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- " THE LOG " -

- Quarterly -

Produced through the co-operation of the World Ship Society members in Australia and New Zealand.

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- EDITORIAL -

Many readers may not have noticed our changed heading and, since it is important, we repeat it here - "Produced through the co-operation of the World Ship Society members in Australia and New Zealand". Thus, in partnership with New Zealand, we hope to firmly establish and progressively improve this magazine.

In an endeavour to finance the production of the "Log" so that it may be issued at a minimum charge to World Ship Society members in Australia and New Zealand, we are adopting a proposal to obtain funds through the sale of ship photographs and a statement concerning this appears below. It will be necessary, however, to ask for a subscription of one shilling (Australian currency) per issue or four shillings (A.C.) per year from all readers who are not members of the World Ship Society.

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PHOTOGRAPHS

In order to raise funds for the World Ship Society branches in Australia and New Zealand, a scheme is being introduced with this issue of "The Log" whereby ship photographs will be sold by the New Zealand branch and any monies accumulated will be principally devoted to paying for the cost of producing this magazine.

A list of photographs available is being sent to each member with this issue and, as members will appreciate, the future of the magazine will materially depend on the support given to the sale of photographs. We trust, therefore, that members will purchase photographs for themselves and also acquaint other shiplovers, not member

of the Society, with the scheme.

As stated in the list the photos will be printed on double weight glossy paper and all prices quoted are New Zealand currency. It should also be mentioned that 90 per cent of the photographs on the list are vessels, either under way or clear of wharves and background obstructions. For any further details please write your Branch agent or:

Mr. A. McMillan,
1 Highgate, Roslyn,
Dunedin, New Zealand.

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"FUNNEL : BLACK - TWO BLUE BANDS"
by N.L. McKellar.

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Of the continental lines trading to Australasia none is better known than the Wilhelmsen Line whose ships hail from the comparatively small but historic port of Tonsberg, at the western entrance to the Oslo Fjord. Fine ships, well run, their familiar black funnels with two blue bands identify them as belonging to a line whose share in lifting our primary produce has long been an important one. Before the war Wilhelmsen ships time and time again carried away the season's record tally of bales of wool.

At the invasion of Norway, several of their ships fell into German hands. The rest, manned by Viking-spirited Norsemen who would never submit willingly to the Nazi yoke, performed yeoman services in the Allied cause and, as might be expected, their losses were heavy.

The following list shows what has become of the Wilhelmsen fleet as it existed at the time of Norway's capitulation:

TABOR	4768 t.g., blt 1936. Torpedoed and sunk 9/3/43 off Cape Agulhas. Bound Aden-Capetown.
TAI PING	7019. 1929. Taken by Germany 28/5/40; renamed "Bockenheim". Scuttled in Gironde River (France) 25/8/44 as Allies advanced. Raised March 1945 and scrapped.
TAI PING YANG	7025. 1929. survived.
TAI SHAN	6962. 1929. Survived.
TAI YANG	7084. 1929. Survived.
TAI YIN	7077. 1929. Survived.
TAI WAN	5500. 1924. Survived - stranded St. Johns Island 263 m. N of Pt. Sudan 15/3/50. Refloated but sank 23 44' N. 35.50 E
TALABOT	6798. 1935. Bombed & sunk Malta 26/3/42.
TALISMAN	6701. 1937. Survived - abandoned on fire 300 m. from Yokohama 12/5/50. Towed in, condemned & sold Japn "as is" 9/50 rebilt., classed 6/51 as "Asakasan Maru" (Mitsui Senpaku KK.)
TALLEYRAND	6732. 1927. Captured by raider 'Atlantis' 2/8/40 south of Chagos Archipelago. Scuttled by raider's crew next day in 31 S. 67. E.

