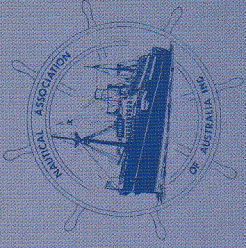


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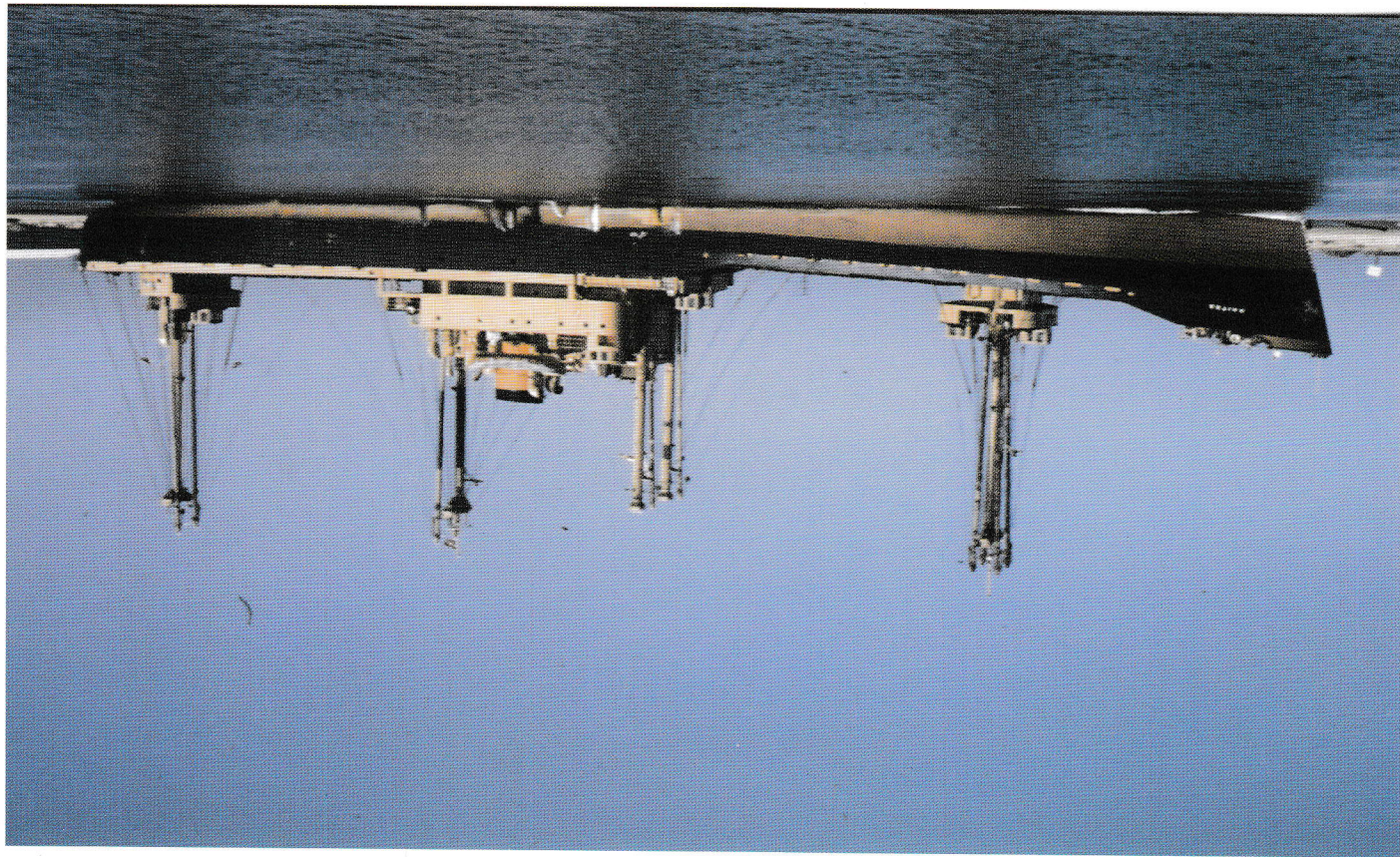
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A Union Company regular trans-Tasman trader, **Walikare**, in the days when the company dominated the trade and the Tasman Sea was referred to by seamen as "The New Zealand Lake" (see p.61).

(R.A.Priest)

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Union Company's **Kaitoa** in November 1959. In 1960 she was one of the first "black & buff" Union vessels to change to green and white. Built for the N.Z. coastal trade this shot was taken in the Adelaide River, confirming that she wasn't restricted to the trade for which she was built. (J.Y. Freeman)

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THE DEMISE OF THE NEW ZEALAND LAKE

from R.A.Priest

The Trans-Tasman Accord

For most of the 20th Century, trade across the Tasman Sea between Australia and New Zealand was exclusively the domain of vessels flying the flags of the two ex-British colonies. This situation was at its peak in the decades immediately following the Second World War and had arisen as the result of the Trans-Tasman Union Accord forged by the powerful maritime unions of both countries. Their militancy had been inherited from the British tradition and re-enforced by the experiences many of them had gained in British ships and working on British docks. In reality, there was no official or legal reason to inhibit foreign-flag vessels from indulging in trans-Tasman cross trading, except for the probability that no labour would load or discharge the cargo, and it would be doubtful if tugs and other necessary services would be made available. It would have been either a brave or foolish shipowner indeed that was prepared to incur the wrath of the Australasian maritime unions in those times. This state of affairs obviously suited local shipowners, but no doubt rankled their European counterparts whose ships, for example, may have discharged general cargo in Australian ports and were then obliged to cross the Tasman in ballast to back load wool or refrigerated cargo for home. In the days before Britain joined the European Economic Community, when Australia and New Zealand were described as Britain's larder, vessels of the Conference Lines (Shaw Savill, Blue Star, Port Line, New Zealand Shipping and Federal Steam and still referred to nostalgically as 'home boats') would often service Australia and New Zealand separately, with New Zealand-bound ships sailing via Panama and Australian-bound vessels sailing eastwards through the Suez Canal. Those vessels which were routed to cross the Tasman never carried trans-Tasman cargo.

The Union Steam Ship Company

Although by far the smaller of the two nations, it was a New Zealand shipowner that dominated the trans-Tasman trade for most of the century and its domination was so complete that seafarers referred to the Tasman Sea as "the New Zealand lake". The Union Steam Ship Company of N.Z. Ltd. was founded in Dunedin (the Gaelic name for Edinburgh) in the south of New Zealand by James Mills in 1875. Within a year the company had its first ship plying the Tasman and it was eventually to become the largest shipping company in both Australia and New Zealand, reaching its peak in the decade leading up to the Second World War. It created an illusion of competition by secretly buying rival companies, giving an impression to the waterside unions, shippers and the government that they were in competition with the Union Company.

The very geography of New Zealand, plus its proximity to its much larger neighbour, ensured that it would be a maritime nation. The trans-Tasman, and the coastal trade, provided many jobs for New Zealand seamen. The Union Company provided by far the majority of those jobs and although hundreds of boys started their sea-going careers as cadets or deck boys with the Union Company there were never enough to fill requirements, and for most of the century their numbers were boosted by ex-British or Irish seamen. In those decades the Tasman was sailed in the main by Union Company ships full of Stornaway men, Scousers, Glaswegians, Londoners and Geordies with a sprinkling of Kiwis for good measure. 'Skinning out' (jumping ship) was the usual means by which these men found their way onto the New Zealand and Australian coasts. As an aside, I once sailed on an Australian ship with an Irish AB from Arklow. Tommy Burne was in his 70s at the time and when I asked if he had 'skinned out' he said he had; in Williamstown in 1938. He had jumped ship from King Line's **King William**, because "no self-respecting Irishman could stay in a ship called **King William**". Like the London docks, there was work for everyone and all thought it would go on forever. How wrong they were, and how little did they realise, even as late as the 1980s, that within little more than ten years there would be no New Zealand or Australian flagged ships remaining in the trade, and the once great Union Company would be no more.

CER and the Challenge to Union Co. Domination

The first real post-war challenge to Union Company supremacy on the Tasman came in the 1970s. Irked by the refusal of the Union Company to stow its rolls of newsprint on their ends, Tasman Pulp and Paper Co.Ltd. built two specialist side loaders to carry their product to Australia. Previously this cargo had been carried in Union Co.

vessels and four crane-equipped ships had been built by Union in the 1960's with this contract in mind. Paper, however, was a specialist cargo and did not represent a significant challenge in general terms. This was to come in 1983 when the fledgling Shipping Corporation of New Zealand (SCONZ) forged an alliance with its Australian counterpart, the Australian National Line (ANL), to introduce their new Tranzas service. ANL's **Darwin Trader** pioneered the service and in February 1984 she was joined by the New Zealand contribution, **New Zealand Trader**. The two vessels provided a 10-day frequency, fully containerised service, between Melbourne, Sydney, Auckland, Wellington, Lyttelton and Port Chalmers. It soon became obvious that cargo volumes were enough to warrant more capacity and ANL replaced **Darwin Trader**, with **Australian Trader** in 1985. The Shipping Corporation replaced **New Zealand Trader** with **New Zealand Mariner**, in late 1985 and in January 1987 Union Co. entered into a slot-sharing arrangement with the two new interlopers which had the effect of increasing service frequency and port coverage. In 1989 ANL introduced **Tranzas Trader**, and following the sale of SCONZ, the new owners of that company, initially ACT(A) and then P & O, operated a joint service with ANL.

It was no coincidence that competition on the Tasman rapidly expanded in the 1980s, as the signing of a Closer Economic Relations (CER) agreement with the Australian and New Zealand governments had produced an expected increase in trade between the two countries. The slot sharing agreement between Union Co. and the SCONZ/ANL alliance in early 1987, had taken place in a climate of diminishing volumes due to increasing competition. As soon as SCONZ and ANL had commenced their new service, a further player had arrived on the Tasman scene. Tasman Express Line cornered a niche market, they forsook container terminals by chartering two small, geared vessels, loading at conventional berths and thereby avoiding the delays then being experienced at congested container terminals. The vessel size also enabled them to use the smaller port of Onehunga on the Tasman side of the Auckland isthmus, thus reducing their frequency to nine days.



(R.A.Priest)

Not wishing to miss out on the new opportunities available on the Tasman, the other major Australian ship owner, Broken Hill Proprietary Transport (BHPT), entered the trade in June 1986 with the chartered **Iron Kirby** which they retained until March 1991 when she was handed back to Ropners. She was replaced by the chartered **Iron Flinders** operated in tandem with **Iron Prince** until she was superseded with the Swires' owned **Iron Dampier** in January 1992. By the mid 1990s the Australian 'invasion' of the New Zealand lake consisted of four dedicated vessels; two ANL and two BHP Transport. Trans-Tasman cargo in Australian bottoms was not limited

to these four vessels however, as ANL's Australian-flagged and crewed vessels, part of the ACT(A) consortium, as well as the New Zealand crewed **New Zealand Pacific**, were also able to carry trans-Tasman cargo on the short Tasman Sea leg of their 'around the world' voyages to and from Europe, much to the frustration no doubt of their consortium partners.

A late comer to the trade appeared on the New Zealand side in January 1992 with the incorporation of South Pacific Shipping. A joint German/New Zealand venture, the major shareholder, with 53.6%, was the German shipowner, Klaus Lower, who provided the vessels. Ultimately it would have eight small vessels in the trade employing 104 New Zealand seafarers. In order to combat the competition from this newcomer, Union Co., Tasman Express Line and ANL rallied together with a space-sharing agreement in May 1992 to provide improved services and sailing frequencies. Freight rates just kept going down and there was just too much tonnage chasing the available cargo.



(R.A.Priest)

At this time Union Company was still very much a force on the Tasman, operating three large vessels ro/ro, **Union Rotofiti**, **Union Rotorua** and **Union Rotoma** (646, 646 and 1,467 TEU respectively), plus the handy-sized bulkier **Union Auckland** used for the bulk carriage of grain and gypsum from Australia to New Zealand. By the middle of the decade 19 vessels were dedicated to the trans-Tasman trade; all but the four Australian ships, being manned, if not flagged, in New Zealand.

The End of Cabotage

It was Australia's BHPT that started the collapse of cabotage on the Tasman, and the end of the Trans-Tasman Accord. Ironically its strategy to achieve this end, ultimately brought about its own demise in the trade. Besides the trans-Tasman and Australian coastal bulk operations, BHPT also operated nine foreign-flagged and crewed vessels on three separate services between the Americas and Australia and New Zealand. Not being Australian flagged or crewed, it was prevented by the accord from carrying local cargo on the Tasman leg of its voyages. On

27 September 1996, BHPT announced it had reached an agreement with the Australian sea-going unions allowing the carriage of Tasman cargo on these nine vessels. The sudden change of heart by the Australian unions was occasioned by the reality of trying to preserve jobs. The government had just instructed ANL to withdraw from the trade in preparation to selling off the whole company. The *quid pro quo* for the unions was that BHP agreed to bareboat charter **Tranzas Trader** from ANL and retain it in the trade alongside its own two dedicated vessels. ANL would be free to dispose of the ageing **Australian Trader**. The unions insisted that the agreement was exclusive to BHPT and that cabotage on the Tasman remained. The industry as a whole was sceptical of all that was being proposed, and none more so than the New Zealand unions who shouted long and loud that their Australian brothers had sold them out. The Australians justified their action by insisting they had at least saved the jobs on one ship in the trade, bearing in mind they had only manned four of the 19 in any event. Pandora's box was ajar and was soon to be thrown violently open with far-reaching repercussions for all.

