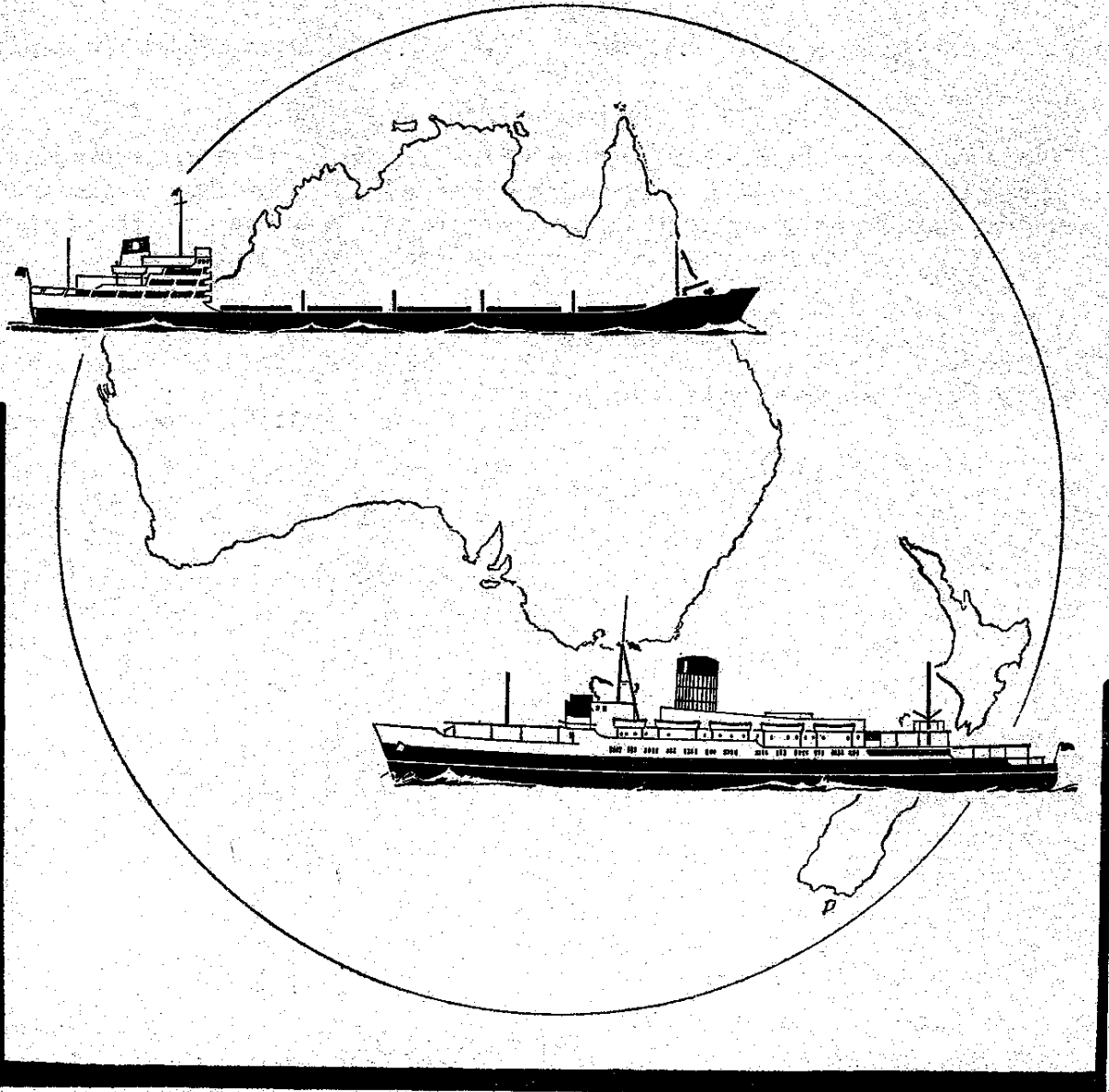
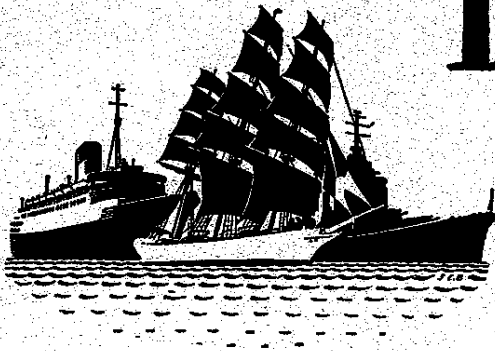


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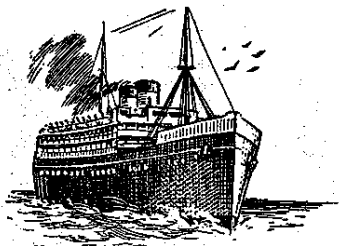
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THE LOG



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PLEASE write legibly, print ships' names in capitals, and be accurate.

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BOX 16, P.O., WOODVILLE, South Australia.

TASMANIAN STEAM NAVIGATION COMPANY

oOo

History of Pioneer Shipping

Firm of Hobart

ooOoo

By A. E. Slevin (Tas.)

THE TASMANIAN Steam Navigation Company was one of the first steamship companies formed in what was then the Australian Colonies. Before 1852 several small shipowners had operated steamers around the Tasmanian coast and from Hobart to Melbourne, but none was sufficiently well organised or financed to expand his services to cope with the steadily growing trade.

X The first Tasmanian S.N. Co. of 1845 ran a service to Melbourne, but unsuitable ships and poor management compelled it to cease operations in 1851. The merchants of Hobart, however, had by then realized the value of steamer services, and during 1852 several public meetings were held with a view to forming another steamship company.

X At a meeting in the Hobart Town Hall in June of that year the first positive steps were taken to float the new company. Details of the share list were announced. The public subscribed £18,620 in £10 shares and Mr. Charles Toby was appointed general manager at a salary of £500 per annum.

SHIP BUILT

A ship was ordered from England and the name chosen for her was, appropriately, the TASMANIA. She was of 526 tons gross.

While the TASMANIA was being fitted out for her voyage to Hobart, the company was brought into active existence by the newly-appointed manager, who selected the office staff and set up business in a building on Franklin Wharf, Hobart. The first home of the company was a single-storied timber structure with a rather unusual appearance. It had several towers, resembling large dovecots, and it was partly fenced in by a timber stockade. These were soon removed and the building given a more business-like appearance.

X Once renovations were completed, the office staff began preparing for the arrival of the new ship. The TASMANIA steamed into the River Derwent on February 3 1853. She received an outstand-

ing welcome from the people of Hobart. She was the largest steamer on the Hobart register and one of the largest vessels trading on the Australian coast.

The TASMANIA, having undergone a thorough refit and survey, entered service between Hobart and Sydney and soon became a success in both the passenger and freight trades. She also very quickly became known as the "Iron Tasmania" to distinguish her from another ship of the same name built of timber in Tasmania several years earlier.

