

# THE LOG



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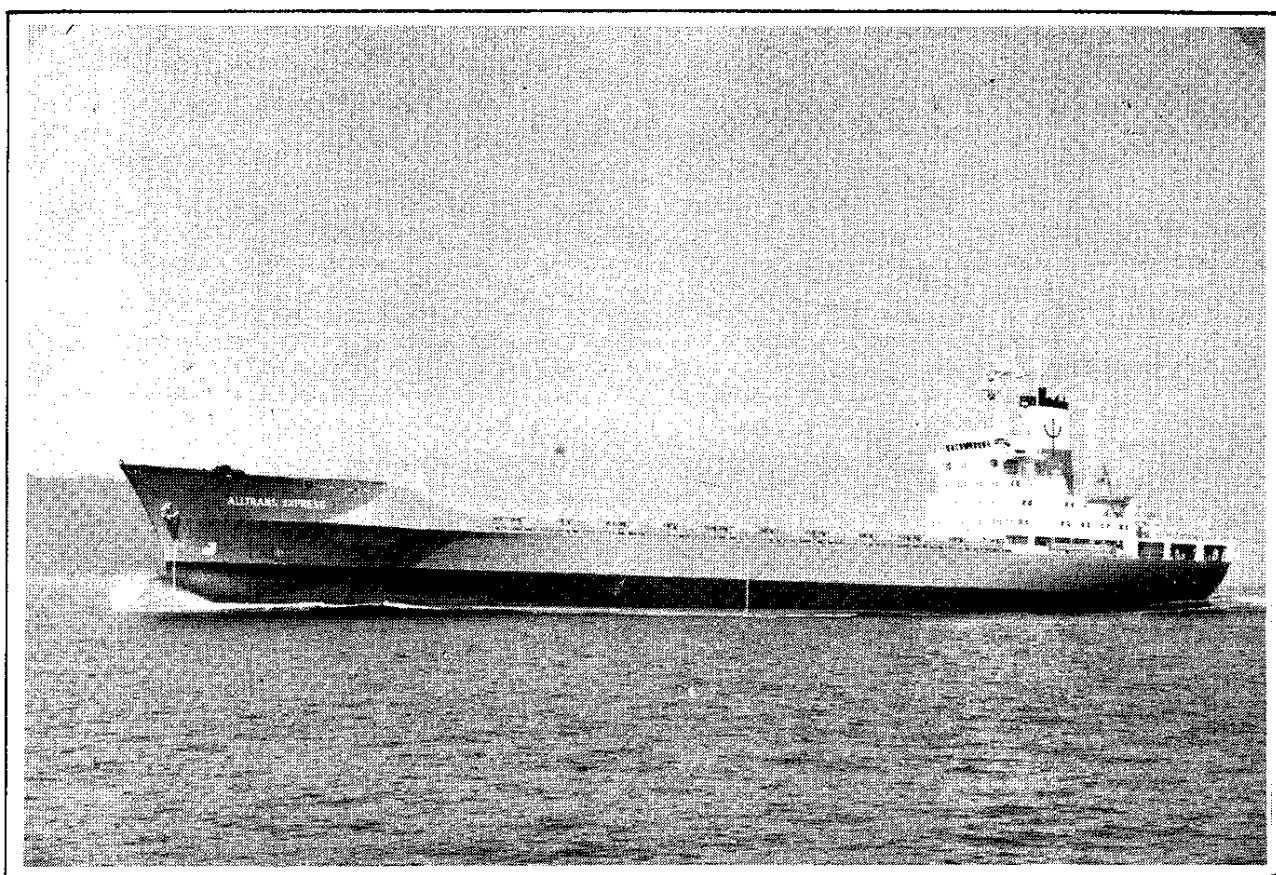
QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.

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New series

31 MAY 1980

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ALLTRANS EXPRESS 13,941 tons gross, built 1978.

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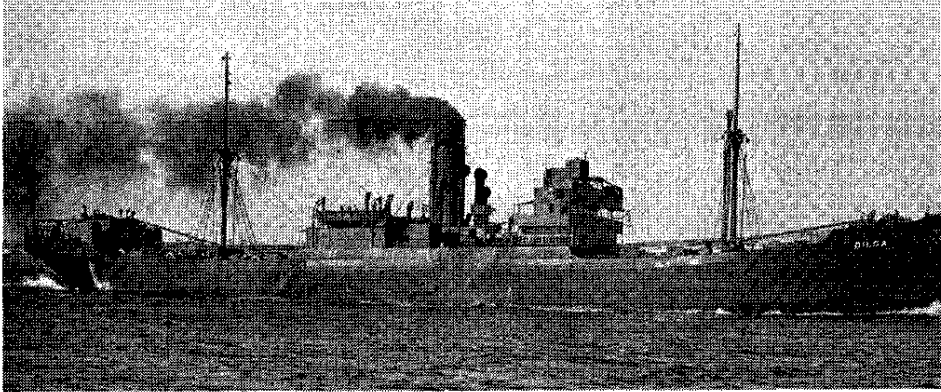
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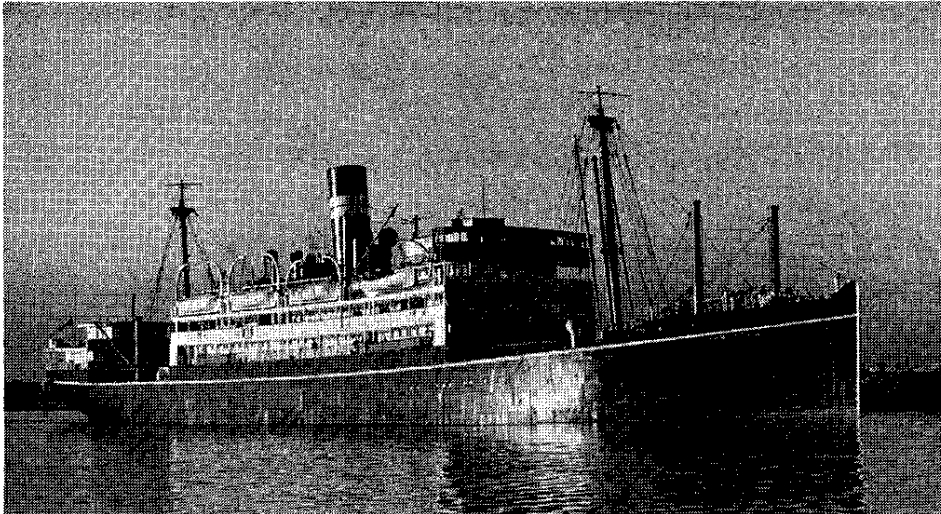
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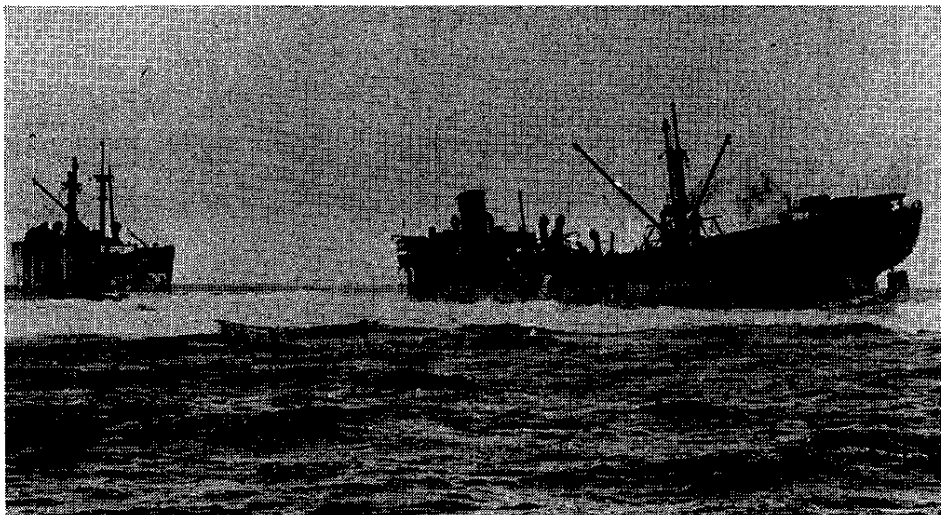
- COMMONWEALTH MARINE SALVAGE BOARD -



DILGA Ref. page 13 last issue. ( A.C.Green Colln. State Lib. Vic)



ORMISTON refer page 16 last issue (J.Y.Freeman)



RUFUS KING refer page 17 last issue

T H E L O G

quarterly journal of the  
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1980

31 May, 1980.

Page 39

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Wartime salvage-

Commonwealth Marine Salvage Board

from R.J.F.McDonell.

(continued from page 18)

Appendix 2:- Salvage jobs- naval vessels

Ships are listed alphabetically, and information is shown in the following order:- name; nationality (if appropriate); date of salvage (see note below); details of casualty and result of salvage action; Salvage Board vessel involved. Note- Salvage jobs lasted for varying lengths of time, and the dates shown should generally be regarded only as indicative of the date of attendance on a job.

- AB 20 (US crane ship (?)) date unknown; disabled; towed to Brisbane; St.Giles.
- Adele (RAN examination vessel) 7/5/43; agd. Port Kembla break-water; inspected, total loss; St.Aristell.
- AFD 18 (floating dock) c.6/45 towed Thursday Island to Manus Isld; Cam.Sal. (Note- presumably not a salvage job).
- Air Foam (RAN air/sea rescue vessel) 9/5/45; agd. Hicks Isld., Qld.; Cam.Sal.
- Air Wave (RAN air/sea rescue vessel) 24/4/45; towed to Urangan; Cam.Sal. (Note- Air Wave was renamed Air Foam).
- APC 1 (US coastal transport) 2 - 15/8/43; Oro Bay, remove and replace rudder.
- APC 17 (US coastal transport) 22/8/43; agd. Bunala Bay, NG, on 21/8/43; refloated & towed; Sprightly.
- Atlas (RN collier) 3/11/45; agd. Bougainville Reef; total loss; inspected.
- Ballarat 21/5/42; Thursday Island; refloated.
- Barnstable (US attack transport) 22/7/45; assistance given; Tancred.
- BK 045 3/45(?); towed (?) to Thursday Island; Cam.Sal.
- Blackwood (Aust.Army) stranded, not refloated; Cal.Sal.
- Claudius (Dutch naval oiler) 9/5/42; agd., sunk, Low Isld., Qld..
-

- C 16 (warship) 8/8/43; inspected by diver, WA.
- Colac 3/6/45; towed to Finschhafen after incurring shell damage and flooded engine room; Cal.Sal.
- Dobbin (US destroyer tender) 9/43(?); agd. Nth.Qld.; Reserve.
- FA 2 7/10/43; refloated from Clack Reef; Cal.Sal.
- FA 3 20/1/44; blast away reef, Dove Isld., 10.01S, 143.01E, refloated 6/2/44; Cam.Sal.  
(These two vessels believed to have been US aircraft tenders of c. 150 tons).
- FS 384 (USS) 15/4/45; search unsuccessful; Cal.Sal.
- FT 35 10/43; towed Townsville to Milne Bay (?); Tancred.
- Force ST 23 6/45; Booby Isld., towing; Cam.Sal.
- Gerard (RAN examination vessel) (no details) ; Cal.Sal.
- Goorangai (RAN aux.minesweeper) sank Port Phillip 20/11/40 after collision with Duntroon; wreck later demolished.
- Gunbar (RAN aux.minesweeper) 8/8/43; ashore Pt.Arthur,Tas.,refltd.
- Holland (US submarine tender) 2/11/42; in distress 38.21S, 136.53E, lost rudder, towed to Melbourne; Woonda & Eagle.
- Kanimbla (RAN LSI) 23/7/44; agd.Cretin Harbour, NG, assisted; Cal.Sal.
- Kelat (RAN coal hulk, requisitioned from McI McE) sunk at Darwin by enemy action 2/42; attempted salvage 1943 failed; Tambar.
- Koopa (RAN tender) 27/1/45; towed Madang to Caloundra; Tancred.
- Kurumba (RAN tanker) 6/6/43; breakdown, towed Pt.Kembla to Sydney; Sprightly.
- Kuttabul (RAN depot ship) 1942; sunk Garden Isld., cut up by divers.
- LCT 177 17/8/43; engine defects off Killerton Isld., towed to Rigel, Milne Bay; Sprightly. (Sprightly.)
- LCT 371 & LCT 374 28/8/43; on beach at Gili Gili, NG, refltd;
- LST 469 17/6/43; towed Coffs Harbour to Sydney, arrived 20/6; Reserve.
- LST 472 21/9/43; towed Fall River to Townsville; Sprightly.
- LST 474 20/8/43; ashore Gamododo 18/8/43, refloated; Sprightly.  
(Note- LCTs, later reclassified as LSTs, were US Navy tank landing ships).
- LCI 372 1943; agd. Cape Cretin; refloated. ) these were
- LCI(L) 362 3/8/44; agd. Cape Cretin (Langemak) with ) US infantry  
50 deg. list; refltd; Cal.Sal. ) landing craft.
- LF 220 10/44; agd. Dent Reef, NG, refloated; Tancred.
- LT 528 22/9/44; on fire, NG waters, assisted; Tancred.
- LT 2205 13/10/44; agd. Dart Reef, refloated; Tancred.

