

THE LOG



Journal of the NAUTICAL ASSOCIATION OF AUSTRALIA INC.

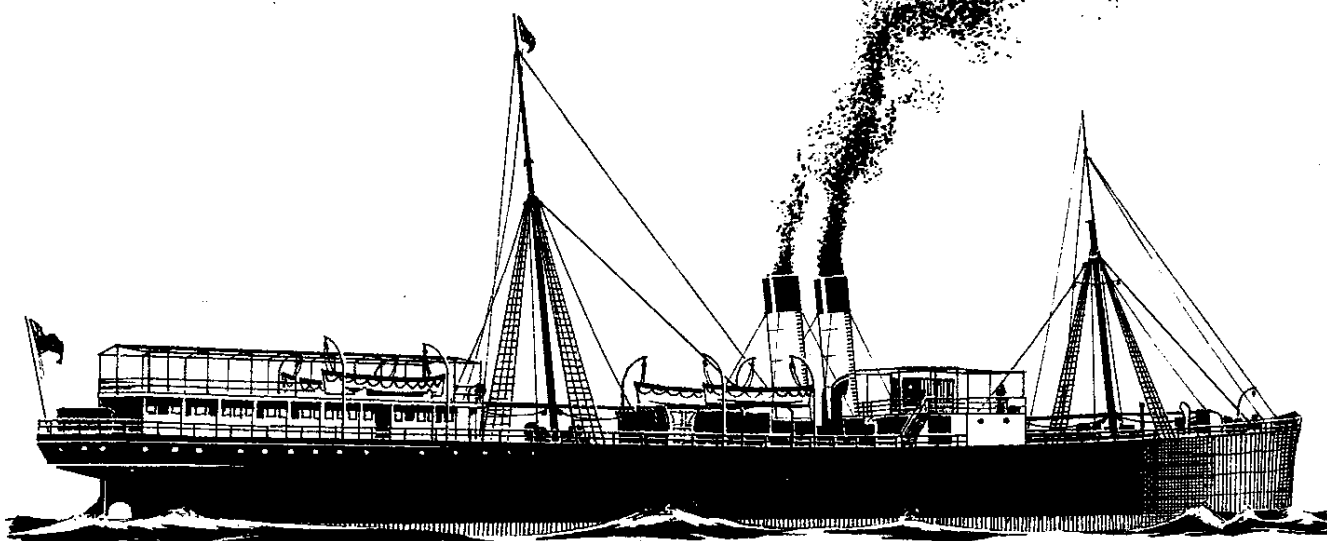
Vol. 4, No. 2
New Series

31 MARCH, 1971

Price 40c
Australian

Ian Farquhar discusses the

GAMBIER



Built 1874: Swan, Dumbarton,
Scotland.

Engines: Compound, two-cylinder.
Single screw. 155 horsepower.

Tonnage: 1,486 G. (in 1880)

1,578 G. (in 1890)

971 Nett.

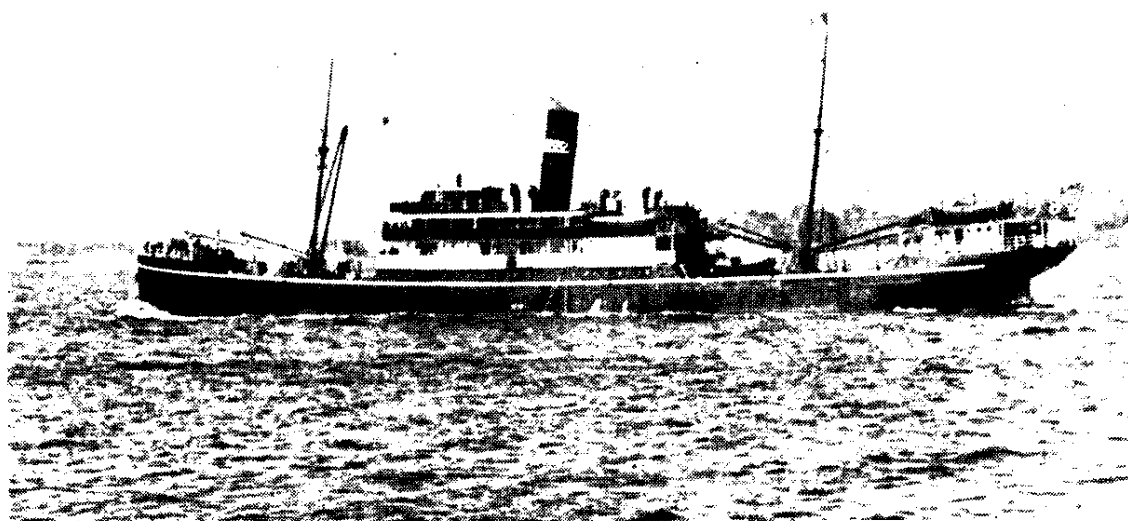
Dimensions: 280.1' x 31.9' x 16.8'

This iron screw steamer, built as the OCEAN, spent most of her career under Australian ownership. Howard Smith renamed her GAMBIER in 1885 and she was lost by collision in Port Phillip Bay in 1891.

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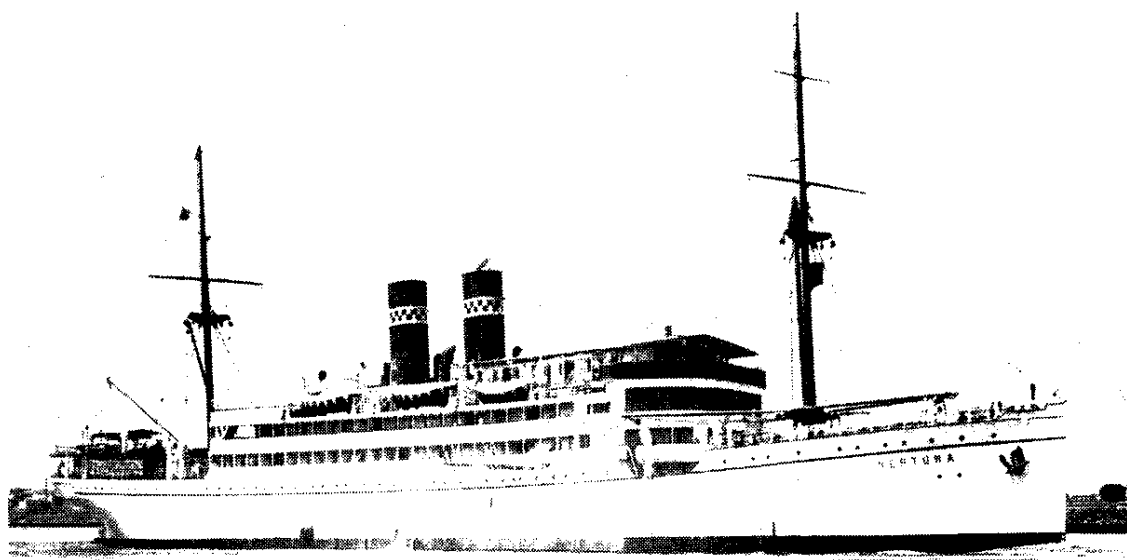
BURNS, PHILIP AND CO. LTD.



"Marsina" Built 1905, 1948 Tons Gross.

Built at Grangemouth as "Samuel Hough" for Samuel Hough Ltd. brought 1913 by Burns, Philp. Sold 1932 to James Patrick and Co. Ltd. and renamed "Craigend". Sold 1937 to Chinese owners, renamed "Haiping" and foundered off Queensland Coast on Delivery Voyage.

(Photo : courtesy R. Dufty)



"Neptuna" built 1924, 5,952 tons gross. Built at Kiel as "Rio Panuco" for Flensburger D. Co. Sold to N.D.L. in 1931 and renamed "Neptun" in 1934. Acquired by Burns, Philp in 1934 and renamed "Neptun" in 1935. Bombed and sunk by Japanese aircraft 19/2/1942, whilst alongside Darwin Wharf.

