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**A Review

THE WORLD'S LARGEST

**By Tony Starke

MERCHANT SHIPS.

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A few years ago most shiplovers could have named at least the first twenty of the world's largest merchant ships in size order without a great deal of thought. Now that we live in the age of the super-tanker, how many could do it? In fact, how many can honestly say there is not at least one in the first twenty of the list with this article that they have never heard of before?

With almost monotonous regularity we hear of the launch of yet another monster, while the tonnages given in newspapers and shipping journals are usually most misleading. I thought, then, that it might be interesting to ascertain just what are the biggest afloat today, taking gross tonnage as being the deciding factor.

But the list will change so rapidly that it must be emphasised that the accompanying table was compiled to set down all vessels over 28,000 gross tons in commission or launched as at December 30 1958. Since then other tankers undoubtedly have been launched which should have their place in this list and at least one passenger ship, the ILE DE FRANCE, will sail no more. Further, it has been announced that the Queens are to be replaced, and although their replacement will take time, the announcement indicates that in the not very distant future this list will alter very materially.

(Page 85)

| | | | | | | |
|-----|-----------------------|---|------|-------|----|-----------------------|
| 1. | QUEEN ELIZABETH | P | 1940 | 83673 | BR | Cunard |
| 2. | QUEEN MARY | P | 1936 | 81237 | BR | Cunard |
| 3. | UNIVERSE APOLLO* | T | | 61600 | LI | Universe Tankships |
| 4. | UNITED STATES | P | 1952 | 53329 | US | United States |
| 5. | LIBERTIE | P | 1930 | 51839 | FR | Transatlantique |
| 6. | UNIVERSE LEADER | T | 1956 | 51400 | LI | Universe Tankships |
| 7. | UNIVERSE COMMANDER | T | 1957 | 51398 | LI | " " |
| 8. | UNIVERSE CHALLENGER | T | 1957 | 51321 | LI | " " |
| 9. | (GEORGE CHAMPION | T | 1958 | 51320 | LI | " " |
| 10. | (HAROLD H. HELM | T | 1958 | 51320 | LI | " " |
| | (UNIVERSE ADMIRAL | T | 1957 | 51320 | LI | " " |
| | (UNIVERSE DEFIANCE | T | 1957 | 51320 | LI | " " |
| 13. | ILE DE FRANCE | P | 1926 | 44356 | FR | Transatlantique |
| 14. | OLYMPIC CHALLENGER* | T | | 38000 | LI | Onassis |
| 15. | (SANSINENA | T | 1958 | 37203 | LI | Barracuda Tanker |
| | (TORREY CANYON* | T | | 37203 | LI | " " |
| 17. | ROTTERDAM* | P | | 37000 | NE | Holland Amerika |
| 18. | NIEUW AMSTERDAM | P | 1938 | 36640 | NE | " " |
| 19. | SOVIETSKAJA UKRAINA* | R | | 36000 | RU | U.S.S.R. |
| 20. | AGRIGENTUM | T | 1958 | 35794 | IT | Carlo Cameli |
| 21. | MAURETANIA | P | 1939 | 35655 | BR | Cunard |
| 22. | SINCLAIR PETROLORE | O | 1955 | 35477 | LI | Universe Tankships |
| 23. | CARONIA | P | 1948 | 34172 | BR | Cunard |
| 24. | OKLAHOMA GETTY | T | 1957 | 33791 | LI | Hemisphere Corp. |
| 25. | MINNEHOMA | T | 1957 | 33768 | LI | " " |
| 26. | TIDEWATER | T | 1957 | 33705 | LI | " " |
| 27. | GEORGE F. GETTY | T | 1957 | 33704 | LI | " " |
| 28. | SAN JUAN MERCHANT* | O | | 31000 | LI | San Juan Carriers |
| 29. | BREMEN | P | 1938 | 30447 | GE | Norddeutscher |
| 30. | SPYROS NIARCHOS | T | 1956 | 30158 | LI | Neptune Tanker |
| 31. | HANSEATIC | P | 1930 | 30030 | GE | Hamburg Atlantic |
| 32. | (HADRIAN* | T | | 30000 | NO | H. Reksten |
| 33. | (LEONARDO DA VINCI* | P | | 30000 | IT | Italia |
| 34. | ARCADIA | P | 1953 | 29734 | BR | P. & O. |
| 35. | IBERIA | P | 1954 | 29614 | BR | P. & O. |
| 36. | PHILINE* | T | | 29400 | LI | ?? |
| 37. | CRISTOFORO COLOMBO* | P | 1954 | 29191 | IT | Italia |
| 38. | ORSOVA | P | 1954 | 28790 | BR | Orient |
| 39. | AL-MALIK SAUD AL-AWAL | T | 1954 | 28738 | SA | Saudi Arabian Tankers |
| 40. | (EDINBURGH CASTLE | P | 1948 | 28705 | BR | Union Castle |
| | (PRETORIA CASTLE | P | 1948 | 28705 | BR | " " |
| 42. | MASSACHUSETTS GETTY | T | 1958 | 28682 | LI | Transoceanic |
| 43. | PENNSYLVANIA GETTY | T | 1958 | 28674 | LI | " " |
| 44. | MARYLAND GETTY* | T | | 28648 | LI | " " |
| 45. | PENDENNIS CASTLE | P | 1958 | 28582 | BR | Union Castle |
| 46. | CUYAMA VALLEY | T | 1958 | 28430 | LI | Globe Tankers |
| 47. | GOHO MARU | T | 1958 | 28428 | JA | Iino |
| 48. | WORLD BEAUTY | T | 1957 | 28413 | LI | World Beauty Corp. |
| 49. | (VEEDOL | T | 1955 | 28339 | LI | Tide Water Tankers |
| | (WAFRA | T | 1956 | 28339 | LI | " " " |

| | | | | | |
|-----------------------|---|------|-------|----|--------|
| 51. NAESS CHALLENGER* | T | | 28200 | LI | ?? |
| 52. ORCADES | P | 1948 | 28164 | BR | Orient |
| 53. ISSELLIA* | T | | 28000 | FR | Sheel |

NOTES: * denotes ships were launched but not completed. P=Passenger vessel; T=Tanker; O=Ore/Oil carrier; R=Whale oil refinery.

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**This is
unusual

HOW I KEEP A MOVEMENT LOG
OF DEEP SEA TRAMPS.

**By John
Holmes

As my particular pattern of ship following, I keep a Movement Log of some thirty British deep sea tramps in a loose leaf book. I take the "Journal of Commerce" daily and enter up my ship movements weekly, from the Tuesday and Wednesday issues, which cover cargo ship movements.

Also included in my equipment is a world map, mounted on a multi-ply board suspended from the picture rail in my living room. On this are thirty flags, each carrying the name of a ship, mounted on mapping pins, which are of different colours. Each different colour represents a particular shipping company, excepting new ships which I follow on their maiden voyages out from and home to the U.K. These are on light green pins. The colours give a very good idea of the spread of a company's fleet of ships at any one time.

The flags are moved weekly where necessary to correspond with the movements in the logs. This provides a fascinating picture of worldwide shipping movements.

Here is a sample log which has been closed:

M.V. PENNYWORTH. DAGLEISH & CO.

| <u>Seiled from</u> | <u>Date</u> | <u>Arrived at</u> | <u>Date</u> | <u>Days</u> | | <u>Nautical Miles</u> |
|--------------------|-------------|-------------------|-------------|---------------|----------------|-----------------------|
| | | | | <u>At sea</u> | <u>In port</u> | |
| <u>Voyage 1:</u> | | | | | | |
| Middlesbrough | 27/10/58 | Las Palmas | 3/11/58) | 7 | | 1881 |
| Las Palmas | 3/11/58 | Vitoria | 14/11/58) | 11 | 1 | 3269 |
| Vitoria | 15/11/58 | Cardiff | 1/12/58) | 16 | 3 | 4785 |
| <u>Voyage 2:</u> | | | | | | |
| Cardiff | 4/12/58 | Bona | 11/12/58 | 7 | 5 | 1798 |
| Bona | 16/12/58 | Gibraltar | 18/12/58 | 2 | | 645 |
| Gibraltar | 18/12/58 | Liverpool | 23/12/58 | 5 | 7 | 1277 |
| <u>Voyage 3:</u> | | | | | | |
| Liverpool | 30/12/58 | Casablanca | 4/ 1/59 | 5 | 3 | 1305 |
| Casablanca | 7/ 1/59 | Middlesbrough | 14/ 1/59 | 7 | | 1535 |
| 11 weeks | | | | <u>60</u> | <u>19</u> | <u>16495</u> |

| <u>Speed in knots</u> | <u>Charter Parties</u> | <u>Destination</u> | |
|-----------------------|-----------------------------------|----------------------|-----------------|
| 11.2 | Ore Carrier | Las Palmas, Vitoria | } Maiden Voyage |
| 12.4 | " " | " " " | |
| 12.4 | " " | Cardiff | } |
| 10.7 | " " | Bona | |
| 13.5 | " " | Liverpool | |
| 10.7 | " " | " | |
| 10.9 | " " | Casablanca | |
| <u>9.3</u> | " " | <u>Middlesbrough</u> | |
| 11.4 average | 6000 sea miles per month average. | | |

I get the distances from Reed's "Book of Shipping Distances," and the position of the ports from Lloyds Maritime Atlas.

