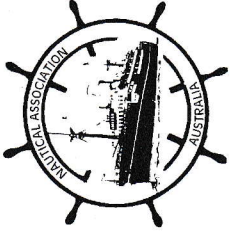


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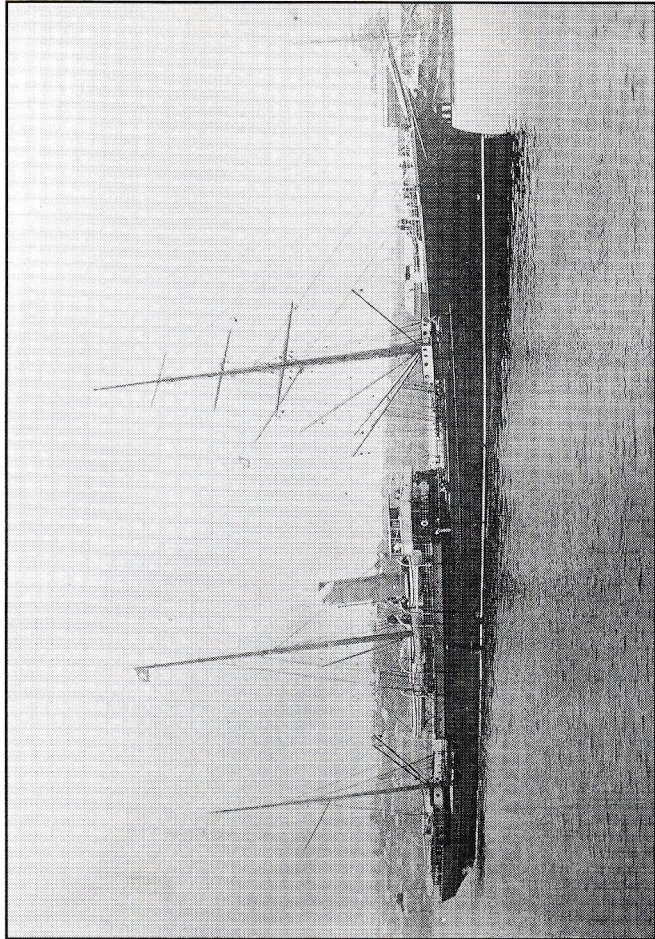
QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.
VOL. 30, NO. 3, ISSUE 129 - NEW SERIES
AUGUST 1997



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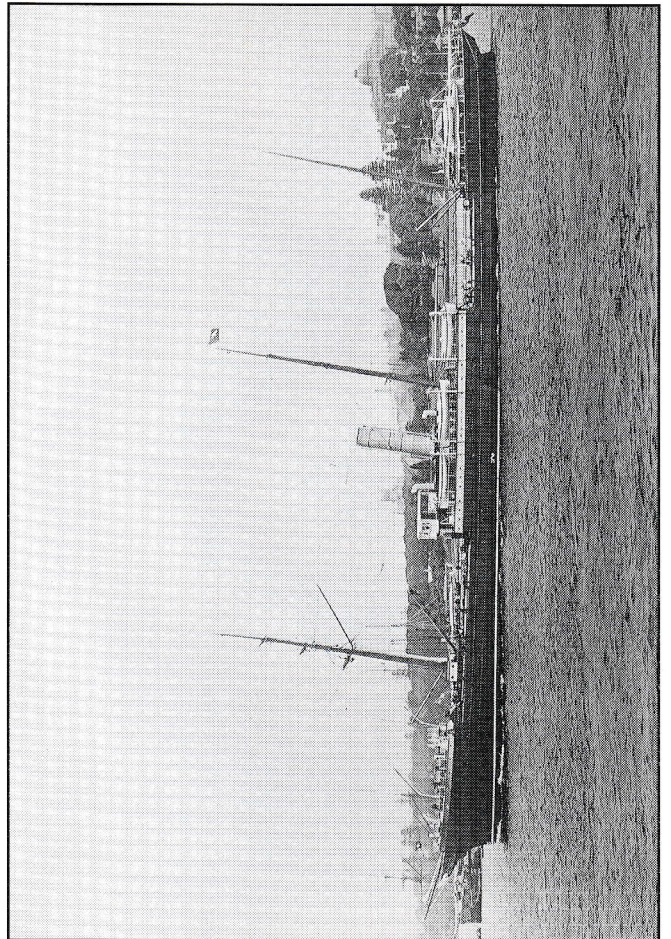
Photographed at Newcastle; see article on Adsteam Marine Limited.

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ABERDEEN (3,684/1881) Aberdeen Line.

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AUSTRALASIAN (3,662/1884) Aberdeen Line.

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THE LOG

quarterly journal of the

NAUTICAL ASSOCIATION OF AUSTRALIA INC.

Vol.30, No.3, Issue 129 - New Series
August 1997

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MY BRILLIANT CAREER: MAITLAND OF 1885

from H.W. Dick

Unremarkable except for her long and varied career, **Maitland** was built in 1885 by J. Knox & Co. of Sunderland for the Gulf Steam Ship Co. Ltd. of Port Adelaide as a 150 gross tons iron screw steamer designed for the dual purpose of cargo and cattle carrier and tug. Though only 100 feet in length she was solidly built with four iron bulkheads, which were probably the key to her longevity. For her size she was not exactly shallow draughted, her depth being quoted as 9.5 feet. Her two cylinder compound steam engine rated as 45 horsepower was supplied by the Sunderland works of J. Brewster & Co. Rigged as a three-masted schooner, she left London on 16 June 1885 and using only sail eventually arrived at Port Adelaide, where in December she was slipped and reregistered. She is not to be confused with the contemporary but much larger paddle steamer of the same name built in 1870 for the Hunter River New Steam Navigation Company as a Newcastle/Sydney packet. The little **Maitland** was named after a small town in the centre of the low plateau of the Yorke Peninsula, about 23 kilometres from the port of Ardrossan.

The Gulf Steam Ship Co. Ltd was a new concern that had ordered the new ship for the short run across St Vincent Gulf between Port Adelaide and Ardrossan. In the event she lasted only a few months in the trade before sailing for Fremantle in October 1886 to trade upon the West Australian coast. Parsons, Ships of Yorke Peninsula (1984), quotes the official reason for her withdrawal as 'poor trading conditions in South Australia', but implies that this may not have been the full story. It may be surmised that the new company had been called into being because of shipper dissatisfaction with the service provided by existing operators. In the normal course of events, rates would have been cut when **Maitland** was placed on the run, resulting in losses all round. As a new company the Gulf Steam Ship Co. was probably hard-pressed for working capital and after some months would have been relieved to come to terms, perhaps a rate agreement on condition that **Maitland** was withdrawn from the Gulf. Fortuitously, at just this time gold was found at Halls Creek in the Kimberley and in the middle of 1886 there began the first West Australian gold rush. Early in October **Maitland** set sail from Port Adelaide to the West, overladen with passengers and cargo, arriving at Fremantle on 14 October 1886. After a few months on the West Australian coast, she returned to Port Adelaide in June 1887. Evidently she did not resume her intended trade but was laid up for sale and the Gulf Steam Ship Company seems to have gone into liquidation.

In September 1887 the still very new but peripatetic **Maitland** was sold to The Right Honourable William Froggatt Walker, resident at 'Mifford', Toorak Road, Melbourne. Walker was a remarkably energetic, self-made man who had made his fortune in the colony. Born at Morpeth, Northumberland in 1844, he had arrived in Victoria in 1857 and at first worked as a wharf clerk for his brother Thomas, a wharf agent and cartage contractor, with whom he later went into partnership in the Melbourne Storage Company. By 1876 with one Oliver Vial he had formed the partnership of Walker & Vial as tea and general merchants at Western Market, Melbourne. By 1877 he is also listed as owner of a kerosene bond store in Moray Street, South Melbourne. Around 1882 William Walker bought into the import and general merchandise business of W.H. Wischer, which advertised as lime, cement and general merchants, coal importers (NSW coal was an import in pre-Federation days) and agents of the Hamburg-Magdeburg Fire Insurance Company. The connection with Wischer, who was also secretary of the German Association, traces back to before 1870, when his lime and cement business had been situated next to that of Thomas Walker, who probably handled the haulage. To ensure continuity of supply in the coal trade, in February 1884 Wischer & Walker purchased the steam collier **Titus** (760/1878) to run between Newcastle and Melbourne. Around mid-1884 Walker sold his interest in Walker & Vial and bought out Wischer, so that the partnership of Wischer & Walker became the sole proprietorship of W.F. Walker & Co. (by 1 January 1889 it was again a partnership with Sydney Akhurst of St Kilda). In February 1890 the firm became the most junior of the six parties, the others all well-known shipping firms, in the Melbourne coal vend.

Meanwhile, having already accumulated a modest fortune, Walker had in 1880 gone into politics as

a member of the Legislative Assembly of the Victorian Parliament after an unexpected victory in the seat of Richmond. He lost the seat in the general election a few months later but was subsequently given the opportunity to stand in a by-election for the seat of Booroondara and soon earned respect from both sides of the House. From February 1886 to March 1889 he served in the Gillies Ministry as Commissioner of Customs, his ownership of a bond store and import business in those days counting as experience rather than conflict of interest. Despite being a freetrader in a protectionist government, he was later said to have discharged his office 'with marked ability, rigorous impartiality, and with notable success'. One of his recorded achievements was the passing of the Marine Board Bill.

Walker's purchase of **Maitland** was connected with his firm's interest in the humble lime trade. During the 1880s 'Marvellous Melbourne' enjoyed a frenzied building boom. In those days before cheap local portland cement, lime was the essential binding agent in mortar and plaster. Since the 1840s supplies had been drawn from around Port Phillip Bay, notably between Rye and Portsea along the lower Mornington Peninsula and a fleet of small sailing craft was kept busy in this trade. Growth in demand and rapid exhaustion of natural fuel gave opportunities for quarries and kilns to be opened up further afield. By the mid-1870s the area around Lara (then known as Duck Ponds) above Limeburners' Bay on Corio Bay had emerged as the main source of supply; in October 1875 around 450 tons per month were being shipped out, mostly by rail to Melbourne. In the early 1880s, as Melbourne's building boom gathered strength, three new sources of high-grade lime came on stream. Coimadai near Bacchus Marsh also relied upon rail for transport to Melbourne. In 1881 owner of the Cavas Hill Estate (and father of Nellie Melba) to develop the large limestone quarry that became a local landmark. Third and most remote of these new ventures was at Waratah Bay, in the northwestern corner of Wilson's Promontory.

Limeburning leases on the high western shore of Waratah Bay had been issued in 1874 to a syndicate of seven persons including the aforementioned W.H. Wischer and the Melbourne shipping firm of Bright Brothers (Charles & Reginald Bright). Around 1880 the syndicate incorporated the Waratah Bay Lime, Marble & Cement Company Limited which raised the large paid-up capital of almost £7,500 (nominal capital £12,000) to bring this large industrial undertaking into production. In a small, sheltered cove at the base of the long, steep bluff, six large, stone kilns were built into the cliff face and a horse-drawn tramway laid out to bring in the feed and firewood and carry the bagged lime out to the end of the jetty. The company was probably in its heyday the largest lime producer in the colony. In November 1882 the 200 shares owned by Bright brothers were transferred to W.F. Walker, who in partnership with Wischer thereby gained control of 300 out of the 700 issued shares. In May 1884 the leases were transferred to William Walker; in December 1892, shortly after his death, the local town and post office were renamed as Walkerville. The site is still identified on the map but production ceased in the mid-1920s. Most of the kilns and the tramway have since collapsed into the sea. The long jetty was still extant as late as 1945, but only two posts now stand together on the beach like silent totems. What remains is just a pretty, sheltered beach and a few holiday houses at the end of a road.

In buying **Maitland**, Walker seems to have intended to put the shipping on a more regular basis than was possible with sailing ships that depended on the prevailing winds and tides. Hitherto he had used the schooner **Rubicon**, which carried around 900 bags (about 70 tons) per trip; she was lost in Waratah Bay in October 1887. **Maitland** could carry up to 85 tons (1,100 bags) of lime on a regular weekly schedule; this equates to around 350 tons per month, the aforementioned entire output of the Lara kilns in the mid-1870s. The shipment of lime was an awkward business. Packed in bags, it was combustible if not kept dry, which cannot have been easy when loading in the open roadstead of Waratah Bay. In 1890 a narrow pile jetty with tramway was built out into the shallow bay to provide safe berthing but the swell must still have demanded skill in loading. There must also have been some messy hold cleaning to be done in Melbourne after discharge. The firm's premises at 313-315 Little Flinders Street, just above Queen's Wharf and on the Yarra Bank, would have been well located to handle these dirty and bulky cargoes.

The higher costs of running a steamer could be sustained only if there were cargo and passengers both ways and sufficient profit in the outward general cargo and passenger trade to allow low back-haul rates on lime from Waratah Bay. Lime was a bulky, low value cargo and the output of Waratah Bay had to compete with supplies from Lara, Bacchus Marsh and Lilydale that enjoyed reliable access by railway to the Melbourne market. Walker advertised **Maitland** under Captain A. Mathieson to Port Albert, on the eastern side of Wilson's Promontory and the main port of access to South Gippsland. As a sideline she was also advertised in the summer in the Melbourne press as 'the fast and new **Maitland** open to enquiries for trade or house picnics on the Bay, licensed to carry 172 passengers'.

Opportunities in the outward trade improved considerably when the new entrance to the Gippsland Lakes was opened at Cunninghame (later known as Lakes Entrance) in June 1889. With a deeper and more reliable channel through the bar it now became possible to employ larger steamers to give a direct connection between Melbourne and Bairnsdale. Huddart Parker immediately switched their aging Bay steamer **Despatch** (237/1869) to the Lakes, also loading back at Waratah Bay on weekly round trips. The competition of both improved shipping services to Lakes ports and the state railway, which in 1888 had been extended from Sale to Bairnsdale, necessitated better and faster steamers. By mid-1891 **Maitland** had extended her weekly run from Port Albert to Bairnsdale via Lakes Entrance, still putting into Waratah Bay on the return journey to Melbourne and, for whatever reason, calling outwards at Sorrento.

Gippsland waters are notoriously tricky. Having passed out through The Rip, **Maitland** would have been off a lee shore all the way to Lakes Entrance, then had to cross a shallow and unstable bar, and finally negotiate the narrow and winding channels through the shallow lakes. It is hardly surprising that she suffered the occasional mishap. On 26 October 1888 she was carrying coke from Melbourne to the kilns on Waratah Bay and had rounded Cape Liptrap into Waratah Bay when she hit an uncharted pinnacle off Grinder Point and had to be beached nearby for running repairs on what became known as Maitland Beach. Refloated about a week later, she had to be assisted back to Melbourne for replating. On 1 August 1891 she struck a reef off the northern end of Glenmie Island off Wilson's Promontory, causing severe bottom damage. In mid-April 1894 she stuck in the mud at Paynesville and had to be lightened before refloating; no problem for her iron hull. A year later she suffered more serious damage when her rudder post carried away on the bar at Port Albert and then on 8 February 1897 she collided with the pier at Lakes Entrance and damaged her port bow.

William Walker died on 23 January 1890 at Eastbourne, Sussex, a resort town on the Channel south of London. Already in ill-health, he had resigned from Parliament in March 1889 and proceeded to Europe as president of the commissioners to represent Victoria at the Paris Exhibition. He left an estate worth £65,000, of which £35,000 was represented by his interest in the partnership of W.F. Walker & Company. His share in the business was bought from the estate by Herman Pannifex (sic), which led in August 1891 to **Maitland** being reregistered to the partnership of Akhurst & Pannifex. The business was nevertheless continued as W.F. Walker & Co. **Maitland** remained in her accustomed trade, although in mid-September 1891 her Melbourne agents became the local shipping agents J.R. Ellerker.

The new partnership seems to have been shortlived. Walker's death coincided with the collapse of Melbourne's property boom, which had reached its peak in 1889. By 1893 Victoria's construction activity was barely one-third of its former level, and the downward trend continued until 1897. The limestone trade, which had expanded so quickly in the 1880s, was hard hit by the depression. Prices fell and many suppliers were forced to withdraw from the business, including Akhurst & Pannifex. In August 1893 the trustee allotted the Waratah Bay leases to a partnership of Andrew McCrae and J.B. Ellerker. The former was a lime and building supplies merchant in Melbourne's Flinders Street with connections on the Mornington Peninsula; the latter, as already seen, the shipping agent for **Maitland** in the Gippsland Lakes trade. Then in November 1893 ownership of **Maitland** passed via Charles Orr and Salis Fischer (manager of the Melbourne Trust Finance &

Banking Company), both presumably acting as liquidators, back to the widow and beneficiary, Mrs Isabella Walker. The explanation of this circularity must be that at the time Pannifex had bought out Walker's interest, the estate had loaned back under mortgage the sum of £12,500, no doubt to help maintain the liquidity of the business. **Maitland** would have been part requisit for the outstanding amount. Ownership of **Titus** followed the same trail before her sale to Burns Philp in January 1896.

All these financial dealings had no observable impact on the operation of **Maitland**, which plied her regular trade much as before. Under the agency of Ellerker (formerly Carpenter & Ellerker) and now under John Leith as master, she continued to be advertised in a weekly service to the Gippsland Lakes every Wednesday noon from Melbourne's South Wharf with cargo for Port Albert, Bairnsdale, Mossiface (for Bruthen, Omeo and Glen Will), Metung and Lakes Entrance (Cunninghame), returning as usual to load lime at Waratah Bay. Ports of call varied somewhat, Port Albert and Metung sometimes being omitted in favour of the farther port Orbest, though it is hard to know whether the last was by direct call or by transhipment. Ellerker seems to have decided to concentrate on the shipping business, because in 1897 he sold his interest in the limeburning leases but replaced **Maitland** with the three-masted steamer **Argyle** (159/1876), bought from the Northern Steamship Company of Auckland. Although **Argyle** was an older, wooden vessel, she had better saloon accommodation, with the advantage of being located amidships. In the event she was replaced only a year later by the steamer **Glenelg** (210/1875), hitherto employed by Union Steamship in the Melbourne/Strahan trade.

The last sailing of **Maitland** in the Gippsland trade was in mid-August 1897. By the end of that year she had been refitted for 'fishing cruises' in Bass Strait under the agency of the Gippsland traders W. Cowper & Sons and with a new master. Since a Royal Commission into the fishing industry in 1892 the government had sought to develop trawling in the new fishing grounds of Bass Strait. There is minimal information as to how **Maitland** was fitted out and operated. Cowper had fishing interests in far East Gippsland, where the fishing industry had recently become established, but **Maitland** may have worked around the islands off Wilson's Promontory. It was probably at this time that her fore and aft holds were insulated, so that she could bring fish back to Melbourne on ice. There is also an unconfirmed report that during this period she was managed by Melbourne steamship owner Archibald Currie, in which case Cowper may have been merely charterer or agent.

In March 1899 the career of **Maitland** took another turn with purchase by the Melbourne Steamship Company Ltd (MSC) for £1,000. In his brief history of the company, Hardwick (The Log, Aug. 1990, p.101) simply notes that she became a Melbourne tug, but there is a much longer and more interesting story to be told. The company must have been aware that she had a towage capability, because the intention was indeed to fit her out as a tug for use in Melbourne as a more impressive consort for **Racer** (185/1886) than the wooden **Advance** (41/1891) and **Surprise** (33/1888). The company's superintendent shipwright and superintendent engineer submitted an estimate of not quite £500 for the job. As is so often the case with 'bargain purchases', however, the job proved more complicated than expected; the boiler needed work, then the bottom was found to be in doubtful condition, the funnel needed to be lengthened and the mast to be shortened. By July the cost of conversion had blown out to £1,100, more than her purchase price. Further work was then needed to gain official registration as a tug, including a new steel propeller and steam steering gear, an enlarged rudder and improved uptakes. She was then insured for £2,300.