SECOND SHIP ARRIVES

Before long it became evident that another ship was needed for the Melbourne run. A second ship was therefore ordered and named the CITY OF HOBART. She was slightly larger than the TASMANIA, being of 613 tons, and she had two funnels, the only ship the company owned to have had more than one. Her service speed of 13 knots made her a very fast ship for her day.

After her arrival at Hobart in July 1854 the CITY OF HOBART was beached at Cornelian Bay for repainting and surveying, after which she began running between Hobart and Melbourne.

Within a short time of the CITY OF HOBART going into service, the enthusiasm which had started the company off so well seemed to wane, and there was noticeable expansion until 1864. The SOUTHERN CROSS, of 779 tons, was then bought. During this period, competition from sailing ships and small privately-owned coasters was felt by the company, so that the two ships in service were capable of handling the freight that was offering and new tonnage was not considered.

FIRST TASMAN CROSSINGS

In the early 1860s the CITY OF HOBART made several trans-Tasman crossings, taking troops to New Zealand to fight in the Maori war and returning with passengers for Melbourne and Beaconsfield, Tas., where the gold rush was in progress.

On her arrival in Tasmanian waters the SOUTHERN CROSS was put into service between Launceston and Melbourne, a run which had been operated since 1853 by ships of the Launceston and Melbourne S.N. Co. This company had never been a great success, and its smaller and slower ships could not compete with the Tasmanian S.N. Co.'s new ship, which soon won most of the passenger trade.

The loss of the Launceston company's passenger ship, the CITY OF LAUNCESTON, in November 1865 was the final blow to the company, and by the end of that year a takeover offer from the Tasmanian S.N. Co. had been accepted. This resulted in the latter company acquiring three vessels, the BLACK SWAN, 309

tons, the HAVILAH, 301, and the ROYAL SHEPHERD, 331.

All three vessels were transferred to services between ports along Tasmania's North-West coast and mainland ports, and to help provide a better service from Launceston a new ship, which had been ordered from England in 1864 for the Hobart-Melbourne trade was transferred to Bass Strait to run with the SOUTHERN CROSS.

This ship was the DERWENT, 478 tons. She soon became a popular ship on the Tamar, but her name was not in keeping with her northern Tasmanian associations, although this did not appear to affect her popularity.

EIGHT SHIP FLEET

By 1868 the Launceston trade had developed to a point where another ship was required, and the following year the TAMAR, of 453 tons, arrived to take up running with the DERWENT. The SOUTHERN CROSS was then transferred to the Hobart-Melbourne run and frequently made calls at Sydney.

The Tasmanian S.N. Co's. fleet now numbered eight ships, all fully employed and popular with both the travelling public and merchants. The competition from sailing ships had declined and the company had secured the bulk of the steamer trade between Tasmanian and the Mainland, as well as holding its own in the competitive trans-Tasman services.

The 1870s brought many changes for the Tasmanian S.N. Co. During this decade most of the ships were sold and replaced by new tonnage. By 1880 only two of the eight ships in service in 1870 survived.

PRETTIEST OF ALL

The first ship to go was the TASMANIA, which was sold in 1871 to The Newcastle and Wallsend Coal Co. for use as a collier. The TASMAN joined the fleet in 1873. This steamer of 721 tons was claimed to be the "prettiest" of all the Tasmanian S.N. Co's. ships. She had a single funnel, two masts, square-rigged on the foremast, and a bowsprit with a figurehead of Abel Tasman. She was the last of the company's ships built in this style.

The BLACK SWAN was sold to the Australian S.N. Co. in 1874 and the following year the CITY OF HOBART was sold to W. Summerbell, of Sydney, and converted into a freighter.

The first ship in the fleet built with a straight stem was the MANGANA, of 752 tons, which arrived in 1876 for service between Hobart and Sydney. The ROYAL SHEPHERD was sold in 1877 to the Spencer Gulf S.S. Co. and in the same year the ESK ex-

Vampire was purchased for the Launceston-Melbourne freight trade. The coastal freighter TRUGANINI, of 203 tons, was also built in 1877. The following year the FLINDERS, 948 tons, was built for the Hobart-Sydney passenger service.

In 1879 the HAVILAH was sold to J. C. Lloyd, of Sydney, for further use as a collier, and in the same year the DERWENT was sold to Howard Smith Ltd., of Melbourne. After extensive alterations, but with the same name, she took up running in the Queensland passenger trade for her new owners.

THE TIDE TURNS

Although the newships were all larger and faster than most of the older vessels, and capable of providing a greatly improved service, the company did not prosper as well as it should have. The ships were not used to their best advantage. The first signs of dissatisfaction with the company showed in Launceston, but soon Hobart merchants began to protest about the lack of cargo space on services which could not cope with the rapidly growing trade between the colonies.

During this period an event happened which, although not recognized as such at the time, was the first of several happenings which led eventually to the collapse of the company. This was the purchase in 1878 of the Melbourne based McMeckan, Blackwood & Co. by the Union Steam Ship Co. of New Zealand.

This Melbourne company had been one of the earliest shipping companies formed in the Australian colonies and had been the Tasmanian S.N. Co's. greatest rival on the trans-Tasman run. The acquisition of the company gave the U.S.S.Co. extensive services on the Australian coast and within a year of the takeover the first of their ships called at Hobart.

NEW VESSELS

In a very short time the U.S.S.Co. built up a substantial trade between Hobart, Melbourne, Sydney and New Zealand ports, and the Tasmanian S.N. Co. felt the effects of serious competition for the first time.

By 1880 the directors of the company realised that in order to regain the lead in the Tasmanian trade new ships were needed, and orders were placed in England for two ships to be delivered in 1882 and a third in 1883.

The first to arrive was the FLORA, of 1283 tons, and she was followed by the CORINNA, of 1271 tons. The FLORA went into service between Hobart and Sydney, the CORINNA between Launceston and Sydney. The third ship, the PATEENA, of 1212 tons, arrived in 1883 and took up running on the Bass Strait service in place of the TAMAR, which had been sold in 1882.

In November 1883 the Tasmanian S.N. Co. suffered its first shipwreck when the TASMÁN struck the Hippolyte Rock off Tasmania's east coast and sank in 20 minutes, fortunately with no loss of life. The wreck of the TASMÁN hampered the company's operations for a short period, but services were soon re-arranged to make fuller use of existing ships, without ordering new tonnage.

SECOND WRECK

However, another wreck occurred in 1886. The freighter ESK cleared the Tamar Heads for Devonport, but got into difficulties near the Hebe Reef, off the entrance to the River Tamar, and eventually piled up on the eastern end and sank.

A new ship was sought immediately by the company, the MORETON, 581 tons, being purchased from Howard Smith Ltd., of Melbourne. She was placed in the same service as that in which the ESK had run, between Launceston and Melbourne.