(original photograph held in the Latrobe Library, State Library of Victoria)

Journal of the
+ NAUTICAL ASSOCIATION of AUSTRALIA Inc. +
+ Volume 4, Number 2. +
(new series)
+
+ PH E L O G +

MARCH 31, 1971

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

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

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++The steamship...

G A M B I E R

from: I.J. Farquhar.

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Before the steamer OCEAN settled down to a mundane existence as the Howard Smith coaster GAMBIER in 1885, she had been the most widely travelled Australian registered ship of her day.

Built in 1874 by J. & R. Swan, Dumbarton for the China trade, she was originally owned by W. Brown, W. Easton and W. Clark of Glasgow but shortly after completion she was taken over by Peter Denny of Dumbarton. OCEAN was 280 feet long with a gross tonnage of 1554, while two funnels gave her a distinctive appearance. The vessel first arrived in Australia in 1876, bringing a cargo of tea, sugar and matting to Sydney and 130 Chinese to Cooktown, having left Hong Kong on October 6 and arrived Sydney 28 days later. OCEAN then loaded coal at Newcastle for Hong Kong and returned to Australia in the middle of 1877.

Captain G.R. Stevens, her manager at the time, had just sold the steamers Ly-ee-moon and Gunga to the Australasian Steam Navigation Company, Sydney and was anxious to dispose of OCEAN as well. He wanted to promote a regular service between Hong Kong and Australia and the Australasian S.N.Co., decided to act as his agent and to contribute some ships of their own to supplement those he was chartering. Before buying OCEAN, the A.S.N.Co., decided to take her on charter for in the case of the Eastern venture failing, they could readily terminate the arrangement. Chinese were already coming to Australia in pursuit of gold and the A.S.N. had visions of crewing all their coastal fleet with Asians.

On September 27, 1877 the OCEAN left Newcastle with 1700 tons of coal for Hong Kong via Cooktown and this was the first voyage of the A.S.N. in the Far East trade. Over the next two years she made three voyages to Hong Kong returning with tea, rice, chowchow and Chinese. On some voyages OCEAN stayed trading around the China coast until the new tea season opened. The A.S.N. and G.R. Stevens jointly provided the equivalent of a monthly service and all went well until November 1878 when the white

March 31, 1971

crews and waterside workers alike walked off all A.S.N. vessels and refused to return until the Company undertook to restrict the number of Asians employed on their ships. The strike continued until January 3, 1879 when the shipping company acceded to the demand of the men.

The efforts of the A.S.N. to secure a share of the overseas trade were severely curtailed and in 1880 the company severed their connection with G.R.Stevens & Company. Meantime the A.S.N. had formally acquired OCEAN from April 1, 1878 and in order to retain the ship in the Eastern service following the strike, ownership was transferred in 1879 to a Bank nominee - Thomas Buckland. When the A.S.N. broke with Stevens the OCEAN was acquired by J. & A.Brown of Newcastle.

Her voyages under A.S.N. were not without incident and on more than one occasion she ran aground in the Torres Strait area. In March 1878 OCEAN struck a reef near Cape Direction and remained hard and fast for five days until the E & A steamer Somerset came by and towed her off, after 250 tons of cargo and 80 tons of ballast were jettisoned. Later the same voyage her tailshaft broke and she had to be towed to Bowen for repairs.

In December 1878 the OCEAN ran ashore near Thursday Island after striking a rock while going in close to take off passengers from the steamer Mecca, which was wrecked there on December 24, 1878. However the 349 ton Terranora - on her delivery voyage to Sydney - came on the scene and helped to pull OCEAN off. In March 1880 she stranded near Point Lookout (Cooktown) but was able to pull free on the following tide.

J. & A. Brown decided to retain OCEAN in the Eastern trade as she could be used to carry their coal to Hong Kong and return with eastern produce for G.R.Stevens. Under her new owners the vessel made five round voyages to the East between 1880 and 1884. On one of them she spent 42 days in quarantine at Sydney owing to a smallpox scare.

In 1883, OCEAN underwent a major refit and in November was chartered to carry 4000 sheep from Melbourne to Point Torment in King Sound W.A. Due to overcrowding which was aggravated by bad weather on the voyage, 3000 were lost on the passage and a further 300 died on landing. From King Sound the vessel went direct to Hong Kong and returned to Adelaide. This was her last voyage to the Far East, although in February 1885 she took a cargo of horses to Calcutta and at the end of the year OCEAN was sold to Howard Smith Ltd., of Melbourne. Her passenger accommodation was updated and she took up running under Smith's in December 1885 as the GAMBIER. They mainly employed the vessel in the south coast trade - Newcastle to Melbourne range.

When gold was discovered at Kimberley W.A., there was a large rush of ships taking miners and equipment to the Cambridge Gulf and King Sound. The GAMBIER was one of the vessels used and she made two voyages - one in May 1886 and the other in July.

Thereafter GAMBIER kept on a regular beat with coal and passengers between Newcastle and southern ports. On August 25,

1891 GAMBIER left Sydney for Melbourne on what proved to be her last voyage. Entering Hobson's Bay just after 1 a.m. in bright starlight weather, on 28th she was rammed by the Easby, which was outward bound in ballast.

The bows of the Easby struck amidships with a terrific crash and cut half through the GAMBIER. Water poured in from all sides and within seven minutes GAMBIER sank with the loss of 21 lives. She was carrying 66 passengers and had a crew of 37.

At the time of impact it was considered Easby was doing ten knots and GAMBIER - eight knots. Each vessel was on the wrong side and because the Master of the Easby assumed GAMBIER was going to hold her course and pass on the wrong side, he kept his ship on the same course. At the eleventh hour, Captain Bell of GAMBIER attempted to pass on the correct side but swung across the bows of Easby too late for safety. The Easby had her bows stove in but repairs only cost about £800. The GAMBIER was insured for £15,000 although her owners assessed the value at £25,000.

The Inquiry found both Masters to blame and the Victorian Marine Board considered both should be charged with misconduct and negligent navigation. As a result, Captain Prideaux of Easby lost his certificate for six months and Captain Bell forfeited his for nine months.

Although only 17 years old when lost, the GAMBIER ex Ocean had a useful and interesting career.

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continued from page 34

Deep Sea Trawling In Australia

A.A.Murrell (cont.)

AWATERE Acquired 1946 in New Zealand, sold to Commonwealth
283/1943 Government who sold her overseas. (sister to Maldanna etc.).

PAHAU Acquired 1946 in New Zealand, left Sydney February
283/1944 1947 as an escort for 66 ft diesel trawlers sailing to China for U.N.R.R.A. Never returned. Sister to Maldanna, Awatere etc.

(article concluded).

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++ From page 30 - THE LOG back numbers available for purchase.

OLD SERIES - 1967 January, March, May, July, September, November;
1966 January, November ; 1965 January, March, May, July, September
November : 1964 none ; 1963 March July September, November. :
1962 March, July, September. : 1961 July, September. : 1960 none.
1959 November : 1958 September, November. : 1957 December.

Refer to notes on page 30 for details and price.

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++ CORRESPONDENCE...

The Editor has received several letters containing useful information in respect of the Carpenter article and this will be col-
ated and printed in the May issue of the journal.

From Mr.A.McMillan, Dunedin:- With regard to the interesting art-
icle 'Phoenix Ship'; The T2 on pages 119 and 120 of the November
1970 issue of THE LOG, I have a couple of comments to make.

UNION VENUS was not a T2 but of private design built in
1944 under USMC arrangement, by Bethlehem Sparrows Point Ship-
yard as STANVAC CALCUTTA for Petroleum Shipping Co.Ltd.,Panama.