In reality all was not well on the Tasman. The CER had indeed increased cargo volumes by about 15% per year over the decade, but the increased competition had seen rates plummet. Shippers were of course not unhappy about this turn of events, and conservative, free-trade oriented governments in both countries saw no need to protect local shipowners or pamper their national seafarers whom they considered had had it too good for too long. No the opposite was the flavour of the day, and the only issue was the cheapest rate for the shipper; the nationality of the vessel or its crew was of no significance. The New Zealand government deregulated New Zealand shipping and both governments passed industrial legislation that drastically weakened the industrial muscle of the unions. Although BHPT was the first to officially break cabotage on the Tasman, foreign cross traders had been surreptitiously testing the water for sometime, and by the time of the BHPT/union agreement, had achieved a perceived 15% of the trade. The unions were now powerless to stop this incursion, being restricted by the secondary-boycott provisions in the new industrial legislation. Even so, having long memories of their experiences with Australasian maritime unions, the foreign shipowners were reluctant to come out of the closet and publicly advertise Trans Tasman sailings.

Local Operators Fall

The local companies, operating dedicated vessels, viewed the end of cabotage with understandable alarm and one report even described the cross traders as "marauding and opportunistic". The hesitation on the part of the cross traders was to be short lived, and soon the local companies were bowing to the inevitable and recognising that continued operation in the trade under their present circumstances would be impossible. The unions too, soon came to the unhappy realisation that things had changed, when instead of "sticking 'em up" as oft times in the past, they were reduced to handing out leaflets at the bottom of the companionway of a French Delmas-owned, Australian New Zealand Direct Line (ANZDL) vessel berthed at Auckland.

Once the floodgates opened, the collapse of the local trans-Tasman companies was rapid. The government in Australia had seen no advantage in maintaining a loss-making national shipping line and had in 1996 instructed ANL to divest itself of loss-making operations in readiness for sale. The Shipping Corporation of New Zealand had never made a true profit and was sold in 1989. The first real victim of the changes occasioned by the collapse of the accord, was South Pacific Shipping, which in February 1998 folded in quite spectacular circumstances. The company had been unable to meet its charter obligations to the German owners of its vessels for quite some time. The owners planned to have their ships arrested in Australian and New Zealand ports, but were beaten to the punch by other debtors. On 19 February, the company was placed into liquidation and the Managing Director blamed the company's failure on the New Zealand government's 1994 deregulation of shipping, saying "deregulation was a stupid move and it's done us" adding that it was impossible to compete with foreign competitors using cheap labour and getting subsidies from their governments. The president of the New Zealand Seamen's Union predicted "the liquidation signals the end of all New Zealand controlled shipping services across the Tasman". He was right.

Two of the vessels operated by SPS were on time charter from another dedicated trans-Tasman operator, Tasman Express Line, and the charters of **Sydney Express** and **Wellington Express** were also terminated on the 19th. Fortunately for the crews of these two vessels, Tasman Express had been party to a scheduling arrangement with P&O Nedlloyd, and the shareholders quickly saw the wisdom in selling out to that company. This had the effect of retaining the two vessels in the trade and providing P&O Nedlloyd with the opportunity to employ them in

services to regional ports while the larger P & O container ships continued carrying Trans Tasman cargo to the main container ports in New Zealand.

Ironically the next to go was BHPT, the company that had originally cracked the door slightly open. Following its agreement with the Australian maritime unions, BHPT anticipated using its nine foreign flagged and crewed vessels trading to the Americas, plus its own two dedicated Australian flagged and manned vessels, as well as the one taken on from ANL as the *quid pro quo* for the unions, all carrying trans-Tasman cargo. The company had the potential to dominate the trade, but the reality was something different. The two trades didn't mesh and the company found it could not integrate the schedules into a realistic 12-ship service. The Tasman trade was in a mess, over tonnage with rates falling. BHPT, who had played such a large part in creating the mess, looked at their creation and decided to get out. It re-delivered **Tranzas Trader** to ANL (so much for their agreement with the unions), re-delivered the chartered **Iron Dampier** back to Swires and sold **Iron Flinders**. It then gave the business to the Swire Group, including BHP's own cargoes.

In the meantime the old trans-Tasman stalwart, Union Shipping, had also seen the writing on the wall and entered into a joint venture with the Delmas-owned Australia New Zealand Direct Line. Once again a foreign-flag company was getting a leg through the door. Soon thereafter, Delmas sold ANZDL to CP Ships and the last two ships of the once great Union Company went with them. The 'Union' prefix was dropped and **Rotofiti** and **Rotoma** were flagged out to Bermuda. Repainted in their new company's colours, they continued in the trade with New Zealand crews, albeit somewhat reduced in numbers. Union Shipping staggered on for a few more months, dabbling in tugs and barges carrying coal across the Tasman, but eventually died with hardly a whimper. The end of a shipping legend, a company that in its heyday had owned more than 80 vessels and had operated gracious passenger steamers on the "All Red Route" across the Pacific from Vancouver to Auckland and Sydney. Enjoying the competition, Tasman Pulp and Paper disposed of its two purpose-built, forest-product side loaders and awarded the contract for their cargoes to another carrier.

Globalisation Finally Catches Up

By the close of the century, of the 19 dedicated vessels previously in the trade, only four remained. **Sydney Express**, **Wellington Express**, **Rotofiti** and **Rotoma**. They were New Zealand manned, but not operated or managed by New Zealand companies. There were no Australian-flagged or manned ships in the trade. There were however, approximately 70 foreign flagged and manned vessels lifting trans-Tasman cargo as part of their wider international trades. These carriers could be categorised into three types: the cross traders, Contship, Columbus, Fesco etc who operated long-haul liner services and considered the Tasman leg as a genuine scheduled, revenue earner; the dedicated cross traders, ANZDL, P&O Nedlloyd and Swires, and the opportunistic cross trader given to picking up cargoes because they had a ship "going that way".

Under PONL, **Wellington Express** and **Sydney Express** remained in the trade until their charters expired in mid 2002. In the interim they had operated in a slot-sharing arrangement with MSC, NZDL and Contship, with MSC having entered the first foreign-flagged and manned, dedicated vessel, **MSC New Zealand**, into the trade in 2000. It had been unhappy with the slot sharing arrangements. This had been the final turn of the knife. In a small way, history had been made, less than five years previously, the mere suggestion that a foreign ship owner would be able to introduce a dedicated vessel into the trans-Tasman trade with no involvement of Australians or New Zealanders, would have been greeted with mirth. Globalisation had finally caught up with 'downunder' and the 'New Zealand lake' was no more.

Mr Peter Sallway of 4/15 Dick Street, Henley, NSW, 2111, is constructing a 1/8 scale model of the old Howard Smith 'sixty miler' **Caldare**. He has already completed models of the 'sixty milers' **Stephen Brown** and **Wallarah**. He is desirous of obtaining a copy of the *General Arrangement Plans of Caldare* and is seeking any help that subscribers to *The Log* may be able to provide. He has already tried the builder's records held in the Aberdeen Art Gallery and Museum plus the National Maritime Museum in Sydney without success. His email address is sallway@bigpond.com

INTERESTING SHIPS OF THE AUSTRALIAN COAST No.14. BHP's EXPLORER CLASS SISTERS

from Capt I.G Steversson.

BHP in the late 1950's continued to lead both the Australian shipping and the shipbuilding industry in the design and construction of outstanding tonnage. Following on from the successful **Iron Whyalla** (7,843grt/1954) and her sister **Iron Spencer** (7,837/1957) (see Vol.32, No 2) two additional sister ships of similar design were contemplated. However due to a number of factors the requirement of vessels to lift larger ore cargoes became apparent to management. As a result of this a decision by the Company was taken to adopt a purely ore carrier design for the next new buildings. This saw a major step forward locally in the development of specialised bulk carriers. The result was the placing of orders for two gearless 19,000dwt ore carriers, **Iron Flinders** and **Iron Dampier**. Previous to this Australian coastal vessels had been designed to carry a variety of cargoes. However, with the major developments at the Port Kembla Steel Works, including the construction of the Inner Harbour it became both desirable and possible to use large special purpose ore carriers on the Yampi Sound to Port Kembla trade. Additionally with the projected opening of the new Koolan Island deposit also in Yampi Sound, Western Australia in the early 1960's the requirement for ships to lift larger tonnages was envisaged. The four geared "Yampi" class had by this time commenced supplementing their coastwise ore cargoes with steel products and project loadings to the various new BHP sites. The new buildings were to have an engines aft configuration compared to the three quarter engines aft configuration of the "Whyalla" class.

Designated the "Explorer" class the two ships were named after two English mariners closely associated with early European exploration of Australia, namely Matthew Flinders and William Dampier. They were to be the largest ships built in Australia at that time and similarly the first purely ore carriers built locally.



Iron Dampier fitting out at Whyalla in 1960

(J.Y.Freeman)

The lead ship was named **Iron Flinders**, the keel of which was laid down in October 1957 at The Broken Hill Proprietary Co. Ltd shipbuilding yard, Whyalla, South Australia. The October 1957 edition of the magazine *Shipbuilding, Ship Repair & Services* described the event as follows:

The keel of the first of the two 19,000 ton ore carriers was laid down at Whyalla on October 23. This is the largest hull to be undertaken by a national yard. The ships are to be built for the Broken Hill Pty. Co. Ltd. and when completed will bring the deadweight tonnage from the Whyalla yards of the company to 203,000 tons. The ships are designed with an overall length of 580ft., beam 70ft. and 30ft loaded draft and will be propelled by steam turbines developing 6,850 shaft horse power. Air conditioning in all cabins and other amenities will make the scheduled run of Yampi Sound-Port Kembla more attractive to the men who will crew the ships. The dimensions were in fact LoA 580ft 8in, beam 70ft 7in, depth to upper deck 39ft 6in., draft 30 ft 3in with gross tonnage 14,039, 7,145 tons net and 19,100 tons deadweight.(Iron Dampier 19,020). Main engine machinery consisted of steam turbines, comprising an H.P., I.P., and L.P. manufactured by Parsons Marine Turbine Co. Ltd., Wallsend on Tyne, driving a 17 feet 6 inch diameter four bladed propeller, through double reduction gearing to a single shaft resulting in 6,820 shaft horsepower at 119 rpm.(Iron Dampier 6,850shp). Steam was supplied by two Babcock and Wilcox oil fired integral furnace water tube boilers at working pressure of 430lb per sq. inch and with a superheat temperature of 730 deg F. Daily fuel consumption was 45 tons per day on a service speed of about 14 knots. Oil bunker capacity was 1,277 tons of fuel oil, and they were the first BHP ships to be built to their owners account with "oil firing."

The main engines were similar to those supplied to the 'Whyalla' class having been pre-ordered for the projected additional two sisters of that class. All deck and major engine room auxiliaries were electrically driven, power being supplied by two diesel alternators together with a turbo alternator. The electric installation was the first major application of alternating current in an Australian built merchant vessel. With the ore carrier design the ore holds were restricted to the space between two continuous longitudinal bulkheads, with the tank top raised above the normal height. The ore cargo was distributed continuously along the hold instead of in large conical piles and this facilitated quicker grab discharge. With the raised centre of gravity of the cargo this design ensured a more comfortable ship in a seaway. Wing tanks were situated outside the ore holds and these had a capacity of 8,766 tons and were utilised to carry seawater ballast or large quantities of freshwater. Ballast freshwater was carried to both Yampi Sound and also on occasion to Whyalla to supplement the town supplies. It is interesting to note that salt water (brackish) ballast water taken on in the Hunter River was carried by the bulk carriers, and when discharged into Spencer Gulf it saw the formation of a prawning industry in an area where they had not previously been noted. Pumps with a discharge rate of 800 tph were able to operate simultaneously with ore loading which resulted in quicker turn rounds.

The hull was constructed on the Isherwood system of longitudinal framing and approximately 70% was electrically welded. A total of 5,450 tons of steel was used in the **Iron Flinders** hull. Like all ships built at Whyalla they were extremely strong and well built vessels. The ships had three holds of length 112ft, 116ft, and 108 ft. Six McGregor steel hatches were fitted each of 40ft x 30ft. Both ships were registered in Melbourne with the call sign for **Iron Flinders** "VJSM" and her sister "VJWZ". Accommodation of an extremely high standard was provided for a crew of 54, including a built-in swimming pool and with air conditioning fitted throughout. The use of laminex in the accommodation was extensive and they were known in certain maritime circles as the "Laminex Twins". Wooden decking was fitted on the outside decks and these were kept in top condition by the carpenters at the terminal ports. In fact the carpenters were still caulking the decks on the last voyage of **Iron Flinders** to Fremantle despite the ship was obviously heading to the breakers from that port. The navigational fit was extensive with Gyro compass, auto pilot, radar, three magnetic compasses sal log, echo sounding device, direction finder, together with a good radio installation, including ship to shore telephone.

Iron Flinders was launched at 0800 on Saturday, 29 November 1958 with the launching lady Mrs. I.M. McLennan wife of BHP's then General Manager. Sea trials were held in the Spencer Gulf off Whyalla between 21 and 23 July 1959, and commissioning took place on 13 August 1959. The first loading of 14,000 tons of iron ore was from Whyalla to Port Kembla and discharge took place at the No.2 ore discharge jetty at Port Kembla's Outer Harbour. Cargo liftings were initially light due to draft restrictions prior to the opening of Port Kembla's Inner Harbour on 20 November 1960. **Iron Flinders** then settled down on a steady run to Cockatoo Island, Yampi Sound and Port Kembla with the occasional visit to Sydney for docking or bunkering. A couple of overseas voyages were made from Whyalla to Japan with pig iron in the mid sixties loading at Yampi Sound on the voyage south.