In 1886 also the little coaster NATONE, 187 tons, was sold after only two years with the company, and the TRUGANINI was sold two years later, the year which saw the arrival of the company's most famous ship, the OONAH. This fine passenger vessel of 1758 tons was built for the Hobart-Sydney run and soon became famous for her speed and comfort. She was to remain the Tasmanian trade for 47 years, giving excellent service to the last.

THREE IN FIGHT

The veteran SOUTHERN CROSS, bound for Stanley from Burnie, struck an uncharted rock off Table Cape, on the North-West coast of Tasmania, in 1889. Fortunately, there was no loss of life, and a considerable portion of the ship's furniture and cabin fittings was saved, as well as all the passengers' baggage.

During this decade the net gain in the interstate fleet was only two ships, hardly sufficient to meet the growing competition from the U.S.S.Co. and from yet another newcomer, Huddart, Parker & Co., who entered the Tasmanian trade in 1889, thus making the fight for passengers and freight a three-cornered affair.

The entry of Huddart, Parker into the Launceston-Melbourne trade was a blow to the Tasmanian S.N. Co., but when the Melbourne-based company extended its services to Hobart later that same year, the position became critical.

With three contenders for the available freight, a freight war began and rates, as well as passenger fares, were forced down to a ridiculous level in an effort to gain business from

the opposition. During 1890, for instance, fruit was shipped to Sydney for as little as threepence a case and the first-class fare was only ten shillings!

With financial losses mounting rapidly, the companies soon realized that the freight war could not be allowed to continue, and they reached an agreement which set new rates and distributed the services more evenly.

CAME TOO LATE

Huddart, Parker lost money on their Tasmanian services, but the company as a whole did not suffer greatly, having extensive services around the Australian and to New Zealand that were good profit-earners. The U.S.S. Co. also had extensive services on the Australian coast as well as holding most of the New Zealand coastal trade and a large share of the trans-Pacific service.

Both these companies, therefore, were better able to absorb the losses they incurred in the Tasmanian trade.

The Tasmanian S.N. Co., however, was not so fortunately situated. Its regular services did not extend beyond Melbourne and Sydney and the losses it experienced were thus disastrous. The agreement on rates and fares came too late for the company and this, along with the cost of the new passenger ship TALUNE, 2087 tons, built in 1890, forced acceptance of a takeover offer from the U.S.S. Co.

FLEET DISPERSED

The price paid by the U.S.S. Co. was £185,000, partly in cash and partly in shares. The ships acquired were the TALUNE, OONAH, PATEENA, FLINDERS, MANGANA and MORETON. The Union Co. also took over all buildings and wharf premises in Hobart, Launceston, Melbourne and Sydney for its own use.

Two ships were sold to other companies. The MANGANA, after a few trips to Fiji and nearby Pacific islands, was sold to Emil A. Knoblauch, of Sydney, for further trading in the Pacific Islands. She was sold to Huddart, Parker in 1901 and converted into a lighter. The FLINDERS was sold in 1894 to McIlwraith, McEacharn and two years later passed into the ownership of the Adelaide S.S. Co.

The OONAH was transferred to the New Zealand coastal trade, but soon was returned to Tasmanian waters following strong protests from Tasmanian merchants and the travelling public. She was later put into the Bass Strait run, where she stayed until the end of her career in 1935.

The TALUNE remained on the Hobart-Sydney run for a year and

was then transferred to the trans-Tasman service, later entering the Pacific Islands trade. The PATEENA entered the New Zealand coastal service.

Two other vessels also ended up on the New Zealand coast. These were the FLORA and the CORINNA. The latter remained on the Tasmanian run for a few years, but then crossed the Tasman to enter the New Zealand coastal service.

CAUSES OF FAILURE

The reasons for the failure of the Tasmanian S.N. Co. and its takeover in 1891 were many. The lack of drive on the part of some of its directors at various periods, the competition of ships owned by some of its directors and shareholders, who did not hesitate to run in opposition to the company's own vessels, the loss of three ships at a crucial stage when they were required to compete against the ships of a stronger company and, most important of all, the disastrous freight war all helped to bankrupt the company.

Perhaps, if the freight war had not happened, the Tasmanian S.N. Co. might have survived to the present day. Yet although it disappeared, it left its mark in Tasmanian maritime history and the name of its ships will be passed on and remembered for many years to come.

Neither Huddart, Parker nor the Union Company learned the lesson of the freight war; for hardly had the Tasmanian S.N. Co. disappeared from the shipping scene when another freight war began between the two rivals on the trans-Tasman service and on the New Zealand coast.

The position became critical, but the war eventually was ended by the two companies agreeing to share this lucrative trade, and new freight rates and passenger fares were fixed.

COLOURS

Early paintings and lithographs of the Tasmanian S.N. Co's. vessels depict the TASMANIA, the CITY OF HOBART and the SOUTHERN CROSS with various colour schemes. These show the TASMANIA and the SOUTHERN CROSS with plain black funnels, while the CITY OF HOBART is depicted with black funnels, each with a broad white band.

However, all ships on their arrival in Tasmania were painted in the company's official colours. These were: hulls, black with red boot-topping; superstructure, white; masts, derricks and yard arms, light brown; funnels, white with black tops.

The company's house flag was white, with a red cross and

the letters T.S.N.C. in each quarter.

FLEET LIST

	<u>Gross</u> <u>Tons</u>	<u>Built</u>	<u>Service</u> <u>in Co.</u>	<u>Sold or wrecked after</u> <u>leaving co's. service.</u>
TASMANIA	526	1852	1853-1871	1904
CITY OF HOBART	645	1854	1854-1875	1877
SOUTHERN CROSS	779	1864	1864-1889	--
DERWENT	478	1864	1864-1879	1926
HAVILAH	301	1853	1865-1879	1911
ROYAL SHEPHERD	331	1853	1865-1877	1890
BLACK SWAN	309	1853	1865-1874	1880
TAMAR	453	1869	1869-1882	1911
TASMAN	721	1873	1873-1883	--
MANGANA	752	1876	1876-1891	1931
ESK	854	1877	1877-1886	--
TRUGANINI	203	1877	1877-1879	1891
FLINDERS	948	1878	1878-1891	1927
FLORA	1273	1882	1882-1891	1927
CORINNA	1271	1882	1882-1891	1930
PATEENA	1212	1883	1883-1891	1924
NATONE	187	1884	1884-1886	1930
MORETON	581	1882	1886-1891	1896
OONAH	1758	1888	1888-1891	1935
TALUNE	2087	1890	1890-1891	1925

(The second article on the history and ships of the Tasmanian S.N. Co. will appear in the next issue of THE LOG and will comprise individual ship histories of the vessels listed above in the Fleet List.)

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Rex A. Cox (Tas.) writes on....

* AUSTRALIA'S NAVAL DEFENCES, 1850-1964 *

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UNTIL the early 1850's the stage of development of the Australian colonies and the value of their seaborne trade did not warrant the maintenance of a strong naval squadron in Australian waters.