TAMERLANE 6778. 1936. Survived
TAMESIS 7229. 1939. Sunk in convoy collision 200 m. NE
of Bermuda 7/3/43. Bound Capetown- New York.
TAMPA 4694. 1923. Survived.
TANCRED 6094. 1925. Torpedoed & sunk 600m. West of Ireland
26/9/40 voyage Liverpool-New York.
TARIFA 7229. 1936. Torpedoed & Sunk 12.48' N. 58.44' E.
(250 m E of Socotra) 7/3/44 bound Aden-Melbourne.
TARN 6850. 1933. Survived.
TARONGA 7003. 1934. In German hands during war. Badly damaged
by British aircraft at Hamburg 1943. Rebuilt 1948.
TATRA 4766. 1937. Survived.
TAURUS 4767. 1935. Bombed & sunk off Montrose, E. coast of
Scotland 2/6/41. Bound Freetown- U.K.
TEMERAIRE 6465. 1927. Survived.
TEMPLAR 6728. 1929. Survived. Was in German hands during war
years. Served as "Sperrbrecher 17".
TENERIFFA 5655. 1922. Bombed & sunk Bristol Channel 26/2/41
bound Newport-Milford Haven.
TENNESSEE 5667. 1922. Wrecked near Kirkwall 25/5/40. Had been
intercepted by R.N. and was in charge of a prize crew.
THALATTA 5671. 1922. Stranded in Maldive Group 5/7/48.
Constructive total loss - scrapped 1949.
THERMOPYLAE 6655. 1930. Bombed in Mediterranean - later sunk by
escort 19/1/42. Bound Alexandria-Malta.
TIGRE 5498. 1926. survived.
TIJUCA 5498. 1926. Survived. Sold to Olaf Pederzen 10/52
now "Sunny Prince".
TIRANDENTES 4960. 1922. Survived sold Germany 9/50 - now
"Vogtland". (H. Vogemann.)
TIRANNA 7230. 1938. Captured by raider 'Atlantis' 10/6/40
540 m. NE of Mauritius. Despatched for Bordeaux in
charge of prize crew, but sank in Bay of Biscay 22/9/40
TITANIA 6704. 1937. Survived.
TOLEDO 4563. 1926. Survived.
TOPEKA 4991. 1925. Bombed off Norway 4/10/43 while under
German control. Towed into Stavanger & condemned.
While in tow for breakers yard at Gothenburg was
wrecked on Jaeren.
TORONTO 5018. 1928. Survived. Sold 12/51 to D/SA/S Fjeld,
Bergen. Now "Hordnes".
TORRENS 6700. 1939. Survived.
TORTUGAS 4697. 1923. Torpedoed & sunk 12.39' N 54.58' W, 18/11/42
Bound India-U.K. via South Africa and Trinidad.
TOULOUSE 7027. 1934. Survived.
TOURAIN 5811. 1925. Torpedoed & Sunk, NW of Ireland 7/10/40
bound Glasgow-Sydney
TOURCOING 5798. 1924. Mined & sunk off Swinemunde 24/8/42
whilst under German control. Bound Gydnia-Norway.
TRAFALGAR 5542. 1938. Torpedoed & sunk 15/10/42 about 1100
miles NE of Guadeloupe.
TRIANON 5805. 1926. Survived.

TRICOLOR	6850. 1923. Survived
TRITON	6607. 1930. Torpedoed & sunk 42N 23 W 17/8/42 Bound Freetown - U.K.
TROJA	6650. 1930. Survived
TULANE	5485. 1940. Captured by Germany - served as "Sperrbrecher 16" - Sunk at La Pallice (France) 6/44 Raised and now trading.
TUDOR	6607. 1930. Torpedoed & sunk 45 10'N 11 50'W 19/6/40 bound Gibraltar - U.K.
TUNGSHA	5506. 1924. Survived. Sold to Olaf Pedersen 1948 now "Sunny Queen".
CUBANO	5810. 1921. Torpedoed & sunk 500 m. W of Scotland 19/10/40. Bound: Liverpool-Montreal.
RINDA	6029. 1917. Torpedoed & Sunk 30/5/41 between Capetown and Freetown.
SIMLA	6031. 1917. Torpedoed & sunk west of Ireland 22/9/40 bound Philadelphia - U.K.
TANA	5535. 1921. Taken by Vichy French 4/7/41. renamed "Ste. Simone". Sunk by RAF 24/5/43 while so named.
THODE FAGELUND	5757. 1920. Sunk at East London, (South Africa) 17/11/41 following an explosion.
TROUBADOUR	5808. 1920. Survived.
TUGELA	5559. 1921. Mined & sunk off Flore 24/3/45.
MIRLO	7455. 1922. Tanker, Torpedoed & sunk 6 4'N 25 53'W 870 m WSW from Freetown 11/8/42 bnd Curacao-Freetown.

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s.s. "MADONNA"

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To supplement their services, the Tasman Steam Ship Company Ltd. have purchased the "Madonna" - a former Royal Navy corvette.

Of 735 tons gross, with a speed of 10.5 knots and overall length of 209 feet she was built by Harland & Wolff Ltd, Belfast in 1940 and converted for peace time service in a Dutch shipyard during 1948. Fully refrigerated, there are six compartments all lined with fibre glass and wood. The cargo is handled through three hatchways.

After conversion the "Madonna", under Panamanian registry, was owned by J.P. Hadoulis, Greek shipowners, operating from London and subsequently by Henry Sutton, Yarmouth herring exporters who used the ship on the Mediterranean run.