THE LOG

- 41 -

- ML 801 & ML 806 10/43; towed Brisbane to Townsville; Tancred.  
ML 827 18/11/44; agd. Cape Kawai, NG, refloated; while under  
 tow ML 827 filled & capsized 20/11 off Jacquinot Bay;  
Cam.Sal. (Note- these three vessels were RAN Fairmiles).
- ML 1069 7/45; towed to Brisbane; St.Giles.
- MV 55 10/1/44; towed Milne Bay to Townsville; Sprightly.
- Narani (RAN aux.minesweeper) 4/8/45; towed Sydney to Newcastle;  
St.Giles.
- Naval launch 16 - 26/9/43; attention by diver, Moreton Bay.
- Naval escort for Empire Spearhead (ref.P.13) 18/10/44; aground  
 at Cairns, refloated; St.Giles.
- Oil Barge 1142 6/4/45; agd.Jomard Ent.,NG,attempt salv.;Cal.Sal.
- Porcupine (US Navy station tanker, Liberty type) 27/7/44; in  
 NG waters, searching; Cal.Sal.
- Siesta (Naval patrol launch) 1942; details unknown.
- ST 24 2/5/45; agd. Arlington Reef, 21.14S, 149.54E, refloated;  
Cam.Sal.
- ST 457 10/3/45; agd. off Langemak, refltd. & towed; Cal.Sal.
- Sterna (RAN GPV 952) 8/12/45; (no details); Cal.Sal.
- Terka (RAN store carrier) 8/5/45; attention following foundering  
 off Madang on 26/3/45; Cal.Sal.
- US Army tug 17/9/45; agd.Lockhart River, north of Cairns;  
 refloated; Cal.Sal.
- Warrego (ex RAN) 10/42 - 4/44; hull of former destroyer sunk  
 pre-war at Cockatoo Island, cut up by divers.
- Watcher (RAN mobile port war w/t & signal station) 20/5/45;  
 agd. Harvey Rocks, near Milne Bay, NG; Cal.Sal.

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The following additions and corrections relate to the history and list of merchant ship salvage jobs published in the last issue.

Illustrations:- the photographs of Sprightly, Cambrian Salvor and Sudbury II are from the collection of Captain David Hancox.

Empire Strength did not sink after the collision, but sustained appreciable damage and was out of service for several months. In 1946 the ship was bought by her managers (Blue Star Line) and renamed Saxon Star. Iron Monarch, which was inward bound for Melbourne with a full cargo of coal, sustained relatively minor damage; after making temporary repairs in Melbourne, Iron Monarch sailed for Whyalla where permanent repairs were completed in twenty days. She had been delivered by builders earlier in 4/1943.

Point San Pedro (Ref.P.16) was built in 1920.

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Fleet list-

Commonwealth Marine Salvage Board

from D.Hancox and W.G.Volum.

Information under name is:- tonnage (gross and displacement for "Salvors", gross for others), year built, and period in Salvage Board service.

A)- Lend-Lease from the USA

Caledonian Salvor Motor ocean salvage vessel. Built by Basalt Rock Co., Napa, Calif., USA. Launched 22/8/42. Designated "BARS.1" prior to naming. Delivered to Aust. Salvage Board 2/1943 as Caledonian Salvor; (officially to RAN via RN on Lend-Lease).  
1946- to USN. 1948- to RAN.  
1958- sold to Island Tug & Barge Ltd., Canada, and r/n Sudbury II; regd. Suva; 1427 grt; sig. letters ZEVK.  
1965- registry trfrd. to Victoria, BC, Canada.  
196(?) - to Genstar Ltd., Victoria, BC, Canada.  
197(?) - to Seaspan International Ltd., Victoria, BC, Canada.  
1979 (Jan) - laid up at Victoria, BC, for sale. Sold later in year to Doug. Legan of Seattle for re-engining and conversion to a fishing vessel for the Alaskan trade. Left Victoria 16/8/79 in tow of US tug Ocean Mariner for Seattle.

Cambrian Salvor Motor ocean salvage vessel. Built by Basalt Rock Co., Napa, Calif., USA. Launched 7/9/42. Designated "BARS.2" prior to naming. Delivered to Aust. Salvage Board 4/1943 as Cambrian Salvor; (officially to RAN via RN on Lend-Lease).  
1946- to USN. 1948- to RAN.  
1958- sold to Island Tug & Barge Ltd., Canada; name unchanged, but later regd. under Costa Rican flag.  
1961- sold to L. Smit & Co.'s Internationale Sleepdienst, Holland. R/n Caribische Zee in 1962 after major refit. Regd. at Willemstad, Netherlands Antilles.  
1963- sold to Collins Submarine Pipelines Ltd., London, r/n Collinsea; 1198 grt.  
1966- trfrd. to Marine Diamond Corp. Ltd., Cape Town (a Collins subsidiary). 1971- to Panama flag.  
1971- trfrd. to Establishment Collins International, r/n Francois C, regd. Panama.  
1971- sold to Establishment Progemar International Vaduz, regd. Panama.  
1977(Feb) - reported to be a hulk at Abadan, and by 1978 the vessel was laid up at Khorramshahr, Iran.

Reserve Motor salvage tug. Built by Levingston SB Co., Orange, Texas, USA. Launched 18/7/42. Designated "BAT.11" prior to naming. Completed 12/10/42, and delivered to Aust. Salvage Board as Reserve. (To Australia under Lend-Lease).

Reserve (continued)

- 1943(27/8)- commissioned by RAN.  
 1953(19/10)- paid off into reserve.  
 1960- declared surplus.  
 1961- sold to Pacific Tug & Salvage Corp., Panama,  
 renamed Pacific Reserve; 573 grt.  
 1970- sold to Top Service Inc., Manila, r/n Polaris.

Sprightly Motor salvage tug. Built by Levingston SB Co., Orange,  
 501/1942 Texas, USA. Launched 7/8/42. Designated "BAT.12" prior  
 1942-1944 to naming. Completed 23/11/42, and delivered to Aust.  
 Salvage Board as Sprightly. (To Aust. under Lend-Lease).  
 1944(23/2)- commissioned by RAN.  
 1969- sold to T.Korevaar & Sons Pty.Ltd., Melbourne;  
 name unchanged; 646 grt.

Tancred Motor salvage tug. Built by Gulfport Boiler & Welding  
 505/1943 Works Inc., Port Arthur, Texas, USA. Launched 1/1/43.  
 1943-1946 Designated "BAT.13" prior to naming. Completed 18/2/43,  
 and delivered to Aust. Salvage Board as Tancred. (To  
 Australia under Lend-Lease).  
 1947- Chartered (subsequently sold) to South Australian  
 Harbours Board. (Later Dept. of Marine & Harbors, SA).

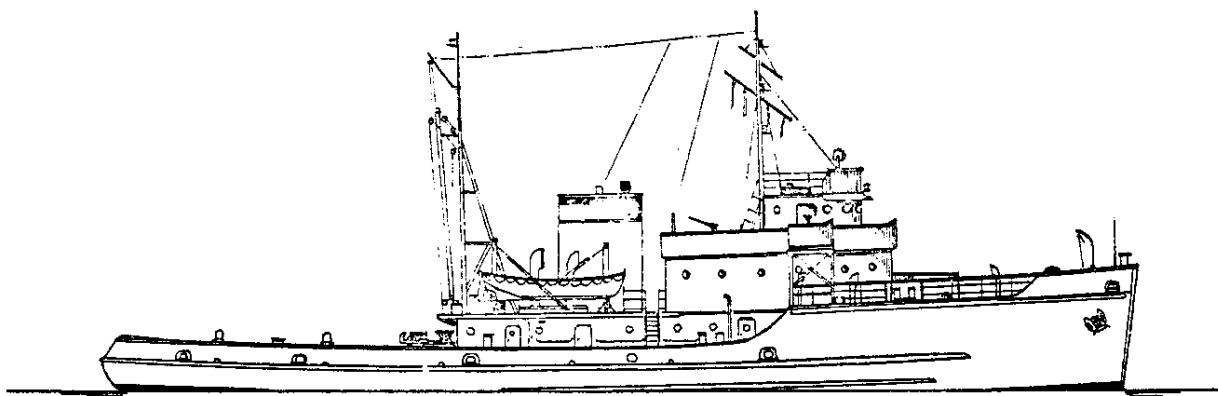
B)- requisitioned from commercial owners

St.Giles Steam tug. Built by Ferguson Bros., Port Glasgow, for  
 380/1919 British Admiralty.  
 1942-1945 1922- sold to J. & A.Brown, Newcastle, NSW.  
 1931- sold to Waratah Tug & Salvage Co.Pty.Ltd.  
 1939-1942- requisitioned by RAN.  
 1942(18/5)- to Salvage Board.  
 1945(23/8)- recommissioned by RAN.  
 1946- returned to owners.  
 1956- sold to John Manners & Co.Ltd., Hong Kong; towed  
 to HK for demolition. (ref. also Pp 73/74- 1978).

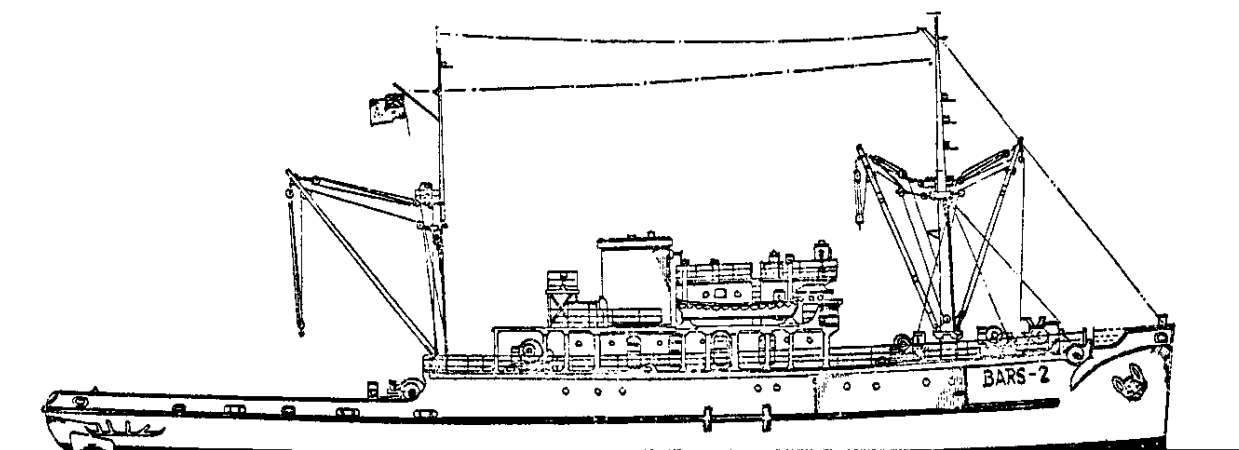
Tambar Twin screw steamer. Built by Greenock & Grangemouth  
 456/1912 Dockyard Co.Ltd., Grangemouth, for North Coast SN Co.  
 1942-1945 Ltd., Sydney.  
 1920- sold to British New Guinea Development Co.Ltd.  
 1928- sold to Tasmanian Govt..  
 1929- sold to Wm.Holyman & Sons Pty.Ltd.  
 1939-1942- to RAN as auxiliary minesweeper.  
 1942(14/7)- to Salvage Board.  
 1945- returned to owners.  
 1951- sold to Cambrian Salvage Pty.Ltd., Melbourne.  
 1959(5/3)- register (Melbourne)closed, ship broken up.

C)- bought by Salvage Board (but not recorded in Melbne. register)

Terralinna Wooden aux.ketch. Built by Purdon & Featherston, Hobart,  
 30/1922 for Capt.J.Sward. o/n 151550. Regd.Hobart 1924 to 1938.  
 1943-1944(?) 1938- regd.Melbourne, owner T.E.Rand of Melbne..  
 1955(31/3)- reg. closed ("no longer required").



ATA class tugs : Reserve, Sprightly and Tancred.