At the end of November 1899, after eight months work, **Maitland** finally ran trials, achieving nine knots between Gellibrand Lightship and Point Cook. However, a fortnight later towing trials with the sailing ship **Loch Ryan** must have been a disappointment, because although **Surprise** was indeed put up for sale, **Maitland** was advertised for freight or charter. Evidently in serious towing, which after all is what a tug is meant to do, she did not sit well in the water, lifting by the stern with consequent loss of power and manoeuvrability. Further thought was given to improving her draught and furnaces, resulting in a redesigned firebox. As interim employment the company investigated putting her in the trade to Apollo Bay, but then resolved to use her in a share-fishing venture, two-thirds of the revenues to the owners, one-third to the fishermen. Instead, in mid-February she at last found useful work on two weeks charter to the Melbourne Harbor Trust. At the end of March

the company was approached by her former agent, Mr J.B. Ellerker, seeking to charter the ship for three to six months as a replacement in the Gippsland Lakes trade for **Gleneig**, lost at Lakes Entrance on the 25th. The company decided that it would rather go into the trade on its own account, but then Ellerker managed to purchase the much larger **Wyrallah** (302/1887) and the opportunity was lost. The company's competing advertisement for the Lakes trade was promptly withdrawn.

At about the same time the Fremantle branch suggested that **Maitland** might run on the West Australian coast. A decision was deferred until the ship was fully ready. In mid-April she had already run new trials to Point Cook and showed much improved steering. Approval was given to add a master's cabin on the bridge deck, then two new boats needed to qualify for a certificate for thirteen saloon passengers. Measurement of the holds, still fitted with insulation, gave tonnages of 43 and 31 tons for the fore and after holds, a total cargo-carrying capacity of 74 tons.

After all these frustrations and great expense, the Board of the Melbourne Steamship Company would happily have been rid of **Maitland**. In August 1902 she was offered to Port Phillip pilots for £3,500, reduced in March 1903 to £3,000, which would still have offered a good profit on her August 1904 valuation of £2,500. Probably well informed as to the vessel's limitations, the pilots instead purchased the steam yacht **Alvina** (194/1887) which served very successfully until the 1920s. In May it was decided to remove the insulation from the holds of **Maitland**, probably to improve her carrying capacity, and she was briefly laid up. Come September she was still for sale, but the best offer was from a Mr O'Donnell to use her to carry firewood from the Gippsland Lakes at six shillings a ton. Three months later there was interest to use her to carry fruit from Port Huon to Hobart, an offer which the company also declined. At the beginning of February 1903 she was advertised to Apollo Bay or for charter, running against Holyman's **Orion** (214/1900) and later **Dorset** (110/1883), both under the agency of J.B. Ellerker.

Meanwhile, at the beginning of February 1903 the Melbourne Steamship Company had attempted to force its way into the Tasmanian trade. The object was to gain back-haul cargo for its colliers in the Newcastle/Melbourne coal trade by capturing a share of the produce trade between Northwest Tasmania and Sydney, in opposition to the Union Steamship Company and James Paterson. **Melbourne** (1,739/1892) and **Brisbane** (1,119/1882) offered a weekly service in opposition to Paterson's **Glaucus** (1,363/1878). However, in rivalry with the Union Company, Melbourne Steamship was handicapped by the lack of return sailings from Northwest Tasmania to Melbourne. In mid-May **Maitland** was suddenly pulled out of the Apollo Bay trade and advertised as a regular steamer between Melbourne and Northwest Tasmania. This threatened the pool arrangements between the Union Company, Huddart Parker and Holymans, and obviously led to some hard talking. After a few weeks **Maitland** was withdrawn and apparently laid up, for she did not reappear in any subsequent advertisements. In further moves towards a settlement, the Melbourne company withdrew from the Melbourne/Tasmania trade in October 1903 and three months later the three warring parties finally reached agreement to share the Sydney produce trade.

In November 1904 **Maitland** gained some temporary work as salvage tender for a Mr J.G. Aikman, purchaser of the wreck of **Australia** (6,901/1892). Inbound to Melbourne on 20 June 1904, the four-masted P & O mail steamer had stranded at full speed on Corsair Rock off Point Nepean, at the entrance to Port Phillip Bay. The wreck was knocked down at auction to Mr. Aikman for the ridiculously low sum of £290, plus another £60 for the entire cargo. The enterprising draper salvaged a good deal of fittings and cargo and proceeded to make his fortune in a series of popular auction sales. Just before the sales began, the wreck was mysteriously gutted by fire. Aikman's purpose in chartering **Maitland** would have been to strip out the non-ferrous metals from the charred hulk, of which he reportedly salvaged several hundred tons. For this the modest draft, cargo gear and hatches of **Maitland** would have been very useful. He agreed to pay £15 for each day the ship was working, £10 per day when idle. A good deal of idle time was to be expected because the waters around Corsair Rock were treacherous and the wreck could have been approached safely only in fairly calm conditions. How many weeks the charter lasted is not reported, but in March 1905 it was renewed on the same terms as before.

In June 1905 the company's superintendent engineer, Mr Warnock, put forward plans to improve the earning potential of **Maitland** by lengthening her 168', increasing her cargo capacity to 150 tons and bunker capacity to 24 tons for an estimated cost of £750, excluding the dues for a month in dock. The aim was to carry more cargo on a lighter draft, but the proposal does not seem to have been taken further. Such lengthening would have made her a more practical cargo vessel but at the cost of further impairing her performance as a reserve tug. In the event, she remained an awkward compromise.

Trying to find some profitable use for its versatile but unemployed ship, in September 1905 MSC tendered to the Commonwealth Government's Postmaster General to take over from Howard Smith the mail service from Albany to the Bight outposts of Hopetoun, Esperance and Eucla at a subsidy of £3,000. Did her new owners know that she had in fact plied the West Australian coast almost twenty years earlier? Two months later the company was advised that its offer had been accepted. **Maitland** was hurriedly fitted out at the company's Hobson's Bay engineering works with deck cabins and basic accommodation for about forty passengers. She ran trials on 14 December and sailed for Albany four days later, arriving on Christmas Day 1905 after a crossing of seven days and five hours. There she replaced Howard Smith's larger but more elderly **Dawn** (522/1876), which was promptly sold to Samoa.

Maitland worked profitably, turning in a profit of £175 per month by mid-1906. In July the company was sufficiently encouraged to try and develop the trade by buying from George Bell the larger and very pretty **Julia Percy** (580/1876), renamed **Leeuwin** in the following January, which was about the same size and age as **Dawn**. **Julia Percy** was lying at Fremantle after recent salvage and looked to be a bargain. The company's intention was to lay up **Maitland** in the summer but, as had been the case with **Maitland** some years earlier, the refit of **Leeuwin** took much longer than expected and not until August 1907 did this come to pass. Then it transpired that **Leeuwin** was a heavy coal burner, which was an awkward and expensive problem with a terminus as remote as Eucla. Hence, come November the switch was reversed. **Maitland** was recommissioned and **Leeuwin** sent back to Melbourne in disgrace. As a matter of record (The Log 1990, pp 51, 140) it may be noted that in mid-1908, after survey, the latter was briefly entered in a new trade from Melbourne to Sydney via Eden, Tahira and Bermagui, but withdrawn after barely two months under protests from the established Illawarra & South Coast Company; some consideration was given to converting her to a collier to run between Newcastle and Sydney, and attempts were made to find a buyer, first at £3,500, eventually at £1,500, but when no offers were forthcoming she was hulked in Melbourne in February 1910. This 'bargain' must have lost the company several thousand pounds, for after taking almost a year to refit, she had traded barely six months, and unprofitably at that. No heads are known to have rolled.

The unglamorous **Maitland** soldiered on but was starting to earn some bad publicity. In February 1908 a letter was received from the Postmaster General complaining of her inadequate passenger accommodation and cargo space. Even though the contract was coming up for renewal, the company decided to take no action. Six months later the matter was raised again, with particular reference to the accommodation. The company chose to be non-committal while obtaining a quote from British builders Wood Skinner for a new small steamer. When the tender came up for renewal, the company put in a bid for £5,000 for a period of six years, but in the New Year discovered that The Adelaide Steamship Company, which had worked the trade until Howard Smith took over in 1903, had been the preferred bid with the larger but older **Ferret** (445/1871). The existing subsidy terminated on 31 January 1909, after which **Maitland** was immediately recalled to Melbourne, and arrangements made to liquidate the shore establishments. Three years on the Adelaide Company suffered the same fate, when the run was taken over by the West Australian Government, forerunner of what became Stateships; from 1912 to 1926 it employed **Eucla** (564/1901), then the pretty **Kybra** (858/1926) until the service was finally discontinued in 1940.

Although **Maitland** had been bought for use as a tug, it was only in 1909, ten years later, that she gained regular employment in this role. In Melbourne harbour towage was by agreement divided equally after 1905 between four companies, each with one large and one small tug. Although the

pioneer operator, by the mid-1900s MSC was looking to be rather outclassed. Its **Racer** (185/1886, 78hp) which came into service in 1890, had since been eclipsed by Huddart Parker's **Eagle** (229/1890, 95hp), the two-funnelled **James Paterson** (248/1902, 98hp) and Howard Smith's big, ex-French **Alacrity** (353/1893, 122 hp; acquired 1902), while Huddarts had on order the magnificent new **Nyora** (306/1909, 206 hp). MSC dithered over a replacement for **Racer**, which would be expensive, but saw the need to find a more suitable consort than the little wooden **Advance** (41/1891, 24hp). Redelivery of **Maitland** was a problem that became a solution. Ritch & Smith of Port Adelaide were offering a good price for **Advance**, whose delivery was held over until mid-January 1909. The Victorian Lighterage tug **Henry Moss** (36/1890) was then chartered for a few weeks until **Maitland** was ready for service.

Maitland thus settled in to her longest period of continuous employment as a harbour tug. How she looked around this time can be seen from photos in The Log (this issue) and Bull & Williams (1966). She looked like a tug of her vintage but, on closer inspection, with some curious features that harked back to better days. She was flush-decked, but with a pronounced whaleback abaft the bridge; apart from this rather tall, open structure, the only features aft were the rounded towrails and a long saloon skylight. A short upright mast well forward and a tall, thin and slightly raked funnel completed an appearance which, compared with the graceful **James Paterson** or even **Eagle** could only be described as ugly - solid but ugly.

In mid-1919 the superintendent engineer advised that either a new boiler or heavy repairs would be needed if **Maitland** was to pass survey at the end of the year. After investigation an offer of £1,900 was made to H.B. Black & Co. for the boiler and engines of the old Melbourne Harbor Trust steam dredger **Bunyip** (317/1879) [see The Log, May 1996, p.63]. The engines were promptly resold for £125. At the beginning of November 1919 **Maitland** completed refit at an all-up cost of £3,800 and showed sustained improvement in steaming and handling, albeit at slightly higher coal consumption. Nevertheless, by the mid-1920s **Maitland**, which had always been a stop-gap, was showing her age. In February 1923 the company had taken delivery of **Toorong** (246/1922), the long awaited replacement for **Racer**. After extensive refit **Racer** was in May 1923 chartered to Australian Steamships (Howard Smith) for twelve months, with an option of two years renewal. Whereas **Racer** and **Maitland** had been of almost the same vintage, **Maitland** was now quite overshadowed. In May 1926 the company again faced a major outlay. Repairs of some £2,380 were estimated to be needed to pass annual survey, though these would probably extend her life by about ten years. The cost was thought excessive for such an old vessel and inquiries were set in train to find a replacement. **Bustler** (74/1917) of Sydney was offered for £8,500 but thought unsuitable. Cockatoo Dock quoted £20,000 for a 100-tonner with delivery ten months hence, which was both vastly expensive and too slow. Eventually London agents located a suitable 100-tonner on the stocks at Yarwood & Sons, Northwich, which could be completed within weeks and delivered to Melbourne for about £10,000. This became **Keera** (100/1926) - originally to have been named **Kelpie** after an early MSC tug but disallowed by the Board of Trade. She was delivered on 5 January 1927, commissioned two days later and **Maitland**, her certificates expired, was immediately laid up at Williamstown and advertised for sale.

Despite an early, half-hearted attempt to offer **Maitland** to the Geelong Harbor Trust, for over eighteen months there was no interest in her purchase. Then at the end of October 1928 the company received a telegram from Strahan: 'Might place **Maitland**. What lowest bed-rock price?'. MSC quoted £450 cash but settled for £300 against a fully written down book value of £140. On 23 November 1928 she was registered to the brothers Frederick & Henry Grining (sic), apparently for use towing logs down the Gordon River to Macquarie Harbour on the West Coast of Tasmania. After repairs at Hobson's Bay Dock worth another £380 and with £120 of coal in her bunkers, she sailed from Melbourne for the last time on 28 November bound for Tasmania. What happened next is unknown, but the Grining brothers were either unlucky or had made a bad investment, because G.W. Cox in Bass Strait Crossing records that by 1929 she was laid up at Strahan.

On the eve of the Great Depression, this ought to have been her swan song, but in December 1929 **Maitland** was purchased for £1,500 by the Marine Board of Launceston. It may not have been

coincidence that at the same time her former master in the Gippsland trade, Captain Davies, was appointed warden of the Marine Board. **Maitland** now gained a new lease of life towing mud punts and lighters on the Tamar in support of the bucket dredger **Ponrabbell II** (1916). The accompanying photo taken by Terry Callen in 1939 when she was lying at the Public Works Department Wharf at Bellerive (opposite Hobart) shows that she had been refitted with a wooden mast and long derrick, possibly for handling buoys. Despite her battered appearance, she actually lasted another fifteen years, apparently still with her original engines and oscillating steam steering gear. Perhaps Tasmanian readers can supply details of this last part of her life. Early in 1955 she was at last retired, ignominiously stripped and finally on 19 (15?) December 1955 towed twenty miles downriver to Spring Bay and scuttled in the 'nineteen fathom hole'.

A small vessel with no claim to fame, **Maitland** nevertheless served for seventy years as a reliable workhorse in four states and in a very modest way made a small contribution to the economic development of Australia. Her similar contemporary, **Neicebee** (1883) has survived, albeit as a motorship, and has now been restored as a museum ship in Adelaide. She represents an important part of Australia's maritime heritage.

Sources

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CORRESPONDENCE

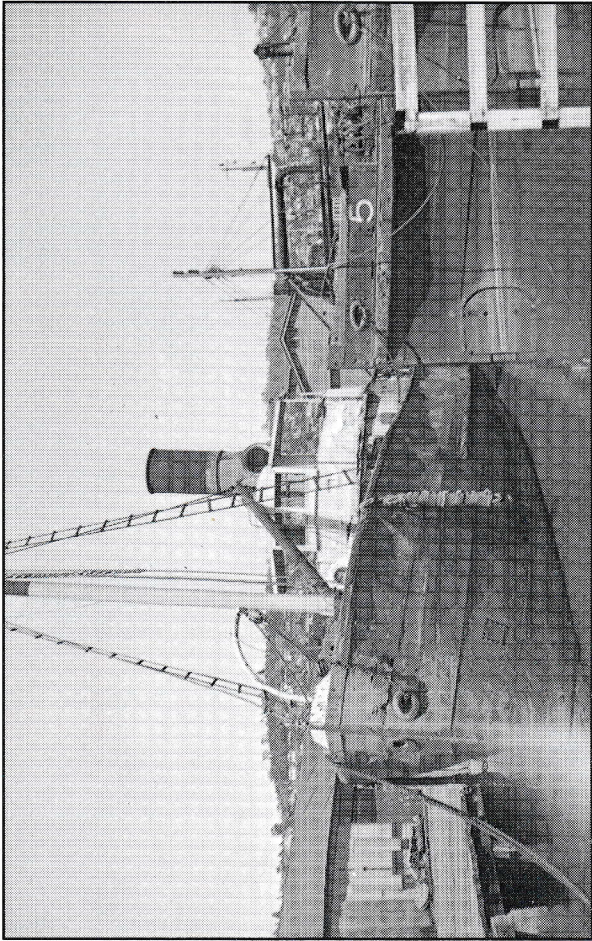
James Rawlings & Sons, Port Adelaide

From Mr. T.S. Stevens, East Bentleigh, Victoria.

I wish to obtain information about the firm James Rawlings & Sons, who were active in Port Adelaide as merchants and ship agents for about 90 years. It seems they were established about 1876 or before, probably as general merchants, and drifted into shipping agency. McKellar's AUSN history (page 110) mentions that they had been the Queensland Steam Shipping Co. Ltd. (1882) agents and subsequently became the AUSN agents at Port Adelaide.

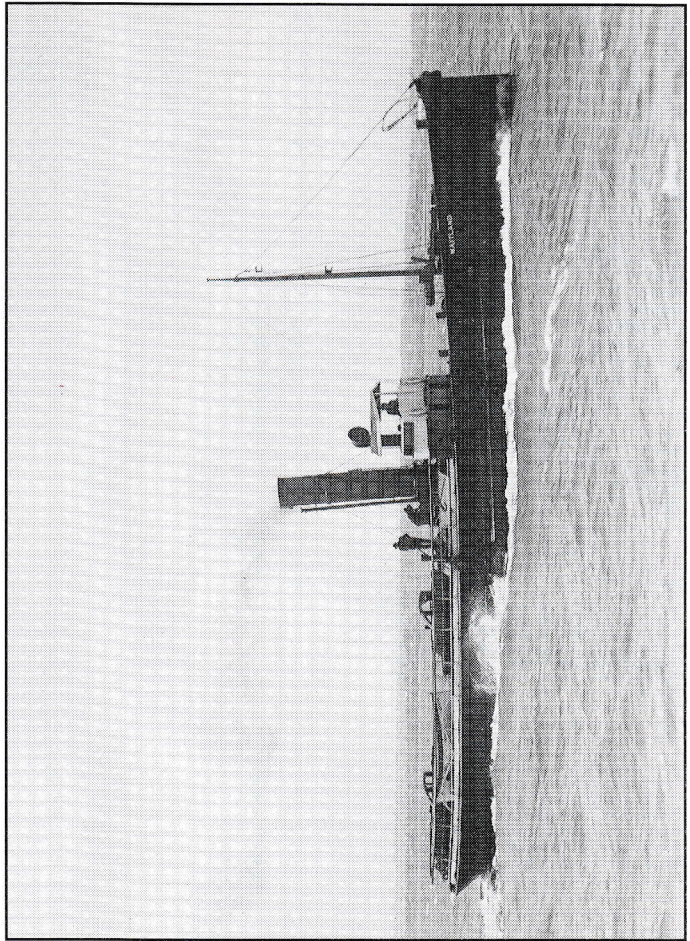
I have seen a report that the firm experienced some financial problems in the second half of 1887, probably due to the merchandising business. The firm at some stage passed into the control of a Mr Frank Rose and his sisters. R. Dowsett, who was in latter years the accountant, and another staff member, E. Penn, are said to have become partners, but this was probably after World War II. It seems Rawlings usually acted as the sub agent for shipping at Port Adelaide on behalf of the principal representative situated in the Adelaide CBD. I am not certain when Rawlings ceased business, but on the shipping side it was probably sometime in the 1960s when most of the upheavals and reorganisations took place.

T.S. Stevens

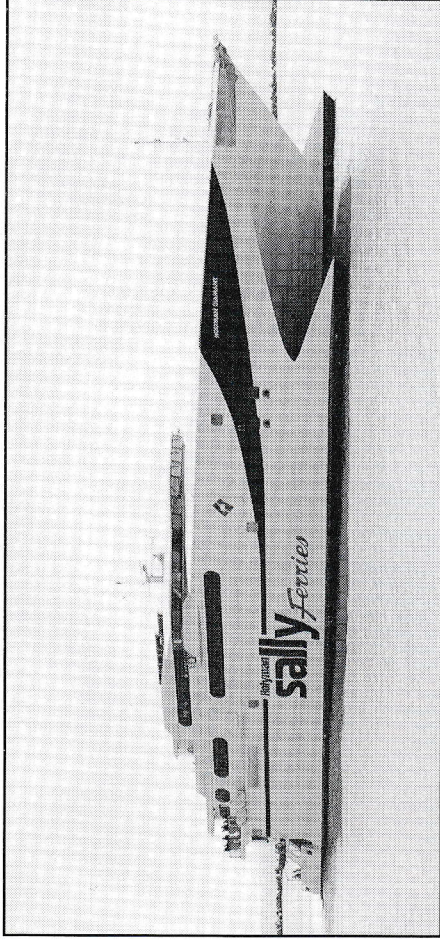


MAITLAND at Hobart, 1939.

