels to bear that name.

The former ketch Amphibious (39/1875) has been renovated at Adelaide by her owner, Mr.D.Bromhead, and left there recently for Coffin Bay. She now sports a "steamship" funnel, but is diesel powered and can do 4 knots.

James Craig was slipped at Hobart 14/10 and was there for two days; is expected to be towed to Sydney 1/81, by a tug from Eden.

The ketch Enterprise (37/1902), formerly of Hobart, has been acquired by the Bicheno (Tas) Sea Life Centre and Maritime Museum. She was hauled ashore at Bicheno 8/10, for preservation.

John Oxley was transferred from Pymont to Birkenhead Point, Drummoyne, 7/8, where she joins Waratah and Lady Hopetoun.

A full-size, floating replica of HMS Buffalo is being built at the Patawalonga, North Glenelg, Adelaide, as a restaurant/museum. loa 40m; height of masts 42m, 36m & 28m; 450 tons displacement; completion due mid-1981. The original was built at Calcutta in 1813; she arrived at Holdfast Bay, SA, on 28 December, 1836, under the command of Captain John Hindmarsh, and on the same day the Province of South Australia was proclaimed and Hindmarsh became Governor.

Tugs

Challenger has entered service at Kwinana. She replaces Cockburn, which is up for sale; Parmelia will continue in service.

Wandana has been built by Portland Marine Services, Portland, Vic., for Stannard Bros. Launch Services Pty. Ltd., for service at Thevenard, SA. She is 60 ft. long, twin screw and similar to Coramba (at Sydney). Wandana left Portland 15/7 and worked for a week at Port Lincoln while Yarwun underwent maintenance. When Wandana arrived at Thevenard, Wanilla (42/1967) - also owned by Stannard - transferred to Wallaroo 8/80, becoming the first tug to be based there. Wanilla will stay at Wallaroo until 12/80, when she will be replaced by a newer and bigger tug. (See Company and General section for note re Stannard Bros. Launch Services).

With effect from 1/10, Konam Pty. Ltd. (a wholly-owned subsidiary of McIlwraith McEacharn Ltd.) was renamed McIlwraith McEacharn Operations Pty. Ltd. (MMOPL). This Company owns Charles Waugh. Thomas Webb sold by McI McE to MMOPL. The 50% interest in BBT and LaTrobe owned by McI McE also sold to MMOPL.

T. Korevaar & Sons Pty. Ltd. built the small tug Corio at Geelong for its own use. 11.5m length, 3.9m beam, 240hp General Motors V8 engine, double decker wheelhouse, can work as either pusher or towing tug. Lifted into water complete 10/11. Korevaar has bought Quobba (103/1969) from Texada Mines Pty. Ltd., WA..

Levanter (108/1976) is at Melbourne on time charter to John Holland (Constructions) Pty. Ltd., for port construction work.

Brambles (Fenwick) are calling tenders for three large tugs for east coast ports. Spring Cove is to go to Yampi Sound.

The former Cairns tug Tully Falls, believed to be a "Tanac" type tug, is still afloat at Cairns, in private ownership as a house-boat.

The former Northern SS Co. wooden side-paddle tug Kopu, 60 ft. long, built 1897, which has been sunk in the Waihou River at Paeroa since c.1935, was raised 1/10 by the Historical Maritime Park at Paeroa. Kopu floated free on her own buoyancy, was docked at Paeroa 28/10 for drying out and restoration assessment.

Overseas

ANL is negotiating with Japanese steel mills for renewal of iron ore contracts for Australian Progress and Australian Prospector; both on last voyages under old contracts 11/80.

Atlas Tasman and Atlas Hartog (ref.P.92) were completed mid-1980, then bareboat chartered to Smit Lloyd and r/n SL 118 and SL 119 (not necessarily in that order).

Seatrain Texas (originally Manoora) (ref.P.94) r/n Guadalupe Uno. CP Hunter (originally Kanimbla) r/n Guadalupe Duo. Both are on time charter to Spanish interests, will later be bareboat chtrd.. TNT, through TFL, has bought the North Atlantic interests of the US company, Seatrain Lines Inc.. This includes the charters of six "Seatrain" ships, thus giving TFL twelve cellular container ships on the North Atlantic. Seatrain Saratoga r/n TFL Jefferson. TNT and Bell Bros. (the WA transport company) have each taken an 11.11% shareholding in the ABC Containerline of Belgium.