ARS class salvage vessels : Caledonian Salvor and Cambrian Salvor.

drawings by D.Hancox.



The post-war careers of

CALEDONIAN SALVOR and CAMBRIAN SALVOR

from D.Hancox.

Although there appears to be some confusion regarding the later years of Caledonian Salvor and Cambrian Salvor, their histories are in fact very well documented inside the salvage industry.

A story has circulated that Cambrian Salvor was sold to an Indonesian named Kimodo, who had various financial problems with her; but he was in fact only the front man for the Pacific Tug and Salvage Corporation of Hong Kong and Manila who had tried to buy the vessels en-bloc from the Commonwealth. Pacific Tug & Salvage Corporation was a mixed Philippino/Hong Kong firm, led by Anderson & Ashe Ltd. of Hong Kong who operated hired tugs and owned one tug, named Pacific Star. This consortium ran into financial difficulties from its inception, and assistance was sought from the Bradman Corporation of Manila, in addition to help from John Manners & Co. Ltd. and Moller's Hong Kong Towage & Salvage Co.Ltd..

The proposed purchase of Caledonian Salvor and Cambrian Salvor was arranged between Kimodo and the Bradman interests, and without the full knowledge of the other partners. In fact the first real idea that the other partners had of the deal was an advertisement appearing in Lloyds Calendar for 1958 advertising the two vessels as being available from Yokohama (Cambrian Salvor) and Manila (Caledonian Salvor) for salvage and towage duties in the Pacific/South China Sea areas. What went on behind the scenes is unknown, but it is fair to assume that the two major Hong Kong partners viewed with disfavour any idea of really "big" tugs free to compete with them in their sphere of influence. The sale went into limbo as far as the Pacific Tug & Salvage Corporation was concerned, and finally the successful bidders were the Canadian-based Island Tug & Barge Ltd. of Victoria, BC..

On completion of the sale to Island Tug & Barge Ltd. in 1958, Caledonian Salvor was renamed Sudbury II and registered under the Fijian flag. Her official number was 196261 and call sign was ZEVK. She proceeded to Vancouver for service in the Pacific under the direct control of her new owners. Sudbury II was subsequently transferred to Canadian registry, and replaced the older steam salvage vessel Sudbury (892/1941, converted from Flower class corvette of same name) as Island Tug & Barge's station salvage vessel on the British Columbian coast.

Cambrian Salvor retained her name, and may have been briefly registered in Fiji before assuming Costa Rican registry. Her official number became 562p, and call sign was HPSJ; gross tonnage at this time was 1219. Cambrian Salvor suffered from considerable under-utilisation under her new owners, who stationed her at Yokohama with the intention of offering a two-pronged coverage of the North Pacific Ocean. It was reasoned that Sudbury (the ex-corvette) could cope with the BC coastline work, Sudbury II could range into the Eastern North Pacific, while Cambrian Salvor would

look after the western area of the North Pacific from her base in Yokohama. Unfortunately the idea did not work well in practice, with the Hong Kong/Manila-based firms resenting the foreign interference, and with the Japanese agents for Smit International Tug Service actively campaigning for their principal's tugs. The most notable tow for Cambrian Salvor during this period was that of the ex-Chilean battleship Almirante Latorre from Valparaiso to Tokyo Bay. The 26,600 tons displacement battleship measuring 661' x 92' x 28' draft had been built in 1915, and had served as HMS Canada during the First World War. Cambrian Salvor arrived in Tokyo Bay on 28/8/1959 after a 10,000 mile voyage with the old battleship, as a single-tug tow. It is of interest to note that during the same period Smits used their tugs Clyde (4,000 ihp) and Oceaan (2,000 ihp) to tow a similar sized ex-Argentine battleship (Moreno) from Puerto Belgrano to Japan, covering the 15,190 mile tow without incident.

Sudbury II also gained employment in the towage of redundant warships and merchant ships to breakers' yards; her first such tow started from Victoria, BC, on 15/7/1959 with the Liberty ships Carole Lombard and Henderson Luelling, and ended at Hirao, Japan, on 22/8/1959. The photo of Cambrian Salvor in the last issue shows her with an escort aircraft carrier in tow.

The incursion of Smit tugs into the North Pacific proved to be more than Island Tug & Barge could cope with, and during 1960 the two companies joined forces to operate a firm called Trans-Pacific Towage & Salvage Co.Ltd.. The beneficial ownership of Cambrian Salvor was vested in the new company, whilst Sudbury II worked as a managed unit. During 1960/61 these two vessels were fairly well employed as tugs towing redundant vessels from the west coast of the USA to Japanese breakers' yards. However, political and economic factors depressed the trade late in 1961, when the joint venture was terminated as a trading concern. Smits then purchased Cambrian Salvor and transferred her from Costa Rican to Netherlands Antillean registry under the Dutch flag. After a major refit in Curacao early in 1962 she re-entered service in April 1962 as Caribische Zee, at which time she was the most powerful vessel in Smit's fleet where her 3,800 shp was reckoned as 4,500 ihp. Caribische Zee departed from Curacao on 24/4/1962, and her first job was to render assistance to the tanker Anglo Maersk; thereafter she was stationed in Curacao.

The commissioning of the first of Smit's super tugs, Zwarte Zee (IV) in 1963, meant that Caribische Zee, which had always been an "odd man out" in the Smit fleet, became superfluous, and she was put up for sale. In 1963 Caribische Zee was sold to Collins Submarine Pipelines Ltd. of London. She was registered in London under the name Collinsea with official number 305865 and call sign MHGX.

The new owners were an associate of the South African-based Marine Diamond Corporation, which had pioneered the sea-bed mining of diamonds off the coast of South Africa. Collins were also civil engineering contractors, and Collinsea was a form of insurance policy for the firm's towage activities, and a support vessel for

the mining operations. Collins also operated the tug Collinstar (a converted tug/tender built in 1937 as Duchess of Abercorn), and the ex-RN tug Maurauder which had been renamed Emerson K and fitted out to support mining operations. In 1965 the firm's biggest diamond mining barge, Colpontoon (1621/1964), was driven ashore. Collinstar became a total loss whilst trying to assist the barge, when she capsized and sank in heavy weather on 11/2/1965 after fouling her propeller, 100 miles south of Luderitz. Collinsea was engaged with Emerson K to refloat Colpontoon, which she then towed to Cape Town for major repairs. In 1966 Collinsea was transferred to the Cape Town register under the ownership of Marine Diamond Corp. Ltd., with signal letters ZSYN. In 1971 there were further changes of flag and ownership within the Collins Group, during which she was renamed Francois C.

Later in 1971 the former Cambrian Salvor was sold to interests associated with the French-based Progemar Group, under whose ownership she retained the name Francois C and Panamanian registry. For these owners she ranged further afield, working periodically in the Persian Gulf as an engineering support vessel/tug and diving base vessel. She generally returned to South Africa for docking, surveys and repairs. Lately she has been laid up in the Persian Gulf, and when last seen by the writer late in 1977 she was in a dilapidated and tired condition, almost ready for scrapping.

On the other hand Sudbury II, although laid up and offered for sale in January 1979, was always well maintained, and built up an enviable record of towage and salvage accomplishments on the coast of British Columbia. In mid-1979 she was sold to Seattle fishing interests for re-engining and conversion to a fishing vessel for service in Alaskan waters, and she left Victoria, BC, on 16/8/1979 in tow for Seattle. It thus appears that the former Caledonian Salvor is about to embark on yet another phase of an already lengthy career.

#### General description of ARS class salvage vessels

Twin-screw, raised forecastle ocean salvage vessels built for the United States Navy. Thirty vessels were ordered, all from the Basalt Rock Co. of Napa, California. Six units were cancelled in August 1945. Four vessels were earmarked for Lend-Lease to the Royal Navy:- two became Caledonian Salvor and Cambrian Salvor for Australian service; the other two were to have been named Atlantic Salvor (BARS.3) and Pacific Salvor (BARS.4) for the RN, but in the event they were completed as Clamp and Gear respectively for the US Navy. Thus 22 units served in the US Navy.

Tonnages:- 1360 standard displacement; 1970 full-load displacement; 1429/1450 gross; 720/740 nett.

Dimensions:- 213'09" loa; 207'00" lbp; 40'08" breadth extreme; 39'10½" breadth moulded; 19'00" depth moulded; 15'03½" draught standard; 16'00" draught maximum.

Construction:- Steel, all-welded vessels with two decks and a raised forecastle of 138 feet in length. Eight watertight bulk-

heads. Unlike the British salvage vessels, these ships had twin spade rudders and bows strengthened for salvage lifting purposes, but they could not make bodily lifts as the British equivalents could. Undoubtedly these (ARS Class) were the best salvage vessels built during the Second World War, having regard for design, construction and operating simplicity.

Machinery:- Four Cooper-Bessemer diesel engines- 4-stroke, single acting, 10½" x 13½", each producing 900 bhp, coupled to four 610kw, 500 volt dc generators, supplying current to:-

Four electro-motors, each 760 shp, arranged in pairs, so that each pair drove into a twin-input/single output gearbox. Total output on each shaft rated as 1500 shp = 3000 shp total.

Machinery remotely controlled from bridge and after control.  
Speed: 15 knots maximum, 12.5 knots normal, giving range of 9400 miles on 250 tons of hsd.

One 150 psi donkey boiler. Two 200kw. 110/220 volts and one 60kw. 110/220 volts dc generators.

One Almon Johnston towing winch, 2100 ft. of 2"Ø wire, two 8-ton deck capstans, two or three double drum 5/8 ton winches serving 2 x 10 tons (forward) and 2 x 15 tons (aft) derricks.

Two very heavy bow rollers for ground tackle/bow lifting.

Equipment list on the same scale as the British "King Salvor" class, although the machine shop was not as extensively laid out.

Manning scale:- RN - 45 men; USN - 7 officers and 86 men;  
Aust. Salvage Bd.- 8 officers, 8 divers, 38 others.

Armament:- The Australian ships are recorded as carrying wartime armament of two 40-mm AA and four 20-mm AA guns, all in single mounts.

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Appendix 1:- Salvage jobs- merchant ships (ref.P.11 et seq.)

Mr. J.A. Clare of Mosman, NSW has provided the following extra information:

Bantam was anchored below Garden Island, Sydney Harbour, for some time (having been towed there 11/1943), and on 24/9/1946 was towed to sea and sunk by explosive charges and gunfire from HMAS Condamine.

Hero having sunk in Sydney Harbour on 20/9/1940, she was not raised until about 1945. Thereafter she remained in service until 13/7/1960, when she was lost at Port Kembla while assisting the grounded Bulwarra. (Refer THE LOG 1960- P.108, for further details of this tug).

Muscoota was a four-masted barque built at Liverpool. Subsequently became the German Bertha in 1902, then Ottawa, Muscoota (USA), Flying Cloud (USA) and again back to Muscoota. After losing her bowsprit in a collision in Bass Strait she became a coal hulk at Sydney with provision for mechanical loading.

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Burns Philp liner-

M.V. BULOLO

from R.K. Willson.

Order and construction

Early in 1937 it was announced that Burns, Philp & Co. Ltd. of Sydney had ordered a new passenger liner. A report in "The Sydney Morning Herald" of 23 January 1937 indicated that, before leaving England in the Orient Liner Orontes on 16 January, the Chairman of Directors, Mr. J.D.L. Burns, had arranged for the construction of a new 6,000 ton motor ship with a service speed of 15 knots for the Pacific Islands trade. Special features would include a swimming pool, glass-screened promenade deck and a spacious lounge with special radio and motion-picture equipment. It was expected that construction would take 18 months and the owners' superintending engineer, Mr. W.G.R. Snellgrove, would leave for Britain on 28 January in the Orient Liner Ormonde to oversee the work.

The need for the new vessel stemmed from a contract between the Commonwealth and Burns, Philp for the mail and steamer service between Australia and Papua, New Guinea, Solomon Islands, New Hebrides, Norfolk Island and Lord Howe Island. The new contract was to extend from 1 April 1937 to 31 December 1943, and provision was made for a reduction in voyage time from Sydney to Papua and New Guinea, and an improvement in frequency from every six to every five-and-a-half weeks. Further improvements were included in the new arrangements:- Neptuna, which traded between Sydney and Hong Kong, would now call at Salamaua and Rabaul; and the Melbourne to Singapore via Thursday Island ships (Merkur and Marella) would be diverted to the Territories during periods of heavy loading.

