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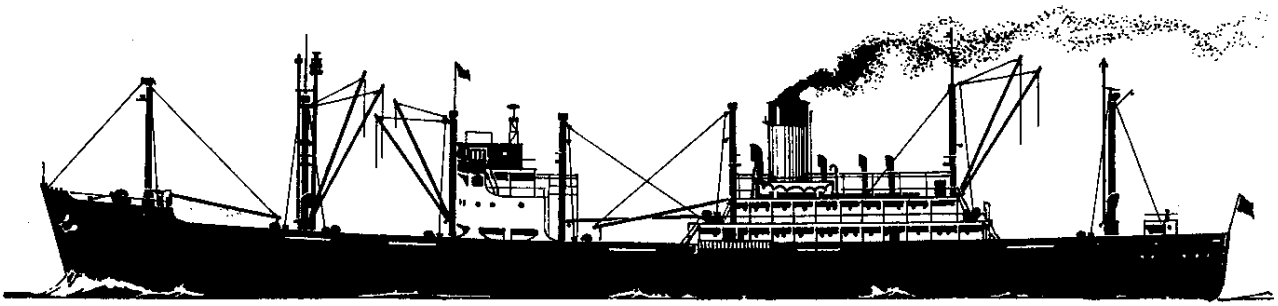
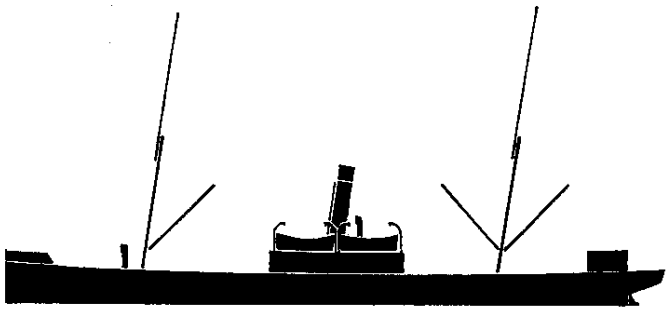
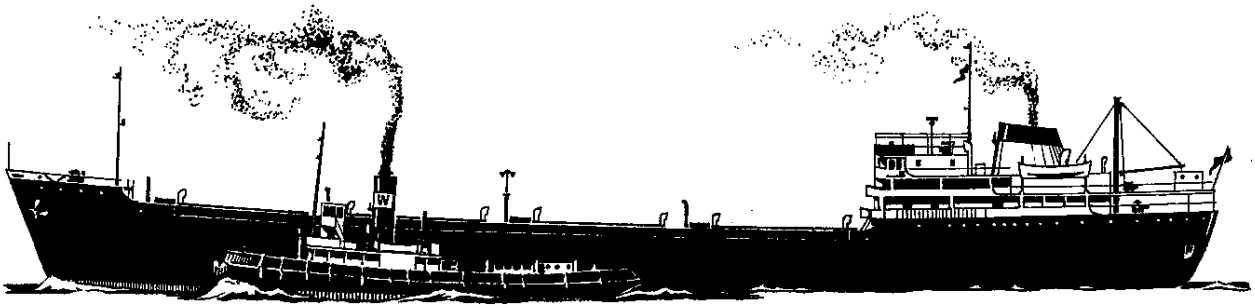




The Adelaide S.S. Co's first ship South Australian of 1876 compared on the same scale with the recent steamer Borda of 1951 (above) and the M.V. Meringa of 1958 (below). The owners of the tug St Aristell are a subsidiary of this Company.



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t.s.m.v. WAHINE

The newspaper reports on this disaster were somewhat inconsistent and the Wellington Coroner's Court hearing on May 3,revealed little new information, therefore until the Commission of Inquiry commences on June 24, it is possible to only estimate what happened.

When WAHINE capsized in Wellington Harbour about 2.22 pm on April 10,it appears that all 614 passengers and 130 crew were off but of these 51 persons were drowned. The weather in the vicinty of Wellington on April 10,was exceptional with wind gusts up to 100 knots,and 150 knots in exposed positions. The worst wind, accompanied by blinding rain,came between 9 and 10 a.m.,then suddenly died away about 1 pm. When WAHINE approached Wellington heads the wind was 50/60 knots - nothing exceptional as she had previously negotiated the entrance in winds over 60 knots - and she was on her customary course. Suddenly the vessel took a starboard sheer and headed for the eastern shore.

The ship was reversed out of this dangerous position and then a tremendous gust of wind and huge sea picked her up like a surfboard and carried the ship bodily over half a mile,swinging her round and dumping her on or near Barrets Reef at the northern end. This in effect means that after heading in towards the east side of the entrance,WAHINE reversed out and was carried north towards Wellington Harbour,but too far to the west and probably up the inshore side of the reef.

WAHINE hit the reef,or the bottom,about 6.10 am and floated free about 7.30 am. Subsequently divers reports have revealed that the shell plating was severely damaged,the after end badly holed and both propellors and shafts lost. Thus without motive power WAHINE was at the mercy of wind and sea. At this point it is assumed that the anchors were dropped.According to some reports,the vessel commenced taking water shortly after stranding and by 9.45 am the engineroom was rapidly flooding. It is also alleged that the first slight list was noticed about 10.30 a.m.

A correspondent in Wellington now takes up the story ;-
"I saw her about 9.30 or 10.00 anchored in the middle of the Fort Dorset area on the edge of the channel and about 3 cables off shore(about 600yards). She was lying head to sea on both anchor cables,and frequently a large sea would broach her and she would swing around to face me and a little more. This means she was yawing about 90 to 110 degrees. When she came round like that I could see the cables taking the strain and disappearing almost horizontally into the sea ahead.
The Union Co.tug Tapuhi had come out and for some considerable time she was unable to get round the point at Halswell(northern end of Miramar Peninsula). She did finally get down to Steeple Rock where she was taking terrible punishment and running great risks in that awful sea. The tug Master did a wonderful job in the circumstances,but it was absolutely impossible for him to get out to the ship. The pilot launch Tiakina made a dash down WAHINE's starboardside,veered in close to the ship. I thought he was mad as he started at her stern and was picked up by a sea and lifted nearly as high as WAHINE. When it looked as though

they would collide, Tiakina sheered off and dropped under the bow again and after sweeping wide to clear the anchor cables, ran back down the portside. The purpose of this operation was to allow the deputy Harbour Master to board WAHINE. At this stage I went home as the ship looked quite safe providing the anchors held."

In commenting further our correspondent states; " The tug managed to secure a 3½" wire but it was snapped, not when they took the weight, but before then. The tremendous seas just whipped it up and away it went. The anchors were dropped very soon after WAHINE came off the reef, but the seas were so huge that they did not hold, and WAHINE did not drift the mile or so to her last position, but dragged both anchors to get there. The cables still lead out from the sunken bows through a 12 ' sandbank and disappear to the south."

On the basis of the N.Z. newspaper reports, WAHINE reached the position near where she sank about noon and shortly thereafter the listing became more pronounced. After 1.00 pm the situation became critical and it seems that with the continued flooding of the engineroom, the water rose through the trunkway into the vehicle deck, and later the passenger accommodation, as she settled by the stern. Although WAHINE had ample reserve bouyancy, the increasing free surface of water, causing loss of stability, was probably the cause of her rolling over.

According to N.Z. reports, evacuation of the ship commenced at 1.10 pm, and the first boat got away at 1.35. At 2.10 the pilot boat took off the Master and Deputy Harbour Master. The Aramoana came down to the area about 1.50 and put two boats in the water, but she was limited in her usefulness as she had a fractured crankshaft.

It now remains to be seen what is revealed at the Inquiry and also what future there is for WAHINE herself.

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+++CORRESPONDENCE

Readers interested in developing correspondence may care to communicate with Mr.E.M.Cornish, 54 Danville Ave., Virginia, DURBAN, Natal, South Africa.

Mr.W.R.Dagget, 3 Sixth Ave, Warradale S.A. 5046, is interested to secure information and illustrations of the Union Co. Liner AOTEA-ROA, which was sunk as HMS AVENGER in June 1917.

Mr.R.Vandromme, 50 Distelhoek, Merksem, Belgium, is interested in ships livery, funnel markings and houseflags and would like to collect information on the Pacific area.

Mr.E.J.Hayes Jr. c/- The Quaker Oats Co, Merchandise Mart Plaza, Chicago, Illinois. 60656, is interested in the Golden Fleece Fleet of A & J.H.Carmichael & Co. of Greenock. This fleet of 19 iron and steel sailing ships frequented Australian waters between 1850/1906. Their best know ship was MERMERUS. (Any reader able to assist please communicate with Mr.Hayes; however the Editor would appreciate a copy of the information supplied.)

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+++ Part three of...

THE ADELAIDE STEAMSHIP Co., LTD.
1939 - 1967

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+++ The cover this issue was prepared by Mr.Peter Nicolson of Sydney,and features the cargo vessel BORDA,one of six freighters built in Australian yards for the Commonwealth Government and sold to private owners. The second vessel the MERINGA is a small bulk carrier built for carrying sugar from Queensland ports to Melbourne and Sydney. This vessel is now a unit of the fleet of Associated Steamships Pty.,Ltd.