NISSEI MARU was one of three T2's which sailed under the
Japanese flag in their original form; the other two -CEBU MARU
and RHODESIA MARU -also subsequently saw service as sand dredgers
and at last report, in 1967, were to be sold.

Although the forepart of ABIQUA was joined to the after-
part of WINDSOR at Mobile in November 1968, and renamed BEAR PAW,
she has remained there ever since and has not been registered
with American Bureau or U.S.Bureau of Customs. The midbody and
bow section of ABIQUA were converted into a tank barge by Bethleh-
em Steel, Beaumont during 1970 for Tidewater Morgan City Inc.,
New Orleans and named TIDE MAR 19.

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From Mr.J.A.Clare, Sydney:- Regarding the HELEN B STERLING -
page 124 November 1970 issue - she was brought down under the
Sydney Harbour Bridge in March 1932 to be used as a grandstand for
people viewing a procession of ships passing under the Harbour
Bridge during the opening celebrations. She was put alongside 7
wharf Sydney Cove. The hulk TINGIRA was also used at 2 Walsh Bay.
While a procession of decorated floats travelled on the road
across the bridge, a fleet of ships passed underneath. This fleet
- in order of steaming - comprised :- MALOJA (P&O), ORFORD (Orient),
NIEUW ZEELAND (KPM), MANUNDA (Adel.S.), PORT AUCKLAND (C&D),
VIMINALE (Italian), KITANO MARU (Jpn), TALISSE (Dtch), STASSFURT
and CHEMNITZ (Ger) and TEMERAIRE (Nor.). In addition the local
GWYDIR and HUNTER embarked passengers for a cruise of the Harbour
during the events.

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From Mr.W.A.Laxon, Auckland:- With reference to 'Shaw Savill Quart
ette' (page 12, January 1971) the ATHENIC was not the first to
be completed - CORINTHIC was first, making her maiden voyage early
1947. The CERAMIC and GOTHIC did not have Thorneycroft smoke def-
lectors as originally built, these were not fitted until about
1950. In addition CERAMIC was painted white for a while until it
was decided which ship would be used for the Royal tour. Further-
more the accommodation on GOTHIC was not increased for the tour,
but reduced from 85 to 50 bdd. Finally the last pair had one foot
more beam than the first pair.

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++More on the...

WALLARAH COAL COMPANY Ltd.

The fleet list of this concern appeared in September 1970 issue of THE LOG, but little background to the Company itself was available. Subsequently a letter was received from Mr.W.J.Lane (Mount Colah NSW), and additional information was specially obtained by Mr.R.F.Ellis (Brisbane) who is a member of the Railway Historical Society. Later still the Editor found reference to Catherine Hill Bay in the book 'Men & Machines' (The Brambles Story) and then Mr.H.W.Dick (Melbourne) furnished further information on the steamers ILLAROO and BEULAH. All the information gathered is detailed hereunder.

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Extract from 'Men & Machines':- "Even though only 23 miles from Newcastle, the terrain and heavy loads made it a long slow haul for Brambles team of horses and men...". "Before the advent of motor transport the Catherine Hill Bay run was two days out, one day unloading and one day back".

From Mr.W.J.Lane:- An article published in the Australian Railway Historical Society's Bulletin for June 1946 states that this Company (Wallarrah) commenced mining operations in 1889 and constructed their short railway from the first mine to the jetty in that year. The jetty is said to be secured to the cliff on its southern side by means of chain cables to stiffen it against bad weather.

When driving to Newcastle a few years ago I detoured from the highway to pass through Catherine Hill Bay and was amazed at the unprotected nature of the jetty. The cliff mentioned above, together with a reef extending out from it, would give some protection from south easterly weather but I fancy it would be no place to be caught in an easterly gale or a black nor'-easter.

I presume all the material for the mining and railway operations had to be brought in by sea as the state railway system is many miles away and horse drawn vehicles would hardly have been capable of moving heavy items over the tracks that served for roads in those days. The abovementioned article states the Company imported two small locomotives from England in 1889 and the landing of these and other heavy items must have been quite an interesting operation if there was any sort of swell running."

From Mr.R.F.Ellis:- This Company (Wallarrah) is supposed to have started operations in the early 1860's, but mining was only carried out on a small scale until about 1887. In that year it was decided that the mining activities should be extended, but there seems to have been some delay in starting development.

It became quite clear early in the operation that some sort of transportation would be required to move the coal either to the coast or Newcastle for shipment. Naturally enough Newcastle was out of the question, however some consideration was given to the possibility of constructing some sort of jetty at Catherine Hill Bay, some 1-2 miles from the colliery operations. This presented many problems, as the area is completely ^{unprotected} in any way from the sea, and, as stated by Mr Lane, it would have been quite an operation

++ Part two of...

DEEP SEA TRAWLING in AUSTRALIA

from: G.A.Hardwick.

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Following the article in January issue, the fleet lists of the principal trawler operators out of Sydney appear hereunder. The information appearing in the left column is the name, gross tonnage and year built.

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STATE GOVERNMENT TRAWLING INDUSTRY.

Black hull, funnel black with broad white band upon which was painted the N.S.W. Government Coat of Arms.

BROLGA
217/1915 Acquired 1915. Sister to Gunundaal and Koraaga. Sold 1923 to Sanford Ltd, Auckland r/n Albert San. Returned to N.S.W.coast 1925 r/n BROLGA. Bought by Coastal Trawling Co.Ltd. Wrecked on Beware Reef, Vict. while returning to Sydney from Melbourne, August 13, 1926. No lives lost.

GUNUNDAAL
217/1915 Acquired 1915. Sold 1923 to Sanford Ltd., Auckland r/n Gilbert San. Returned to Sydney 1925, bought by Coastal Trawling Co.Ltd., r/n GUNUNDAAL. Later sold to Red Funnel Fisheries Ltd., who operated out of Sydney. Sold to Cam & Sons 1929. Wrecked near Cape Howe on November 4, 1929.

KORAAGA
217/1915 Acquired 1915. Sold to Coastal Trawling Co.Ltd in 1925. Sold to Red Funnel Fisheries Ltd who re-sold her in 1929 to Cam & Sons. Lost off Black Head near Gerringong N.S.W. in September 1931.

BAR-EA-MUL
237/1918 Built 1918 for use as fishing research ship. In 1919 sold to Queensland Government r/n Thistle, later on return to Sydney r/n BAR-EA-MUL. Sold 1927 to Red Funnel Fisheries Ltd, Sydney. 1933 sold to Red Funnel Trawlers Ltd. Requisitioned by Navy for use as a minesweeper in 1939/45 war. In 1948 sold for conversion as a hulk, which was towed to sea and sunk off Sydney Heads December 19, 1950.

DIBBIU
223/1919 Built 1919 at Government Dockyard, Newcastle -sister to Dureenbee, Goonambee and Goorangai. Dimensions 117 x 22.7 x 11.7. Sold 1928 to Charles Caminiti, Sydney, operated in fleet of *Cam & Sons -r/n Charlie Cam, in 1928. Lost at Bunga Head north of Tathra, June 22, 1932 - no lives lost.

DUREENBEE
223/1919 Built 1919. Sold to Red Funnel Fisheries in 1926. Resold to Cam & Sons in 1929. Attacked by a Japanese submarine with gunfire off the N.S.W.coast while trawling on August 3, 1942. Badly damaged and on fire the wreck drifted ashore about one mile north of North Head, Bateman's Bay. Two crew killed and three wounded - one fatally.

* GOONAMBEE
223/1919 Built 1919. Sold to Carlyon Ltd., Newcastle, later passed to Red Funnel Fisheries Ltd. Sold 1929 to Cam & Sons and remained in their ownership until 1954. Dismantled in Sydney 1956.