The ships are kept on logs for from 10 to 14 months from leaving U.K. or until they return to U.K. Then the Movement Log is closed and summarised, as shown above. The log summary is filed away, together with a photograph of the ship, in a photograph album of my own design. It is a "slide in" album. The photograph slide in from the side, with the Log Summary and Charter Party shorts cut from the "Journal of Commerce" stuck on it, underneath the photograph. This provides a compact and quick reference at any time. Then, this done, a further ship about to leave U.K. is substituted on the logs.

I also log Charter Party shorts for any British deep sea tramps, as published in the "Journal of Commerce." The cuttings are taken daily and average about 50 a month. They are stuck on a graph, which is kept up to date monthly, and gives the maximum and minimum rates holding each month, as obtained from the "Journal of Commerce" monthly review. This gives a most interesting picture of the state of the freight market.

The foregoing may sound very complicated; really it is quite simple once the system is operating. Among the ships I have on my current Logs, you may be interested in particular in the m.v. BRET-WALDA. She is a new ship which sailed from Sunderland on 2/1/59 for Houston, U.S. Gulf, to load heavy grain for Calcutta. She left Houston on 27/1/59 and Trinidad on 4/2/59 for Calcutta. The interesting point is that a further charter has been published for her to take up 10,000 tons of oats and barley from Western Australia for U.K. and Eire. She was due to take up this charter in a W.A. port between March 30 and April 25.

I should be very interested to correspond with any member of WSS in Australia interested in keeping movement logs of British Deep Sea tramps; my address is John W. Holmes, "Hollidale," 125 Preston Road, Yeovil, Somerset, England. I am very anxious to

obtain postcard size photographs of the ships I follow and in particular wish to buy or exchange postcard photographs of the following ships:

WENDOVER (Watts & Watts), WOOLWICH (Watts & Watts), RIVERBANK (Bank Line), KING CITY (Reardon Smith), TWICKENHAM (Watts & Watts), WOODFORD (Watts & Watts), NEW WESTMINSTER CITY (Reardon Smith), RICHARD DE LARRINAGA (Larrinaga), KING ALFRED (King Line), WAVECREST (Crest), ATLANTIC CITY (Reardon Smith), KING CHARLES (King Line), RAMON DE LARRINAGA (Larrinaga), NORTH DEVON (Hugh Roberts), BRADFORD CITY (Reardon Smith), ESSEX TRADER (Trader Navigation), MENCHBANK (Bank Line), SOUTHBANK (Bank Line), CORNISH CITY (Reardon Smith), VANCOUVER CITY (Reardon Smith), LIMERICK (Trinder Anderson), WEST BEATH (Trinder Anderson), WIMBLEDON (Watts & Watts), GRAINTON (Chapman Willan), JEDMOOR (Runciman), PENNYWORTH (Dagliesh), BRETWALDA (Hall), KILDARE (Trinder Anderson), ROSCOMMON (Trinder Anderson), SITHONIA (Thomson) and LA MAREA (Buries Markes).

(Editor's Note: Mr. John W. Holmes is a member of WSS in Great Britain. His contribution came in the form of a letter to the Photo Offer section, and because of the unusual nature of his ship interest was considered worthy of inclusion in THE LOG, along with his request for certain photographs. Any members able to assist or prepared to correspond with him should write him direct.)

***Shipping
History.

THE J. & A. BROWN

***By Terry
Callen.

TUGBOAT FLEET

The history of the J. & A. Brown tugboat fleet is closely linked with the early history of N.S.W.

It was in 1839 that the brothers James and Alexander Brown arrived in Newcastle, N.S.W., from Scotland to work as weavers in the woollen mills at Stockton. Soon afterwards they changed their occupation. They commenced coal mining on the Newcastle field and after they broke the mining monopoly of the old Australian Agricultural Company in the early 1840's they quickly expanded their interests and prospered. Their coal was shipped from their own shoots at Hexham, on the Hunter River, and the demand for it became so great that the brothers purchased several ketches to carry it to Sydney and other parts.

By then Newcastle Harbour was continually thronged with sailing ships waiting to load coal cargoes. These vessels had to rely solely on occasional help from the steamers SOPHIA JANE and WILLIAM THE FOURTH to tow them to and from sea. Despite petitions, the colonial government refused to provide a steam tug for Port Hunter. So, in 1854, Captain J. Bingle introduced the paddle wheeler LOWESTOFT for this purpose. She was soon followed by the RAPID, and

For some years these two steamers of Bingle's were the only tugs in service at the port.

In the 1860's other firms stationed tugs at Newcastle, and the Brown brothers quickly realised the advantages of owning such craft to tow, not only their own sailing vessels, but also other ships arriving from overseas to load the coal they mined. Accordingly, in 1861 they purchased the locally-built DOOREBANG, and in 1863 acquired the old TAMAR and in 1864 the BUNGAREE. It is not proposed to deal at length with the history of each of these vessels, but it is hoped in a later LOG to print a fleet list, with the relevant details of all the Brown ships.

During the 1860's the Browns were opposed by the Newcastle Cooperative Steam Tug Co. and to a lesser degree by smaller firms, but there was work for all, as Newcastle was fast becoming one of the world's busiest ports. In 1868 the Melbourne firm of Deane & Reid had two tugs, the RAPID and the WAR HAWK, working in Newcastle.

In 1878 the Cooperative Co. gave up the fight, and sold out to the Browns for £22,000. The vessels taken over were the LEO, RAPID, PRINCE ALFRED and GOOLWA. Another steamer, the coaster PATERSON, was already being operated by Browns as a tug. Most of these vessels were equal in size and power to any tugs then in service in Australia. By that year, 1878, two of the firm's earlier vessels, the DOOREBANG and the TAMAR, had been lost, and they had purchased two steam colliers, the DUCKENFIELD and the PHOEBE, which, like their successors, were also used as tugs when required, particularly in towing windjammers between Sydney and Newcastle.

Between 1879 and 1886 Browns added to their fleet the tugs ENTERPRISE, ENERGY, STORMCOCK and GAMCOCK. All four were built by Callen Brothers at Stockton, the last three expressly for Browns. At the time of her launching the STORMCOCK must have been the largest tug built in Australia; for she had a length of 130 feet. It was during this period that Mr. John Brown, a son of the founder, became general manager of the firm, and his ability was such that ultimately he became one of the richest men in the country, with vast shipping, mining and agricultural interests.

In 1895 Mr. Brown was approached by the Liverpool Shipowners' Association to provide towing facilities in Sydney in opposition to the Port Jackson Steamship Co. Rates were fixed at 6d. per ton at both ports and £2 for each removal. This was the beginning of the firm's towing operations in Sydney, and from that time onwards the black funnel with broad white band was to become as familiar a sight in Sydney as it was in Newcastle.

Before the turn of the century the size of the mail steamers visiting Port Jackson became larger, while the number of sailing ships arriving dwindled. Yet despite the belief that tugs would

not be in such demand when the square-riggers disappeared, it was soon found that, on the contrary, larger tugs would be needed to assist the new mail steamers to berth. It was for this reason that Mr. Brown ordered his first tug from the U.K.

She was the CHAMPION, and on her arrival in Newcastle in February, 1896, she was claimed as the most powerful tug in the southern hemisphere, being of 1500 i.h.p. For many years she held all the towing records in Australia and she performed more salvage feats than any other tug out here before or since. With the addition of this fine vessel, the firm had 10 tugs in service between the two ports, and this competition proved too much for the Port Jackson Company. The result was that the COMMODORE, PORT JACKSON and IRRESISTIBLE were taken over by the Newcastle firm. The only worthwhile opposition then remaining came from J. Fenwick & Co, who had carried on towing work along the N.S.W. coast since the 1870's and who have continued on to the present time with tugs in Sydney, Newcastle and Port Kembla.