The Royal Navy ships based on Sydney about 1851 were the 26-gun sailing frigate CALLIOPE, the eight-gun brig HERALD, the 14-gun, third-class sloop ELECTRA, the 12-gun, fourth-class sloop FANTOME, and the two paddlewheel steamers ACHERON, of five guns, and the TORCH, of nine guns. They belonged to an Imperial Squadron under the command of the Flag Officer on

the East Indian Station, Australia not having been at that time formed into a separate naval station. The movements of the ships were the responsibility of the Flag Officer, who in turn was responsible to the British Admiralty.

The first step taken by a colonial government to provide for its own local naval defence seems to have been in 1856, at the time of the Crimean war. News reached Sydney that a Russian frigate was cruising off Cape Horn, that four more Russian frigates were due at Valparaiso, Chile, and that 14 other warships were at Vladivostok, on the Russian Pacific coast.

First Warships

A wooden ketch, the SPITFIRE, was built at Sydney. She was of 65 tons and had a 32-pounder gun mounted astern. About the same time the Victorian Government acquired the VICTORIA, a 580-ton screw steamer, armed with six 32-pounders and one 9.6" swivel gun. This vessel arrived at Melbourne from England on May 31, 1856.

Three years later, in 1859, the Australian station was established -- "bounded on the north by the parallel of 10 degrees of south latitude, on the east by the meridian of the 170th degree of west longitude, on the south by the Antarctic Circle, and on the west by the meridian of the 75th degree of east longitude."

Shortly before this, in April 1858, the Imperial ships on the station were the 26-gun IRIS, the 12-gun SAPPHO and the tender BRAMBLE, all of which were sailing ships, and the 11-gun, screw steamer CORDELIA.

Victorian Ships

Of these vessels, the IRIS and the CORDELIA were still on the station in June 1859 and had been joined by the screw steamers PELORUS, of 21 guns, and NIGER, of 14 guns, and the sailing vessel ELK, of 12 guns.

Victoria continued to build up its own navy. A gun-raft carrying a 68-pounder was purchased, as was also the old man-o'-war NELSON, and in 1871, the CERBERUS, an armour-plated turret ship of 3480 tons. She had a speed of nine knots and an armament of four 18-ton muzzle-loading guns. Later, the torpedoboats COUNTESS OF HOPE TOWN, CHILDERS, NEPEAN, GORDON and LONSDALE, and the gunboats ALBERT and VICTORIA (2) were added to the fleet.

In 1881 the Admiralty presented the steam corvette WOLVERENE to the N.S.W. Naval Brigade for training purposes. Later, the torpedoboats AVERNUS and ACHERON were acquired.

Queensland purchased the gunboats FAYUNDAH and PALUMA, of 360 tons, each carrying one eight-inch gun, one six-inch gun and four machine-guns. They had a speed respectively of 11 and nine knots. These were followed by the 16-knot torpedoboat MOSQUITO and the picquet boat MIDGE.

The cruiser PROTECTOR, 960 tons, 14 knots, and a torpedo-boat of 12 tons made up the naval force of South Australia. The PROTECTOR was armed with one eight-inch gun, five six-inch and four machine-guns.

The Auxiliary Squadron

Of these colonial vessels, the CERBERUS and the GAYUNDAH performed useful work in World War I, while the PROTECTOR saw service in China during the Boxer Rebellion of 1900 as well as in the 1914-18 conflict.

In 1887 the British Government agreed to provide a special squadron of warships to protect the coastal trade of Australia. These vessels were not manned by Australians, but they could not be used away from the Australian coast except with the permission of the colonial governments. They formed the Auxiliary Squadron and were given Australian names, such as the PENGUIN and the BOOMERANG.

Other Royal Navy ships, such as the POWERFUL, the PYRAMUS and the TORCH, became wellknown in Australian waters during the early 1900s.

Birth of the R.A.N.

After Federation in 1901, the colonial fleets came under one control, but not until 1909 did Great Britain, faced with a naval crisis in its "battleship-building race" with Germany, agree to the formation of an Australian-owned squadron as part of the Pacific Fleet.

The Royal Australian Navy came into being in 1911. Orders were placed for one battle-cruiser, two light cruisers, two submarines and several destroyers.

First of these vessels to be delivered were the "River" class destroyers YARRA, PARRAMATTA and WARREGO, of 700 tons. They had a speed of 26 knots and were armed with one four-inch and three 12-pounder guns and three 18" torpedo-tubes. Three more vessels of this class -- the HUON, the SWAN and the TORRENS -- were completed in 1914-15.

The battle-cruiser AUSTRALIA and the light cruisers SYDNEY and MELBOURNE arrived to join the R.A.N. and a third cruiser, the BRISBANE, was laid down in an Australian yard. The AUSTRALIA, of 18,750 tons and 25 knots, was the fleet's flag-

ship. Her armament comprised eight 12-inch and 16 four-inch guns and three 21-inch torpedo-tubes. The SYDNEY and the MELBOURNE were cruisers of the "Chatham" class, each of 5400 tons, with a speed of $25\frac{1}{2}$ knots, and armed with eight six-inch and one three-inch guns and two 21-inch torpedo-tubes.

On the outbreak of war in 1914 it was believed that the German Pacific Squadron, consisting of the armoured cruisers SCHARNHORST and GNEISENAU and three other vessels, was in New Guinea waters. In August the AUSTRALIA, the SYDNEY and the destroyers YARRA, PARRAMATTA and WARREGO raided Rabaul, but the German fleet was not there.

First Loss

All the German bases in the Pacific area were quickly captured and the German Pacific Squadron was destroyed at the Battle of the Falkland Islands in December.

Australia's first naval loss of the war was the 725-ton submarine AEL, which vanished without trace on September 14, 1914, while on patrol from Rabaul. The first Australian victory was the sinking by the SYDNEY of the German cruiser EMDEN, which was battered into a wreck after she had attacked and destroyed the wireless station on Cocos Island.

The second and last Australian naval loss of the war was the submarine AE2. She accompanied the second Australian convoy and in April 1915 was ordered to the Dardanelles. She penetrated the Turkish minefields and sank one ship, but was then caught on the surface by a Turkish destroyer.

Part of AE2's machinery failed and she was unable to dive. She had no gun for defence and was shelled and sunk, her crew being taken prisoners.

The cruisers PIONEER and ENCOUNTER participated in general naval operations in many parts of the globe. The PIONEER saw action against the enemy cruiser KOENIGSBERG in East Africa at the end of 1914.

HMAS BRISBANE, built during the war, eventually joined these vessels in patrolling the Pacific area, guarding against stray German raiders and minelayers.

(TO BE CONTINUED IN THE NEXT ISSUE)

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The Editor has need of articles and paragraphs. They should be sent to The Editor, THE LOG, Box 4922, G.P.O., Sydney, NSW.

*****Third part ...

...of a series.