GOORANGAI
223/1919 Built 1919. Sold to Cam & Sons 1926. Requisitioned by Navy as a minesweeper. Run down by Duntroon in Port Phillip Bay (Vict.) on November 22, 1940 and sank with loss of all hands - 22.

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RED FUNNEL FISHERIES Limited.

Grey hull, red funnel with black top, brown and white upperworks.

BAR-EA-MUL acquired 1927 - refer State Government Trawling.

DUREENBEE acquired 1926 - " " " "

* GOONAMBEE acquired 1926 - " " " "

GUNUNDAAL acquired 1926 - " " " "

KORAAGA acquired 1926 - " " " "

MILLIMUMUL
287/1915 Launched by Smiths Dockyard, Middlesborough as Gunner, dimensions 130 x 23.5 x 12.8, triple exp., 56 reg.h.p. Used as a 'Q' ship in the Great War and afterwards a trawler in U.K. For a short time under French flag as Temahani. R/n Gunner acquired by Red Funnel in 1926 and r/n MILLIMUMUL. Was one of the best known trawlers operating out of Sydney. Lost on the night of March 26, 1941 - 30 miles east of Broken Bay when sunk by a mine which had become fouled in her trawling gear and exploded. Seven persons, including the Master were killed.

DURRAWEEEN
271/1919 Built by Collingwood Ship Building Co.Ltd., Collingwood, Ontario, Canada as Seville. Bought by Red Funnel in 1928 from Boston Deep Sea Fishing & Ice Co.Ltd., Fleetwood U.K. R/n DURRAWEEEN arrived Sydney under own steam in December 1928. Dimensions 125.7 x 23.5 x 12.7 - triple exp. 62 registered h.p. In 1933 passed to Red Funnel Trawlers. On December 28, 1937 suffered severe damage in a collision with Wanganella off Montague Island, N.S.W. Used as a minesweeper in 1939/45 war and was sold for breaking up in Sydney early in 1952.

GOOLGWAI
271/1919 Built by Collingwood Ship Building Co.,Ltd.Canada as Almeria. Bought by Red Funnel in 1928 from Boston Deep Sea Fishing & Ice Co., Fleetwood.U.K. r/n GOOLGWAI arrived Sydney December 1928. Requisitioned September 1939 as minesweeper. After the war returned to trawling but was totally wrecked on May 29, 1955 on the rocks at Little Bay near Sydney. The crew reached the shore safely.

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RED FUNNEL TRAWLERS Ltd (later Pty.Ltd)

Hull grey, funnel red black top, brown & white upperworks.

In addition to BAR-EA-MUL, MULLIMUMUL, DURRAWEEEN and GOOGWAI, purchased from Red Funnel Fisheries Ltd., in 1933, the following were owned by Red Funnel TRAWLERS Ltd., (Later Pty., Ltd.).

KOROWA
324/1919

Built by Cochran & Co. Ltd. Selby. U.K. dimensions: 138.3 x 23.7 x 12.7, triple expansion engine, 87 registered horse power. ex St. Lolan, ex Cape St Vincent, ex Edward McGuire. Acquired By Red Funnel 1937, the largest of the Sydney trawlers. Requisitioned by Navy in September 1939 for use as a minesweeper. After release after the war returned to trawling until sold about 1954 and subsequently scrapped at Sydney.

NANAGAI
58/1934

Built by David Drake Ltd, Sydney, dimensions 62.4 x 17.8 x 8.1, fitted with 120 horse power diesel engine. Was a 'Seine' trawler and netted surface fish such as garfish, bream and whiting. Fate unknown.

MALDANNA
284/1953

ex Aroha - acquired 1946. Built in New Zealand as a minesweeper for the N.Z. Government. R/n MALDANNA by Red Funnel, laid up in Sydney 1959, sold to Singapore and left Sydney in tow of Mourilyan (ex Wyangarie) April 3, 1963. Broken up in Singapore 1964.

MATONG
284/1944

ex Waiho - acquired 1946. Built for the Royal N.Z. Navy as a minesweeper. R/n MATONG by Red Funnel on purchase and conversion to a trawler. Sold 1964 to J. Ferrari, Sydney and broken up in Rozelle Bay, Sydney, 1965

MOONA
284/1944

ex Waima - acquired 1946, converted from minesweeper to trawler and renamed. Sold to Robin & Co. Ltd., Singapore in 1963 and left Sydney in tow on April 3, 1963 of Mourilyan. Broke adrift and taken into Clarence River. Resold to J. Ferrari, Sydney the following year, she was towed back to Sydney and finally broken up in 1965.

MULLOKA
272/1943

Built in New Zealand for use as a minesweeper, launched as Waipu. In 1946 sold to Sanford Ltd, Auckland who converted her into a trawler. Acquired by Red Funnel 1955 to replace Googwai. Laid up Sydney in 1959 and sold to J. Ferrari. Broken up in Sydney in 1964.

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CAM & SONS (later Cam & Sons Pty., Ltd.)
Hull black, funnel black with broad white band.

GUNUNDAAL

acquired 1929 - refer State Government Trawling.

KORAAGA

acquired 1929 - " " " " " "

ALFIE CAM
282/1919

Owned by Neal & West, Ltd., Cardiff - named Asama. Acquired 1929 - requisitioned as minesweeper in 1939/45 war. Reverted trawling, badly damaged when ran on rocks at Twofold Bay, July 10, 1953. Refloated and subsequently scrapped.

BERYL II Acquired 1926 from Kingston Steam Trawling Co.Ltd.,
248/1914 Hull. Requisitioned for use as minesweeper in 1939/
45 war. Reverted to trawling, scrapped in Sydney 1955.

DUREENBEE acquired 1929 - refer State Government Trawling.

x GOONAMBEE acquired 1929 - " " " " " "

GOORANGAI acquired 1926 - " " " " " "

MARY CAM Acquired 1928 from F & T Ross Ltd.,Hull, launched
202/1918 as John Fisser, later named Joule. Laid up in Dec-
ember 1954 when Company ceased operations. Re-com-
missioned and ran as a tralwer for a time at the end
of 1956 and eraly 1957. Scrapped 1957 in Sydney.

OLIVE CAM sister to Alfie Cam - formerly Nodzu, owned by Neale
282/1919 & West,Ltd.Cardiff. Totally wrecked near Green Cape
lighthouse during a gale on the night of November
2, 1954 with the loss of three lives. Acquired by
Cam's 1929.

PATRICIA CAM launched at Brisbane Water,N.S.W., intended for
301/1940 tuna fishing. Requisitioned for use as Navy store-
ship. Sunk by bombing by Japanese aircraft off
Wessel Islands,Northern Territory, January 22, 1943
with the loss of nine lives.

ELSIE CAM Formerly German trawler Sophie Busse - acquired 1939.
250/1922 Later sold to South African Fisheries & Cold Storage Ltd
Ltd, Capetown.

SAMUEL BENBOW Acquired 1940 from A.A.Murrell,Sydney.
203/1918 Dismantled after being laid up in Sydney.

CAMRO ex Jane Wright - acquired 1928 from Victorian Fish-
96/1918 eries Ltd, who purchased her in 1927 from Dixon &
Shippen, Whitehaven U.K. - launched as Dawn, later
named Expanse. Dismantled in Sydney 1933.

WILLIAM COMBE wooden steam vessel built at Forster,North Coast,
39/1929 N.S.W. Wrecked on Drum & Drumstocks near Jervis
Bay, April 1931, no lives lost.