In 1900 the number of vessels that arrived in Newcastle reached 3000, equalling 4½ million tons, and with sailing vessels arriving sometimes at the rate of seven in one night, the tugs were kept exceedingly busy and there were complaints that not enough were available. Browns' fine new collier DUCKENFIELD, built in 1890 to replace the earlier vessel of the same name, was often switched to towing duties to relieve the pressure. This powerful 900-ton vessel was sent over to New Zealand on one occasion in 1903 to tow the famous clipper ship SAMUEL PLIMSOLL from Port Chalmers to Sydney. In the same year the DUCKENFIELD also brought the disabled steamer BOVERIC from Jervis Bay to Sydney. At other times, coal laden herself, the collier would tow one of Browns' own sailing vessels to Sydney with coal.

At the end of World War I, when over 5000 vessels entered Newcastle in one year alone, Browns' fleet had dwindled to seven tugs, the PORT JACKSON and the ENERGY having been lost and some of the older vessels having been scrapped. In 1922 the firm purchased the old OSPREY from the Melbourne Harbour Trust and practically rebuilt her to serve for nearly ten years before being scuttled off Newcastle.

The same year, 1922, saw the arrival of the first really big tugs in Australia when John Brown brought out the ST GILES, ST OLAVES and the mighty ROLLICKER. This latter tug, of 817 tons, was the largest tug ever owned in this country, but only two years later was sold to the Nigerian Government. In 1940 I saw her in Gibraltar doing duty for her original owners, the Admiralty.

The "Saint" class tugs, bought for a song, proved so successful out here that in 1926 three more were purchased. These were the ST. ARISTELL, ST HILARY and ST MABYN. The first two had their

fo'c'les removed at Hexham and commenced duty soon afterwards, but the ST. MABYN remained laid up at Hexham until disposed of in 1931. Also in the fleet in the 1930's were the CHAMPION, COMMODORE, GAMECOCK, OSPREY, IRRESISTIBLE, STORMCOCK, BUNGAREE, and ENTERPRISE. The three last-named were laid up; the BUNGAREE was sold eventually for scrapping and the STORMCOCK and ENTERPRISE were scuttled off Newcastle. In 1931 the COMMODORE, the OSPREY and the IRRESISTIBLE were also scuttled off the port.

Mr. John Brown died in 1930, and the fleet, as such, finally passed out of existence when in the middle of 1931 the remaining vessels were taken over by a new concern, the present Waratah Tug & Salvage Co., with headquarters in Sydney. The tugs taken over were the ST. ARISTELL, ST. GILES, ST. HILARY, ST. OLAVES, CHAMPION, and GAMECOCK.

Thus, after 70 years of operations, the tug-boat firm of J. & A. Brown, of Newcastle, which had owned at least 23 tugs, finally passed into oblivion.

**Second Part.. NEW ZEALAND SHIPPING COMPANY LTD. ..of List.

List of Steam and Motor Vessels Owned
by the Company, 1883-1958

| | | | |
|----------------|------|-----------|---|
| s.s. TONGARIRO | 4215 | 1883-1899 | L. ZIBENGLA (BISN Co), 1899-1910. Broken up Bombay 1910. |
| s.s. AORANGI | 4268 | 1883-1893 | Sold J. Huddart and operated in Canadian-Australian RM SS Co until 1897. |
| | | 1897-1910 | Sold USS Co of NZ Ltd. Requisitioned by Admiralty 1914, used as supply ship. Scuttled as blockship, Scapa Flow, 1915; refloated 8/9/1920; was storeship at Malta, then broken up. |
| s.s. RUAPEHU | 4219 | 1883-1899 | L. ZAYATHLA (BISN Co), 1899-1900. Fitted out as hospital ship 1900 by Maharajah of Gwalior, renamed GWALIOR (BISN Co, mgrs); returned to BI service, 1903, broken up Genoa 1911. |
| s.s. KAIKOURA | 4474 | 1884-1899 | L. ZAIDA (BISN Co), 1899-1907. Sold 9/1907 to L. Pittaluga, Genoa, for scrap. |
| s.s. RIMUTAKA | 4473 | 1884-1899 | L. ZAMANIA (BISN Co), 1899-1911. Sold 1911, broken up in Japan. |

| | | | |
|---------------|------|-----------|---|
| s.s. OTARAMA | 3808 | 1890-1902 | Blt 1890 as SEA KING (W. Ross & Co). L. HIGHLAND GHILLIE (Nelson Line), CONSTANTIN (Gr), 1912-14, CONSTANTIN (Bulgaria), 1914-24, RIVER TYNE (Br), 1924-5, SPA (Belg), 1925-33. Broken up Rotterdam, 1933. |
| s.s. TEKOA | 4050 | 1890-1902 | L. HIGHLAND CORRIE (Nelson Line), 1902-9. Broken up Rotterdam 1909. |
| s.s. RUAHINE | 6127 | 1891-1901 | L. ANTONIO LOPEZ (Cia-Transatlantica, Barcelona), 1901-42. Broken up Cadiz 1942 after being laid up for many years. |
| s.s. WAIKATO | 4767 | 1892-1905 | L. AUGUSTUS (C. Anderson, Hamburg), 1905-13; TERESA ACCAME (It) 1913-23. Broken up Italy 1923. |
| s.s. BAKAIA | 5628 | 1895-1914 | L. BRONMEAD (Blue Star), 1914-20; ROMANSTAR (Blue Star), 1920-29; ROMAN STAR (Blue Star), 1929-34; Broken up Italy 1934. |
| s.s. MATAURA | 5764 | 1896-1898 | Wrecked. Desolation Island, Straits of Magellan, 13/1/1898. |
| s.s. WAIMATE | 5610 | 1896-1925 | Sold to Italy for scrap; went ashore, on passage Glasgow-Genoa, five miles NE of Cape St. Vincent and became total loss, 18/6/1925. |
| s.s. PAPANUI | 5682 | 1898-1910 | Struck rock off coast of Tasmania, off Waterhouse Island, 1909; sold to Sleigh & Blake, Melbourne, 1910 and register transferred to Nicaragua; sent to Japan for repairs. Caught fire and put into St. Helena, but total loss, and hulk towed out to sea and sunk, 12/9/1911. |
| s.s. PAPAROA | 6563 | 1899-1926 | Caught fire and abandoned off St Helena in position 29°38 S, 14°02 E, bound Liverpool to Brisbane; scuttled by HMS BIRMINGHAM, 17/3/1926. |
| s.s. WARRIMOO | 3326 | 1899-1901 | Blt 1892; owned by J. Huddart, 1892-97; owned by Canadian Australian RM SS Co, 1897-99. Sold to USS Co of NZ Ltd, 1901-17; sold to Khiam Yik & Co Ltd, Singapore, 1917-8; sunk in collision off Bons 18/5/1918 by CATAPULTE. |
| s.s. MIOWERA | 3393 | 1899-1908 | Blt 1892; owned by J. Huddart, 1892-99. Sold to USS Co of NZ Ltd 1908-16; renamed MAITAI. Wrecked, San Francisco to Wellington, near |