She made the headlines on 18 March 1961 when she rescued the crew of the small molasses tanker **Verao** (469/1934) 200 miles east of Brisbane on passage Bundaberg to Auckland. This little ship had operated for the Australian Shipping Board from 1949 to 1958 as **Ransdorp** (also referred to as the Raindrop). On 8 March 1961 outward bound following dry docking she collided with the Messageries Maritime vessel **Velay** 7508/1961 whilst rounding Bradley's Head under pilotage. Interestingly the pilot was a former BHP Master. **Iron Flinders** sustained damage to the bow, foremast and lookout cabin whilst **Velay** which was struck just abut the bridge on the starboard side sustained damage from the waterline to the bridge deck. Repairs to **Iron Flinders** were undertaken by the shipyard at Whyalla. In the Marine Court of Inquiry the French vessel, also under pilotage, was found at fault and wholly to blame for the collision. The writer spent six months as second mate of **Iron Flinders** in 1965 and considered it to be the best equipped and most comfortable ship he sailed in on the coast.

In February 1963 two self-tensioning winches were installed forward and following the success of these two, additional winches were fitted. By the time the writer had joined her she had commenced to circumnavigate Australia with steel products to Kwinana, thence fresh water to Yampi Sound, and ore to Port Kembla. With the slowness of loading of products at Port Kembla with shore cranes this resulted in spells of up to three to four weeks in that port which made a pleasant change from a quick turn around. She proved her seaworthiness running across the Bight in winter and on one voyage due to the enormous size of the waves we steamed about 100 miles to west of Cape Leeuwin before it was prudent to alter course to north. The experience on what was then considered a very large ship looking up at the great grey beard rollers of the Southern Ocean coming towards you was an interesting experience. Lying alongside the Kwinana jetty on the same voyage (at 0200) gale force winds struck Cockburn Sound, resulting in a number of the conventional rope moorings carrying away. The four self tensioning winches just paid out leaving the ship about 15 metres off the wharf. Tug assistance was required to push her back alongside.

With larger tonnage being introduced to the BHP fleet in the 1970's coupled with the escalation in oil prices in mid decade the two ships were relegated to the products trades and shorter ore voyages. Problems associated with the carriage of products arose in the 1970's due to leakage through the steel hatch lids. Considerable difficulty was experienced ensuring water tightness so in order to overcome this problem, canvas tarpaulins were fitted to all hatches at considerable expense. As manning had by this time been considerably reduced this exercise raised its own problems. Finally the decision to dispose of the two ships was made and they both departed with product cargoes for Kwinana where, following discharge, they were sold on the 20 November 1977 to Goldwills (Hong Kong) Ltd. Finally delivered to the new owners on 20 January 1978 she departed under tow of the Japanese tug **Sumi Maru** (498/1974) for Kaohsiung on 23 January. Arriving at that port about 8 March 1978 demolition was commenced by the Great River Steel Co. Ltd. on 2 May 1978.

Iron Flinders (Yard no.23) younger sister, **Iron Dampier** (Yard no.24), was launched from the Whyalla yard on 22 October 1960, the launching lady being Mrs M. Cumming wife of a BHP Director. Commissioning took place on 14 June 1961 with arrival at Port Kembla 22 June 1961 with a similar load of 14,000 tons of ore and the same commissioning Master as for her sister ship, Captain John Miles. **Iron Dampier** had a relatively trouble free career other than getting side swiped at the after end of the accommodation whilst laying at the Newcastle State Dockyard dolphins by the Russian container ship **Novikov-Priboy** (12,478/1968) in March 1976. Her trading patterns were similar to her sister.

On 1 February 1978 she also was sold to Goldwills (Hong Kong) Ltd. and on 10 February 1978 was delivered to her new owners. Like her sister she was towed from Fremantle to Kaohsiung, in this case by the tug **Freesia** (929/1969), departing 28 February 1978, then on-sold to Great River Steel Co. Ltd. and finally arriving Kaohsiung 28 March 1978 for demolition.

It is interesting to note that the next Whyalla built ship was laid down for BHP but sold on the stocks to the ANL. She was the **Musgrave Range** (14,487/1964) with similar dimensions, but was a motor ship with a seven cylinder Sulzer engine.

At 18 years old both ships had many more years of service in them but unfortunately for the time had the wrong type of main engine machinery. Too old to make it viable to re-engine, and with the 1970's oil crisis, both these (when built) quite outstanding ships came to a premature end. The ship breakers would have obtained some first grade steel from their acquisitions. They certainly came into the category of *Interesting Ships*.

EDITHBURGH AND APOLLO BAY

from Capt. M. Carolin

I read with interest in the February 2005 issue of *The Log*, references to Edithburgh, and the story on Apollo Bay. I may be the only person in the world today whose first footstep on foreign soil after leaving one's native country, was Edithburgh. Edithburgh, for those who do not know, is a very small town on the Yorke Peninsula about 40 miles WSW from Adelaide, across the Gulf of St. Vincent. My records show that I joined the Union Steam Ship Co. of NZ Ltd. in Aug 1961, and after a few weeks at the Navigation School in Wellington, I was appointed an Apprentice Cadet to M.V. **Waimea** on 29 August. **Waimea** was one of the 'slow greens' that ploughed across the Tasman between New Zealand and Australia at a steady 12 knots or so (although when built she was painted black & buff; the USSCo. started painting them green about 1960). **Waimea** was one of the numerous 'AE' class, and built at Alexander Stephens of Glasgow in 1953. She was 3,657 grt., 5,105 dwt, 345 ft. (110m) loa x 50'6" (16m) beam. She had 'tween decks in all three holds (hence the 'Wai' prefix). Three hatches were served by six sets of derricks. Registered in Duncedin, NZ. LR No. 538473, with a 6 cyl. Sulzer engine. (Our editor Russell Priest was also on **Waimea** at one stage).



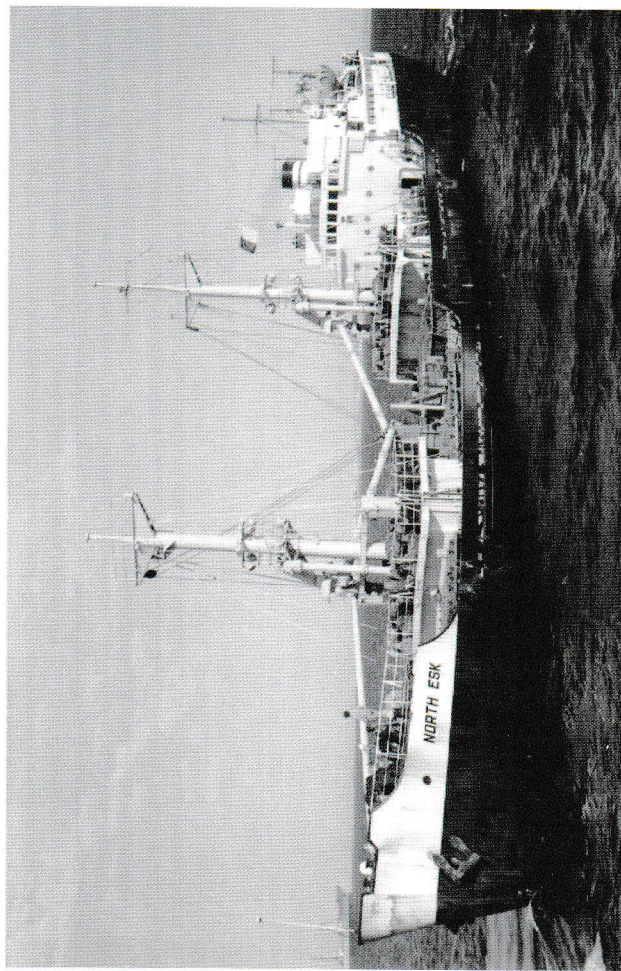
Waimea

(V.H.Young & L.A.Sawyer)

We sailed from Wellington on 31 August 1961, and after 1,872 miles steamed at an average of 11.63 kts, we arrived at Edithburgh on 7 September. The ship called there to load a part cargo of bulk salt in several lower holds. Salt came from numerous salt pans in the area and could also be loaded in bags. The port also shipped bagged wheat and gypsum, and was one of the many S.A. ketch ports in its heyday. The port died out after the late 1960's. Bulk salt was delivered to the ship in small skips that were loaded on four-wheel trolleys; shown in the photo on page 2 of the February issue of *The Log*. These ran down a slope from the storage shed ashore, controlled by a man on a brake. Then a number of them were roped together and pulled back up by a tractor. The ship loaded the skips onboard with their union-purchase derricks and tipped them into the hold. A small bulldozer was placed in the hold to level off the salt into a flat surface. Later, in Adelaide and Melbourne, this

was covered with dunnage and general cargo loaded on top. First in were big plywood boxes called CKD's (Cars Knocked Down, i.e. car parts), followed by every variety of box, sack, carton, or whatever could be fitted into every square foot of cargo space.

Edithburgh was not a particularly impressive place. It had a single jetty, built 1873, sticking out from the land and **Waimea** filled most of it. Approach was in daylight only across some shallow shoal water. As in many ports the USSCo ships called at about this time, no tugs were used (none available) and manoeuvring was by anchor, rudder and propeller. Pure ship handling! Ashore there was a typical SA town of about 400 people, with two pubs and a dozen or so shops round the centre crossroads. Immediately out of the town, the land was flat, hot and dry; dusty farmland (sheep & wheat) stretching to the horizon. It was all a bit different from the lush, green, hilly country we had departed from. I called at Edithburgh four times in the early 60's, and I remember once we were invited to go to a Saturday night dance at a nearby town; I think Maitland, about 80 kms away. We set off in the back of a 'ute' for a 60-minute ride on gravel roads to the dance, and back again at midnight. This caused some amazement in letters to NZ: there a 80 km journey in the early 1960's was a major expedition, requiring planning, stops, food, petrol, and notification of arrival times, etc! There were a number of similar small ports in SA that the USSCo (and quite a number of Australian vessels) used to call at, including Stenhouse Bay just round the corner where bulk gypsum was loaded, but that's another story. Only three larger ones remain open on the Yorke Peninsula today: Wallaroo, Ardrossan, and Port Giles.



(R.A.Priest)

Apollo Bay. It is a little known fact that **North Esk** called at Apollo Bay in July 1972. This was during a laborious voyage from Launceston to Ardrossan, later diverted to Geelong, lasting seven days. **North Esk** was a small ANL coaster that was originally built with derricks, but later converted to a self-discharging wheat ship. She was built at Walkers, Maryborough, Queensland, in August 1957, and converted at Storey & Kerrs, Sydney in November 1958. After conversion she was 1,603 grt, 2,014 dwt, 264 ft. (87m) loa x 37' (12m) beam. LR No 525691. Wheat was free-poured into the holds from conveyors and discharged by a series of augers that 'screwed' the wheat along channels in the holds, vertically up the masts and then along special augured derricks that poured wheat out their ends onto shore conveyors. She could discharge at about 100 tonnes per hour, or 18 hours for a full cargo. An ingenious system when built, but prone to breakdowns in later years. She was powered

by a 6 cyl. British Polar eng. of 945 BHP, with a high revving engine (250 revs.), to a small propeller: not very efficient! On a good day she might average 8 knots; but you could take one knot off for every 5 knots of head wind, so at 40 knots she was just about stopped. With only several feet of freeboard when loaded, she was underwater most of the time. She was contracted to the Australian Wheat Board (AWB) for the carriage of wheat to Tasmania. She called at a number of different wheat ports to get a variety of different types of wheat, wherever it was available, including stock food.

I was Second Mate on **North Esk** when she departed Launceston on 19 July 1972 for Ardrossan, under the command of a fine gentleman and seaman, Captain "ding-dong" Bell, an ex British India Master. On being told there were Force 9 (41-47 knot) NW winds at Low Head, he decided to anchor at Bell Bay for about 24 hours, rather than exit the Tamar River in those conditions. Eventually on 20 July, we departed and crawled along the coast, sheltering behind Three Hummock Island for a while. We then crept up the lee side of King Island but anchored for about twelve hours for engine repairs in Sea Elephant Bay. Finally clearing Cape Wickham, we endeavoured to steam across the open water of Western Bass Strait in about Force 6-7. However, before we could reach the shelter of Portland Bay, the wind increased to a Force 9 Westerly again and we started going backwards. Big seas too, and being light ship, there was a lot of pitching. It was finally decided to turn and run for shelter in Apollo Bay, as a 'port-of-refuge.' We anchored there for about 36 hours in comparative calm, whilst the wind raged down at Cape Otway not far away. A fisherman in his boat passed us on the first morning, offering to take mail ashore on his way back. I dashed off a letter to my wife, and told her to ring ANL Traffic Department to inquire of our progress, or lack thereof. When she did this, she was told emphatically "don't be ridiculous: **North Esk** does not go to Apollo Bay; there's no wharf there..."! Meanwhile onboard, on the afternoon of 26 July, we received a radiogram from ANL/AWB to the effect: "You obviously are not going to make Ardrossan, and Tasmania needs wheat: go to Geelong". So we steamed by the coast, took on a Port Phillip Sea pilot, and proceeded to Geelong only to anchor again waiting for the ship in the berth to sail. Finally we berthed, about midnight, if I recall correctly, after a voyage of 503 miles taking 166 hours (nearly seven days) at an average speed of three knots. Normally this voyage, Launceston to Geelong, 270 miles, would have taken this ship about 35 hours. On the morning of 27 July the vessel loaded in her usual five hours and set off again for Launceston, where there was a murder onboard. But that's another story.

NAA BOOKS

The NAA is pleased to announce the publication of our latest book: *Australian Merchant Ships 2005*, compiled by NAA members Malcolm Dippy and Tony Starke. In previous decades there have been a number of publications that have listed the registered details of ships on the Australian Coast; some by government departments; others by private publishers. Sadly there are now no such reliable registers, other than the likes of *Lloyds Registers*, or publications that are out-of-date and/or not accurate. Although there were previously many 'large' vessels on the Australian registers; these have greatly decreased. However, there are numerous smaller vessels: ferries, fishing vessels, tugs etc; details of which are hard to find. This book fills that niche and contains details of all vessels over 100 grt & 25m loa; with ships in alphabetical order, showing gross registered tonnes (grt), length (loa), machinery, speed, owners, port of registry, year built and where, official No., and former names. There are 80 B&W photographs of representative ships. A must as a reference book for anyone involved with Australian ships and shipping.

