

THE LOG



Journal of the NAUTICAL ASSOCIATION OF AUSTRALIA INC.

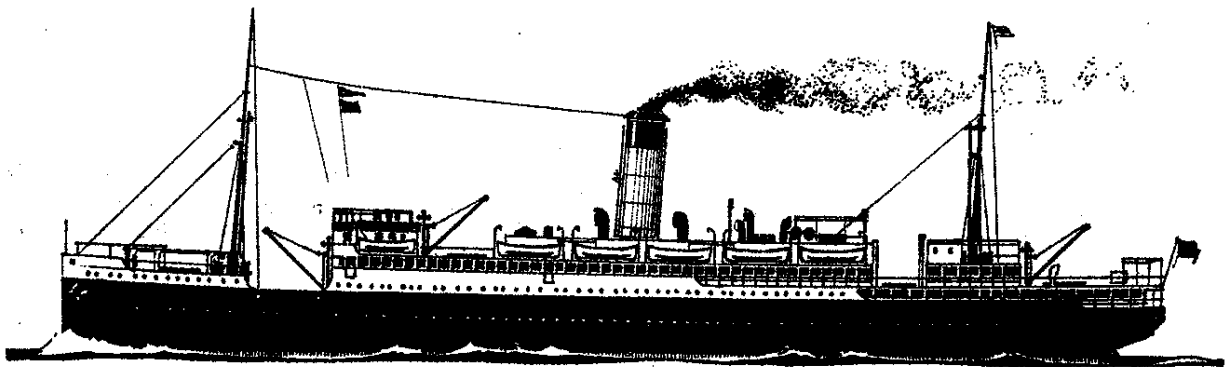
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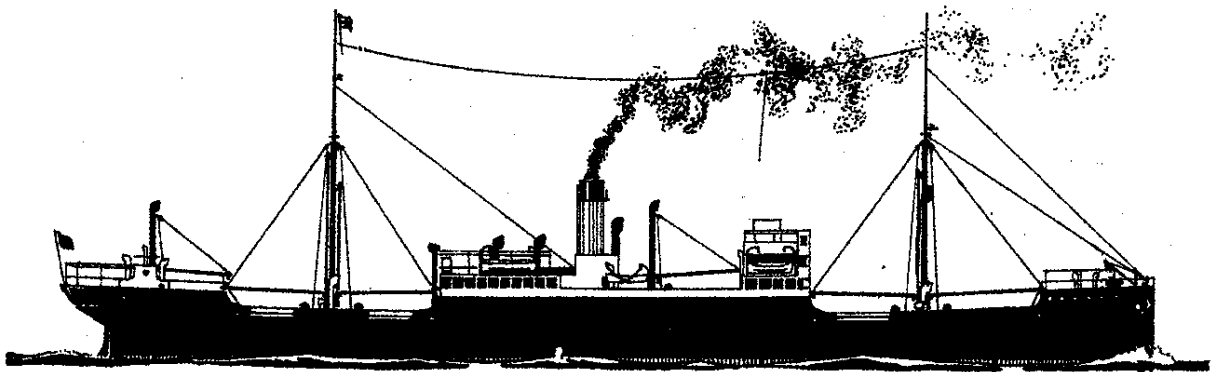
New Series

31 MARCH, 1968

Australian



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NAUTICAL ASSOCIATION of AUSTRALIA

The application for Incorporation of the Association is now before the Registrar and it is hoped that this will soon be finalised.

The National Committee has been formed, comprising Messrs, Welch, Sydney - Slevin, Hobart - Rice, Adelaide - Gooch, Melbourne - Stevens, as Editor of THE LOG. The President of the Association for the current year is Mr. S.E. Welch. The Management Committee is all but complete and details will be printed in the next issue of this journal.

Needless to say there is still much work to be done before the initial stage of organising the Association is completed. When this is done the way will be cleared to plan for our future development.

W.G.Volum. A.A.S.A. A.C.I.S. Secretary. 16th March 1968.	S.E.Welch, President.	T.S.Stevens. Editor.
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SUBSCRIPTION;- The subscription is \$ 1-50 (Aust.) p.a., dating from either 1st January or 1st July of each year, and includes six copies of THE LOG. Application and remittance should be made to;-

W.G.Volum, 132 Noble Street, Geelong. Victoria. 3220.

Special arrangements have been made with Branches of the World Ship Society in Australia in respect of their members, therefore such persons should communicate direct with the Secretary of the Branch to which they belong.

NEW ZEALAND residents who wish to subscribe should, in the first instance, communicate with the Association's agent;-

I.J.Farquhar, P.O.Box 385, Dunedin. N.Z.

WEST AUSTRALIA. An agent has been appointed in W.A. and persons wishing to subscribe may do so through him or by direct contact with the Secretary. The agent in W.A. is:-

R.McKenna, 4 Harwood St., Hilton Park. W.A. 6163.

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. Victoria. 3199

The Nautical Association of Australia has been formed as a non profit making organisation with the aim of producing this journal at bi monthly intervals, and to promote or assist in the publication and/or distribution of such journals or publications that may be of historic value or significance in the maritime field, with particular emphasis on Australia.

++Gibbs Bright & Co...

OVER A CENTURY'S ASSOCIATION
WITH AUSTRALIAN SHIPPING TO CEASE

from R.H.Parsons.

The shipping agency activities of Gibbs, Bright & Co. Pty., Ltd., will cease from March 31, 1968. On that date all shipping agencies then held by the Company will pass to other management and the firm's association with the Australian shipping industry, that has lasted for more than a century in this country, will be a thing of the past.

EARLY DAYS

The first office of what was to become Gibbs, Bright & Co. Pty., Ltd., of present time was opened in the early days of the Victorian gold rush. Messrs Bright Brothers & Co., (C & H and C.E., amongst others), commenced business in Melbourne during the year 1851. These Bright Brothers were of the same family as that connected with the partnership trading as Gibbs, Bright & Co., in England. The British house were at this time shipowners, shipping agents, merchants and general traders. Originally the business commenced in Bristol but was later transferred to Liverpool. In the year of the opening of the Australian office of Bright Brothers & Co., a firm of the same name were also shipowners in Liverpool. In fact for sometime while the Brights and the Gibbs operated a firm using in its title both the family names, each group also conducted business operations under their respective family names.

At the time of the establishment of the Melbourne office, and very probably one of the main reasons for thinking about opening business in Australia at all, Gibbs, Bright & Co. of Liverpool had acquired the iron steamship GREAT BRITAIN and were refitting her for the Australian immigrant trade. This ship, originally intended as a trans Atlantic passenger vessel, had been ashore for some time in Ireland but had been salvaged and was to operate for the 'Liverpool and Australian Steam Navigation Company' as an auxiliary steamer. Of over 3000 tons, she was extremely popular from the commencement of her Australian trade career and she ran for over thirty years in the Liverpool/Australia trade. The L & A S.N.Co was the property of Gibbs Bright & Co. U.K. This company also managed sailing ships including the Black Ball Line of Packets, many of whom, were despatched to the Australian colonies with cargo and or immigrants, including hopeful gold miners.

The Australia based concern of Bright Bros & Co, while acting as agents for the English house of Gibbs, Bright & Co, also operated the HERO, an iron screw steamship of 899 tons built in 1861. This vessel, whilst owned by Bright Bros of Liverpool, was trading on the Australian coast and across the Tasman for a period on behalf of the Australian firm, until sold to other Melbourne owners in 1863. Bright Bros & Co. Melbourne also owned other vessels, such as the wooden screw steamer SALAMANDER of 904 tons built in 1864 at Melbourne, (it is more than likely that SALAMANDER was the result of the rebuilding of a former sailing ship into an auxiliary steamer), and the LADY DARLING an iron screw steamship built in 1864 and of 649 gross tons.

EXPANSION

A branch of Bright Bros & Co., was opened in Brisbane in 1862, conducting the same type of business as was transacted in Melbourne, and the impetus given to trade by the formation of the separate colony of Queensland was the motivation behind the move. The

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Queensland authorities immediately began making a concerted effort to attract migrants to the sparsely populated colony and among other shipowners interested, the Black Ball Line commenced sailings of vessels carrying subsidised passengers. Mr F. Hart, who appears to have been the first manager of the Brisbane Branch, no doubt felt he was at a disadvantage in conducting the shipping agency side of the business when he could neither get his vessels up the river to Brisbane or obtain a suitable vessel to tranship his passengers and cargo from the Moreton Bay anchorage. As a consequence of the urgent need to overcome this problem Mr. G. W. Cole, a prominent Melbourne lighter and tug owner, was persuaded to place his tug DIAMOND in Brisbane with Bright Bros as the managers.

The activities in the Brisbane office continued to expand and with increasing trade came the need for more local tug/tenders, thus from time to time more vessels were added to the local fleet. In most cases Bright Bros., were content to manage, but in some vessels they owned at least a share.

Queensland had long been distressed by the apparent lack of interest in the forwarding of mails from the southern colonies and were frequently trying to interest shipowners in a northern mail route. One of the groups that became interested in the possibilities of trade to the north of Australia eventually became known as the 'Eastern & Australian Steamship Company'. Tea and coolies to Australia and the mails to Singapore with beche de mer and other items from northern Australia to the east seemed to promise fair return. From the formation of E & A, Bright Bros., were appointed the Brisbane agents and it would seem that some of the partners either in England or Australia had some interest in the ships originally employed. With the acquisition of this agency the Brisbane office became the business centre of the firm, although the head office remained in Melbourne.

FURTHER EXPANSION

Bright Brothers and Company expanded once more when in 1875 they opened an office in Sydney, this move possibly being influenced by the agency of the E & A ships, in addition to which Sydney was the busiest port and the largest commercial centre in the country. None the less Brisbane still contributed the lions share of the company's shipping business and in 1877 they imported the renowned and long lived tug/tender p.s. BOKO to service the passenger/mail vessels in Moreton Bay. From time to time BOKO ran coastal services as far north as Rockhampton and on one occasion at least chased after the mail steamer to place the mails onboard.