| | | | |
|----------------|-------|-----------|---|
| s.s. WAKANUI | 5824 | 1899-1912 | Rarotonga, 25/12/1916. L. BRODMOUNT (Blue Star), 1912-20; STUARTSTAR (Blue Star), 1920-23. Wrecked off Hook of Holland, Zaraté to Bremen, 4/10/1923. |
| s.s. WHAKATANE | 5902 | 1900-1926 | L. MONCENISIO (It), 1926-29. Broken up Genoa 4/1929. |
| s.s. RIHUTAKA | 7765 | 1900-1931 | Sold to T. W. Ward and broken up Pembroke, 1931. |
| s.s. RUAPEHU | 7801 | 1901-1913 | Renamed AUSTRALASIAN, 1901, on round voyage on charter to Aberdeen Line. Sold to Italian ship-breakers, 8/1931. |
| s.s. TONGARIRO | 8073 | 1901-1916 | Wrecked Bull Rock, Portland Is, N.Z., Auckland to Wellington, 30/8/1916. |
| s.s. TURAKINA | 8027 | 1902-1917 | Torpedoed and sunk English Channel, SW of Scilly Is, 13/8/1917. |
| s.s. KAIKOURA | 6998 | 1903-1926 | L. FERRANIA (It), 1926-29. Broken up Genoa, 2/1929. |
| s.s. KAIPARA | 7392 | 1903-1914 | Captured and sunk 16/8/1914 by German aux. cruiser KAISER WILHELM DER GROSSE, 170 miles SW from Teneriffe, bound NZ to London. |
| s.s. OPAWA | 7230 | 1906-1927 | L. ANTARCTIC (Nor. whale factory) 1927-34; ANTARCTIC MARU (Jap do) 1934-36; TOMAN MARU (Jap do.), 1936-43. Torpedoed off coast of Annam, 12°46 N, 109°42 E, 28/11/1943. |
| s.s. ORARI | 7207 | 1906-1926 | Broken up England 1926. |
| s.s. OTAKI | 7420 | 1908-1917 | Sunk 350 miles E of the Azores, by German aux cruiser MOEWE, 10/3/1917. |
| s.s. RUAHINE | 10870 | 1909-1949 | L. AURIGA (It., Fratelli Grimaldi), 1949-57. Arrvd Savona for breaking up, 22/3/1957. |
| s.s. ROTORUA | 11130 | 1910-1917 | Torpedoed and sunk English Channel, E of Start Pt, 22/3/1917. |
| s.s. REMUERA | 11444 | 1911-1940 | Torpedoed and sunk 26/8/1940 off NE coast of Scotland by air attack, 57°50 N, 01°54 W. |
| s.s. HURUNUI | 8901 | 1912-1918 | Torpedoed and sunk 18/5/1918, 48 miles S by W from the Lizard. |
| s.s. WESTMEATH | 8129 | 1911-1912 | Blt 1903 as EVERTON GRANGE (Houlder). Sold to USS Co of NZ Ltd, 1912-25; L. NORDICO (It), 1925-32. Broken up at Genoa, 5/1932. |
| s.s. TYRONE | 6664 | 1912-1912 | Blt 1901 as DRAUGHTON GRANGE (Houl- |

| | | | |
|----------------|------|-----------|---|
| | | | (der). Sold to USS Co of NZ Ltd, 1912. Wrecked Wahine Point, Otago Heads, 27/9/1913. |
| s.s. ROSCOMMON | 7381 | 1912-1912 | Blt 1902 as OSWESTRY GRANGE (Houlder). Sold to USS Co of NZ Ltd, 1912. Torpedoed and sunk 21/3/1917 20 miles NE from Tory Island. |
| s.s. LIMERICK | 6827 | 1912-1912 | Sold to USS Co of NZ Ltd, 1912. Torpedoed and sunk 28/5/1917, 140 miles SW from Bishop Rock. |
| s.s. HORORATA | 9177 | 1914-1939 | L. WAROONGA (BISN Co), 1939-43. Torpedoed 5/4/1943 and sunk 6/4/1943, 57°10 N, 35°30 W, SE of Cape Farewell. |

(EDITOR'S NOTE: The first part of this History and Fleet List appeared in THE LOG, vol. 6, No. 3. The third and concluding part, giving the post World War I fleet list of the N.Z. Shipping Co., will appear in the next issue of THE LOG.)

***Old-time
steamers

+THE JOHN ANDERSON+

***By David W.
Johnson.

The JOHN ANDERSON was a small, single screw, schooner-rigged steamer of 58 tons gross and 28 net. She was built at Lyttelton in 1891 by John Anderson & Co. (now Andersons Ltd.) and measured 83.7' BPx14'x6.7'. Her engine, which developed 80 ihp and 25 nhp, was also built by John Anderson & Co.

Intended for service in Lyttelton Harbour and around the Banks Peninsula bays, the JOHN ANDERSON was ordered by John Stinson, a Lyttelton resident who formed a type of co-operative movement by selling shares, one or two at a time, to over a dozen other residents of Lyttelton and the surrounding district, while retaining the managership of the vessel for himself.

In 1895 Robert Pitcaithly, a partner in the Christchurch firm of Pitcaithly, Wallace & Co, began to take an interest in the vessel and began buying up shares. By November of that year he held forty shares -- a controlling interest -- and formed a company known as the John Anderson Steam Ship Co. Ltd., which purchased all the remaining shares.

Under this company's ownership, the JOHN ANDERSON continued to act as a harbour ferry, excursion vessel to Akaroa on Sundays and public holidays, and a means of communication for the farmers of the various neighbouring bays. On January 26, 1907, commanded by Captain J. McD. Etheridge, with 180 passengers on board, she collided with the ferry and towboat PURAU in Purau Bay, Lyttelton

Harbour, but the damage sustained was not serious.

Soon after this mishap the John Anderson SS Co. went into liquidation and Pitcaithly Bros. became the ship's owners. At about this time the JOHN ANDERSON was painted green, with white superstructure and a red and black funnel. In 1911, on December 10, she had another collision with the PURAU. This time the PURAU, owned by Mrs. Elizabeth Thomas and four others, took a sheer to starboard owing to the shallow water and ramméd the JOHN ANDERSON, which was commanded by Captain W. Cameron.

Prior to this, in July 1910, Pitcaithly Bros. had sold their two steamers, the JOHN ANDERSON and the CYGNET, to George L. Stevenson and Douglas M. Stewart, who continued to trade them on the same routes as had the Pitcaithlys. In 1922 the JOHN ANDERSON was sold to George A. Wood, a Hokitika shipowner who also owned the OREWA, but she never visited Hokitika. Until Wood died in 1939, the JOHN ANDERSON continued to trade to Akaroa, to carry passengers and freight around Lyttelton Harbour, and to trawl between Gore Bay and Lyttelton.

When war broke out in 1939, the government purchased the JOHN ANDERSON and used her as examination vessel at Lyttelton Heads until she was replaced by the motor launch WAIRANGI, now the Lyttelton pilot launch. The JOHN ANDERSON was handed over to W. R. Carrey in December 1940 as part payment for the WAIRANGI and was towed to Picton by the navy.

For the next two years she was owned by Mervyn Kenny, a Picton launch owner, who sold her to J. A. Perano & Co, operators of the Whekenui whaling station. It was intended to use her as a storage hulk, but she was found to be unsuitable and was beached at Jackson's Bay, where she was used by one of the Perano family as a landing wharf.

The sea-cock was left open and the tide allowed to flo in and out of her hull, so keeping her hard on the bottom, but apparently weed growth must have gradually plugged up the hole. During the height of a westerly gale and an extremely high tide she broke her fastenings and drifted into the middle of Tory Channel, opposite the whaling station, where she was seen to blow over and sink.

For nearly 50 years the JOHN ANDERSON had traded about Banks Peninsula, never out of a bay or harbour for more than a few hours at a time. Yet when the chance came to make one coastal voyage she had to be towed, a derelict heading towards an ignominious end.

KEEL LAID: The keel of a second 1800-ton anti-sub. frigate was laid at Williamstown naval dockyard on June 16. She's known at present as O5. One of four Whitby class frigates for the RAN, she will be a sister ship to the YARRA, launched in September 1958.

*****A GLASGOW LAUNCHING*****

* There was launched at Glasgow on May 8, from the dockyard of*
 * the wellknown nautical publishers, Messrs. Brown, Son and *
 * Ferguson, THE CONVICT SHIPS, 1887-1863, by Charles (Harry) *
 * Bateson, THE LOG'S editor. The book, which runs to over *
 * 355 pages and contains 20 illustrations on art paper, is *
 * the first full and detailed history of the ships which car- *
 * ried convicts to Australia from England and Ireland. A *
 * feature of the book is the list of all convict ships, with *
 * details for each of rig, tonnage, place and year of build, *
 * names of master and surgeon, dates of arrival and departure *
 * route, and number of prisoners embarked, died on the pas- *
 * sage and disembarked. These particulars are given in the *
 * text for those ships that arrived before 1800, and in the *
 * appendices for arrivals from 1800 onwards. The book is di- *
 * vided into two parts -- the first dealing with the admin- *
 * istrative side and the ships; the second telling the story *
 * of the voyages. Published price is 36s. sterling. The *
 * book may be ordered from the publishers, Brown, Son & Fer- *
 * guson, Ltd, 52-58 Darnley Street, Glasgow, or bought from *
 * local booksellers. *

+++A famous tug

THE TERAWHITI

++By John Goldsworthy

What was once the leading salvage tug of the port of Wellington and possibly of New Zealand, and later, for a brief time, a familiar sight at the port of Melbourne, now lies on one of the banks of the River Yarra, a twisted heap of rusty scrap metal. This is all that remains of the TERAWHITI, one of the most famous tugs in Australian and New Zealand shipping history.