The new ship was expected to be in service by 1 January 1939, from when the Commonwealth subsidy would be increased to £52,500 a year. Montoro of 1911 could then be withdrawn. The name chosen for the new ship represented a significant departure from the Company's usual style of nomenclature, which was for seven-letter names commencing with the letter "M". The ship was named Bulolo after the then important gold-mining district in the Mandated Trust Territory of New Guinea, situated inland from Lae.

Built as yard No. 668 at the Clydeholm yard of Barclay, Curle & Co. Ltd. at Whiteinch, Glasgow, Bulolo was launched on 31 May 1938 and named on 1 June by Mrs. A.M. Mackintosh, whose husband was London Manager and a director of Burns, Philp. At the naming ceremony, Mr. Mackintosh referred to the high cost of new ships, regretting that he could not promise a further order. In reply to a toast to "The Builders", a director of Barclay, Curle described the new ship as of the "pocket-liner" type. She would have all the amenities of an Atlantic liner, even to the extent of a swimming pool, while accommodation was provided for as many passengers as could many ships twice her tonnage.

Successful speed and endurance trials, at which Messrs. Mackintosh

and Snellgrove were in attendance, were carried out on the Firth of Clyde on 10 September 1938. A speed of 17 knots was attained. Bulolo left Glasgow on 15 September with Captain A. Campbell as master. She cleared Middlesbrough on 21 September with a cargo of sulphate of ammonia, and met heavy weather in the Bay of Biscay. She left Aden, Singapore, Townsville and Brisbane on 5, 16, 25 and 28 October and reached Sydney on 31 October 1938, berthing at Walsh Bay. The best day's run had been 406 miles. No passengers, other than company officials, had been carried on the delivery voyage, but seven stowaways had travelled from Townsville to Brisbane.

#### Description of the ship

The principal dimensions of the new twin-screw motor vessel were:- length overall 412'6", length bp 386'4", breadth extreme 58'2", breadth moulded 58'0", draught maximum 23'0 $\frac{1}{4}$ ", depth moulded (to upper deck) 30'9". Her registered dimensions were:- length 399.0', breadth 58.2' and depth 25.3', while the gross, deadweight, under-deck and net tonnages were 6,267, 4,375, 4,519 and 3,442 respectively. Port of registry was Sydney, official No. 171245 and signal letters VJPD. Lengths of forecastle and bridge decks were 46' and 266' respectively. There were two decks with a third deck forward, and she had a raked, rounded stem and a cruiser stern. Water ballast totalling 1,492 tons was carried in deep tanks and tunnel tanks. The ship had eight bulkheads and cellular bottom.

The main machinery was manufactured and fitted by John G. Kincaid & Co. Ltd. of Greenock. It consisted of Diesel (oil) engines of the Burmeister & Wain/Harland & Wolff type with enclosed force ventilation. There were two sets of two-stroke cycle single-acting directly reversible airless injection and poppet exhaust valve type engines. Each set of engines contained six cylinders measuring 620 mm (diameter) x 1150 mm (stroke). The indicated brake and nominal horse-power ratings were 6,130 (at 125 rpm) and 1,241 respectively while the normal service speed was 15 knots. There was also an auxiliary donkey boiler which worked at 100 lbs. psi. The ship had a Clarkson exhaust gas waste-heat boiler which supplied steam for heating and domestic purposes. There were four generators at the forward end (two to port and two to starboard) each comprising a 330 bhp Ruston engine coupled to a generator. Provision was made for pre-heating the fresh water cooling the cylinder jackets and covers. This helped to reduce cylinder wear when starting the engines under cold weather conditions.

The public rooms and passenger and crew accommodation were ventilated by the Thermotank punkah-louvre system. "Torpedo" fans cooled the engine room. The dining saloon was air-conditioned by Thermotank Ltd. of Glasgow; the air was changed every 2 $\frac{1}{2}$  minutes and the fresh air was filtered by diffusers which spread the air radially over the ceiling, while motor-operated air dampers maintained a constant air temperature.

The dining saloon could seat 130 and was panelled in figured burr ash with toned sycamore with walnut trim. The chairs were polished

sycamore with bright jade green coverings. The wooden panelling elsewhere throughout the public rooms consisted of various combinations of timbers. A feature of the public rooms was the installation of tall windows in groups. Light astragalled and tinted glass screens obscured the groups of sidelights. The light fittings in the public rooms were of the moulded glass type with metal trim. The dining saloon was located on the main deck with an open stairway leading to the main entrance hall on the upper deck and then to the bridge deck entrance, forward of which was the music room. The decorations of the music room included a mirror panel sandblasted on tinted plate showing South Sea islands produce. Aft of the music room were the library and writing room. Beyond the intermediate vestibules were the smoking room (which included a cocktail bar) and deck verandah and cafe. A children's nursery was provided on the boat deck.

A feature was the promenade deck space; a screen shelter was arranged at the forward end where there were large observation windows, while at the after end was an open-air swimming pool which had observation windows in the sides thereof. The total passenger accommodation comprised 223 first- and 16 second-class. The first class state-rooms were located on the main and upper decks and were variously arranged for one, two, three or four passengers. There were also two de luxe staterooms with private bathrooms attached. In addition, the aft 'tween decks were equipped for native passengers; their accommodation and culinary arrangements were isolated from the cabin (European) passengers. Maritime Unions' demands for improved crew amenities led to passenger cabins being devoted to non-income producing purposes and the final passenger capacity was 180 (first class only) in post war years.

While the main interest naturally focusses upon the passenger facilities, it should not be overlooked that Bulolo could carry a considerable amount of cargo. There were five large holds served by electric winches and 15 derricks working on the union purchase principle, as well as two heavy lift (20-ton) derricks which could be worked at either mast and over the hatchways. Ample refrigerated and cooler space (19,000 cubic feet) was installed in portion of the 'tween decks. Because of the lengthy duration of her voyages, it was necessary to carry ample insulated stores, and the provision rooms totalled 7,900 cubic feet. The capacity of the fresh-water tanks was 1,093 tons. In her final form, the ship's holds could carry 170,000 cubic feet (grain) or 157,000 (bale), while the insulated space accounted for a further 19,070 cubic feet. Bunker capacity (oil fuel) was 857 tons.

All auxiliary equipment, including the electro-hydraulic steering gear and windlasses, were electrically operated, as were the winches, ventilation machinery and cooking equipment. Radio equipment came from Amalgamated Wireless (Australasia) Ltd. and included a 750-watt short and long wave transmitter and receiver with an automatic alarm device. Passengers had the benefit of a three-channel music amplifier. In later years the ship's navigation equipment included a direction finder, echo-sounding device and

radar. There were eight steel lifeboats (six 30', two 16') launched from gravity davits operated by electric winches. A special sewage disposal system enabled its discharge below water line instead of by the then current method of openings from the ship's side.

#### Pre-war service

Bulolo left Sydney on 19 November 1938 for her first voyage, and called at Brisbane, Port Moresby, Samarai, Rabaul, Salamaua, Madang, Alexishafen, Wewak, Boram, Madang, Salamaua, Kavieng, Rabaul, Salamaua, Samarai, Port Moresby, Brisbane, and was due back at Sydney on 20 December 1938. Her next round voyage Sydney to Sydney ran from 31 December 1938 to 31 January 1939, and she maintained a five-weekly service in conjunction with Macdhui.

Bulolo left Sydney on what was destined to be the last of her eight pre-war voyages on 19 August 1939, and was due to return on 18 September. Then she was immediately taken over by the British Ministry of War Transport on behalf of the Royal Navy, and left Sydney on 27 September 1939 bound for Simonstown.

#### Armed Merchant Cruiser

On 21 October 1939 Bulolo was taken in hand at Simonstown for conversion to an Armed Merchant Cruiser. Conversion was completed on 4 January 1940, and on the same date she was commissioned into the Royal Navy as HMS Bulolo, receiving pennant No. F 82. She left Simonstown on 6 January 1940 for Freetown, arriving there on 18 January. On 24 January she left Freetown to escort a convoy part of the way to the UK, and returned to Freetown. On 22 February she sailed with convoy SLF 21 to the UK, arriving at Liverpool on 6 March when she was taken in hand for a refit at Birkenhead. This was completed on 2 April.

Completing her refit, Bulolo returned to Freetown where she became part of the Freetown Convoy Escort Group and spent much of the remainder of 1940 escorting SL convoys to Britain, most of which completed their passages without incident. At the beginning of May 1940 HMS Bulolo transported the Gambia Company, Sierra Leone Battalion, of the Royal West African Rifles from Bathurst to Freetown. After the fall of France in June 1940, Bulolo visited the French Cameroons at Duala on 24 June and remained in the area until 7 July giving support to the Free French.

Bulolo left Freetown 3 September escorting convoy SL 46 to Belfast where she underwent a refit which was completed on 14 October. She sailed from Belfast on 20 October for passage to Freetown, during which she was diverted on 23 October to search for a raider which had been active around St. Paul's Rock and Fernando de Noronha. Bulolo remained in the area until the beginning of November, but made no contact and returned to Freetown on 7 November. Bulolo again left Freetown 29 January 1941, to search for one or two raiders which had sunk the Blue Funnel Liner Eurylochus in position 08.15N, 25.04W. There was some doubt as to the identity of the



raiders, however, and Bulolo returned to Freetown on 5 February without having made contact.

During February and March 1941 Bulolo continued with escort duties for SL convoys. On 8 April 1941, while escorting convoy SL 70, Bulolo put an armed guard on board the Vichy ship Fort de France (CGT) in position 27.39N, 28.06W, and despatched her to Gibraltar. Unfortunately, whilst on passage she was recaptured by the Vichy cruiser Primauguet, and the prize crew was sent to Gibraltar. On 13 May Bulolo intercepted another French ship- Bourbonnais (4484/1914), 100 miles SW of Dakar with 400 native troops aboard bound for Madagascar. She sent this ship to Freetown under escort.

After escorting convoy SL 74 to the UK, Bulolo left the Clyde on 14 June 1941 carrying service personnel to Canada, and was then sent to Baltimore for a refit which commenced on 30 June. On completing this on 4 August, she sailed to Bermuda for working up before returning to Freetown at the end of August. Bulolo left Freetown 29 August to patrol in the South Atlantic, and arrived at Simonstown at the end of September. She sailed from here 29 September, called at Tristan da Cunha on 5 October, and then commenced patrolling off the South American coast. She remained in this area until the beginning of March 1942, visiting Montevideo, Buenos Aires and Rio de Janeiro for fuel and supplies. Bulolo then returned to the UK arriving at London on 4 April 1942, where she was taken in hand by Messrs. Green & Silley Weir, Royal Albert Dock, for conversion to a LSH (Landing Ship Headquarters). She was the first of four ships to be so converted during 1942 and 1943.

#### Landing Ship Headquarters

HMS Bulolo completed her conversion on 9 June 1942, and proceeded to the Clyde to work up and prepare for the landings in North Africa (Operation "Torch"). Rear-Admiral H.M. Burrough, Flag Officer of the Eastern Naval Task Force, hoisted his flag in Bulolo on 14 October, and the ship sailed from the Clyde in convoy KMF 1 on 26 October.

Bulolo passed through the Straits of Gibraltar at 0100 on 6 November 1942 and proceeded towards Algiers in convoy KMF 1(A). As Headquarters Ship for the landings on 8 November, Bulolo lay off "Beer" Beach and directed operations, controlled the aircraft for defence and organised raids and bombardments as needed. The destroyer HMS Broke rammed the boom of Algiers Harbour and landed a party in the harbour to take over the installations, thereby enabling Bulolo to enter the harbour at dawn on 9 November, the town having surrendered the night before. The foregoing details of the Algiers incident are from the records of the Naval Historical Branch, Ministry of Defence, London. Captain A. Donaldson in his "Fifty Years Too Soon" (written in 1944) tells us that, two destroyers having failed to break the boom, Admiral Burrough ordered Bulolo to ram the boom. This she did successfully, but a hit on the bridge damaged communications between the bridge and engine room, and the ship dashed across the harbour and into a concrete pier (at a speed of nine knots according to another account) and

embedded her stem therein to the extent of nearly ten feet. Captain Donaldson's account concludes by recording that it took all available tugs two days to pull her clear, and there was no sign of a leak anywhere.

After the successful completion of the landings at Algiers, Bulolo became the flagship for Flag Officer Inshore Squadron, and remained as such until she left the area on 9 December 1942, and returned to the Clyde in convoy MKF 4. She left the Clyde again on 5 January 1943 and sailed for Casablanca, where she acted as communication ship at the Casablanca conference. This was the meeting between President Roosevelt, Mr. Churchill and the Allied Chiefs of Staff. Personnel from Bulolo assisted in setting up a map room for the Prime Minister. On her return to the UK on 31 January, the ship went to Liverpool for a refit which lasted until 8 March.