(T. Callen)

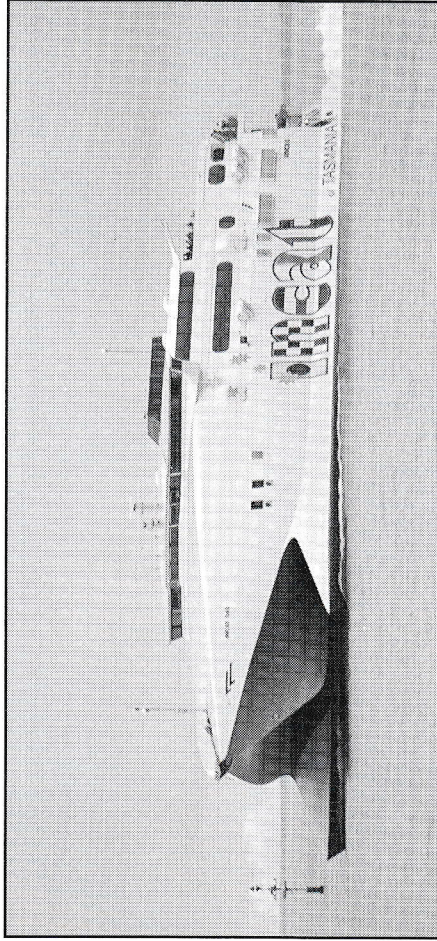


MAITLAND at Melbourne; Melbourne Steamship Co. (Green Collection, State Library of Victoria)



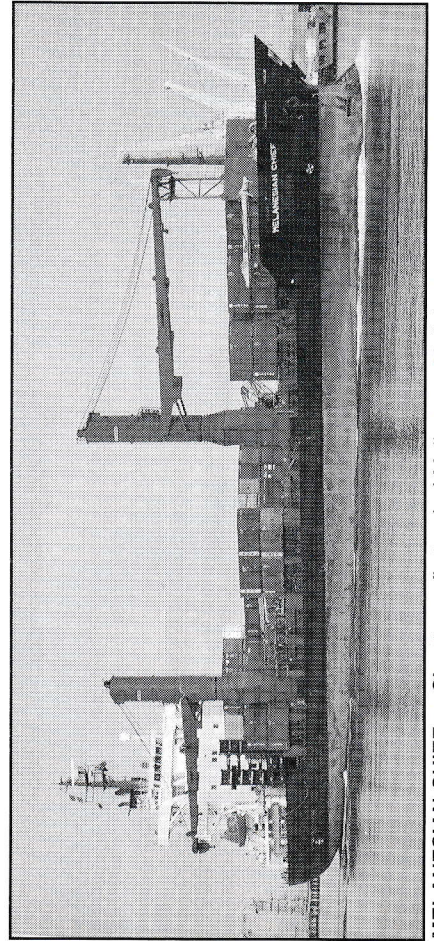
HOLYMAN DIAMANT arriving Ramsgate, 13 April 1997; see page 61.

(L.D. Rex)



INCAT 045 arriving Melbourne 20 July 1997.

(A. Mackinnon)



MELANESIAN CHIEF ex Shantung; first arrival Melbourne 20 July 1997.

(A. Mackinnon)

SYDNEY AND THE ABERDEEN LINE PART I: 1882 - 1891

from D.W. Finch

This is the third in our series looking at the relationship between the Port of Sydney and the steamship lines whose ships once graced our harbour and are now (P & O excepted) just a memory. By far the major sources from which these episodes are constructed are the daily newspapers of Sydney held in the State Library in Macquarie Street.

The Cape Route

The Cape Route - the ocean highway to the great lands in the Southern Seas!

Captain Arthur Phillip, RN, Governor-designate of the new colony of New South Wales, came this way in 1787 with what we now call The First Fleet; and after him came more convict ships bringing with them their reluctant human cargoes. But before Phillip the Dutch had rounded the Cape en route to their East Indies and on the way found, in some cases to their grief, the inhospitable west coast of Australia decades before Cook sailed along the opposite side of the continent.

The free settlers came this way too, in the Blackwall frigates and the clippers which followed. The original White Star Line (Pilkington & Wilson) followed this same ocean highway, as did that other White Star Line - the Aberdeen Line - but sailing from London instead of Liverpool.

Rounding the Cape came the Shaw Savill Line and their rivals, Patrick Henderson's Albion Line, before the marriage which made the company we remember. Then there were their great competitors, the New Zealand Shipping Company, their ships passing far to the south of Tasmania as the westerly winds drove them on to their destination, New Zealand.

But for many of these it was a one way passage, for while ships depended on the forces of nature for their means of propulsion the winds, blowing forever from west to east, indicated that the return passage would be around the dreaded Horn as the ships made their annual circumnavigations of the world.

Then came the steamers of the Aberdeen Line (George Thompson & Co). The Blue Anchor Line (William Lund & Co.) arrived on the scene and departed in a little over a quarter of a century, the owners devastated by a disaster which remains today one of the great mysteries of the sea and to be replaced by the Branch Service of P & O. The early Orient Liners came this way, too, including **Austral** on her disastrous second voyage in 1882.

As the century turned the great ships of Liverpool's White Star Line (Oceanic Steam Navigation Company) appeared and a decade later the equally large passenger ships of the Blue Funnel Line (A.Holt & Co.), although their freighters had come to Australia twenty years and more before.

For these steamers the limitations and restrictions which applied to their sailing counterparts did not apply and with motive power provided by steam and not wind they could all return the way they had come. But it was by a very different route for, keeping far to the north of their outward bound sailing sisters, they crossed the southern Indian Ocean avoiding the worst of those seemingly eternal gales which had provided the motive power for the preceding century or more.

When the New Zealand bound lines (Shaw Savill & Albion and New Zealand Shipping Co.) turned to steam their ships graced Australia with their presence with only a brief call at Hobart on the outward passage. With New Zealand farther east than Australia they continued their circumnavigation as their sailing predecessors had done until a shorter and more direct route was established with the canal through the isthmus of Panama.

Finally, as the war clouds descended over Europe for the second time in a generation, there came the mighty **Dominion Monarch**, the last and greatest ship to be built for the Cape Route.

The Aberdeen Line

The Aberdeen Line had been operating to Australia for many years before they entered the age of steam with the building of **Aberdeen** in 1882. The Company's conversion from sail to steam was a

long and slow process lasting almost a quarter of a century. During this period sail and steam co-existed on the Australian run; co-existed in more ways than one, for typical of most nineteenth century steamers all the early Aberdeen steamers were rigged for sail. Ten years after the arrival of **Aberdeen** the sailing vessels still outnumbered the steamers in the Company's fleet list by more than two to one and not until 1899 did the steamers dominate the fleet numerically. It was the end of 1905 when the last of the line's barques, **Strathdon**, at the time of her building the largest of her type afloat, finally lowered her Aberdeen Line colours. Because of this gradual conversion from sail to steam it was quite a number of years before the Aberdeen Line was able to offer what could be defined as a reasonable liner service between England and Australia. During this early period the voyages, particularly homeward, showed quite some variation and as a result we will look in some detail at the first ten years of the Aberdeen Line steamers.

Aberdeen: 1882 - 1889

Aberdeen was launched in December 1881 and completed the following March. Under the command of Captain C. Matheson the maiden voyage commenced from London on 20 March, leaving Plymouth two days later. She was in Cape Town on 24 April and arrived in Melbourne 14 May, the voyage terminating in Sydney on the 20th. The Sydney Morning Herald of 22 May gave the pioneer liner a comprehensive review:

"The steamship **Aberdeen**, which arrived early on the 20th, is a new departure to naval architecture as well as to marine engineering. The vessels of the Aberdeen Line have a long connection for wool carrying, and the new steamers will be available for catching the home sales, or else proceeding to China when there is no wool. The **Aberdeen**, although a Clyde-built vessel, has all the salient points of the Aberdeen clippers. Her lines are pleasing, and with the exception of an apparent fullness at the counter, she is all that could be desired in the way of draughting. The steamer was built by the well-known yard of R. Napier and Sons, Govan, Glasgow, and was launched on December 23 last year. She is 350 feet in length, with a beam of 44 feet moulded, and the depth of hold is 33 feet. The gross measurement is 3,616 tons, and as she has been constructed with a view to cargo carrying, her stowage capacity is immense. She is flush-decked, and there is also a spacious hurricane deck, on which is the captain's cabin and chartroom, and over which is the bridge from which the vessel is steered.

The engines of the steamer are on a new and peculiar principle, and are known as Kirk's triple-expansion. There are three cylinders - a high pressure, medium and low pressure - and these expand the steam for a working pressure of 125lb, and indicate 2,700 horse power. The boilers are steel and double-ended, and fitted with corrugated furnaces, of which there are 12 in all. The boilers were tested to a severe pressure of 250lbs, which they withstood. This description of engine is considered an improvement on the previous compound principle; and the result of this voyage of the **Aberdeen** is looked forward to by engineering authorities back home. From an economic point of view they have answered admirably, for on a consumption of only 36 tons of coal per day a speed of 12 knots has been realised.

The **Aberdeen** is not designed for a passenger trade specially, but she has a very fine saloon for a limited number. It is fitted up and furnished in luxurious style, and the polished woods are of very pretty grain. The state cabins are also light and roomy, and well ventilated."

Aberdeen departed Sydney on 7 June with 2,540 tons coal for Shanghai.

The second voyage followed the same route onwards, departing England in October 1882 and arriving Melbourne on 6 December and Sydney on 14 December. Here she loaded her first Australian homeward cargo which included 3,400 bales of wool and 3,000 cases of preserved meats, sailing on Christmas Day for London via Melbourne and South Africa. For the next seven years, 1883 to 1889 inclusive, this pattern was maintained - two voyages per annum, the first each year terminating in Sydney during our autumn. Here she loaded a full cargo of coal for Shanghai. The Aberdeen Line tea clippers were world famous and no doubt **Aberdeen** was sent to China to participate in this very lucrative trade. On her second annual visit she arrived late in the spring, and

from 1883 to 1889 continued on to Newcastle. On these occasions she loaded in Australia for home, the principal cargoes being wool in bales and copper ingots.

As noted by the reporter for the Sydney Morning Herald quoted above she was not originally designed for the passenger trade. This however was changed after a few voyages, and when she arrived in Sydney on 26 November 1883 she had on board, in addition to a large cargo, 13 saloon and 337 steerage passengers.

Her next voyage was marred by tragedy. She left her London berth on the morning of 1 March 1884 and anchored off Gravesend that afternoon to pick up passengers and the Channel pilot. Whilst at anchor Captain Matheson ordered a box of blue lights and signal rockets be removed from the bridge, but before this could be done the contents exploded killing the master, the chief officer and the Gravesend pilot. The ship's departure was delayed five days. On this voyage she brought out her second group of emigrants, arriving in Sydney on 28 April with 14 saloon and 195 steerage passengers on board.

Her next five outward voyages were all on charter to the Orient Line. In each case passengers were embarked at Plymouth and, after a call at Tenerife for bunkers, she was routed direct to Sydney without touching land, a non-stop run of about 40 days.

These voyages were:

	Depart Plymouth	Arrive Sydney	Emigrants
1884	10 Sept.	1 Nov.	611
1885	27 Feb.	13 Apr.	541
	8 Sep.	24 Oct.	653
1886	24 Feb.	13 Apr.	670
	28 Sep.	13 Nov.	667

In such a comparatively small ship of just over 3,500 tons and 350 feet in length conditions must have been extremely cramped, but they were undoubtedly superior to those on contemporary sailing vessels.

On the first of the voyages listed above a defect was discovered in the crankshaft on 24 September, two weeks out from Plymouth, and the ship put in to St. Helena on the 26th to effect repairs. Fortunately HMS **Opal** was there at the time and engineers from the warship assisted the ship's company in the work, which delayed **Aberdeen** until the 29th. During this enforced stay passengers were confined to the ship. On this voyage the emigrants were mainly of Scottish and Irish origin and the occupations were stated to be mainly farm and other labourers together with some painters, carpenters and bricklayers.

A dissection of the passenger list for the voyage which commenced from Plymouth on 8 September 1885 reveals that the 653 in the steerage comprised 80 married couples, 133 single men, 180 single women, 75 boys, 88 girls, 14 infants and three members of the NSW (Army) Contingent. Also on board were six passengers in the saloon and six stowaways.

As already noted, **Aberdeen** departed Sydney on alternate voyages for Shanghai with coal and home loaded mainly with wool and metals, with some general cargo. It would be some years before refrigerating machinery was installed to allow entry into the frozen food trade. Outward bound, however, the Aberdeen Liners brought large quantities of general merchandise and the manifest for the voyage which terminated in Sydney on 20 November 1887 gives an insight into the needs of a colony approaching its first centenary:

"2,000 casks cement, 3 casks files, 200 pkgs hardware, 248 joists, 24 rolls lead, 250 bags lead, 26 pkgs machinery, 197 rails, 20 tons pig iron, 43 pkgs bolts & nuts, 54 anvils, 54 cables, 2 pkgs Muntz metal, 140 lamp tops & shafts, 304 bars iron, 4,908 bricks, 12 cases bricks, 4 cases earthenware, 148 kegs paint, 22 pkgs paper hangings, 66 crates bottles, 1 bale cotton, 846 trunks boots, 197 pkgs grocery, 9 cases paper, 1 case poison, 2 cases quinine, 26 tanks confectionery, 623 cases drapery, 65 pockets hops, 108 cases oil stoves, 180 cases apothecary's ware, 2 cases cigars, 6 tanks 100 cases fish, 2 frames felt, 17 cases knifeboard, 8 cases sadlery, 115 cases beer, 21 casks

ham, 150 cases 2 hogsheds 4 casks wine, 19 tanks 6 cases toys, 102 cases jam, 31 cases 5 casks ham & cheese, 2 tanks almonds, 2 casks cotton waste, 6 pkgs naval stores, 10 barrels potato flour, 3 frames pavement lights, 11 cases salt & sundries, 18 tanks hops, 500 pkgs merchandise, 370 pkgs merchandise for Newcastle & Queenstown." (SMH, 21/11/1887).

Australasian: 1884 - 1891

The new ship commenced her career with an Orient Line charter for her maiden outward voyage, which commenced at Plymouth on 8 July 1884 with 643 Government emigrants on board. She arrived at Sydney on 21 August, the voyage terminating at Newcastle on 6 September. She then loaded at Newcastle, Sydney and Melbourne for London. In the issue of 22 August the Sydney Morning Herald welcomed the new ship:

"Messrs. George Thompson & Co's new steamship **Australasian**, the latest addition to the White Star Line, entered the Heads at about 7 o'clock last night, and anchored in Watson's Bay to await examination by the port health officer. She is from Plymouth with 640 Government immigrants, who have arrived "all well". The **Australasian** is under the command of Captain Alexander Simpson, who is to be congratulated on the success of his first venture in steam. When last here he was in command of the ship **Samuel Plimsoll**."

The six Orient Line voyages - five by **Aberdeen** and one by **Australasian** - brought out 3,785 new settlers to Sydney without a single fatality en route, a most enviable record. In fact this was to be a feature of the Aberdeen Line as Commander C.R. Vernon Gibbs, RN (Retd) says in British Passenger Liners of the Five Oceans (Putnam, 1957) "The Aberdeen Line boasted a proud tradition and never lost a human life". If true, this would have been an extraordinary achievement.

Her second outward voyage was for her owners, again with immigrants and included calls at Adelaide, Melbourne and Sydney before terminating at Newcastle on 8 February 1885. Here she loaded 3,000 tons of coal for Bombay, returning to Sydney on the 13th. With the Orient liner **Iberia** she was chartered by the Government as a transport. The two ships sailed on 3 March with troops, horses and military stores bound for Suakim via Aden. There does not appear to be any record of the coal being discharged prior to departure from Sydney, so presumably it was still on board when she sailed.

For the next five years, 1885 to 1889, as for **Aberdeen**, she completed two round voyages per annum arriving Sydney August/September and February/March each year. Each spring she loaded for home while on the other occasion, whereas **Aberdeen** went to Shanghai, the itinerary for **Australasian** was more varied:

24/2/86 : to Colombo in ballast, arrived there 13 March and ordered to Bombay.

28/2/87 : 2,900 tons coal to Bombay via Mauritius.

28/2/88 : 2,700 tons coal to Mauritius.

4/4/89 : 2,800 tons coal to Singapore.

30/7/90 : 3,148 tons coal to Batavia via Darwin.

After discharging the coal in Batavia she loaded a full cargo of sugar in Dutch East Indian ports for Melbourne and was back in Sydney on 20 October. She then loaded for London, sailing on 26 November; this turnaround time of over five weeks was not at all unusual for these times.

Damascus: 1888 - 1891

Damascus arrived in Sydney for the first time on 9 March 1888, and on the 12th the Sydney Morning Herald described the new ship, including the following on her passenger accommodation:

"The **Damascus** has every reason to be called a passenger ship, for she has berth accommodation for 41 saloon passengers. The cabins have two berths in each with all the latest improvements, with electric bells and lights in each. There are also cabins which are exceedingly roomy for families. The general decorations are in keeping. The saloon is reached by a substantial broad companionway from a large deckhouse aft. Here are also to be found a social hall for the ladies, and

abaft that again is a gentlemen's smoking and card room, both handsomely fitted and upholstered. The whole of the adornments are in excellent taste. Bathrooms, lavatories, and such like are also to be found, in fact conveniences of every kind are to be found on board."

Her maiden voyage had commenced in London on 19 January 1888 and she brought out a large cargo amounting to 4,500 tons, together with a few passengers. After a call at Newcastle she departed Sydney on 24 March with 2,795 tons of coal for Bombay.

All ships using the Cape route were liable to be subjected to heavy weather conditions, as was the case on the fourth outward voyage of **Damascus**. Ten days after leaving Cape Town on 21 July 1889 she encountered hurricane force winds; ladders and deck fitting were carried away, lights and windows in the aft deckhouse were blown in, the saloon and social hall were flooded, one lifeboat was lost overboard, one passenger suffered a broken ankle and another a broken arm. She departed Sydney on 30 August in ballast for Calcutta via Melbourne. **Damascus** left Calcutta on 6 October and, after a call at Normanby, arrived back in Sydney on the 28th and loaded for home. An unusual deviation for the Line was the routing of **Damascus** through the Suez Canal on the homeward voyage which commenced from Sydney on 12 October 1890.

In 1891 **Damascus** departed Sydney on 25 July for Mauritius with 2,000 tons of coal, 5,475 bags of fertiliser, 11 horses and a quantity of general cargo, arriving back two months later. This brought to an end these deviations for the Aberdeen Line, as with **Thermopylae** about to be delivered future voyages would be directly between London and Australia in both directions.

Aberdeen: 1890 - 1891

During this final two year period of the opening phase of the Aberdeen Line's involvement in steam **Aberdeen** continued as for the preceding years, except that instead of to Shanghai her autumn voyages from Sydney were directed to Singapore in 1890 and Mauritius the following year, both with full cargoes of coal.

Aberdeen : iron screw barquentine; 3,684G; built R. Napier & Sons, Glasgow 12/1881; 362.5 x 44.4 x 23.5 feet; port of registry Aberdeen; machinery triple expansion.

Australasian : iron screw barque; 3,662G; built R. Napier & Sons, Glasgow 4/1884; 361.6 x 44.2 x 21.3 feet; port of registry Aberdeen; machinery triple expansion.