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During the war years eight vessels were under requisition and another three suffered damage. The first vessel to be requistioned was the passenger liner MANOORA,on Oct. 14,1939,and she was commissioned as an armed merchant cruiser, armed with seven six inch guns,on December 12th. On May 31,1940 MANOORA was at Harvey Bay (150 miles north of Brisbane)when orders were received to shadow the Italian passenger/cargo liner Romolo when she left Brisbane. This duty was undertaken until June 9th when the orders were cancelled;however within a few hourse MANOORA was ordered to regain contact. Following a sighting report from Trienza the merchant cruiser came up with Romolo on June 12th, whereupon the Italian scuttled herself,about 220 miles S.W. of Nauru Island. The passengers and crew,totalling 129 persons,were picked up by MANOORA. When returning south from this assignment she was diverted to pick up the crew from the stranded American freighter Admiral Wiley.

Whilst MANOORA was thus engaged the company's other large passenger liner MANUNDA was requistioned on May 24, 1940 for conversion to a hospital ship,this work being completed in August. In October 1940 the cargo steamers BUNGAREE was taken over for conversion into a minelayer and commissioned as H.M.A.S. BUNGAREE on June 9,1941. Meantime on the other side of the world in Dundee, the new Spencer Gulf passenger/cargo vessel MORIALTA was nearing completion when she was taken over by the Royal Navy for use as a munitions carrier.

The next year (1941) was relatively uneventful, BUNGAREE commenced laying defensive minefields in July and during her service in this capacity laid 19,000 mines. In December TERKA was requisitioned for use as a minesweeper followed,early in 1942,by her sisters TOLGA and TOORIE. When the air raid on Darwin commenced on February 19,1942 there were four of the company's ships in the port; two - TOLGA and TERKA - escaped damage and rendered invaluable assistance in rescue work. The other two - MANUNDA and BAROSSA - sustained direct hits. The MANUNDA,clearly marked as a hospital ship,was struck by a bomb between the bridge and funnel and sustained considerable,but localised damage,which fortunately did not disable the ship and she was able to sail for Fremantle the next night with 300 injured onboard. The BAROSSA was not so fortunate as she was lying alongside the wharf with Neptuna,and in addition had a lighter alongside. When the wharf and the two

ships were hit,BAROSSA was unable to get clear;however the naval tug Wato moved the lighter then pulled BAROSSA clear of the blazing Neptuna which blew up just after BAROSSA commenced to move. The BAROSSA was beached on fire and damaged,but two months later she was refloated and towed to Sydney for repairs.

The next event of the year involved MORIALTA and to commemorate the unique honour a plaque,reading as under,was afterwards placed onboard the ship. ; " From the bridge of this vessel on 8th June 1942,His Majesty King George VI inspected the British Home Fleet in Scapa Flow,and ordered 'Splice the main brace' to be hoisted,this being the first time in British naval history such a distinction had been conferred on a merchant ship'.

Continuing with 1942 the ALLARA,in the course of normal employment,was struck aft by a torpedoe and the resultant damage disabled but did not sink the ship,and in response to requests for assistance the tug Heroic towed the ship to Newcastle,from where she was towed to Sydney by Warang and St.Aristell to be repaired by Morts Dock. ALLARA was torpedoed in a position 33.3 S - 152.22 E and four persons were killed and six injured. Finally in 1942,the U.S.Army requisitioned WORTANNA in November for use in the Islands and during the period under their control she was fitted with a new diesel engine.

With new developments in the Pacific war,MANOORA was converted from an A.M.C. to a Landing Ship(Infantry),commissioning as such in February 1943.Thereafter she saw service at landings throughout the Pacific. Also in 1943 ,on April 11, the NOORA was damaged at Port Harvey(W.A.) by bombs.

In 1944 BUNGAREE became a naval stores carrier and on September 21 of that year MORIALTA struck a mine in the Gulf of Lions (Mediterranean) but survived this mishap. In March 1945 TERKA was lost as a result of an accident,the nature of which has not been determined.

With the end of the war WORTANNA returned to owners in September 1945 and TOLGA was sold outright to the R.A.N.; however it was sometime before MANOORA, MANUNDA and MORIALTA became available.

POST WAR & RETRENCHMENT

Immediately following the war there was very little change in the fleet. Most of the ships built or acquired during the late twenties were still in commission and the four cargo ships of 1937/9 vintage had survived. MORIALTA finally arrived in Australia in August 1947 and MANUNDA made her first commercial post war sailing on Apr. 19,1948.In July of that year she became the first coastal merchant vessel to be fitted with radar. Finally MANOORA was released from naval service in December 1948 and after an extensive refit,made her first post war commercial voyage from Sydney on September 9, 1949.

By the time the fifties arrived it was becoming clear that all was not well in the coastal trade,competition from land transport was growing due to inefficient shipping operations caused by strikes and a certain shortsightedness by coastal shipowners. The years of the decade 1950 to 1960 necessitated a painful review of the situation and the Adelaide Company,

in common with the other coastal operators,were effected by the changing conditions. Perhaps a comparison of their fleet in 1950 and 1960 best illustrates the changes. The 75th Anniversary of foundation fell in 1950 and in that year the fleet comprised 26 vessels,whilst ten years later only 16 ships were units of the fleet.

Commencing in 1949 the disposal of the older steamers began,the AROONA was first to go and was followed by ALDINGA, ARKABA,ALLARA,DUNDULA,DILGA,MOMBA,MOONTA,MANUNDA,BUNGAREE, MORIALTA,ULOOLOO,MUNDALLA and the small steamers OORAMA,GOONDI, BROADWAY,NOORA and TOORIE. In the meantime two vessels were acquired from the Commonwealth Government during construction and emerged as BORDA and BAROOTA in June 1951 and May 1952 respectively. In 1954 a vessel building at Grangemouth for H.P.Lenaghan & Sons,Belfast was purchased and launched as MINKARA. Two years later the small MARRA was acquired,and to complete the record to 1960,the MERINGA - a small bulk carrier for the sugar trade,was built in U.K.in 1958,and two years later MUNDOORA was built at Brisbane.

The decade was not without accident and mishap. The departure of ALLARA,after her sale,made headlines. Her new owners took the ship over at Sydney but owing to maritime industrial trouble the ship was declared "black".Finally on the night of July 14,1952 the vessel - renamed Santalena of Panama - slipped out of harbour without a clearance,heading for Colombo. The departure of ARKABA,although timely,was enforced,as she stranded at Port Lincoln on Feb. 19,1953 and was subsequently abandoned to underwriters in March,who in turn sold the ship to William Charlick & Co,of Port Adelaide. They arranged for ARKABA to be towed to Hong Kong and she left Port Lincoln on June22,in tow of the tug Allegiance,but broke adrift in the Bight on July 1. Recovered three days later,she broke adrift again on July 21 and it was not until August 9 that she was located by YUNA and Allegiance after drifting 600 miles. The trio arrived back at Port Lincoln on August 12,1953 . The second attempt by Allegiance was more successful and she and ARKABA reached Hong Kong. The ex coaster was refitted and renamed William Charlick IV and as such visited Australia several times,the first occasion being in June 1954.

In November 1952 the Fremantle based tug UCO was transferred to N.S.W. tug subsidiary. To augement their tug fleet the Company purchased the tug FAIRDHERBE overseas,but the vessel disappeared on her delivery voyage after calling at Cape Town. It would seem that on October,26 1954 she was stopped with boiler trouble and was overwhelmed by the prevailing heavy weather. All 14 of the crew were lost. It is understood that the tug was to have been renamed Warda.

Returning to 1953,the MANUNDA arrived at Sydney on Februaryr. 9 with a broken crankshaft and as a result was out of commission until June of that year. The ULOOLOO also appeared in the casualty list with a fire in her accommodation whilst at Morts Dock in Apr. 1, 1953 and again when she went aground in the Port Adelaide River on July 13,1953. Her troubles were not ended however,as two years later in 1955,her engineroom flooded at sea and she was towed into Brisbane by the tug Roda Zee on March 16.

The NOORA had a narrow escape from foundering in May 1953 when hove to 90 miles east of Kangaroo Island her cargo of steel shifted;however she reached Adelaide on May 20 with a 15 degree list. Another of the small ships - the sugar lighter WORTANNA - was less fortunate. This vessel,built in 1875 as the paddle tug Albatross,grounded at Mourilyan on November 18,1957 and sank.

NEW VENTURES & COMMERCIAL UPHEAVAL

There were two significant events in 1957 involving new ventures for the company. In May - Bulkships Ltd -in which the company had a substantial holding - was registered and in August 1957 contracts were signed for two bulk carriers. These commissioned as WOLLONGONG and MITTAGONG in May 1962 and April 1963 respectively.

The second venture was the formation of Adelaide Ship Construction Ltd in July 1957. Construction of the shipyard at Port Adelaide was commenced in January 1958 and the first tug built there was Warilla. She was delivered on Aug.7,1959.

On January 1,1958 the Adelaide Steam Tug Co.,(a subsidiary of The Adelaide Co.) and Huddart Parker Ltd,transferred their South Australian towage interests to Ritch & Smith Ltd. A year later ,in August and September 1959, H.C.Sleigh Ltd attempted a take over bid for The Adelaide Steamship Co.,Ltd,but were unsuccessful;however the attempt led to a re organisation of the company's affairs and the fleet progressively were transfered to the ownership of Adelaide Steamship Co (Operations)Pty.,Ltd.