During these years the Bright Bros, Co., agency saw many famous ships, both sail and steam, for it was fairly common practice to send ships loaded with goods and/or immigrants to Australia from England, then if possible load coal or produce for China and Japan, there to load tea etc., for U.K. The CUTTY SARK and THERMOPYLAE to name but two famous clippers were handled in Australia by the Company.

Shortly after the opening of the Sydney office, the Orient Line of Steamers began trading to Australia and Bright's were fortunate in obtaining the agency to handle these ships. Although the shipping agency business was becoming increasingly important the Company did not neglect other avenues such as insurance representation, general merchandising and other commercial agency work.

GIBBS, BRIGHT & COMPANY

The formation of the Australian Gibbs, Bright & Co., is somewhat complicated until it is recalled that it was in fact formed by the Australian house of the Bright family (Bright Bros & Co) and the London house of the Gibbs family (Antony Gibbs & Sons), therefore we should briefly look at the activities of the Gibbs family.

Antony Gibbs had been employed from 1774 by a woollen exporter named Brook in Exeter, until he formed his own company under the title 'Antony Gibbs and Son' in 1808 with his son Henry. In 1811 a second son joined the firm and it became 'Sons'. This partnership continued along many paths until it has become the London banking and finance establishment of 'Antony Gibbs & Sons Limited'. In the early days, stemming from the founders connection with the wool textile industry, the firm traded between England and South America in woollen goods and by the 1820's had become interested in importing guano to Europe.

In 1818 the Gibbs family joined with the Bright family to form Gibbs, Bright & Company, although both families still continued trading under their respective family titles in other ventures. The English Gibbs, Bright & Co., developed as shipping agents, merchants and shipowners and subsequently transferred their headquarters to Liverpool. The firm Antony Gibbs & Sons seems to have early moved to London and become more interested in finance. The Bright family seem to have more and more gravitated to Australia.

Thus in 1884 an Australian firm named Gibbs Bright & Company was established, which while it had family connections with the company of the same name operating in England, it was a separate entity.

The new partnership took over the shipping agencies of the former Bright Bros & Co., and in 1885 obtained the agency of the Milburn steamers. In the same year they opened an office at Newcastle, and over the years as business developed they opened offices at Adelaide, Perth and Hobart.

During the last quarter of the nineteenth century, while the Melbourne and Sydney offices contributed significantly to the shipping agency business of the company, Brisbane continued to be at least as busy, if not ahead of the other branches in this field. The situation in Brisbane forced the company to continue to interest themselves in the tug and tender activities and, in fact, the company were actively interested in the formation of the first tug company in Brisbane in the early years of this century.

The agency of William Milburn, trading as 'Anglo-Australasian S.N.Co.', developed into one of the most profitable agency arrangements the Company handled, when Milburn merged with three other lines to form the 'Commonwealth and Dominion Line' in 1913. This new group quickly became known as the 'Port Line', as the system of naming ships 'port' something, begun by Milburn, was adopted by the C & D Line. In forming this group Milburn contributed nine ships, Tyser & Co eight ships, Star Line (James P Corry & Co) five ships and Indra Line (Royden family) three ships.

The Commonwealth & Dominion Line was acquired by the Cunard S.S.Co in 1916, but continued as a separate entity and was frequently advertised as the Cunard Australasian Service, but the ships were always listed as the property of the C & D Line Ltd. In 1937 a new company was formed entitled simply 'Port Line Limited', but it still remained under the Cunard control.

Other shipowners agencies obtained by the firm increased or deminished as either the trade or the shipowners interests varied. Some agencies we terminated due to the company concerned opening their own office

for example when the P & O group acquired the E & A Line, the Brisbane agency was lost . After the Great War in the 1920's the company secured such agencies as Wilh. Wilhelmsen, the East Asiatic Company, the Danish Orient Line etc. Not every branch had the same agencies and it would be a difficult task to set down the various agency arrangements that existed. So with minor fluctuations, but with the Port Line business as the mainstay, the shipping agency of Gibbs, Bright & Co., remained fairly constant until the 1960's.

LATER DEVELOPMENT

In 1962, for many reasons, the 78 year old partnership was formed into a Proprietary limited company. The business continued as before and in some of the branches new shipping agencies were secured, such as the Japan Line, Australia/Malaysia service, while the Australia-West Pacific Line was also represented by Gibbs, Bright & Co. Pty. Ltd, in some ports. But as before the backbone of the shipping agency was the Port Line business.

By this time the shipping companies serving Australia were seriously considering ways and means of reducing costs and one of the remedies proposed was containerisation. Other shipping companies have different plans but all envisage the pooling of arrangements to handle the ships, and the Port Line too, were drawn into one of these schemes. The result is that Port Line, Ellerman & Bucknall S.S. Co. Ltd and the Blue Star Line Ltd have formed an operational company to rationalise cargo to and from Australia and have set up their own organisation in both countries.

Under the circumstances the Port Line agency, with Gibbs, Bright & Co., since the formation of the Commonwealth & Dominion Line, and really since the first 'port' steamers came to Australia for Wm. Milburn in 1884/5, was terminated as of December 31, 1967.

With the major part of their shipping agency business lost, and no apparent substitute available, it is not to be wondered that the management of Gibbs, Bright & Co. Pty. Ltd., decided to close this section of the firm. This same set of circumstances, but in connection with other shipowners, has also recently forced the close of another well known shipping agency, that of Birt & Co., and so the decision can hardly be questioned, but it is with deep regret that we see the passing of yet another phase in the shipping scene of Australia.

++Editor's note : The circumstances involving Port Line agency also resulted in Ellerman & Bucknall Steamship Co, terminating their agency arrangement with William Crosby Ltd., who had held the agency since before the turn of the century. It was also the main contributor to Crosby's shipping income.

++Editor's note : A more detailed review of the activities of Bright Bros., in so far as Brisbane tug/tender activities are concerned can be found in the article by Mr. N.L. McKellar entitled 'Tugs on a River' which appeared in THE LOG, Vol 14, Nos 3.4 & 5, 1967, old series.

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** MARITIME MISCELLANY

In compiling this section the Editor expresses particular thanks to Messrs S. Welch (NSW), J. Burne (NSW), R. McKenna (WA), A. Slevin (Tas) and R. McDougall (NZ).

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COASTAL and SOUTH PACIFIC.

Walkers Ltd, Maryborough (Q), are to build a small survey vessel for the Commonwealth Government, who will present it to the Philippines as a gift under SEATO aid. It is also anticipated that Walkers will receive an order to construct a 300 ft seagoing dredge for the Queensland Government.

The tug MAOYA and four barges are being constructed by Carrington Slipway, Newcastle for service in the New Caledonia area, transporting nickel ore.

North Queensland Engineers & Agents, Cairns, are constructing eleven MK 3 landing craft - mechanised - for the Australian Army, a further 13, MK 6 craft are being built for the Army and in addition four MK 6, and 14 landing craft - personnel - will be built for Malaya.

The 105' tug A R FORD was launched at Newcastle Jan. 15 for NSW Public Works.

The A.N.L. has placed an order with Kawasaki Dockyard for an 11,000 tons dwt, r/o-r/o vessel to be used in conjunction with a similar 'R' Line vessel on the Aust/Japan trade. This is the first vessel constructed overseas for the ANL (or A.S.B.) since TALINGA (7582 tg) was completed in October 1955.

The first of three steel 'Voith-Schneider' tugs being built at Whangarei (NZ) was launched Dec. 5, and named ROTORUA, she is for the Tauranga Harbour Board. The second, for the Auckland Harbour Board, will be named TE AWHINA and will replace another tug of that name built in 1908.

Two of the three ANL r/o-r/o freighters for the east coast trade are being constructed together in the 'Frank Nicklin Dock' (Evans Deakin, Bris). This would be the first time that this technique has been used in Australia.

The first of two containerships for Bulkships Ltd., is to be named KANIMBLA and 'on berth' construction is to commence late April/early May, with launching September and completion late January 1969. Although built for Bulkships Ltd these vessels will be used by Associated Steamships Pty. Ltd.

The New Guinea Shipbuilding Co. Ltd, Rabaul, is to commence construction of its first vessel shortly, this will be a small steel coaster.

DONGARRA - following modifications and lengthening, the gross tonnage is now 3411 and dwt. 4180. Previously they were 2459/3096.

X CALTEX KURNELL - registered owners, Australian Oil Refining Co. P.L., port of registry, Sydney. Official no. 332223, gross tonnage 4190, nett 2216, dwt 5250.

W.D.A. TRADEWAY, a twin screw hopper dredge of about 2000 tons gross, built recently by Evans Deakin for Westminster Dredging Aust. P.L. has been renamed W.D.A. ENDEAVOUR.

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CALTEX MANCHESTER (11845/1953), registered owners now Texaco Overseas Tankships Ltd., previously - Overseas Tankships (UK) Ltd. This vessel will shortly leave the coast and follow CALTEX LIVERPOOL overseas. The latter vessel which left in November has now been renamed TEXACO GLASGOW.

BHP has chartered a 68000 ton dwt. bulk carrier, presently under construction in U.K., for use in the coastal/overseas trade in conjunction with their IRON HUNTER (55000 dwt) which should be launched at Whyalla about July.

Fourteen, 64' trawlers of about 78 tons are being built at North Fremantle for Nor West Whaling Co., for operations from Shark Bay.

WIDAN (3941/1963) arrived Sydney Jan. 30 to be refitted for coastal oil trade.

+ The aux. ketch CLAIRE CROUCH returned to the Pirie/Lincoln acid run, in Jan., after being laid up at Adelaide for some months.