Available from the Treasurer, NAA, PO Box 142 Caulfield South. Vic. 3162. at \$12.00 to subscribers of *The Log*, postage included (\$15 to non-NAA applicants). See the application flyer enclosed with this issue.

Whilst ordering, do not forget our other publications currently available: *In Coral Seas* (The History of the NGAL) at \$20 per copy; and now at discount prices: *The Currie Line of Melbourne*; now \$10 each, and *Howard Smith Shipping*, at \$20 per copy: all postage included. Add the ones you do not have onto your order for *Australian Merchant Ships 2005*.

Errata

On page 42 of the last issue we mistakenly suggested the 1956-built **The Topaz** is ex **Empress of Canada** when she is in fact ex **Empress of Britain** (25.516/56) built by Fairfield Ship Building & Engineering at Govan.

THE WEEKLY BARGE TO WARRABER ISLAND

from R Milne

The island of Warraber is located in the Torres Strait about 50 kilometres north east of Thursday Island, the area's main administrative centre. A flat largely round coral cay island, Warraber used to be known as Sue Island and is not far away from the edge of the Great Barrier Reef.

Since 1968, Warraber Island has been self administered by a community island council under the DOGIT provisions, and the town has strengthened as a result. Prior to this, it was periodically uninhabited with residents shifting between here and the nearby Poruma (Coconut) Island.



(R. Milne)

The big empty sun sparkling sea out towards Warraber and Nagir Islands. The latter is the distinctive breast-like shape to the left on the horizon and also carries the English name Mount Ernest Island

With its own government, the main town on Warraber Island has grown to a population of some 300 residents who are gathered on a grid layout of streets at the north-eastern end of the island. This township features a Warraber Island state school, a community hall, and an accommodation hostel for visitors.

A Warraber Island general store also exists and is run by IBIS, which is a Torres Strait Islander body providing these services to isolated communities. A water supply catchment is at the south-western end and this is separated from the main village of Warreber by the island airstrip, which runs crossways across the island from beach to beach.

Island air services are provided by Regional Pacific and Aero Tropics on a daily 'if needed' basis. The main hub airport for the area is at Ngurupai (Horn) Island and this airport has a twice-daily Qantaslink service to Cairns and southern destinations.



(R. Milne)

The biggest barge of the Wasaga Sea Swift fleet is **Malu Titan** here seen careened at Thursday Island in 2003. This barge regularly serves the outer islands of the Torres Strait

While passengers are well catered for by a regular, albeit expensive, air service, the freight needs of the community are handled by the Cairns based shipping company Sea Swift. Once a week a barge comes up from the hub port at Wasaga on Ngurupai Island with the island's supplies.

This barge leaves Wasaga on Sundays only and reaches Warraber on either Monday or Tuesday. The arrival day depends on the tides, for sometimes other islands can be visited before the barge gets to Warraber. Nearby Iama (Yam) Island may get its supplies before Warraber if the tides are right.

The commodities hauled to Warraber vary but general store goods for the community are a major part of the traffic, with the IBIS store being a key customer. Often small containers are used for the cargo bound for these small, but regular, clients.

Some residents actually purchase their supplies by email from the two main supermarkets in Cairns and ship the freight by Sea Swift. Some refrigerated cargo is hauled and also building supplies for building work on the island. This includes sawn timber, cement and other basic needs.

When work is being done on the airport or the roads on the island, road construction materials can be sent by barge to Warraber, often by a separate service. In July 2003, a tug-propelled barge was being used to convey soil to nearby Iama Island for such works. The Main Roads Department is responsible for these works so that there are two authorities on the island that are frequent users of barges: MRD and the Warraber Island Council.

Freight rates vary but on a volumetric basis, a consignment can be shipped from Thursday Island to Warraber Island for some \$70 per cubic metre. A minimum \$25 charge applies. But if items are being shipped further from Cairns, the rates are more attractive.

Seaswift has three barges based at Wasaga and used for inter-island freight transfers. Connections to the Warraber barge on Sundays are made from the main regional cargo ship serving the region, MV **Trinity Bay**. This 1,500 tonne vessel normally arrives Wasaga at first light on Sunday and then spends most of the day transferring freight to the three key barges: **Malu Titan**, **Malu Chief** and **Malu Warrior**.

As the voyage to Warraber and beyond lies beyond the main international shipping channel, **Malu Titan** and **Malu Chief** are key players due to their size and capabilities in the open sea. And in the long windy winter and spring of the Torres Strait, the seas can be rough. **Malu Titan** lost her front barge ramp during one rough crossing in early 2003.

The sea lanes to Warraber run east of Wasaga and between Maururra (Wednesday) and Kiriri (Hammond) Islands past Nagir (Mount Ernest) Island. Depending on when the barge arrives at Warraber Island (either on a Monday or Tuesday), it makes land at the barge ramp on the northern side of the island. This is a kilometre or so to the west of the main township of Warraber. It is understood that a jetty has never existed on the island, but the rock framed barge ramps are a relatively new innovation here, constructed by Queensland Transport.

At Warraber, the supplies are off loaded in containerised form and taken to the various key clients on the island like the IBIS store, council, MRD and school. Freight traffic is, as one would expect, almost entirely inwards bound. There is no industry on the island apart from fishing, and there is little cargo available for return in the containers off loaded from the barge. In the island communities, shipping containers have a habit of being left behind and most islands have these versatile boxes in use for storage or other purposes.

Unfortunately, passengers are not provided for on the barges and the trip of a lifetime, island hopping to Iama, Poruma, Mer and Warraber is not possible. This is a pity, because as the weekly passenger carrying service to Thursday Island shows, there is a tourist demand for this type of experience. It is suspected one of the key issues associated with this ban is Workplace Health and Safety requirements. Costly air fares are a deterrent to many travellers and a cost effective but slow weekly barge to Warraber would be a worthwhile alternative for Sea Swift to consider.

The service to Warraber is bound to continue for a long time into the foreseeable future but one wonders about the long-term impacts of global warming, which may result in the raising of sea levels. It is believed that flat coral cay type islands like Warraber, Iama and Poruma may well be threatened if sea levels rise. Perhaps Sea Swift in the future may be shipping more soil from the larger islands to these remote islands as time progresses.

Acknowledgements:

Ports Corporation of Queensland
Sea Swift
Torres Shire Council

THE 1961 OCEAN ODYSSEY OF ANL'S TIMBARRA

from Capt. I.G. Stevenson

Back in the 1960s in the formative days of the Australian National Line, overseas voyages were usually confined to the Asia/Western Pacific areas with the River and B class vessels operating on spot charters. Two notable exceptions took place in 1957 resulting in a Bank Line, six-month charter of **River Loddon** (4,984/44) and a similar charter period by a Japanese company of the new motor vessel **Baralga** (3,895/56).

Certainly the fleet composition of elderly steamers and the perceived cost and difficulty of operating with higher cost Australian crews was a disincentive to service in overseas trades. The larger vessels however found steady employment primarily in the BHP coastal bulk trades supplemented by regular coal cargoes from Newcastle, Port Kembla and Sydney.

In May 1961, **Timbarra** (7,530/54) was laid up at South Wharf, Melbourne having undergone repairs and surveys when ANL obtained a charter from CSR for a sugar cargo, ex North Queensland port(s), initially for discharge at a port in the United Kingdom. The charter required a ship with the ability to discharge a bulk cargo of raw sugar using her own cargo gear. This of course narrowed the field to the River class, **Timbarra** or her sister **Talinga** (7,582/55).

A photo of the British built **Timbarra** was featured on the cover of the 50th Anniversary issue of *The Log* showing her in pristine condition later in her career in Hong Kong harbour in the revamped colours of the ANL. In 1961 the unattractive colour scheme of iron ore brown was in vogue which certainly suited her then employment in the 'Black and Tan' trade. When acquired by the Australian Shipping Board in 1954, she was the largest ship in the fleet. With an oil bunker capacity of 994 tons she had a greater capacity than any other of the Company steamers including her sister **Talinga** at 822 tons. Daily fuel consumption was 27 tons at sea and whilst working cargo with the ships steam winches, an additional 10 tons in a 16 hour day; fresh water capacity was 441 tons with a daily consumption of 20 to 25 tons. The complement carried was 46. The ship at this stage was not equipped with a gyro compass, radar or radio direction finder and the radio installation could best be described as basic. VHF of course had not then been developed for shipboard use.

On 1 June 1961, the United States officially accepted an allocation and sale of 90,000 short tons of sugar from Australia. Obviously in anticipation of this agreement, the sellers reacted to the sale, leaving their options open in regards to a UK discharge. The charter party was signed between CSR Refining as agents for the buyers, Czarnikow-Rionda Co. New York and the Australian Coastal Shipping Commission dated 25 May at Sydney. Preparations had commenced cleaning holds to remove the residue of the previous iron ore and coal cargoes for the impending bulk sugar cargo. On 22 May, Adelaide Steam Ship Co., Townsville was nominated as the local agent. **Timbarra** sailed from Melbourne at 1739 on 29 May for a North Queensland port and on 1 June the load port was advised as possibly Mackay with completion at Townsville where final bunkers and fresh water would be taken. On the same day, with the USA quota in place, the ship was advised that optional discharge ports were indicated to be (A) one port USA Atlantic coast (B) St. Johns, New Brunswick, Canada, (C) United Kingdom with the actual discharge port to be finally advised prior to transiting the Panama Canal. On 2 June, advice was received that 700 tons marine fuel oil (mfo) bunkers through Mobil plus fresh water would be stemmed at Papeete, Tahiti with additional bunkers to be taken at Balboa prior to the canal transit.

On departure, the Traffic Manager dispatched to the Master, Captain I. G. Smith his officers and crew, the following message "We trust that you, your officers and crew will experience a speedy pleasant voyage and we are confident that on our part no effort will be spared to ensure the success of this venture both financially and otherwise". The voyage was off to a positive, albeit a rather confusing, start. The Minister for Shipping and Transport, Mr. Hubert Opperman at the time, announcing the departure of **Timbarra** said "it was pleasing that an Australian National Line vessel was chosen for the shipment". He then said that freights received had made a gratifying contribution to the overseas exchange position! The Journal of the ANL fleet, *All Hands*, stated that **Timbarra** was the first Australian National Line ship to go to the American continent and is believed to be the first Australian merchant vessel to call at a United States port since before the war.

On passage the first load port was altered to Mourilyan where the ship gave notice of readiness (NOR) at 0900 6 June. Anchor was dropped at the entrance to Mourilyan Harbour at 0954, pilot aboard 1428, and alongside 1635 5 June. NOR was not accepted till 0900 next day which resulted in bulk loading not commencing until 1300 with completion at 0030 on 7 June. The ship then had to await her departure until the next available high tide at 1748 that day.

Due to the delay in the acceptance of the NOR which had resulted from a surveyors complaint regarding wet holds, light clusters were lowered into the closed hatches and 15 hours later it was claimed that they had dried sufficiently to receive cargo. As a consequence of the delay, one day was lost. If cargo loading had commenced immediately on arrival the daylight high tide on 6 June would have been made.

The charterers however accepted the delay! A total of 6,532 tons of bulk sugar was recorded by the weightometer attached to the loader while the ship's figures by draft survey indicated 6,619 tons, a large discrepancy. Average pour rate by the shore figures was 712 tons per hour and the ship was on an even keel of 21' 3" on departure. The voyage had not got off to a good start. Passage was taken to Townsville where the ship berthed at the bunker wharf at 0833 on 8 June; completing bunkering at 1530 then moving to the sugar loader. Loading of 2,799 tons (by shore figures) was completed at 0143 on 9 June, thus giving a cargo total of 9,331 tons on a loaded draft of 26 feet. Departure for Papeete was at 0630 Friday 9 June, clearing the coast via Grafton Passage. In his report to Management, Captain Smith stated "all officers and crew to date have carried out their duties in a highly satisfactory manner and provided this spirit prevails I can see no reason for any problems in the future".

Whilst berthing in Townsville a double ring astern was given which resulted in the chain in the engine room telegraph carrying away. All communications to the engine room then had to be undertaken by using the ship's telephone system. This particular system had proved to be less than satisfactory over the years and gave concern with the impending difficult Panama Canal transit. This of course was in the era before hand-held radios (walkie talkies). Considerable efforts were made to repair the telegraph system which included dismantling parts of the Chief Officer's cabin, renewing the chain and trying to synchronise the system while on passage to Papeete.

The passage Townsville to Papeete of 3,867 nm, was covered in 14 days, 21 hours, 30 minutes at an average speed of 10.81 knots. Arrival at Papeete was 0850 on 23 June where a stem of 468 tons MFO plus 350 tons of fresh water was taken. The latter was loaded at the very slow rate of 15 tph and this resulted in an overnight stay in one of the more exotic ports in the Pacific. Certainly Papeete was a complete contrast to ports normally visited such as Whyalla, Rapid Bay or Ardrossan. Like many that called there in those days departure was delayed by a couple of hours whilst awaiting the return of a couple of "Jolly Jacks" from a night ashore checking out the local night life. Sailing finally took place at 1030 on 24 June for Balboa with the engine room telegraph system still malfunctioning.