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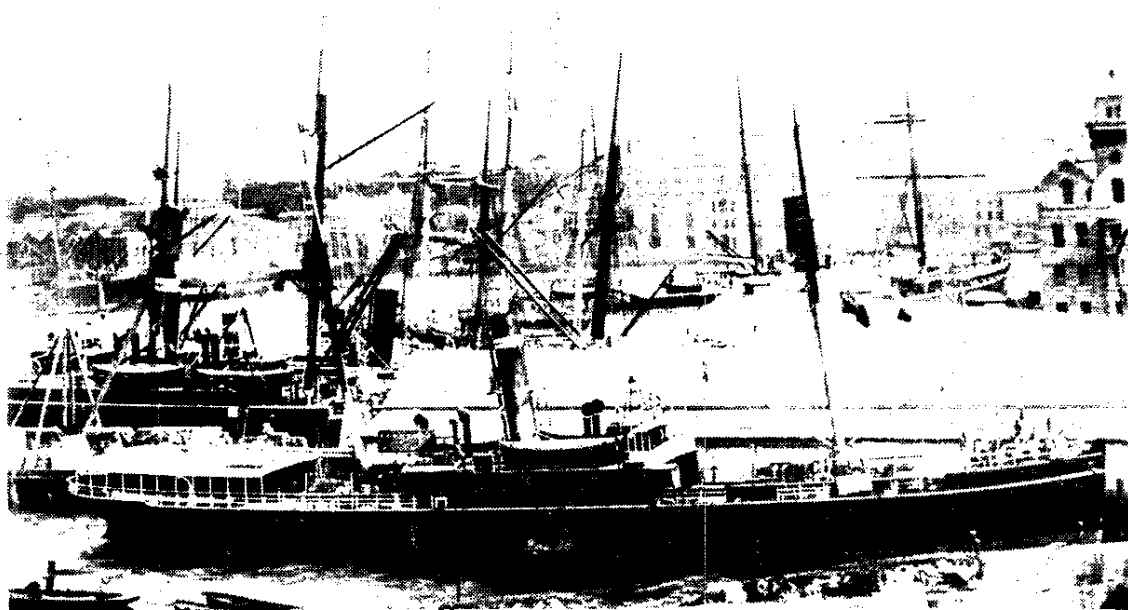
A.A.MURRELL.
Hull stone coloured, funnel -stone,black'M'on side,black top.

DAVID BLAKE Acquired 1926 from J.M.Davidson,Aberdeen. Totally
202/1918 wrecked after having struck Mimosa Rock, north of
Tathra N.S.W.(South Coast) on the night of March
5, 1934.

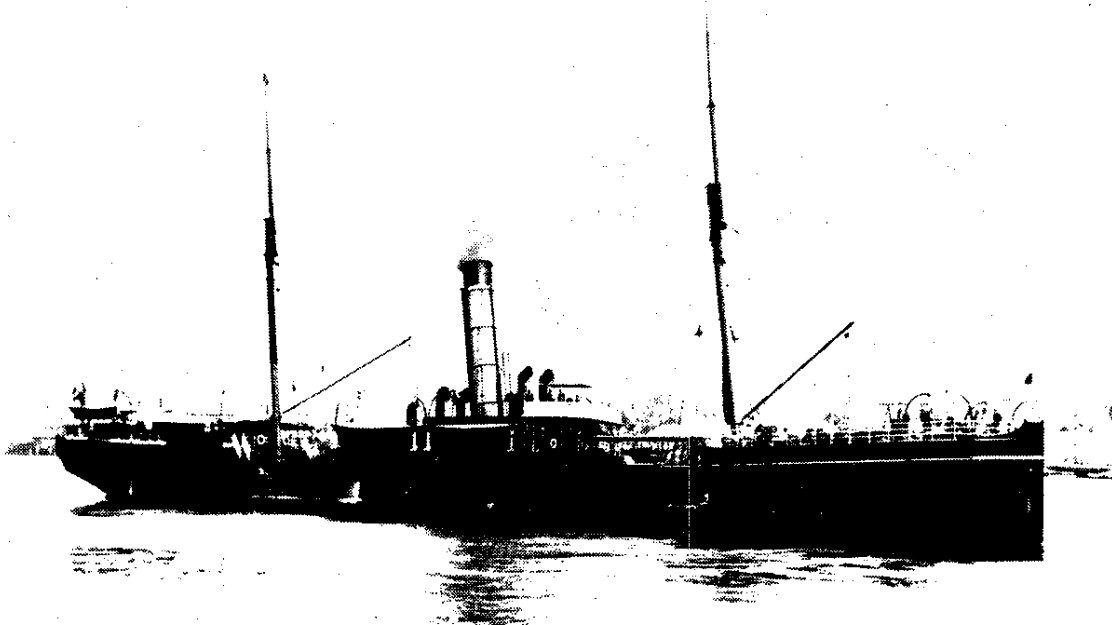
SAMUEL BENBOW Acquired 1929 from Alexander Davidson,Aberdeen -
203/1918 sister to David Blake. Requisitioned as a minesweep-
er in 1939/45 war. Sold 1940 to Cam & Sons Pty.Ltd.

TONGKOL Acquired 1929 from Government of the Straits Settle-
292/1926 ment,Singapore. Requisitioned as a minesweeper in
1939/45 war. Sold to China when Murrell relinquish-
ed trawling, departed Sydney January 27,1947.

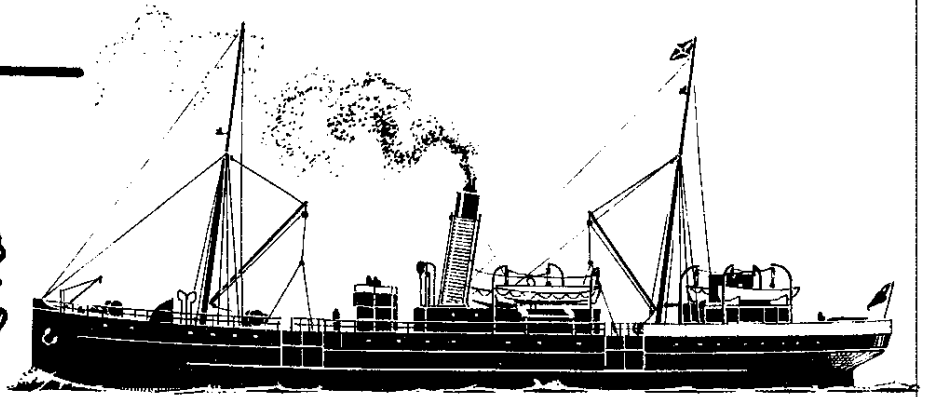
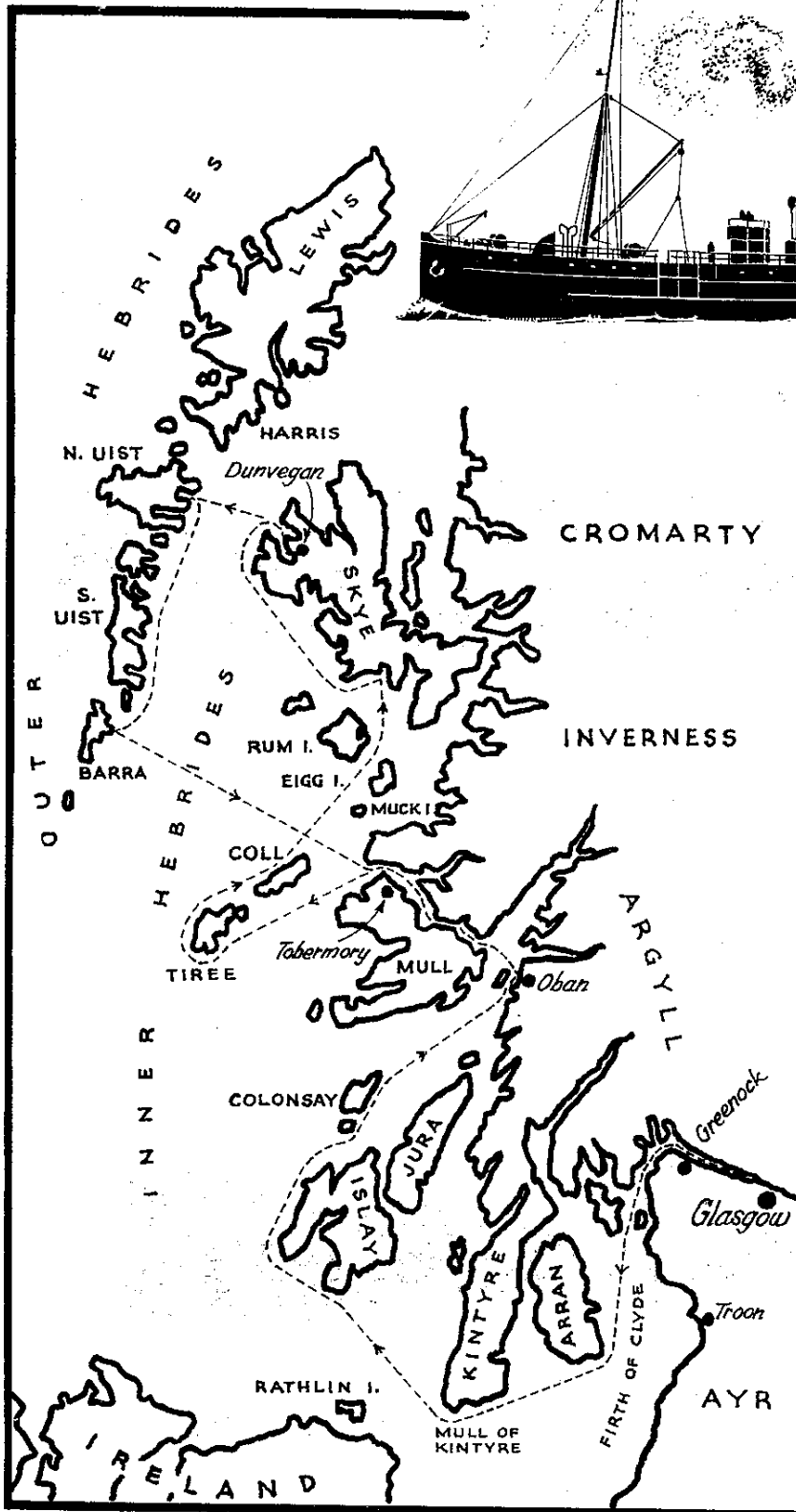
AUSTRALASIAN S. N. COMPANY.