SEAWAY PRINCESS (1106/1967) r/o-r/o for the Northern S.S. Co (NZ) arrived Auckland at the end of her delivery voyage from Hong Kong on Jan. 27, but owing to engine trouble she did not enter service (Onehunga/Lyttelton weekly) until Feb 13.

The small tug WANILLA went from Sydney to Port Lincoln early in January.

+ The Sydney tug MANLY COVE (327/1938) is to be used at Port Latta (Tas), which port is scheduled to commence operation in April.

McConnel Dowell Ltd., Auckland, has offered two small tugs for sale, one of which is the former Australian tug UTAH.

+ The last coal fired tug in Sydney, WARANG (230/1936) was laid up on Nov. 24, and six days later sold to the Derwent Tug Co. Hobart. She is to be towed as far as Stanley (Tas) by MANLY COVE and thereafter taken to Hobart.

Gisborne Lightering & Stevedoring Co. Ltd., Gisborne (NZ) is selling its fleet of lighters and launches, as they are now redundant following port developments. The craft involved are:- KAIWAKA (169/1937), KOUTUNUI (167/1910), CORONATION (138/1902), all powered lighters, TIKIRAU - a launch, KOTARE - a barge. The powered lighter ENDEAVOUR (982/1904 ex Naval HAURAKI) has been sent to Chatham Isl. as a fishing vessel.

MALTARA (959/1946) was delivered at Port Adelaide on Nov. 24, to Island Nav. Corp. S.A. Panama and renamed SANDY. This same company recently purchased the Union Co, KATUI.

KAPUNI (194/1909) sold by A.G. Frankham Ltd., Auckland to 'Radio Hauraki' to replace TIRI (Refer accidents). After being fitted with a 160' aerial and being renamed TIRI II she left for the moorings in Colville Channel on Feb. 27.

On Nov. 23 the new Port Kembla pilot launch TOM THUMB left Sydney for Kembla.

Army L.S.M. - CLIVE STEEL - loaded tanks at Williamstown (Vic) at the end of January.

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= T H E L O G =

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Anchor Shipping Co.(NZ) delivered their MATIPO (398/1953) to Capt.A.Rusden of Vila.N.H.,on Feb 1. She will be replaced in the Cook Strait trade by MAMAKU (927/1949).

On Feb.20,two ships named TROUBRIDGE passed in the Port Adelaide River.They were the r/o-r/o TROUBRIDGE (1996/1961) inward bound from Kangaroo Isl,and HMS TROUBRIDGE (frigate) outward bound.

Union Co.of N.Z. notes:-

* POOLTA (2183/1959) is to go to Hong Kong about July in order to be lengthened by sixty feet,this will increase her cargo capacity by about 100^c tons weight. In addition the conventional cargo gear will be removed and replaced by three ten ton capacity cranes of Australian manufacture. After the alterations the vessel will return to the NSW/Hobart trade early in September.

HAWEA (2926/1967) r/o-r/o-vessel entered service on Nov.11,last,on a weekly Auckland/Lyttelton/Dunedin run. She displaced NAVUA,KAIMAI and KONINI, which are laid up,carrying wheat and carrying coal,respectively now.

MATUA (4250/1936) is reported to be due for withdrawl in May. Since she was built she has been employed on the N.Z. to Fiji passenger/cargo run and maintained the service throughout the war. MATUA has visited Australia as at one time she always crossed the Tasman in the 'orange season' to pick up a cargo.

After being laid up at Port Chalmers since Sept 14,WAITARA (5282/1943) was sold in November to Ta Teh Steamship Co.Panama(a subsidiary of Tung Lee Nav. Co.Hong Kong) and sailed as SUCCESSFUL DAY on Dec.13,for Port Lincoln(SA) where cargo was loaded. It is said that the original intention was to name the ship 'Satisfactory Day'.

NZ coastal colliers KAIAPOI (2485/1949) and KOKIRI(2470/1951) were delivered to Litonjia Shipping Co.Inc.Manila in January and renamed EDDIE K L and JUNIOR K L respectively.They then cross the Tasman to Sydney and loaded wheat for Hong Kong.

OVERSEAS.

Royal Mail Lines Ltd will transfer their cargo/passenger liner AMAZON to Shaw Savill & Albion Co.Ltd for use on their round the world service. The AMAZON is a twin screw m.v. of 20368 tons gross,built at Belfast in 1959 and with a large cargo capacity and accommodation for about 400 passengers. She is to be renamed AKAROA,thus reviving a name that was carried by another vessel from 1932 to 1955. The earlier ship was built as the Aberdeen Liner EURIPIDES (14947 tg) in 1914.

Shaw Savill has sold their ARABIC(6553/1956),AFRIC(6553/1957) and ARAMAIC (6553/1957) to the Pacific Steam Nav.Co.Ltd.,and they have been named OROYA,ORITA and OROPESA respectively.

The two fully refrigerated N.Z.S.Co ships MATAURA and MANAPOURI are due for delivery in Japan,May 15 and August 31,respectively.

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RANGITANE (21867/1949) arrived at Wellington on her 47th and last voyage in the N.Z./U.K. trade on Feb. 19, 1968.

The sistership of PORT CHALMERS (launched Oct. 9) is to be named PORT CAROLINE - after Caroline Bay, Timaru, N.Z. It is anticipated that she will be launched late in March. Meantime PORT CHALMERS is expected to commence trials Mar. 26.

The Russian passenger liner IVAN FRANKO (19861/1964) has been chartered by Charter Travel Club of London, and is scheduled to make a voyage to Australia in October.

Cie Generale Transatlantique have sold the liner FLANDRE (20263/1952) to Costa fu Andrea of Italy.

+ Following replacement of her boilers the liner NIEUW AMSTERDAM (36982/1938) re entered service on December 11.

Atlantic Container Line, commenced their trans Atlantic service last October. There are four ships owned as follows: ATLANTIC SPAN (Rederi A/B Transatlantic), ATLANTIC SAGA (Swedish America Line), ATLANTIC SONG (Wallenius Line) and ATLANTIC STAR (Holland America Line). All vessels are about 14000 dwt and will be followed by six more of about 15000 dwt, which will be owned by Wallenius (1), Holland America (1), Cunard (2) and C T G (2).

January was a busy month in Japan for Wilhelmsens as on 20th their 55800 ton dwt bulk carrier TANABATA was launched at Yokohama, on 22nd their 13400 ton gross cargo vessel TAIKO ran trials, on 29th their 84000 ton dwt bulk carrier TAMANO was launched and their 134000 ton dwt, tanker WILSTER ran trials.

The Shell group took delivery of two tankers in Japan on Jan 19 and 26th. They were the 205800 ton dwt vessels MEGARA and MACOMA and a third of the class MARISA was to be delivered in February. They are 1066' long, beam 154' and loaded draught of 62 ft. In addition the first of two from German yards was named MUREX at her launching on February 28.

Claimed to be the largest ore carrier to date the SAN JUAN EXPORTER of 106000 tons dwt, arrived at Los Angeles from Japan in the middle of December. She is 865 ft long, and owned by San Juan Carriers Ltd. California, U.S.A.

The World's largest merchant vessel, to date, - a 276000 ton dwt tanker under construction at Yokohama for National Bulk Carriers Inc (USA), is due for completion in August.

With reference to the article in THE LOG V.1.No1., it is interesting to note that a new 19000 ton dwt tanker named ANNE MILDRED BROVIG was delivered in Japan on January 8, last.

Three containerships of 23,000 dwt tons are being built by Bremer Vulkan for Associated Container Transport's UK/Australia service and are due for delivery - February, April and June 1969.

Chandris has ordered a 206000 dwt ton, oil tanker.

The m.v. PORT LATTA MARU, an ore carrier of 92,700 tons dwt, was launched on Nov. 30, and delivered on Jan. 30, to Daiichi Chuo K.K., and is the largest ore carrier built to date FOR a Japanese owner. When Port Latta (Tas) becomes operative in April, she will be employed carrying ore from there to Wakayama (Japan), but in the meantime is working Port Hedland (WA).

Orient Overseas Line, which is operated by the Chinese Maritime Trust - one of the C.Y. Tung group of shipping companies - is commencing a monthly service in April from Australian East coast ports to West coast ports of USA and Canada. The first sailing is HONG KONG SURETY and she is to be followed by HONG KONG OBSERVER, HONG KONG TRUTH, HONG KONG BEAUTY.

Messageries Maritime has ordered two 28000 ton dwt, turbine, container ships to be built at La Ciotat (France). They will be about 700' in length.

U.S. has designed a general utility ship, type named 'Argus', which is a modernised version of the successful 'Mariner' class.

A 43000 ton dwt, vessel of the 'Lighter aboard ship' (LASH) type is to be built in Japan for Central Gulf Steamship Corp. USA. She is to carry 70 barges of 400 tons dwt capacity and will be employed North America /Mediterranean.

The Russians have now produced a 'Liberty' replacement design in the form of a 13800 dwt motor vessel.

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ACCIDENTS/MISHAPS.

Correction: V.1 No1 -page 23, the name of the vessel stranded in Newcastle should have been spelt GENERAL AGUINALDO (14921/1966).

* WONGALA (452/1957) broke down on December 14, 1967 when off Karamea N.Z. She was towed the 35 miles to Westport two days later by the tug JAMES O'BRIEN.

* The fire damaged TOMAR (Ref V.1.No.1.) reached Sydney on Jan. 27 in tow of the Melbourne tug HOWARD SMITH and contrary to previous indications, all cargo was discharged at Sydney from where the ship will be towed to Japan.

The m.v. TIRI (169/1931) from which New Zealand's 'pirate' radio "Radio Hauraki" is transmitted, drifted ashore on the night of Jan. 27, near Okupu, between Whangapara and Tryphena (Great Barrier Island) after an engine breakdown earlier that night. As she lay on the rocks radio equipment was removed and temporary hull repairs made. On Jan. 29 she was towed off by the tug SEA TOLLER (39/1958) and beached in Tryphena Harbour for further repairs before being towed to St. Mary's Bay, Auckland. Inspection on the slip revealed very extensive damage and it was decided to abandon the vessel. Her machinery was then removed and the hull beached in St. Mary's Bay.