To add to the voyage dramas the radio transmission range was at best 1,000 miles and that only occasionally in night conditions. This meant that the ship was unable to contact the Pacific area radio stations at Wellington or Vancouver and the Radio Operator became solely dependent on other ships close at hand to relay messages. No weather reports could be directly received and all messages to owners and agents had to be sent via a third party. Even at a distance of 450 miles from Balboa the ETA message to the agents Norton Lilly was unable to be received at the agent's end. A request was made to AWA through the agents to urgently supply modern radio equipment at the Canal. This was certainly a far cry from today's modern 24 hour a day immediately contactable communications systems. Meanwhile the main engine IP cylinder had experienced a broken ring and no spare was carried on board. On the day of arrival off Balboa the agent was finally contactable and notification was given that cargo sellers were still trying to arrange for a sale of the cargo with part discharge at the US Gulf ports of New Orleans, Louisiana and Galveston, Texas. The ship was inspected by the Panama Canal authorities commencing at 0600 and completed at 0900 14 July. A list of defects were given to the Master, however a sympathetic pilot agreed to take the ship through with the proviso that eight locos (mules) be used and a tug be retained for the Miraflores and Pedro Miguel Locks and the Gaillard Cut. The Canal Pilot had, on boarding and finding the ship was sadly lacking in modern navigational equipment, asked "how on earth did you manage to find your way here?"!

Timbarra berthed at the Caribbean end of the Canal at Cristobal at 2026 on 14 July and the sailing board was set for 1500 Saturday 15 July. Engine repairs were undertaken and bunkers stemmed. The effect of the long ocean

passage was starting to be felt by many of the ship's personnel who were more used to short coastal voyages. At sailing time, with tugs alongside and a pilot aboard, a number of crew were not onboard. With the sailing board altered to a departure time of 1800, a shift out to anchor was requested, however the remaining crew refused and shortly after, six of the seven missing crew returned to the ship. Once again the request was made to shift the ship to anchor and await the remaining crew member. This was again refused by the crew so the sailing board was altered to 0900 Sunday 16 July, eventually departing at that time. The report on the ship following the transit resulted in a number of deficiencies being advised by the Pilot which included:

- 1 Lack of suitable Panama leads both in number and type
- 2 Under powered
- 3 No rudder indicator,
- 4 No bridge revolution counter,
- 5 Ship responded too slowly whilst maneuvering
- 6 Internal ship communications unsatisfactory.

The Master was advised verbally that the ship would not be favourably received back in the Canal unless proper Panama leads were fitted. This was followed up by a letter from the Captain of the Port of Cristobal to the agents advising that:

1. Chocks and bitts do not conform and closed chocks and bitts to be fitted port and starboard at the stem.
2. These permanent deficiencies will have to be rectified or they will be carried out prior to a west-bound Canal transit and an additional tug will be employed.

Meanwhile a radio technician had boarded at Balboa. He took one look at the short wave receiver and declared it to be "the finest radio antique" he had seen. In his report he stated that "the main receiver lacks sensitivity/selectivity and can barely be considered compatible with modern high speed communications systems and needed to be immediately replaced". This report incurred the displeasure of the Australian contractors AWA. Adding to all this, the engine room telegraphs remained unreliable. As the first Australian National Line ship to transit the Panama Canal her arrival in that part of the world certainly could not be described as particularly auspicious. Fortunately in later years the Australian marine standards could be said to have improved, though sadly the only transits of the Canal by the Australian flag these days are probably by yachts or RAN vessels.

In the interim a return cargo had been arranged with the British Phosphate Commission (BPC) chartering the ship to load a cargo of sulphur at "one port US Gulf or Coatzacoalcas, Mexico to discharge 1, 2 or 3 ports North Island, New Zealand". Bunkers were to be stemmed in New Orleans then proceed directly from Balboa to New Zealand

Meanwhile, still working with the original radio receiver, the ETA for New Orleans, together with confirmation of a two-berth discharge there, was transmitted via Portishead Radio, near Bristol on **Timbarra's** behalf by T&J Harrison's **Crofter** (8,377/51).

Arrival off the river entrance for New Orleans was at 1800 on 21 July, the cargo being surveyed and found in good condition. A Mississippi Pilot embarked at daybreak the following day. Discharge was carried out by two steam cranes mounted on barges moored between the ship and the wharf. First discharge point was Gretna Terminal where 1,312 tons was discharged to the account of Southdown Inc. then a shift down river to Henderson Sugar Refinery Terminal at Chalmette where 3,068 long tons was discharged. On completion of discharge at 1140 on 25 July, 870 tons of bunker fuel was taken and departure for Galveston was made.

ANL Melbourne had inadvertently failed to arrange credit for the ship on arrival and consequently payments for stores etc were not able to be made. Arrangements were eventually put in place with the assistance of the Australian Embassy in Washington. No doubt this situation was not helped by the inadequacy of the ship's radio system or the uncertainty of her discharge ports.

Whilst at New Orleans a civilian was drowned by falling into the river whilst being accompanied back to the ship by two crew members. Whilst in Galveston a crew member was arrested, put in jail and assisted the locals by utilising his skills in helping to paint street signs whilst under the close scrutiny of his prison minders. Being an

Australian-manned ship, (although still considered a British ship), the immigration inspectors carefully checked out the crew against a confidential file of Communist Party members known to the US authorities; a \$1,000 bond was posted and a 24 hour armed guard was placed at the gangway.

Passage to Galveston was hampered by the ship being hit by lightning, causing the magnetic compass to react unpredictably for a considerable period. ETA Galveston was given as 0500 on 27 July and arrival at Bolivar Roads was made on time with the NOR given and accepted at 0616. Discharge at this port was by ship's gear commencing on 30 July, working day shift 0800/1700 only and completing 1545 on 3 August. A problem with damp sugar was noted at Galveston due to the ballasting of wing tanks for the coastal voyage and resultant leakage which spoiled 96 tons of cargo. At Galveston a number of Panama lead fittings were obtained from a Liberty ship laid up awaiting scrapping and these were fitted by Todd Shipyard in order to comply with Panama Canal requirements. Additionally the IP cylinder ring on the main engine was replaced and finally a new radio receiver was installed on hire. The engine telegraphs once again malfunctioned.

Shore labour was employed to wash the holds out in readiness for the sulphur cargo of 9,050 tons loaded from a fixed head loader at 400 tons per hour. Sailing was delayed once again by a missing crew member and eventually **Timbarra** sailed for Cristobal at 1830 on 6 August. Transit of the Canal this time was a little less traumatic than the east bound one with Cristobal being cleared at 0657 on 12 August and Balboa reached 1855 on 12 August. A tug however was required for transit of the two Pacific locks. Sailing from Balboa was set for 0700 on 13 August and once again a delay due to late comers was experienced, however the long haul to Auckland eventually commenced. Passing to the south of Pitcairn, the passage of 6,557 miles took 24 days 12 hours 30 minutes at an average speed of 11.14 knots.

Auckland was reached 7 September and discharge of 5,718 ton was undertaken by shore cranes. Departure for Napier was at 1700 on 13 September and arrival at that port was 0700 on 15 September. The balance of the cargo was discharged using ship's gear and **Timbarra** finally sailed in ballast for Whyalla at 2230 on 20 September 1961, to resume her much more mundane trading pattern. The ballast voyage to South Australia saw the ship experience heavy weather for most of the passage. During the New Zealand visit the ship was searched by Customs and four crew members were found to be illegally in the possession of firearms purchased in the USA.

In summing up Captain Smith made the comment "that although the aids to navigation are of course not essential they do eliminate guesswork when overcast conditions do not permit establishing positions or magnetic compass errors by sun or star observations". No radar, no Gyro Compass, no RDF, let alone Decca/Loran, all of which would have made the voyage a little less stressful.

So this very basic Georgie-built, oversized Thames collier, equipped with just a basic triple expansion steam engine, four holds, assorted cargo gear and a couple of accommodation blocks was the fore runner of what later became an impressive ANL overseas fleet. Equipped with the basics of magnetic compass, taffrail log, lead line and an antiquated inefficient radio receiver, **Timbarra** was dispatched across the Pacific, subjected to the intense scrutiny of the Panama Canal Authority, and into the busy traffic areas of the Caribbean/Gulf Ports. Her safe arrival and return was no doubt due in no small measure to the considerable previous experience of Captain Smith with his Bank Line, Ben Line and BPC background. Mind you, in those now far off days, it was a case of, you made do with what you had and made the most of it. The number of log book entries, decline to report discharges (DRs) etc, sadly reflected on the industrial conditions that prevailed in those times. However stories of the tramping trades by British seafarers in this era have a similar theme.

The profitability of the voyage would have made interesting reading but the dramas never made their way in to the pages of *All Hands*. One however suspects the *SUA Journal* and the Officers' Union newsletters would have made comment on this historic voyage

Finally my thanks to Captain Ian Smith for allowing me to read his voyage report from which notes for this article on this historical Australian ocean odyssey have been taken. The voyage was the talk of the ANL at the time. I was then Second Mate of the little, radar and gyro equipped (for Barrier Reef trading), **Windarra** (2,355/53), and we were in the Queensland area at the same time. Our Master was vocal in that he was pleased he had not been co-opted, due to the paucity of navigational aids for long ocean passages, he having recently served in the T Class ships.

Any similarity between this voyage and those of the likes of Magellan, Drake, or Christopher Columbus 400 years ago on their travels to the 'New World' are purely illusory even if the navigation equipment on them all was basically the same!

NAUTICAL ASSOCIATION OF AUSTRALIA - ADDRESSES

The following addresses should be used for communications to the Association:

Editor: R. A. Priest, PO Box 214, Blackburn, Victoria, 3130.

Business (03) 9894 1855, Business fax (03) 9894 1336.

e-mail address: waimea@bigpond.com.au

Treasurer: J. B. Labrum, PO Box 142, Caulfield South, Victoria, 3162.

Secretary: P. E. Cundall, Unit 9, 70-74 Phillip Street, Parramatta, NSW 2150

Photographs for inclusion in *The Log* should be sent to M. Carolin, 79 Hannan St, Williamstown, Vic. 3016.

THE LAST "STEAMER EXPRESS"

from Capt. M.Pryce



(Selim San)

The last remains of **Alexander The Great**, formerly the last Union Company "Steamer Express" **Rangatira**, being broken-up on the beach at Aliaga, Turkey on 13 April 2005. The former pride of the Union Steam Ship Company fleet only operated between Wellington and Lyttelton between 1972 and 1976.

BULOLO

from J. Stewart

After leaving **Malaita** in May 1952, I obtained employment as a shipwright with Burns Philp and Company's shore staff, spending most of my time working on its vessels at No's 6 and 7 Walsh Bay. I also commenced construction of a house on my Balgowlah land and worked on it every weekend for some nine months. At the end of this time, when I had it about eighty-five percent completed, I received an offer to relieve for one trip on **Bulolo**. This was a welcome diversion for me after almost a year of continuous work and I had no hesitation in accepting it, packing up my tools and signing on.

She was a really beautiful ship; ordered by BP's from Barclay Curle and Co, Glasgow, in 1937 as a replacement for the old ship **Montoro**, which was to be withdrawn from service on **Bulolo**'s delivery. The name was a deviation from the company's usual policy of using eight syllable names and referred to the busy gold mining town, above Lae. She had a swimming pool, glass screened promenade deck, a spacious lounge and was referred to at her naming ceremony as a pocket liner. At her trials, on The Firth of Clyde, on 10 September 1938, she achieved a speed of seventeen knots. She left the U K on 21 September 1938 and arrived in Sydney on 31 October 1938, best day's run was 406 miles. She had an overall length of 412' 6", a beam of 58' 2" and was 6,267 tons gross. Propulsion was provided by two sets of Burmeister and Wain diesel engines, of 6,130 brake horsepower. These were fitted with preheated cooling water, to reduce cylinder wear, when starting them under cold conditions. At 15 knots, her range was about 7,700 miles. She had five cargo holds, with derricks and electric winches, 19,000 cubic feet of refrigeration and carried 1,093 tons of fresh water. Her fuel oil capacity was 857 tons and she was fitted with eight lifeboats, launched from gravity davits, operated by electric winches. A special sewage disposal system enabled discharge below the water line, making it convenient for the use of barges alongside, in some island ports. Post war she carried 180 passengers.

After her delivery **Bulolo** left Sydney on 19 November, 1938 for her first voyage in the Island trade, but after about ten months service, she was taken over by the British Ministry of War Transport, on behalf of the Royal Navy and left Sydney on 27 September 1939, bound for Simonstown, South Africa with a cargo of bunker coal, something of a sacrilege for this beautiful white ship. She had been built under the Armed Merchant Cruiser regulations and was fitted with gun mounts, this work having been paid for by the Royal Navy, as they had anticipated that war was not far away. She was commissioned into the Royal Navy on 4 January 1940, as HMS **Bulolo** and served all through WW II. She was first an armed merchant cruiser and then a landing ship headquarters, taking part in the Normandy landings in 1944. On 7 June 1944, she was hit by a phosphorous bomb, which killed two men but did not impair her efficiency. She had previously acted as a landing ship headquarters, during the North African landings and lay off the port of Algiers, on 8 November 1944. When two destroyers failed to break the boom across the harbour entrance by ramming it, Admiral Burroughs ordered **Bulolo** to try. She did this successfully, but a hit on the bridge from the enemy shore batteries damaged communications to the engine room and the ship dashed across the harbour at about nine knots and into a concrete pier, embedding her to about a depth of about ten feet. It took all available tugs two days to pull her clear. There was no sign of a leak anywhere, a tribute to her builders. After great wartime service, she was returned to her owners, but not before a major refit, carried out by Barclay, Curle and Co. This cost £1.25 million pounds, almost all of which was at Admiralty expense. She left Liverpool in June 1948, with Captain Duddell as master, carrying a full complement of passengers and a considerable amount of cargo, reaching Sydney on 24 July.

She commenced her first post war voyage on 18 August, becoming a familiar part of the Island transport scene, but her running costs were high, exacerbated by industrial disputes, especially on 9 January, 1950, following the dismissal of two union delegates. All members of the crew were paid off, except for the officers and there were reports that she was being offered for sale for £800,000. Reason eventually prevailed, but she did not leave Sydney until 15 February.