The TERAWHITI was built to the order of the USS Co of N.Z. by Ramage & Ferguson, and was launched at Leith on April 16, 1901. Built as a salvage tug, she was for some time after her arrival at Wellington, N.Z., the only tug in these waters capable of undertaking salvage work. In addition, as pumps of high capacity were included in her equipment, she became the recognized fire float for the port of Wellington.

The TERAWHITI'S seaworthiness was severely tested on her voyage out from Scotland. She sailed on June 3, 1907, and made calls at Algiers, Colombo, Fremantle and Hobart, arriving at Wellington on August 15, 1907. During her passage she ran into two monsoons in the Indian Ocean and also received a severe buffeting off the Australian coast. But she acquitted herself well, maintaining an average speed of nine knots. At her trials she had recorded speeds of 12 to 13 knots.

On arrival the TERAWHITI settled into service. She remained

at Wellington for 40 years, until December, 1947, and apart from harbour duties she performed much salvage work during that period, including the following:

Assisting to tow the WANGANELLA off Barrett's Reef, Wellington, January 1947.

*Assisting to refloat American vessel GOLDEN HARVEST off Barrett's Reef, Wellington, May 30 1933.

*Assisting in attempt to refloat the KAPONGA, wrecked at Greymouth, 27 May 1932.

*Assisting in attempt to refloat the PORT BOWEN, wrecked at Castlecliff, Wanganui, 19 July 1939.

Other marine accidents at which the TERAWHITI'S services were used included:

*Serious fire in TURAKINA'S cargo at Wellington, 4 Oct 1907, extinguished by water from TERAWHITI'S pumps.

*Salvaging of the KAIPARA at Auckland 1910, following stranding.

*Refloating of the INDRABORAH at Wanganui, 1912, after stranding.

*Refloating the Kowhai at Farewell Spit, 6/1919, after stranding.

*Extinguishing cargo fire in the HATIPARA at Wellington 17/11/1922.

*Attempts to salvage the CYRENA, wrecked at Castlecliff, Wanganui, 24 May 1925.

*Extinguishing cargo fire in the TURAKINA, Wellington, 15/10/1925.

*Search for the AWARUA, in Cook Strait, 8/10/1926, out of fuel and drifting.

*Accompanying the NORTHUMBERLAND, Gisborne to Auckland, Jan 1927, when badly holed after going ashore Aerial Reef, East Cape.

*Standing by the ARMADALE and the OLE JACOB, badly holed in collision, Cook Strait, 31/7/1940, until they made Wellington.

In addition, of course, the TERAWHITI'S services were employed in connection with many minor casualties.

In 1947 there arrived at Wellington two wartime tugs from Singapore, the EMPIRE JANE and the EMPIRE SHIRLEY. They were renamed the TAIOMI and the TAPUHI, and replaced the TERAWHITI and the NATONE. The TERAWHITI was then sold to Howard Smith Ltd. for their towage service at Melbourne, where she was to replace their veteran tug, the EURO. The latter had seen service at both Adelaide and Fremantle as well as Melbourne.

The TERAWHITI reached Sydney from Wellington during December 1947 and after refitting and alterations at that port she arrived at Melbourne on 9 Apr 1948. The EURO was then withdrawn from service and stripped of essential fittings. On 10 June 1948, just two months after her successor's arrival, the EURO was towed by the TERAWHITI outside Port Phillip Heads and sunk off Barwon Heads.

The TERAWHITI now settled into normal service as Howard Smith's large tug at Melbourne, the company's small one being the MARIMBA. There were three other large tugs at Melbourne -- the

Melbourne SS Co's TOORONGA, Huddar Parker's EAGLE and James Paterson's JAMES PATERSON. The TERAWHITI'S towing activities continued until September 1950; when she foundered with the loss of two lives, as related below. As she went down in the shipping lane, the TERAWHITI had to be removed, and United Ship Services cut her up into pieces under water and removed her piecemeal.

As a result of the TERAWHITI'S loss, the Melbourne Harbour Trust acquired the tug VICTOR to help with the port's towing activities. She continued in service until the arrival from Scotland on 24 June 1952 of the new tug HOWARD SMITH, which remained idle at her North Wharf berth for some months because of a dispute between the owners and the Seamen's Union. However, she eventually entered service, and she and the BATMAN are now the port's newest and largest tugs.

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THE SINKING OF THE TERAWHITI.

By D. Hancox.

The TERAWHITI, whose history Mr. Goldsworthy has told above, was of 236 tons gross, with a length of 120' 2", a beam of 24' and a depth of 11'7". A coal burner, she had a terrific appetite. Her engines were of 800 ihp.

On 30 September 1950 the TERAWHITI left Williamstown to attend the Ellerman steamer CITY OF KHARTOUM, 9955g. The tug took a port headline to approach the wharf, but after several minutes the line broke. The tug leapt forward and then, turning hard, went around the ship's stern to take a starboard line.

As she prepared to take the line the ship's stem touched the TERAWHITI'S stern. It was at once apparent the tug was in danger. Her engines were put full ahead. This swung the tug out and the ship's stem slid along her hull until hitting a sponson. The tug started to list and then to roll over.

The order to abandon ship was given. Two of her crew ran up her side and clung to the bilge keel. Two members of the tug's crew were drowned; the others were picked up by the tugs MARIMBA and JAMES PATERSON.

The TERAWHITI was not really powerful for a vessel of her size and she was not an easy tug to handle.

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SEEKS PEN FRIEND: Fifteen-year-old WSS member P. H. Croucher, 46 Cecil Road, Gravesend, Herts, England, seeks an Australian pen friend. Interests: European coastal freighter, world ocean freighters and passenger liners. Write direct anybody interested.

W.S.S. Activities***** IAN FARQUHAR HANDS OVER
TO JEREMY STEIN

ALL MEMBERS of the W.S.S., Australians as well as New Zealanders, will learn with regret that Ian Farquhar has resigned as WSS Agent in New Zealand. He has for many years served New Zealand members and the WSS loyally and well, and it has been primarily due to his enthusiasm, initiative and intimate shipping knowledge that the Society has made such progress across the Tasman. Always a keen and helpful supporter of THE LOG, he is even better known for the prominent part he has played in the development of the WSS Photo Offers. He is not being lost to the Society, but for a number of reasons he feels that he now has not the time available to devote to WSS affairs. Ian fears that because of this the society's further progress in N.Z. might suffer, and rather than see this he has handed over the reins of direction to Jeremy Stein. THE LOG, on behalf of all members, conveys to Ian the very best wishes for the future and sincere thanks for his past work, and hopes that for long he will continue to give the WSS the benefit of his advice and experience. To Jeremy Stein, whose address is Box 592, Wellington, N.Z., we extend our best wishes as Ian's successor.

WILL ALL members whose annual subscriptions are now due please pay promptly. When members have to be chased for their subs it costs money and takes up officials' time. So please pay up without being asked and pay promptly.

WSS BADGES are available from Australian Secretary A. J. Starke, 21 Symonds Street, Port Pirie, SA, or from your local secretary. Price: 3s.6d.

AT ITS MAY meeting the Adelaide branch screened several slides on loan from Hobart WSS members. These came through Reg Wilson, organiser of Hobart's Photographic group, and were voted first-class. They ranged from the ALMA DOEPEL to the regular Federal liners, etc. Adelaide hopes to reciprocate with slides from its own members. Branch secretaries might well see if a general arrangement for the interchange of members' slides cannot be arranged, enabling the regular showing of slides from other ports at branch meetings.

THE MAY meeting of Adelaide branch also saw a short film of the YANDRA wreck. It was made available by Capt. J. M. Taylor, to whom the Adelaide branch expresses its thanks.

SEVERAL SYDNEY members had letters from NSW Hon Secretary Mrs. Kitty Dick, written either from Wellington or Cristobal. She was thoroughly enjoying her trip. WSS members met her at Wellington and took her along to one of the Wellington branch's meetings.

*****MEMBERS, THIS IS WHEN AND*****
 * AND WHERE YOU NEXT MEET *
 * * * * *
 * TASMANIA: YMCA Lounge, Hobart, Friday August 7, 8 p.m. Capt. *
 * G. Foster, a Port of Hobart pilot, will be the *
 * speaker. Members are invited to bring a friend or *
 * friends along with them. *
 * N.S.W.: North Sydney Council Chambers, 7.45 p.m. Third *
 * Thursday of every month. *
 * VICTORIA: Room 10, Victorian Railways Institute, Melbourne. *
 * Third Wednesday in January, March, May, July, Sep- *
 * tember and November. *

**New Members: Victoria: Jack ~~Williams~~ Anderson, 29 Nimmo St., Middle Park; Peter Williams, 26 Alandale Rd, Eaglemont, N.22. Tasmania: Miss E. A. Thomas, 44 St George's Terrace, Battery Pt, Hobart; D. Ryder-Turner, 10A Red Knight's Rd, Sandy Bay, Hobart; B. Richardson, 99 Lord St., Sandy Bay, Hobart. New Zealand: Auckland Maritime Society, P.O.Box 142, Auckland; David McKellar, Bay Leaves, Jane St, MacAndrew Bay. Change of Address: Keith Bender now at 3 Meath Ave, Tarooma, Tas.