AN OLD LOG BOOK

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Journal of a Voyage from Valparaiso

towards India in the LORD LYNDCH

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(This journal, publication of which began in THE LOG for January and was continued in the March issue, was made available to THE LOG by Mr. John Morris, a Hobart member of the WSS. The journal opened on 3 September 1819. The last instalment ended on October 23, when the LORD LYNDCH anchored at Guasco, Chile.-The Editor).

Received about 700 slabs of copper, keeping it well up and from the wings in the main hatchway when stowed; it was as high as the lower part of the coamings. After filling up our water a second time, and being all ready, the cutter stow'd on ye long boat, bottom upwards, etc., etc., we unmoored and weigh'd at 2 p.m. 28 October, standing to ye westward and taking our final departure from ye coast for this time. With the 700 bars of copper we also received about 200 loads of wood for stowing it.

28 October 1819: Draught 17'6" aft, 17'8" forward. We had a fresh breeze throughout from the south-westward, the ship appearing to be rather more crank than when she left Copinpo, tho' generally speaking easy. a.m.: unbent the cables and stowed the anchors. Noon Lat obs. 26°32' S., Long. Chr. 73° 21' W.

29 October: Strong breezes from the southward. Ship rolling deep and very uneasy, a heavy confused swell prevailing. a.m. : trimmed ship as follows (the captain not thinking her stiff enough, this, however, was neither the opinion of others or myself). The copper that was stowed high in the main hatchway (say 100 slabs) was levelled fore and aft, and some of them laid dead in the square of the hatchway, others also taken from the wings were placed in ye same manner; both Bower Cables were coiled, in ye after hold, for which there was plenty of height, on the copper. The chain cable was coiled from the 'tween decks into ye square of the after hatchway. All the lumber from the same place put below and the half of ye booms removed from ye starboard wing to the larboard side, the whole of them being cross lashed against the sail room. We could not perceive that this had made any difference. a.m.: Had cloudy weather. Lat. obs. 22°52' S., Long. Chr. 76°19' W.

30 October: Fresh breezes from S. to SE. and a heavy swell on, kept the ship away apoint, or hauled her up as the wind veered, to keep a broad on the quarter, to ease the ship, as she is much inclined to roll to windward. Got rolling tackles on the yards and sent the royal masts and yards down.

This day ye chronometer was unfortunately let down. Set it again to mean time at the ship, bringing on the longitude by dead reckoning since yesterday, which cannot be far out in so short a run.

a.m.

~~All~~ wind variable from SE-easterly, with cloudy weather & drizzling rain. Noon Lat. DR. $22^{\circ}07'$ S., Long. do. $79^{\circ}00'$ W.

31 October: Winds and weather generally as yesterday. Ship much easier, ye swell having decreased considerably. a.m.: Pointed ye royal masts. Intended to get the ?hopper out from underneath ye water casks, but considering their bad state, and being all filled, it was deemed improvident at present to move them. Noon Lat. obs. $23^{\circ}32'$ S., Long. Chr. $81^{\circ}26'$ W.

Monday 1 November: First and middle parts of this log have had moderate breezes between SE and ESE, with fair weather. Latter part strong breezes, inclining more to ye eastward with cloudy weather. Course W. Altered it at 9 a.m. to NW by W. Crew employed working up ?junk. Kept a lookout for three islands marked on ye chart tripod, of which we have no description. Noon Lat. obs. $22^{\circ}50'$ S., Long Chr. -- (blnak).

2 November: Steady breezes and cloudy weather, with ye winds from SE to ESE. Studding sails set on both sides. p.m.: shifted ye mainsail & mizen topsail with ye second best. a.m.: the main topsail ?down. Sailmaker repairing the fore topmast studding sail. Noon 138 miles on ye board. Courses steered NW by W & WNW to make the sails draw on either quarter as most convenient. Lat. obs. $21^{\circ}34'$ S., Long. Chr. $85^{\circ}27'$ W.

3 November: Winds variable between SE & E by S. with passing light falls and drizzling rain. In royals and topgallant stud sails as occasion required. p.m.: carried away one of the tiller ropes, unrove it & rove others. a.m.: found these bad also, unrove the larboard one, and rove an old one in lieu of it. Cut up one of the cat falls to make a new pair, having no spare rope on board. 163 miles on ye board. Course NW by W to W by N. People employed as yesterday. Noon Lat. obs. $20^{\circ}28'$ S., Long. Chr. $88^{\circ}8'$ W.

4 November: First part steady breezes and cloudy weather, wind ESE. At 6 p.m. in first reefs, fore and aft, and down royal yards, breeze increasing with squally appearances. Middle parts, fresh breezes, passing squalls and rain. Latter-

ly, fresh breezes and cloudy. Wind E by S. a.m.: Sailmaker repairing studding sails, carpenter about the pumps. Course: W by N $\frac{1}{2}$ N to NW by W. Board 163 miles. Lat. obs. 19 $^{\circ}$ 14' S. Long. Chr. 90 $^{\circ}$ 26' W.

5 November: Fresh breezes from SE to SE by E with passing squalls and drizzling rain. At daylight pumped ship at 14 inches. Sea rather smoother. Ship much easier, tho' rather inclined to roll, which she does very deep but seldom with a jerk. People making spun yarn swabs, etc., etc. Sailmaker repairing studding sails, carpenter caulking ye wedges of ye mainmast. Ran by the log 162 miles. Course NW by W. Noon Lat. obs. 17 $^{\circ}$ 32' S., Long. Chr. 92 $^{\circ}$ 23' W. N.B.: During ye forenoon, until 12 o'clock, the hands are generally all employed on deck. The dinner hour is 1 p.m., after which ye watch is called and one watch only continues on deck, being relieved as usual, until after breakfast the succeeding morning.

6 November: Fresh breezes and cloudy, occasional light passing falls intervening with drizzling rain. Winds generally ESE, veering to E by S and E in ye squalls. At 9 p.m. carried away starboard clew rope of ye maintopsail, clewed ~~xx~~ ye sail up, repaired it & set it again at 10 p.m. About midnight, as usual, took in ye topgallant studding sails & royals, the gunner having the middle watch. The watches being so arranged as that, Mr. Hodges always has the first watch at night and the forenoon watch, consequently the gunner always having ye middle one, those from four to eight o'clock in ye morning and from four to eight in ye evening fall to my share daily, which method we prefer to the old one of changing by the dog watches. At 4 a.m. made sail as usual. Pumped the ship at 14 inches. After breakfast turned ye hands up to wash and scrub clothes. Log 161 m. Noon Lat. obs. 15 $^{\circ}$ 47' S., Long. Chr. 94 $^{\circ}$ 17' W.

During this week, the coldness of the weather has surprised everybody on board. Today at noon the sun was within a few miles of being vertical, the thermometer about 65 $^{\circ}$ and we find it quite necessary to wear the same clothing as at Valparaiso.

Tomorrow we are to dine on a leg of mutton, the remaining part of an English sheep killed last Saturday. Some we had today for dinner was excellent and not the least tainted.