Timur Endeavour (ex Cycle) (ref.P.91) is trapped at Basra by the Iraq/Iran war. Howard Smith (38,000 dwt bulk carrier) (ref.P.126-1979) is to be launched 28/11 by Kasado Dockyard, Japan. R.W.Miller has deferred a proposal to build two 138,000 dwt coal-fired bulk carriers in South Korea, possibly due to delays in the Mount Thorley coal project; (to have been one ea.Aust./S.Krn.flag).

CRA and the ACTU are negotiating a joint venture for the operation of Australian-manned bulk carriers in the ore export trades.

A 109,000 dwt tanker ordered by BP from Swan Hunter is to be operated under the Aust. flag in international trading; due 1981.

The Freedom type Nego May (ex Volta Friendship-73, ex Nego Venture-72) (8907/1972) was sold in 1979 by Eternity Carriers Inc., Liberia, to Breadalbane Shipping Pte.Ltd., Singapore, and r/n Lady of Lorne. Breadalbane is a wholly-owned subsidiary of Australian Consolidated Industries Ltd., and the ship is employed in carrying soda ash from East Africa to ACI glass factories in SE Asia. Return cargoes are grain from Thailand to the Middle East, and ACI is reported to be negotiating to buy a second ship for the trade.

Overseas Containers Ltd. (OCL) has bought Seatrain Trenton (13419/1978), to r/n Falmouth Bay; and Seatrain Valley Forge (13418/1978), to probably r/n Freshwater Bay. Both are for Europe/Arabian Gulf service, and both are to be lengthened by 14.2m in Japan late 1981 to increase teu from 1080 to 1266. OCL is seeking to have built two 28000 dwt, 1500 teu ships. OCL has chartered Nedlloyd Houtman for 18 months and r/n Largs Bay for Europe/Far East service.

P & O have obtained a three-year contract with Dow Chemicals of Houston, to carry vinyl chloride monomer and propylene oxide from US Gulf to Australia; will employ Gambada and Gazana. P & O has bought a cellular container ship, r/n Strathconon for FE/Arabian Gulf service.

Bank Line has chartered the W.German Sandra Wesch (8193/1979), r/n Tynebank for Europe/US Gulf trade. Teakbank returned to owners and r/n Erato.

Recent sales:- P & O have sold Westmorland to Raschid Fares of Beirut, r/n Fares Reefer and in Geelong as such 10/80; Tekoa to Austasia Line (Pte.)Ltd., Singapore, r/n Mahsuri; Wild Auk and Wild Avocet to Greeks, r/n Olympian Reefer and Delphic Reefer respectively; Austasia Line has sold Matupi and Mandowi to Greeks, r/n Aegean Destiny and Aegean Island respectively (Aegean Destiny subsequently resold to Remjay Ltd., UK, r/n Remjay); Shaw Savill sold Lindfield and Mayfield - believed both to Greeks; Blue Star sold Timaru Star to Pakistani breakers. Malmros Monsoon sold to Hong Kong buyers; the Japanese tanker Botany Chemist sold to Greeks. In addition, Wild Mallard (ex Mataura) and Wild Marlin (ex Manapouri) are laid up at Liverpool and will be sold unless employment is gained for them in the Israeli citrus trade.

Scottish Ship Management ordered four 17300 grt bulk carriers in Brazil; Cape Arnhem and Cape Trafalgar launched for Lyle 14/12/79 and 24/9/80 respectively; to come are one each for Lyle and Hogarth. Baron Ardrossan (1970) reported sold 11/80.

Skyluck (ex Waimate) reported towed from Lamma Island to Junk Bay, Hong Kong, on 14/5/80, for demolition.

The Greek reefer Bianco (ex Matouba) (4485/1960) left Adelaide 4/9 with fruit for the Middle East, having been under arrest since c.25/6, for debts.

Perkapalan Lautan Biru (Blue Sea Shipping) of Kota Kinabalu, Malaysia, was founded in 1975 and now has a fleet of six ships operating East/West Malaysia; Bangkok /East Malaysia; Sabah and Sarawak coastal services. Flagship is Lautan Rani, commissioned 3/80, and this appears to be the former Seaway Queen. Also in the fleet is Lautan Tiga, originally the KPM Banggai of 1947.

Among vessels reported trapped in the Persian Gulf by the Iran/Iraq war are Trojan Star, Timaru Star, America Star, Mandama (ex Taupo) and Hakozaki Maru. All are reported to be undamaged.