The tanker BRITISH HAZEL, on passage Kwinana/Wellington, returned to Fremantle on Feb. 10, due to overheating of the main engine.

A large quantity of petrol spilt from the tanker NICHYO MARU at Port Hedland on February 13, and necessitated closure of the port.

The WAITAKI (9726/1954) took the crew off the Chinese trawler KA LEN-PAI, which was wrecked on Agincourt Reef, 35 miles N.W. of Port Douglas (Q), and landed them at Cairns on February 16.

The Panama Canal was blocked for 18 hours on Feb. 16/17, when the SHOZAN MARU (34500/1965), laden with iron ore, collided with the bank and ruptured her forepeak.

The small Whyalla based tug MUDGEY (42/1966), owned by Stannard Bros Towage P.L. went missing from her berth on March 2, and was located 40 miles away the next day by MOREE (48/1961). A man was later charged with illegally using a boat.

The Burns Philp cargo vessel MONTORO (2278/1956) was reported stranded on a reef near Kavieng (New Irekand) on March 5.

Whilst DULVERTON (2845/1948) was under overhaul at Fremantle in February, the bottom damage sustained last October, when she bumped an outcrop of rock at Barrow Island, was repaired.

The salvage claim arising from the TUDOR/ADELONG incident in June 1966 has been heard before the High Court in Melbourne. Judgement is awaited. The incident is described in THE LOG Vol. 13 No 5 (old series), page 115.

GREY FUNNEL SECTION.

Correction. V. 1. No. 1. --HMAS SYDNEY completed refit Nov. 14, 1967 not as stated.

+ H.M.A.S. STALWART (Maintenance ship) commenced trials Nov. 30, and was accepted by R.A.N. on Feb. 9. She is about 10,500 tons, 515 ft long and has a complement of 397.

OTTER and SEAL are the names given by the R.A.N. to the former R.N. mine-sweepers Porham and Wintringham.

H.M.A.S. ADVANCE (patrol boat) arrived Sydney from Maryborough on Feb. 2. The names of all twenty boats built or building are :- ACUTE, ADROIT, ASSAIL, ATTACK, AWARE, BARRICADE, BUCCANEER, LADAVA, MADANG, SAMARAI - builders of these Evans Deakin & Co, Brisbane. The remaining boats from Walkers Ltd Maryborough are :- ADVANCE, ARCHER, ARDENT, ARROW, BANOLIER, BARBETTE, BAYONET, BOMBARD, AITAPE, and LAE. These boats are 107'6 long, beam 29' and maximum draught 6'4". Displacement is 100 tons and power is provided by two 16 cyl Davey Paxmen Ventura turbo charged diesels. Speed is over 25 knots and light armament of two 5" machine guns and a bofors is fitted.

H.M.A.S. DIAMANTINA conducted radioactive tests at Monte Bello Island between February 5th and 15th.

H.M.A.S. HOBART is to relieve PERTH in Vietnam waters shortly.

H.M.A.S. VENDETTA and PARRAMATTA left Sydney March 5, to relieve STUART and YARRA, which have been attached to the Eastern Strategic Reserve.

The findings of the second Royal Commission of enquiry into the collision between H.M.A. Ships MELBOURNE and VOYAGER on Feb. 10, 1964, stated that VOYAGER was the sole cause of the collision due to continuing on a course that converged that of the carrier. As a result of the collision VOYAGER sank with the loss of 82 lives.

* The former 'Bathurst' class minesweeper H.M.A.S. JUNEE is presently lying at anchor off Garden Island (near Fremantle) and is owned by W.A. scrap merchant J. Krasnostein. When sold by the Navy Dept. in 1957 she was purchased by Mr. William G. Davies of Fremantle, who commenced converting the vessel into a fisheries mothership, under the name JUNEE, but work proceeded slowly and was only partially completed when Mr. Davies died in April 1963. The following month the vessel was sold to her present owner.

The Fleet Auxiliary EMNZS . TUI was decommissioned at Auckland on Dec. 22, and is to be disposed of, probably for scrap.

The Royal N.Z. Navy is to order a 4th frigate during 1968.

Following refit H.M.N.Z.S. OTAGO recommissioned on Nov. 24, and TARANAKI commenced her refit shortly afterwards.

* The cruiser ROYALIST, the last in the Royal N.Z. Navy, was sold November 1967 and left Devonport (Auckland) on Dec. 31, in tow of the tug FUJI MARU, bound for Osaka, where she is to be broken up. The ship was decommissioned in July 1966 and has since been stripped of all serviceable equipment.

At present on order or under construction for the British Ministry of Defence :- four 'Leander' class frigates additional to HERMOINE and CHARYBDIS, three guided missile destroyers (type 82) ANTRIM, NORFOLK and BRISTOL, one 'O' class submarine, two 'Polaris' submarines additional to REPULSE, two nuclear submarines additional to CHURCHILL and one helicopter supportship ENGADINE.

Recent Royal Navy visitors to Australian ports :- STROMNESS, TROUBRIDGE, EAGLE, CAMBRIAN, RELIANT, RESURGENT and CAVALIER.

Recent U.S.N. visitors to Australian ports :- GOLDSBOROUGH, COONTZ, NEWELL, WEST WIND, BELKNAP, CALCATERRA and COASTAL SENTRY.

The U.S. Navy has ordered two submarine rescue ships (ASR), the first of the type in the USN. They will be catamaran hulled, with diesel engine driving twin screws. Length is 251', beam 86' and they will be used for aiding submarines in difficulties, and general deep sea diving work.

The French Government intends to order the construction of a fourth, and possibly a fifth, nuclear submarine of the LE REDOUTABLE class. The first of the class is due to commission in December 1970 and thereafter the others follow at two yearly intervals.

COMPANY NEWS, Etc.

National Shipping Corporation of Pakistan have suspended their regular service to Australia from January until June, owing to the need to employ all available tonnage on the American run in order to secure foreign aid given to Pakistan by the American Government.

The Pearl Kasper Shipping Co. Ltd., of New Zealand has ceased operating ships, although they will maintain a shipping agency business. They have sold all their vessels with the exception of WAFOTAHI (208/1932) which is laid up.

The former Fremantle Asylum - a 113 year old colonial gothic building - is to be converted into an art centre and maritime museum. The work will take about three years and amongst the maritime exhibits will be the old pilot launch LADY FORREST.

Mentioned elsewhere, the C.Y. Tung group operates more than sixty ships and have others on order. In September last they commenced a monthly service between Taiwan and European ports, the first sailing was RU YUNG (10380/1962).

Amplex New Guinea Ltd., are to operate a service between Sydney and Island ports, commencing with the chartered Danish vessel JETTE BUE (300/1966), owned by Parfrederi Buen, Copenhagen. Expansion during 1968 is anticipated and it is expected that by the end of the year four vessels will operate.

W.A. State Shipping Service hopes to introduce two barge carrying (LASH) ships on the W.A. coast 1970/71. Each vessel will be about 4000 tons dwt and carry 33 barges, each with a capacity of 140 tons. They will be employed on the Fremantle/Darwin run and could replace upto five existing freighters.

The Trust established in 1965 to finance the building of a replica of Cook's ENDEAVOUR, is to be disbanded.

Noted that a ship has been named - PYATIDESVATILETIYE OKTYABRYA.

++A NEW INDUSTRY...

The firm of Luggate Game Packers Ltd., of Luggate, Central Otago, N.Z. is engaged in the export of venison (deermeat) and in order to secure supplies they employ teams of deerstalkers in the Fiordland area, mainly around Doubtful Sound. To remove the kill, helicopters are used to airlift the carcasses out to the RANGINUI (158/1936), a vessel purchased from Inter-Island Shipping Co. Ltd., of Nelson in October 1967.

The ship was refitted and entered service in February 1968 and has a capacity of 1000 carcasses (under refrigeration). When full she proceeds to either Milford or Bluff where the cargo is landed for processing.

In order to allow continuous shooting, Luggate has now purchased the former Northern S.S. Co, HOTUNUI (594/1949) and she is to commission, following refit, in April. In addition two powered lighters KOUTUNUI and KOTARE were acquired in March from the Gisborne Lightering & Stevedoring fleet. (Compiled from information supplied by Mr. R.J. McDougall of Dunedin)

++Part two of...

THE ADELAIDE STEAMSHIP CO., LTD.

1900 - 1939

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++ The cover this month was prepared by Mr. Peter Nicolson of Sydney, and features the passenger liner WILLOCHRA, completed in 1913 and the last of three sisterships. In actual fact she never traded on the coast, but was chartered by the Union Steam Ship Co. of New Zealand Ltd., upon completion, then requisitioned in 1914 she served as a transport until 1919 in which year she was sold to the Furness Withy group. The second vessel featured is the cargo vessel MERRIWA which joined the fleet in 1921 having been built in Germany in 1915. A sistership the MILLUNA was purchased at the same time, but their careers under the Adelaide Company flag were relatively short as they were sold in 1928 and 1931 respectively. ++

We have now reached the turn of the century and enter onto the years up to 1914. This period has been described as the "golden age" of coastal shipping and it can certainly be considered the most prosperous and stable period on the coast. It was during these years that the company invested in coal mines in N.S.W. in order to safeguard their bunkering and coal contract interests, whilst continuing in the shipping side with the addition of no less than 29 vessels. Needless to say some of the older units were sold and in their worst period for marine casualties, lost 12 ships including two tragic losses.

The first new ship to be added after 1900 was the WINFIELD in 1901 followed by TARCOOLA, DILKERA and NARDOO in 1902, then in 1903 the YONGALA which was joined the next year by her sistership GRANTALA. In 1906 RUPARA joined the fleet then LAMMEROO, JUNEE, ECHUNGA and in 1907 URILLA. The two were cantilever vessels and ECHUNGA had huge hatches and extensive cargo gear for handling coal. She was built like a tanker and during the war was converted into one.