**Squadron-leader Hards, 21 ~~Sandringham~~ Tennyson St, Sandringham, a U.K. member of WSS, will be resident in Melbourne for a couple of years and Victorian members hope to see him at their meetings.

**Mr. E. Wharton, who recently joined the N.Z. Section, has a collection of 6000 ship photos and data on merchant and naval vessels, past and present, collated on over 47,000 cards. He also has over 850 flags and funnel colours on cards as well.

**Adelaide members recently inspected the LAKE EYRE, only coal-burner in ANL's Lake-class vessels. Her mechanical stokers and other engineroom points were explained by the chief engineer, and afterwards Capt. D. Freeman entertained the group at supper.

**Hobart WSS members interested in ship inspections should let John Craike (Phone 8-3031) have their names and telephone numbers, so they may be notified of future inspections.

**At their last meeting members of Hobart Branch's Photographic group saw a selection of slides and photographs from Lindsay Rex' collection, including prints of vessels which traded into Hobart toward the end of last century. A discussion of selected prints shown by all members followed, and organizer Reg Wilson showed the results of some experiments using thin emulsion film from which some 24x enlargements had been made.

**Thanks to Mr. K.L.V. Whale (C. Piesse & Co Pty Ltd) and the ship's officers, Hobart members recently inspected the German TRAVESTEIN,

which was built at Lubeck in 1954 and called at Hobart for the first time with a consignment of cocoa beans from Ghana (formerly the Gold Coast).

**Mr. James Forsyth was the guest of the Hobart Branch at its last meeting. He showed a colour film he made in the Suez Canal-Persian Gulf area while radio officer of the tanker BRITISH MERCHANT. WSS member Richard Tallboys gave a bright, breezy talk on his adventures as a crew member of an H.A.M. Dredger (Dutch) on voyage from Holland to Newcastle (NSW), and Ian Cooper spoke on Australian merchant ship types and the lay-up of Australian ships.

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LIBRARY SCHEME STARTS FOR
AUSTRALIAN MEMBERS.

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Thanks to the generosity of Mrs. H. Messer, who has donated to the Society a number of journals collected by her late husband, Mr. Edwin Messer, of Mt. Gambier, S.A., a member of the Society, the Australian Committee is establishing a new library project which it is hoped will develop into something really worthwhile.

So much literature is being published on the various aspects of shipping that few, if any, members can purchase them all, but the Australian Committee hopes to give members at least the opportunity of reading some journals and books at moderate cost. The running of the library will be undertaken by Mr. Doug Robertson, of 14 Storey Rd, Reservoir, N.19, Vic.

It is hoped that members with books or journals they no longer require will donate them to the library, and that in this way it may be increased in range and number. Even some of the numerous paperback naval war stories would be of value and would interest some member. In addition, it is hoped the scheme can be utilised to circulate original specialist manuscripts. It is suggested that a member carrying out research or a project on his own donates a copy to the library. If he has any doubts as to its suitability or any questions about this proposal, he should contact the Australian Secretary, Mr. Tony Starke, 21 Symonds St, Port Pirie, South Australia.

The library scheme will operate as follows:

Any member interested in reading any of the publications listed should send details of his requirements to Mr. Robertson, with the appropriate fee. He will arrange distribution. You will receive a duplicated slip advising you that the journal has been mailed to you by the member whose name and address is given and the date by which it should reach you. If it does not arrive by that

date you should write the member and, if this brings no satisfaction, communicate with Mr. Robertson.

Members will be allowed to keep publications for a minimum period of one month. Any time after the expiration of that period you will receive a slip giving the name and address of the member to whom you are to forward it and the date by which it must be despatched. Thus, if a particular publication is not in great demand it could stay with a member for several months. Each borrower pays the cost of mailing the journal to the next reader.

The hire charges have been fixed at rates which are multiples of 3½d. Sevenpence of the hire charge will be absorbed in sending out the duplicated slips to the borrower to tell him to whom to send on the journal and the next reader to advise him when he should receive the journal; the balance will go towards the purchase of new material. MEMBERS SHOULD SEND THEIR REMITTANCES COVERING HIRE CHARGES TO MR. ROBERTSON IN 3½d. POSTAGE STAMPS.

The journals listed are all unbound and inevitably will become "dog-eared" fairly quickly. Is there a member who is an amateur bookbinder who would bind them so they may be given a longer lease of life?

Periodicals:

| | | | <u>Hire Charge</u> |
|--------------------------------|---------------------------------------|--------|--------------------|
| SEA BREEZES | Vols. 21 (Jan-June 1956) | | 1s.2d. |
| | 22 (July-Dec 1956) | | 1s.2d. |
| | 23 (Jan-June 1957) | | 1s.2d. |
| | 24 (July-Dec 1957) | | 1s.2d. |
| | 25 (Jan-June 1958) | | 1s.2d. |
| | 26 (July-Dec 1958) | | 1s.2d. |
| SHIPS AND SHIP MODELS | 1955 12 issues complete | | 1s.2d. |
| | 1956 12 issues complete | | 1s.2d. |
| MARINE NEWS | 1956 12 issues complete | | 1s.2d. |
| P.L.A. MONTHLY | 1955/6 12 assorted issues | | 1s.2d. |
| | 1957 January missing | | 1s.2d. |
| | 1958 Jan-Oct. | | 1s.2d. |
| NAUTICAL MAGAZINE | 1953/6 11 assorted issues | | 1s.2d. |
| | 1957/8 8 assorted issues | | 1s.2d. |
| PORT OF MELBOURNE QUARTERLY | 1948/50 7 " " | | 1s.2d. |
| | 1951/2 7 " " | | 1s.2d. |
| | 1953/4 6 " " | | 1s.2d. |
| | 1955/8 7 " " | | 1s.2d. |
| <u>BOOKS:</u> | Brassey's Naval Annual 1910 | 1s.2d. | |
| | A.C. Hardy, MOTOR SHIPPING | 1s.2d. | (1935) |
| | Talbot Booth, H.M.'s. MERCHANT NAVY | 1s.2d. | (1941, Dumpy) |
| | Schwedtke, DEUTSCHLANDS HANDELSFLOTTE | 1s.9d. | (1958/9) |
| | E.K. HAVILAND, U.S. IN CHINA SEAS | 1s.9d. | (Private edition) |

AROUND THE COAST AND FROM***General News Section
 ** THE SEVEN SEAS. *****Conducted by the Editor.

++CLOSING DATE for the next issue of THE LOG: FRIDAY AUGUST 28,
 1959, with late news up to FRIDAY SEPTEMBER 4, 1959.

++Peter Baird-Jones, of 1 Andersen Road, Wilpshire, Blackburn,
 Lancs., England, writes seeking a photograph of the SAMUEL HOUGH,
 a steam coaster built in 1905 for Samuel Hough & Co, Liverpool,
 and sold to Burns, Philp & Co, Sydney, in 1913 for South Seas
 trading. If any member can assist, please write direct.

++Reg Anderson, 36 Drury Lane, Grassmere, Southland, NZ, has for
 disposal a 1941 JANE'S FIGHTING SHIPS in A1 shape he would like
 to sell or swop, four or five years' copies of MOTOR SHIP, and
 several odd copies of WORLD FISHING (UK) and FISHING GAZETTE
 (USA). Any reasonable offer or would swop for SEA BREEZES be-
 fore Nov. 1953, back numbers of MARINE NEWS, BELGIAN SHIPLOVER,
 or ship-lists or registers of any kind.

++The USSCo's steamer TALUNE (2742g, 1930) has been sold to Trans-
 porte de Minerale R.P., Hong Kong. Renamed AMOS, she sailed from
 Newcastle with coal and a Chinese crew, 9/5/1959, for Hong Kong.

++HMAS GASCOYNE, which has been fitted for oceanographic survey work,
 was recommissioned at Garden Island, Sydney, on 8/6/1959. Ninety
 officers and men from the minesweeper, HMAS COOTAMUNDRA, were
 transferred to the frigate.