Rasa Sayang, destroyed by fire 27/8 while refitting at Piraeus, was to have begun a four-year charter to CTC Lines 12/80 for cruising ex Sydney. CTC Lines then chartered Aquamarine (ex Marco Polo) for four years, but this deal collapsed.

The Greek Atalante (13113/1953) is advertised for a series of "adults only" cruises ex Sydney commencing 28/11. The ship is the former Messageries Maritimes Tahitien and is now owned, appropriately enough, by Aphrodite Cruises Ltd..

Sitmar has ordered a cruise ship (1600 passengers, 563 crew) from Const. Nav. et Ind. de la Mediterranee, France; for Caribbean (?). Lindblad Explorer (2346/1969) sold to the Swire Group (China Nav. Co.Ltd.) for Hong Kong/Shanghai service and world wide cruising. Lindblad-Swire Cruises has been established in Westport, Ct., USA.

Safocean Mildura (ref.P.66- not r/n Nedlloyd Mildura) arrived in Aust. waters 10/80; Safocean Nederburg due 11/80. These ships replace Safocean Albany and Safocean Auckland (to r/n Nedlloyd Albany and Nedlloyd Auckland for NZ/East Asia service), and Safocean Weltevreden (to return to Safmarine).

Accidents and mishaps

Joseph Verco (152/1974), SA Department of Fisheries research vessel, capsized and sank in 6m of water 25/9 in the North Arm Channel near Torrens Island, Adelaide, immediately after being launched following a \$250,000 refit lasting several months. Vessel righted 24/10, and stabilisation commenced.

Sea Princess (P & O) collided with wharf at Hobart in 30-knot wind 2/11; damage to sideport door in hull & to wharf fenders.

Tasman Venture suffered main engine power failure off Rodondo Island, returned to Melbourne 9/10 for five days repairs.

Austral Entente collided with Jellicoe Wharf, Auckland, 29/10 while berthing in high wind and difficult tide; wharf crane toppled, 4m wharf fendering torn out, 1 metre gash in bow above waterline.

Australian Escort grounded briefly at berth in Brisbane 8/10, during low spring tide. Papuan Chief suffered outbreak of fire in accommodation 0045 19/8 while on passage Rabaul to Melbourne; extinguished by crew 0200; repairs commenced at Melbourne. ANRO Temasek broke away from Brotherson Dock, Port Botany, during 60-knot NW gale 31/8; forefoot grounded in sand on eastern side of dock; some damage to dock. Bass Trader broke away from berth at Port Botany during another 60-knot gale, 15/9 (also NW).

The old Auckland ferry Makora (290/1921) sank at her berth in St. Mary's Bay, Auckland, on 17/8, while being fitted out for use as a museum at Waiheke Island; no salvage yet.

Naval

The Minister for Defence announced 9/9 that Melbourne will be replaced with a new carrier, to be named Australia. The Govt. has yet to decide between the competing US, Italian and Spanish designs. The Minister also announced that two guided missile frigates would be built at Williamstown.

FFGs- Adelaide (01) delivered 6/11, commissioned 15/11. Canberra pennant No. is 02. Sydney launched at Seattle 26/9 and due to commission 1/1982. The fourth FFG will be named Darwin, keel to be laid 30/6/81, launch 31/3/82, commission 5/84 and due in Australia 4/85.

Cook commissioned at Williamstown 28/10, but is still completing. She is due to begin scientific cruising 4/81. Diamantina has been donated by the Aust. Govt. to the Queensland Maritime Museum Association, and will be preserved in the South Brisbane dry dock. Diamantina left Sydney 1/10 under own power, for Brisbane.

Warrnambool launched at Cairns 25/10. The RAN has called tenders for two prototype minehunter catamarans, with tenderers to make offers for up to six follow-on vessels. The first two are to replace two "Ton" class minehunters, and the first is to complete late 1984; to be 31m length, 167 tonnes displ., constructed of glass reinforced plastic & high density foam. (ref.P.65- 1978.)

Kahawai (ex Takapu) compl. overhaul & r/n, Auckland 8/80; to Otago Divn., RNZNVR, Dunedin. Monowai given 2 20mm Oerlikons, Upper Br. Dk.