It would perhaps be timely to note the demise of the passenger fleet. The Spencer Gulf passneger steamer MOONTA was sold in December 1955,after spending six months on charter to Tasmanian Steamers Pty.Ltd,whilst Taroona was under survey. MOONTA was delivered to her new owners at Melbourne and sailed as Lydia on December 24,1955. The next to go was MANUNDA which sailed from Sydney for Japan on October 4,1956. and she was followed out of the fleet by MORIALTA which was sold to the Brisbane shipowner John Burke Ltd. The veteran Port Lincoln ferry MINNIPA completed her 3,330th and last voyage on June 30,1960 and was sold overseas. Finally MANOORA,the last of the old type coastal passenger ships,completed her last voyage at Sydney on August 9,1961 and sailed under the Indonesian flag on August 26.

If the 1950/60 period had been unfavourable,worse was soon to follow. In 1961 there were massive upheavals amongst the coastal shipowners which resulted in the demise of James Paterson & Co.Pty.Ltd.,Huddart Parker Ltd.,Melbourne Steamship Co.Ltd. In so far as the last mentioned is concerned,The Adelaide Steamship Co and Howard Smith Ltd fought out a take over battle, which was ultimately won by Howard Smith Ltd. (Refer THE LOG - old series - Vol 13. No.4 Page 83). As a consequence of these events,a merger between The Adelaide Steamship Co and McIlwraith McEacharn Ltd was examined early in 1963 but found to be impracticable. However late in 1963 it was agreed by the two companies to amalgamate their coastal shipping interests and thus Associated Steamships Pty.,Ltd. was formed and the ships transferred to the ownership of that subsidiary company.

During the commercial upheavals there were a few changes in the composition of the fleet. In November 1961 the roll on-roll off ferry TROUBRIDGE entered service, running from Port Adelaide to Kangaroo Island and Port Lincoln and thus displaced the separate operations of the subsidiary Coast Steamships. Meantime there had been further reductions in the fleet as MALTARA was sold in 1959, BUNDALEER in 1960 and in 1961 KARALTA, KONANDA, KORARA, NORDA and BAROOTA were all disposed of. Finally just before the transfer of most of the remaining ships to Associated Steamships was effected, the BELTANA became a Constructive Total Loss following a grounding at Port Phillip Heads on September 16, 1963.

When the fleet was transferred in December 1963/January 1964 the company retained ownership of TROUBRIDGE and MARRA and contributed the MERINGA, BAROSSA, MUNDOORA and MINKARA to the new comapny. The company had no real need for MARRA and after a period on charter to Union S.S.Co of N.Z.Ltd and then W.A.State Shipping Service, she was sold in May 1965.

To conclude this review it should be mentioned that over the years the company has developed interests outside the shipping field and are quite active in W.A.salt recovery and export, through the Shark Bay Salt Pty Ltd., also they are involved in real estate, timber and transport. On the shipping side their subsidiaries are as follows;

Sydney Slipway & Engineering Co.P.L. (25% owned by others)
Waratah Towage (Port Kembla)P.L.
Waratah Tug & Salvage Co.P.L., which owns 66.6% of Wallace Tugs PL.
Adelaide Ship Construction P.L.
Adelaide Steamship(Operations)P.L.
The Adelaide Steam Tug.Co.P.L.
Coast Steamships P.L.
Ritch & Smith P.L.

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+++FLEET LIST - covers the vessels owned by the company from 1925 to date. The ships are in approximate chronological order and in the left column, under the name, is shown the official no., the year of construction and the gross tonnage. In the details ASC means Adelaide Steamship Co's ownership.

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MOMBA 152022 1926/3021	ASC 1926/54 - Ken Waihi S.Co.Ltd., Wellington, (D.M. Kenrick, Mngrs.), B/ Ken Waihi, 1954/55 - April 29, 1955 arrested Sydney, sold for debts, Sept.13, 1955 to O.Jacomino Fu VincenzO, Torre del Greco, Italy. B/ Due Golfi. Still as such.
+ MUNDALLA 152024 1926/3018	(Originally named MUNDOO) - ASC 1926/59 - Nov.1959 Southern Shipping Co.N.H., 1959/62 - British East-Asia Marine Ltd.H.K (Garnew S.Co.Mngrs.) B/Adele Beam, 1962/64 - Thames Nav.Co.Ltd., B/ Perola, 1964/65 - Madam Chan Tam Yuen Wah, H.K. 1965/66 - Perola Nav. & Trading Co.Panama, 1966/-.

GOONDI 151983 1923/346 — ex Gartmore(J.Broadfoot & Sons Ltd.,Sydney)1923/26 - ASC 1926/55 - Wilson Hart & Co,Maryborough,B/Goori, converted lighter,still existing.

TULLY 125249 1910/115 — J.Broadfoot & Sons Ltd.,1910/26 - ASC 1926/27 - Wrecked Johnstone River.Q. Sept.1.1927.

BROADWAY 145702 1921/738 — ex Durley Hill 1926 (Braithwaite,Heslop & Co.Cardiff) ex Lygia. Registered Melbourne 1925. Yorke Peninsula Barley Producers Ltd,1925/25 - Peninsula Traders Ltd 1925/26 - ASC 1926/53 - Tonny Carr,Sydney 1953 for demolition.

MINNIPA 137239 1927/1977 — ASC 1927/60 - July 1960 Atlas Co.Ltd.H.K.,later San Raimundo Cia Nav.Panama B/Mayon. Broken up at Hong Kong late 1963.

KAPARA 122748 1914/846 — Adelaide Steam Tug Co.Ltd 1914/27 - ASC 1927/42 - Wrecked Flinders Island,Nov.3,1942.

NOORA 149766 1924/1072 — ex Ornais(P.Duval,Trouville,Fr.) 1924/26 - ASC 1926/56 - International I.& E.Co.H.K. B/King Bee 1956/57- Wrecked on voyage HK/Amoy,Jan.24,1957.

KATOORA 153920 1927/327 — ASC 1927/60 - Keith Hollands Shipping Co.P.L. Cairns. 1960/-.

TERKA 152013 1925/420 — ex Sir Dudley de Chair (Dorman Long & Co.Syd.)1925/1928 - ASC 1928/45 - requisitioned by RAN 1941 served as aux.minesweeper,1944 water carrier.Lost March 26,1945.

TOORIE 152014 1925/414 — ex Sir Arthur Dorman (Dorman Long)1925/28 -ASC 1928/1956 -requisitioned 1940,served as aux.minesweeper, returned owners 1943. Cia Naviera Lanena H.K. 1956/56 - Broken up at Hong Kong 1956.

MANUNDA 153933 1929/9155 — ASC 1929/56 - May 1940 requisitioned converted hospital ship - Feb.19,1942 damaged by bomb at Darwin. Sept.1956 Okada Gumi K.K. B/ Hakone Maru 1956/57 - broken up Japan 1957.

TOLGA 152004 1925/418 — ex Sir T.Hugh Bell ex Dorlonco (Dorman Long & Co) 1925/30 - ASC 1930/46 - requisitioned 1942,aux. minesweeper,1944 water carrier. Purchased by R.A.N. 1946 and scuttled April 1946.

MOONTA (2) 156004 1931/2693 — ASC 1931/55 - Companie Naviera del Atlanticos S.A. Piraeus,later Hellenic Mediteranean Lines Co.Ltd, Piraeus, B/ Lydia,1955/67 - 1967 sold to S.E.M.T.A. (French).Engines removed and beached in a sand dock

MOONTA (Cont.) at Perpignan (South France) for use as a casino and nightclub.

MANOORA 153959 1935/10856 ASC 1935/61 - Dec 1939 requisitioned, Sept 1949 returned to commercial service - Aug.1961 sold Indonesien Govt, B/Ambulombo 1961/65 - P.T.Affan Raya Line, Djakarta, B/Affan Oceana, 1965/66 - P.T. Perusalaan Pelajaran, Djkarta, B/ Ambulombo, 1966/-

* BUNGAREE 159564 1937/3093 ASC 1937/57 - June 1957 sold Kowloon Nav.Co.Ltd.H.K.1 (H.C.Sleigh Ltd.Mngrs) B/Dampier, 1957/60 - Mariner Ocean Transport Co.S.A.Panama, B/Eastern Mariner, 1960/66, May 26, 1966 sank in Saigon River after striking a mine.

* BELTANA 159566 1937/3043 ASC 1937/1963 - Sept 16, 1963 sustained bottom damage at Port Phillip Heads and beached. Subsequently refloated and abandoned as C.T.L. Oct.1963 sold to William Charlick & Co.Adelaide. Dec.1963 towed to Hong Kong and sold for breaking up.

* BAROSSA 159574 1938/4239 ASC 1938/63 - Feb 19, 1942 beached on fire at Darwin, refloated two months later. - Dec.30, 1963 transferred to Associated Steamships P.L. - May 1964 sold Cambay Prince S.N.Co.H.K., later Cronulla S.Ltd.H.K. - B/Cronulla , 1964/

MORIALTA (2)ASC 1940/57 -requisitioned by R.N. upon completion, [illegible] 7 1947 arrived P Adelaide - Aug.1957 sold John [illegible] Noumea.