7 November: Winds & weather as yesterday. Carried the same sail. Kept a lookout for Recreation Is. as marked in ye chart, the existence of which appears doubtful. Water remaining 35 $\frac{1}{2}$ butts. This day being Sunday the people are at watch & watch and dine at noon. Run per log 170 miles. Course NW by W. Noon Lat. obs. 13 $^{\circ}$ 55' S., Long. Chr. 96 $^{\circ}$ 27' W. For the last four or five days past the ship has been remarkably easy.

(TO BE CONTINUED IN NEXT ISSUE)

 **
 ** YOUR WANTS --- YOUR QUESTIONS --- YOUR **
 **
 ** ANSWERS --- YOUR COMMENTS **
 **

Questions:

Mr. M. Berthold, 80 Hill Road, Belmont, Lower Hutt, New Zealand seeks the following information regarding the scow KOHI (98g/1911), registered at Wellington, N.Z.: Measurements, captains, previous names, owners, ports on her usual runs, make of engines, number of crew, where built and her present owners.

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Mr. R. H. Fletcher, P.O. Box 619, Wellington, New Zealand, seeks information and, if possible, a picture sketch of the sailing ship THOMAS FIELDEN, which arrived in Melbourne on 19 March 1854 from England.

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Answers:

Mr. N. L. McKellar (N.S.W.) forwards the following in reply to Mr. P. J. Leahy's query concerning certain Australian war-built vessels (THE LOG, v. xii, p. 25):
 These vessels were wooden, twin screw motorships measuring about 117' x 24' x 10'7", and seem to have been mostly built by an emergency yard set up by the Commonwealth Government at Hobart. Details are: BLYTHE STAR; LEVEN STAR, later Kuaka; MOORAH (As far as I know still lying idle at Brisbane); MOOTAH, later Nei Nimanoa, bought by the Resident Commissioner for the Gilbert & Ellice Is. in 1949 and renamed 1950; she was wrecked in January 1951; NARRACOOPA (This is only a guess); RANNAH (Last I heard of her she was owned by D. C. Brown, of Rarotonga); STELLA MARIS, later Lolowai, owned by the Catholic Mission at Vila; VASSE (No details of her building, but I believe she is now the Elizabeth Helen); WAYANNA (Now believed owned at Port Moresby), and WILLOMEE (Last I heard of her she was owned at Singapore).
 The BLYTHE STAR was built in 1945, LEVEN STAR 1947, MOORAH 1945, MOOTAH launched 1945 but completed 1948, NARRACOOPA unknown, RANNAH 1944, STELLA MARIS 1944, VASSE unknown, WAYANNA 1944 and WILLOMEE 1945.
 I have a very shrewd suspicion that three ships built by the Fremantle State Dockyard in 1945, although differing slightly in dimensions, came from the same plans. These were the KINABALU, KINABATANGAN and KLIAS.
 I did a good bit of research on the twin screw motorships after the war, but had to give it up because I could not find any reliable statistics as to how many vessels were involved and there seemed little point in going ahead with the job if

by the Australian Shipbuilding Board of Glenorchy. The KUAKA was built by the Australian Shipbuilding Board at Hobart and the WILLOMEE by the Commonwealth Shipbuilding yard at Hobart. Neither the RANNAH nor the WILLOMEE are in existence today, but the KUAKA is now renamed Hong Ann and has been reported as being sold to Panamanian owners. The present owner of the PALAU is Mr. A. A. Murrell and her port of registry is Sydney, N.S.W. The MALDANNA was sold to Robin & Co. and has now been dismantled, while the MATONG, MOONA and MULLORA have been broken up.

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Comments:

Mr. Ken Thompson, of 151 West 5th Street, North Vancouver, B.C., Canada, writes: The January issue of THE LOG has just arrived here and as usual is full of interesting reading. The story of the PARTHIA (v. xii, p. 8), which was later renamed the Victoria, was of particular interest to Vancouver ship fans. During the '30's she often called here on her way from Alaska to Seattle. The last two paragraphs of your article, however, are a little in error. After she was taken out of service about 1952 she was laid up in Lake Washington, near Seattle. She was still there in 1954, as I saw her and photographed her. Shortly after that she was sold to the Straits Towing Co., of Vancouver, and was towed to Vancouver. She was stripped down to her bare hull at the dock there. I photographed her at the Straits dock in November 1954, just the bare hull. In the early part of 1955 she was towed away to the local boneyard at Bedwell Bay. I photographed her there in August of that year as she lay to her anchor. I also boarded her and could see she had never been used for anything since being stripped. In 1956 -- I cannot recall which month -- she was towed to Seattle, loaded with scrap there, sealed up and renamed STRAITS MARU, having been sold to Japanese buyers. She left under tow of the Canadian tug SUDBURY. After a hectic trip across the North Pacific she arrived at Kobe, discharged her cargo and was broken up herself. Our local branch of the W.S.S. was shown a colour film taken by the tug captain of her trip across. At times she nearly foundered and the crew stood by quite often, ready to cut the tow line.

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ROLL-ON FREIGHTERS: The Australian Shipbuilding Board has called tenders for one, two or three vehicle-container vessels of about the same size as the 9750-ton EMPRESS OF AUSTRALIA. The ANL, when it has received the tenders, will decide the number of vessels to be built. Each ship will have a speed of $17\frac{1}{2}$ knots and accommodation for drivers of 12 commercial vehicles, but for no other passengers. The ANL is building facilities at Brisbane for the handling of roll-on, roll-off cargoes.

ON MARCH 31 U.S.N.S. KINGSPORT, the world's first satellite communication ship (£12,500,000 worth) arrived at Fremantle from the Indian Ocean after completion of the Gemini project. She carried on her deck a 54' diameter inflated dome protecting the biggest parabolic antenna mounted on a ship. The antenna weighs 23 tons and has a dish 30' in diameter. Its protective dome can withstand winds up to 140 m.p.h.

THE UNION S.S. Co's. WAIPORI (4282g/1938), which was sold last January to the Teh Hu S.S. Co. Ltd., of Hongkong (THE LOG, v. xii, p. 46), is to be renamed the PACIFIC MARINER under the Panamanian flag. She left Dunedin, without renaming, on January 28. The company's prewar steamer, the KOROWAI (2524g, 1938), which was sold about the same time to the Timor Navigation Co., of Panama, left Dunedin on February 11 under the name ERMERA, of Panama. The WAIPORI, also a prewar steamer, was built by Hawthorn, Leslie & Co. at Newcastle, and the KOROWAI by Alexander Stephen & Son at Glasgow.

THE GERRINGONG, which was launched at Whyalla on January 19 for Bulkships Ltd., is expected to undertake sea trials on June 9-10.