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WARSHIPS OF THE AUSTRALIAN COLONIES
by John Bastock

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A hundred years ago saw the beginning of a series of "Russian scares", which were to be repeated from time to time, right up to the early years of the present century, when Russian Eastern seapower was so thoroughly shattered by the Japanese Navy.

In 1854, Russia appeared to be intend upon a programme of expan-

sion in the Pacific. A powerful Russian naval squadron, based on Vladivostock, was a continual cause of concern to our Colonial forefathers.

A squadron of Royal Navy vessels was regularly stationed in Australasian waters, but this little force was entirely inadequate to cover the vast area allotted to its care, and so the Governments of the Australian Colonies, mindful of the vulnerability of their seaports, set about the task of providing their own local naval defences.

As a result of these activities, the Eastern Colonies acquired a most interesting collection of fighting ships, the more important of which it is the purpose of this article to describe.

New South Wales.

To N.S.W. goes the distinction of having possessed the first man-o-war built in Australia. This was the wooden gunboat "SPITFIRE", launched at Mr Cuthbert's Shipbuilding Yard, Sydney on 3/4/1855. Ketch rigged, she displaced 65 tons on a length of 62 ft., a beam of 16 ft., and a draft of 5½ ft. She was armed with one 32 pounder gun, mounted on a traversing carriage. Contemporaneous reports do not indicate the Russian reactions to N.S.W.'s first naval effort.

In January 1882, the Admiralty in response to requests by the N.S.W. Government, presented the Colony with a seagoing vessel in which to train the local Naval Brigade. This was the screw corvette "WOLVERINE" launched at Woolwich, England in 1860. She was a wooden vessel of 2431 tons, 1549 h.p., armed with 22 guns and had been Flagship of the R.N. Australian Squadron since 1877. Though not maintained in regular commission "Wolverine" served as a drill ship until 31/12/1892, when she was finally paid off. She was later sold to private owners and, in April 1894, sailed from Sydney with a cargo of wool, bound for England via Cape Horn. While passing south of New Zealand, however, she sprang a leak and put into a N.Z. port, where she was found to be unseaworthy. She finished her days as a hulk.

Having evidently been convinced of the up-and-coming importance of underwater weapons, N.S.W. acquired two second class Torpedo Boats in 1885. These, named "ACHERON" and "AVERNUS", were steel vessels, built in Sydney, though, no doubt, their machinery and many of their fittings would have been imported. They were sleek little craft of 16 tons displacement, with engines of 300 h.p., giving a speed of 16 knots, and were armed with 14" torpedoes carried in dropping gear. They were normally stationed in Sydney and were manned by local volunteers and permanent officers. Both were sold out of service in 1902, "Acheron" for £400, "Avernus" for £550.

Victoria.

To the order of the Victorian Government, the steam sloop-of-war, "VICTORIA", was launched at Limehouse on the Thames in July,

1855. A graceful vessel, with clipper bow, the raking funnel and masts, she was built of mahogany and oak. Displacing 580 tons on a length of 166 ft., her engines developed 800 h.p. with a resultant speed of 13 knots and she carried seven 32 pounder guns, one of which was a long pivot piece. Under Commander W.H. Norman, "Victoria" arrived in Port Phillip on 31/5/1856. She served as a troop transport in the New Zealand Maori wars of the 1860's and later assisted in the search for the explorers Burke & Wills, during which time she carried out valuable exploratory work in the Gulf of Carpentaria. Her last important task as a naval vessel was meeting and escorting H.M.S. "Galatea" (carrying HRH the Duke of Edinburgh) into Port Phillip in November, 1867. In the 1870's she became a Ports & Harbours Light-house tender and some ten years later she was employed under private ownership as a Bay excursion steamer. Finally her engines and boilers were removed and in the early 1890's the hull was sold at Williamstown for £50.

In 1867, the British Admiralty presented Victoria with the old wooden line-of-battleship "NELSON", for use as a training ship. Laid down at Woolwich in 1805 she was launched in July 1814, as a 2030 ton three decker of 120 guns. She lay uncompleted for half a century (along with other wooden walls, relegated to the background by the advent of steam and iron), after which she was cut down to a two decker of 72 guns, fitted with an 800 hp engine and screw, masted and rigged for service. Her voyage to Australia, 53 years after her launch, was the first time she had ever been to sea! She arrived off Williamstown in 1868 and became the Naval Brigade training ship. In 1881 she was again cut down, this time to a single decker, and her fore and mizzen masts were removed. She paid off finally in 1891 and was sold to private owners seven years later. In 1901 she went to Sydney, where she was cut in half, one part becoming a coal hul, while the other part found its way to Launceston, Tasmania, where it was used as a lighter until the 1930's. "Helson's" figurehead at present adorns the entrance to H.M.A.S. "Rescue", a naval depot at Sydney.