Damascus : steel screw steamer; 3,726G; built R. Napier & Sons, Glasgow 12/1887; 362.0 x 44.3 x 23.6 feet; port of registry Aberdeen; machinery triple expansion.

(to be continued)

SCOTTISH WIZARD

from T.S. Stevens

DISASTROUS VOYAGE OF THE SCOTTISH WIZARD

LOSS OF FIVE MEN
SERIOUS DAMAGE TO THE VESSEL
ALL BOATS WASHED AWAY

Such was the headline to the lengthy report that appeared in The South Australian Register on Saturday 20 September 1890, following the arrival of the vessel at Semaphore the previous evening in a battered condition, from London on 6 June; Alexander Ross, Master, and David Anderson, City and Port agent.

Scottish Wizard was the last of the seven iron barques built to the order of McLlwraith, McEacharn & Co., London, and by far the largest. This firm is better known for its coastal operations, but is unique in the annals of Australian maritime company history, having started trading to Central Queensland in 1876 carrying cargo and migrants by sailing ships. It was not until 1887 that Malcolm McEacharn, who had been based in Queensland from 1879, opened an office in Melbourne, and not until 1890 was there direct involvement in intercolonial shipping.

The report relating to **Scottish Wizard** is presented slightly abridged to avoid repetition:

"in every way she is a most desirable vessel, but too deeply laden for a coarse passage. On arrival on Friday evening shortly before sunset it was shown by her appearance that she had been somewhere in the war of elements, for the whole of the after end was a complete wreck. The main skids were absent, the whole of the poop rails away, with skylights, companion and wheelcover. The wheel was supplemented by a temporary concern made of rough timber. There were fragments of one boat on the fore deckhouse, and one boat was pretty sound, but that was the only one out of a suite of five with which she had started from London. The whole of the wreckage, however, was but a trifle compared to the loss of life, for five brave fellows had been inevitably lost overboard.

When off the Cape in 41 S a sea broke onboard and stove in one of the lifeboats. Matters had gone on pretty fairly till August 20. During the first part of the day a fresh north west gale was experienced with heavy rain squalls. At 11 a.m. the wind shifted slightly west, the glass was not extraordinarily low, the weather appeared to clear up, and the vessel was running due east at twelve knots, being under whole main topsail and foresail. At noon the position was 43.48S 52.14E. During the afternoon the wind increased, blowing in occasional heavy gusts, which towards midnight had increased so furiously that it was necessary to again shorten sail, and the upper main topsail was furlled as the vessel scudded before a mountainous sea, which afterwards broke onboard in huge volume, completely flooding the decks.

On the 21st the gale continued with redoubled fury, the squalls being of hurricane force and the sea perfectly appalling. At about 4.30 the Master went below for a few minutes, leaving the second officer, Mr. J.W. Anderson, in charge of the deck, John Walton being helmsman. At five a stupendous sea, which is described as towering 30ft above the vessel, rolled down on the poop and effected a most immediate wreck. The master rushed out of the cuddy, which was waist deep in water, only to find both men washed away and the vessel quite submerged in an angry sweep of water. All the poop rails away, the wheel broken so as to leave but a few spokes. Some stanchions broken off at the deck and the boats' davits of 4 in. iron were snapped like carrots. The starboard side of the break of the poop was stove in, giving water free access. There was also damage to the rigging and cross trees of the mizzen mast.

As soon as day broke the hands were turned to clear the waist of encumbrances and were so employed when another heavy sea rolled onboard, completely filling up the deck, so much so that the whole waist was under water. For an instant it appeared as if the vessel was foundering as she staggered beneath the severe shock. She, however, recovered, but only to find three more of her men had been washed away. One was James M. Mowat, a carpenter, who had sailed with Captain Ross for many years, and the others able seamen Edward Marsden and Henry Henderson.

The deck was damaged in places, but not sufficiently to let any water below, but quite enough got down through the cabin to show an increase in the well of up to seven inches. Towards the close of the day the sea fell and the weather moderated, allowing damage repairs. The next day the weather deteriorated and the vessel was hove to until it abated and some temporary arrangement could be set up for the steering and compass, which took several days. The vessel passed Cape Leeuwin on 11 September."

Scottish Wizard was completed by A. Hall & Co., of Aberdeen in August 1881, a three masted iron barque, 1,209 tons gross, 1,140 net, 1,045 under deck; 226.6' (69m) in length, 36.0' (11m) beam and depth 20.0' (6m). The fore-castle was 32 feet (9.7m) long and the poop 42 feet (12.8). The

vessel was registered in London. On the maiden voyage it sailed from London on 9 October 1881, called at Plymouth to embark 270 migrants (on a later voyage it carried 400) and proceeded to Maryborough (Hervey Bay), Queensland. The register was closed on 22 June 1900 upon sale to F. Lauro diP, renamed **Pasquale Lauro** and registered at Castellamare, Italy. Lloyd's War Losses (for World War I) records the vessel as having sailed from Genoa on 31 August 1916 bound for Pensacola, Florida, and lists this and other 'untraced' vessels 19 December 1917. Another report states that **Pasquale Lauro** went missing in 1917 while on passage Norfolk, Virginia, to Genoa.

(Mr. Stevens has for some years been researching the history of McIlwraith, McEacharn & Co., consulting sources in Australia and overseas. He is preparing a manuscript on the Firm's history. Editor)

FLAGS AND FUNNELS

Strait Shipping Ltd. has settled on an attractive design for both flag and funnel, the flag being distinctive with its 'flag on a flag' design. The flag at No.13 has three distinct folds with two vertical white lines highlighting the folds and is light blue over dark blue. The company entered the Cook Strait trade with **Straitsman**, and subsequently acquired **Suilven**.

Pacifica Shipping Ltd., a subsidiary of Pacifica Shipping (1985) Ltd., operates the large processing stern trawler **Cordella** with the colours shown at No.14. Bought by Skeggs Foods in 1985 and transferred in 1989, **Cordella** had previously been requisitioned for service as a minesweeper with the Royal Navy during the Falklands Islands crisis. Note that there are three white bands, the upper consisting of two of different widths.

Following the entry of Japan into World War II, it was quickly realised by both the RAN and RNZN that there was an urgent need for anti-submarine patrol boats and the Fairmile B design was chosen by both services. The RAN acquired 35, of which 20 were assembled from UK-supplied kits and 15 were wholly built in Australia. After hostilities ended nearly all were taken up as tourist launches or private yachts. One of the four built in Brisbane ended the war at Fremantle, was bought by R.G. Roberts of Perth and after conversion became **Ocean Cruiser**, a Swan River excursion launch with the colours shown at No.8. After only a year as such she was sold to the Port Nicholson Launch Company.

A very well known New Zealand Government ship was **Wairua**. It maintained the service from Bluff to Stewart Island for twenty four years until sold to Interport Shipping Corporation of Suva for its inter-island service in 1985. Their yellow funnel shown at No.5, together with a green hull, were the same colours used in later years on the Foveaux Strait service. **Wairua** was wrecked on Namalata Reef on 8 August 1993.

Not long ago an Italian company trading to this part of the world caused some consternation when it made the decision to paint its new class of ships in individual colours, resulting in all over butter yellow, shocking pink, etc., and one wonders at the feelings of the crew constantly looking at the one shade of colour. The same scheme has been applied to Antarctic Shipping Pty. Ltd.'s **Aurora Australis**, although for a practical reason. The very dark blue funnel shown at No.10, a yellow crane and a black lattice mast are the only contrasts to an overall red ochre hull and accommodation block. Built for a specific purpose, Antarctic supply and research, the ship could never be a contender for a "good looks" prize.

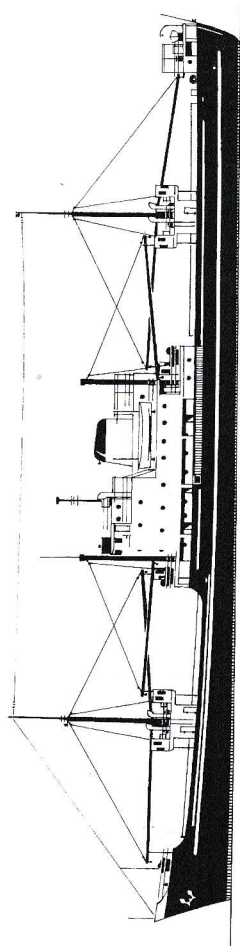
Silk and Boyd Ltd. of the Cook Islands owned and operated a number of small coasters around the island and even ventured as far as the East Coast of Australia on occasion. The company did not standardise on a colour scheme, and the buff funnel with black top at No.3 was that of **Manuavi** during her period under Silk and Boyd control.

The early years of this century saw the formation of a number of shipowning co-operatives on both sides of the Tasman. In the majority of cases the co-operatives were created in an attempt to break

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COLOUR CODE = BLUE RED YELLOW		

SHIPS OF THE PAST

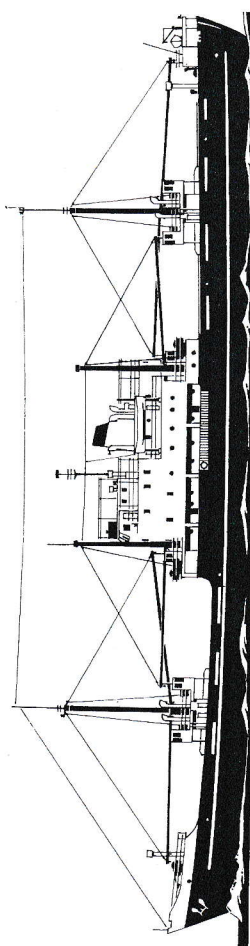
from the pen of Peter Nicolson



Burwah

2,669 tons gross. Single screw motorship, one deck. Completed 3/1956 by Burntisland SB Co. Ltd., Burntisland. 310'1" x 44'8" x 18'10.5". Fitted with oil engine 2SA 9cy 340 x 570mm by British Polar Engines Ltd., Glasgow. Ship built for Australian Steamships Pty. Ltd. (Howard Smith Ltd.), registered at Melbourne. 1964 Aust. S/ships P/L renamed Howard Smith Industries Pty. Ltd. 1968 Converted to cement carrier. 1978 sold to Zefyrus Maritime Co. SA, Greece, renamed **Faros**. 1978 To Faros Maritime Co. SA, Greece. 1978 To Halkis Cement Co. SA, Greece, renamed **Evrivos Express**. 16/5/1986 Arrived Piraeus for demolition.

(drawn 9/1957)



Macedon

2,737 tons gross. Single screw motorship, one deck. Completed 10/1957 by Jos. L. Meyer, Papeburg, West Germany. 316'4" x 45'0" x 19'0". Fitted with oil engine 4SA 8cy 400 x 600mm by Masch. Augsburg-Nurnberg, Augsburg. Ship built for Australian Steamships Pty. Ltd. (Howard Smith Ltd.), registered at Melbourne. 1964 Aust. S/ships P/L renamed Howard Smith Industries Pty. Ltd. 1986 Sold to Vila Maritime Ltd., Fiji, renamed **Macedon1**. 1/7/1987 Arrived Kaohsiung for demolition.

(drawn 2/1958)

References: Lloyd's Registers; Tony Starke, Registers of Merchant Ships Completed in 1956/1957

an actual or perceived monopoly. One such was the Richmond River Co-operative SS Co. Ltd. (No.1), formed in 1910 to run against the established services of the Estate of the late Thomas Fenwick on the Richmond. The vessels used by the new company were **Aggie** (25/1892) and the purpose built **Wardell** (47/1912). Both were sold to Davis Bros. & Burgess in July 1916 and the company ceased trading.

In New Zealand the Northern Wairoa Co-operative Dairy Co. Ltd., (No.9) started with the steamer **Te Pioneer** (36/1910) in the same year, subsequently adding **Monica II** (62/1909) and **Lomen** (22/1910). The major difference here though was that, small as it was, the company had a house flag. The letters were red.

The same funnel colours were used by Glenfield Shipping Services Ltd. (No.12) on their fish factory **Glenelg**, better known as **Yalata** (363/1955) of Coast SS Co. of Adelaide until 1977. Regrettably the company, like so many other small operators, did not use a flag. **Glenelg** gained some notoriety when it was stolen from Cairns in January 1980, seized at Port Vila a few days later and subsequently stolen again on 18 December 1981. A week later, on 24 December 1981, she was caught in a cyclone and wrecked near New Caledonia. (See The Log, Feb. 1982, page 33).

Another former member of the Coast SS fleet, **Parndana** (462/1955) was sold in 1963 to become **Komaiwai** of Island Industries. In 1976 she became part of the small fleet of Taoni Williams Shipping Co. of Suva with the plain yellow funnel shown at No.4. There is no record of a house flag. Operating at the Barrier Reef is **Reef Endeavour** of Captain Cook Cruises, whose long delayed delivery is recorded in the February 1996 issue of The Log. The funnel is shown at No.7.

The New Zealand wooden steamer, later motor vessel, **Tiroa** (227/1916) had an eventful life, being subjected to more than the average number of accidents culminating in a grounding near Patea in February 1957 when owned by the South Taranaki Shipping Co. Sold later in the year to the newly formed Tiroa Shipping Co. of Wellington, she assumed the colours shown at No.15 for a Wellington/Timaru service. Her later history is rather confusing, with a report that she was sold in March 1965 for stripping, but Lloyd's Register still showing the vessel owned by Tiroa as late as 1980 and 'dismantled' in 1981. The top of the funnel was a darker shade of blue than the base colour.

The word Coastal in a company title has been fairly common in this part of the world, with no less than seventeen instances listed in the age of steam. Shown as No.2 is the Coastal Steam Ship Co. of Auckland, formed in 1898 with the new steamers **Kapanui** (110/1898) and **Kotiti** (59/1898). After only seven years during which two more ships were added, the company was reconstituted as the Settler's SS Co., and while the funnel colours and light grey hulls were retained, the simple but attractive flag became a memory.

Possibly Australia's most prolific wooden shipbuilder, for both sail and powered vessels, was Rock Davis of Brisbane Water near the mouth of the Hawkesbury River, who produced no fewer than 154 vessels in the fifty years to 1904. As with many other builders of the period, those that were not built to specific orders were operated by him until later sale. One such was **Billie Barlow** (134/1892), which carried the colours shown at No.6 until sold in 1900 to become **Ida** owned by L. Vidal of Noumea.

The funnel shown at No.11 is that of the Australian Geological Survey Organisation, as worn on the chartered **Rig Seismic**.

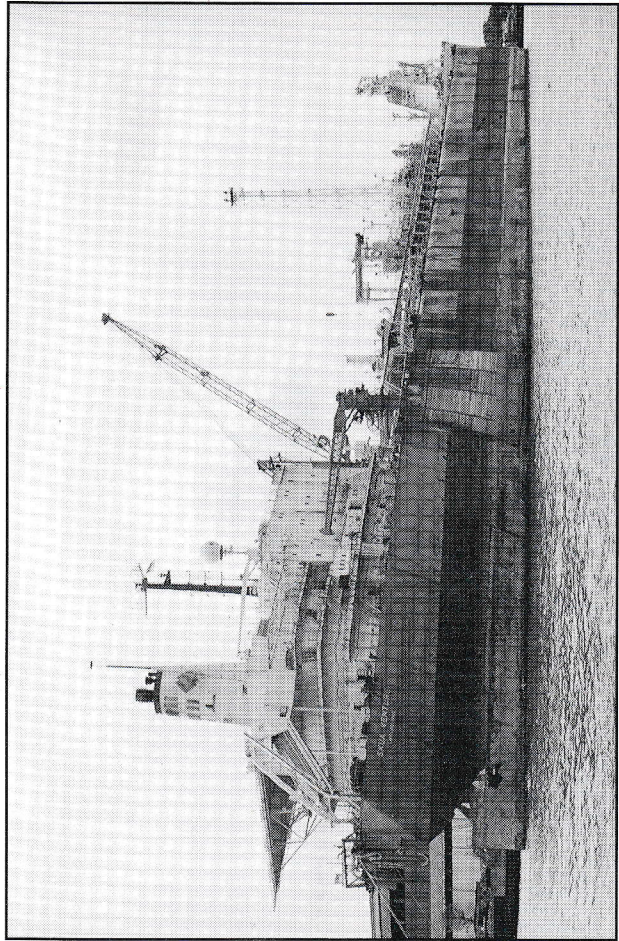
Help wanted: Soc.Anon.de Nav. Temehani with **Temehani II** in the 1980s. North Illawarra Coal Mining Co. who had **Timaru**. L.F. Rapp of Hobart with **Glenturk** until 1947. Merg Pty. Ltd. of Brisbane. Kiwi Prawn Fisheries Ltd. Leprado Valere S.a.r.L. of Papeete with several vessels named **Tamariti Moorea**.

THE LOG - BACK NUMBERS

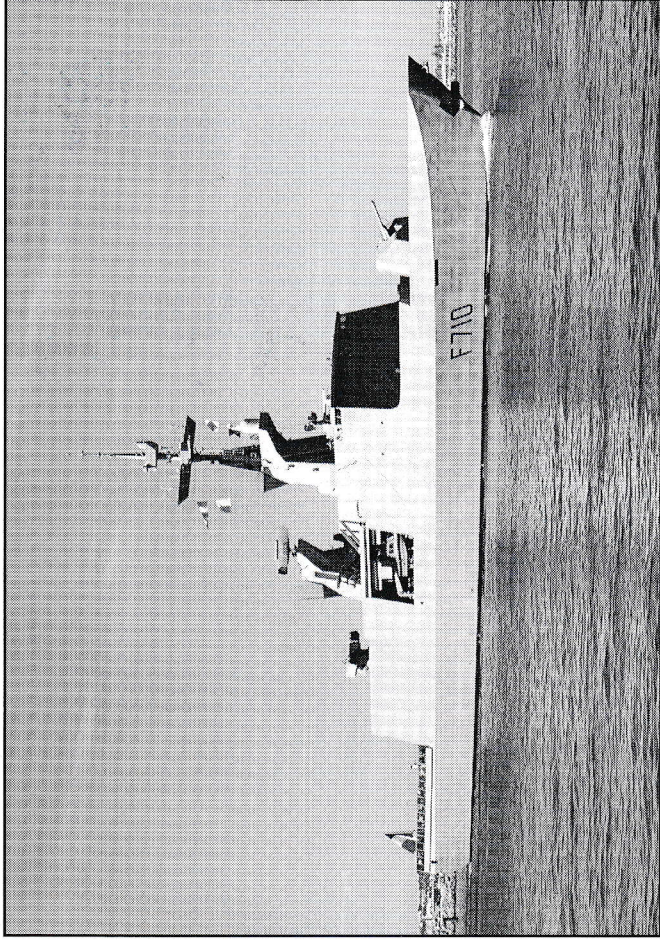
Copies of various issues are available at \$5.00 each for issues prior to 31/12/1982 and \$6.00 each for subsequent issues. The earliest issue available is August 1973, and from 1983 all but two issues are available. Some early issues are in short supply. Annual indexes from 1980 are available, price \$2.00 each. Details available from the Editor, GPO Box 4114, Melbourne, Vic., 3001.