T H E L O G

ERRATA - Page 65.

In the fleet list of The Adelaide Steamship Co.Ltd., please insert the following :-
After BAROSSA -

BUNDALEER * 159577 1939/4238 ASC 1939/60 - China Pacific Nav.Co.Ltd.H.K. B/ Fuching, 1960/64 - Oriental Trader Nav.Panama B/ Oriental Trader, 1964/66 - Panamanian Oriental S.S. Corp., Panama, B/ Dorinthia, 1966/-

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After BAROOTA -

YUNA 169177 1944/479 ex Empire Winnie (M.O.W.T. - Wm.Watkins ,Mngrs) 1944/47: ex Zealandia (Wm.Watkins Ltd.London) 1947/52 - ASC 1952/- tug, still in service at Fremantle.

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53. ASC 1953/61 - [illegible] Brisbane. 1961/- still existing.

KARALTA 177249 1947/389	ex Tusna (A/S Nordhauet-Erling Laisen-Norway)1947/48 - (Holsundr Rederi Akt,Brod Wiestal & Co,Sweden) 1948/54 - ASC 1954/61 - March 1961,Garnew Shipping P.L.,transferred to British East Asia Marine Ltd, H.K.,1961/66, Hermes Asia S & T Co.Panama,B/Autoly 1966/
MALTARA 169389 1946/939	ex Ino (Bristol S.N.Co.Bristol)1946/54 - ASC 1954/ 1959 - Acco Transport Ltd,Adelaide,1959/67 - Island Nav.Corp.S.A.Panama, B/Sandy,1967/
MINKARA 196727 1954/2616	Ordered by H.P.Lenaghan & Sons,Belfast,purchased on the stocks - ASC 1954/64 - Jan.64 transferred to Associated Steamships P.L. - still existing.
FAIDHERBE 168740 1942/260	ex Empire Sinew (Overseas T & S Co.Ltd.Mngrs)1942/ 48 - Union des Remorqueurs del Ocean,St.Nazaire, B/Faidherbe,1948/54, - ASC 1954/54. On or about Oct.26,1954 lost with all hands 50 miles off Mossel Bay,South Africa,on delivery voyage to Australia.
MARRA 196730 1955/1396	ASC 1955/65 -May 65 sold to Dept of Army,B/John Mawson,1965/-,still existing.
KONANDA 196736 1955/414	ASC 1955/61 - Oct.1961 sold Pearl Kasper Co.Ltd, Nelson.N.Z. -1961/66, Athol R.Rusden,Port Vial,N.H. 1966/
MERINGA 196770 1958/5459	ASC 1958/64 - Jan.1964 transferred to Associated Steamships P.L.,1964/-,still existing.
MUNDOORA 315390 1960/4116	ASC 1960/64 - Jan.1964 transferred to Associated Steamships P.L.,1964/-,still existing.
TROUBRIDGE 315311 1961/1996	ASC 1961/-,still existing.

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Tugs owned in conjunction with Swan River Shipping Co.Ltd,Perth

WILGA 1945/256	ex Banburry Cross 1955, ex Metinda II 1950,ex Empire Nan 1946 . Based at Fremantle.
WALANA 1960/216	Based at Fremantle.
KALGAN 1961/81	Based at Albany.

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+++The next issue of THE LOG will feature an article by Mr.N.L. McKellar,dealing with the hulks,lighters etc of The Adelaide Steamship Co.

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+++ JAPANESE NAMES...

Readers who have engaged in active maritime research will have noted variations in the 'romanisation' of Japanese names during the latter part of the 1930's and a communication received from Mr.S.Kentwell,of Canberra,is quite informative on the reasons for this. Portion of his letter is quoted hereunder,but before commencing,it should be mentioned that Mr.Kentwell resided in Japan for some years and is thoroughly familiar with the language.

" The names of Japanese ships and Japanese companies seem to be a pitfall for the English speaking marine historians,or at least a pitfall in the compiling of fleet lists in THE LOG and MARINE NEWS. There are two main problems :-

1. What is written for a Japanese word in our English alphabet is an attempt to approximate the pronunciation of Japanese characters (script). For this reason,the English spelling can vary,but still give a similar sound - e.g. Tokio and Tokyo.
Nowdays,spelling is fairly standardised in this respect,but before the war there were a number of variations,the most notable (and bizarre) being ' nihon siki' spelling system. Evidentally the popularity of this system waxed and waned at various times.At one stage N.Y.K. adopted the 'nihon siki'spelling for one of their major liners,the CHICHIBU MARU. It became TITIBU MARU.
For this general reason the names of some Japanese ships and firms may appear different when they are actually the same. An example is the owners of what was formerly A.S.Co's BARRIER.'Eiwa'is in fact the modern variant of'Yeiwa'(which I think is misprinted in THE LOG as 'Yiewa',as the sound 'yi'does not exist in Japanese).
A further but separate rule is that 'Kaisha' and its adjective - in this case - 'Goshi',never appear until the end of the company name. Thus I am certain that the owners of this vessel were 'Eiwa Shokai Goshi Kaisha',this being translated as 'Eiwa' - company brand name,'Shokai'-company,'Goshi'-partnership,'Kaisha' -company.

2. The second confusion I wish to elaborate on is the fact that Japanese characters have one meaning per character,but usually two or more different readings (i.e. ways of saying it).In the A.S.Co fleet list MINTARO (1887) is given as being TAISEI MARU, then being renamed DAIBOSHI MARU. In both these cases,however, the name in Japanese on the bows of the ship would have been the same. This ship was not renamed,but given a variation of the name it already had. The meaning of the name in Japanese is the same with both variations - "Big Star Maru".
In the 'Hansa' fleet list ,SCHARZFELS of 1901 (list no.56)suffers the indignity of both mistakes. The vessel's Japanese name is .. first character..'Dai' or 'Tai' or 'Oh', second character 'Kuni' or 'Koku', meaning "Big Country Maru ". Thus from 'Daikoku' - 'Ohkuni' is not a renaming but a variation, and 'Okuni' is not an ammendment of 'Ohkuni',but an alternative spelling or translation. "

JAPANESE NAMES...Editor's Note:- Whilst it would be pleasant to be able to state that such mistranslations and misinterpretation would be avoided in future, this is all but impossible unless one is fluent in the Japanese language. Englsih language books - other than THE LOG and MARINE NEWS -fall into the same errors. Whilst Mr.Kentwell specifically mentions CHICHIBU MARU being respelt TITIBU MARU, the average research student can only assume that variations of similar nature are due to only changes in spelling. Examples of such conclusions by inference would be the N.Y.K.steamers CHIKUGO MARU and CHIKUZEN MARU ,which suddenly, in 1938, became TIKUGO MARU and TIKUZEN MARU, without change of ownership.

Reference the BARRIER(V.1.No.1 -P.8)the owners when under the name MOGAMI MARU being shown as 'Goshi Kaisha Eiwa Shokai' from 1914 to a date unknown, then changed to 'Yiewa Shokai Goshi Kaisha'. (Admittedly the letters 'ie'have been inadvertently transposed and it should therefore read 'Yeiwa'). On the basis of Mr. Kentwell's explanation, the vessel was owned by the same company - 'Eiwa Shokai Goshi Kaisha' from 1914 until sold to Shoyo K.K.K.

Reference SCHARZFELS, this appears in the World Ship Society supplement issued last year. The entry states that she was renamed DAIKOKU MARU in 1924, then renamed OHKUNI MARU, same owners, 1924 and in 1939 name amended to OKUNI MARU.

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+++Vietnam...

THE AMERICAN INSHORE PATROL CRAFT

from C.E.Jones.

The MSB Type .. Unglamorous but useful, fifty small minesweeping boats have been built for service in Vietnam. They are shallow draft wooden vessels, 57 feet long, displacing 42 tons, and are carried to the scene of operations in mother ships. Diesel engines give them a speed of 10 knots. They have a crew of eight.

The PCF Type .. One of the most successful new types, 100 of these small patrol craft - know as 'Swifts' -have been built. Naval versions of the crew boats used to service American offshore oilrigs, they have an all welded aluminium alloy hull, and their diesels give them a speed in excess of 28 knots. They are fifty ft. long, and displace 22 tons, and have a crew of six. They are armed with 1 - 3.2" mortar and 3 - 50 cal machine guns.

The PBR Type .. known as 'plastics' because of their fibreglass hulls, 160 of these patrol motor launches have been built. They have no screws or rudder, but are moved by a waterjet propulsion system. Through this, their diesels give them a speed in excess of 25 knots. They are 31 feet long, and displace seven tons. Armament consists of 2 - 50 cal.machine guns, 1 - 30 cal. machine gun and 1 - 40 mm grenade launcher.

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NEW BOOK.. "Ships in Australian Waters" by P.J.Williams & R.Searle. (Angus & Robertson) Price $ 15. Features mainly photographs etc., of all types of ships that have appeared and/or served in Australia.

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+++ Revival of the names...

MAHENO & MARAMA

from W.R.Freeman.