In the middle of March 1943 Bulolo sailed in convoy WS 28 for Freetown, Cape Town and Aden, arriving at the end of April. She remained in the Levant area until she was required for Operation "Husky" (the invasion of Sicily) at the beginning of July 1943. On 6 July 1943 Bulolo sailed in convoy MWF 36, flying the flag of Rear-Admiral T.H. Troubridge, in command of Force "A" on the Eastern Task Force. She arrived off Syracuse on 10 July and directed the landings in "Acid" area of Sicily. She remained in the area until 17 July, when all resistance had been overcome in Syracuse, then sailed for Malta and onward routing to Alexandria, where she arrived on 27 July. For the remainder of 1943 Bulolo was in the Levant visiting Suez, Aden and Bombay, and on 16 August she hoisted the flag of Rear-Admiral A.M. Peters, Flag Officer Force "M"; on 9 September the flag was transferred to Endeavour.

Bulolo left the Middle East on 7 January 1944, when she sailed for Naples. There she flew the flag of Rear-Admiral Sir T. Troubridge as Flag Officer of Force "P" for Operation "Shingle", the Anzio landing. This landing took place on 22 January and Bulolo was headquarters for the northern landing parties. She had to take over the stand-by fighter direction duties during this operation, as Palomares was mined during the morning of D-day and had to be towed to Naples. Bulolo ended her duties prematurely on 24 January due to the beach and weather being unsuitable for unloading, and supplies were being discharged either in Anzio or the US sector, so she sailed for Naples, arriving there on 25 January.

During the months of February and March 1944, Bulolo was employed on various duties in the Central Mediterranean, and at the beginning of April she sailed for the UK, arriving at Portsmouth on 19 April. Whilst at Portsmouth, she was allocated as Headquarters Ship for Force "G" for Operation "Neptune", the invasion of Normandy. Commodore C.E. Douglas-Pennant, Naval Commander of Force "G", hoisted his broad pendant in Bulolo on 28 April, after which she carried out exercises with the Force in preparation for D-day. On 24 May 1944, His Majesty King George VI visited Bulolo and reviewed the assault craft of Force "G" from her bridge.

Bulolo sailed from Southampton on 5 June, and at 0455 on 6 June,

led the assault ships to the lowering positions off the Normandy coast and directed the landings which commenced at 0725. Bulolo remained off the beaches directing the assault, and at dawn on 7 June she was hit by a 250 lb phosphorous bomb which killed two RAF, one Royal Navy officer and one rating. This did not impair her operational efficiency, although a hole five feet in diameter was blown in the foremost bulkhead of the operations room. Bulolo remained in the operational area until 27 June when she returned to Portsmouth.

After a spell in the Clyde, Bulolo returned to Southampton on 30 August 1944 to be taken in hand for repairs and a major refit, which was completed on 30 April 1945. Then after working up in the Clyde, she sailed from Greenock on 12 June for India via Gibraltar, Suez Canal and Aden, arriving at Bombay on 8 July. On 23 July 1945, whilst at Bombay, Rear-Admiral B.C.S. Martin transferred his flag as Flag Officer Force "W" to Bulolo, and on 9 September, after V-J day, directed the landings at Port Swettenham (Operation "Zipper") in Malaya. After operating in the Far East until 16 December 1945 she transferred the flag of FOW to LSE 51, and at the beginning of January 1946 sailed from Colombo to the UK where she was employed as accommodation ship at Rosneath. On 4 December 1946 HMS Bulolo was handed over to the Director of Sea Transport, and the ship was returned to her owners on 11 June 1948.

During her Naval service, the displacement tonnage of Bulolo was (as LSH) 9,780 to 9,825. Maximum speed was recorded as 16 knots as LSH in 1942, but 15 knots before and after. Endurance was 9,300 miles at 12 knots, or 7,700 miles at 15 knots. Armament at varying times was as follows:-

as AMC	as LSH (1942)	LSH (1945)
7 x 6" LA guns	1 x 6" gun	5 x 40 mm
2 x 3" HA guns	2 x 3" HA guns	Bofors
	2 x 2 pdr pom-poms	11 x 20 mm
	11 x 20 mm	Oerlikons
	Oerlikons	

Bulolo won the following Battle Honours:-

Atlantic	1940	North Africa	1942
Sicily	1943	Anzio	1944
	Normandy		1944

#### Post-war refit and service

After being handed over by the Royal Navy at the end of 1946, Bulolo returned to her Builders' yard on the Clyde for the lengthy task of refitting for commercial service. At this time her gross tonnage was increased from 6,267 to 6,397. It is said that the task involved the outlay of as much as £1,250,000, almost all of which was at Admiralty expense. A comparison of photographs suggests that during the refit the bridge deck, which originally extended from the foremast to the mainmast, was extended aft to the

after end of No.5 hatch to take in what was previously covered promenade space, and that an extra storey was built onto the stern deckhouse.

Bulolo left Liverpool in June 1948 with Captain Duddell as master and under charter to the Blue Star Line. A full complement of passengers and a considerable amount of cargo were carried. She reached Fremantle on 14 July and berthed at No.10, Walsh Bay (Sydney) on 24 July. The first post-war departure took place on 18 August 1948 for Brisbane, Port Moresby, Lae, Rabaul, Port Moresby and thence direct to Sydney. Montoro, in replacement for which Bulolo had been ordered some eleven years before, was then en route to Singapore via Port Moresby following purchase by an Asian shipowner.

It is said that before the war Bulolo was regarded with a degree of suspicion by residents of the distant island territories, since she was built with a view to developing the tourist traffic. They were accustomed to far less luxury and some cynically doubted her owners' long-term plans for the vessel's continued operation. In the post-war period she came to be accepted as a familiar part of the transport scene, but the ever-increasing cost of running, exacerbated by industrial disputes and undue demands by maritime unions, represented a constant threat to the retention of a large passenger ship in this trade. The somewhat precarious nature of her tenure was demonstrated during an industrial dispute which began on 9 January 1950 following the dismissal of two union delegates. The crew (other than officers) were signed off on 2 February and a press report indicated that efforts were being made to sell the ship for £800,000. The ship did not leave Sydney until 15 February.

A serious incident occurred at No.6, Walsh Bay on 29 August 1951 when a copra cargo was being unloaded from No.3 hold. A fire was discovered in the cargo, apparently caused by spontaneous combustion. The Maritime Services Board fire floats Hydra and Burrowaree poured many tons of water into the hold with the result that Bulolo developed a list to port of some 22 degrees. The hold was subsequently sealed and carbon monoxide gas poured in. Water was let into the ship's tanks to correct the list, but she suddenly rolled over some 24 degrees to starboard. The copra later exploded, endangering both the ship and wharf. The tugs Theresa Ward, Wonga and Warang were able to tow the ship across the harbour, notwithstanding the bad list, and beach her at Kerosene Bay. Water was pumped into ballast tanks, which enabled the ship to almost right herself. That night a fire flared up in the refrigeration chamber. The owners' superintendent engineer (Mr.R.L.Waddell) stated that the damage was confined to No.3 hold, the refrigerated space and buckled hullplates. The ship was towed back to the Walsh Bay berth on 31 August by the tugs St.Giles, Wonga and Warang. The ship was out of service for three months, and it was not until 3 December 1951 that Bulolo left Sydney for her next voyage.

As more fully related in the account of Malaita (ref.THE LOG 1978-P.81), Bulolo was involved in an attempt to refloat the stranded Mangola from a coral reef off the east coast of Kar Kar Island.

Mangola had been travelling from Lombrun to Madang with a cargo of copra and general goods when she grounded at 0049 on 8 February 1953. On the evening of that day Bulolo was at Madang and she reached Mangola at 0605 on 9 February. From then until 13 February Bulolo attempted to tow Mangola off the reef, but was obliged to desist because of the prevailing winds and strong currents, and she then continued to Rabaul. Bulolo had 516 tons of cargo on board and was manned by 14 officers and 80 other hands. Her value at that time was reckoned to be £937,500.

Bulolo served steadily in the Australia - Papua New Guinea trade for two decades from 1948 to 1968, maintaining the passenger service in conjunction with the smaller and older Malaita until the withdrawal of the latter in 1965. The regular routine was varied for Bulolo at least once during the 1950s when she undertook a brief "cruise" from Sydney to Melbourne and return, timed to coincide with the Melbourne Cup in November 1954. In these days of reduced manning scales it is interesting to note that the minimum manning scale for Bulolo as determined under the Navigation Act 1912 required a crew of 111 persons, as itemised below:-

1 master, 3 mates, 1 chief engineer, 3 senior engineers,  
5 assistant engineers, 1 electrical engineer, 1 radio officer,  
1 surgeon, 4 deck apprentices, 4 pursers, 1 shipwright,  
18 able seamen, 1 ordinary seaman, 1 deck boy, 2 crew attendants,  
4 greasers, 5 wipers, 42 stewards, 2 stewardesses,  
4 cooks, 7 assistant cooks: (total 111).

#### The final phase

In later years Bulolo could not hope to be an economic proposition and a subsidy was introduced in February 1955 to enable the continued operation of Australian-registered and -manned ships in the Papua-New Guinea trade. These comprised Bulolo, Malaita (replaced by Moresby in 1965) and Malekula. By 1966/67 the subsidy amounted to \$400,000 annually. In addition, special privileges were granted to Burns, Philp in respect of the carriage of copra and government stores. On 10 October 1967 the Federal Ministers for Shipping and Transport, and Territories, announced the progressive withdrawal of the subsidy. That in respect of Bulolo would cease in April 1968, followed by the subsidy for Malekula on 30 June 1968 and for Moresby on 31 December 1968. This meant the end of the passenger service, at least.

Bulolo had last undergone a special survey in June 1964, and the next such survey would fall due in June 1968. Leaving Port Moresby on the last of her 161 round voyages on 12 January 1968, she arrived at the familiar Walsh Bay berth six days later. The crew members were paid off on 22 January; her last master was Captain Brett Hilder. After remaining idle at a berth near Blues Point she was sold to the China Steel Corporation, Taiwan, on 16 April 1968. Bulolo left Sydney on 28 April 1968 in tow of the tug Fuji Maru and arrived at Kaohsiung on 24 May 1968, for demolition. Thus passed the last, and perhaps finest, of the Burns, Philp passenger ships; but by end-1970 BP had quit Aust./Islands shipping altogether.

Acknowledgements

Messrs. B.A.Wilkinson and W.Monteith; the Naval Historical Branch, Ministry of Defence, London; Lloyd's Register of Shipping; Fifty Years Too Soon (Capt.A.Donaldson); Pacific Islands Monthly; Sydney Morning Herald; Commonwealth Law Reports; The Shipbuilder and Marine Engine Builder; The Motor Ship; Shipbuilding and Shipping Record; Fairplay; The Harbour; The B.P.Magazine; Commonwealth Department of Transport; Shipbuilding, Ship Repair and Services; United Service; Commonwealth Parliamentary Debates; Encyclopaedia of Papua and New Guinea.

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Nautical Association of Australia Inc.

Balance Sheet as at 31 December, 1979.

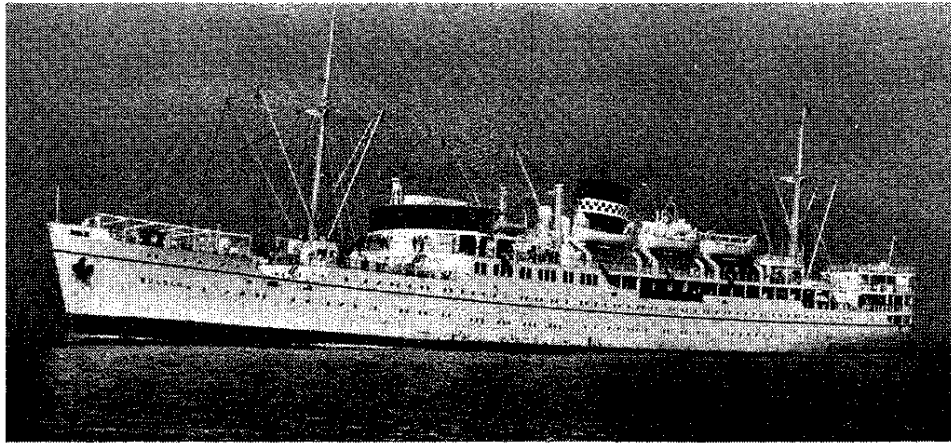
<u>Liabilities</u>		<u>Assets</u>	
Sundry creditors	109.65	Cash at Bank	5619.07
Subs. unexpired	345.29	Sundry debtors	70.20
<u>Accumulated Funds</u>		Stocks on hand	39.06
Balance 1/1/79	3511.37		
surplus 1979	<u>637.80</u>		
	4149.17		
<u>Underwriting Fund</u>			
Balance 1/1/79	1018.02		
surplus 1979	<u>106.20</u>		
	1124.22		
	<u>\$5728.33</u>		<u>\$5728.33</u>

The original accounts have been signed by the Treasurer and the Auditor.