++Motor Water Lighter 251 (HMAS GUNGA DIN) was chartered 6/1959 by
 the RAN on loan to the WA Government as a base ship in connec-
 tion with survey work at proposed new port at Black Rocks, near
 Derby, WA. She was slipped and then given thorough refit.

++The Swedish American Line has announced the sale of the luxury
 liner STOCKHOLM (12,165g, 1948), which rammed and sank the Italian
 liner ANDREA DORIA (29,083g, 1953) off Nantucket on 25/7/1956
 with the loss of 55 lives, to the East German Government. She
 will be renamed and used for recreation cruises for Communist
 officials and workers.

++The wooden aux. schooner ALMA DOEPFEL (151g, 1903) is to go on the
 Ida Bay-Electrona limestone run with the old schooner CATHKIT
 (139g, 1913).

++Flying a 209ft "paying off" pennant suspended by two balloons,
 Sydney's veteran pilot steamer, the CAPTAIN COOK (524g, 1939),
 sailed from Watson's Bay to Goat Island on her farewell trip
 on 25/5/1959. Her fate is undecided.

++The m.s. LAAKANUKI, ex-HMAS Motor Refrigeration Lighter 251, was slipped at Fremantle for hull scrapping and painting on 10/6/1959. Declared surplus by the R.N late in 1958, she was bought by Robert Saunier, of Cottesloe, WA, 12/1958, and arrived at Fremantle under her own power from Sydney on 5/2/1959. Her conversion for the fishing industry was then put in hand. She will shortly take up duty as a cray fishing processing boat.

*** **

++What is believed to be the last paddle steamer in serviceable condition, the sidewheeler ABILITY was recently towed from Port Stephens to Newcastle by the tug CERBERUS. The ABILITY, which had been tied up in the Lower Myall at Tea Gardens, is to be used to dredge gravel from the Hunter River above Newcastle. When owned by Allan Taylor & Co, the old sidewheeler was in the timber trade.

*** **

++ANL has sold four of its River-class ships to Albert G. Sims Ltd, a Sydney scrap metal company which proposes to employ the vessels to carry metal cargoes to the East. The four vessels sold are the RIVER HUNTER (5025g, Cockatoo 1946), RIVER MITTA (5179g, Williamstown 1945), RIVER MURRAY (5032g, Whyalla 1945) and RIVER NORMAN (6458g, Brisbane 1946).

*** **

++According to a statement made by the chairman of Burns Philp & Co Ltd, the company will shortly build one or two new ships.

*** **

++Carrying timber from Ulverstone (Tas) to Melbourne, the BLYTHE STAR (305g, 1945) was burnt to the waterline and sank in Bass Strait on 17/5/1959, following an explosion in her engine-room. The second engineer was killed, but the remaining crew members reached Burnie in the ship's boat.

*** **

++Following the BLYTHE STAR'S loss, the aux. schooner GERARD (194g, 1921) is to trade on the Ulverstone-Mainland run. Built at Kiel by F. Krupp A.G., the GERARD was originally the EDDA, and subsequently was named PALANGA, ANTIOPE, THERESE, and again ANTIOPE before becoming the GERARD.

*** **

++The veteran Sixty Miler CANOPUS (1337g, 1903) has been purchased by the Hornbeam Shipping Co., Hong Kong. The CANOPUS was employed on the New Zealand coast from the time of her building until 1940, when she was bought by the Sydney firm of R. W. Miller & Co Pty Ltd.

*** **

++Sale of the TALUNE (mentioned in a paragraph on the previous page) reminds one that she was named for an earlier TALUNE, which, along with other vessels belonging to the old Tasmanian SN Co, was taken over by the USSCo in 1891. The older TALUNE is best remembered for her finding of the missing PERTHSHIRE in the Tasman Sea in 1899. She was scuttled at Waikokopu, NZ, in 1925. The later TALUNE traded chiefly between Sydney, Newcastle and Hobart.

- ++A Hobart skin diver recently recovered some articles from the wreck of the smart little three-mast barque BRIER HOLME (921g, 1876), which was wrecked on the west coast of Tasmania, thirteen miles north of Port Davey, on the night of November 5-6, 1904, when bound from London to Hobart. No trace was found of the £30,000 worth of silver plate rumoured to be on board. The Sunderland-built Brier Holme belonged to the fleet of Australian traders owned by Hine Bros., of Maryport.
*** **
- ++The 225-ton BUSAMA, which for the past 12 years has been carrying motor spirit and aviation fuel along the New Guinea coast in 44-gallon drums, blew up in Wewak Harbour on 12/5/1959 with the loss of 21 lives.
*** **
- ++The USN's first submarine designed to fire the Polaris nuclear missile from under water or on the surface was launched ~~at New York~~ at Groton on 9/6/1959. She is the 5400-ton GEORGE WASHINGTON, and was built at Groton, Connecticut.
*** **
- ++The RAN took delivery of the third Daring class destroyer, HMAS VAMPIREZ, which was built and fitted out at Cockatoo Dockyard, on 22/6/1959.
*** **
- ++Broken Hill Pty Co Ltd is to build a 40,000-ton ore carrier at Whyalla. Details have not been disclosed, but when completed the ship will be the largest built in Australia.
*** **
- ++The hull of the FRANCE, construction of which began at St. Nazaire in 1957, is reported to be almost completed. It will be 1961, however, before the FRANCE goes into service in the North Atlantic passenger trade.
*** **
- ++Two veterans of the New Zealand coastal trade, the South Taranaki Shipping Co's FOXTON (209g, 1929) and INANA (255g, 1923), have lost their jobs. They have been carrying cheese which in future will be reiled from Patea to New Plymouth instead of being shipped by these two vessels to Wellington. The INANA was the first diesel-engined vessel designed for service in NZ waters; the FOXTON was built in NZ.
*** **
- ++The Tasmanian Government has bought the vehicular ferries ALEX ALISON and EWEN ALISON from the Devonport Steam Ferry Co., Auckland. One cost £6000, the other £8000, but by the time they are towed to Hobart and have new engines installed, the cost is expected to be close to £90,000.
*** **
- ++Carrying explosives from Melbourne to Hobart, the aux. ketch ARCONAUT II went aground for a short time on 16/6/1959, when her engines failed to reverse while she was berthing at the Hobart power jetty. However, when the tide rose she pulled herself off with only slight damage.

 QUESTIONS AND ANSWERS

ANSWERS

Q.14: The M.O.T. generally will not allow duplication of names on the British register, but may use its discretion and in the case of harbour or estuary craft does sometime allow duplication, especially if a name has been in use by a shipowner for a long time and has become associated with his services. The vessels on the British register named VICTORIA and FALCON all fall within this category.-Ron Parsons, Central Records, P.O.Box 16, Woodville, South Australia.

QUESTIONS

Q.18: What was the fate of the O.S.K. Marus which traded to Australia up to World War II, especially BRISBANE MARU, CANBERRA M, MELBOURNE M., and SYDNEY M? Has a list of war losses for ships other than British been published?-Noel F. Brown, 7 Sunnyside Rd., New Town, Tas.

Q.19: The former USSCo's MAHINAPUA (423g, 1890) is supposed to have been hulked in Sydney in 1910. Was she? What then happened to her?-Ron Parsons, Central Records, P.O. Box 16, Woodville, S.A.

Q.20: Are HMNZS BELLONA (which has now been sold and allocated to T.W.Ward Ltd for demolition) and HMAS HOBART identical sister ships? If not, in which ways do they differ? What were their previous names in the R.N?-David Mulcahy, Hobart, Tas.

Q.21: History and dates of laying up of Bathurst class minesweepers required; also all information useful in compiling a fleet list for William Holymans.-Lindsay Rex, Oakleigh Ave, Tarcoona, Tas.

Q.22: It is reported that TAVIUNI (1465g, 1890) was towed outside Sydney Heads and sunk about May 1931. What was the exact date?-Ron Parsons, Aust. Central Records, Box 16, Woodville, S.A.

Q.23: Wanted up-to-date details of Netherlands passenger ship ORANJE, including details of latest refit and air conditioning.-H. S. Watchorn, Hobart, TAS.

Q. 24: Did KONIGIN LUISE have a later name than EDISON? What was her ultimate fate? Is KONIGIN LUISE the only correct spelling of her ND L name?-Noel F. Brown, 7 Sunnyside Rd, New Town, Tas.

SEND REPLIES TO QUESTIONS TO THE LOG, SO THAT THEY MAY BE PUBLISHED.

Sydney Ferries' iron KANANGRA is being converted from a steam to a diesel ferry at S. G. White's yard, Balmain, N.S.W.