In the remaining years to 1914 the KOOMBANA was added in 1909 and the YANKALILLA and MORIALTA in 1912. They were followed by three large passenger ships the WARILDA, WANDILLA and WILLOCHRA in 1912/1913. The small steamer QUORNA was purchased in 1913 and also in that year three twenty year old Clan Line cargo ships were acquired.

The two tragic losses referred to above involved YONGALA and KOOMBANA both of which disappeared with the loss of all crew and passengers. On March, 23, 1911 YONGALA left Mackay bound for Townsville with 120 persons onboard and about 1800 tons of cargo, during the night there was a terrific storm with winds upto 80 m.p.h. When the vessel failed to arrive at her destination, and not having been reported by any other vessel in the vicinity a search was organised by TARCOOLA and OURAKA with other vessels and eventually the tug Alert sighted wreckage identifiable as having come from YONGALA. No trace of the ship was found until 1958 when skin divers located the wreck off Cape Bowling Green. It is interesting to note that her sister GRANTALA was in the vicinity at the time of the storm but took shelter in the lee of Cpe Bowling Green.

Almost exactly one year later, on March 20, 1912, the KOOMBANA sailed from Port Hedland with 140 persons onboard, bound for Broome. Shortly afterwards a cyclone commenced to develop and the cyclonic conditions lasted for

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three days. It can only be assumed that KOOMBANA was overwhelmed as no trace was ever found despite an extensive search of the area by Una, Gorgon, Minderoo and BULLARRA, which had herself been severely damaged during the cyclone, losing her deck cargo and funnel. Although KOOMBANA had only a short life it was not without incident. In March 1909 she stranded briefly near Shark's Bay, the next month she struck an obstacle near Broome, then in November 1910 there was a fire in her forward hold. She was again aground at Shark's Bay on December 31, 1910 and in November 1911 she had another fire, this time in number four hold.

Other marine casualties of the period were the ALBANY, FRANKLIN, COLAC, MARLOO (illustrated on the cover of January issue) and WILLYAMA. The first named was the long lived Claud Hamilton built in 1862, whilst the remains of the wrecked FRANKLIN recently excited comments when it was incorrectly identified as a sunken world war two submarine. Mishaps of interest during the decade included the loss of a propeller by WILLYAMA on July 22, 1901 - she was subsequently wrecked in 1907 -, the BULLARRA struck an uncharted rock in Fenilon Passage (WA) in August 1903, MINTARO collided with and sank the tug Falcon at Port Adelaide in 1905, a fire broke out aboard KOLYA in May 1905 when she was at the anchorage off Fremantle, the MOONTA grounded at Port Hedland in April 1908 and followed this with another grounding just south of Fremantle in September 1910, and finally the small steamer INVESTIGATOR sustained severe bottom damage when she stranded on rocks seven miles from Moonta Bay in 1910.

WAR YEARS & EARLY TWENTIES

In 1915 the company purchased Coast Steamships Ltd who traded in St Vincent Gulf, to Kangaroo Island and the west coast of Spencers Gulf; however Coast Steamships retained its separate trading identity.

During the first world war WANDILLA, WILLOCHRA, WARILDA, ECHUNGA, GRANTALA, WINFIELD and YANKALILLA were under requisition. The WANDILLA and WILLOCHRA saw service as transports whilst WARILDA was first a transport but in 1916 was converted into a hospital ship and whilst serving in this capacity was torpedoed and sunk in the English Channel on August 3, 1918, with considerable loss of life.

The ECHUNGA was taken over in 1915 and in February 1917, after passing to the British Admiralty, she was converted into an oil tanker. Her career in this capacity was brief for on September 5, 1917 she was torpedoed and sunk near Ushant Island with the loss of nine lives. The GRANTALA was + requisitioned by the Navy Board in August 1914 and hurriedly fitted out as a hospital ship for use in New Guinea waters. She was released from this service in February 1915 and the company sold her the same year to French owners.

The WINFIELD, which stranded briefly at Albany on February 25, 1917, was taken over under Admiralty requisition in February 1918 and traded overseas + thus joining YANKALILLA which had been so engaged since March 1915.

After the war trading and general conditions were much altered, the passenger trade was no longer attractive but cargo operations were lucrative therefore the company turned their attention to acquiring additional cargo tonnage. At this time they disposed of their two big passenger steamers WANDILLA and WILLOCHRA, which were contemporaries of Katoomba, Canberra, Kyarra, etc. The two ships never really established themselves as they arrived only shortly before the war.

The WANDILLA and WARILDA (war loss) did trade on the coast but + WILLOCHRA was taken up by the Union S.S.Co. of N.Z.Ltd upon completion and was used by them in their Vancouver service, thus she never engaged in the service for which she was intended. The two ships were sold to a subsidiary of Furness Withy & Co., and renamed Fort St George and Fort Victoria. The latter ex WILLOCHRA was sunk in New York Harbour by a collision with the Algonquin on December 19, 1929 but all her 280 passengers were transferred safely. The wreck was later blown up. The last of the trio, WANDILLA, was eventually sold to Italian owners and when serving as a hospital ship, was torpedoed and sunk near Tobruk in September 1942. Thus all three sisters met a violent fate.

The company commenced their cargo ship purchases by acquiring the four war built ships War Typhoon, War Cloud, War Duchess and War Faith, all of which were obtained from other owners in the early twenties, together with two large ex German steamers.

In 1920 the small steamer CARROO provided a spectacular sight when her cargo of benzine caught fire. She was beached on Macquarie Island, ablaze from end to end, on March 6, 1920. Subsequently salvaged and refitted she saw many more years of active service.

TWENTIES & THIRTIES

Three new ships were delivered in 1924, namely ARKABA, ALLARA and ULOOLOO and the company purchased two ex Commonwealth steamers, DUNDULA and DILGA in 1925. Some of the older ships were sold about this time and these included INNAMINCKA (illustrated on January cover), KADINA, ALLINGA, WINFIELD and the three ex Clan Line ships CAMIRA, CANTARA and CEDUNA.

On April 8, 1924 the DILKERA was involved in a collision off Port Phillip Heads which resulted in the sinking of the steamer Wyrallah with the loss of six lives.

The following year (1925) the company's first diesel engined ship arrived, this was MULCRA and the next year two larger, diesel powered, ships the MOMBA and MUNDALLA joined the fleet. In 1927 the new Port Lincoln ferry MINNIPA arrived and this vessel was destined to make 3330 voyages on the service. It was not long, however, before she encountered trouble as on May 29 1928 she stranded on Boston Island (Port Lincoln) and it was two days before MINNIPA was refloated with the aid of the tug Wato.

Three small but interesting vessels were added in the 1928/1930 period, for the Queensland sugar lightering; these were TERKA, TOLGA, and TOORIE which had been built for Dorman Long & Company at Newcastle N.S.W. for use in constructing the Sydney Harbour Bridge. Another event of 1928 was the acquisition of the Adelaide based tug company Ritch & Smith Ltd, which was jointly purchased by Huddart Parker Ltd., and the Adelaide Company.

During the second half of the twenties there was a revival of interest in passenger ships and the company added MANUNDA in 1929 at the same time as Huddart Parker Ltd brought out their Westralia. Shortly after her arrival MANUNDA caused consternation in the Port Adelaide River. When departing her berth on October 4, 1929 she sank a forty foot ketch and damaged two others as well as wharf installations. The MOONTA, a new passenger cargo vessel for the Spencer Gulf trade, was completed in 1931 and she replaced PARINGA which then lay idle until sold in 1935 to Chinese. The PARINGA, however, never reached the East as she disappeared in bad weather in Bass Strait on her delivery voyage.

The depression years saw the disposal of some of the older tonnage together with a few vessels which had become redundant owing to changing patterns in trade. The JUNEE, LAMMEROO and URILLA, all dating from 1907, were sold, the ex German MERRIWA and MILLUNA went and two of the 'War' class steamers BARUNGA and BALDINA were also sold. The last named, sold in 1934, had been trading overseas the previous year, having been to the East and back via Nauru and New Zealand. During the course of this voyage she stranded briefly on the Great Barrier Reef on May 2, 1933.

In the few years remaining before 1939 the company added another, slightly larger, passenger vessel which was named MANOORA. They also placed orders for four cargo steamers which arrived between 1937 and 1939. These comprised two pairs of sisters, BUNGAREE and BELTANA, BAROSSA and BUNDALDEER. Another vessel of the latter class was Huddart Parker's Barwon.

There were the usual collection of mishaps the most noteworthy involving ALLARA which rammed and sank the tug J.W. Alexander in Corio Bay (Geelong) on December 21, 1936. The MINNIPA was in trouble again on November 8, 1934 when she struck the southern breakwater leaving Port Adelaide and had to be towed to Melbourne, by the faithful tug Wato, for drydocking and repairs. There was also a spectacular incident involving AROONA in May 1937 when that vessel, for some unaccountable reason, ploughed right through Breakwater Pier Williamstown (Vict), demolishing approximately 2500 square feet of the pier, without sustaining any serious damage herself.

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(to be continued)

+FLEET LIST - covers the vessels owned by the company from 1900 to 1925. The ships are in approximate chronological order and in the left hand column, under the name, is shown the official number, the year of construction and the gross tonnage. In the details ASC means Adelaide Steamship Co's ownership.