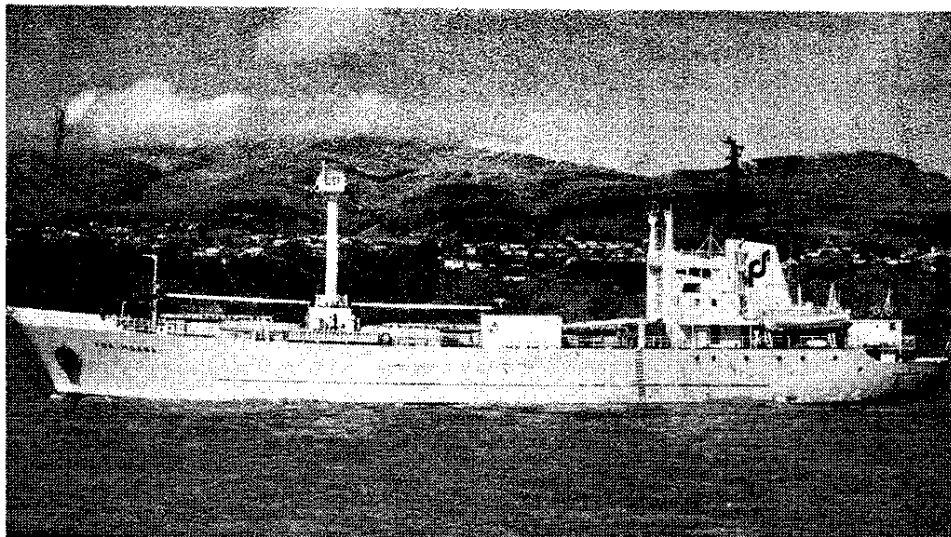
Subscriptions

These fall due for some members on 1/7/1980, and those concerned are asked to kindly renew promptly through their usual channel. Rates have been increased with effect from 1/7/1980 to Aust.\$5:00 for residents of Australia and Aust.\$6:00 for all others (including New Zealand members). While we regret the need to increase the rates, it must be borne in mind that this is the first adjustment since 1/1/1978, and is necessary in order to keep pace with currency inflation experienced during the last two and a half years and the increases in production and distribution costs of THE LOG. Overseas members remitting directly to the Association should do so in Australian currency. Members dealing directly should address their renewals to The Treasurer, Nautical Association of Australia Inc., PO Box 4114, Melbourne, Vic., 3001. Remittances should be made payable to the Association and not to individual office bearers. Renewals paid before date of this issue will be accepted at the old rates.

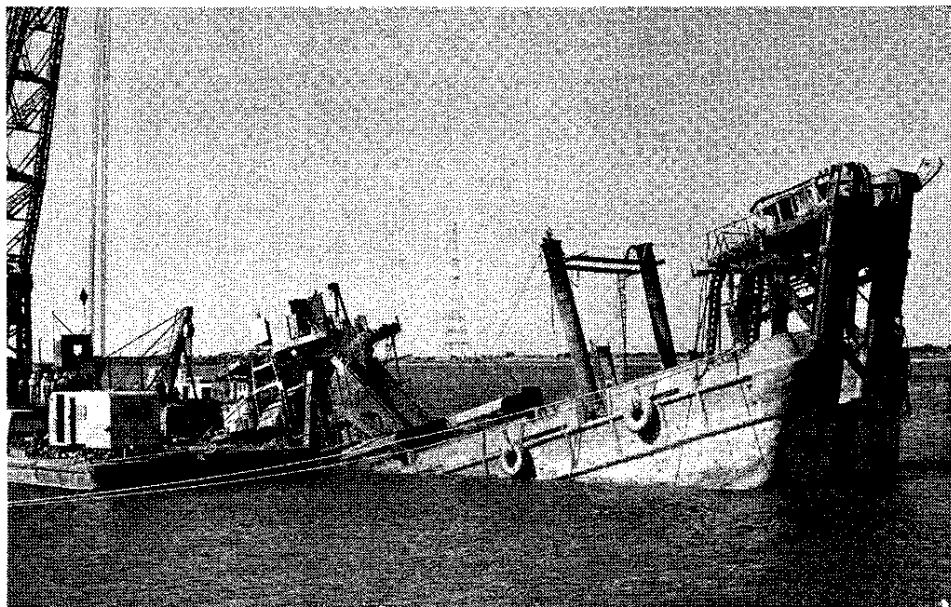
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BULOLO Burns Philp (J.Y.Freeman)



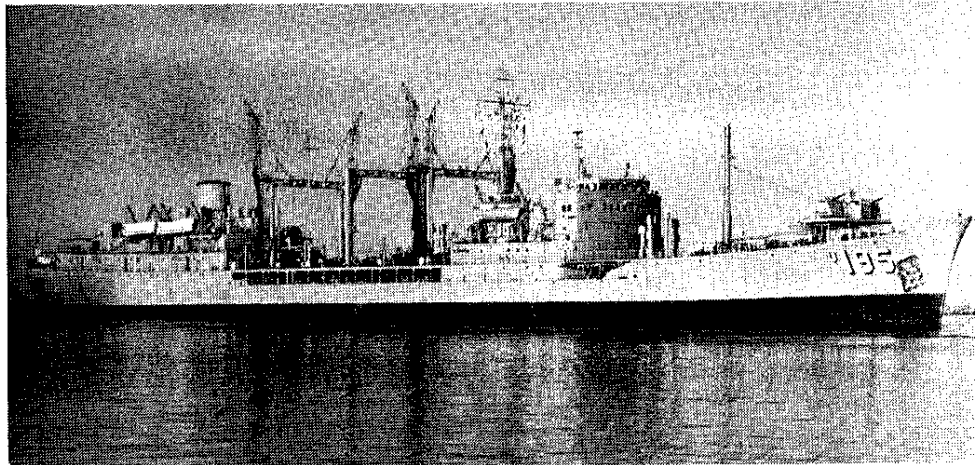
TOA MOANA refer page 30 last issue (N.J.Kirby)



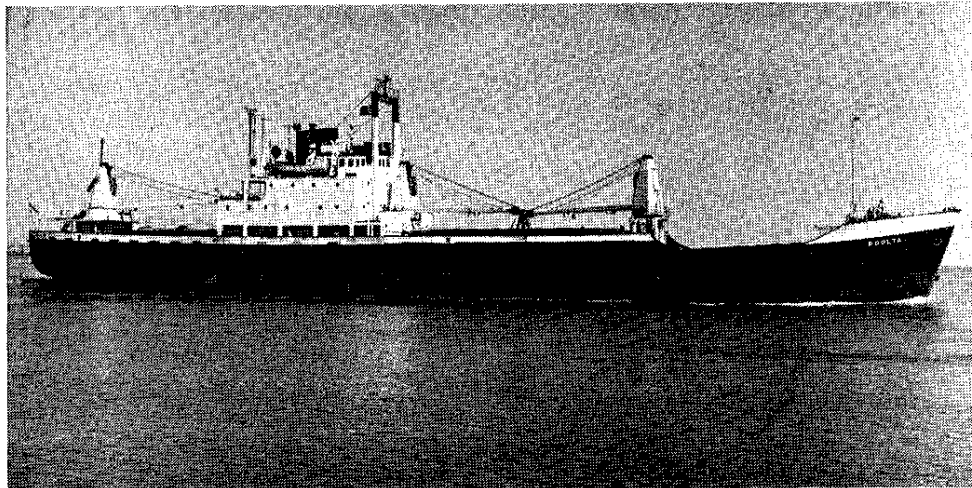
H.C.MEYER being raised; refer maritime miscellany (M.R.Dippy)



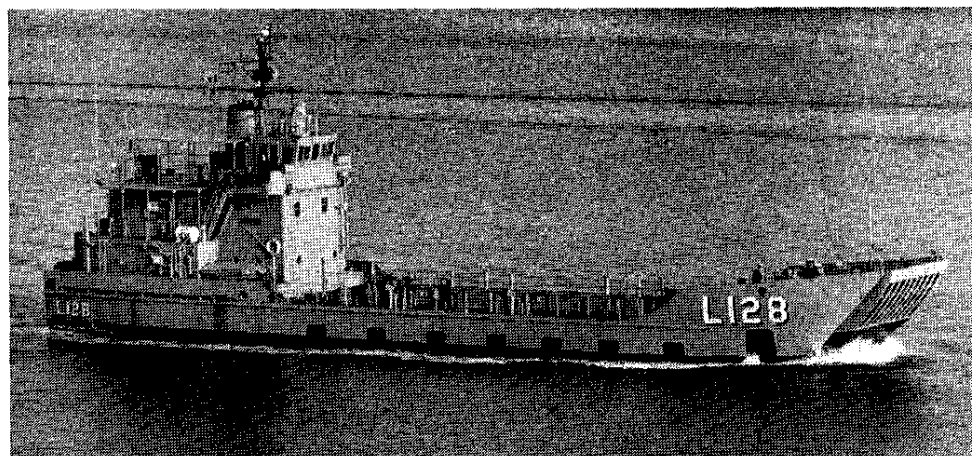
T H E L O G I V



H.M.A.S. SUPPLY replacement on order from  
Cockatoo Island (M.R.Dippy)



POOLTA refer maritime miscellany (M.R.Dippy)



H.M.A.S. LABUAN at Port Adelaide (M.R.Dippy)



The Dufty collection of ship photographs

Postcard prints of the following ships are offered at 45 cents per print (please note price increase) 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 remittance 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 D72: closing date 31/7/1980

1.	Alonso (iron 4-mst.bqe)(ex Tinto Hill)	Nielson Alonso	2151/88
2.	Argonaut (iron ship)	A. & J.H.Carmichael	1682/94
3.	Astral	Miles Bros.	157/08
X4.	Barunga (ex Cape Premier, War Faith)	Adelaide SS Co.	4342/18
X5.	Bendigo	P & O	12972/22
6.	Bremen	Norddeutscher Lloyd	51656/29
7.	Broughton (iron bqe)	J.Watkins & Jenkins	571/68
8.	Burringbar	North Coast SN Co.	876/09
9.	Engadine	(harbour launch)	?
10.	Mindini (ex Iberia)	Burns, Philp	2065/05
X11.	Port Denison	Cwealth. & Dominion	8043/18
X12.	Waitemata	Union SS Co. of NZ	5729/19

Offer No D73: closing date 31/8/1980

1.	Aurania	(X) Cunard	13984/24
X2.	Calulu (ex Osnabruck)	Commonwealth Line	5508/07
3.	Eastminster Abbey (ex Heilbronn)	David SS	8082/14
4.	Fiona	(X) CSR	817/83
5.	Garthsnaid (stl.bqe)(ex Inversnaid)	Sir Wm.Garthwaite	1418/92
X6.	Goulburn	Huddart Parker	2367/15
7.	Jutlandia	(X) East Asiatic	4874/12
8.	Kintore	Howard Smith	231/03
9.	Leveret (ex Goole No.9)	J.Fenwick	146/92
X10.	Manapouri	Union SS Co. of NZ	2060/81
11.	Valmarie (wood sch)(aground)	Rosenfeld & Co.	285/19
12.	William Mitchell (stl.ship)	Potter Bros.	2035/92

Offer No D74: closing date 30/9/1980

X1.	Bretagne (stl.bqe)	Louis Sevisque	2297/01
2.	Clyde (stl.ship)	(X) James Nourse	1813/94
3.	Europa Maru No.2 (ex Eiffel Tower)	Utsonomita	3187/91
X4.	Goalpara	BISN	5314/19
X5.	Induna	Patrick Steamships	678/91
6.	Maianbar	North Coast SN Co.	513/10
X7.	Malta	P & O	6064/95
8.	Me-Mel (wood paddle)	(X) Balmain New Ferry Co.	174/88
X9.	Moana	Union SS Co. of NZ	3915/97
10.	Pacifique	Messageries Maritimes	1938/99
11.	Rowena (iron bqe)(ex Cluny Castle)	Edenmount	1979/83
X12.	Sphene (later Dellie)	Howard Smith	411/95

(X) - indicates negative of lower quality.