Probably the best known of all the Colonial warships was Victoria's turret ship "CERBERUS". Designed specifically for the defence of Melbourne, she was laid down at Jarrow-on-Tyne in September, 1867. Launched on 2/12/1868 and completed in 9/1870, she was an iron, armoured vessel of 3340 tons, 1370 h.p., with ~~25 x 11 x 11~~ twin screws and a designed speed of 9.75 knots. Her length was 225 ft., beam 45 ft., and draft 15'3". The main armament consisted of four 10" muzzle loading rifled guns in two revolving turrets, each protected by armour 10" thick. The side armour belt ranged from 6" to 8" in thickness.

For the voyage to Australia, temporary extensions were built above the ship's side to increase the very low freeboard, and she was rigged temporarily as a barque. Under Lt. W.J. Panter, with a scratch crew she sailed from Plymouth on 7/11/1870 and, calling at Lisbon and Malta en route, anchored off Williamstown on Sunday 9th April 1871, after a nightmare voyage during which she averaged only $4\frac{1}{2}$ knots. After 40 years service as a guardship and drill

ship for Naval Volunteers, she became a depot ship at Williamstown in 1911. After this she was used, in turn, as a floating magazine, a depot ship and finally as a signal station for the Melbourne Harbour Trust. On 2/9/1926 "Cerberus" was towed to Half Moon Bay Black Rock, (Victoria), where she was sunk in shallow water to act as a breakwater. Her stout hull, turrets and the remains of her funnel may still be seen as she lies in her last resting place. Her name is carried on, and her coat-of-arms (the three headed dog which guarded the gate of the mythical Greek Hades) is borne by Flinders Naval Depot, Westernport, Victoria.

In 1884 Victoria added two "flat-iron" type gunboats to her Navy. These were "VICTORIA" of 530 tons, 300 h.p. and "ALBERT" 350 tons, 400 h.p. They were slow unwieldy vessels and each carried a 12 ton 8" gun in a protected citadel for'd firing over the low forecastle. On the passage to Australia in 1884, these two, together with "Childers", were made available for operations with the British Fleet fighting in the Egyptian campaign. Towards the end of her career "Victoria" was employed on survey work and was sold out of service about the end of the century to Western Australian owners, who used her in the coastal trade. It is thought that she later found her way to N.S.W. "Albert" was sold out of Naval service at Melbourne in 1897 and was subsequently employed on various port duties until 1917 when she was finally disposed of.

In the early 1880's Victoria became interested in Torpedo boats and the first of these to be acquired was the first class torpedo boat "CHILDERS" launched by Thornycrofts, Chiswick, in 1883. Her initial cost was £10,500. On Dimensions 113' x 12'5" x 5.9", she displaced 63 tons and her engines of 750 h.p. could drive her at 20 knots. She was armed with two 14" torpedo tubes, four sets of torpedo dropping gear and two one pounder guns. She made the voyage to Australia in company with the gunboats "Victoria" and "Albert". At this period she was commanded by Lieut. Martyn Jerram (later Vice Admiral, who commanded the Second Battle Squadron at Jutland). "Childers" was a two funnelled craft, the funnels being placed athwartships, rather widely spaced from each other. She was still effective in 1914 but appears to have been disposed of prior to 1919.

Two second class Torpedo boats were next added to Victoria's growing collection of Naval vessels. Both were launched in 1884 and were named "LONSDALE" and "NEPEAN". They were steel vessels with a displacement of 12 tons and 150 h.p. engines giving them a speed of 17 knots. 14 inch torpedoes were carried in dropping gear each side. The original cost was £3300 each. Although taken over by the Commonwealth after Federation in 1901 they were laid up shortly after and both had been scrapped before the outbreak of war in 1914.

Of similar vintage and displacement to the second-class torpedo boats was the torpedo launch "GORDON". Fitted with torpedo dropping gear, a Nordenfelt gun and a shield for protection of the crew, she boasted a speed of 14 knots. Her original cost

was £3250. She was removed from the active list early in this present century.

Victoria's final effort in the provision of naval vessels was the steel first-class torpedo boat "COUNTESS OF HOPETOUN" (named after the wife of the Earl of Hopetoun, Governor of Victoria 1889-95). This smart little vessel was launched in England in 1891. On a displacement of 75 tons and a length of 125', her 1000 h.p. engines could produce a speed of 20 knots. The vessel carried three 14" torpedo tubes and two 1" Nordenfelt machine guns. For the passage to Australia she was rigged temporarily as a three masted schooner and made the voyage under canvas, round the Cape of Good Hope, in seven months. She performed varied and useful service until the end of the W W I, after which she was laid up and finally disposed of in 1924.