The advice that the Union Coy.of N.Z. intends to revive the names MAHENO and MARAMA for their new roll on/roll off ships brings recollections of those two magnificent "M"class passenger liners of yester years,and it is with nostalgia that they are brought back to mind. Lloyds Register of the early 1930's records:

MAHENO - registered in Wellington,official no. 117588, signal code W P H F , 5323 tons gross, 3318 tons nett, 400.4 x 50.2 x 30.8. S.R. geared steam turbines manufactured and fitted by Parsons Marine Steam Turbine Co. Built in 1905 by Denny & Bros of Dumbarton,as a three deck steel,triple screw steamship.

MARAMA - registered in Wellington, official no. 117597, signal code W P H Q , 6497 tons gross, 3992 tons nett, 420.3 x 53.2 x 31.2. Triple expansion 28": 44.5": 50" x 2, dia x 48" stroke. Built and engined by Caird & Co.Greenock in 1907 as a twin screw steel steamship.

So much for formal statistics; let us look at the records and activities of these vessels.

The MAHENO,a creation of William Denny in 1905,was certainly one of the most beautifully appointed ships of her day and outstanding in every respect for her time. A lonk sleek steel vessel with two slim funnels set amidships; typically long Union Co., masts and graceful counter stern. She was originally engined with direct drive triple screw turbines with steam from coal fired boilers,but was re engined in 1914 with geared turbines and converted to a twin screw ship. A move designed to reduce her coal consumption.

Her record voyages were numerous,ranging from her first Sydney/Wellington trip of 3 days,3 hours in 1905; Lyttelton/Wellington,9 hours,11 minutes in December 1905 (held for 2 yrs until broken by Maori with 8 hrs 23 min.)and her Auckland/Syd. voyage in 1907 of 2 days,21 hrs,36 min, a record which stood for 25 years.

Normally on the Australia,New Zealand services,mainly on the old 'horseshoe' run (Melbourne/South Island N.Z./Wellington/Syd) she also made odd trips to Vancouver and San Francisco. Her versatility is shown by her ability to also fill in on the N.Z. inter island service when required.

The first World War saw MAHENO as a hospital ship,where between 1915 and 1919 she carried some thousands of wounded. After refit she returned to her passenger trade where she ran with great popularity for fiftenn years,until 1935 when she was laid up at Sydney prior to sale to the Japanese for scrapping. However she escaped her declared fate ,for after two days out from Sydney on her delivery voyage in tow of Oonah she broke adrift in a gale and went ashore on Frazer Isl.off the Queensland coast,where up until a few years ago,her rusting hull could be seen.

The MARAMA was a development of the earlier Manuka and Moeraki,although considerably larger. She had most pleasing lines with a long forecastle (which looked much better in later years when painted white),a well proportioned single funnel set exactly amidships,two open decks and a counter stern. With her conventional machinery she made no claims as a record breaker,her forte was reliability.

Designed primarily for the Inter Colonial service,as it was then called, she had accommodation for 229 first class,79 second and 153 third class passengers. After only a year on her designated service,she was switched to the 'All Red Route' Sydney/Vancouver replacing the old Miowera. Initially she ran in company with Manuka and MAHENO and subsequently with Makura in 1908 and Niagara in 1913.

Her departure from Vancouver in August 1914 was just after the declaration of War and she,along with MAHENO,was taken over by the New Zealand Government and converted into a hospital ship. Making eight return trips N.Z./U.K. she carried many thousand wounded. After the war and following reconversion,she ran again in the Sydney/Wellington/San Francisco service with Tahiti and Maunganui. She also relieved Makura on the Vancouver run.

It was not until after a major refit and conversion to oil fuel in Vancouver in 1921 that she really took up the inter colonial service,which she carried out consistantly for the next 16 years,with only ocassional spells as relief vessel elsewhere.

The advent of Awatea meant the end of the line for MARAMA and she was sold in August 1937 to Lunghua Dock & Eng.Works, Shanghai for scrapping,and left Wellington for the last time on Sept. 10 for China via Port Stephens N.S.W.

My record shows that in fact she was not scrapped but resold in 1938 to Miyachi Kisen K.K. of Kobe,who converted her into a hospital ship and renamed her MARAMA MARU. She is said to have served with the Japanese in World War II. If any reader can confirm this or knows positively her final end,I would be most grateful to hear from him.

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Mr.Freeman's address is - Flat 6,'El Paso',50 William St.Double Bay.N.S.W. 2028.

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+++ World Ship Society Notes...

N.S.W.Branch: At the meeting in March a quiz was conducted,and in April the films 'By Sea' and 'Taken for granted' were shown,together with a film made by Mr.J.Bennett. On March 23, a party inspected the ferry DEE WHY during a return trip to Manly.

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HOBART Branch: At the April meeting an illustrated tour entitled 'Far East Shipping & Shipbuilding' was presented by Mr.N.Brown. This was supported by the usual features of Waterfront Roundup and Shipping Quiz and Swop Shop. It is also reported that a party from Hobart contemplate visiting the Burnie area shortly.

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+++CLASSIFICATION SOCIETIES :

A brief and incomplete list of Classification Societies appeared in THE LOG (V.14.No.5 - old series),and Mr.R.R.Le Maistre of Adelaide has now forwarded the undernoted list of Societies,together with the year of foundation. Those still in existence today are shown in capitals.

The Societies that issue a register are marked thus 'R',such publications being annual,excepting the 'Registr SSSR' which is periodical,the last issue being in 1964/65. Other items of interest relating to registers are,that the Polski Rejistr Statkow has, from 1965,included Bulgarian,East German,Hungarian,Rumanian and Czechoslavakian ships of foreign going trade. The Yugoslavonski Registr Brodova hope to issue their first Register book shortly.

Foundation	Name and headquarters	Register
1760	Register of Shipping (Green Book) London.	
1799	New Register Book of Shipping (Red Book) Lndn.	
1828	BUREAU VERITAS,Antwerp. from 1832 Paris.	R
1829	Lloyd's Underwriters Register.London.	
1834	LLOYD'S REGISTER OF BRITISH & FOREIGN SHIPPING	R
1855	Nederlandsche Vereenigung van Assurandeuren Amsterdam.	
1858	Veritas Austro-Ungarica,Trieste.	
1858	American Lloyd's Registry of American & Foreign Shipping. New York.	
1861	Registro Italiano, Rome.	
1862	American Shipmasters Ass. New York.	
1862	Underwriters Registry for Iron Vessels. Liverpool.	
1864	DET NORSKE VERITAS, Oslo.	R
1867	GERMANISCHER LLOYD,Rostock,from 1872 - Berlin, from 1950 - Hamburg.	R
1867	Registre Maritime,Bordeaux	
1867	American Lloyd's Universal Standard Record of Shipping, New York.	
1870	Veritas Hellenique, Athens.	
1874	Registry of Australian & New Zealand Shipping.Melb.	
1890	British Corporation for the Survey & Registry ofShipping, Glasgow.	
1896	Great Lakes Register.	
1898	AMERICAN BUREA OF SHIPPING, New York.	R
1899	NIPPON KAIJI KYOKAI,Tokyo. Up to 1944 - Taikoku Kaiji Kyokai.	R
1910	Registro Nazionale Italiano,Rome.	
1914	Russkij Register - from 1923 Rossijakij Registr - from1924 Merskoj Registr - from 1957 REGISTR SSSR, Leningrad.	R
1917	Registro Navale Italiano.	
1919	Veritas Adratico.	
1919	HELLENIC REGISTER OF SHIPPING,Athens.	R
1921	Registro Italiano.	
1927	Registro Italiano Navale et Aeronautica.	
1936	Polski Rejestr Zeglugi Srodladowoj. Warsaw.	
1938	REGISTRO ITALIANO NAVALE, Genoa.	R
1939	Riocznoj Registr SSSR - from 1957 RIECZNOJ REGISTR RSFSR,Moscow.	

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1946	POLSKI REJESTR STATKOW,Gdansk.
1949	JUGOSLAVENSKI REGUSTAR BRODOWA,Split.
1950	DEUTSCHE SCHIFFS-REVISION und KLASSIFIKATION, Berlin -Zeithen.
1952	Blarski Morski i Reczon Registr - now BLGARSKI KORABEN REGISTR,Varna.
1954	TAIWAN REGISTR,Taipei.
1956	REGISTER of SHIPPING,Chinese People'S Republic.
1958	CESKOSLOVENSKY LODNI REGISTR,Prague.
1962	TURK LLOYDN,Istanbul.
1966	REGISTRUL NAVAL of RUMANIAN SOCIALIST REPUBLIC.

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+++ At last the...

P.S. "ETONA"

Tied up at the wharf at Echuca there is a trim,white paddle steamer picked out in royal blue. This steamer named ETONA has been restored to its original appearance and is one of the few survivors of the many paddle steamers which once plied the Murray River.

In 1883,the Bishop of Adelaide,Bishop G.W.Kennion,with the assistance of other old Etonians formed the Bishop's Home Mission Society of the diocese of South Australia and with the help of the same old Etonians raised sufficient funds to purchase and commission a launch called "Etona",which was designed to provide a home mission service in those parts of South Australia which adjoin the S.A.stretches of the Murray River and were isolated by reason of the difficulties of transport from bigger centres. There were in fact at that time,only four churches in the whole area.