Commentary-

Furness Withy takeover

In Feb. 1980 the C.Y.Tung Group, through its publicly listed Hong Kong subsidiary- Orient Overseas Containers (Holdings) Ltd., made a takeover bid for Furness, Withy & Co.Ltd.. The initial offer was worth Stg.£96.5 million, and a subsequent offer of 420 pence per Furness share (worth £112.5 million) was accepted by the Furness board and their financial advisers and recommended to shareholders. The takeover was not referred to the (UK) Monopolies Commission, and early in May it was announced that the takeover had been accomplished. The offer was made in the name of the OOC(H)L subsidiary Kenwake Ltd.. Furness, Withy & Co.Ltd. is the parent company of the Furness Withy Group, which controls more than 50 ships totalling over 800,000 dwt. Tung have undertaken not to reduce the size of the fleet registered in the UK.

The Furness Group includes several very well known fleets, some of which have been giants of the shipping world in years past. The Group has performed poorly in recent years, and the present fleets within the Group are but pale shadows of their former selves. The principal shipping subsidiaries of the Group are:- Royal Mail Lines; Pacific SN Co.; Shaw Savill (through which is held an interest in Overseas Containers Ltd.); Houlder Bros.(including Alexander Shipping, Ore Carriers, Hadley Shipping, and certain LPG tanker interests); Manchester Liners; Prince Line, Cairn Line; Kaye, Son & Co.; and Stevinson Hardy. Latest acquisition by the Group was Metcalfe Shipping Co.Ltd., bought from the Metcalfe family in Oct.1979 for £4.26 million; the only ship owned by this company is the SD14 Dunelmia (9346/1977), which visited Melbourne in April 1980 flying the Shaw Savill flag.

The Furness Group's interests in Australia and New Zealand are substantial and long-standing. Best known is the Shaw Savill Line, whose interests are now held mainly through Overseas Containers Ltd. and the Bank and Savill Line. As early as 1852/54 the Pacific SN Co. and the Royal Mail SP Co. attempted to enter the Australian trade when they jointly formed the Australasian Pacific Mail SP Co. to operate a service from Panama to Sydney; the venture was abandoned before the service could commence. Later in the nineteenth century the Pacific SN Co. operated passenger and mail steamers between London and Australia jointly with the Orient Line; the Pacific Co's interest passed briefly to the Royal Mail SP Co. early in the twentieth century, before the Orient Line continued the service on its own. It may be mentioned that both the Pacific SN Co. and the Royal Mail SP Co. have, at times during their histories, been the largest shipping undertakings in the world, the latter as the centre of the Kylsant empire before the crash of 1930/32. Another Furness link with Australia was through the subsidiary Hessler Shipping Co., which before the First World War had the tramp steamers Linda Fell and Myra Fell on charter to Scott Fell of Sydney.

In recent years several of the Group's ships have been well known in Australian ports while on charters:- the Manchester Liners

Asian Renown and Asian Reward served the Asia Australia Express Line from 1974 until 1978 (ref. THE LOG 1979- P.52); Alexander Shipping's Iron Banbury served BHP from 1971 until 1975; and Pacific Maritime Services' Mount Newman is still on charter to ANL.

For what is still a significant shipping group, the takeover price seems surprisingly modest, and no doubt reflects the indifferent financial performance of the Group. The value of the Group as reflected by the Tung offer is about £112.5 million, equivalent to about A\$225 million. This may be compared with the value of some Australian public companies, on a market capitalisation based on Australian share market prices at the beginning of May 1980:- Howard Smith (fourteenth largest listed company in Australia by this measure) is worth about A\$408 million - it has, of course, extensive interests outside the shipping industry; while Coal & Allied, Ampol and TNT are each worth close to A\$220 million.

#### The slow boat from Williamstown

When, oh when, will the Williamstown Dockyard complete the oceanographic research ship Cook for the RAN? This ship of 1910 standard dwt was laid down in Sept. 1974, and was expected to be completed in 1977. Now, some 5½ years after keel-laying, the RAN is still waiting, with Diamantina (the ship Cook is to replace) already withdrawn from service. Although expedition can hardly be expected of government dockyards, the performance by Williamstown is deplorable even by their own standards (only the Daring class destroyer Vendetta took longer to build - a monumental 9½ years from keel laying to completion), let alone by comparison with commercial standards. The performance of Carrington in building the larger Tobruk will, by contrast, readily occur to interested observers.

We had thought that the Tsarist Russian naval builders were the nadir in the warship construction stakes, but even they could sometimes build battleships in shorter time than Williamstown is taking with Cook. Perhaps Williamstown should seek advice and assistance from Upper Volta, or convert the yard into a playground!

#### Book available

Origins, Orient and Oriana by Charles F. Morris; Teredo Books; 502 pages; 244 x 190mm; 212 plates- nine in colour; appendices, detailed fleet list of vessels owned, chartered and managed. This is a history of the Orient Line, covering both the sail and steam eras. The author was Chief Naval Architect of the Orient Line and the P & O Group. We are able to accept orders for this important book at A\$50:00 (cash with order to PO Box 4114, Melbourne, Vic., 3001.). Copies will be posted to subscribers direct from the UK.

James Patrick - Erratum (ref.P.26)- the takeover by Howard Smith was announced on 1/2/1980, and not on 1/1/1980.

MARITIME MISCELLANY:

Closing date for items for the next issue- 7/8/1980.

For assistance in compiling this section the Editor expresses particular thanks to Messrs. J.Burne, W.Barber, J.Freeman, R.Tompkins (NSW), K.LeLeu, M.Dippy (SA), R.McKenna (WA), R.Cox (Tas), D.Hancox (Vic), R.McDougall and B.Hanson (NZ).

Coastal and South Pacific

Union SS Co. is considering conversion of Union Rotorua and Union Rotoiti from gas turbine main engines to slow-speed diesels; est. cost is about \$15 million, including cost of chartering temporary replacement tonnage.

Lysaght Endeavour to be lengthened by c. 27 m. in April 1980, by Hyundai Mipo Dockyard Co.Ltd., South Korea; due back in Australia 5/80.

Stirling Range (ref.P.29) sold to Greeks; r/n Antigoni (sic).

The fleet of Barthold Richters (West Germany) is being sold on behalf of creditors, as a result of which Iron Baron (regd. in ownership of Baron Shipping Co.Ltd.) has been bought by BHP. Ship will be transferred from Newcastle (UK) to Melbourne register.

Cycle has been bare-boat chartered to Thome & Co.Pte.Ltd., Singapore, and is expected to leave Brisbane soon, for Singapore.

Myarra (ref.P.58- 1979) has been bare-boat chartered to BHP, and r/n Iron Myarra. She left Hobart 2/5 after 13 months lay up. The charter is reported to be for two years.

Camira (ref.P.29) launched by Ube, Japan, 5/3; to be handed over 31/5, due Sydney 6/80. Similar to Conara except that Camira has bulbous bow and bow-thruster. Stephen Brown is to be retained.

State Shipping Service of WA (ref.P.29) is to acquire two "Hamlet Multiflex" type ships (sisters to Kimberley) on five year charters with option to buy, as replacements for Boogalla and Nyanda. Delivery due 3/81 and 6/81.

Adelaide Brighton Cement Co.Ltd. has ordered a 7500 dwt ship from Carrington for limestone service between Yorke Peninsula and Birkenhead (Adelaide); 105m x 23m x 6m draught, two diesels, 10 knots, delivery due 7/81. The new ship will replace Accolade (3200 dwt), which will thus not be lengthened (ref.P.122- 1979).

Katika (ref.P.122- 1979) bears the name Katika 1 on her hull, and is registered at Launceston.

The new Shell coastal tanker (32,000 dwt; ref.P.58- 1979) is to be named Conus; building in Japan, delivery due 3/81.

The offshore supply ship for P & O Australia (AOS- ref.Pp.59 and 123- 1979) was launched by Carrington 3/5 as Lady Joyce; 1364 dwt, for delivery 7/80. Carrington will launch Flinders Tide c. 9/80 for Tidewater Port Jackson (ref.P.59- 1979). The Lombardo Group of Fremantle have taken delivery of the oil rig tender Cockatoo Creek- 288 grt, built 1979 by Marine Builders Pte.Ltd., Singapore, owned by Marine Charters (Aust.) Pty.Ltd., Fremantle.

The landing craft Karunda (ref.P.93- 1979) has been completed in Singapore for Elder-Prince Marine Services Pty.Ltd. of Fremantle; 437 grt, compl. 1980, on charter to Woodside Petroleum on NW Shelf, name is Aboriginal for "Star".

Ligar Bay (ref.P.30) was transferred to Blue Circle Industries Ltd.(i.e., an intra-group transfer). John Wilson arrived Nelson 12/2 to lay up, for sale.

Dunedin lifted last coastal coal cargo ex Westport, sailing 11/3, for Portland, Whangarei. Anchor-Dorman Ltd. is to replace Titoki later in 1980 with ship c. 3500 dwt to be purchased via Union Co.. Lorena (ref.P.30) left Auckland c.31/1, loaded meat at Timaru for Saudi Arabia and sailed 6/2, put into Bluff for engine repairs and sailed 12/2, then to Adelaide where she was under arrest from 26/2 until 5/3 due to unpaid bills; to be regd. at Hong Kong and new name reported to be Chantala Fortune; owners are Crossworld Group.

Te Aroha (ref.P.92- 1979) at Auckland by 1/80; is re-rigged as an auxiliary schooner; first Hauraki Gulf excursion to start 3/80. The scow The Portland, idle but under lengthy sporadic refitting at Port Chalmers and Dunedin, was sold 8/79 to R.S.Mathieson of Katea, South Otago, for private use; by 9/79 moored in Owaka River.

A new cargo service between Sydney, Noumea, Suva and Lautoka is scheduled to commence 5/80 with Pacific Island Trader (1600 dwt); a profile drawing of the ship suggests that she is the former Yalata of Coast Steamships Pty.Ltd..

Steamships Trading Co.Ltd. of Port Moresby (in which John Swire & Sons Pty.Ltd. has had a substantial shareholding since 1978) took delivery late in 1979 of Motuan Chief (350 grt/1979), a bow ramp landing craft type vessel built by Columbia Shipyard, Singapore; to be employed in PNG coastal service. Steamships have also acquired the Hap Hing Shipyard at Rabaul; the company also has shipyards at Port Moresby and Madang.

Strider Isis (ref.P.30) handed over to NZ Sg.Corp. at Melbourne 17/3, r/n Forum New Zealand and handed over to Pacific Forum Line on charter. Forum Niugini now off PFL charter; arrived Auckland 17/4 from Port Moresby, then left Tauranga 23/4 for Philippines.

The MSB (NSW) 16m pilot launches Governor King and Governor Bligh were named 4/80. The lighthouse supply ship Cape Pillar left Fremantle 28/2 for the Antarctic, returning to Fremantle 8/4; while at Heard Island Cape Pillar recovered a RAAF Walrus seaplane which had been lost there in 1748- the plane is destined for the RAAF Museum at Point Cook. The CSIRO has chartered the stern trawler Soela (490/1965) ex La Canche for five years as a fishing research vessel, to replace the Fremantle trawler Courageous. Soela arrived Fremantle 30/9/79, then Sydney 4/2 for fitting out; the vessel is now registered at Fremantle. Geraldton Endeavour (ref.P.31) left Fremantle 17/2 for Port Hedland via Geraldton.

A.D.Victoria (ref.P.30) arrived Adelaide 28/2 in tow of E.B.Cane; the tug then proceeded to Geelong with Crocodile in tow. Both dredges were towed from Albany. The dredger A.D.Geopotes I arrived

at Sydney 9/2 from Gladstone, and on 4/4 commenced dredging work in the Darling Harbour and White Bay areas of Sydney Harbour. Geopotes V - laid up at Auckland since arriving Auckland 21/6/79 (ref.P.92- 1979) - reported being broken up at Auckland 4/80, confirmation required. Lady Northcott was placed permanently on the Manly service from 1/80, as her crew accommodation is more suitable since her latest overhaul. Lady Wakehurst thus reverts to inner harbour services, and will act as relief Manly ferry. Captain Cook Cruises Pty.Ltd. are to order a 37m, 10 knots, 145 passenger cruise vessel for Sydney Harbour. The former Stockton ferry John H.Walter (38/1966) arrived at Birkenhead Point Marina (Sydney) on 1/1; it is now based there and named Birkenhead. Other former Stockton ferries serving elsewhere are:- Arthur G. Walter, which does charter and cruise work from Palm Beach on the Pittwater as Ellen Anne; and Stockton which is a cruising restaurant on the Pittwater.