FOR THE PHOTO COLLECTOR

ON STARTING A COLLECTION-----By R. McKENNA (W.A.)

The first thing the beginner has to decide is what he wishes to collect, and this will depend on where his interests lie -- in war-ships, sailing vessels or merchant ships. He can decide to collect any one of these generally or specialise in a particular type, such as battleships or destroyers, coastal auxiliaries or deepsea sailing ships, liners, cargo tramps, tankers, old timers or coastal craft.

Then you have to decide whether you wish to keep your photos in albums or filing cabinets. Each has its advantages and disadvantages. John Bastock made some sound suggestions for album enthusiasts in the May issue of THE LOG, but he did not mention the need for an efficient index and cross-index once one's collection has grown to several albums.

I prefer filing cabinets, even though the initial cost is £4 to £7 (at least in WA) according to size and type. My own collection is housed in twin drawer 8"x5" filing cabinets, of which I have three, giving me six 8"x5" drawers. Each drawer holds approximately 500 cards, each with a ship photo mounted on it. I have 1600 to 1700 photos so mounted.

I mount my photos by slots in the cards, and using Indian ink print below each photo the ship's name in large letters. I set off the photo on its card by lining, etc., around it, and in the top right hand corner place the first letter of the ship's name for indexing purposes. The cards are arranged alphabetically, but I have recently bought blank index cards, so that I can further subdivide my photos according to the company to which they belong.

My cabinets, which fit snugly on top of one another, measure 19" wide, 6½" deep or high, and 17" from front to back. The filing cards themselves are what printers term 140lb buff system cards. They are tough, taking much handling and easy to print on in Indian ink. I have seen some 110lb buff system cards in use, but they are thinner and lack stiffness and do not handle so well.

I chose 8"x5" cards because of the various sizes of postcards, which for reasons of economy are the most suitable for most collectors, especially as shipping companies distribute pictures of their vessels in postcard size. This sized card, when the postcard is mounted on it, leaves sufficient space for the ship's name to be written in below and for some scroll or line work to be drawn round the photograph in order to set it off attractively.

(In THE LOG for September Mr. McKenna will write on Indexing.)

***A Review ...

THIS MONTH'S OFFER

... by "Navigator"

Although Photo Offer No 15 does not contain anything outstanding, there are several pleasing features about it, not the least of which is that the names of seven members are recorded as having contributed negatives. It is splendid to find the Photo Offer receiving such excellent support from those members possessing negatives, and it is to be hoped that future cooperation will be even greater. The introduction of a system of numbers for ordering will overcome difficulties arising from duplication of ship names and is to be commended. Collectors will not fail to note mention of two ships named BORDA -- Nos. 779 and 326 in the accompanying lists.

* * *

As to the cards themselves, perhaps the most interesting is that of the Japanese sail training auxiliary NIPPON MARU, which is shown under full sail. This card (No 763) is well worth obtaining.

* * *

More interesting from the historical aspect is the inclusion in this offer of the KARAGOLA (No 787) and the MAIHAR (No 761). They were both built in 1917 and both survived two world wars. Only two Brocklebank vessels achieved this distinction, the MAIHAR being one and the MAHSUD, also built in 1917, the other. The KARAGOLA was broken up in the UK in 1948, but the MAHSUD was in Lloyds for 1955-6 and the MAIHAR was still in Brocklebank's fleet in 1956-7.

* * *

Two oldtime tankers will delight tanker collectors. A real vintage ship, the BUCCINUM (No 780) was built at Middlesbro' in 1910 and formerly was the Berdwindmoor. In 1947 she became the THEODORA under the Greek flag and, bound from Odessa to Piraeus, stranded on the north side of Marmara Island 23/1/1955, breaking up in the following March. The life of the EULIMA (No 786), which was only 18ft longer than the BUCCINUM although built 27 years later, had a much shorter life, being torpedoed and sunk on 23/2/1943.

* * *

The BENALLA (No 778) and BORDA (No 779) were two of the P & O Co's famous B-class of 1911-12, designed as an improvement on Lund's Blue Anchor liners for the Australian run. The other trio of this class were the BALLARAT (1911), BELTANA (1912) and BERRIMA (1913). Both the BORDA, the last of the B-class ships, and the BENALLA were broken up in Japan, the former in 1930 and the latter in 1931.

* * *

The earliest ship offered is the DARMSTADT (No 785), which was employed by NDL on their South American, Far East, Australian and North Atlantic services as required. In 1910 she was sold to Turkey and as the KARA DENIZ was broken up in 1923.

* * *

P & O's CARTHAGE (No 753) is shown in her old guise, with black hull, stone uppers, and two funnels, while the tanker WORLD HILL (No 776) is depicted in Shell colors. The pre World War I BAWEAN, after becoming successively the GIEKERK (1927-35), LIANA (1935) and BAHIALOIDE (1941) was sunk as a blockship at Arromanches 6/1944. In 1949 her hull was raised and broken up at Ghent.

| | | | | |
|---------------------|------|-------|---------|------------------------------------|
| 756 HUNTINGDON | 1948 | 11281 | | Federal SN Co |
| 757 KARAMU | 1953 | 1988 | | USS Co of NZ |
| 758 KOOJARRA | 1956 | 2959 | Br to S | Government of WA. |
| 759 KOOLAMA | 1958 | 3400 | Br to B | Government of WA. |
| 760 LOCH RYAN | 1943 | 9935 | Br to B | Royal Mail |
| 761 MAIHAR | 1917 | 7684 | Br to B | Brocklebank. |
| 762 MELBOURNE STAR | 1948 | 13179 | | Blue Star |
| 763 NIPPON MARU | 1930 | 2283 | Br to B | Jap Govt (sail train- ing ship) |
| 764 PIONEER COVE | 1946 | 8266 | Br to B | United States Lines |
| 765 PIPIRIKI | 1944 | 10065 | Br to B | NZSCo. |
| 766 PORT DUNEDIN | 1925 | 7585 | | Port Line |
| 767 PORT WELLINGTON | 1946 | 10588 | Br to B | Port Line |
| 768 PRINCE CHARLES | 1930 | 2938 | Br to S | Belgian State Railways |
| 769 RINALDO | 1946 | 2957 | Br to S | Ellerman Wilson |
| 770 RIVER LODDON | 1944 | 4984 | Br to B | A.N.L. |
| 771 RUAHINE | 1951 | 17851 | Br to B | NZSCo. |
| 772 SNEATON | 1925 | 3678 | | Headlam |
| 773 TITANIA | 1937 | 6704 | Br to B | Wilhelmsen |
| 774 WAIWERA | 1944 | 11138 | | Shaw Savill |
| 775 WESTWOOD | 1935 | 1040 | Br to B | Constantine |
| 776 WORLD HILL* | 1953 | 12705 | Br to S | World Tankers |

Abbreviations: * denotes tanker. + denotes reproduction. Br=Broad-
side; Br to B=Broadside to Bow; Br to S=Broadside to stern; (A)=
Alongside.

The following reprints from earlier offers are now available on
doubleweight paper at 1s.3d. Australian, 1s. sterling:

| | | | | |
|-----------------|------|-------|--|-----------------------|
| 326 BORDA | 1951 | 4038 | | Adelaide SS Co |
| 286 DIOMED | 1922 | 10374 | | Holt |
| 405 KARATTA | 1907 | 500 | | Coast SS |
| 406 KOORAKA | 1925 | 300 | | Coast SS |
| 450 KOORAWATHA | 1947 | 4054 | | McIlwraith, McEacharn |
| 329 MLTARA | 1946 | 939 | | Adelaide SS Co |
| 330 MORIALTA | 1940 | 1356 | | Adelaide SS Co |
| 413 PARNDANA | 1955 | 470 | | Coast SS |
| 332 RIVER MITTA | 1945 | 5279 | | A.N.L. |

ORDER BY NUMBERS: SEE PREVIOUS PAGE FOR DETAILS: CLOSES 31 AUG 1959

Mr. Snook writes up details of the ship on the back of his cards, but
owing to the quantities supplied the WSS cannot do this. Here is
the relevant information, so you may write it on the back yourself:

CARTHAGE: Taken off Gibraltar 1 June 1936.

DORIC STAR: Taken in Thames 17 July 1934. Sunk by submarine, torpedo
and gunfire, 49.05 N, 13.05 W, 14 October 1939.

SNEATON: Taken in Thames 2 June 1934. Sunk by ADMIRAL GRAF SPEE,
19.15 S, 05.05 E, 2 December 1939.

See p. 110 for notes on some of the ships in the above offer