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<u>WINFIELD</u> 112700 1900/3215	Hickie Borman & Co. London 1900/01 - ASC 1901/19 - Aristides M. Bistis, became <u>Aristides Bistis</u> 1919/21 - Hadzikyriakos Bros, Piraeus, became <u>N. Hadzikyriakos</u> 1921/24 - Pateras Bros Piraeus, became <u>Chrysanthi</u> 1924/33 - stranded Sweden March 2, 1933, refloated and scrapped.
<u>TARCOOLA</u> 89450 1902/2647	ASC 1902/1932 - Australian Tramp Steamers 1932/33 - North China S.S. Co. Tientsin, became <u>Pei An</u> 1933/36 - wrecked Long Vi Island April 1936.
<u>DILKERA</u> 117411 1902/2698	ASC 1902/1931 - Moller & Co, Shanghai, B/ <u>Mary Moller</u> 1931/1941 - Seized by Japanese Wangpu River, December 1941 - became <u>Kaiho Maru</u> - sunk by US aircraft Oct. 26, 1944.
<u>URIADLA</u> 112568 1902/168	ASC 1902/1927 (when built fitted with engines from <u>Rob Roy</u>) - Adelaide Steam Tug Co, 1927/1949 - A.R. Lee & Co 1949 for demolition. Broken up 1953.
<u>NARDOO</u> 115887 1902/2907	ASC 1902/1922 - Trinder Anderson & Co 1922/22 - Goshi KKK, B/ <u>Futami Maru</u> 1922/27 - wrecked Jan. 23, 1927 on voyage Vladivostock/Japan.

<u>YONGALA</u> 118332 1903/3664	ASC 1903/1911. - Lost with all hands in cyclone, March 23, 1911 on voyage Mackay/Townsville.
+ <u>GRANTALA</u> 118370 1903/3655	ASC 1903/1915 - Cia Gen. Transatlantique, B/ <u>Figuig</u> 1915/34 - broken up in Italy 1934.
<u>RUPARA</u> 123662 1906/1368	ASC 1906/1919 - H.M. Memazee, H.K. 1919/22 - G. Barreto, Manila, 1922/24 - reported wrecked April 1924.
<u>LAMMEROO</u> 120619 1905/3750	ex <u>Highland Laddie</u> (Nelson Line) 1905/07 - ASC 1907/31 - Shun Foo S.N.Co. B/ <u>Shun Foo</u> , 1931/33 - broken up 1933.
<u>JUNEE</u> 117426 1907/2218	ASC 1907/1932 - Wallen & Co, B/ <u>Goviken</u> , 1932/33 - Ching Kee S.N.Co. Chefoo, B/ <u>Sheng Lee</u> , 1933/41 - Scuttled H.K. Dec. 1941 - salvaged by Japanese B/ <u>Shori Maru</u> - torpedoed and sunk off South Korea March 11, 1945.
<u>ECHUNGA</u> 125623 1907/4589	ASC 1907/1917 - taken over by Admiralty Feb 1917 and converted into oil tanker. Survived submarine attack off Scotland April 13, 1917. Torpedoed and sunk 40 miles N.E. Ushant Isl. Sept. 5, 1917.
<u>URILLA</u> 117430 1907/1965	ASC 1907/1931 - Ming Li SS Co. Shanghai, B/ <u>Shun Kong</u> , 1931/1935 - Heng Mei SS Co. B/ <u>Heng Mei</u> , 1935/35 - Lee Ping SS Co B/ <u>Lee Ping</u> , 1935/37 - Sunk as blockship Whangpu River March 1937.
<u>FLINDERS</u> 57600 1878/948	(2) Tasmania S.N.Co, Hobart 1878/91 - Union SS Co of NZ 1891/1894 - J. McIlwraith Snr & Ptnrs 1894/01 - J. McIlwraith Jnr & Ptnrs 1901/07 - ASC 1907/11 - caught fire Adelaide River 1911, subsequently converted hulk. Sold Peninsula Traders Ltd, Adelaide 1927 and broken up.
<u>PARINGA</u> 122723 1908/1356	ASC 1908/35 - Kongsing Co, Canton 1935/35 - Left P. Adelaide and picked up oil storage hulk <u>Vincas</u> at Westernport. In heavy weather in Bass Strait cast off tow and disappeared on or about Dec 26, 1935.
<u>KOOMBANA</u> 122725 1908/3668	ASC 1908/1912 - Lost in cyclone March 20, 1912 on voyage Port Hedland to Broome.
+ <u>YANKALILLA</u> 123182 1907/3568	ex <u>Lady Lewis</u> (W.J. Tatem & Co, Cardiff) 1907/1912 - ASC 1912/1929 - Rederiaktielolget Ovidia, Gothenburg, B/ <u>Bolivia</u> 1929/35 - Emanuel Erikson, Finland, B/ <u>Pluto</u> , 1935/41 - torpedoed and sunk June 28, 1941, N.W. Butt of Lewis. O.H.

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- MORIALTA (1) ASC 1912/19 - H.M.Nemazee, H.K., 1919/20 - Douglas SS Co, H.K.
132642 B/Hailoong, 1920/22 - Newcastle & Hunter R.S.N.Co, B/Gwydir
1912/1848 1922/42 - beached after collision Feb. 14, 1942 with Neq
Hebridaig off Norah Head NSW - scrapped.
- WARTIDA ASC 1912/18 - requisitioned Aug. 1915 as transport, Aug. 1916
122739 converted hospital ship. Feb. 1918 struck by torpedo which
1912/7713 failed to explode. March 24, 1918 damaged by collision.
Aug. 3, 1918 torpedoed near Southampton, but despite efforts
to tow to port, the vessel sank with the loss of 130 lives.
- WANDILLA ASC 1912/1921 - requisitioned May 1915 as transport. July
122741 1916 converted hospital ship. Returned to Owners Aug. 1919.
1912/7785 - Bermuda & West Indies S S Co (Furness Withy & Co) B/
Fort St George, 1921/1935 - Lloyd Triestino, B/Cesarea, 1935/
1938 then B/Arno (same owners) 1938/42 - Sept 10, 1942
torpedoed and sunk near Tobruk when serving as Italian
hospital ship.
- * WILLOCHRA ASC 1913/1919 - Chartered by Union SS Co of NZ upon completi
122744 - on - Nov. 1914 requisitioned by N.Z. Government as transport
1913/7784 - April 1918 transferred to Admiralty - Oct. 1919 returned
to Union Co. - Oct. 1919 sold to Bermuda & West Indies S.S.
Co (Furness Withy & Co) B/Fort Victoria 1919/1929 - Dec. 19,
1929 sank in New York Harbour after collision with
Algonquin. Wreck later blown up.
- CANTARA ex Clan Ross (Cyzer Irvine & Co) 1894/1913 - ASC 1913/24 -
104539 South China S S Co. Shanghai, B/Hwah Cheng, 1924/29 -
1894/2602 Yu Cheang & Co. Saigon, 1929/30 - broken up 1930.
- CEDUNA ex Clan Mackay (Cyzer Irvine & Co) 1894/1913 - ASC 1913/24 -
104593 Woo Kue Fen, S'hai, B/Tung Tuck, 1924/37 - Chang Teh 1937/38
1894/2615 - J.D.Tsounias (China Hellenic Lines) Piraeus, B/Panaris
1938/41 - Dec. 1941 captured by Japanese, fate unknown.
- CAMIRA ex Clan Campbell (Cayzer Irvine & Co) 1894/1913 - ASC 1913/
104576 1925 - Jan. 1925 W. McBain, Shanghai - Cie Extreme Orientale,
1894/2615 Haiphong, B/Yung Ning, 1925/29 - Louis Dubost, Haiphong, B/
Commandant Henri Riviere, retained this name but ownership
changed to Shiu Tsing Hong (Far East Shipping Co) Canton.
- December 1941 sunk at Canton.
- * QUORNA ex Warrener (C.F. Rischbieth, Adelaide) - ASC 1913/50 -
122740 Partially dismantled at Port Adelaide 1949/50 - Oct. 29,
1912/606 1950 hulk towed to sea and sunk off Kangaroo Island
by RAAF bombers the following day.
- * BALDINA ex War Duchess (Harris & Dixon Ltd. London. Mngrs.) 1918/19
142688 - Eryldon SS Co. London 1919/19 - ASC 1919/34 - Meishua SS
1918/4333 Co. Shanghai, B/Yung Hwa, 1934/38 - Zuiko Syosen KK, B/Tensin
Maru, 1938/44 - Oct. 24, 1944 sunk by USS Icefish off China.