A catamaran cruise vessel is to be launched 6/80 by Carrington for McLeans' Roylen Cruises of Mackay. The Rottneest Island ferry Western Isle (164/1973) was advertised 3/80 as being for sale. Rottneest Island ferry Hydro Flite (66/1974) - unconfirmed report of sale to Queensland. The Veenstra family commissioned the new 28m cruise vessel Aroona at Goolwa on 9/5, to undertake day cruises to the Coorong at the mouth of the Murray River; cost \$600,000, 180 passengers, 1 metre draught, replaces a 12m vessel of same name which will now be based at Wentworth, NSW.

### Tugs

The Geelong tugs Spencer Nall and Geelong (ref.P.31) have been sold to Pacific Offshore S.A. (a subsidiary of Malayan Towage & Salvage Co.Sdn.Berhad) and renamed Ifugao and Waray respectively. Delivery voyages to Singapore expected late 5/80 under Panama flag, then to Singapore register.

The Melbourne tug Latrobe is transferring to Gove under bare-boat charter to Nabalco. The Fenwick tug Spring Cove has been bare-boat chartered by Howard Smith/McIlwraith McEacharn for service at Melbourne until a new tug is built as a permanent replacement.

The tug building at ASI, Cockburn Sound, WA, for Medina (ref.P.94, 1979) is to be named Challenger; launching due c:6/80.

T.Korevaar & Sons Pty.Ltd. have bought Edward J.Fairnie from Lakes Entrance fishing interests (ref.P.123- 1978), and in return have sold Vigilant (24/1944)(ex Melbourne Harbor Trust- ref.P.30- 1979) to the sellers of Edward J.Fairnie.

E.H.Price (ref.P.29- 1979) was re-engined in 1979 with a V16 GM diesel, max. 504 bhp @ 1800 rpm, 4-1 reduction to fixed propeller, with bridge control. Wooree is being converted to a supply vessel for the Raptis fishing fleet. Babinda (ref.P.125- 1979) left Sydney 12/2 for Cairns; owners are Moreton Tug & Lighter Co.Pty.Ltd..

Napier Harbour Board tug J.R.Harland (68/1968) sold 2/80 to Skeggs Foods Ltd., for conversion (at Port Chalmers) to purse seine trwlr.

Overseas

began

The Trans Freight Lines service/between UK/Europe and Southern US ports (ref.P.95- 1979) with the chartered Annemarie Kruger and Visurgis; these were replaced after about 3 months - in 10/79 - with the chartered TFL Reward and Mosel; and these in turn are now being replaced by the Timur (Bulkships)-owned TFL Express (ex Alltrans Express) and TFL Enterprise (ex Alltrans Enterprise)- both hitherto on charter to Neptune Orient Lines since their completion in Japan. The service is being extended to include calls at Canadian ports.

Bulkships Ltd. and Phs. Van Ommeren N.V. of Rotterdam are considering a joint venture for the purchase and international operation of six 40,000 dwt bulk carriers ( 3 each); decision mid-1980.

Australian-flag tankers for overseas trading:- The tanker Iolcos bought by H.C.Sleigh (ref.P.29) was delivered 1/4 to The Australian Tanker Co.Pty.Ltd. (jointly owned by H.C.Sleigh Ltd. and Caltex Oil (Australia) Pty.Ltd.), and subsequently renamed William Dampier and regd. at Melbourne; she will be chartered to a group comprising Golden Fleece (Sleigh), Caltex, Total and Amoco. Mobil Oil Australia Ltd. has acquired the Liberian tanker Pacific Star (121,925 dwt, 60,946 grt/1974) from Great Ambition Inc. for trading under Aust. flag; due Australia 9/80. BP has announced it plans to have a 100,000 dwt tanker under the Australian flag by 1982, and Shell is understood to be planning an Aust.flag tanker.

Skyluck (ref.P.33 & prior)- stranded NW Lamma Island, Hong Kong; demolition permit issued 12/2, being broken up at end 2/80.

Discovery Bay and Moreton Bay are to be re-engined by British Shipbuilders at Govan with diesels (B & W type built by Harland & Wolff at Belfast) in place of their existing steam turbines. To commence conversion late 1980, completion 3/81 & 5/81; cost £10 million. Meanwhile Moreton Bay recommissioned 4/80 for voyage to Australia (ref.P.126- 1979).

The three "Anro" ships serving the Australia/SE Asia run are to be lengthened between 9/80 & 1/81 to increase dwt from c.16,500 to c.20,500 and teu capacity by c.100 to 1020.

Bank & Savill Line- New Zealand Caribbean (19,613 grt, regd.London) arrived Sydney 16/3; Willowbank to launch 16/2 & complete 5/80; Dunedin (Shaw Savill) to launch 7/80.

Bank Line deliveries from Sunderland- Troutbank on 17/9/79, and Tenchbank on 2/11/79. This completes the present series from Sunderland, and the fleet now comprises 25 ships owned (419,503dwt).

Columbus Taranaki and Columbus Tasmania have been transferred to the parent Hamburg Sud service Europe/South America as Monte Sarmiento and Monte Olivia respectively. The Columbus Line service Europe/South Pacific has been extended to cover Samoa, Fiji, Tonga, New Hebrides & PNG; Via Panama outwards and Suez homewards; eight-weekly service with Santa Teresa (ex Rotterdam 20/3) & Santa Ines.

Ellen Bakke sailed from Fremantle 3/4 for Taiwan breakers.

Safocan (Nedlloyd/Safmarine) are to replace existing tonnage in Australia/South Africa service with Nedlloyd Lek (9638/1967 - to be converted in Japan 7/80 to carry 500 teu, and be renamed Nedlloyd Mildura) and S.A. Nederburg (12,363/1967).

The P & O Taupo, Tekoa, Tongariro and Westmorland have been laid up at Dubai for varying periods since 7/79. Now Tongariro has been sold to Greeks and r/n Reefer Princess; Tekoa time-chartered to Lauritzen-Peninsula Reefers A/S of Denmark, delivered at Dubai on 5/12/79 and loaded NZ meat for eastern USSR; Westmorland & Taupo time-chartered to Overseas Containers Ltd. and delivered at NZ ports on 15/2 and 8/4 respectively.

The Shaw Savill Megantic and Medic were sold 7/79 & 8/79 rsptvly. Avila Star sold to Norwegians 12/79, r/n Hildefjord and long-term chartered back to Blue Star; on NZ coast 4/80.

The Chinese vehicle-deck ship Xiao Shi Kou (7326 dwt/1980) visited Australian east coast ports 3/80, on maiden voyage. The Cunard reefer Alaunia (6680/1973- ex Cardiff Clipper) was in Tasmanian ports 3-4/80. Zim Canberra (7200 dwt- sister to Zim Australia) arrived Australian ports 3/80 on first Zim voyage. The Polish fish-factory/stern trawler Denebola (2654/1973) left Australian waters 4/80 after completing two fishing feasibility cruises. The Japanese krill-factory mothership Shinano Maru and 10 small stern ramp trawlers visited Fremantle for stores 25-26/2.

The Chinese passenger liner Shanghai (formerly the E & A Cathay) commenced a fortnightly service Shanghai/Hong Kong 1/80.

#### Accidents and mishaps

H.C. Meyer (ref.P.34) was refloated at 1545 hrs. 8/2, and taken to Glanville dockyard for inspection. Sinking was caused by construction faults in a coffer dam, which filled after the vessel was holed.

The livestock carrier Farid Fares (6667/1950- ex Lions Gate (1973)) suffered major engine room fire 2345 local time 27/3 in position 38.20S, 136.20E; fire spread to accommodation; ship abandoned early 28/3 c.160 km off South Australia; ship drifting to NE; reported 29/3 still burning fiercely, wreckage sighted 30/3 by RAAF aircraft; 72 crew rescued from lifeboats and rafts by Polish trawler Denebola; one crew member and 40,605 sheep lost; tug Sir Roy Fidge sent, but ship sank before arrival. Farid Fares was on passage Devonport to Iran at time of loss.

The Westernport (Vic) ferry Ku-ring-gai II was destroyed by a fire which broke out c.2330 9/4, at Rhyll, Phillip Island; arson is suspected. The ferry service was to have been sold on 10/4 by the vessel's owners, French Island Co-operative Ltd..

Poolta encountered Cyclone "Simon" off Qld. coast 0400 27/2, and endured 12 hours of heavy weather; some damage sustained, paint stripped from funnel and kingposts; at one stage ship was in danger of stranding on Fraser Island; arrived Mackay 0930 28/2, in ballast.

The British master of Oriental Ambassador (OOCL) was shot dead by pirates c.14/5 in Manila Bay; ship sheltering from a typhoon, 48km. west of Manila.



Naval

Defence spending increases announced 2/80 appear to have following implications for RAN:- a fourth frigate (FFG), a second underway supply ship, Vampire to be retained beyond 1982 as training ship, and 10 extra patrol boats (?).

Tobruk (L50) launched sideways at Carrington 1/3, will be stationed at Brisbane as nucleus of amphibious ship squadron. Fremantle commissioned in UK 17/3. Otway is undergoing refit at Cockatoo. Derwent left Sydney 8/1 for SE Asia, returned to Sydney 1/4. Diamantina paid off 29/2 at Garden Island, then to Athol Bay, for sale.

Tarapunga delivered by Whangarei late 3/80, commissioned at Devonport (Auckland) 9/4; to survey work Hawkes Bay 5/80.

Takapu to be launched by Whangarei 5/6. Old Tarapunga/Takapu are likely to be refitted, renamed & transferred to RNZNVR.

Company and General

Sydney Steam Ship Co.Ltd. has been incorporated in NSW with the stated intention of acquiring three coal-fired 50,000 dwt bulk carriers to lift coal to Europe and return to Aust. with c.2000

It appears that Bulkships is to take teu containers.

over the Weipa/Gladstone bauxite transport now undertaken by Princess Properties Pty.Ltd. (with Curtis Capricorn and Curtis Oceanic) for Queensland Alumina Ltd..

Elder Smith Goldsbrough Mort Ltd. has made a cash takeover offer for the Melbourne-based William Haughton & Co.Ltd.; Haughton directors recommend acceptance. Haughton were shipping agents prior to containerisation (notably for Clan & Scottish Shire Lines) and still have 40% shareholding in Macarthur Shipping (Vic)P/L..

Howard Smith/McIlwraith McEacharn have, through Holland Launch Services (ref.P.35) bought the assets of Fletchers, the remaining line-boat operator in Melbourne; vessels acquired are the line-boat Pearl and the 50-passenger ferry Ibis (12/1945).

John Burke Pty.Ltd. has started a new service Townsville & other NQ ports to PNG, on a one-year trial period, with John Burke.

The Union SS Co. of NZ group has been reorganised as from early 4/80:- Tasman Union Ltd. has been renamed Union Shipping Group Ltd., and has four main operating subsidiaries, as follows- Union SS Co. of NZ Ltd., Union Maritime Services Ltd., Union Travel Ltd. and Union Engineering Ltd.. Among other "sub-subsidiaries", Union SS Co. of Australia Pty.Ltd.(ref.P.97- 1979) is a subsid. of Union SS Co of NZ, and Anchor-Dorman Ltd. is a subsid.

Antony Gibbs Group (ref.P.35)- the of Union Engineering Ltd.. HK & Shanghai Bank had 40% of the capital, and sought the remaining 60% in a bid which values Gibbs at £16.3 million. The Gibbs directors have accepted for their 32% holdings.

Australind St.Sg.Co.Ltd. was taken over c.2/80 by the City and Continental Property Group, of London. (P & O had held 38.42% of the shares). SD14s Australind & Ajana since offered for sale.

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New Books

Australian Shipping and Shipbuilding - 32nd edition, as at 30/6/79; compiled by Dept. of Transport; Aust. Govt. Publishing Service; 68 pages; \$2:80; an invaluable register of Aust. merchant shipping.

Steamers in the South by Ronald Parsons; Rigby; 21 cm x 26 cm; 128 pages; profusely illust.; \$12:95; a companion volume to "Sail in the South"; covers ships owned in and trading to Aust. & NZ.

The River Trade - wool and steamers by Gwenda Painter; Turton & Armstrong; 25 cm x 14 cm; 112 pages; illust. from the Godson Collection; \$12:95 hard cover, \$7:95 soft cover.

Jack Loney's Maritime Australia; Australian Sports; 14 cm x 21 cm; 128 pages; illust.; \$4:95 soft cover.

Ships and Seamen of the South Coast by Jack Loney; Neptune Press; 16 cm x 22 cm; illust.; \$8:50 hard cover, \$4:25 soft cover; 142 pp;. These two books contain accounts of maritime incidents concerning Australia and Southern Australia respectively.

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