She was damaged on 29 August 1951, when a fire started in the copra cargo, which was being unloaded. There was so much water pumped into No 3 hold, that she developed a twenty-three degree starboard list. Her Master took over control from the fire brigades and she was towed westwards under the Harbour Bridge, to Kerosene

Bay and beached, the hold then being flooded and the fire extinguished. An interesting anecdote to this is that the skipper, Captain Rothery, was a junior officer, on BP's old **Morinda** in 1914 when she caught fire when unloading copra at Walsh Bay and the crew was obliged to sink her there to put out the blaze. She was later raised and refitted. He then studied the Sydney Harbour chart and noted that the most suitable place to beach a ship was in Kerosene Bay, a spot that had a sloping sandy bottom. He kept this in his mind for all those years, good thinking from a remarkable seaman with a razor-sharp mind. It has been documented that he saved his ship many times during the Second World War, by leaning out of the wheelhouse with his binoculars, watching the fall of Japanese bombs and then taking evasive action.

Subsequent repairs at Mort's Dock took three months, including new freezers and she did not depart on her next voyage, until 3 December. Witnesses to the fire told me that the number three hatch steel lids were closed, in an attempt to smother the fire, but the pressure blew them at least ten feet into the air. At one stage, the forward bulkhead in the engine room was white hot, the crew abandoning the ship, except for a skeleton staff. There was a rumour that the wharf labourers were smoking in the hold before the fire erupted, but it was never proven. Captain Rothery deserves great credit for saving his ship.

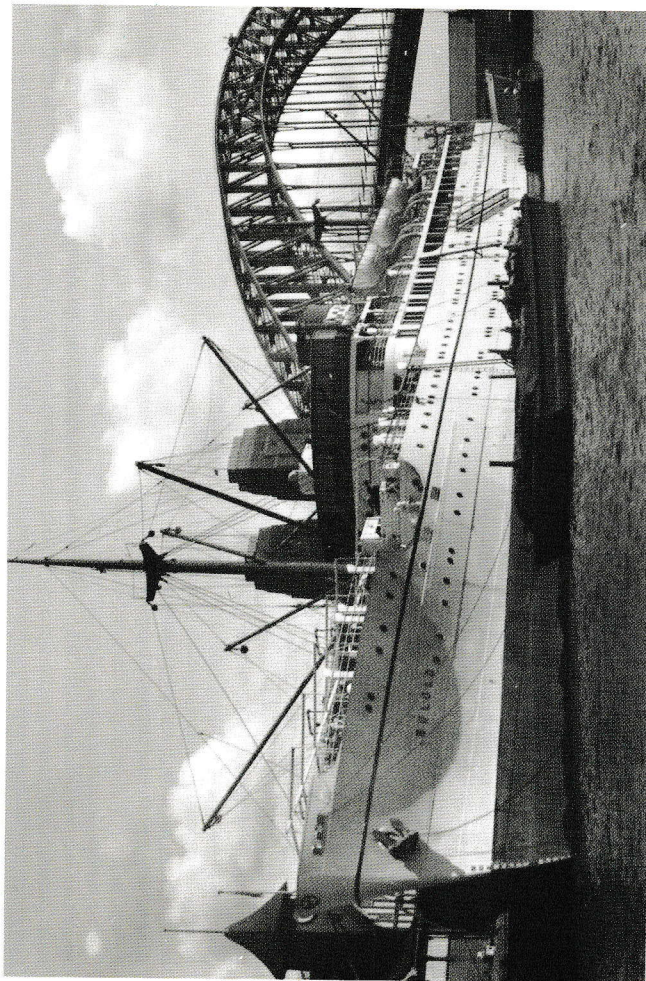
We departed from Sydney and it was really wonderful to be back at sea again. I felt that I belonged there and was very confident that I could do a good job. The ship's company was very nice to me and there was plenty of work to do. Apart from the thirty-two daily tank soundings, there were always lots of plumbing problems, crew members sometimes coming back aboard and kicking in their cabin doors because they had lost their keys, there was an endless list of jobs. The galley staff was anxious to have all the food cutting boards planed up regularly, portholes leaked and toilets blocked up. Moving in and out of port meant constant windlass duties and hatch duties, we also had three large gun-port doors in the ship's sides that the shipwright opened and closed, mainly to get some fresh air circulating while we were in the tropics. There were a lot of fittings in the ship that needed to be lubricated weekly and the watertight doors had to be cleaned oiled, closed and opened again when heading north and again southwards.

Bulolo's cargo, going north, usually consisted of food and general merchandise for the island stores, plus a great deal of beer, and on one trip we carried 1,000 tons of it. We also transported a large amount of meat in the ship's freezers for island consumption. Coming south it would be mainly copra, sometimes bales of rubber and, once in a while, crocodile skins. Copra can be a flammable cargo at times; it needs to be well ventilated. Steaming up Sydney Harbour on one occasion, thousands of copra moths flew out of the ventilators. My cabin was on the starboard side of the boat deck, just forward of the swimming pool and was quite a palatial place, with a bunk, settee, desk and wardrobe, also a lounge chair. The steward serviced the room and there was a bathroom on the deck below, quite convenient. Captain Wilding was the master. He had moved up to the **Bulolo** which was considered the flagship and some of the other staff were familiar to me. The chief officer was named MacDiarmid, the second officer McIntyre and Peter Rogers was the third mate. Duncan Barr, who had been on the **Malaita**, joined us a couple of voyages later as replacement second mate. The chief engineer was the famous, and very likeable, John Ward, and the chief steward, Ernie Leask. Altogether we carried a crew of one hundred and eleven. Our run was Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Manus Island, Rabaul, Samarai, Port Moresby, Brisbane, Sydney, taking about five weeks.

There can be no doubt that steaming along in a ship in tropical waters is a special experience, even more so in the evening. Flying fish are often disturbed and fly for hundreds of metres, just above the surface of the sea, sometimes landing on board, attracted to the ship by the bright lights. The air is warm and the moonlight seems to fill the whole horizon. Regular nightly dances were held on the deck, around No 4 hatch, behind the main bar. I remember once that one of the pursers, Bill Mackay, working from a small room below, put on a record for a barn dance, then walked outside for a smoke. The ship rolled, the door slammed, we had about eight barn dances and all the while Bill was trying to open the door to turn the automatic record player off. He eventually succeeded in doing this, but only after Coconut Bill sent down a message saying "Turn off that bloody barn dance". We had regular film shows in the same area, including ancient newsreels. I think I saw Jimmy Carruthers knock out Vie Towel about twenty times for a world boxing title. We once had a wonderful concert, performed by the crew and passengers, a memorable night. Probably the highlight of the evening performances was a comic ballet, *The Dying Duck*, danced by the engine room crew. Our Bosun, or senior deck crew rating, was Paddy Fenton, a long-time employee of BP's. He shared a cabin with Mick, his good friend, on the aft end of the main deck. They were both fond of a drop of the amber fluid, followed by rum and having imbibed rather heavily one

night, they fell asleep. They awoke to find their cabin ablaze, probably as a result of somebody smoking in bed. They managed to douse the fire, but there was a lot of damage. They escaped unharmed, except for a few minor burns which was amazing, as the outlines of human forms could be clearly seen on the mattresses, with charring all around them. The mate, was a good man-manager and both men had given sterling service to BP's for years, so he just gave them a bit of a blast, and after I had rebuilt the cabin, he made them paint it.

On our return to Sydney after my first voyage on **Bulolo**, I was offered the job as a permanent position and I accepted it. One of our fine old seamen was Topsail Bill, who had been in the company for years. We had a boat drill one day, whilst in the port of Lae and Bill was supervising the recovery of one of the starboard boats. She was almost back in position, but would not quite slip back onto the keel support. Bill put in the manual winding handle, to move the boat for the last few inches and at the same time a seaman, unauthorised, turned on the electric lifting winch. The handle revolved rapidly, smashing into Bill's head and causing a compound fracture of his skull. I remember the captain, Coconut Bill, showing him great kindness, cradling his head and staunching the blood with a large piece of cotton wool.



Bulolo at Sydney 18 November 1950

(Finch/Priest)

He was tied to a stretcher in a critical condition, lifted ashore by winch and taken to Lae hospital. By a wonderful piece of good fortune, there was a neuro-surgeon in residence, who operated immediately and saved his life. We brought Bill home to Sydney on our next voyage, but his seagoing days were unfortunately over. Life at sea is not all that dangerous, but it has its moments. A leading-hand stevedore fell down the empty hold and was killed; I remember that all his nails were torn out where he had clawed at the hatch tarpaulin, trying to save himself. On another occasion I saw a wharfie hit on the head with a steel hatch beam and badly injured. Doug Lilley, a purser and a good personal friend to this day, fell off the top of the shaft tunnel, in **Malaita's** number five hatch and hit his head on the spare propeller that was stowed there, fracturing his skull and destroying the hearing in one ear. He survived, but it was a close call and he still feels the effects of it.

Our chief engineer, as mentioned, was John Ward, a big affable man, who had served Burns Philp and Co for many years. In 1942, he was Chief Engineer on **Tulagi**, which was built for Burns Philp in Hong Kong, by the Whampoa Dock Co. Ltd. The master was Captain L.W. (Dusty) Millar, whose son Jim was later to be my senior foreman in the shipwright's department at Garden Island. On 27 March 1944, when in the Indian Ocean, she was torpedoed by the German submarine U-532, commanded by Fregattenkapitan Oscar Junker, of the First Monsoon Submarine Group. **Tulagi** was carrying a crew of fifty-four persons and all of them went down with the ship. The two torpedoes struck on the starboard side and she went down in twenty seconds, stern first and rolling to starboard, with the loss of thirty-nine persons. John, a powerful underwater swimmer, estimated that he went down about fifty feet, then fought his way back to the surface, he was stark naked at the time. Something struck his knee as he surfaced, probably a hatch blowing off and it caused him a painful injury. There were fifteen survivors swimming around who had struggled back to the surface which was covered in fuel oil, two life rafts and an overturned life-boat. Unable to turn the boat over, they broke into the hull and recovered all the water and stores, John took charge and first found an old chaff bag to cover his nakedness, he cut holes in it for his head and arms and this was all he had to wear for the next two months. Then began one of the most epic drifts of survival in the annals of maritime history, lasting some fifty-eight days, until they grounded on the Seychelle Islands, on 25 May 1944. Some days before, the rope connecting the second raft had rotted through and it drifted away, neither it nor the eight men aboard it were ever seen again. They had drifted some fifteen hundred miles and only the seven men on John's raft were left alive. After recuperation, they were taken to Bombay on a Bank Line ship, then home to Australia, finally arriving in Sydney on Monday 31 July 1944.

Ten years later, when **Bulolo** was berthing in Rabaul, I noticed the British Bank Line motor ship **Ernebank** at another wharf. I walked over later and found that the captain was John Stewart, my father's cousin. I told him the story of John Ward and he started to smile. By an amazing coincidence, it was he who repatriated John Ward to Bombay, with the other six survivors. He later came on board the **Bulolo** and they had quite a reunion. John's knee was indeed injured in the sinking and although it got better, each year on the anniversary of the event it bothered him again so that he was unable to walk and confined to his bunk for a few days. In three or four days he would recover — the power of the mind. John Ward was one of the finest men with whom I sailed and he was awarded the Lloyd's Medal for his courage and leadership during their struggle for survival and later the Coronation Medal. Another man with whom I was privileged to serve was the **Bulolo**'s ship's surgeon, Dr John Hyde. He was the ship's doctor on the **Neptuna** when she was bombed in Darwin in 1942 and was later awarded an MBE for bravery in treating the injured and dying. He also received the Coronation Medal in 1952. In August 1953, we ran over some soft coral at full speed, while travelling south from Moresby to Sydney. I sounded the tanks several times, but there were no leaks, and the subsequent docking in Sydney showed only a few scrapes on the bottom. It had happened because we were closer to the land than we should have been, due to an unusually strong westerly current. The weather had been very overcast; making sextant observations of the sun difficult and also the entrance to the Grafton passage on the reef, was not showing up on the radar screen. There was a young lady on board, Marie Bolton, who felt the bump and still remembers it. She was a TAA air-hostess whom I had met on board about a month previously, and who subsequently became my wife, in 1954.

As on **Malaita**, some people still behaved with carefree abandon during many of our voyages and I still recall two young ladies who travelled with us on a round trip, or at least it was to have been a round trip. From the moment they boarded it was obvious that they were of doubtful moral repute, but they could find no takers amongst the crew or their fellow passengers. When we arrived at Lombrum, the Australian naval base on Manus Island, the girls thought that all their birthdays had come at once, as the place abounded with love-starved naval seamen. It was no time at all before they set up business in their C deck cabin and there was a line of sailors stretching along the corridor and half way up the stairs. However the captain soon found out what was happening and ordered them both from the ship immediately, notified the shore authorities and not long afterwards they were flown out of the territory and back to Australia. They are said to have left muttering threats that they would sue the master for allegedly calling them harlots, but nothing ever eventuated.

In November 1954, we went to Melbourne for the first time, carrying a full complement of passengers to see the Melbourne Cup, including some well-known Sydney socialites. We received a big reception from the press eg - "Famous World War Two Merchant Cruiser Visits Melbourne" etc. We also got a reception from the wharf labourers; they went on strike for several weeks and held us up in port. It was nothing to do with us, but it was very annoying, as we were all anxious to return to our homes in Sydney. The Reverend Gibbons had married

Marie and I at the Epping Methodist Church on 6 March 1954 and I had returned to sea to try to improve our finances. I had been serving on the **Bulolo** for almost two years by this time and had really enjoyed it.