- * ALDINGA (2)
138912
1920/3078
Laid down as War Cloud sold on stocks and launched as Glenstal (Limerick SS Co, Limerick) 1920/21 - ASC 1921/51 - Neptune Shipping Co, Durban, B/ Natal Coast, 1951/55 - April 30, 1955 stranded 30 miles N. of Swakopmund, S.W. Africa and became total loss.
- * AROONA
142680
1918/3166
ex War Typhoon (Mitchell Cotts. Mngrs) 1918/19 - British Africa Shipping & Coaling Co, Capetown (Mitchell Cotts. Mngrs), B/ Cape of Good Hope, 1919/21 - ASC 1921/49 = Union Enterprises Ltd, H.K., B/ Meko, 1949/50 - Pacific Union SS Co, H.K. 1950/55 - broken up Hong Kong 1955.
- MERRIWA
143100
1915/5629
ex Willy Rickmers (Rickmers Line, Hamburg) 1915/17 - C. Wohlenberg, Hamburg, B/ Gertrud, 1917/19 - Shipping Controller 1919/21 - ASC 1921/28 - Hanseatische Rederie A.G. Hamburg, B/ Ditmar Koel, 1928/39 - Karl Grammerstorf, Kiel, B/ Kate Grammerstorf, 1939/41 - May 22, 1941 mined off Juist.
- MILLUNA
143146
1914/5681
ex Mabel Rickmers (Rickmers Line, Hamburg) 1914/17 - C. Wohlenberg, Hamburg, B/ Mabel then Franziska, 1917/19 - Shipping Controller 1919/21 - ASC 1921/31 - European Shipping Co, London 1931/33 - L'Equatorial Soc. Anon, Genoa, B/ Mouni, 1933/1936 - Ignazio Messina, Genoa, B/ Tembein - Feb. 27 1942 sunk by RN submarine near Tripoli.
- * BARUNGA
142734
1918/4342
ex War Faith (Glover Bros. London. Mngrs) 1918/19 - British Africa Shipping & Coaling Co, Capetown (Mitchell Cotts. Mngrs) B/ Cape Premier, 1919/21 - ASC 1921/34 - T. Miyachi 1934/35 - Fan Shien Ho, Dairen, B/ Shing Ho, 1935/38 - Miyachi KKK, Kobe, B/ Seizan Maru, 1938/44 - Feb. 23, 1944 bombed and sunk by U.S. aircraft, 15N = 145'3.
- NALPA
137224
1918/685
ex Solholm (Reiersen & Matland, Haugersund.) 1918/21 - ASC 1921/1930. Mar. 10, 1936 broke down on voyage Bris/Bundaberg and towed to shelter by Marella. Taken over by A.U.S.N. Co in January 1934 and purchased by them Jan. 1938. B/ Buranda, 1938/46 - Wallen & Co, 1946/46 - Chung Foo S N Co, B/ Chung Fag, 1946/? - dropped from Lloyd's 1955, not reported for several years.
- OORAMA
137226
1921/1051
ASC 1921/1949 - Wallarah Coal Co, Sydney, B/ Tuggerah, 1949/56 - Cambay Prince S S Co, H.K. (J. Manners & Co), broken up Hong Kong 1956.
- WORTANNA
74654
1875/228
ex Albatross (James Paterson & Co. Melbourne) 1875/1917 - W. J. Wardle, Melbourne 1917/20, during which time converted from paddle tug to auxiliary schooner and became Wortanna. - V.C. Reeves, Hobart 1920/21 - Cairns Timber & Trading Co 1921/22 - ASC 1922/57 - November 1942 requisitioned by U.S. Army and re-engined. Returned to owners Sept. 1945. - Nov. 18, 1957, stranded Mourilyan and became total loss.

- † ARKABA Launched Mar.6, 1924 as Arcooha - ASC 1924/53 -Feb.19, 1953
151993 stranded Port Lincoln and subsequently abandoned to
1924/4212 underwriters - May 1953 purchased by William Charlick Ltd,
 Adelaide, and towed to Hong Kong she became William Charlick
 IV in 1954 and was registered under Charlick's ownership
 in Hong Kong.- Feb.1959 sold to Hong Kong breakers.

- * ALLARA ASC 1924/1952 - July 22, 1942 damaged by torpedo and towed
152000 to Newcastle - Cia de Vapres Nique S.A.Panama, B/ Santelena
1924/3279 1952/53 -Dec.22, 1953 arrived Rosyth(UK) for breaking up.

- * ULOOLOO ASC 1924/57 - Cambay Prince S.Co.H.K.(J.Manners) B/Clyde
152002 Breeze, 1957/62 - China Pacific Nav.Co.Panama, B/Hankong
1924/3236 1962/62 - Broken up H.K.June 1962.

- UCO ex St Kitts(British Admiralty) 1919/25 - ASC 1925/52 -
143780 Waratah Tug & Salvage Co.Sydney B/St Kitts, 1952/62 -
1919/386 May 1962 broken up Sydney.

- * DUNDULA Commonwealth Fleet of Steamers 1920/25 - ASC 1925/53 -
136462 Gilberts A/asian Agency P.L.Sydney, Feb.1953 - towed to
1920/3344 Japan and arrived Yokohama Apr.6.1953 for breaking up.

- * DILGA Commonwealth Fleet of Steamers 1920/25 - ASC 1925/53 -
128791 Gilberts A/asian Agency, Sydney, Feb.1953 - towed to
1920/3308 Japan with Dundula, for breaking up.

- * MULCRA ASC 1925/61 - first large diesel engined vessel in fleet -
137236 San Raimundo Cia Nav, H.K. B/La Trinidad 1961/64 - Cia De
1925/1168 Nav Darien S.A.Panama, B/Tasanee 1964/ later ownership
 under Tasanee Nav.Co.Inc.Panama. Still afloat.

(to be continued)

++SOUTHERN SHIPPING CO.LTD.

A short paragraph in 'The Australian' on Feb.6, announced that Southern Shipping Co.Ltd had changed its name to Australia Development Corp.(Holdings)Ltd, thus concluding, formally, a story that started on July 31, 1839 when Hunter River S.N.Co was formed in Sydney.

In 1851 this became Australasian S.N.Co, but a new concern the Hunter River New S.N.Co was established to compete. In 1880 A.S.N. sold its interest in the Newcastle/Sydney trade to a newly formed concern, the Newcastle Steamship Co., which in 1891 merged with the Hunter River New S.N. Co., to emerge as the Newcastle and Hunter River S.N.Co.

With conditions changing after the war the old trade was abandoned and in August 1956 the N & H.R.S.N.Co., was renamed Southern Shipping Co. Ltd., and participated in the NSW/Vic/Tas trade with KARUAH (1353/1940) and MULUMBINBA (1262/1937). In 1959 the latter vessel was sold and in 1961 the KARUAH was withdrawn, thus the company from that time ceased active participation in shipping activity.

++Vietnam...

WARSHIPS SUNK

from C.E. Jones.

Additional information has recently become available, with which corrections and additions can be made to the list printed in THE LOG (V.14.No4-old series) of July, 20, 1967.

The North Vietnamese navy has been steadily whittled away by the action of the United States carrier-borne aircraft, despite some addition to its strength from Communist China. Up to July 1966, as detailed previously, North Vietnam had lost 18 MTBs, 6 MGBs, one large and 4 small patrol boats. Since then, losses have been; Three MTBs sunk by aircraft in Hon Gay Harbour on Aug. 7, 1966, one MTB sunk by aircraft in Gulf of Tonkin on Aug. 23, 1966, two MTBs sunk by aircraft in Gulf of Tonkin Aug. 24, 1966, one MTB sunk in Gulf of Tonkin Aug. 31, 1966, two MTBs sunk by aircraft off Haiphong Sept. 17, 1966, one 250 ton patrol boat sunk by aircraft March 4, 1967 and five patrol motor launches sunk or damaged in Gulf of Tonkin March 14, 1967.

The North Vietnamese position in mid 1967 was ; Patrol vessels, in service - three, -sunk two, MTBs 15 & 27, MGBs 28 & 6, Minesweepers four in service, Patrol craft thirty in service and nine sunk, Service craft ten in service.

Losses of the United States fleet have been mostly among small inshore craft, as the following list shows ; - PCF 4 (22 tons) mined and sunk, Feb. 14, 1966, PCF 41 sunk, May 22, 1966, MSB 54 (42 tons) mined and sunk Oct. 31, 1966, PCF 77 swamped and sunk November 1966, PBR 55 (7 tons) severely damaged and written off, November 1966, MSB 14 sunk in collision with a merchant ship in Long Tau River, January 14, 1967, PBR 30 severely damaged and written off, January 1967, Mahomen County (LST 912 - 4080 tons) ran aground and broached on South Vietnamese coast and became total loss, Jan. 31, 1967. PBR 113 destroyed by a grenade Feb. 3, 1967, MSB 45 mined and sunk Feb. 15, 1967, MSB 48 damaged and beached but later salvaged, Feb. 15, 1967, and PBR 20 sunk in collision March 8, 1967.

The losses of small patrol and minesweeping boats, which operate on the Vietnamese coast in hundreds, are of small significance compared with the great fire which swept the 75,900 ton aircraft carrier Forrestal on July 29, 1967. It resulted in great loss of life, as well as temporarily reducing the main strength of the U.S. fleet by a third. It may be recalled that there was a similar accident some time ago aboard the carrier Coral Sea.

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++Inconsistency???

COMMENT

Outwardly there appears to be some inconsistency in the recently announced adjustments of passenger tonnage employed in the NZ/UK trade. In the first instance the New Zealand Shipping Co., withdraw three passenger ships, with large cargo capacity, due to the lengthy stays necessary in port and replace them with two fast freighters.

On the other hand, Shaw Savill acquire the Amazon - a vessel not unlike the N.Z.S. liners. It was stated that this vessel is to operate in conjunction with their other two liners, which do not carry any cargo. It would appear from subsequent announcements that Akaroa (ex Amazon) will spend three weeks each voyage loading in N.Z.

Perhaps in time the recent developments will be clarified.

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++ N.S.W. COASTERS of the 1920's...

In reply to an enquiry from Mr.T.Martin, which was printed in THE LOG V.14.No5 (Sept.67), Mr T.J.Callen of Newcastle has written:-

"The following details in respect of certain N.S.W.coastal steamers of the 1920's, are taken from my own records and I have presumed that such matters as date of build, dimensions, etc were not required.

JAP : Built originally as a scow and traded as far afield as N.Z. Converted to a steamer about 1911 and used in Breckenridge's coastal timber trade mainly between Cape Hawke and Sydney. Wrecked April 3, 1934 when crossing the Tuncurry/Forster (NSW) bar, and only a few miles from where she was built at Failford.

IDANT : Built 1918 at Stockton NSW by my grandfather, Peter Callen, and launched as IDUNA. Her boiler and engines came from the wrecked CORRA LYNN (17.11.14) and these were salvaged also by my grandfather. Her owners included L.Blackwood, also Flannery and Boyd. Her chief role was in the NSW coastal timber trade. Believed burnt and sank at Camden Haven N.S.W. Date unknown.

CURRUMBENE : Owned by E.D.Pike of Sydney, and used in the owners timber trade. In 1933 she was under charter to the writer's father, carrying gravel between Clarencetown and Newcastle. On January 9, 1934 she was destroyed by fire at Seaham on the Williams River, about 30 miles upstream from Newcastle.

COWEAMBAH : Owned by Engels of Tea Gardens (Port Stephens) and for many years was employed in the Newcastle/Port Stephens passenger and cargo trade. Believed taken over by the USN in W.W.II and lost on the NSW coast towards the end of the war.