"Ranelagh" Built 1881, 836 tons gross. Iron Steamer. Built by J. Key & Sons, Kinghorn. To A.U.S.W. Co - in 1887.
Wrecked 11/1/1898 Burnett Heads, near Bundaberg, Queensland.



"Rockton" Built 1882, 1,971 tons gross. Iron Steamer. Built by Napier, Shanks & Bell, Yoker, Glasgow. to A.U.S.N. Co. in 1887. Sold 1904 to O.S.K., renamed "Kanko Maru" 1917 renamed "Shinsei Maru No 5" (Hara Shin-ichi). 1923 scrapped in Japan.
(original photograph hold in the Latrobe Library, State Library of Victoria.)



The steel single-screw steamer HEBRIDES, built at Troon in 1898 for McAllum's of Glasgow could carry 150 passengers at a speed of 12 knots. She measured 600 tons gross, was 180 feet in length and had a beam of 28 feet. Cargo was loaded with derricks or through doors in the side of the hull.

In this little ship in 1926, P.H. Blackwood made the ten-day voyage from Glasgow to Oban which he describes in this issue. Nearly 30 years later he again saw the HEBRIDES on the Clyde. It is believed that she was disposed of about this time.

The sketch map on the left shows the approximate course of the voyage in the complex of islands which make up the western seaboard of Scotland.

++Departing Australia...

Over the sea to Skye

from: P.H.Blackwood.

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When in Glasgow during the summer of 1926, I read an announcement of a ten day holiday voyage to the Hebrides. The ship, the HEBRIDES owned by McCallum's, was described as a - "splendidly fitted steamer, bathroom etc.,".

Enquiring for a passage I was told that all cabin accommodation had been filled, but that I could be fixed up with a bed in the saloon after the evening meal had been cleared away. Willing to try anything once, I took it on, and two days later, I embarked at the Broomielaw Quay.

The HEBRIDES was a grubby battered old warrior of 594 tons, then about thirty years old, having been built by Denny Bros., in 1897. I found the bathroom in a deckhouse aft the funnel, to which one climbed by a perpendicular iron ladder. But being the holiday season, it was used instead as a four berth cabin, so - baths were out. I don't know if the cabins had their own water supply, but for me there was only a cubby-hole with a china bowl set in a low tripod, a tap out of reach of the bowl, and a watering can. The first night I was washing myself in sections, and was standing on one foot with the other in the bowl, when it crashed to pieces. A steward hearing the crash, roared laughing, swept up the mess and produced a tin basin, which he fixed with string into the socket.

The saloon was aft and was fuggy; it was a passageway with cabins opening from it on either side. Down the centre ran a long table, just wide enough for two plates, and with with closely packed fixed chairs, the space between the backs and the cabin door handles leaving barely enough room for the steward.

There were about sixty passengers, many of whom were making the round voyage. This required three sittings for each meal, and punctuality and no lingering was the daily drill. None the less it was a jolly ship's company, many of whom had relatives in Australia, the meals were good and there was a well patronised bar.

At the rear of the saloon was a broad shelf, waist high, and about eight feet in depth, extending the width of the ship. It was covered with wooden duck-boards and reached to the stern plates. It was here that mattresses, blankets and pillows were placed for the several of us who were without cabins. To sleep was difficult, as the screw instead of a steady regular beat, chugged and thumped all night in violent fits and starts which shook the whole structure, and propelled the vessel at about seven knots.

The atmosphere was thick, to put it mildly, and the stench of stale fried fish, mouldy vegetables and bilge will remain a lifelong memory. Fortunately the ocean was a calm as the proverbial mill-pond, and the days sunny most of the time, daylight being from about 3.a.m. to midnight.

++ NAUTICAL ASSOCIATION of AUSTRALIA Inc.

Balance Sheet as at 31st December 1970.

<u>Liabilities</u>		<u>Assets</u>	
Sundry credits	21:08	Cash at Bank	568;28
Subscriptions		Sundry debtors	40;96
unexpired	153;90	Stock on hand	29;60
Income in			
advance	:90		
<u>Accumulated funds</u>			
Bal -1/1/70	218;60		
Surplus for			
year	244;36		
	<hr/>		
	462;96		
	<hr/>		
	\$638:84		<hr/>
			\$638:84

Auditor's report- I report that I have examined the books, accounts and vouchers of the Association, and in my opinion the Statement of Income and Expenditure and the Balance Sheet shown above are properly drawn up, and so as to give a true and fair view of the Association's financial transactions for the year and of its financial position as at 31st December 1970.

12th March 1971

R. Spurr A.A.S.A.
Honorary Auditor.

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++COMMENT -It is satisfactory that we are slowly building up our balance of funds so that these can be used for some selected project. However there must be a word of warning that our costs for illustrations, material, production and mailing are steadily rising.

In comparing total cost of this issue as against March 1970 we find that this issue is about thirty per cent higher in total cost. With this in mind there will hardly be an noticeable up- grading of the journal in 1971 as, after all, we have not increased the subscription this year, but if the present trend continues - and there is nothing to indicate to the contrary - then it is highly likely that the annual subscription to the journal will need to be higher next year.

In an attempt to control costs we will have to strictly enforce the renewal of subscriptions and persons overdue will not be kept on the mailing list, nor will we guarantee being able to provide back numbers to those who renew after the due date. This will save envelopes and paper.

It is our policy to give you a journal at the least possible subscription.

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++ Nautical Association of Australia Inc.