My six years of seagoing service had also taught me that working at sea often did not always lend itself too well to a successful married life. I had noticed that, especially with many of the older men, their wives became very independent. After their husbands had a spell at home, they were often glad to see them go back to sea. By this time I had paid off our new household appliances and other outstanding debts, which was my original reason for returning. As I wanted our marriage to be a success, I decided to swallow the anchor after one more voyage and in late January 1955, I took leave of my beautiful ship for the last time and resumed work ashore. Not too long afterwards I returned to the Garden Island Dockyard where my life with ships had begun and I remained there for the next thirty years. However, whenever I saw a merchant ship sailing down the harbour it always stirred me, something that naval ships never managed to do. **Bulolo** continued in the island trade and made the last of her 161 round voyages in 1968, arriving in Sydney on 18 January and ending thirty years of reliable service. Her crew was paid off on 22 January; the last master had been Brett Hilder. She was sold to the China Steel Corporation, Taiwan, on 16 April and left Sydney under tow on 28 April, arriving at Kaohsiung on 24 May for demolition. Thus passed the last and perhaps the finest of the Burns Philp passenger ships. By 1970, the company had quit the service from Australia to the Pacific Islands shipping routes altogether.

NAA PUBLICATIONS AVAILABLE

Copies of the three books recently published by the Association are still available at special prices for subscribers to *THE LOG*

HOWARD SMITH SHIPPING – Enterprise and Diversity 1854-2001 \$32.00
THE CURRIE LINE OF MELBOURNE \$15.95
IN CORAL SEAS \$20.00

Prices include packing and postage to any address in Australia or New Zealand.
 Australian orders from: The Treasurer, NAA, P O Box 142, Caulfield South, Vic. 3162.
 New Zealand orders from: Ian Farquhar, P O Box 1175, Dunedin, New Zealand.

NEW BOOKS

from I.J.Farquhar

Orient Line – A Fleet History by Peter Newall, published by Ships in Focus Publications, 18 Franklands, Longton, Preston, PR4 5PD, United Kingdom. ISBN 901703460
 210 x 295, 400 images incl. 40 colour plates. hard back, £23.50 plus £5.50 packing/economy air to Australian addresses. Available from publisher.

The publishers have an enviable record of producing quality books while author Peter Newell (*Union Castle Line*) has earned a reputation as a leading author. The Orient Steam Navigation Company was one of the distinguished shipping lines of the Australian services with Britain, and although always somewhat overshadowed by P & O, it was a distinctive enterprise in its own right from 1877 until 1966. This is the first book to give a comprehensive history of the company. There are detailed histories of all 129 ships, including Anderson, Thomson & Company's sailing ships. Many of the passenger ship illustrations were taken in Australian waters and the publishers have become known for the quality of the prints used and their reproduction. They have searched for new images from sources all around the world. Twenty-seven pages cover segments of life at sea on Orient Line vessels. In addition to the passenger fleet the book also deals with the history of the liquid gas and ore/bulk/ore carriers between 1977-1987. This is an outstanding publication.

from L. Rex

Redbill, From Pearls to Peace – The Life and Times of a Remarkable Luggger by Kate Lance, published 2004 by Fremantle Arts Centre Press, PO Box 158, North Fremantle, WA 6159; ISBN 1 920731 42 3, s/cover, 399 pages, 228 x 151, approx. 100 b&w illus. and maps, extensive endnotes and biblio, indices; \$29.95 plus \$10.00 p&p Aust. or online from Australian Online Bookshop, www.bookworm.com.au for \$24.70 plus \$10 p&p.

Redbill was built at Fremantle in 1904 and fished for pearl shell along the Australian north west coast until during World War II. Then followed wartime operations with the RAN and time in Papua hunting crocodiles and ferrying stores. Later there were campaign voyages with Greenpeace on the eastern Australian coast and into the Pacific to defy the French and their nuclear tests. Fund raising for East Timor refugees and sailing with troubled teenagers in Bass Strait followed, culminating in return to Broome in 1999. In 2000 cyclone Rosita spelt the end.

This book presents a fascinating and full account of **Redbill's** long life, but it tells of much more. It tells the story and peering, of people and events over one hundred years, all associated with a vessel which lived many lives. Very readable and based on a great deal of research. One of the few comprehensive publications on pearling luggers and a significant contribution to the recording of our maritime history.

Ships' Figureheads in Australia, by Gordon de L. Marshall, published 2003 by Tangee Pty Ltd, PO Box 1054, Kalamunda, WA 6926; ISBN 0-9751289-0-6, s/cover, 126 pages, 297 x 210, over 150 illustrations largely colour photographs, appendices including lists of figureheads by state, biblio., references, index; \$30 plus postage from publisher, or author at 7 Cecilia Rd, Christie Downs, SA 5164.

The author has spent many years tracking down all known ship's figureheads in the country and the results of this and associated research into history, development, purpose, types, carving, materials etc. of figureheads has led to this unique publication. Photographs and illustrations are as complete as could be arranged and illustrate figureheads as well as many aspects of the subject. This publication fills a gap in published maritime material.

CORRESPONDENCE

from A. Knott

Over the past few months there has been much talk about inviting "guest" workers into Australia in order to assist with the fruit harvest. There has also been talk about the serious lack of skills that is presently here in Australia. Many people here do not realise that we have been inviting these "guest workers" and, consequently, have been suffering this "disease" in the shipping industry for many years now.

For probably the past 20 years or so, governments of both persuasions have allowed foreign-flagged ships (I won't use the term 'ships of convenience' as this has another connotation) onto the Australian coast through the issue of *Single and Continuous Voyage Permits* to carry cargoes that previously have been reserved for Australian - flagged ships. Consequently there has been a severe reduction in the size of the Australian Merchant fleet and, not surprisingly, a corresponding reduction in the number of Australians presenting for maritime education.

The result of this is slowly becoming apparent - at least to those of us who have a maritime leaning - the vast majority of Australians being blissfully unaware that there is even a need for maritime expertise. We are seeing more and more pilots, harbour masters, surveyors, maritime lawyers & executives and others requiring this maritime expertise being recruited from the ever shrinking pool of overseas trained people.

At this stage it should be emphasised that as a general rule after a certain distance (probably about 200 kms) it is much more efficient to transport materials by sea than it is by any other mode of transport. In this case efficiency is to be measured by all factors, financially, environmentally and socially.

Don't we ever learn? - because we are now returning to the situation that existed 40 years ago when this country previously had to rely on overseas trained people to fill the need for nautical personnel (and I'm one of them).

What is different now compared with that previous period is that this pool is dramatically shrinking. We are now seeing concern being expressed even by reputable shipowners about the fact that they are experiencing problems locating and retaining high quality crews to operate their ships. Owners operating high speed vessels, technologically advanced, such as LNG, vessels, passenger vessels and other high value vessels all suffer from this problem.

What can be done about this? We, and I think that I speak for most Australians, don't necessarily want a return of the Australian National Line, we really only want a level playing field to play on, or nautically speaking, a level ocean on which to float! We want and need politicians of all colours and the community in general to be aware of the importance of the maritime task. We want Australian shipowners to be subject to the same taxes etc that foreign owners are subject to. We want and need the shipping industry to receive just a small piece of the government funding that road and rail presently enjoy (100's of millions a year). We want and need the industry to be considered in the same way as the other transport modes.

Much has been talked about, most recently Messrs Morris and Sharp, both ex Ministers of Transport but from opposite sides of politics, produced a high profile, far reaching Report (*The Independent Review of Australian Shipping 2003*) that examined this problem - presumably apolitically - and made recommendations on how to reverse this situation.

But what has happened since then? It appears to have suffered the fate that most reports suffer - they get filed - and then forgotten.

Wake up Australia - or it will be too late! Don't forget - "evil things happen only when good people do nothing"

Box 372, 12 Nurlendi Rd, Vermont Vic. 3133, Australia.

SHIPS AND MEN FROM MY TIME WITH HUDDART PARKER 1956 -1959

from Capt. R. Fisher

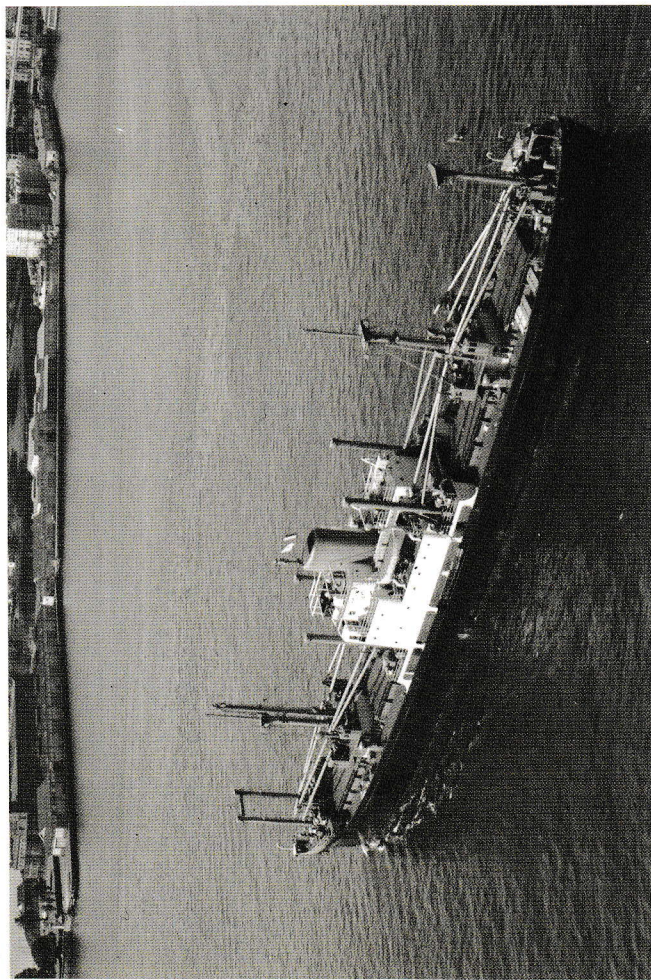
After leaving James Patrick I felt rather disillusioned with the coastal trade because the bitterness of the "G.Flag" strike still lingered. I spent six months working ashore in a job that had nothing whatsoever to do with shipping or ships. I was surprised at how little knowledge any of my workmates had about life at sea. Even today I find that very few people know there is a difference between the Royal Australian Navy and the Merchant Navy. My stock reply to the often asked question "Were you in the Royal Navy?" is "No, I was in the real Navy". Then occurred one of those brief chance meetings that can alter the course of a life. At a social function I was introduced to Mr. Roy Owen who happened to be a manager with Huddart Parker, a well known shipping Company based in Melbourne. He was most enthusiastic about his Company and explained that they had just bought some new ships and were looking for certificated officers. The upshot was that I called into the Collins Street offices and met Mr R.Searle who was what is now called a Human Resources Officer. He and his officer, Charles Debney, became good friends of mine over the years - their job being a lot less stressful than it would be today! In those days there always seemed to be time to stroll across the road for a quiet beer and a friendly chat.

I thus came to join the shipping company, Huddart Parker, and I found it to be an extremely pleasant firm to work for. The management were extremely far-sighted, indeed Huddart Parker were responsible for building the first purpose-built, fully-cellular container ship in the world **Koorunga**. They even part owned one of Australia's airlines. Yet within the next six years it's hard to believe that the business was almost totally gone.

The management took a keen interest in the ships and one of the top brass, Mr Edwards, always paid a visit when a ship was in Melbourne and was even willing to talk to the seamen's delegate.....occasionally!

One such meeting occurred while I was on **Tatana**. Mr Edwards was tackled by the delegate about the doubtful quality of the Sunday dinner chickens. Mr Edwards would have none of it. "I know that Parkers always buys the best" he said. At that moment the providore appeared "Isn't that so?" he asked rhetorically. "Well" said the providore "I must admit they are usually boilers that we buy". "Ah" said Mr Edwards "but they are the very best boilers!"

The officers of Huddart Parker were fortunate in having Captain Paul Holthe as their Marine Superintendent. Paul had been with the Company for many years and had served with distinction during the war. He fitted the description of 'Bluff Old Sea Dog' beautifully. A large man, he always wore a blue suit, rolled his own cigarettes, and had a voice like a foghorn. Even when he put his car into reverse he gave 'Three Short Blasts'. Beneath the rugged exterior he was a first-class seafarer. While I am sure that he was a good Company man, if he thought the Captain or the officers were in the right, he would back them to the hilt. I was indeed fortunate that I got on well with the old Captain and when he retired I spent many pleasant times chatting to him in his workshop where he made toys for children.



Warringa at Sydney 20th of October 1956

(Finch/Priest)

I joined the Company in June 1956 and flew to Hobart to join **Warringa** as Second Mate. **Warringa** was a motor vessel built at Burntisland, Scotland in 1955. Her gross tonnage was 2,716, her length 326 feet and she had four hatches each with two sets of derricks. She was not a good-looking ship being rather boxy but she could certainly shift cargo. The best thing about her was that she was BRAND NEW, and perhaps the next best thing about **Warringa** was the run: Melbourne-Hobart-Melbourne which was ideal for a Melbourne home porter. She left Melbourne late Friday night from 6 North wharf, swung in the Interstate Basin, with **Toorong** and **Keera** as tugs, and arrived in Hobart on Sunday afternoon. Then she left on Friday and was back in Melbourne by Sunday afternoon. Parkers were at that stage became interested in containers so we carried a few boxes and strapped pallets. The radical idea of actually putting forklifts down the holds was another novel experiment. I well remember the Marine Superintendent showing the new Talurite splice to the crew and the wharflies shaking their heads "I don't know about that Mister Mate".