EXCELSIOR : There were many "Excelsiors" but I have no detailed information of this particular ship.

PATONGA : Scant records except that she was employed in the Sydney/Hawkesbury River trade and was, I understand, sold to French owners in 1939.

ERRINGHI : Other than that she traded to the Hawkesbury, I have no further information, except that she was probably converted to a lighter in Sydney.

KALLAWATTA : Also in the Sydney/Hawkesbury trade and owned by the Hawkesbury S.S.Co. On Sept. 21, 1928 she foundered off Bungan Head, near Newport N.S.W., without loss of life.

BOPPLE : Engaged primarily in the Queensland coastal trade by her owners R.Hart of Maryborough(Q). Prior to WWII she made frequent trips to Sydney, and I believe that she was broken up there in 1949.

ALLYN RIVER : Owned by the Newcastle & Hunter River S.S.Co. and used in their Newcastle/Port Stephens trade. Later employed on the Hunter River bringing down farm produce for transshipment to the company's Sydney steamers. Fate unknown.

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EDITOR'S NOTE : Adding a little additional information to the above, the date date IDANT was lost appears to be March 3, 1940. The ERRINGHAI (96/1907) was at one time owned by Mackenzie & Petersen Ltd., Sydney. The BOPPLE (267/1911) owned by W.Hart & Co, was sold to Coconut Products Ltd (a W.R.Carpenter, subsidiary) in 1936 and by them to S.G.White, Sydney about 1940. Later the timber merchants Dickson Primer Ltd, purchased the ship and, I believe, converted her into a lighter.

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++TWO VETERANS TO RETIRE ???

The announcement that Sitmar Line has purchased the Cunard Liners CARINTHIA (21947/1956) and SYLVANIA (21939/1957) and intend to refit them for the Australian service with the names FAIRLAND and FAIRWIND must foreshadow the withdrawal of FAIRSEA and CASTEL FELICE in 1969. Both these veterans have been employed on the migrant/passenger service since the early 1950's.

The FAIRSEA was one of the many ships which started out to be a United States merchant ship. In this instance the vessel was laid down for Moore McCormack Lines and was launched as Rio de la Plata in March 1941; however she was taken over by the U.S.N. and completed as the escort aircraft carrier Charger. Assigned to the Royal Navy, she was never actually transferred.

In 1949 the vessel was purchased for conversion into a passenger ship and emerged in 1950 as FAIRSEA of 11,678 tons gross, with accommodation for about 1400 passengers. Originally registered under the ownership of Alvian S.S. Corp and flying the flag of Panama, she was later transferred to Sitmar and Italian registry.

Perhaps the long career of the CASTEL FELICE is now drawing to a close. Completed in December 1930 as the B.I.S.N.Co. liner Kenya, a twin screw turbine vessel of 9,890 tons gross, she and her sister Karanja (9891/1931) were designed for the Bombay/Natal service. In 1940 Kenya proceeded to U.K. where she became a troopship until taken over by the Admiralty and converted into a Landing Ship (LSI-L), firstly under the name Hydra and then Keren.

In 1948 she was transferred from the Admiralty to the Ministry of Transport and laid up in Holy Loch. During a gale in February 1949 she broke adrift and stranded, but was soon refloated. Shortly afterwards her name was reverted to Kenya, then back to Keren, then Kenya again.

During the second half of 1949 the vessel was purchased by Alva Steamship Company and became Fairstone. The following year (1950) she reverted to the name Kenya and in 1951, when she was at last taken out of lay up, she became Keren again. After refit the ship entered service in 1952 with the name CASTLE FELICE, of 12,150 tons gross owned by Sitmar under the Italian flag.

As a matter of interest Karanja was bombed, set on fire and sunk, at Bougie (N. Africa) on November 12, 1942, the day after the loss of Awatea.

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++ World Ship Society Notes...

By arrangement the Association prints brief details of the activities of World Ship Society Branches in Australia.

N.S.W. Branch: At January meeting a slide show of shipping and coal loading at Newcastle was presented by Messrs F. Gregory and J. Webber, and on Jan. 20th the Branch held a Harbour Cruise of four hours duration. At the February meeting Mr. W. Freeman presented an illustrated address entitled 'Passenger Ships of the Union S.S. Co. of N.Z.' This was followed by slides presented by overseas visitor Mr. de Vries.

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By courtesy of the Southampton Branch of W.S.S., a slide show and taped commentary on the port of Southampton has been sent to Australia and was presented at meetings in Sydney, Adelaide, Melbourne and Hobart. This excellent hour long production is a credit to those responsible in Southampton.

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++In her 57th year...

s.s. AYRFIELD
from G.A.Hardwick.

The AYRFIELD, mentioned at page 14 of THE LOG(V.1.No.1-new series), has had an interesting career.

Formerly named CORRIMAL, she was built in 1911 by the Greenock & Grangemouth Dockyard Co., Ltd, Grangemouth, Scotland for G.S.Yuill & Co., Ltd, of Sydney who, at that time, owned a colliery near Corrimal on the N.S.W. South coast, and they employed her as a collier. Her original rig featured three masts fitted with gaffs for discharging coal. Gross tonnage was, and still is, 1140 tons, 682 net with dimensions 239' o.a., 230' bp, beam 34.7'. The engines are triple expansion developing 132 nominal horse power and were constructed by Muir & Houston Ltd., Glasgow.

In the early 1920's she was chartered by Patrick Steamships Ltd., who ran her in the interstate cargo trade. In 1926 she was sold to the White S.S.Co., Ltd who also ran her in the interstate trade. In 1927 she changed hands again, being bought by J.R.Patrick & Co.Pty., Ltd., the forerunner of the present company, James Patrick & Co.Pty., Ltd.

They ran her in the cargo trade between Sydney and Melbourne with the then new Cardross (1364/1927), but when the company extended its services to Brisbane in 1930, CORRIMAL started calling at that port. When Patricks acquired larger ships between 1934 and 1936 she became surplus and was used as a relieving vessel.

Apart from a short spell under charter to John Burke Ltd., in the Sydney -Queensland trade in 1935, the CORRIMAL saw little service until early 1939 when she was chartered to R.W.Miller & Co.Pty., Ltd, who ran her in the Newcastle-Sydney coal trade. During the 1939-1945 war, she was bought by the Commonwealth Government and ran again in the interstate cargo trade. In 1948 she was withdrawn and laid up, and in 1950 it was reported that she had been sold for £1,000 to Bitumen & Oil Refineries Ltd., to be converted into a hulk; however, she was saved from this fate, being bought by Millers.

Re-fitted extensively for use as a collier in the Newcastle-Sydney trade, she was renamed AYRFIELD. Her appearance was altered through being fitted for the discharge of coal by grabs. She is registered under the ownership of the Miller Steamship Co., Pty., Ltd., a subsidiary of R.W.Miller & Co.Ltd.

While she was fitting out in 1951 at the Sheerlegs Wharf in Mort Bay, Sydney (which incidentally is now the site of the Empress of Australia terminal) she was damaged by fire, and this event has made her famous because of the litigation which ensued. A tanker, the Wagon Mound of 10,172 tons, built in 1945, was moored at the nearby Caltex installation at Ballast Point, taking on furnace oil from barges moored alongside. A large quantity of the oil escaped into the harbour and floated under the wharf at which the CORRIMAL was lying. Oxy-acetylene torches were being used and the oil floating on the water ignited, with the result that she suffered extensive damage.

Repaired and renamed AYRFIELD, she entered the coal trade in May 1952. In recent years AYRFIELD has seen only intermittent service, being used as a relieving ship when Miller's other ships Branxton and Teralba are withdrawn for docking.

As a matter of interest Wagon Mound was named Caltex Stockholm in 1952 and was recently renamed Loyal Hunters.

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++ AYRFIELD...

Additional information on this vessel is available in THE LOG-
V. 10, Nos 2 & 3 - March & May 1963. Furthermore it is reported that the
vessel was recently on the slip at Newcastle and it appears she may be
undergoing extensive repair.

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++ BOOKS...

"VETERAN STEAMERS" produced in Denmark by M.H.Spies, Boserupvej
418, Humlebaek, written in English. It is stated that this book gives an
account of old vessels in Europe, USA, Canada and Australia. It is illustrated
with photographs and drawings. Remittance price is 28/- stg.

"ANCHOR SHIPS & ANCHOR MEN" by Allan A.Kirk -(A.H. & A.W.Reed,
Wellington). This is the history of the Anchor Shipping & Foundry Company
Ltd., of Nelson N.Z. It is an interesting and informative book of 178 pages,
well illustrated and with an appendix giving full steamer details. It also
has an index. The New Zealand price is \$ 2-50.

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++ LATE NEWS...

+ On March 9, ESSO MACQUARIE (11301/1951), whilst in dry dock at Brisbane, exper-
ienced a fire in the forecastle area. Damage was slight.

On March 12, ANGOL (6962/1951) arrived Brisbane with bagged cargo on fire.
She was from Valparaiso and the cargo had been smoldering for 14 days.

The barge KOTARE, in tow of KOUTUNUI (167/1910) from Gisborne to Lyttelton,
sprang a leak and sank on March 9, about three miles off Lyttelton.

The dumb lighter HOKIANGA (169/1929) has been sold by A.G.Frankham Ltd,
Auckland to Storm Pty., Ltd, Port Moresby. She is to be fitted with an engine
before leaving N.Z.

SEAWAY PRINCESS (1106/1967) experienced further engine trouble during the
first week of March and a voyage was cancelled.

The new Shell Company tanker, to be named CELLANA, is scheduled to be launched
at Whyalla on April 29.

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++Closing dates...All matters, other than for Maritime Miscellany, should be
in the hands of the Editor by May 1st. Items for Maritime Miscellany must
be available by May 9th.

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