It was soon realised that the launch was not adequate to provide services over some four hundred and twenty miles of river and in 1898 the Society decided to build a paddle steamer. Mr.J. McLellan,the engineer who had been responsible for "Etona" (1) designed the new steamer which was built at Milang S.A. The engine built by Ransomes,Simms & Jeffries of England ,was imported in May 1899. P.S. ETONA was commissioned and after consecration of a small chapel installed in the after cabin proceeded on her way to bring the benefits of the church to the settlers along the Murray River.

The steamer cost £1,000 and provided comfortable accommodation and a study for the missioners together with a tiny chapel,which provided a place where services could be held with reverence and decorum,far removed from some of the squalid,noisy surroundings available on shore. The ssrvices included all the church [illegible] sacraments. These services continued until 1912 when ETONA was sold by the church,her usefulness having been reduced by the extensions of church works and the construction of a number of new churches in the newly formed parishes. The first of the missioners on the steamer was Rev. (later Archdeacon)Bussell and his assistant Rev.(later Canon) F.H.King.

Canon King tells how during his time the ETONA held services at forty different places along the Murray. In one period of six weeks he travelled 1000 miles onboard ETONA,addressing 47 services at 32 different places. During her period of church services

ETONA was in the charge of firstly ,Archdeacon Bussell,then Canon King, Rev.H.F.Severn(described in the Sydney Bulletin as " a saint who lives on a raft on the Murray and boils eggs in his hat") and finally prior to her sale by the Rev.F.W.Wilkinson. When sold in 1912 ETONA was purchased by Mr.Archie Conner of Boundary Bend,Victoria. Mr.Conner ,with his brothers,was a professional fisherman and was the owners at various times of a number of the small paddle steamers of the Murray including Nelson - Austria - Fairy - Ranger - Canberra - Voila and of course ETONA. All of these boats were used in his trade as a fisherman on the Murray,Murrumbidgee,Darling and Edward Rivers. During this period under Mr.Conner's captainship,ETONA was used by the then Governor of Victoria -Lord Somers -during a holiday trip on the Murray and in fact during the early 1900's Viscount Montgomery,who was then a schoolboy on holidays,spent some days abaord ETONA in and about Manam. The present owner sometimes wonders if he ever recalls these days.

Conner's ownership continued until September 1961. During the serious floods of 1956, ETONA with Mr.Conner at the wheel provided a means of transport for the movement of livestock to higher ground,to take much needed supplies to isolated himesteads and also to carry shearers out to the woolsheds and to bring home the clip to the rail head. Unfortunately for Mr.Conner increasing years made it necessary to dispose of ETONA. Fortunately for a small syndicate of Echuca people,he kept his promise to advise them of the impending sale and as a result,they decided to purchase ETONA with the aim of restoring her to her original condition and to keep her for use as a 'private yacht'.

In September 1961 ETONA left Boundry Bend on the 350 mile trip upstream to Echuca. She travelled under her own power with a crew of nine,including two women and four children. The trip took seven days,travelling only in daylight and was without any real incident,although of tremendous interest to her amateur crew. In February 1962 ETONA was taken out of the water on a slipway at Echuca and the task of restoration commenced. The whole of the work was carried out by two complete amateurs with no experience of ship-building of any kind. This work was done by Mr.P.W.Symons, a chemist and Mr.I.M.Stewart,a solicitor,both of Echuca,with the assistance from time to time of various helpers by way of labourers,but who fell by the wayside.

The first work to be done was to replace many of the angle iron frames which had rotted out from the effects of the salty or brackish water in the lower reaches of the Murray. The new frames were bent with the assistance of a kerosine weedburner and a pile of coke in a makeshift brick forge. After bolting all of these new frames and also replacing some of the floors, re-planking commenced. The original planking was jarra and is believed to have been installed in about 1919. This was replaced with red gum planking cut from 6" x 2½" red gum on the sides and 8" x 2½" on the bottom. The stern post and stem post were also replaced and after working for over a period of two years and three months every weekend,the planking had been completed,corking carried out and ETONA was re launched. The work then turned to the complete re-building of the deck houses and also the cleaning

up and repainting of the engines. This work is still not fully completed but in external appearance ETONA has been restored to the original.

The internal installations are not yet fully completed but when finished they will be considerably different from the original. Provision will be made for bunks for 11 people and already toilets,hot and cold shower and water for the galley have been installed. The work now consists of completing the internal fittings on the cabins and the vessel is now capable of use for prolonged trips. Already two long trips have been taken. In January 1966 ETONA travelled from Echuca downstream to Swan Hill and thence to 'Tyntynden'homestead,22 miles further downstream and then back to Echuca. This journey of 430 miles was completed in six days and while at Swan Hill the crew of ETONA had a great deal of pleasure in going up the Little Murray and tying up alongside the Swan Hill Folk Museum and blowing a derisive whistle at the Gem imprisoned in her pool. A pleasant 24 hours was spent at Swan Hill when ETONA provided transport for Mr. Noel Coonahan,the artist who made an entrance from the riverside of the Folk Museum to present a picture to the Swan Hill Art Gallery.

At Easter 1955 a journey to Tocumwal -107 miles upstream from Echuca was also completed. Eventually it is planned to do trips to all the accessible,one time ports of the Murray Darling System,but these trips will have to be left until river heights and general conditions permit.

The technical details of the P.S. ETONA are as follows;
Width over sponson decks ...18', Length ...62', Beam...12', Depth...4'6", Draft...2', Frames...2" x2" by 5/16th inch angle iron.
Planking ...sides 2" red gum, bottom 2½" red gum.
Topsides ...3/16" galvanized steel plate.
Engine..Ransomes,Simms & Jeffries.
Cylinders...two high pressure 8" x 15"
Stephenson Valve gear.
3¼" Penberthy Injector.
Boiler ..shaft driven plunger pump feeding through exhaust steam feet water heater. 'Duplex'steam pump.
Boiler...Marine type with bottom fire box. Feed water is taken from the river.

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INDEX .. Vol.13 -old series -1966...

An index has been prepared for Vol.13 (1966) and will be produced by the Nautical Association . The cost,including postage, will be twenty cents (20 cents) and orders and payment should be forwarded to The Editor,P.O.Box 289 ,Frankston.Vic.3199 -by JULY 31,1968. The index will be mailed towards the end of August.

Members of W.S.S.Branches in Australia may deal with the matter through their Branch Secretary and readers in New Zealand through our N.Z.Agent,Mr.I.J.Farquhar,P.O.Box 385.Dunedin.

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+++ KEEPING TRACK...

X Visaya Regidor (4054/47) ex KOORAWATHA now owned by Cia de Nav. Buena S.A. (Cathay Trader S.S.Co.Ltd - Managers)

SHANSI (3161/47) now Koti Rajan of Pacific International Lines Ltd.

X Dragonboat (3133/44) ex Fortune Bay 1967 ex Mandarin Star 1967 ex KOORALYA 1960 ex Fawkner Park 1947 now owned by Dragon Sea Tranpsort Co.S.A.Panama.

Glory No 2 ex Antonio Regidor 1967 ex KOMATA 1967. Owners Cheh An Nav. Co.S.A.Panama.

Ilissos (4952/47) ex Ionic Coast 1967 ex RIVER BURNETT. Owners Devon Steamship Corp.Liberia.

Tainan Maru (2255/38) ex Pater Elias 1967 ex WANAKA 1965. Owners Nansai Kensetsu G.K. Japan.

Wyrallah (1062/34) ex Colorado del Mar 67 ex Tamata 66 ex Colorado del Mar 64 ex WYRALLAH 1961. Owners L.A.Moriarty, Vila.

Yu Lee (4939/36) ex Agate 67 ex Darien 65 ex London Breeze 62 ex SAWNHILL 1957 ex Queen Adelaide 1951. Owners Express Trader Shipping Co. Panama.

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+++ CLOSING DATES...All matters,other than for Maritime Miscellany, should be in the hands of the Editor by July 3rd. Items for Maritme Miscellany must be available by JULY 10.

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+++ MARITIME MISCELLANY...

In compiling this section the Editor expresses particular thanks to Messrs: S.Welch & J.Burne (NSW), R.McKenna (WA),A.Slevin (Tas),S.Kentwell (ACT),W.Volum & H.Dick (Vic),R.Parsons (SA) and R.McDougall (NZ).

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COASTAL and SOUTH PACIFIC.

Ref.V.1.No.1. P 22 - EASTERN CAPE ex Hoegh Cape (9005/56) -this entry should read; Hoegh Cape sold,together with Hoegh Cliff, to Indo China S.N.Co.H.K. in June 1967 and resold to Dominion Nav. Co. Nassua (H.C.Sleigh Ltd - Managers) in August 1967.

Vessels recently overseas ; IRON DERBY (Manila/Taiwan); IRON YAMPI (Hong Kong); IRON KIMBERLEY (Japan); TALINGA (Eastern waters).

The first iron shipment from Port Latta was loaded by CALIFORNIA MARU during Easter. A few days later the B P ENDEAVOUR discharged oil there. Meantime the tug MANLY COVE has taken up duty there.

The A.N.L. r/o-r/o vessel for the Japan trade is to be built by Kawasaki at Kobe and is scheduled for delivery August 1969. She will have a gross tonnage about 12,000,be 551' b.p. x 82' with draught 27' and powered by Kawasaki M.A.N. diesels giving a speed of 21 knots. Capacity will be 600 standard containers and 120 cars. She will be identical to the Kawasaki ship to be built for the Japan/Australia trade.