Queensland.

Following upon a "Russian Scare" in the 1880's, the Government of Queensland determined to provide naval protection for the anchorage at Moreton Bay. At the time, two "flat iron" gunboats were building on the Tyne for a South American republic. These craft were taken over by Britain and subsequently sold to Queensland. Launched in 1884 they were named "GAYUNDAH" and "PALUMA" (aboriginal names for Thunder and Lightning). The vessels were twin screw, each of 360 tons and 400 h.p; they were armed with one 8" 12 ton B.L. gun, one 6" B.L. gun and two Nordenfelts. "Gayundah" reached Brisbane on 28/3/1885. Based on Moreton Bay, she was used as a Naval Brigade training ship. Before the outbreak of the 14-18 war, her bows were built up to overcome the appallingly low freeboard of the original design. She performed useful work during the Great War, after which she was sold out of the Navy and later employed as a sand and gravel barge on the Brisbane River where she still serves.

Her sister "Paluma" was loaned to the Admiralty from 1884 to 1894 and carried out much valuable work as a surveying vessel in Queensland and other northern waters. In 1893 she became famous for having been deposited by flood-waters, high and dry in the Brisbane Botanical Gardens. Feverish attempts to lighten her in preparation for refloating operations were interrupted by a further flood, which carried her safely back into deep water, unharmed. "Paluma's" bows, unlike those of her sister, were never built up during her naval service. In 1913, the deckhouse aft, formerly used for survey work was replaced by a 4.7" gun. After useful work in the Great War, she paid off and was subsequently acquired by the Melbourne Port Authority and renamed "Rip". She remained in this service until after the end of the Second World War, when she was replaced by a new "Rip" (ex RAN Minesweeper "Whyalla").

Presumably as a nimble escort to the two gunboats, Queensland ordered a second class torpedo boat shortly after delivery of the larger vessels. This little craft, named "MOSQUITO", was built of steel, launched in 1885, and cost £3800. In addition to torpedoes carried in dropping gear, she was fitted with a spar torpedo for

"Close Attack".

In 1887 a torpedo launch - sometimes referred to as a "Picquet Boat" - was added to the Queensland naval forces. She was named "MIDGE" and fitted with both spar and mobile torpedoes, the latter being released from dropping gear. Her speed was 15 knots and she cost £5000. She was being used as a private launch in Brisbane just prior to the Second World War.

South Australia.

Perhaps the most useful of all our Colonial naval vessels was "PROTECTOR", a steel cruiser, designed specifically for service in South Australian territorial waters. Built to the order of the South Australian Government, she was launched at Armstrong's Yard, Newcastle-on-Tyne in 1884 and arrived at Port Adelaide in September of the same year. She was a twin screw vessel of 950 tons, 1640 h.p., with a speed of 14 knots. Heavily armed for her size, she carried one 8" and five 6" B.L. guns also four Hotchkiss 3 pounders. Her complement numbered 90 officers and men. In Sept - Nov. 1900, she served in China, having been placed at the disposal of the British Government for operations in the Boxer Rebellion. The vessel was taken over by the Commonwealth on Federation in 1901, and before the outbreak of the war in 1914 her fore-castle was built up to make her more seaworthy and the armament was modified. "Protector" escorted H.M.A. Submarines "AE1" and "AE2" to New Guinea in 1914 and performed much useful service for the remainder of the war. On one occasion she rolled so heavily that she lost her tall funnel overboard; this was replaced by a shorter funnel and at the same time the rig was modified, the mainmast being reduced to a stump. In 1924 she was sold and hulked as a coal lighter.

Tasmania.

The little Colony of Tasmania, not to be outdone by the larger Colonies, provided, for its local defence, a steel second class torpedo boat, which was built in 1883 at the cost of £3000. This vessel (unnamed, but referred to sometimes as "Tasmanian T. B.No.1) had a displacement of 12 tons, a speed of 16 knots and was fitted with torpedo dropping gear. It seems that lack of enthusiasm, or money (or both) kept her laid up at Hobart for many years and she was subsequently acquired by South Australia.

Western Australia.

Had no local navy.

That, then, is an outline sketch of Australia's Colonial warships. Some of them were short lived and passed off the Active List at an early date. Others survived, not only to become part of the Commonwealth Naval Forces, after Federation of the Colonies in 1901, but also to wear the Southern Cross and the White Ensign as units of the Royal Australian Navy in which they performed useful service during the First World War.

Some of them still remain as shabby hulks or grimy lighters their sturdy frames and solid hulls bearing striking testimony to the craftsmanship and skill of the shipbuilders of other days.