Company and General

The Adelaide SS Co.Ltd. bought, in first half of 1980, the 50% shareholding in Marine Plant Holdings Pty.Ltd.(MPH) held by the Stannard family, thus making MPH a wholly-owned subsidiary of Adsteam. MPH has three wholly-owned subsidiaries- Lovett McCracken & Bray Pty.Ltd. (small tugs at Newcastle), Moreton Tug & Lighter Co.Pty.Ltd. (tugs at Qld. outports) and Stannard Bros. Launch Services Pty.Ltd. (small tugs, ferries and launches at Sydney; tugs at SA outports). Since 30/6/80 Adsteam has sold 50% interest in MPH to Howard Smith; thus Adsteam & Hwd.Smith each have 50% of MPH.

Howard Smith has bought International Offshore Maintenance Services (Australasia) Pty.Ltd., which owns the new offshore supply vessels Gauntlet and Longbow. The vessels will be managed by AOS (P & O Australia) on behalf of Howard Smith.

The Bulkships Group has bought Princess Properties Pty.Ltd., 7/80; which owns Curtis Capricorn and Curtis Oceanic. (ref.Pp.67 & 91).

The shareholders of The Bellambi Coal Co.Ltd. are now The Shell Co. of Australia Ltd.(45%), McIlwraith McEacharn Ltd.(40%) and AMP(15%).

The Aust., NZ and UK Govts. are to consider the future of the British Phosphate Commission, particularly in view of the Sweetland Report, completed early 1980, which was critical of some aspects of its operations. A new organisation, or a re-constructed Christmas Island Phosphate Commission, may administer Christmas Island. The shipping and distribution activities could lapse - BPC still operate three ships (ref.P.48- 1979).

The largest shareholders in Steamships Trading Co.Ltd. are now John Swire & Sons Pty.Ltd.(18%) and Rheem Australia Ltd.(12%). This follows sale of Rheem PNG assets to Steamships; Rheem is a partly-owned subsidiary of BHP.

Following a share exchange, Jardine, Matheson & Co.,Ltd. has 32% of the capital of Hong Kong Land Co.Ltd., and HKL has 15% of the Jardine capital. Jardine is seeking another 13% in HKL on the open market. The Keswick family controls c.15% of Jardine shares.

Shipping Registration Bill (1980) and Flag Amendment Bill (1980); following public discussion, the legislation is to be amended to allow Australian merchant ships to continue to fly the Australian Red Ensign. Other civilian vessels may fly either Red or Blue Ensn. (ref.P.35).

The Derwent ferry service (ref.P.97) closed 30/8.

Shareholdings in OCL after end-1980 (ref.P.97) will be:- P & O 44%, Ocean 36% and British & Cwealth. 20%.

The Western Australian Coastal Shipping Commission incurred a loss of \$8,866,000 in y/e 31/12/1979; \$0.569m less than prev.year.

The Solomon Islands have issued a set of four stamps, each 45 c., two of which depict ships- Comliebank (1924) & Corabank (1973). It has been pointed out that the 15 c. Aust. Antarctic stamp purporting to show Nimrod (ref.P.97) in fact shows Morning relief ship.

Pacific Forum Line, losing money, needs A\$8.9 mill. to continue.

The Dufty photo offers

D 71/7 described as Rosedale (ashore) and D 74/6 Maiianbar are the same ship. D 71/7 shows Maiianbar aground Maclay River 1920, and D 74/6 is Maiianbar after being salved and lengthened later that year.

Personal

We are pleased to advise that Mr.T.S.Stevens has been appointed General Manager - Agency, McIlwraith McEacharn Ltd.. He is stationed at the Company's Head Office, in Melbourne.

The Whalers of Tangalooma

We remind members that the Association's publication entitled "The Whalers of Tangalooma" is available. This well-researched work, written by Mr.David Jones of Brisbane, is fully described on page 90 in the last issue of THE LOG. Besides giving a detailed account of operations at Tangalooma, and the vessels involved, it also covers whaling off the east coast of Australia in particular, and the general background of the industry. Price is \$2:75 plus 50 cents postage to members, and \$4:00 plus 50 c. postage to others. Orders with remittances to Mr.R.E.Wright, 12 Schwarz Place, Flynn, ACT, 2615.

Subscriptions - Nautical Association of Australia Inc.

These fall due for some members on 1/1/1981, and those concerned are asked to kindly renew promptly through their usual channel. Rates are A\$5:00 for residents of Australia, and A\$6:00 for all others, including New Zealand members. Overseas members remitting directly should do so in Australian currency. Members dealing directly should write to The Treasurer, Nautical Association of Australia Inc., PO Box 4114, Melbourne, Vic., 3001. Remittances should be made payable to the Association; not to individuals.

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