GRIFFIN VENTURE BHP Petroleum FPSO; arriving Fremantle 1 May 1997 for six-weeks' refit. (C.A. Gee)



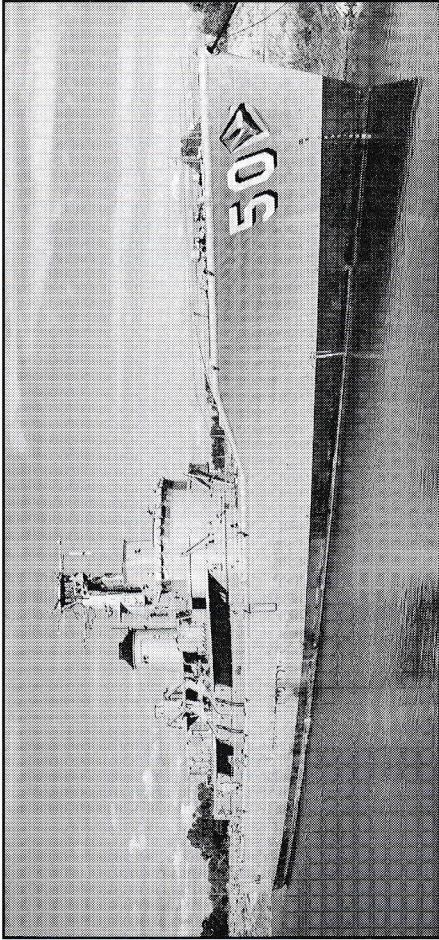
SKUJA VENTURE BHP Petroleum FPSO; at Jurong, Singapore, 6 May 1997. (C.A. Gee)



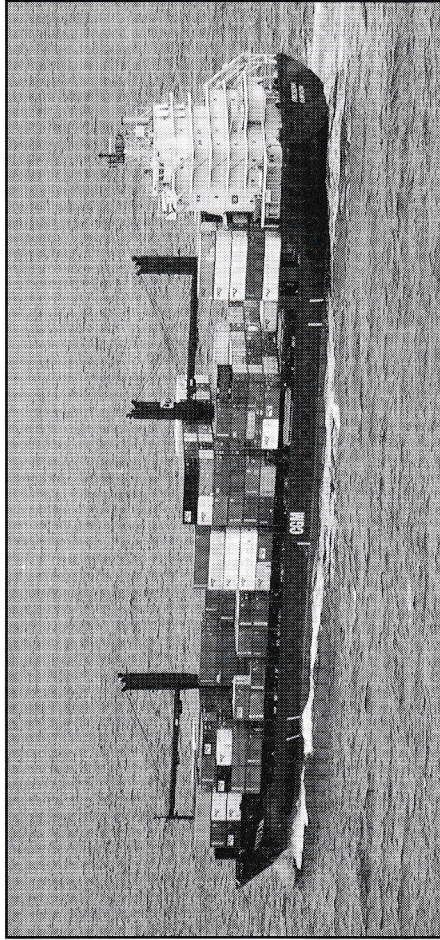
FNS LA FAYETTE French Navy "Stealth" - design frigate; departing Fremantle, 24 April 1997. (C.A. Gee)



CHEYNES II the former whale catcher abandoned, aground and derelict in Princess Royal Harbour, Albany, 2 November 1996. (C.A. Gee)



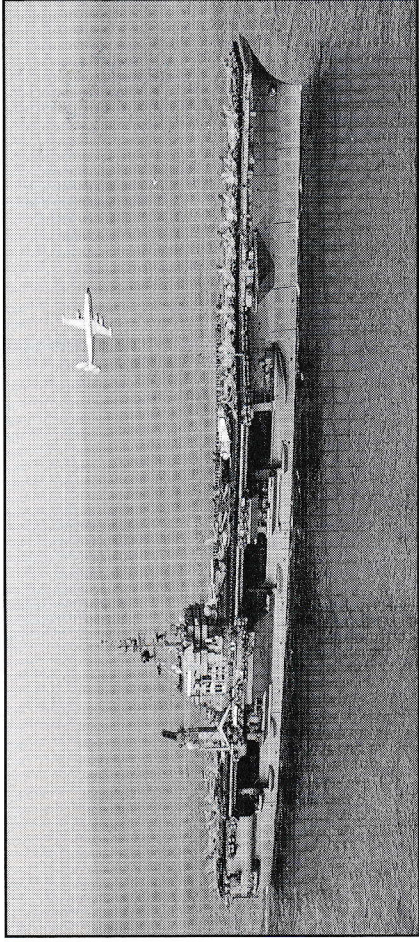
SWAN the hulk of the former frigate at Bunbury Inner Harbour, 16 May 1997. (C.A. Gee)



FRESENA departing Sydney on maiden voyage, 8 May 1997; see page 88. (J.Y. Freeman)



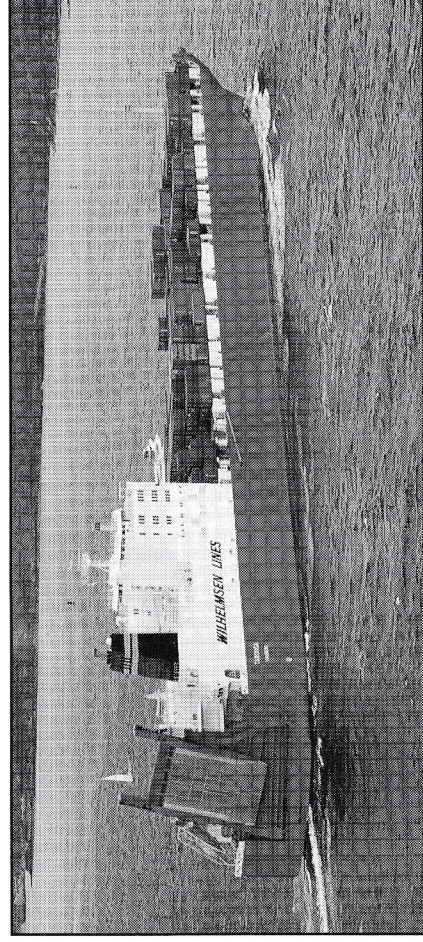
TOANUI ex **Australian Spirit** arriving Geelong 9 June 1997. (R. Hurcombe)



USS CONSTELLATION arriving Sydney 24 April 1997, accompanied by restored Super-Constellation aircraft in 1950s Qantas livery. (J.Y. Freeman)



XUE LONG Chinese Antarctic expedition/supply ship departing Fremantle 6 March 1997. (C.A. Gee)



TARONGA arriving Sydney on maiden voyage, 25 April 1997. (J.Y. Freeman)

ADSTEAM MARINE LIMITED

The Adelaide Steamship Company Limited was on 23/4/97 renamed Residual Assco Group Limited (see p.93). Adsteam Marine Limited, a wholly-owned subsidiary of Residual Assco, acquired the whole of the marine assets, liabilities and marine business interests (including interests in joint ventures) of Residual Assco with effect from 28/2/97. On 23/4/97 the two companies issued a prospectus, pursuant to which Residual Assco offered for sale the whole of its shareholding in Adsteam Marine (70 million shares) and Adsteam Marine offered 10 million new shares for public subscription. The offer price was \$2 per share, and 20% of the shares offered were reserved for shareholders in Residual Assco. The float of Adsteam Marine, which raised \$160 million, closed on 26/5/97 heavily oversubscribed, a week earlier than anticipated. Adsteam Marine, which is domiciled in Sydney, was listed on the Australian Stock Exchange on 12/6/97.

The interests of Adsteam Marine Limited, as listed in the prospectus for the float, are summarised below. Wallace Tugs Pty. Ltd., wholly-owned by the former Adsteam Group since 12/5/95, has been renamed Adsteam Tugage Pty. Ltd.

Operating business	Adsteam ownership	joint venture partner	manager	tugs
Wallace Tugs	100%		Adsteam	Port Kembla
Ritch & Smith	100%		Adsteam	Adelaide, Ardrossan, Port Bonython, Port Giles, Port Pirie, Whyalla, Port Stanvac
Adsteam Agency	100%		Adsteam	Newcastle, Adelaide, Port Pirie, Whyalla, Brisbane, Bundaberg, Gladstone, Hay Point, Lucinda, Mackay, Townsville
Waratah Tugage	50% jv	Howard Smith	Adsteam	Port Botany, Port Jackson, Newcastle
Stannard Bros. Launch Services	50% jv	Howard Smith	Adsteam	Port Botany, Port Jackson, Port Kembla, Newcastle, Eden
Esar Bunkering	50% jv	Howard Smith	Adsteam	Port Botany
North Queensland Marine Tugage	50% jv	Howard Smith	Adsteam	Cairns, Mourilyan, Lucinda, Townsville, Mackay
Fremantle Tug Operators	50% partnership	Howard Smith	Adsteam	Albany, Fremantle
Stirling Marine Services	50% jv	Howard Smith	Adsteam	Bunbury, Cockatoo Island, Fremantle, Onslow, Port Hedland, Rottnest Island
Stirling Harbour Services	50% jv	Howard Smith	Adsteam	Kwinana, Geraldton
Charter Craft & Marine Services	50% jv	Howard Smith	Adsteam	Eden
Queensland Tug & Salvage	50% jv	Howard Smith	H. Smith	Brisbane
Gladstone Tug Services	50% jv	Howard Smith	H. Smith	Gladstone, Bundaberg
Marine Pacific Group	50% jv	Howard Smith	H. Smith	Port Moresby, Lae, Suva, Lautoka
O&G Stevedoring	33.3% jv	Howard Smith, P&O	H. Smith	Cairns, Mackay, Townsville

Bowen Tugage Services 25% jv MIM, Howard Smith H. Smith Abbot Point

Port Lincoln Tugs 50% jv N.D. Hegarty & Son Hegarty Port Lincoln, Port Pirie, Thevenard, Wallaroo, Whyalla Darwin

Coastal Tug & Barge 50% jv N.D. Hegarty & Son Hegarty Port Botany, Port Jackson, Melbourne, Fremantle

Australian Ships Agencies 50% jv Wills Shipping Wills

Among the wholly-owned subsidiaries of Adsteam Marine is Fremantle Tugage Pty.Ltd. Partly-owned companies include: Coastal Tug & Barge Pty. Ltd., Port Lincoln Tugs Pty. Ltd., Australian Ships Agencies Pty.Ltd., Waratah Tugage Pty.Ltd., Gladstone Tug Services Pty. Ltd., Marine Pacific Australia Pty.Ltd. Marine Plant Holdings Ltd. (and subsidiaries), Stirling Harbour Services Pty. Ltd. (and subsidiaries) and Queensland Tug & Salvage Co. Pty.Ltd. (and subsidiaries) - all 50% interest; Oversea & General Stevedoring Pty.Ltd. - 33.3% interest.

Tugs

The list includes tugs in which Adsteam Marine has an ownership and/or operating interest, grouped by port and operating name. The tugs are owned by either Adsteam Marine, its joint venture partners or the joint venture entities. Information given after tugs' names is: year built; bollard pull (tonnes); propulsion system (tn - twin nozzle, z - z-peller); salvage (s) and/or fire fighting (ff) capability.

Cairns	North Queensland Marine Tugage	Latrobe	1972	33	tn
Hamilton	1972 28 tn	Newcastle - Newcastle Tugs (Waratah)			
Babinda	1979 14 tn	Warrawee	1985	50	z
Mourilyan - North Queensland Marine Tugage		Wato	1982	47	z
Otto Assman	1971 32 tn	Watagan	1986	47	z
		Wombi	1978	41	tn
Townsville - North Queensland Marine Tugage		Port Jackson - Waratah Tugage			
Giru	1991 48 z s ff	Walana	1984	50	z
Burdekin	1974 32 tn	Wilga	1991	50	z
Wandilla	1971 28 z	Werra	1982	47	z
Abbot Point - Bowen Tugage Services		Wooree	1976	40	tn
Denison	1983 57 z s ff	Woili	1970	28	z
Gloucester	1983 57 z s ff	Port Botany - Waratah Tugage			
Mackay - North Queensland Marine Tugage		Wonga	1983	50	z s
Lucinda	1974 26 tn	Woona	1984	50	z s
Nelia	1974 26 tn	Willara	1984	47	z
Gladstone - Gladstone Tug Services		Port Kembla - Wallace Tugs			
Kuttabul	1984 54 z	Karoo	1991	50	z
Tom Tough	1982 47 z s ff	Koona	1991	50	z
Wistari	1982 47 z s ff	Korimul	1982	47	z
Bundaberg - Gladstone Tug Services		Kembia II	1975	40	tn
McLarty	1972 33 tn	Eden - Charter Craft & Marine Services			
Brisbane - Queensland Tug & Salvage		Warringa	1976	40	tn s
W.J. Trotter	1986 62 z s ff	Weela	1968	26	single screw
Austral Salvor	1986 62 z s ff	Adelaide - Ritch & Smith			
Barbary	1979 41 tn	Tusker	1983	50	z s
Brigand	1975 41 tn	Tarpan	1984	50	z s
Wyambi	1976 41 tn	Tapir	1976	40	tn

Tanunda	1971	33	tn	Fremantle - Fremantle Tug Operators
Wambiri	1986	62	z s	ff
Wyong	1992	50	z	
Wyola	1975	41	tn	
Port Pirie - Ritch & Smith				Geraldton - Stirling Harbour Services
Tempest	1965	23	single screw	
Port Pirie - Port Lincoln Tugs				
Ungarra	1968	13	tn	
Whyalla - Ritch & Smith				
Taminga	1983	50	z s	ff
Turmoil	1971	30	single screw	
Port Lincoln - Port Lincoln Tugs				
Kioloa	1976	38	tn	
Thevenard - Port Lincoln Tugs				
Wandana	1980	11	tn	
Wallaroo - Port Lincoln Tugs				
Kalambi	1980	11	tn	
Albany - Fremantle Tug Operators				
Warren	1971	28	tn	
Bunbury - Stirling Marine Services				
Elgin	1986	42	z	
Capel	1976	44	tn	
Kwinana - Kwinana Towage Services				
Champion	1985	50	z	ff
Challenger	1980	50	z	ff

Finally, Adsteam Marine Limited inherits from the old company its shield and motto (as designed in 1875 for the company seal) "Festina Lente" ("Make Haste Slowly"), and the house flag. The float of Adsteam Marine represents the penultimate divestment of the old company's assets - only the Pioneer Property Group remains to be sold.

EVANS DEAKIN - SHIPBUILDERS

from B.J. Browne

Yard List

This list is based on information supplied by the Company in 1972. Brief details of vessels' initial ownership are given. For fuller details of the Australian Government merchant vessels see Clark, Rex and Robertson, The Australian National Line 1956 - 1981 (WSS,1982).

References:

Australia's Ships of War, J. Bastock (Angus & Robertson, 1975).
 Australian & New Zealand Warships 1914 - 1945, R. Gillett (Doubleday, 1983).
 New Zealand Naval Vessels, R.J. McDougall (GP Books, 1989).

Some of the data contained in the list has been published previously in The Log, including the following three articles:

The B Class T.S. Stevens (Vol.6 No.3) 9/1973.
 The River Class R.E. Wright (Vol.7 No.1) 3/1974.
 River Class Frigates T.J. Ryan (Vol.8 No.1) 3/1975.

Abbreviations used: LD - laid down; L - launched; C - completed; s - screw (number of propellers); grt - tons gross; dwt - tons deadweight; cmp - compound steam engine; tx - triple expansion steam engine; ihp - indicated horsepower; bhp - brake horsepower; c - circa. Dimensions are in the Imperial measurement of feet and inches. Yard numbers precede vessels' names.

- Rocklea** Dumb oil fuel lighter. 803 grt; 1,200 dwt. 187'3 x 36'0 x 15'3.
 LD 26/7/1940, L 23/11/1940 & C 10/4/1941 for the Royal Australian Navy (OFL 1201).
 Towed from Sydney 1/1986 by HMAS **Curllew** to be expended as a target.
- AFD No. 1** Dumb floating dock. 1,000 dwt. lifting capacity. 206'6 x 63'2 x 34'7.
 LD 11/11/1940 & C 3/10/1941 for the Royal Australian Navy; standard Admiralty pattern floating dock.
 Sold 4/1958 to the Melbourne Harbor Trust Commissioners, for service at Williamstown; subsequently leased to Hobsons Bay Dock & Engineering Pty. Ltd. Sold 1978 to Selco Salvage Ltd (Kuala Belait Shipyard Ltd); delivered 27/3/1979 at Williamstown, left 28/3/1979 for Brunei in tow of **Ginyo Maru** (255/1974).
- Townsville** 2s Bathurst Class steam minesweeper/corvette. 186'2 x 31'0 x 15'6. tx 1,800 ihp.
 LD 4/11/1940, L 13/5/1941 & C 19/12/1941 for the Royal Australian Navy (J205/M205).
 Sold 8/1956 to Delta Shipping Co; left Fremantle 18/1/1957 in tow of **Oostzee** (497/1953), arrived 7/2/1957 at Hong Kong for demolition.
- Launceston** As 3.
 LD 3/12/1940, L 30/6/1941 & C 28/4/1942 for the Royal Navy (J179/B246). Delivered to and commissioned into the RAN.
 Sold 1946 to the Turkish Government, renamed **Ayancik**, then **Hamit Naci**; paid off 1963 and discarded 1965.
- Ipswich** As 3.
 LD 6/3/1941, L 11/8/1941 & C 30/6/1942 for the Royal Navy (J186/B244). Delivered to and commissioned into the RAN.
 Sold 1946 to the Netherlands Government, renamed **Morotai**; transferred 12/1949 to Indonesia as **Hang Tuah**. Reported sunk 28/4/1958 by rebel aircraft off Balikpapan, East Borneo.
- Broome** As 3.
 LD 3/5/1941, L 6/10/1941 & C 20/8/1942 for the Royal Navy (J191). Delivered to and commissioned into the RAN.
 Sold 1946 to the Turkish Government, renamed **Alanya**. Discarded 1975.
- Bundaberg** As 3.
 LD 7/6/1941, L 1/12/1941 & C 7/10/1942 for the Royal Australian Navy (J231/M231).
 Sold 3/1961 for demolition; left Sydney 26/2/1962 in tow of **Benten Maru** (995/1961). (Bastock: 4/1961 ex Sydney)
- Gympie** As 3.
 LD 27/8/1941, L30/1/1942 & C 2/12/1942 for the Royal Australian Navy (J238/M238).
 Reported sold 1/1961 to Kinoshita (Australia) Pty Ltd; broken up 1961/62 at Rozelle Bay, Sydney.

9. **Bunbury** As 3.

LD 1/11/1941, L 16/5/1942 & C 14/2/1943 for the Royal Australian Navy (J241/M241). Reported sold 1/1961 to Kinoshita (Australia) Pty Ltd; left Sydney 26/2/1962 in tow of **Benten Maru**. (Bastock: 4/1961 ex Sydney/)

10. **Fremantle** As 3.

LD 11/2/1942, L 18/8/1942 & C 9/4/1943 for the Royal Australian Navy (J246/M246). Reported sold 1/1961 to Kinoshita (Australia) Pty Ltd; left Sydney 26/2/1962 in tow of **Benten Maru**. (Bastock: 4/1961 ex Fremantle.)

11. **River Burdekin** Is A Class steam general cargo vessel. 5,107 grt. 4494 x 56'6 x 27'6. tx 3,500 inh.

LD 27/9/1941 & C 12/12/1943 for the Commonwealth of Australia, Brisbane. Arrived 1/1971 at Kaohsiung for demolition as **Djajadwitja**.

12. **River Fitzroy** As 11. 5,107 grt.

LD 20/12/1941, L 22/4/1944 & C 16/11/1944 for the Commonwealth of Australia, Brisbane. Broken up 5/1963 at Yokosuka.

13. **Ararat** As 3.

LD 6/7/1942, L 20/2/1943 & C 28/7/1943 for the Royal Australian Navy (K34/M34). Sold 1961 to Burns, Philp & Co Ltd, acting on behalf of Fujita Salvage Company, Japan; left Sydney 25/10/1961 under steam for Darwin where employed on salvage work; left Darwin 20/7/1962 towing a floating crane, and subsequently broken up in Japan.

14. **Kiama** As 3.

LD 26/11/1942, L 9/7/1943 & C 26/1/1944 for the Royal Australian Navy (J353/M353). Transferred 4/1952 to the Royal New Zealand Navy. Sold 11/1977 to Pacific Scrap Ltd, and broken up at Auckland.

15. **Parkes** As 3.

LD 16/3/1943, L 3/10/1943 & C 10/5/1944 for the Royal Australian Navy (J361/M361). Sold 5/1957 to Hong Kong Rolling Mills Ltd. for demolition.

16. **Strahan** As 3.

Prefabrication only, vessel launched 12/7/1943 by the State Dockyard, Newcastle, NSW as their Yard No. 23 for the Royal Australian Navy (J363). Sold 9/1960 for demolition at Sydney.