In this present record only the better known vessels have been named and described; no doubt there were others, and perhaps, at some future date, someone with a more perfect knowledge of the naval efforts of our forefathers may, through these pages, give us further details of ships of this picturesque Colonial period.

NOTE: The Author of this article, Mr. J. Bastock, 2 Railway Pde, Kogarah, NSW, is anxious to contact any reader having a photograph or illustration of the Victorian torpedo boats Neapean, Lonsdale or Gordon.

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m.v. "HEREFORDSHIRE"

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The Bibby Line twin screw motor vessel "Herefordshire", which was taken on a five year charter by Port Line Ltd., two years ago is to be renamed "Port Hardy". While it is an established practice for shipping companies to paint the funnels of ships under charter in their own colours, it is not usual to change the name of the ship.

"Herefordshire", 8311 tons gross and built in 1944, is an ideal type of wool carrier with capacity for over 30,000 bales and a service speed of 15½ knots. In addition to this as the vessel is comparatively modern, having good accommodation for both crew and twelve passengers, it fits into the Port Line fleet.

+ "Herefordshire" is the third vessel to bear the name "Port Hardy" in the Port Line fleet. The first was originally the "Nerehana" of the Tyser Line and was renamed at the time of the amalgamation of the four companies which formed the Commonwealth and Dominion Line in 1914. Of 6533 tons gross and built by Workman, Clark & Co in 1907, she was lost during the First World War.

+ The second "Port Hardy" was built by Hawthorn Leslie & Co. Ltd., Newcastle in 1923 and was a twin screw steamer of 8705 tons gross. Her career ended on 28th April 1941 when torpedoed NW of Ireland whilst en route to the United Kingdom.

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FASHIONS IN FUNNELS
by "Grampus" (New Zealand)

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Funnels of new vessels provide much scope for comment. While cargo ships are given funnels of more or less standard form with some variations, new passenger liners have some weird and wonderful designs - the latter opinion naturally being that of a layman. For a number of years, naval architects have spent a considerable time endeavouring to produce the perfect funnel that will sweep fumes and smuts clear of the decks. Their efforts have, in most cases, met with some success but generally speaking the problem will not be

overcome unless orthodoxy is completely abolished.

In earlier times funnels were most essential but with the advent of diesel propulsion, the real need vanished. Several Scandinavian companies have ships with no funnel at all and while these vessels have pleasing lines, they appear out of place in the merchant shipping sphere. In the early part of this century the common conception of funnels was that the more numerous and larger they were, the more impressive and safer became the ship. Shipping companies were interviewed by prospective passengers on this basis and there were people who would not travel on ships with less than three stacks. The correct inference was that the number of funnels depended on the number of boilers and therefore more boilers meant greater power in the ship. With the larger passenger ships of today, the tendency of having only one funnel is almost universally followed by shipowners. Few would deny that "Aquitania" with her four funnels was a ship combining beauty, distinction and pride. In fact, for appearance the passenger liners like "Queen Mary", "Mauretania", "Nieuw Amsterdam" appear more attractive with more than one funnel than do most post war liners.

There are now no four funnelled ships in commission and the "Queen Mary" is the only ship of any size with three. The prewar "Strath" liners (1931/32) originally built with three funnels have been refitted with only one while the "Ile de France" formerly having three, now has two. Indeed within the next decade, should present ideas be perpetuated, there will be few ships with two funnels. In any case today the funnel is an adornment required to finish off a ship's appearance and at the same time it carries the company's colours.

On motor ships funnels are by no means empty tubes on top of the deck. They have been known to contain the pilot's room, the boatswain's locker, auxiliary machinery and are often used for storing sports gear and spare equipment. Some even have become the nerve centre of the ship, housing the navigating instruments, while several ships have the funnel merged into the bridge structure to form accommodation. On some Lamport & Holt vessels accommodation for the Captain is built into the funnel as is the case with the Cunard "Alsatia" and "Andria". The post war Italian liner "Surriento" has a chapel built into one of her funnels - the engine exhaust escaping through a thin tube, adequately insulated, at the back of the funnel.

Most shipping companies have their own funnel systems - for instance the Orient Line with its cowl topped funnels - Blue Star Line with its large funnels and distance blue star - Union Castle Line with its squat broad funnels. The Royal Tour ship "Gothic" has a smoke filter which purifies the smoke allowing passengers to have a more pleasant voyage when following winds prevail. The funnels of the "Queen Mary" vary in height, the first being higher than the second and the second some 15ft higher than the third.

This arrangement is partly for windflow and partly for design.