SOME INTERESTING shipping movements have occurred since the EMPRESS OF AUSTRALIA began operations to Tasmania. The POOLTA, EUGOWRA, MERINO and TATANA were withdrawn from their regular Tasmanian routes. Following the introduction of the Seaway service in 1964, the POOLTA replaced the WANAKA on the North-West coast-N.S.W. run. However, the POOLTA and the TATANA were both withdrawn from this trade following the arrival of the EMPRESS. The EUGOWRA was taken off the Hobart-Sydney run and the MERINO off the Launceston-N.S.W. run. The POOLTA is now engaged in tramping, conveying steel and coal to various Tasmanian ports. Many primary and secondary industries in Tasmania are operating at expanded production levels and the demand for shipping space is once again exceeding the supply. The build up of cargoes, particularly on the N.W. Coast, had reached such proportions by late March that the ANL placed the YANDERRA and the YARRUNGA on the Melbourne-Burnie run. At time of writing both ships make two trips each week to Burnie. In April the TATANA, which had been laid up for three months, resumed trading between N.S.W. and the North Coast of Tasmania.

A STEERING gear failure caused the CAPE DON to inflict considerable damage to North Wharf when leaving Fremantle on March 25. She rammed the wharf between Nos. 3 and 4 sheds to a depth of about 10 feet. The CAPE DON suffered a hole in her bow some 10 feet above the waterline and numerous dents. She later berthed for repairs.

THE NEW ZEALAND frigate PUKAKI, one of the NZRN's two Loch

class frigates, is to be withdrawn from service. One of the four Bathurst class minesweepers in the Reserve Fleet will be refitted and is expected to be in service in five months. The PUKAKI and the ROTOITI, the other Loch class frigate, will both be sold for scrap before the end of the year.

** ** **

THE VETERAN ferry EXCELLA, which was recently slipped at Battery Point, Hobart, is one of the last steamers in the Derwent, but when built she was the first river trader with an engine.

** ** **

FOR THE record: Wellington's new Clyde Quay passenger terminal was officially opened on December 8 1964. First ship to use the terminal was the liner NORTHERN STAR, which berthed the same day.

** ** **

X THE CHINA Navigation Co's. KWANGTUNG (5957g, 1959) has been chartered by the Crusader Shipping Co. for their service from New Zealand to Manila, Shanghai and Hongkong. She was renamed the NORMAN at Wellington on March 10 last and now wears Crusader colours on her funnel, but otherwise is little changed. She was built by the Taikoo Dockyard & Engineering Co. Ltd. at Hongkong and was launched on October 13, 1958.

** ** **

TENDERS HAVE been called from 21 British, Continental and Japanese yards for the construction of three closed shelter deck cargo ships of 14,000 tons each for the P. & O. S.N. Co's. fleet. They will have special automated cargo handling gear and a service speed in excess of 21 knots. Delivery of the ships, which will be placed in the company's Far Eastern freight service, is scheduled for late next year or early in 1967.

** ** **

TWO CREW members were killed when two explosions blasted the Union S.S. Co's. collier KOKIRI (2470g, 1951) at Wellington on March 13. The KOKIRI was about 300 yards off Aotea Quay at 9.50 p.m., after a voyage from Greymouth with coal, when an explosion in the forward deckhouse set off a second explosion of coal gas and dust in the forward hold, blasting the two nine-ton McGregor rolling hatchcovers apart. Three three-ton sections landed on the bridge, wrecking it completely and injuring Captain H. T. Pool, after which two sections fell into the sea. The other three sections landed back in the hold. It is believed an electrical fault in winch equipment in the forward deckhouse set off the first explosion of coal gas, which in turn set off the explosion in Nos. 2 and 3 holds, sending a sheet of flame 200 feet in the air. When docked 11 days later at the Patent Slip wharf, Evans Bay, it was found that damage was confined to the hatchway, the deckhouse and the bridge. The KOKIRI was built by Henry Robb Ltd. at Leith and is a twin-screw, diesel-powered vessel, last of the six KAITANGATA class built by Robb in 1948-51 for the West Coast coal trade. She first arrived at Wellington on 3/11/51.

THE KAIMANAWA (2515g, 1944), laid up at Port Chalmers, was recommissioned to replace the KOKIRI, damaged by an explosion, as reported on p. 72 of this issue.

** ** **

LAID UP at Sydney for some months, the WANAKA, a single-screw motor vessel completed by Alexander Stephen 2/1938, is reported to have been sold to Lestens Nav. Inc., Monrovia.

** ** **

LATE IN April the U.S.N.S. COASTAL SENTRY, a satellite tracking ship, was still undergoing engine repairs at Fremantle, where she arrived on April 1. She carries radio and radar tracking antennas from bow to stern, mounted on five masts.

** ** **

The Editor thanks the following WSS members for assistance in compiling this section: R. McKenna (WA), Paul Charlton (Tas.), T. S. Stevens (Vic.), R. McDougall (N.Z.), Ian G. Cooper (Tas.).

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+ IS THIS a record? The mechanical failure which put out of commission three of her four deck cranes compelled the SEAWAY QUEEN to make 12 shipping movements in Hobart in less than 48 hours. On April 5-6 she changed berths seven times, which caused the ropes to be handled 12 times. Does any WSS member recall more movements in such a short time? Incidentally, the SEAWAY QUEEN was the first cargo vessel, other than the EMPRESS OF AUSTRALIA, to use the Prince's No. 4 berth and her berthing there caused the shore-based crane to be used for the first time in commercial cargo-handling.

** ** **

SIX BARGES for use on harbour projects on the North-West coast of Western Australia are to be built by the North Fremantle engineering firm Of James McLarty & Son Pty Ltd for a total of £47,000.

** ** **

THE UNION Company's single screw steamer KUROW, launched at Glasgow by Alexander Stephen & Son on November 8, 1938, has been sold to Chinindo Shipping & Trading Co., Hongkong, for service in the Far East and, after being laid up at Auckland, sailed from there on April 3.

** ** **

AT TIME of writing the B.P. ENTERPRISE, ex British Merlin, was expected to commission under the Australian flag on May 7.

** ** **

THE WEST Australian Government, because of the high cost, has abandoned its plans to lengthen the KOOLAMA and instead will modify the vessel locally at a cost of less than £5000. It had intended to lengthen the KOOLAMA by 24 ft., but tenders for this work were over £500,000. The local modifications will involve the removal of fittings and structures for the carriage of cattle and will add 200 tons to its cargo capacity.

THE EDITOR and Publisher of THE LOG regret that it has been impossible recently to bring out each edition on time. The Editor was away on holidays for several weeks, and difficulties in typing the stencils in Sydney and roneoing the sheets in Adelaide have caused additional delays. Every effort is being made by two busy people, however, to bring THE LOG out at regular intervals. We hope members will be patient until an improvement can be effected.

** ** **

THE POPULAR Royal Australian Navy News, which is published fortnightly, now appears in a smaller and more handy format than formerly. The April 16 issue contained an excellent account of the exploits of submarine AE2 in penetrating into the Sea of Marmora.

** ** **

THE ESSO MACQUARIE ex Lustrous has frequently suffered engine trouble since arriving on the coast.

** ** **

HONGKONG BUYERS have purchased the T2 tanker MARINE ex Frank Haskell ex Rich Mountain (10,652g, 1944) for about £94,500.