17. **Murchison** 2s River Class steam frigate
301'6 x 36'6 x 17'6. tx 4,500 inh.

LD 3/6/1943, L 31/10/1944 & C 6/1/1946 for the Royal Australian Navy (K422/F422). Sold 9/1961 to Toho Mining & Smelting Co; towed from Sydney by **Pacific Star** (582/1944) for demolition in Japan.

18. **Warburton** As 17.

Construction cancelled 1944 after 400 tons of steel work had been completed.

19. **River Norman** As 11. 6,659 grt.

LD 23/6/1943 & C 14/6/1946 for the Commonwealth of Australia, Brisbane. Broken up 1962/63 at Hong Kong as **Tung Feng**.

20. **River Burnett** As 11. 5,033 grt.

LD 2/11/1944, L 22/3/1947 & C 26/9/1947 for the Commonwealth of Australia, Brisbane. Broken up 1973 at Kaohsiung as **Ilissos**.
(to be concluded)

NEW BOOKS

Wings and the Navy - 1947-1953 by Colin Jones; Kangaroo Press Pty. Ltd., PO Box 6125, Dural Delivery Centre, NSW, 2158; 127 pages, 225 x 150mm, illust., appendices, bibliography, notes, index; softback; \$19.95.

In the aftermath of World War II and in an environment of increasing international tension (to become known as the Cold War - but who then knew it would remain "Cold"?), the Australian Government set about determining the shape of the nation's defence forces. This well researched and comprehensive study relates the story of the RAN in the immediate postwar period, and how it developed into a force with air capability based on two aircraft carriers. The service of the first of the carriers, **Sydney**, is recorded in detail to 1953. Political and strategic circumstances are explained, the Korean War is dealt with from the RAN's viewpoint, and life on board **Sydney** is described. Highly recommended.

Lighthouses at Port Phillip Heads by E.T. Raison; Queenscliff Historical Publications, 14 Thomson Street, Point Lonsdale, Vic., 3225; 24 pages, 210 x 165mm, illust., footnotes and references; softback; \$2.50.

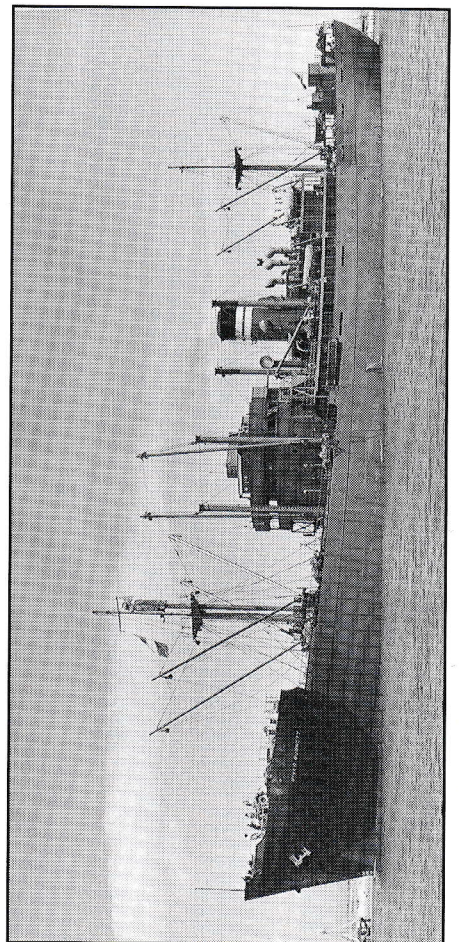
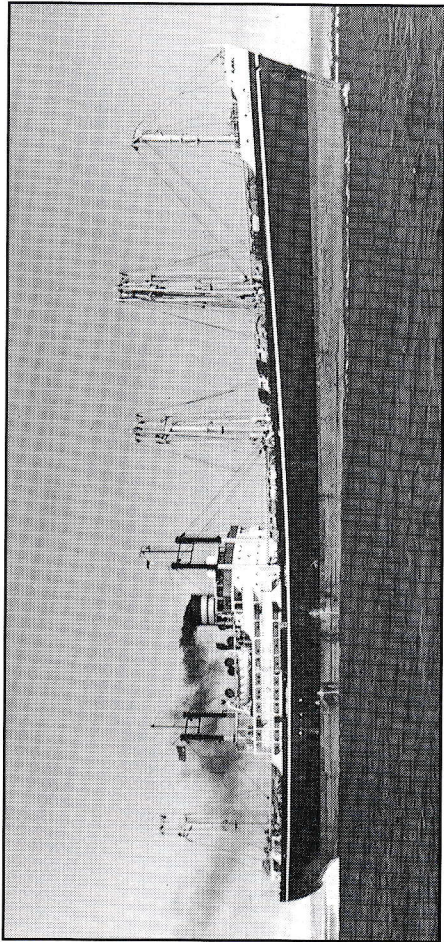
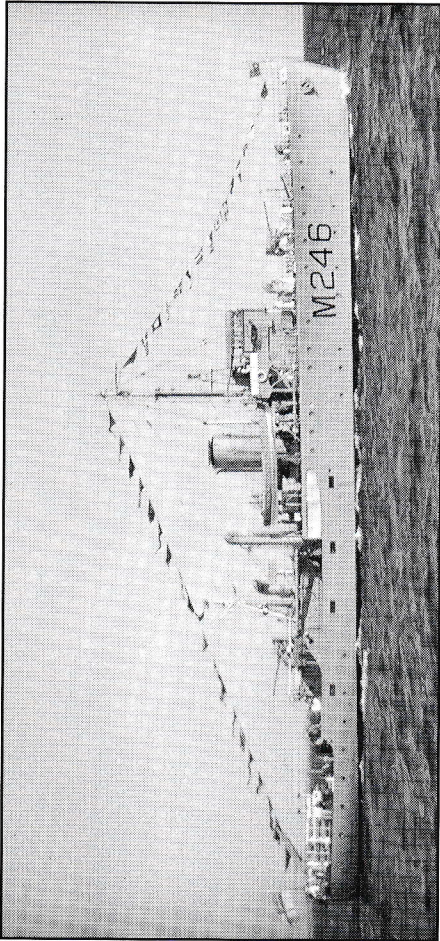
A detailed history of the lighthouses at Queenscliff and Point Lonsdale, from the letting of a contract in 1842 for the construction of a lighthouse at Shortland Bluff.

Lonely Ships by H.G. Mowat; New Cherwell Press, 7 Mount Street, Oxford, OX2 6DH, UK; 230 pages, 230 x 160mm, illust., detailed fleet list, references, indices; £16.00 (hardback) and £12.00 (softback) plus £3.00 surface postage outside UK.

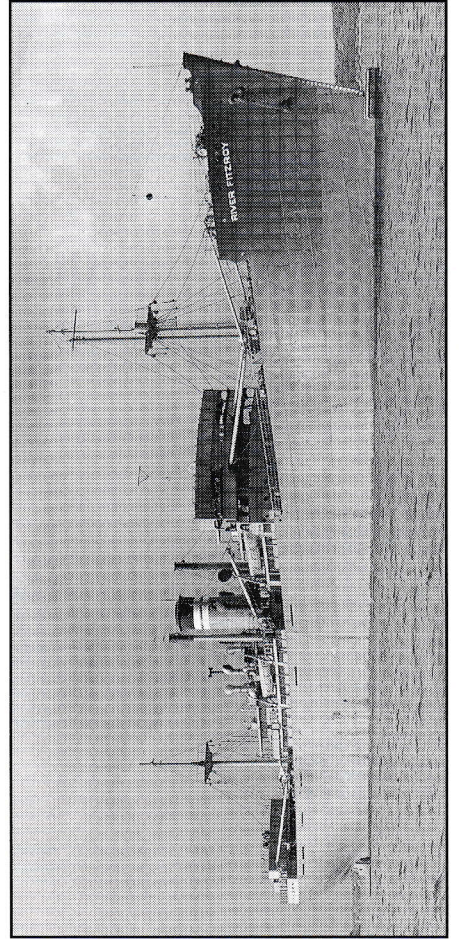
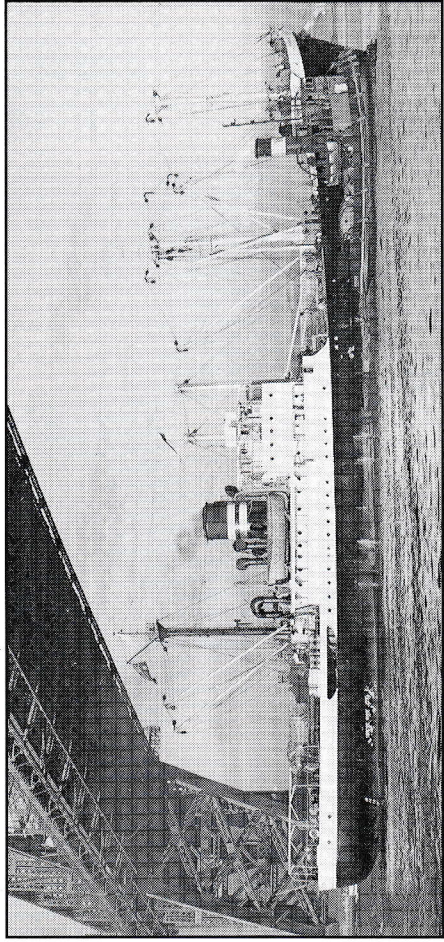
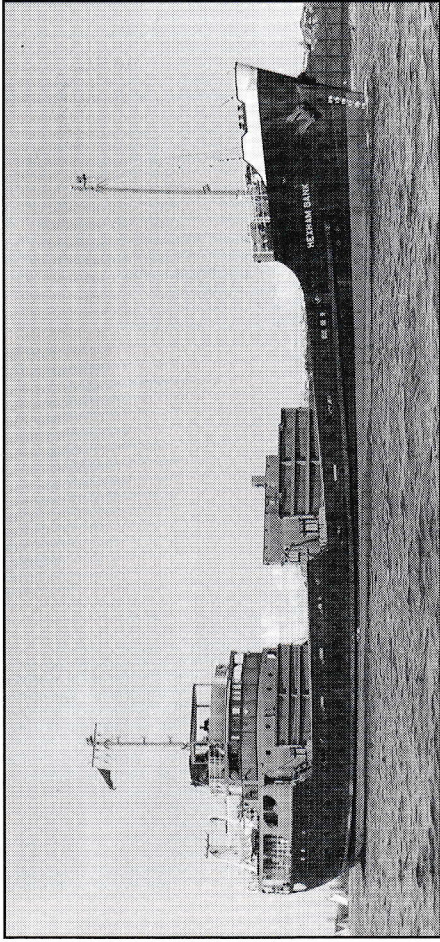
Subtitled *The Sailing Ships of J.Hardie & Co. and the Archibald Russell*, this is a detailed and well-illustrated account of these Glasgow shipowners, who operated from 1876 to 1923. While the firm name may not be well known, some of their sailing ships were - in addition to **Archibald Russell** there were such vessels as **Hougomont**, **Killoran**, **Monkbarns** and **Vimeira**. Their iron ship **Clevedon** of 1873 was hulked by Scott Fell & Co. in 1921 and sold to Fremantle Coal Co. Ltd. in 1923. Copies of this interesting book may be ordered from the author, Captain H.G. Mowat, Stokeleigh Cottage, Abbots Leigh, Bristol, BS8 3RT, UK.

Pacific Explorer The Life of Jean Francois de La Perouse by John Dunmore; The Dunmore Press; 318 pages, 220 x 155mm, illust., footnotes, bibliography, index; hardback; available from Jean-Louis Boglio, Maritime Books, PO Box 72, Currumbin, Qld., 4223, at \$52.70 including postage.

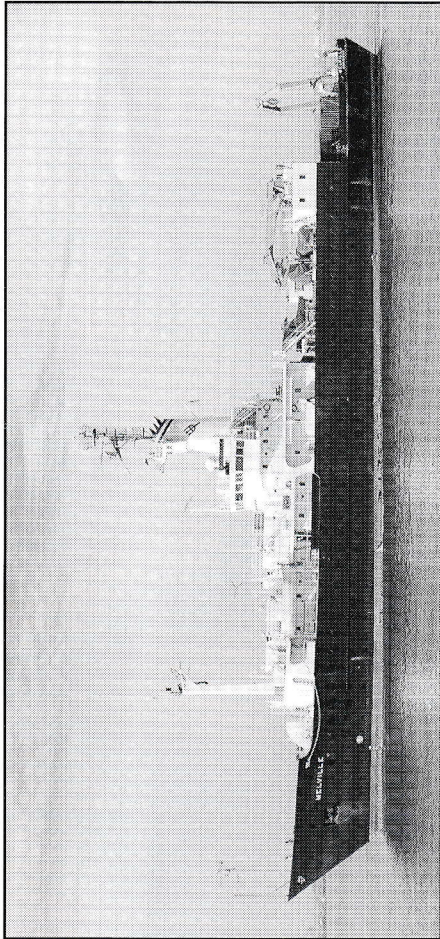
Published in 1985 but not previously noted in *The Log*, Professor Dunmore has sent the remaining stocks of this work to Captain Boglio. The expedition led by La Perouse vanished without trace after departing from New South Wales in 1788, and his name is preserved as that of a location on the northern shore of Botany Bay. Nevertheless this notable French explorer is not as well known in Australia as his accomplishments warrant, and Dunmore's fascinating biography of La Perouse is commended to those who would know more of him.



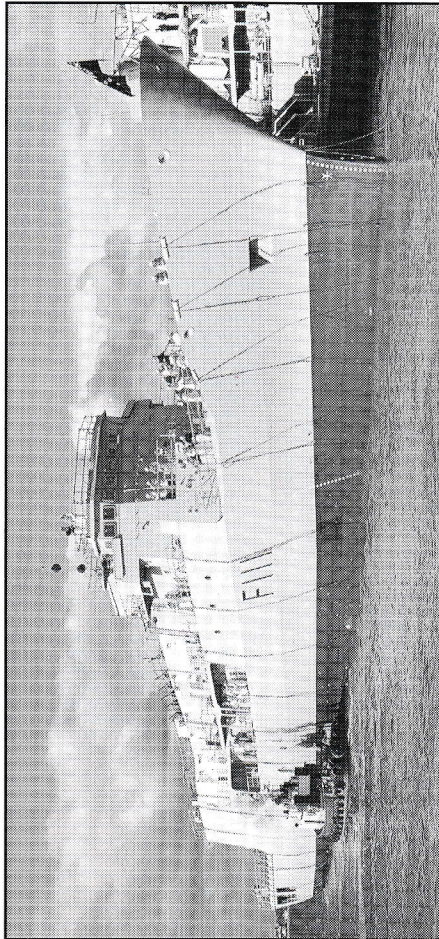
Built by Evans Deakin, from top: **FREMANTLE**, **BINBURRA** and **RIVER BURNETT**.
(Photos: J.Y. Freeman, C. Solomon and J.Y. Freeman)



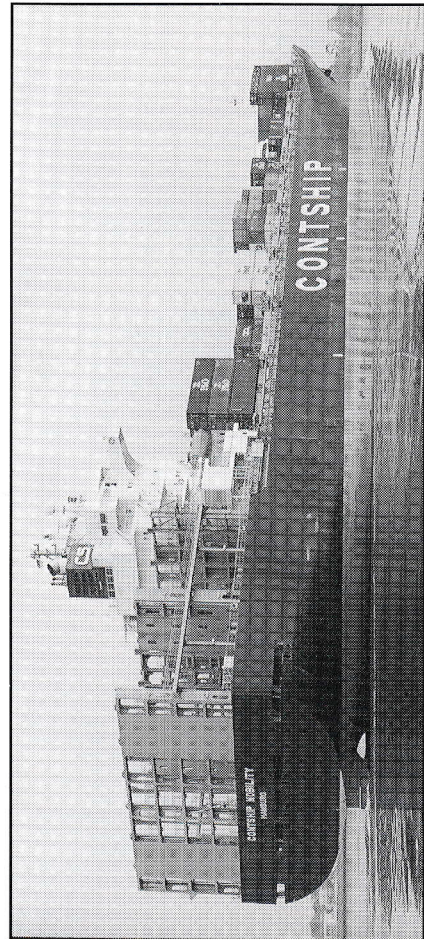
Built by Evans Deakin, from top: **HEXHAM BANK**, **DULVERTON** and **RIVER FITZROY**.
(Photos: J.Y. Freeman, C. Solomon and J.Y. Freeman)



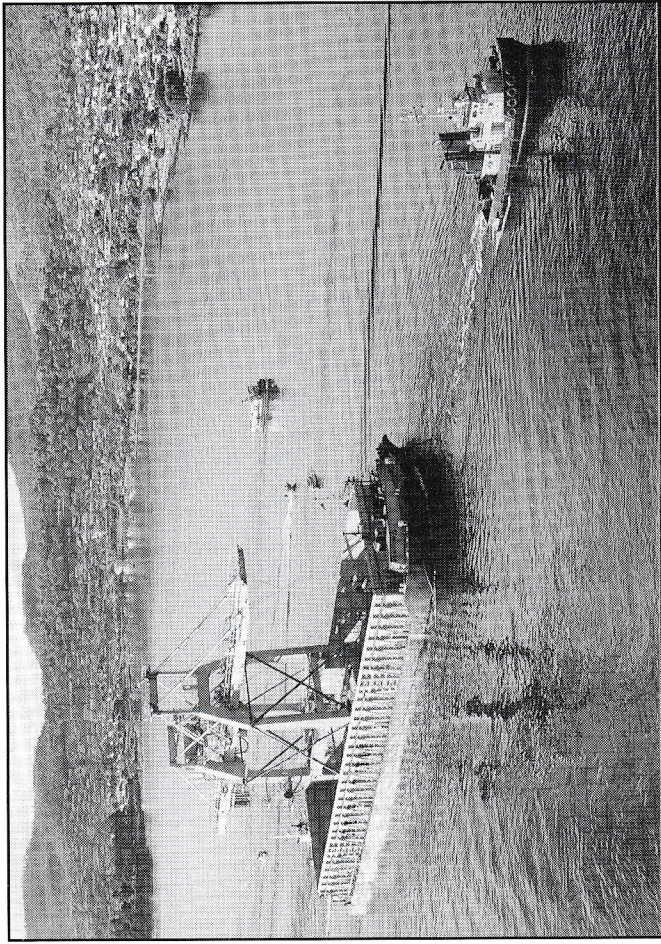
MELVILLE the US research vessel arriving Melbourne 17 April 1997. (R. Priest)



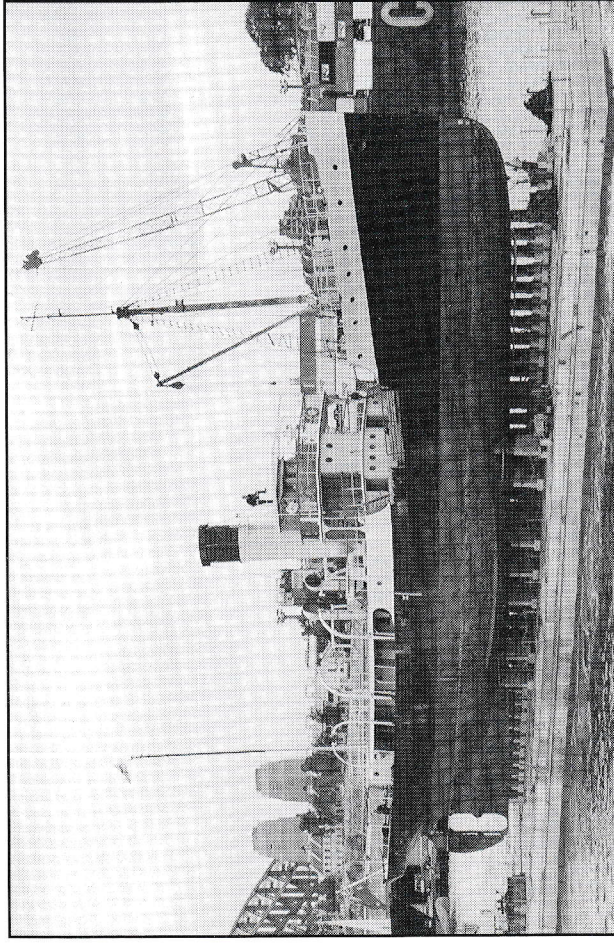
TE MANA launched Williamstown 10 May 1997 for RNZN. (R. Priest)



CONTSHIP NOBILITY arriving Melbourne 16 May 1997. (R. Priest)



SEA-TOW 4 Towed by SEA-TOW 22, departing Hobart 24 May 1997. See Maritime Miscellany (R. Cox)



JOHN OXLEY Sydney, 6 March 1997; see page 86. (I. Edwards)

MARITIME MISCELLANY

Closing date for the next issue- 30/10/1997.