PRESIDENT'S REPORT.

It is time once again for the Annual Report on the activities of the Nautical Association of Australia Inc., and in doing so I am able to record a year which has seen the continued steady growth of both the N.A.A. and THE LOG.

We are fortunate to have both editorial and production work in the hands of our capable Tom Stevens, and no praise can be too high for his efforts, particularly as he is a busy man in his own right. I do not think that THE LOG would be the success that it is without him.

While on the subject, thanks are also due to Peter Nicolson for the excellent artwork which has been a continued feature during the year. His stable of artists should also be thanked.

For his behind the scenes work in the dual capacity of Secretary and Treasurer, much praise is due to Bill Volum. It is doubtful if the average member realises the amount of work done quietly and unobtrusively by him. The N.A.A. has cause to be grateful to Bill.

The standard of articles and illustrations during the year has again been high, and news and notes have been of great interest to readers, as they originate from so many sources - whose assistance is greatly appreciated.

It has been my privilege to have been the inaugural President of the N.A.A., but my term of office is now over. I have great pleasure in welcoming my successor - Peter Nicolson, and I wish him every success. As for THE LOG, I hope that it will continue, as it has done in the past - a success.

31st January 1971

S.E.WELCH.

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Officials of the N.A.A. - as at January 1, 1971.

- President W.P.S.Nicolson.
- Secretary W.G.Volum. A.A.S.A., A.C.I.S.
- Editor T.S.Stevens. M.Inst.T.
- Committee S.E.Welch.
- G.R.C.McLeod. F.R.C.S.(Ed), F.R.C.S.(Eng),
F.R.A.C.S.
- I.J.Farquhar, A.I.C.S.

+ + + + +

Hon.Secretary :- W.G.Volum, 132 Noble Street, Geelong. Vict. 3220

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

Illustrations Editor:- W.P.S.Nicolson, 15A Wandella Ave., Roseville N.S.W. 2069

Representative in New Zealand:- I.J.Farquhar, Box 385. P.O. Dunedin. N.Z.

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++ MARITIME MISCELLANY...

Closing date for the next issue - MAY 20.

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COASTAL and SOUTH PACIFIC:

A 105,500 dwt bulk carrier for primary use between Port Hedland and Port Kembla is presently under construction by Harland & Wolff and will be chartered by B.H.P. upon delivery at the end of 1971. It is said the vessel will be named IRON SOMERSBY.

British Phosphate Commissioners are to bareboat charter the new 21,800 dwt bulk carrier TEMPLE HALL.

A 62,000 dwt oil tanker is to be constructed at Whyalla for the Botany Bay Tanker Company (Sleigh/Caltex?).

Announced that Associated Steamships Pty.Ltd., may build a 13,000 dwt combined tween deck bulk carrier for long term use by the E.Z. Company between South Australian and Tasmanian ports. The unusual design provides for lead to be loaded through a starboard bow door into tween decks, whilst the bulk concentrates are stowed in four holds.

Nauru Shipping Company has ordered a 31,000 dwt bulk carrier for the carriage of phosphates.

Tanker building at Whyalla for Mobil Oil is to be named MOBIL AUSTRALIS, whilst the Esso tanker building at Brisbane will probably be named ESSO GIPPSLAND. Both ships could commission before the end of 1971.

AMANDA MILLER - was launched at Whyalla without ceremony on February 25, and is expected to be completed about the middle of 1971.

Ref.P.126 - Delivery of the A.N.L. 'mini' containership ECHUCA has been delayed due to the need for additional accommodation, which may require an additional deck to be added to the superstructure.

Ref.P.126 - delivery of MARY HOLYMAN has been delayed due to technical problems arising during trials.

* Ref.P.18. - ALAGNA (975/1961) left Brisbane on January 19 to load alumina at Bell Bay for Bluff and is operating under charter.

SYDNEY TRADER (6326/1969) inaugurated the A.N.L. vehicle deck service to Port Adelaide on January 14. The same vessel was also first to use the new facility at Geelong on January 12.

Ref.P.126 - MATTHEW FLINDERS (872/1954) - latterly at Daydream Island(Q) returned to Brisbane recently with future uncertain.

TOA (215/1927) owned by Kia-Toa Traders Ltd., is being converted to a refrigerated mother ship for trawlers off the N.Z.coast.

RICKIE MILLER (2616/1954) is spending most of the time laid up in Sydney, as is WALLARAH (1448/1952). Furthermore the continued employment of HEXHAM BANK (1616/1953) in the Newcastle/Sydney coal trade is limited.

CLAIRE CROUCH (262/1917) has been renamed BOOYA and registered at Townsville.

March 31, 1971

SUMIHO (114/1959) and KONPIRA (125/1960)- both registered at Madang - have been advertised for sale by tender by Huon Shipping Line P.L.(in liquidation).

KORARA (388/1947) has been renamed KAROOLA and is operated in northern waters by Mason Shipping Co.Ltd.

TIRI2 (193/1909) former 'Radio Hauraki' (NZ) pirate radio vessel, sold to Capt. M.Berthold and Associates, is being converted for seismic survey work in the New Hebrides under her old name - KAPUNI.

+ Ref.P.19 - BOONAROO (3904/1953) and BULWARRA (4010/1954) were delivered to the Colin Navigation Company at Sydney on December 22. The names allocated were COLIN FOUR and COLIN FIVE respectively, but some difficulty seems to have arisen, thus they continued under their A.N.L.names, but registered in Hong Kong. The BOONAROO left Sydney on January 11 and BULWARRA on January 8.

Ref.P.21 MONTORO (2278/1956) has been sold to Thome & Co., Singapore and left Sydney as Timur Providence on January 22.

MORIB (683/1944) this hopper barge, after being towed 25 miles off Sydney Heads by the tug Sydney Cove, was scuttled on Jan.8.

TUGS:

WANDILLA (duckpeller tug) arrived Sydney on February 16 and upon entering service the WONGA (233/1949) was withdrawn.

+ SHELL COVE (duckpeller tug) left Newcastle for Sydney on February 15, but lost a blade off her propeller which had to be replaced in Sydney. Upon commissioning of the new tug HIMMA (274/1942) will be laid up.

WARRAWEE towed two barges to Daru, involving a 15½ day voyage which completed on January 24.

CATHERINE - built at Carrington Slipway, Newcastle, left for Noumea on January 23 ~~towing~~ three barges.

MASTHEAD was launched at Newcastle by Carrington Slipway on March 27 for Howard Smith Industries Ltd and will be based at Gladstone.

COSSACK -small tug built by Index Slipway & Engineering Co., Brisbane, was launched in February.

ROBERT GIBSON new tug at Bundaberg (Q) owned by the Bundaberg Harbour Board was built by Index Slipway & Engineering, Brisbane. The vessel is named after the Chairman of the Harbour Board and replaces Coral Sea (118/1945).

YUNA (479/1944) had her mast and part of the wheelhouse knocked down when assisting the Russian Novogradok at Fremantle on January 20. Since then the tug has been laid up and possibly sold for refitting for deepsea trawling in New Guinea waters.

+ Ref.P.127 - JAMES WALLACE (188/1924) - the remains of this tug were scuttled near Hobs Reef(Tas) on January 12.

+ KAHA - Auckland Harbour Tug, capsized and sank on January 14 when assisting Riederstein, but was immediately recovered by the local floating crane.

March 31, 1971

+ T H E L O G +

- 41 -

Nelson Harbour Board has ordered a 66 ton, twin screw diesel tug from Simms Engineering Ltd., Port Chalmers.

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OVERSEAS:

Reported that Cunard and Chandris Lines are holding discussions with a view to CARMANIA (22592/1954) and FRANCONIA (22637/1955) being placed under Chandris Management by means of a jointly owned company.