Many stories and legends are attached to the origins of the various funnel types and colour designs. It is believed that one famous company adopted its colour scheme because one of the directors considered it harmonised with the tropical sunsets. Alfred Holt when taking over his first ship, found a quantity of bright blue paint on board, so in order not to waste it he painted the funnel blue and topped it with black and to this day the ships of this company circle the world as the Blue Funnel Line. A white Maltese cross against a red background distinguishes ships of the Houlder Line; this originates from the time the ships traded to Malta. The red and yellow funnel of the Larrinaga Steamship Co denotes the company's original association with Spain. Anglo-Saxon Petroleum Company ships bear the familiar Shell scallop on the funnel. A black swan on the funnel of Australind Navigation Company ships is a reminder of the company's association with Western Australia. The British Tanker Company has the national colours of Persia incorporated in the funnel design.

In the new "Orsova" and "Arcadia", recently completed for the Orient Line and P & O S.N.Co respectively, new ideas in funnel design have been introduced. The "Orsova" has what is called a "Welsh Hat" fitted on top of the funnel casing. Company officials have upheld the designer's claims, that the device definitely helps to clear smoke and smuts from the upper decks. It resembles an overgrown stove pipe and completely mars the clean lines of the ship. A similar device has been fitted to the "Orcaades".

The "Arcadia", on the other hand, has a funnel resembling in shape the tip of an aeroplane wing, produced as a result of extensive research by the builders, John Brown & Co.Ltd. and called the Clydebank funnel. It is closely resemblant in outward appearance to the Swiss Valenci design which is familiar on a number of Continental liners.

With most new passenger ships incorporating new "Fashions in funnels" the lady of the seas is certainly taking on a "new look" but for better or worse?

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A C K N O W L E D G E M E N T

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We are gratified at the favourable re-action to the "Log" from all over the place, and the world wide World Ship Society organisation especially; further comments and contributions from any reader would be welcome.

We would like to thank in particular Messrs.B.Moody (Hon.Sec.) M. Crowdy (Hon.Treasurer), R.M.Scott (South African Agent), the Shiplovers Society of Victoria and the Shiplovers Society of West Australia for their encouraging letters.

We are once again indebted to Mr.N.L.McKellar and Miss R.Corderoy for attending to duplicating arrangements.

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W H A T ' S T H I S ! ! ! ! !

(The contents of this section are not guaranteed to be correct or based on actual fact.)

The Danish vessel "Kista Dan" (See V.1., No.1.) has been rechartered by the Australian Department of External Affairs to undertake a similiar expedition to that carried out earlier this year. The vessel is due in Australian waters early december.

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The British Phosphate Commissioner's vessel building at Harland & Wolff's yard, Govan, will probably be named "Triaster".

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The fate of the Adelaide Steamship Company's passenger vessel "Moonta" (2696 t.g., 1931) is still in the balance as her ramoured sale to the Western Australian Government does not appear to have eventuated.

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The "Arkaba" (ex Adelaide Steamship Co.) which was so reluctant to leave Australian waters last year is returning, temporarily, as the "William Charlick IV".

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It is believed that the "Ottawa Valley" (7164 tons blt 1944, ex "Mission Park, 47, and launched as "Fort Berens"), the only vessel actually owned by the Montreal Australia New Zealand Line Limited., might be on the market.

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The following note was forwarded by Captain H.V. Warner, a former Colombo Pilot, now living in Adelaide, who states it was inspired by "What's This" in the March issue.

"The ESPERANCE BAY started life as the 'Hobsons Bay' but when the original 'Esperance Bay' was renamed 'Arawa', something out of the ordinary happened. The 'Esperance Bay' had been one of the most popular of the 'Bay' boats and her commander, Capt. McKenzie, was also popular, and the names of ship and commander were always coupled. Passengers who had made the trip from Australia in her had been known to put their names down before reaching London for a cruise a week after arrival from Australia. Such a combination of captain and ship meant a lot to the passenger department, so 'Hobsons Bay' was renamed 'Esperance Bay' and McKenzie took command of her. Probably unique in the history of the old Red Duster".

Captain Warner also writes:- "The mention of Port Liners on page 3 reminds me of another incident".

"The 'Port Fairy' lay in Colombo Harbour with two anchors down and her stern moored to a buoy. H.M.S. 'Glennearn' (she flew the flag of the Royal Navy then and was commanded by a four striper of that service) came into the harbour in a tearing hurry, her skipper forgetting that she was not a naval turbined destroyer, and the engines were rung 'full astern'. We ship-handling experts who looked on said she could never pull up in time and that the 'Port Fairy' was 'for it'. But 'Glennearn' is a thoroughbred, with some

idea of correct behaviour, so she only backed her starboard engine and went ahead on the port one; she was not going to collide with a perfectly friendly ship; so instead she slithered across the bows of 'Port Fairy', but forgot her friend's chain cables which her port propeller fouled while it was whizzing round at full speed. Who would you think won that round - phosphor bronze propeller or cast steel chain cables?