For assistance in compiling this section the Editor thanks B. Browne, J. Burne, C. Ellwood, I. Edwards, J. Freeman, J. Mathieson (NSW); M. Carolin, H. Dick, J. Labrum, A. Mackinnon, R. Priest, L. Rex, T. Stevens, H. Wilson (Vic); W. Barber, F. Markert (Qld); K. LeLeu (SA); C. Gee, M. Navarro (WA); R. Cox (Tas); A. Calvert and I. Farquhar (NZ).

Coastal and South Pacific

The Bass Strait ferry **Spirit of Tasmania** arrived Sydney 15/7 and entered the Captain Cook dry dock for routine maintenance by ADI. The ship departed Sydney 25/7 for return to service. During the absence of **Spirit of Tasmania**, TT-Line employed Incat's newly completed 86m catamaran ferry **Incat 045** in Melbourne/Devonport service on a trial basis. **Incat 045** has capacity for 800 passengers and 200 cars, and with a speed of 40 knots can complete the Bass Strait crossing in five and a half hours; scheduled departure time was 10.30am with only one crossing a day. The first crossing was Devonport to Melbourne on 13/7. Two hours after departure from Devonport on 15/7 **Incat 045** put back to port due to rough weather; 30 cars suffered minor damage and 20% of the passengers cancelled and made alternative travel arrangements, and the crossing was made later that day. On 16/7 the vessel sailed from Melbourne two hours late and on 23/7 it put back to Melbourne, in each case due to engine trouble. **Incat 045** made its last Bass Strait crossing on 27/7 and **Spirit of Tasmania** resumed service next day.

Brambles Shipping is expected to order two new vehicle deck cargo vessels for delivery in 1999 as replacements for **City of Burnie** and **City of Port Melbourne** in the Burnie/Melbourne service.

The new bulk sugar carrier **MRS Pioneer** (see p.36) made her first call at Timaru 5/97 to discharge 5,000 tonnes of sugar.

Tasman Pulp & Paper is to withdraw **Tasman Enterprise** from trans-Tasman service. The future of **Tasman Venture** will be decided in 1999. Both ships were introduced into the trans-Tasman service in 1977.

The Australian Tankships (Ampol/Caltex) coastal tanker **Ampol Sarel** was renamed **Girraween** on 20/7 while undergoing routine docking at Singapore. The ship is due Kurnell 9/97, and is the last of the four ships to be renamed; see p.180, 1996 and pp.36 and 84, 1997.

The latest newbuilding for Botany Bay Tanker Co. (see p.70, 1996) is the chemicals tanker **Botany Triumph** (12,136/1997) which entered service in 3/97. The ship arrived Sydney 18/5, Botany 19/5 and Fremantle 31/5.

The NZ tanker **Toanui** (formerly BP Australia's **Australian Spirit**) made her first call to Geelong under that name 9/6; see photo this issue.

BHP Petroleum's purpose-built floating production, storage and offloading vessel (FPSO) **Griffin Venture** (62,956 grt; 102,123 dwt/1993) arrived Fremantle 1/5 to undergo a \$20 million refurbishment; see photo this issue. The vessel departed 17/6 for return to the Griffin field off the north-west coast of WA. BHP Petroleum's FPSO **Skua Venture** (69,359/1975; built for Sigval Bergesen as the tanker **Solfonn**) is reported in course of sale by Objective Shipping Inc. (BHP Petroleum Pty. Ltd) to Modec Inc., Tokyo, and is expected to be renamed **Modec Venture 1**; the vessel was at Jurong, Singapore, in 5/97 - see photo this issue.

Coral Sea Shipping (Curtain Bros), Townsville, was reported 7/97 to be purchasing **Bass Reefer** (2,414/1978) for service in the PNG and Indonesia areas. The ship has been laid up at Auckland; see p. 94. Built as **Sid McGrath** for John Burke Shipping, the ship became **Bass Reefer** in 1990 under Sea Containers Ltd. control and operated Geelong/Stanley until 1992. Coral Sea Shipping has on charter for its Queensland/PNG service **Explorer** (3,949/1984; ex **Frisian Explorer** (1987), ex **Samsun Express** (1985)) and **Baltimar Okeanos** (3,790/1985; recently acquired as **Alina 1** by Baltimar, Denmark, and renamed, this ship has had many renamings but was built as **Palacio** for MacAndrews).

The multi-purpose cargo vessel **Papuan Coast** (3,189 dwt) was delivered 20/12/96 by Huang Pu

Shipyard, Guangdong, China, to Steamships Shipping and Transport (Swire Group). The largest vessel ever to enter the PNG register, **Papuan Coast** operates in the Consort Express Lines joint venture in the PNG coastal trade.

The tug **Sea-Tow 22** and barge **Sea-Tow 4** departed Hobart 24/5 with a container crane from Risdon, destined for Pasminco's Port Pirie smelter. Clearance under the main span of Tasman Bridge was c. five metres.

The barge **Ocean Bulk 1** and tug **Frederick Brown** (ex **Anglian Warrior**) arrived Nelson 7/6 for refit, loaded first cargo of coal (14,000 tonnes) at Westport and arrived Port Kembla 18/7; see p.87. After slow discharge, tug and barge departed Port Kembla 25/7.

Sofrana Uliines has chartered **Nils R** (3,186/1991; launched as **Kodaly** for Hungarian owners but sold while fitting out to m.s. "Nils R" Rohwedder Schiffs.KG, Nassau; built by Wenchong Shipyard, Huangpu, Guangzhou, China) and renamed it **Noumea Express** for Australia/Noumea service; first arrival Sydney 19/7. **Noumea Express** is a sister to **Southern Cross** (ex **Bartok**; see p.86), which has been replaced in Pacific Direct Line service by **Socofi Stream** (4,885/1992). Sofrana has transferred **Capitaine Kermadec** to the NZ/PNG service, and the ship was at Sydney for the last time 20-21/5. Recent sales by Sofrana: **Capitaine La Perouse** (ex **Capitaine La Perouse III**; see p.108, 1995) to undisclosed owners and registered Belize as **Santa Bahari**; **Capitaine Tasman** (see p.108, 1995) to undisclosed buyers and registered Singapore as **Nevada Merchant**.

Neptune Shipping Line (see p. 86) commenced its Australia/Fiji service in 5/97 with **Jan Luiken** (3,230/1986; ex **Deepsea Carrier** (1989), launched as **Jan Luiken**; controlled by Hartmann Schiffs., Leer, Germany), which made three voyages and was replaced 8/97. **Capitaine Cook** operates Australia/Norfolk Island/New Caledonia/Fiji and **Capitaine Fearn** (see p.110, 1995) commenced the company's NZ/Pacific Islands service. **Jan Luiken** and **Capitaine Fearn** are being replaced by **Capitaine Wallis** (1,599/1980; ex **Penhir** (1997), etc., built Frederickshavn as **Freilsen Eva**) and **Capitaine Tasman** (6,030/1988; ex **Mekhanik Kurako** (1997), etc., launched as the Spielthoff type **Printca**).

China Navigation's **Shantung** (7,869/1995) entered the Chief Container Service 6/97 as **Melanesian Chief**, replacing chartered tonnage as the fifth Swire ship in the service. **Shantung** had been trading Busan/Shanghai with occasional calls at Ningbo.

South Pacific Shipping has chartered out for three months its Chinese newbuilding **Tauranga** (see p.86). **Rangitane** and **Rangitoto** have been withdrawn from the trans-Tasman trade, and the latter has recently been operating Australia/Noumea.

The former lighthouse vessel **Cape Don** (see pp.85 and 86) was arrested at Yamba, NSW, on 22/4, and on 4/6 was advertised for sale by order of the Federal Court of Australia; bids closed 30/7. The ship was noted as registered Honduras.

The mission ship **Island Mercy** (997/1961), registered Belize, visited Gladstone 5/97. Operating in the South-West Pacific, **Island Mercy** provides medical and dental services, and is based on Newcastle and Tauranga.

The former mercy ship **Pacific Ruby** (292/1958; see p.136, 1996), registered Belize, has been bought by Australian businessmen who propose refitting and reengining the vessel for service from Shute Harbour and the Whitsundays as a dive and cruise charter vessel. **Pacific Ruby** was at Sydney from 6/97 to 21/7 and is now at Brisbane for refit.

The Hobart Marine Board wishes to dispose of the ketch **May Queen**, for which it has been responsible since 1973. The vessel is in poor condition, but it is hoped that interested parties will take over and restore her.

The keel of the two-masted topsail schooner **Enterprise** was laid 29/8/91 at the Polly Woodside Museum, Melbourne, and the vessel is scheduled to be completed 30/8. The vessel is a replica of **Enterprise** that brought the first European settlers to Melbourne in 1835. The **Bounty** replica was at Melbourne 14-24/7 for duty in the making of the film "Moby Dick".

The former whale catcher **Cheynes II** lies aground in Princess Royal Harbour, Albany; see photo

this issue. The vessel is abandoned, vandalised, awash to the main deck at high water and under arrest. The Albany Harbour Authority has been unable to have the wreck removed, and the hull is said to be not sound enough to survive refloating. **Cheyne IV** is preserved ashore at the whaling museum at the former Cheynes Beach whaling station near Albany.

The former trawler **XLCR**, said to have been built at Iuka, NSW, about 1902 and recently at Portland, Vic., has been transported to Port Macquarie by road. **XLCR** was the rescue vessel for the Hastings River for many years, rescued five survivors from the torpedoed **Wollongbar** on 29/4/1943 and was engaged in scallop fishing in Gippsland waters before moving to Portland. It is hoped to restore and preserve the vessel.

The stern trawler **Sarfaq** (456/1962), registered at Nelson and operating from Wellington, has been offered for sale by tender (closing date 1/8). The owner is New Zealand Ltd., which is in receivership.

Ferries and Harbour Craft

Incat newbuildings, Hobart: **Incat 043** (86m) owned by Incat and registered Nassau, departed Hobart 30/4 and arrived Fremantle 4/5 en route for the Mediterranean where she has been chartered to the Italian ferry operator SNAV for service Naples/Palermo, and entered service 6/97 as **Sicilia Jet**. **Incat 044** (86m) launched 7/5, departed Hobart 6/6 and called at Fremantle 13/6 with next call to be the Seychelle Islands; owner and destination not disclosed. **Incat 045** (86m) was launched 3/7 and on completion was chartered for Melbourne/Devonport service for two weeks during 7/97; see above. Hull 047 is the second of Incat's 91m vessels, and is building for Buquebus, Argentina (see p.87). Incat is to build a further vessel for Italian service, and a 95m freight-only catamaran "on spec"; completion 12/98.

Austal, WA: **Boomerang** departed 1/5 bound for Swinoujscie, Poland, via the Mediterranean (see p.86). **Marine View** (see p.87) departed Fremantle 9/6 as deck cargo on the freighter **Emsgracht** for delivery to Japan. Two 40m ferries have been built for Chinese owners: **Taijian** was launched 24/5 and is for Dongguan Humen Lung Wei Passenger Ferry Co. to operate in the Pearl River Delta (318 passengers); **Nan Hua** was launched 10/6 (completion due 18/6) and is for Nan Hai Ping Gang Passenger Transport Co. (338 passengers); both to be delivered by heavy lift ship. Austal is to build a 48m Auto Express design passenger/vehicle catamaran ferry for Compagnie Chambon, France, with delivery 4/98, for operation by L'Express des Iles between Guadeloupe and Martinique in the French Caribbean; the vessel will accommodate 329 passengers and ten cars and have a service speed of 39 knots.

Wavemaster, WA: **Sun Royal** (see p.87) was shipped out on 11/5. **Jet Flyte I** and **Jet Flyte II** (see p.87) were shipped out late-4/97. The second pair building for Seafilite Ferry Services, Indonesia, and to have been named **Jet Flyte III** and **Jet Flyte IV**, have been built with a length of 30.3m (instead on the planned 28.5m as for the first pair) and were renamed firstly **Bonny I** and **Bonny 2** (sic - II?) before being completed as **Asean Raider I** and **Asean Raider II** respectively. Wavemaster is to build two 30.3m monohull aluminium ferries for PT Marina City Indah, Indonesia, with passenger capacity of 201 each for service Batam/Singapore; completion is due 1/98.

Oceanfast Shipbuilders, WA, is to build a 63m "restaurant cruise vessel" for Carnival Cruises Pty. Ltd., a subsidiary of Captain Cook Cruises Pty. Ltd., to be named **Sydney 2000** and completed 6/98 for service on Sydney Harbour. The vessel is to cater for 600 diners on three restaurant decks.

The final voyage of **Super Flyte** in the Glenelg/Kingscote (Kangaroo Island) service was made on 27/4. In view of the withdrawal of the SuperFlyte service the SA Government sought expressions of interest for a new ferry service to Kangaroo Island, and by 26/5 had received six submissions.

The NSW Government has ordered two 150-passenger catamaran ferries from Norman Wright & Sons, Brisbane, of similar design to **Alice** of Matilda Cruises (see p.87) but smaller and faster than the monohull **Lady Ferries**. The two ferries are due in service 2/98 and Sydney Ferries plans to have ten of this class in service by the time of the Olympic Games in 2000.

The former Sydney ferry **Kooleen**, now a houseboat, has been for many years in various parts of the Hawkesbury River system, including Pittwater and Cowan Creek, and has recently moved upriver from Kangaroo Point, Brooklyn, to Spencer. **Lady Chelmsford** (1910) has been sold to

Southbank Cruises and will continue to operate at Melbourne.

The cruise vessel **Matilda II** (170/1985) has been sold to Mimi Macpherson (younger sister of Elle) and renamed **Discovery One** for tourist service (including whale-watching) at Hervey Bay, Qld.

Queensland Cement Ltd. has offered for sale the cutter suction dredger **Amity** and the self-propelled split-hull hopper barge **John Oxley**, both built 1989/90 (see p.57, 1993), for delivery first quarter 1998.

The trailing suction dredger **A.M. Vella** (4,121/1972; ex **A.D. Geopotes I** (1987)) was sold by Skilled Engineering, Melbourne, on 1/7 to Viatch Ltd., Hong Kong, for US\$1.7 million; see Company and General.

WestHam Dredging was scheduled to transfer the grab dredger **WH Goomai** (900/1970; ex **WDA Goomai** (1974)) from Melbourne to Hong Kong in 7/97.

Eight patrol boats, 30-35m in length, are to be built for Australian Customs Service over the next four years, to replace six vessels of 20-25m. Tenders are to be called shortly.

Following the introduction of **Hawk IV** (see pp.38 and 95), Port Phillip Sea Pilots sold **Wyuna II** on 9/5 to Port of Devonport Authority, and the launch was delivered under its own power on 10/5. **Wyuna II** was wholly built by Chivers Marine, WA, completed 8/91, and was fitted with Volvo engines in contrast to the Cummins engines usually installed in PPSP launches. **Wyuna II** is now the primary pilot vessel at Devonport, with the ex PPSP **Hawk II** (built UK 1971 and sold by PPSP to Devonport 7/85) now downgraded to workboat.

Sydney Sea Pilots have commissioned the 13.23m launch **Michael T May**, built by Laurie Chivers & Co., Bibra Lake, WA.

Tugs

Tugs wholly owned by Adsteam Marine Ltd. (see article this issue), the Ritch & Smith vessels at Adelaide and the Wallace vessels at Port Kembla, have adopted traditional Adelaide Steamship colours - black hulls and white superstructures (a change only for Wallace), pale buff funnels with black tops. The Adsteam houseflag is displayed on the front of the wheelhouse. The tugs fly the houseflag, and the Wallace tugs also fly the Wallace flag.

Walana (at Sydney) was renamed **Walan** in 6/97 to avoid confusion with **Willara** (ex **Blackburn Cove**; see p.38).

Howard Smith is to order two new tugs, one each for Melbourne and Liverpool.

Goyder (103/1970) has been sold by Stannard Bros. Launch Services Pty. Ltd. to Kaioi Marine Pty. Ltd. and registered Honduras as **Goyder J. Levanter** (see p.39) arrived Brisbane 5/7 from Wellington. **Nautilus III** (see p.39) is laid up at Auckland and for sale. **Salvor** (ex **Pacific Salvor/Wongara**; see p.38) has been sold by Marine Pacific (PNG) Ltd. to Offshore Marine Services (Pvt.) Ltd. and registered Kingstown, St. Vincent and the Grenadines as **Sigiri**.

Tancred (see p.39) was reported 14/5 as intended to be moved from its berth at Port Adelaide to North Arm where it is to be broken up.

Overseas

Anro Australia, laid up at Johore Bahru since 3/97, has been sold to Indian breakers. **Anro Asia**, laid up at Singapore since 1/97, has also been sold to Indian breakers. The third of this trio, **Anro Temasek**, continues in service for Neptune Orient Lines in a container feeder service between Singapore and Manila.

China Navigation has taken delivery of **Pakhoi** (7,197/1997) from Dae Sun Shipyard, Busan, South Korea. The new ship is a 9,550 dwt containerhip of 650 teu capacity and was launched on 30/11/96. **Pakhoi** was delivered on 25/3 and has been chartered to King Ocean for service in the Florida/Caribbean/North Coast South America area. **Pakhoi** is the fourth ship of that name to be owned by China Navigation, and is a sister of **Pegasus Pennant** which is owned jointly by CNCo and Dong Young Shipping.

Mediterranean Shipping Company (MSC) announced 5/97 that in 8/97 it would commence a

fortnightly Australia/Asia service, to be operated by three time-chartered ships serving East Coast Australia/Japan/Korea/China/Hong Kong/Singapore/Fremantle/East Coast Australia. MSC is giving "port" names to time chartered ships, reserving "family" names for owned ships. The ships chartered for the new service are from Costamare Shipping, Greece: **MSC Osaka** (16,471/1978; ex **Zim Osaka**, built as **TFL Liberty**; 1,181 teu) ex Shanghai 10/8; **MSC Busan** (14,050/1978; ex **Capitan George**; built as **TFL Freedom**; 944 teu); and **MSC Chiwan** (944 teu; unidentified, but believed to be a sister to **MSC Busan** and also originally a TFL ship). In 6/97 it was announced that Swiss-based Norasia would join MSC in the new service.

Other former TFL (Trans Freight Lines, the North Atlantic container service in which TNT had a majority interest) ships include **Ratana Pailin** (14,050/1978; built as **TFL Democracy**; see p.89) and **Choyang Express** (14,050/1978; built as **Alltrans Express** and from 1980 to 1986 named **TFL Express**).

OOCL has introduced **OOCL Amity** (14,473/1996; ex **Doris Wulff** (1997), ex **Nuova Ionia** (1996), ex **Doris Wulff** (1996); controlled by Reed, Hermann Wulff, Kollmar, Germany) to its Australian service as a replacement for **OOCL Assurance** (see p.185, 1996). Visiting Australian ports 5/97 on a single voyage charter to OOCL was **Silver Dawn** (10,837/1993; ex **Mumbai Bay** (1997) for charter to P & O, ex **Silver Dawn** (1996), ex **Universal Bahana** (1996); controlled by V Ships (Cyprus) Ltd.) **Silver Dawn** was purchased in 1996 by the English-based Silver Line Ltd. (now controlled by the Vlasov Group) and registered in Bahamas to the ownership of Knight Chartering Inc.