O.C.L. cellular containership for the Australia/East Coast of North America service is to be named CHESAPEAKE BAY.

PARALLA - first vehicle deck for P.A.D. Line, arrived at Fremantle on her maiden voyage on February 19, and will be followed by Allunga in June and Dilkera in September. The PARALLA was not to have the honour of being the first R/O - R/O type to work at Fremantle as the small Lady Sophie arrived there on February 14.

Ref.P.128. RANDFONTEIN (13694/1958) is to be renamed NIEUW HOLLAND when she joins the Australia/Japan service in January 1972. At this time it is expected that at least TJIWANGI (9846/1951) will be withdrawn.

GOLDEN WONDER (7332/1945) has been withdrawn from the Malaysian/Australia service and replaced by GOLDEN TOWER.

LESLIE J. THOMPSON (16206/1959) former Ampol tanker is now named Fiona Jane.

Both GEORGE ANSON (7743/1948) and FRANCIS DRAKE (7743/1947) have completed their last voyages on the Japan/Australia passenger run.

+ SEAWISE UNIVERSITY (ex Queen Elizabeth) left Florida on February 10 for Hong Kong, but developed boiler trouble on February 15 and was assisted into Kingston for evaporator repairs.

+

ACCIDENTS and MISHAPS:

Ref.P.129 - IRON HUNTER (34048/1968) - after extensive repairs were completed in Newcastle, the vessel arrived at Brisbane on March 25 for drydocking prior to re entering service.

+ UNION BRENDA (ex Lorinna 1199/1938) owned by Unitra Nav. Ltda. S.A. Panama, suffered extensive fire damage to accommodation at Bandar Seri Begawan in December.

GEOPOTES V (1737/1959) - trailing suction hopper dredge owned by Australian Dredging & General Works Pty. Ltd. - struck a submerged object in the Tjilatjap area in December, sustaining damage to propellers and losing the starboard rudder. The vessel was towed to Singapore.

TAVEUNI (2808/1945) damaged by fire at Auckland on August 12, re-entered service in the Pacific Island trade on December 9.

+ GAMMA (399/1966 - Danish m.v.) - on voyage Tauranga/Whangarei in ballast, grounded on rocks near Korapuki Island (Eastern Coromandel Peninsula N.Z.) on January 12 and was refloated by the tug Aucklander. Repairs to the hull were undertaken at Whangarei.

March 31, 1971

- * BULWARRA (Colin Five - 4010/1954) called Sydney with engine trouble on Jnaury 22 and sailed six days later, then called at Brisbane where further repairs were undertaken. The vessel departed on February 16.
- + LEMANA (946/1956) due to bad weather, ran short of fuel near Sugarloaf Point and the tug Warilla left Newcastle to assist on January 20. Commencing to tow the next day, bad weather forced the vessels to shelter near Crowdy Head where fuel was transferred from the tug. Both vessels arrived at Newcastle on Jnaury 23.
Chinese (Taiwan) fishing vessel CHI FONG NO8 was forfeited to the Commonwealth Government by the Court at Thursday Island following detention under the Continental Shelf Act. The vessel had been damaged when it grounded on Warrior Reef about 80 miles N.E. of Thursday Island and subsequently towed off by H.M.A.S. Lae on January 23.
Barque ENDEAVOUR II on passage Brisbane/Auckland, grounded on a sandbank near the entrance to Parengarenga Harbour (NZ) in heavy weather on February 21. All crew got ashore but the vessel is a total loss. ENDEAVOUR II was in Brisbane from late September 1970 until departing on January 28, 1971, during this time she was under arrest for 122 days.
P.J.ADAMS (33979/1962) briefly grounded in Westernport Bay on January 29.
Tuna vessel NEW DOLPHIN was partially flooded off Port Lincoln on January 22, but pumps enabled her to reach port.
RENA (ex Capetan Carras 69 -8902/1955) after loading coal, went aground on a mud and rock shelf near the entrance to Newcastle Harbour on February 2. Efforts by local tugs and Warrawee to refloat were unsuccessful. Some coal was off loaded into the dredge E.O.K.Green and RENA eventually refloated and sailed after examination on February 9.
- + SUCCESSFUL TRADER (ex Tamesis 6749/1950) put into Fremantle on February 2 on voyage Port Giles (SA) to Taiwan, and was 17 days undergoing engine repairs before sailing again.
ARISTEUS, when departing Brisbane on February 6, struck Dalgety's wharf causing substantial damage to the structure.
- + U.S.Icebreaker STATEN ISLAND struck an uncharted pinnacle near Mawson Base late in February and under water hull repairs were undertaken when the vessel called at Melbourne.
SLIDRE TIMUR (1074/1952) owned by Skibs A/S Karlander and bound Sydney to Port Moresby with mixed general cargo, struck Parker Reef 65 miles east of Proserpine (Q) -20.32S - 149.45E, on February 26 and in heavy seas was abandoned. The crew were picked up by Thorscape. In recent weeks the vessel has broken up.
KANIMBLA (13312/1969) on passage Fremantle to Melbourne, put into Albany on February 21 with minor engine trouble.
URANIO -80 ft prawn trawler - said to be a former German patrol boat - developed a leak and subsequently sank near Mooloolaba (Q) on March 29.

++Part I...

CAIRNS CAVALCADE

from: H.W.Dick.

+
 Cairns (population 30,000) is only a minor port of North Queensland, the major port being Townsville - which is the second largest city in the State - lying about 200 miles south of Cairns. The only important export through Cairns is sugar, in season, after which overseas visitors are infrequent. There are the odd coastal tankers and a regular service south is maintained by A.N.L's new and hideously ugly roll on/roll off vessel TOWNSVILLE TRADER, otherwise shipping in the port is confined to ships under five hundred tons of which there is, nevertheless, a quite fascinating armada.

Since the Gulf and Cape York are without good roads, communications north of Cairns are usually by sea and mother ships for the prawning fleets in the Gulf land their catches at Cairns and return with supplies. Cattle is shipped in from Cape York and stores and equipment are taken up to the mining ventures being developed at such places as Weipa, Groote Eylandt and Gove. What follows in this (and later issues) is an account of some of the interesting vessels seen during two weeks in Cairns, in January 1971.

CABLE ENTERPRISE (4358/1964) - the newest cable laying and repair ship owned by Cable & Wireless Ltd of London, she called briefly at Cairns to take on stores before proceeding to New Guinea waters. Initially stationed in Malaysia she later replaced the Retriever (4218/1961) in Fiji (based Suva) and is now manned by Fijian crew. All white except for a buff funnel and fittings, and with the clipper like bow of cable vessels, she is most pleasing to behold. CABLE ENTERPRISE has been uniquely designed and elaborately equipped for her role. To facilitate handling cable a continuous deck runs from bow to stern through the superstructure, below and upon the cable deck are testing and repair facilities. Besides twin screws, a bow propellor and rudder is provided for manoeuvrability.

DUNDAS (304/1969) - completed in July 1969 by the North Queensland Engineers & Agents pty.Ltd., Cairns (N.Q.E.A.) for Mason Shipping, connected with John Burke Pty.Ltd., she supplies the mining ventures at Weipa etc. She is designed as a landing craft with a bow door, open vehicle deck and engines aft. Tanks below deck for the carriage of bulk fuel have not been used. At her destination she is beached, the tide recedes and cargo is removed by fork lifts. DUNDAS is functional but ugly, she has a green barge like hull and twin triangular uptakes of sickly yellow emblazoned with black 'M's.

GURUBI - a tiny landing craft which came down from Papua for dry docking.

(to be continued)

+++++ (to be continued) +++++
 THE LOG is prepared and printed for distribution on the last day of every second month by T.S.Stevens, 15 Marvin St.Holland Park, Queensland, on behalf of the NAUTICAL ASSOCIATION of AUSTRALIA Inc.

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