** ** **

AN all-refrigerated diesel-electric vessel, the trawler KIRKELLA was launched at Aberdeen by Hall, Russell & Co. Ltd. on May 3. She is the third Junella-type stern trawler to be built at Aberdeen and shares with her sister ship, the NORTHELLA, the distinction of being the largest trawler in Britain. Both are 246'6" in overall length, 4'6" longer than the JUNELLA.

** ** **

BUILT AT Auckland in 1943 by Shipbuilders Ltd. and sold by the Navy to J. B. Thomas, of Auckland, in 1964, the former RNZN Fairmile IRIS MOANA ex Q 409 was purchased in March by North Shore Ferries Ltd., Auckland, N.Z.

** ** **

x THE 71' Tasmanian cargo vessel PRION, which arrived at Port Chalmers, N.Z., in October 1964 after her sale to Skeggs Fisheries Ltd., of Dunedin, has been renamed GOLDEN PRION and has been converted by Miller & Tunngge Ltd. to an oyster drdge. She began operating from Bluff in February.

** ** **

TWO ADDITIONS to the Devenport Marine Board's dredging fleet arrived on March 7. The Board purchased from the Melbourne Harbour Trust the steam hopper barge CHAS. A. PHAYER (683g, 1945), which is to be converted to a suction dredge, and the dumb hopper barge No. 10.

** ** **

REPORTED THAT the former Turkish flagship YAVUZ, which originally was the German cruiser GOEBEN, is to be sold as scrap.

** ** **

A BRITISH newspaper, "The News of the World," has chartered the Cunard Line's QUEEN MARY for a six-day Christmas cruise in December. Passengers on the cruise will include winners in a competition being run by the newspaper.

★ THE UNION SS Co's. freighter KOMATA (3543g, 1947) ran ashore on the rocks at the eastern end of Owhiro Bay, just outside Wellington (N.Z.) harbour on March 22 in a dense fog, but freed herself an hour later on the high tide. She was heading for Wellington at the time from Auckland with timber from Coff's Harbour, N.S.W. Inspection revealed many dents and a buckled starboard bilge keel, but no holes, and she resumed her coastal voyage, after which she was docked at Port Chalmers.

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THE ZEALANDIC, latest Shaw Savill liner, arrived at Hobart on April 24 on her maiden voyage. Two days later the latest Port liner, the PORT HUON, arrived at Port Huon on her maiden voyage, having come direct from Britain in ballast. Both new liners loaded fruit. It is claimed that the PORT HUON is designed to enable her to make two round voyages to Australia to load fruit in the one export season.

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THE BRITISH cable ship PHOTINIA (7672g, 1961), assisted by the tender ARRAN FIRTH (531g, 1957) laid the three 25½-mile long power cables across Cook Strait during last November and December, but repairs to a fault which developed in No. 3 cable took until this month to complete. Strong tides and currents hampered the work, which required the ship to be comparatively stationary. Launched for the Stag Line by John Readhead & Sons Ltd. at South Shields in November 1960, the PHOTINIA was fitted with cable gear early in 1964.

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BUILT BY Vickers Ltd. at Walker-on-Tyne, Shaw Savill's 9300-ton D.W. refrigerated cargo liner LAURENTIC underwent her acceptance trials on May 6-7. Her maiden voyage will be to New Zealand from London.

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THE LARGEST ocean-going tug built in the UK for British owners since World War II, the ENGLISHMAN (550g), a steel-built, twin-propeller rescue and salvage tug built at Selby by Cochrane & Sons Ltd., has entered service at Hull. She is 145' long, with a moulded beam of 33', and is fitted with twin rudders and powered by diesel engines, each rated at 1355 s.h.p.

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THE FORMER RNZN's auxiliary ISA LEI (207g) is to be burnt for the metal in her, her hull having been given to a scrap dealer, Jack Petard, of Avondale, Auckland, N.Z. She was built in 1944 by Seagar Bros Ltd. and Shipbuilders Ltd. at Auckland for the U.S. Navy as YF 038 and in 1947 was sold to South Seas Marine Products Ltd., Suva, who renamed her ISA LEI and converted her to a tuna fishing vessel. She re-entered the RNZN in 1952 as a stores, ammunition and explosives carrier, but in April 1961 was sold to A. G. Frankham Ltd. and stripped of engines and fittings. The following July she was sold to an Aucklanders for 1s. He intended to convert her into a houseboat but the project fell through.

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W.S.S. NEWS AND NOTES.

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- ++John Burne and Ron Hart, previous winners, compiled a quiz at the April meeting of the N.S.W. branch which gave members some headaches. Boss Cowell was the winner and receives a year's subscription to the branch and THE LOG.
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- ++Hobart branch held its annual general meeting in the C.W.A. Lounge, Hobart, on April 2, when the election of office bearers resulted in the election of Mr. H. T. Emmett as president, Mr. G. B. Joseph (95 Allumba St., Howrah, Hobart, Tas.) as hon. secretary, Mr. D. E. Kirby (13 Forbes Ave., West Hobart) as hon. treasurer, and Messrs. L. K. Bender, A. J. Catt, J. L. Craike, H. McKinnon, P. Rafferty, A. E. Slevin and D. R. Wynn as committeemen. Two films -- "Port of Melbourne" and "Cruise to a New World," the latter depicting life aboard the Matson Line's MONTEREY -- were screened. "Waterfront Roundup," a resume of shipping in the port of Hobart, was presented by Mr. L. D. Rex and illustrated with colour slides by Mr. R. R. Wilson.
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- ++Vic. WSS member George Hogben left earlier this year on a visit to the U.K. Another Vic. member, Fourth Engineer Kerry Hodges, wrote recently from Vietnam and has more or less circumnavigated the globe since leaving Melbourne.
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- ++At the February meeting of the Wellington (N.Z.) branch the Rev. Matchett, chaplain to the local Mission to Seamen, related his experiences as port chaplain in various parts of the world, particularly Belfast and the Persian Gulf.
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- ++New associate member of the N.S.W. branch welcomed aboard: B. Canty, Tilba Street, Narcoma, N.S.W.
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- ++Victorian members in March attended a Ship Modellers' meeting at Richmond, and the previous month had a look over the m.v. KOORINGA and watched her loading operations.
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- ++WELLINGTON (N.Z.) members recently welcomed into their ranks Mr. F. Gardiner, who was a WSS member in the U.K. before going to South Africa.
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- ++Sydney members recently made two ships visits -- the first to the POLYNESIE, the second, arranged by Shaw Savill, to the MALAYSIA. The first was by courtesy of Messageries Maritimes.
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- ++A New Town, Hobart, cadet with the BISN Co., Phillip Porte, was the guest speaker at Hobart branch's February meeting and told of his travels to India, Pakistan, Burma, the Mediterranean and Northern Europe. Mr. Alan Slevin gave a talk entitled "Snippings from my Scrapbook."