The Hamburg-based Barbican Line added a fourth ship to its round-the-world service from 6/97. **Miami** (17,022/1979; ex **Libra Miami** (1997), ex **Jalisco** (1996), ex **Barbara Mariana** (1981); Good Faith Shipping Co. SA, Panama) joins **Barbican Star**, **Barbican Spirit** and **Barbican Success**. PIL's **Kota Harmuni** (See p.89, note correct spelling) arrived Australian ports on first visit 6/97. PIL has discontinued its Auckland/Brisbane service from 7/97 in view of industrial action and pressure from trans-Tasman operators.

With the arrival of Wilhelmssen Lines' **Taronga** in Australian ports 4/97 (see p.89 and photo this issue), the chartered **Tarago** (22,094/1979; built as **Lillooet**) has been withdrawn and sold to the US Military Sea Lift Command for service as USNS **1st Lt Harry L. Martin**. The Wilhelmssen car carrier **Takasago** (49,821/1996), delivered by Sumitomo on 17/12/96, arrived in Australian ports 6/97, the second of three newbuilding car carriers, she will be followed by **Takamine** (1997).

The Contship newbuilding **Contship Nobility** (31,000/1997; laid down as **Contship Brisbane**) arrived in Australian ports 5/97. The last of the present series of newbuildings is **Contship Optimism**, which was laid down as **Conti Albany**.

Among the many vehicle carriers arriving in Australian ports was the Moller newbuilding **Maersk Tide** (44,219/1997), which arrived Fremantle on 18/5. The ship is on long term charter to Wallenius Lines, Sweden, and carries the Moller hull colours and Wallenius funnel.

Marifret has chartered the Cyprus-registered container ship **Nordcloud** (16,252/1997; built Poland for Klaus E. Oldendorf) for the CMA/CGM round-the-world service, and the ship was in Australian ports 6/97. **Nordcloud** is a sister to the Marifret-chartered **Providence** (16,252/1995; ex **Nordcloud** (1996); see pp.142 and 185, 1996). **Fresena** (see p.88 and photo this issue) arrived in Australian ports 5/97; the ship was built by Thyssen Nordseewerke. The CGM container ships **CGM Ronsard** and **CGM Renoir** (see p.88) have been sold to Israeli interests and registered Panama as **Atlantic Arrow** and **African Arrow** respectively, managed by Stamco Shipmanagement, Piraeus.

Austral Asia Line has chartered **Canadian Express** (12,963/1986; built as **Kriti Gold**) from Vroon BV, Netherlands, for Queensland/SE Asia service as **Cape York**. The new ship replaces the smaller **Cape Moreton** and will operate with **Cape Arnhem** and **Cape Cleveland**.

Recent visitors to Fremantle included: the Mammoet heavy lift ship **Happy Buccaneer** (16,341/1984) which called twice in 5/97, firstly to load modules for BHP's hot briquetted iron plant under construction at Port Hedland, and secondly to load large cable reels for Coflexip for Singapore. **Al Messilah** (40,607/1980; built as the vehicle carrier **Ocean Highway**) arrived 12/5

and is the latest addition to the livestock carrier fleet of Livestock Transport & Trading, Kuwait.

Melbourne saw two Turkish-flag bulk carriers in 5/97 and 6/97. **Feyza** (27,706/1984; ex **Ursuya** (1993), ex **General Lim** (1988), ex **Lindnes** (1986)) reveals her Jebesen origins. **Sukru Deniz** (12,995/1981; ex **Patricio Murphy** (1996)) discharged fertiliser at Yarraville. The US research ship **Melville** (2,670/1969; see photo this issue) arrived 17/4 to drydock at Transfield Defence Systems, Williamstown, for five-year survey; the ship is based at San Diego and conducts oceanographic research for the University of California.

Sydney had two reefers discharging vehicles at Glebe Island prior to loading reefer cargo at other ports: **Polar Colombia** (10,629/1992) is owned by Branxton Shipping Ltd., Liberia, and managed by Hamburg-Sud. **White Dolphin** (5,893/1988) is owned by Hayama Shipping Ltd., Tokyo. The Japanese fisheries patrol vessel **Toko Maru** (2,450/1996; see p.50) was at Sydney 28/6 until 1/8, having previously called at Hobart. The cable ship **Cable Venture** (10,518/1962) was at Port Jackson and Port Botany from 29/6 to 17/7 loading 3,000 kilometres (4,500 tonnes) of cable to be laid in the Atlantic Ocean as part of the Gemini system; **Cable Venture** is to commence laying from East Coast USA and meet **Cable Innovator**, which starts from Cornwall. Meanwhile **Pacific Guardian** (6,133/1984) remains on standby at Newcastle. The US trawler **Carol Linda** (1,145/1980) called at Sydney twice in 5/97 for crew changes.

P & O has reflagged its Hong Kong registered bulk carriers **Taunton** (95,835/1986) and **Ullswater** (63,106/1990) to Bermuda. Stolt-Nielsen has sold the chemicals tanker **Stolt Liandaff** (15,121/1971) to Indian breakers; this was the last ship to be built for the tramp owner Evan Thomas Radcliffe, Cardiff. Sold to Indian breakers is the former ANL (who sold the ship in 1988) containership **Australian Emblem**, which after seizure at Piraeus as **Marilia A** for debt and subsequent sale at auction departed Piraeus on 17/5 as **Polla**. Shanghai Ocean Shipping Company has sold its bulk carrier **Bo Xing Hai** (10,937/1970) to Chinese breakers; this ship was a regular visitor to Australian ports as the Simeon-chartered scrap metal carrier **Louisiana**.

The former P & O cruise ship **Fairstar** arrived Alang 10/4 as **Ripa**, for demolition (see p.90). Following generator trouble, a ten-day cruise for **Fair Princess** was cancelled and the ship was under repair at Garden Island (AD), Sydney 17-25/6. P & O's **Grand Princess** (see p.90) was floated out of the building dock at Montalcone late-5-97 and is reported due to enter service 5/98.

The Hapag-Lloyd cruise ship **Europa** is scheduled to visit Australian ports 1/98 (see p.186, 1996 - **Columbus**). **Bremen** was in Australian waters last summer (see pp.41 and 47).

South Pacific Cruise Lines is reported to have chartered the cruise ship **Awani Dream** (11,429/1986; built in France as **Renaissance**), to be renamed **Alloura** for cruising based on Brisbane commencing 10/97. The ship is owned by White Oster Navigation, Panama (PT Awani Modern Hotels, Jakarta). South Pacific Cruise Lines is owned by Chancellor Group, USA.

The Ukrainian cruise ship **Kareliya** (see p.91) was released from arrest at Noumea c.4/6 and sailed a few days later, believed bound for Singapore.

Accidents and Mishaps
Reported 5/97 that underwater explorer Emyln Brown believes he has located the wreck of the Lund passenger liner **Waratah** (9,339/1908) on a sandbank at a depth of 114 metres off the coast of Transkei, South Africa. He proposed diving 6/97 with a video-equipped miniature submarine to examine the uncharted wreck with a view to establishing its identity. **Waratah** disappeared without trace c.28/7/1909 while on passage Durban to Cape Town.

The NZ trawler **San Manukau** (see p.91, 1996) was refloated 4/4/96, towed to Manganui Harbour, thence Auckland; slipped 9/4, declared CTL. Sold 6/96, repaired, now returned to fishing service as **Aberdeen Star**.

The Australian-flag tanker **Osco Star** (22,572/1989), chartered by Shell Australia, was on passage Geelong to Port Moresby with a cargo of chemicals when it encountered tropical cyclone "Justin" north of Brisbane on 9/3 and suffered major engine damage. The ship returned to Brisbane, escorted by the Brisbane tug **Austral Salvor**, arriving 18/3. After temporary repairs at Cairncross

Dock, **Osc Star** departed Brisbane 24/4 in tow of the PNG tug **Pacific Salvor** (see p.38) for South Korea, where permanent repairs will be undertaken.

The South Korean-registered bulk carrier **Western Winner** (15,954/1982) ran aground on Tiparra Reef off Moonta Bay in Spencer Gulf on 8/5, while proceeding to Wallaroo (eleven nautical miles to the north of the reef) to load grain. The ship was refloated on 9/5, apparently undamaged, and proceeded to Wallaroo. It was subsequently reported that the ship had originally been destined for Port Adelaide, but was diverted to Wallaroo and had no charts of the area. **Western Winner** was in collision with the BP tanker **British Trent** in the English Channel on 3/6/93; the latter was gutted by fire and declared a CTL.

The Indian bulk carrier **Dakshineswar** (28,739/1987; The Shipping Corporation of India) grounded off Wednesday Island, Torres Strait, during the night of 12-13/7 while on passage Hay Point to India with coal. The ship was refloated on 15/7 (a few minutes before midnight) with assistance from the tug **Pacific Salvor**, anchored for inspection, then proceeded on voyage, apparently undamaged.

While working in the Geelong approach channels, the trailing suction hopper dredger **Volvox Delta** (see p.90) punctured her bow after hitting an unidentified obstruction. The dredger departed Geelong 23/7 for drydocking in Brisbane.

The Sydney ferry **Lady Street** suffered engine failure while berthing at Circular Quay on 25/6; no injuries, but damage to the timber barrier and steel railings between berths 3 and 4.

The new NZ frigate **Te Kaha**, while off Cape Reinga 11/7 on her delivery voyage to Auckland, was forced to change course when **Tasman Venture** allegedly failed to give right of way.

Naval

Two modules for Anzac frigate No. 5 (**Warramunga**) were completed at Kooraing Island, Newcastle, 7/97, and it is understood that these will be the last to be built at Newcastle. **Arunta** is due to be commissioned later this year.

The need to replace high-pressure couplings in the first two Collins class submarines has restricted operations of **Collins** and delayed construction of **Farncomb**. The latter is due to commission 9/97, by which time **Waller** is expected to have commenced sea trials. The heavy lift ship **Project Arabia** (9,763/1982) was at Newcastle 22-28/3 loading three hull sections and two escape chambers for transportation to Adelaide, these being the final units to be constructed at Tomago for the submarine project.

A section from the hull of **Otway** (which was broken up at Sydney; see p.92, 1996) has been presented by the RAN to Holbrook, in Southern NSW, and incorporated into the submarine memorial there. The town is named after Lt. Norman Holbrook RN, who achieved distinction as commander of the British submarine **B11** in the Dardanelles in December 1914. Holbrook was then named Germanton, and the town was urgently seeking a less unpatriotic name.

Leeuwin, first of two hydrographic ships building by NQEA for the RAN, was launched 19/7 at Cairns and is due for delivery 6/98. The second, to be named **Melville**, is due for launching early 1998 and delivery 12/98.

Huon, first of six coastal minehunters building by ADI at Carrington (Newcastle) for the RAN, was launched 25/7; sea trials are due to begin 4/98 and **Huon** is expected to be delivered 12/98. The remaining five are expected to commission as follows: **Hawkesbury** 1999, **Norman** 2000, **Gascogne** 2001, **Diamantina** 2001 and **Yarra** 2002. Outfitting of the second vessel is under way, the hull of the third is complete and the keel of the fourth is scheduled to be laid 9/97.

Decommissioning of **Tobruk** has been deferred due to the extended refit periods required for **Kanimbila** and **Manoora**. **Tobruk** visited Melbourne 9-13/5.

Port Macquarie Slipways was the successful tenderer for the refit of the minehunter **Rushcutter**, and the work was expected to take eight weeks commencing 6/97. On 7/5 the Department of Administrative Services offered for sale a 31 x 9 metres catamaran hull, located at Tomago. Construction of the incomplete hull, laid up on a steel mould, was begun by the now defunct Carrington Fibreglass in anticipation of a third **Rushcutter** type minehunter being ordered by the

RAN. The design was considered to be unsatisfactory.

The Daring class destroyer **Vampire**, on loan from the RAN to the Australian National Maritime Museum since the Museum opened in 11/91, was officially presented to the ANMM by the Minister for Defence Industry, Science and Personnel on 9/4. A former RAN 500-tonne fuel lighter, towed from Sydney to Cairns by the tug **E.B. Cane** about 8/10 years ago, has been broken up at Cairns; demolition was almost complete by 7/97.

The first of two Anzac class frigates for the RNZN, **Te Kaha**, arrived Auckland 7/97 on her delivery voyage from Williamstown. The logistics/supply ship **Charles Upham** has been idle at Auckland since 8/96, and is expected to remain there for another year until modifications are made to improve the vessel's stability.

The former PNG patrol boat **Aitape** is reported to have been scuttled in PNG waters in 8/96. Transfield Shipbuilding, WA, has completed the patrol boat **FSS Independence** for the Federated States of Micronesia. The Cook Islands Police patrol boat **Te Kukupa** arrived Gladstone 21/5 for half-life refit by Forgas Engineering.

Operation Tandem Thrust (see pp.92 and 93) was conducted 10-22/3 over more than 30,000 sq km in the Coral Sea and in the Shoalwater Bay training area, and involved 21,500 personnel from the US Pacific Forces and 5,700 from the Australian Defence Force and included 43 warships and 230 aircraft.

Units of the Royal Navy's Task Force "Ocean Wave '97" have visited Australian ports during an eight-months world-wide deployment 1-8/97. The Task Force comprises: **Illustrious** (aircraft carrier); **Fearless** (amphibious assault ship); **Gloucester** (destroyer); **Chatham**, **Richmond** and **Beaver** type frigates; **Sir Galahad** and **Sir Percivale** (amphibious ships); **Trafalgar** and **Trenchant** (submarines); and the RFAs **Fort Austin**, **Fort George**, **Diligence** and **Olna**. Due Fremantle 7/97 were **Illustrious**, **Gloucester**, **Richmond**, **Fort Austin**, **Fort George** and **Diligence**. **Beaver** was expected to visit Bunbury. **Gloucester** visited Newcastle 16-19/5, Sydney 19-30/5, Auckland from 2/6 and Hobart 19-23/6. **Chatham** visited Hong Kong 6/97 where she was joined by HM Yacht **Britannia** for the handover of the Territory to China on 30/6.

Visiting Fremantle 5/97 were the following US Navy ships: **Constellation** (aircraft carrier), **Chosin** (cruiser), **John Paul Jones** (destroyer) and **Niagara Falls** (combat stores ship) berthed in the inner harbour; **Cimarron** (fleet oiler) and **Mount Hood** (ammunition ship) remained in the outer harbour; the nuclear powered attack submarine **Key West** berthed at HMAS Stirling. **Mount Hood** and **Cimarron** anchored in Port Phillip 25-28/4. Visiting Hobart 3/97 were **Kitty Hawk** (aircraft carrier, 16-21/3) and **Fife** (destroyer, 28/3 - 1/4). The US destroyers **Fitzgerald** and **Paul F. Foster** visited Sydney 28/7 - 1/8. The oiler **Chesapeake** (see p.92) was still at Cairncross Dock, Brisbane, on 17/6.

The French "stealth" design frigate **La Fayette** made its sole Australian call to Fremantle 4/97 (see photo this issue), and the French frigate **Nivose** visited Hobart 2-6/5. The Chilean auxiliary sail training ship **Esmeralda** arrived Sydney 6/7 and departed 12/7 for Manila.

Company and General

Adsteam Marine Ltd. was listed on the Australian Stock Exchange from 12/6, with the stock opening at \$2.62 and rising to \$2.76 before closing its first day at \$2.71. The issue price in the float was \$2.00 per share. See p.93 and article this issue.

Holyman Ltd. announced 10/6 that it is to acquire the Australian operations of Union Shipping Group for \$58.3 million. These operations include Coastal ExpressLine (including the charters of **Searoad Tamar** and **Searoad Mersey**), Union Stevedoring and Union Bulkships (including the operation of **Sina** on the WA coast). On 2/7 the Company announced that it had acquired a 20% interest in Catalina Clipper LLC, which operates four ferries on a 40-kilometre route between Long Beach and Catalina Island, USA. Holyman has also established Catalina Agencies LLC, in which it has an 80% interest, to provide agency services for Catalina Clipper. Holyman has noted that its European ferry service would operate at a loss in its first year.

Announced 18/5 that Intercontinental Ship Management has reached "in principle agreement" to buy a 10% interest in ASP Ship Management from ANL providing ISM buys Cyprus Coal's 40% shareholding in ASP. Cyprus holds its interest through its wholly owned subsidiary McIlwraith McEachern.

Australian Submarine Corporation is ensuring a continuity of work after completion of the Collins class submarine project (the last of the six vessels is due for completion in 2001) by diversifying into heavy engineering through its subsidiary ASC-Engineering. ASC-E plans to serve the mining and offshore petroleum industries, and has already established itself as Australia's sole manufacturer of large industrial autoclaves. ASC has confirmed that discussions have been held between itself, Transfield Defence Systems and ADI on the question of rationalisation, particularly in the marine sector. ASC disclosed 16/7 that it is to sell the former Carrington Slipways site at Tomago on the Hunter River to Mr. Ron Connors of Raymond Terrace and a partner. The buyers plan to use the site for the construction of tuna trawlers to be based in Micronesia.

The Victorian Government announced 30/5 the sale of Melbourne Port Services Pty. Ltd. (see p.43) to Skilled Engineering Ltd., a labour contracting and management company. Skilled Engineering takes over mooring, dredging, cleaning and general maintenance services in the Port of Melbourne. Included in the assets acquired by Skilled Engineering was the dredger **A.M. Vella** which, being surplus to requirements, was subject to the proviso that 50% of the net proceeds from sale of the vessel will be paid to the Government; see Ferries and Harbour Craft.

Victorian International Container Terminal (VICT) was the consortium led by OOCL, and including COSCO, that was successful in bidding to operate Appleton Dock as a container terminal; see p.94. On 11/7 VICT withdrew from the proposed development, as it was unable to agree terms with Melbourne Port Corporation.

The Victorian Government announced 16/6 that it had awarded TNT a contract to manage the Port of Hastings. The contract is for ten years with options to extend for five or ten years. TNT has operated the Port of Geelong since 7/96.

The inner harbour of Fremantle is 100 years old. The harbour works were designed by Charles Yelverton O'Connor and construction commenced in 1892. The new harbour was opened with the entry of Blue Funnel's **Sultan** (which operated between Fremantle and Singapore) on 4/5/1897. CTC Package Holidays Pty. Ltd., trading as CTC Cruise Lines, was placed in liquidation 5/97 and a provisional liquidator appointed; see p.91.

The Australian Government announced 7/5 the extension of the 5% shipbuilding bounty until 30/6/99. The bounty will apply to building commitments entered into by 31/12/97.

With effect from the beginning of 1998 P & O Nedlloyd will withdraw from the "Global Alliance", the remaining members of which are American President Lines, Mitsui OSK, OOCL and MISC, and join the "Grand Alliance", the other members of which are Neptune Orient Lines, Hapag-Lloyd and NYK. Before the merger of the P & O and Nedlloyd container shipping interests, P & O was a member of Grand Alliance and Nedlloyd a member of Global Alliance, and consequently a realignment of membership of these worldwide container consortia was necessary.

Livery for the P & O Nedlloyd container ships: hulls black with P & O Nedlloyd on each side in white letters; funnels dark blue with an orange band of medium width. Ships are beginning to appear in the new colours, but the full change, particularly for hull colours, will take four years as ships are docked for routine maintenance. Some ships are being renamed with the company name as a prefix, e.g. **P & O Nedlloyd Capri**.

The penultimate ship to be built by the bankrupt Bremer Vulkan yard (see p.94, 1996) is the containership **Hansa Century**, the second of three vessels ordered by Conit Group. The ship will be completed by Lloyd Werft, Bremerhaven, for Hansa Century, a subsidiary of Hansa Treuhand.

SOLD EAST - Sold out (see p.70).



Published c.1920 in Marseilles and doubtless disapproved of by P&O, **MANTUA** and **NALDERA** are imaginatively portrayed. (T. S. Stevens Collection)