The Devonport Marine Board hopper dredge J.H.ASTELL (537/1892) was scuttled in Bass Strait, about 30 miles off Tasmanian coast, on April 19.

Central Iron & Steel Works P.L.Bundaberg, has a site on the Burnett River, where two oil rig service vessels and a 72' trawler are being constructed. The 200' vessel is for South Eastern Drilling Inc.(SEDCO) and is to be completed in November. The 160' vessel is for Port Jackson Tidewater Marine Ltd, and the trawler for Craig Mostyn of Sydney, for use in the Gulf of Carpentaria.

Karlander Line has added a fifth vessel to their fleet by the acquisition of SLIDRE (1116/1938)

+ LEMANA (946/1956) has commenced an inter island service, based on Port Moresby, for Southern Cross Shipping Pty.Ltd.

The following vessels under construction in Australia yards are due to commission by July 1969;

B P ENTERPRISE	tanker	July 68	Newcastle
CELLANA	tanker	July 68	Whyalla
IRON HUNTER	bulk carrier	Sept.68	Whyalla
68,000 t dwt.	bulk carrier	Jan. 69	U.K.
KANIMBLA	containership	Jan. 69	Whyalla
BRISBANE TRADER	r/o -r/o	Jan. 69	Brisbane
AUSTRALIAN TRADER	r/o - r/o pass.	Feb.69	Newcastle
SYDNEY TRADER	r/o - r/o	Mar. 69	Brisbane
55,000 tdwt	bulk carrier	Jun. 69	Whyalla
MANOORA	containership	Jun. 69	Whyalla

+ New tonnage notes;- CELLANA was launched at Whyalla on April 29 and suffered minor damage when leaving the slip. The B P ENTERPRISE was launched at Newcastle on May 10 and is to commence trials 8/16 July. The on berth construction of KANIMBLA commenced at Whyalla on May 8. The 12100 t.dwt, combined container/ore carrier for the A.N.L. Darwin service is to be built at Newcastle and delivery is expected during secondhalf of 1970. The Hastings Shipping Co (Ludwig group) are to build an 86,000 ton bulk carrier at Whyalla.

WEIPA - an oceangoing landing craft(118' x 30) with a capacity of about 250 ton, built by North Queensland Engineers & Agents Ltd, for John Burke Ltd, was launched at Cairns on March 27.

PELTON BANK (1371/1924)-laid up since May 1967 -was sold by McIlwraith McEanharn Ltd to Hurley & Dewhurst Ltd., Sydney on March 24 and towed to Blackwattle Bay(Syd.) two days later. Demolition commenced immediately and she has as company the semi demolished tug HEROIC and the ex HMAS KANGAROO.

TSINGTAO (5588/1954) is to be placed on the Aust/New Guinea service by China Navigation, after conversion commencing at Hong Kong about the end of May. She will be renamed ISLAND CHIEF and operate with PAPUAN CHIEF.

+ WARRINGA -laid up at Balmain(Syd.), was used in March during the shooting of scenes for the film ' It Takes All Kinds'.

BULOLO has been sold to China Steel Corp, Taiwan for scrapping.

The former lighthouse servicing vessel CAPE OTWAY (998/1931) which was sold by the Government to J.Krasnostein & Co.P.L.Perth in April 1963, is still lying at anchor off Garden Isl.Fremantle.

ARAMOANA (4160/1962)-Picton/Wellington rail ferry -stood off Wellington Heads for over 15 hours on May 8 due to 80 mph winds.

LIENTA (512/1914) a steam hopper barge built for Marine Board of Launceston in 1914,now lies almost demolished on the shores of Corio Bay(Geelong). She arrived in April 1914,was sold to the R.A.N. in 1916,transferred to the Dept.of Works and used at Cockburn Sound W.A. In 1924 she was purchased by Devonport Marine Board and passed to the Geelong Harbour Trust in 1949. After being laid up for some years she was sold in 1966 and demolition has slowly proceeded ,until only a section of the double bottom now remains.

UNION S.S.Co.Notes;
KAITANGATA (2485/1948) sold in March to Maritime Liberia Inc. Shipping Co and sailed from Auckland as Paladin on April 27 for Melbourne,where theloads for Saigon.

Trans Tasman MAHENO is to be launched at Dundee late June and MARAMA in October. Delivery is expected August and January.

RANGATIRA (V14 N6 old series) arrived at Hong Kong for demolition on November 27,1967.

ARGENTINEAN REEFER (2808/1945) has been purchased from J.Lauritzen,Denmark to replace MATUA (4250/1936) in August. The new shipis to be named TAVEUNI and refitted in Europe. Arrival in N.Z. is scheduled for July.

TUG Notes;
KYOGLE (20/1966) left Sydney as deck cargo onboard Dulverton on April 3,bound for W.A.

Belatedly recorded - the Cairns based tug TULLY FALLS (59/1945) was withdrawn from service on April 11,1967 and replaced by Stannard Bros Tug Co.P.L's Mosman.

SIR ROY FIDGE,new tug for the Geelong Harbour Trust,arrived at Geelong on April 26 and was greeted in Corio Bay by all the other G.H.T.tugs,excepting VICTOR (242/1943) which is laid up pending disposal.

WILLIAM R GOLDING owned by Howard Smith Industries Ltd -details 308 tg. Off.No. 317650, Reg.Brisbane. 117'3 x 30'11 - 12'4½.

The new tug WEELA arrived Fremantle April 6.

WARANG (230/1936)left Sydney in tow of Manly Cove on April 4 and was safely delivered to Devonport,from whence she goes to Hobart. Before entering service she is to be fitted with a diesel engine and will then work with SWIFTNESS (166/1920) ,whilst BOYER (67/1945) and MAYDENA (50/1944) will be used on slag dumping work from Risdon.

Townsville Harbour Board tug LALOR (233/1942) was taken over by Stannards on April 1.

The former Public Works Dept. tug WARATAH (132/1901) now replaced by the new A.R.FORD ,was delivered at Newcastle on Mar. 21 to 'Lady Hopetoun & Port Jackson Museum'. She left for Sydney on March 23 but developed bpiler trouble and had to return to Newcastle. Departing the following day she arrived safely at Syd.

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OVERSEAS.

ORIENTAL QUEEN (11004/1936 ex Kanimbla) commences a charter on June 30 to Omori Research Institute of International Relations of Tokyo for five voyages Japan/Los Angeles/Honolulu/Japan as the 'Pacific University'. On each voyage she will carry 400 passengers - 200 ordinary and 200 Asian students. The latter will attend lectures throughout the voyage. Each trip will be of 35 days duration. It is possible that this will develope into an annual arrangement.

RANGITANE (21867/1949)left Auckland on her last voyage to U.K. on March 30 and it is reported that she is to be scrapped. Her sister RANGITOTO (21809/1949) left Auckland a few minutes later on the same day bound for Wellington. RANGITOTO is to be withdrawn in July 1969 and RUAHINE (17851/1951) is due in N.Z. on her last voyage this month.

The O.C.L.ships for the UK/Aust trade are to be named Encounter Bay (launches June 5), Flinders Bay, Moreton Bay (launches August), Discovery Bay (launches October),Botany Bay and Jervis Bay. Thus a new generation of 'bay boats'.

QUEEN ELIZABETH (82998/1940)-upon withdrawl from Cunard service in November next,the vessel will be purchased by a Philadelphian Syndicate and converted into an hotel.She will be moored in the Delaware River.

STRAAT HOBART (12500dwt)launched at Shimizu(Japan) Feb.12,is to commission in June. Her sister Straat Hong Kong was delivered on February 29.

PORT CAROLINE was launched April 16 and is to be delivered in September. Her sistership sailed from Glasgow on her maiden voyage on April 15. PORT CHALMERS

The Russian passenger ship SHOTA RUSTAVELI is to make the voyage to Australia instead of Ivan Franko. She is the 4th of the'Ivan Frank'class and was completed last year.

The Danish East Asiatic Co's new 'unit load'ships ATREVIDA and ALAMEDA are expected late May and July. They will replace Poona (8607/52),Panama (9013/50) and Patagonia (8663/51).

China Navigation Co. has sold HUNNAN (7800/66)to Portugese owners.

MANAPOURI launched at Tomano(Japan) on March 26 for N.Z.S.Co, with delivery expected in August.

HONG KONG BEAUTY (6536/1955) formely Lufira of Cie Marit.Belge (Lloyd Royal)S.A. is to be employed on the Orient Overseas Line and is due in Australia mid June.

NABOB (Ref V. No.1)renamed Glory ,of Chi Shihi Nav.Corp.S.A.Panama.

PILAR REGIDOR (3310/1933 ex Malaita),which has been on the Aust/ Indonesian service for sometime,is reported sold to another Hong Kong company. The vessel was last in Australia in February.

KYOKUREI MARU (9953/1922),the onetime Tekoa of N.Z.S.Co,revisited Wellington on March 22,when she called for bunkers on passage Antarctica/Japan with whale meat. Since 1960 she has been owned by Kyokuyo Hogei K.K.

Threeof the Shell co's 70,000 ton dwt tankers have been in the Sydney/Geelong area recently.These were DORCASIA, DIONE, DOSINA.