A diver examined the propeller and his report that there was but slight serration of each of its leading edges could not be credited by the brass hats of R.N. Had not cast steel cables been chopped into pieces and thrown contemptuously into the air? So 'Glenearn' went into dry dock for examination of that prop. The diver's report was confirmed; the propeller had won and within twentyfour hours 'Glenearn' was out of dock ready for sea and active service".

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"38 Woolworth Carriers"

In Vol 1, No.1, a list of the 38 "Woolworth Carriers" was printed and it is now desired to correct a mistake appearing in this list and also print a little additional information.

Correction:- Page six, the second last vessel "Trumpeter", ex "Perdito" should read "Trouncer" ex "Perdito". In addition the report that "Greystoke Castle" ex "Trouncer" and "Luncaster Castle" ex "Puncher" had been purchased by Shaw Savill is incorrect; they are only under long term charter. However they will be renamed as stated.

Additional information:- In response to a query concerning the vessels "Battler" and "Rattler", Mr. McKellar has kindly informed us that "Battler" was broken up in 1947 (as stated) by Patapsco Scrap Corp, Baltimore, and that "Rattler" which became "American Harvester" is a C.2, whereas "Battler" was a C 3.

With regard to "Captain Theo" ex "Searcher", Mr. R.M. Scott of Cape Town has supplied the following information:- "She cracked outside Cape Town during January 1953, and only just managed to get alongside. If she had been another 30 miles from port she would have sunk. The vessel had loaded a cargo of 11000 tons of manganese at Durban which put too much strain on her hull. Surveyors insisted that the cargo be discharged and repairs carried out. "Captain Theo" sailed again in April after loading the full cargo; however she was only one day out when she was again forced to return. This time it was insisted that she discharge 3000 tons. She finally got away from the port in May. In October, 1953, she vessel cracked again while bound from Japan to America and had to be put back for repairs. According to Lloyds index she is trading again.

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by T.S.Stevens.

There appeared in recent issues of 'Marine News' under "Ships Sold for Demolition", four vessels which were, for some years, under Australian ownership.

The first of these is the "Santaelena", which, until the middle of 1952, was the Adelaide Steamship Company's "Allara" of 3279 tons gross, built in 1924. It would appear that her recent owners, Cia de Vapores Niquie, Panama, had very little service out of the ship as it was only on the 14th July, 1952, that she made her rather spectacular bolt from Sydney Harbour with a mixed foreign crew.

The other three ships were all units of the first Commonwealth Fleet of Steamers. Two of them were Australian built and the other the "Aina Maria Nurminen", was built in the U.K. in 1912 as the "Kirkoswald" for the Kyle Transport Co., and was purchased by the Commonwealth in 1916, being taken over at Marseilles in July of that year and renamed "Australmead".

As "Australmead" she ran under Commonwealth ownership until sold in 1926 to Cassis S.N Co., Greece and renamed "Agia Maria" which name she retained until sold in 1947 to John Nurminen of Finland, who named the vessel "Aina Maria Nurminen", as such, she struck a mine in Kiel Bay in July 1953, and, being too costly to refit, has been sold to Belgian shipbreakers. She is, to my knowledge, the last of the 15 "Austral" ships of the first Commonwealth Fleet of Steamers.

The next vessel is the 'Mustanserri' owned by Gulf Steamships Ltd., Karachi. This ship was originally built as the "Dumosa" and was launched for the Commonwealth Fleet from the Commonwealth Dockyard, Williamstown, Victoria, on 25th November 1919. In 1923 when the sale of the fleet began she was purchased by James Paterson & Co. Pty. Ltd., and served them until 1952 when sold to her recent owners. According to Marine News (Feb. 54) the vessel was laid up in November, 1953, so it would appear that as in the case of the "Allara", the foreign owners had very little service out of their purchase.

Finally, another Australian built ship, namely 'Hellenic Nympe', which was launched at Commonwealth Dockyard, Williamstown on 12th December 1920 as "Erriba". She was subsequently sold in 1926 to the Australasian United S.N. Co. who renamed her 'Murada' and employed her on their coastal services until 1947 when she was sold and renamed "Nympe" and, later the same year, 'Hellenic Nympe'. According to reports, after suffering boiler trouble, she was laid up at Genoa in September, 1952, and has now been sold by her owners, Cia Atalaya de Nav. General Ltd., Panama, to Italian shipbreakers.

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