Refer V.1.No 1. -The forepart of AL-MALIK SAUD AL AWAL is said to have been sold to Dubai Petroleum Co.,in August 1967.

CALIFORNIA STAR (7930/1945) ex Timaru Star,ex Tuscan Star,ex Empire Claredon - has been sold to the East for conversion into a fish factory ship.

IN BRIEF; CITY of WINNIPEG (7716/56) now Benedin of Ben Line. BARON GARLOCH (5927/58) now Bordagain of Bordagain S.Co.Piraeus. BARON JEDBURGH (8122/58) now Evie G Chimples of Intercontinental Maritime Ltd.,Liberia. BARON MACLAY (5669/59) sold to Liberian flag owners. BOOGABILLA (5837/1946) now Milea of Tramundana Cie, Piraues. PUNDUA (7295/45 ex BISN) now Shun On of Jebshun S.CO. DENBIGHSHIRE (8983/39) now Sarpedon of China Mutual S.N.Co. SYDNEY MARU (4790/49) now Yukai Maru of Dowa Kaiun K K. EASTERN SAGA (6688/44) now Nan Fung of Southern Shipping and Enterprises Co.Ltd.Hong Kong.
The liberty ship Santa Elisabetta,recently renamed Star was at one time the CUFIC (7293/43 ex Samrich) of Shaw Savill. They sold her in 1953.

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ACCIDENTS/MISHAPS.

ADELONG / TUDOR - Judgement given in the salvage claim was as follows ; Owners of Adelong (Associated Steamships) $40,000; Master $2,000; Officers $4,000; Crew $6,000.A total of $52,000 with costs against owners of TUDOR.

TOMAR (V.1 Nos 1 & 2) left Sydney on Feb.25 in tow of the tug Daisho Maru No 1 (929/1960)bound for Taiwan shipbreakers.

Tug SYDNEY COVE (245/1956) broke down March 3 with gearbox trouble and was out of commission for three weeks.

A timber barge moored at Mount Maunganui broke loose during gales on the night of 9/10 April and punched 6 holes and many dents into Union Co's KAWAROA (3532/1950),as well as striking NGAKUTA(4576).

The crew accommodation of MATIPO (399/1953) was exstensively damaged by a fire at Auckland on May 1. The vessel is owned by Rusmor Shipping Co and operates N.Z./New Caledonia/New Hebrides.

KOONYA (1946/1957) lost an anchor near Macquarie Harbour(Tas) on March 27,after an emergency in which she was almost aground between Bonnett Island and the Harbour entrance.

A fire occurred in the boiler room of the tanker ATHELVISCOUNT (12778/1961) on March 23 as she was leaving Dunedin. Little damage.

A Court of Marine Enquiry into the collision between B P ENTERPRISE (11134/62) and AL KUWAIT off Fremantle on Nov.16 last, commenced in Perth on March 19 and after three days was adjourned.

LADY NATHALIA (499/1965)-a supply ship owned by Offshore Marine Services Ltd,and registered in Rotterdam,stranded on Marion Reef -350 miles east of Townsville -on March 28. The crew were rescued by Samos.

KING ISLANDER (352/1963) sank alongside her berth in the Maribyrnong River(Melb.)on April 3, due to the inner watertight bow door failing to seal,thus allowing water to flood the hold. She was quickly refloated.

N.Z.Pirate radio ship TIRI II (194/1909) broke adrift on March 27 and again on April 2. She was then towed into Auckland and when leaving again on April 7 she lost her rudder. Then on April 9 she left her moorings to shelter and was blown ashore next morning close to the Whangaparapara jetty,but was refloated next day with little damage except for the antenna which was wrecked.

The lighter NORWHALE (365/1943) which sank in Fremantle Harbour whilst refueling HMS Eagle about Feb.17,was eventually partially refloated on April 3 after several unsuccessful attempts. She was fully refloated on April 6. The lighter is owned by John Franetovich & Co of Fremantle.

FRISIA, an island trader, was damaged by fire at Rabual on the night of 2/3 May. Three lives were lost.

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GREY FUNNEL SECTION

HMAS HOBART sailed from Sydney for Vietnam waters on March 22 and relieved PERTH which arrived back in Sydney on April10.

HMAShips VENDETTA and PARRAMATTA sailed for eastern duty on March 26 to relieve STUART and YARRA, which called at Fremantle on passage to eastern states.

HMAS VAMPIRE recently completed a six month refit and recommission-ed. DUCHESS also recently recommissioned after refit. TOBRUK, which has been in use as an accommodation ship at Garden Island returned to the reserve fleet lay up berth.

HMAS BRISBANE left U.S.A.,after working up,on April 29. Whilst HMASubmarine OTWAY commissioned in Scotland on April 23 and is expected to arrive at Sydney about September 27.

HMAS STALWART returned to Cockatoo Island and drydocked on March 28 for examination of her tail shaft. She undocked on April 8.

Patrol boat SAMARAI (P85) arrived Sydney March 6 and has since gone to her base at Manus Island. ADVANCE arrived Sydney Feb 2 and has since gone to Darwin. LAE arrived Sydney April 6.

CANTERBURY is the name chosen for the Royal N.Z.Navy's 4th frigate soon to be ordered from the U.K. She will be of 'Leander'class.

HMASubmarine OXLEY paid her first visit to Melbourne on April6, and was in company with HMAS QUEENBOROUGH.

The USN has developed a hydrofoilcraft gunboat with a speed in excess of 40 knots. The craft is 71' x 20' and has a displacement of 57 tons. The hull is aluminium and the motive power a water jet, the water pump being driven by a gas turbine engine. The vessel is named TACUMCARI (PGH-2).

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COMPANY NEWS.Etc.

The N.Z.Government is said to be contemplating the prospects of some type of State owned shipping enterprise.

Swan River Shipping Co.Ltd, Fremantle based tug owners, is presently subject of a take over offer by Howard Smith Industries Ltd.

The Adelaide Steamship Co.Ltd. has announced the formation of a subsidiary - Adelaide Steamship Industries Pty.Ltd - which will comprise the following divisions: Adelaide Ship Construction, Ritch & Smith, Waratah Towage, 'Troubridge' Seaway Service, and Shark Bay Salt.

The four British lines trading to N.Z.(NZS, Shaw Savill, Port & Blue Star) announced that a container servicewill commence in 1972.

The agency for the German 'Columbus Line' has been transferred from American Shipping & Trading to a new concern called Sea Transport Services Pty.Ltd.

H.C.Sleigh Ltd, Melbourne and Jardine Matheson, Hong Kong have formed a company entitled 'Flinders Shipping Co', the purpouse of which is yet to be announced.

P & O in U.K. has formed a subsidiary company - Container Fleets Ltd - to manage the six containerships (refer page 78) for the UK/Aust.service.

The International Association of Ports & Harbours, representing almost 50 countries, will hold its 6th conference in Melbourne in May 1969.

As from April 1, Harbour Lighterage Ltd, Sydney, was taken over by J.Fenwick & Co.P.L. and The Adelaide Steamship Co.Ltd.

Following a merger the U.K.shipbuilders John Brown & Co(Clydebank), Fairfields(Glasgow)Ltd, Alexander Stephen & Sons Ltd, Charles Connell(Shipbuilders)Ltd, and Yarrow(Shipbuilders)Ltd are know as 'The Upper Clyde Shipbuilding Group'. In addition Swan Hunter & Tyne Shipbuilders, resulted from a merger of Swan Hunter, Hawthorn Leslie, and Vickers.

Pacific S.N.Co., is to inaugurate a service at three monthly intervals between South America(Chile & Peru) and Australia. The vessel to be employed will be m.v. ALBANY (7299/1957).

The old Melbourne Customs House -which frequently appeared in the background of photographs of coasters berthed at Queens Wharf, has been vacated by H.M.C. and is now being converted into offices for the use of Commonwealth Parliamentarians. Built spasmotically, it was finally completed in 1876 and the building is classified for preservation by the National Trust.

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+ NAUTICAL ASSOCIATION OF AUSTRALIA INC. +

The Association,which is Incorporated under the Associations Incorporation Act 1956-1963 of South Australia, has been formed as a non profit making organisation with the following aims and objects;-

Undertake research and recording of maritime affairs both past and present associated with Australia.

Produce a journal entitled THE LOG at regular intervals to disseminate information on historical and present day nautical matters

Promote and/or assist in the publication and/or distribution of printed information of nautical interest.

Co-operate with other bodies of similar interest.

Support either in principal or actively the establishment of maritime museums in Australia.

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SUBSCRIPTION; The subscription for THE LOG is $1-50 for six issues and dates from either Ist January or 1st July of each year. Subscribers become members of the Association.

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General enquiry should be directed to:-

A.E.Slevin, 100 Roslyn Ave.,Blackmans Bay. Tas. 7152.

Residents of New Zealand should direct enquiry to;-

I.J.Farquhar, P.O.Box, Dunedin. N.Z.

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EDITORIAL MATERIAL; Contributions in the form of articles,news, notes,letters and queries are welcomed and should be directed to the Editor.

T.S.Stevens, P.O.Box 289, Frankston. Vict. 3199.

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W.G.Volum. A.A.S.A. A.C.I.S.

President; S.E.Welch.

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