The Master of **Warringa** when I joined was Richard H. Clay. Dick Clay had a colourful turn of phrase when he was among his shipmates but spoke rather slowly and carefully when in more genteel company. On one of the trips from Melbourne he had been requested to scatter the ashes of one of the Company's old Captains. The Mate didn't want to have anything to do with this, so I was deputised to organise proceedings. The ceremony was to take place at 0900 by which time we knew that the ship would be well into Bass Strait. Just before 9 am I went to the Master's cabin and told Dick that all was ready, flags flying, the crew mustered, the engineers warned etc. To my amazement, Dick said "Well you can cancel all that. I realised that I could never stand the old bugger so I flushed his ashes down the toilet". The Chief Officer, who had refused to do anything to do with the ashes, was Les Cole. Les was proud to have been brought up at Bondi Beach, and he had started going to sea as a deck boy. I asked him one day why he decided to get his tickets. He replied "I was up the mast rigging the jumbo at 6 o'clock one wet cold and windy morning in Melbourne. I had a hangover, I was cold and covered in grease. I looked down and there was the Mate in his dressing gown standing in the wheelhouse drinking his tea out of a cup and saucer and eating buttered toast. I said to myself..... that's for me!"

After a very pleasant six months on **Warringa** I was promoted to First Mate and sent to join **Woomera**. **Woomera** was a coal burner and had a much bigger crew than **Warringa**. She was a B Class steam general cargo vessel built in 1952 by Evans Deakin - gross tonnage 4,034; length 405 ft; breadth 53 ft. She was loaded with a full cargo of pig iron ingots when I joined her in Melbourne. She was a comfortable ship except that the officers' quarters were surrounded by four steam winches. This meant that when all hatches were being worked, it was like living in a noisy steel drum and almost impossible to sleep. Under the Command of Captain Arthur Noel we set sail for Fremantle. After about ten days of battling westerly gales we began to run out of water, so we were forced to put into Albany to replenish.

Shortly after returning to Sydney I was transferred to **Tatana**. **Tatana**, which I joined in June 1957, was another new ship and probably the happiest ship I ever sailed in. She was built in 1955 with a gross tonnage of 1,396 and was 222 ft. long. She was a neat, handy vessel with a sponson around the stem so that she could be swung with her stem on the wharf. She never used a tug, except on one occasion when we had to engage a Port Phillip Sea Pilot! There were two hatches for'd of the bridge, the accommodation and one hatch aft. She was actually jointly owned and run by Tasmanian Steamers - a combination of Huddart Parker and the Union Company. Parkers were in charge on the mainland and Union Co. in Tasmania. All worked very smoothly together although I remember the Captain, Derrick Howard, saying very firmly to the Union Company Manager "Now listen, Mr. Howard, we work for Parkers not the Union Company"! The run was interesting and very popular with all hands - Melbourne-Launceston - Melbourne, with 3-4 days in Melbourne, 5-6 in Launceston and 24 hours at sea. Half the crew were from Melbourne and half from Launceston. Because of the limited number of waterside workers in Launceston, night work was the exception rather than the rule. There was an additional bonus - the ship had two excellent cooks. As only half the ship's complement was around for the evening meal in port the usual menu was replaced by the welcome "What would you like for tea tonight"? How sensible! The Chief Steward was Bobby Brooks well known to ship lovers for the many excellent photographs he took.

The trip up the River Tamar to Launceston was always interesting and often exciting. The *Admiralty Sailing Directions* state that "although there are considerable magnetic anomalies in different parts of the Tamar River there is not much use for a compass in the upper reaches". Indeed for the last ten miles the depth decreases to 11 ft. (3.5 meters) and to channel widths of less than one cable. Once past the broad waters around Low Head and Beauty Point at the River entrance, (including the rock with the lovely name of Simmons Mistake,) the passage becomes winding and narrow. **Tatana's** draught was such that she relied on the tide to navigate the upper reaches. The channel passed very near the Rosevears Hotel where there was a tide gauge, so while the skipper looked at the tide height the crew looked enviously at the patrons in the pub. The instruction notes for the pilotage exemption contained some interesting snippets such as "Head for the light in the telephone box at Dilston" or "If you can see your sidelights shining on the trees you are the right distance off. Berthing at Launceston wharf was relatively simple - a long jetty with the tide running straight up and down. We were fortunate in having a Launceston local as our mud pilot. Ernie Ems had been in the local ketches before going "deep sea". Often the wheel would move just seconds before the skipper opened his mouth to give an order.

I spent ten happy months aboard **Tatana**, the last five of these as Master before being transferred to **M.V. Wanganella**. It is interesting that four out of five of the Masters who sailed in **Warringa** and **Tatana** at this time, became Port Phillip Sea Pilots.

PACIFIC INTERNATIONAL LINES

THE FLEET 1967 TO PRESENT DAY (IN CHRONOLOGICAL ORDER BY YEAR ONLY)

(continued from Vol.38, No.1, Issue 159, p.38)

from N.J. Kirby

Vessel Name	In Fleet	Year of Build/GRT
Kota Melati	1988 - 2000	1978/4229
Built by Yamanishi Zosen K.K. Ishinomaki. Yard No: 819.		
15. 11.1977: Launched as Lotte Scheel . Bent Nielsen Typehuse A/S & Mr Bent Scheel Nielsen. (Bent Scheel Nielsen). Korsor-/Dnk.		
27. 2.1978: Completed.		
1.1980: Renamed Nahoon . New Boundary Sg Co.Inc.(Grindrod,Gersigny & Co.(Pte) Ltd).Panama-/Pan.		
7.1987: Renamed African Rainbow . African Liners Ltd.(Indian Ocean Shipping Lines Inc-IOSL) Kingstown-/Vct.		
7.1988: Renamed Kota Melati .Goffland S.A. (Coldwell Ship Management (Agency) Ltd.) Kingstown-/Vct.		
4.1992: Purchased by PIL. Singapore-/Sgp.		
11.11.2000: Arrived at Alang for breaking up.		
Kota Pusaka	1988 - 1999	1973/14223
Built by Mitsubishi Heavy Industries Ltd. Shimonoseki. Yard No: 697.		
6.12.1972: Launched as Ocean Harmonia . Resource Shipping & Enterprise Co. (Liberia) Inc. (Ocean Shipping & Enterprises Ltd.) Monrovia-/Lbr.		
3.1973: Completed.		
6.1979: Converted to part container carrier at Hong Kong (Harbour buoy A-12).		
1.1984: To Smash Marine Co.Ltd.(Dalex Sg.Co.S.A.).Renamed Platytera . Limassol-/Cyp.		
5.1988: To PIL. Renamed Kota Pusaka . Singapore-/Sgp.		
18. 4.1999: Arrived at Alang for breaking up by G.K.Steel.		
Kota Angkasa	1988 - 1990	1972/3445
Refer Kota Angkasa .	1980 - 1987	
Hai Guang	1988 - 1992	1983/17098
Built by Sanoyasu Dockyard Co.Ltd. Mizushima. Yard No: 1058.		
22. 7.1983: Launched as C.C.San Francisco . CharYigh Marine (Panama) S.A. (Char Ching Marine Co.Ltd.-CC Line). Panama-/Pan.		
11.1983: Completed.		
2.1985: Renamed Promesa I . Lucifera Naviera S.A. (First Marine Service Co.Ltd.). Panama-/Pan.		
7.1986: Renamed Norasia Rebecca . For charter to Norasia Line.		
1.1987: Renamed Norasia Arabia .		
7.1988: Renamed Promesa on completion of charter.		
7.1988: To Hai Guang Shipping Ltd.(PIL). Renamed Hai Guang . Kingstown-/Vct.		
9.1992: To Seal Point Shipping Corp.(Cia.Latinoamericana de Nav.S.A.-CLAN).Renamed Sawat .Monrovia-Lbr.		
1995: Ownership to Maruba S.C.A Empresa de Nav.Maritima. Monrovia-/Lbr.		
Vessel still extant November 2003.		

Hai Hui

1988 - 1991

1984/4940

Built by K.K.Taihei Kogyo.Akitsu.Yard No: 1661.

10. 12.1983: Launched as **Wan Lie**. Wan Lie Navegacion S.A. (Cheng Lie Nav.Co.Ltd.).Panama/Pan.

3.1984: Completed.

1987: To ownership of Kuri Navegacion S.A.(Chuyo Kisen K.K.) Panama-/Pan.

6.1988: To Hai Hui Shipping Inc.(PIL). Renamed **Hai Hui**. Kingstown-/Vct.

25. 4.1991: Renamed **Kota Buana**. PIL. Singapore-/Sgp.

Vessel still extant.

Hai Ying

1988 - 1991

1983/7343

Built by Zonghua Shipyard. Shanghai. Yard No: 8201.

5.1983: Launched as **Shanghai Express**. Evergreen Investments Inc. (Express Ship Management Services Ltd.) Panama-/Pan.

12.1983: Completed.

9.1984: Renamed **Insa**.

4.1985: Renamed **Vira Bhum**.For charter to RCL.

8.1985: Renamed **Sharphu**.

9.1985: Renamed **Nanga Parbat**.

5.1986: Renamed **Insa**. Allma Shipping Inc. (Citizen Shipping Ltd). Panama-/Pan.

9.1988: Renamed **Hai**. (Ownership & flag details unknown).

12.1988: To Hai Ying Shipping Inc. (PIL). Renamed **Hai Ying**. Panama-/Pan.

4.1991: Renamed **Xin Hailong**.

5.1992: Renamed **Sino Marine**. Sino Marine Shipping Inc. (PIL). Panama-/Pan.

1996: To ownership of Tranpac Holdings Inc. (Panahon Surveys Services (Pte) Ltd.) (PIL). Panama-/Pan.

8.1998: Renamed **Sea Marine**. Tranpac Holdings Inc. (PIL). Panama-/Pan.

3.2002: Renamed **Srimongkol**. Pacific Seattran Lines. (PIL). Bangkok-/Tha.

Vessel still extant November 2003.

Sino Ocean

1988 - 1998

1985/7343

Built by Zonghua Shipyard. Shanghai. Yard No: 8202.

18. 12.1983: Launched as **Nigeria Express**. Owner unknown. (Express Ship Management Services Ltd.) Panama-/Pan.

2.1985: Completed.

2.1985: To Sinofa Shipping & Enterprises Ltd.(Manda Sg.Co.Ltd.).Renamed **Sinofa**. Monrovia-/Lbr.

12.1988: Renamed **Sino Ocean**. Sino Ocean Shipping Inc. (PIL). Kingstown-/Vct.

3.1994: Transferred to Panama flag-/Pan.

8.1996: Transferred to ownership of Tranpac Holdings Inc. (Panahon Marine Surveys Services (Pte) Ltd.) (PIL). Panama-/Pan.

9.1998: Renamed **Sea Merchant**. Tranpac Holdings Inc. (PIL). Panama-/Pan.

Vessel still extant November 2003.

Sea Glory

1988 - 1998

1977/6145

Refer **Kota Sahabat**.

1981 - 1983

Kota Petani:

1989 - 1998

1974/13687

Built by Mitsubishi Heavy Industries Ltd. Shimonoseki. Yard No: 731.

26. 11.1973: Launched as **Ocean Endurance**. Unity Enterprises & Sg.Co. (Panama) S.A. (Ocean Sg & Enterprises Ltd.) Monrovia-/Lbr.

4.1974: Completed.

4.1980: Converted to part container carrier by Mitsubishi Heavy Industries.Shimonoseki.

12. 1981: Renamed **Sea Endeavour**. Loyalty Shipping Pte Ltd. (Ocean Sg & Ent.Ltd.) Singapore-/Sgp.
1983: Ownership to Unity Enterprises & Shipping Co. (Panama) S.A. (Ocean Sg & Ent Ltd.) Panama-/Pan.
12. 1984: Renamed **Maritisa Skinitis**. Chrysovalandou Maritime Corp.S.A. (Sigma Sg Ltd.) Panama-/Pan.
1. 1989: To Kota Petani Shipping Inc.(PIL). Renamed **Kota Petani**. Kingstown-/Vct.
28. 1. 1998: Arrived at Alang for breaking up.

Kota Indah

1989 - 1976/15356

- Built by A.G.Weser Seebeckwerft. Bremerhaven. Yard No: 990.
30. 4. 1976: Launched as **Raimu**. Cie.de Navigation Mixte. Point A Pitre-/Fra.
26. 8. 1976: Delivered.
3. 1981: Renamed **Raimol**. Pulsar Shipping Corp.(Phoebus Sg Co.Ltd.). Monrovia-/Lbr.
11. 1984: Renamed **Elisa Dyo**. Eurogloss Shipping Ltd.(Sea Traders S.A.) Limassol-/Cyp.
7. 1989: To PIL. Renamed **Kota Indah**. Singapore-/Sgp.
- NB: Vessel was built with 4 x 25t cranes. At some stage in the early 1990's these were reduced to 2 and later to none. Her trunk deck was also considerably raised during one of these conversions. No details are shown in her class register.
Vessel still extant November 2003.

Kota Intan

1989 - 1976/15356

- Built by A.G. Weser Seebeckwerft. Bremerhaven. Yard No: 989.
21. 11. 1975: Launched as **Pagnol**. Cie.de Navigation Mixte. Fos-sur-Mer-/Fra.
28. 2. 1976: Delivered.
- 1978: Registry transferred to Fort-de-France-/Fra.
3. 1981: Renamed **Pagnet**. Pulsar Shipping Corp.(Phoebus Sg Co.Ltd.) Monrovia-/Lbr.
1. 1985: Renamed **Tian**. Waterleader Navigation Ltd.(Sea Traders S.A.) Limassol-/Cyp.
7. 1989: To PIL. Renamed **Kota Intan**. Singapore-/Sgp.
5. 1996: Renamed **OOCL Sendai**. For charter to OOCL.
5. 2. 1997: Renamed **Kota Intan**, on conclusion of charter.
- NB: Vessel was built with 4 x 25t cranes. At some stage in the early 1990's these were reduced to 2 and later to none. Her trunk deck was also considerably raised during one of these conversions. No details are shown in her class register. She was issued with a new tonnage certificate on 23 Jan. 1990 and it is possible that some of these changes were effected at that time.
Vessel still extant November 2003.

Kota Jade

1989 - 1976/4119

- Built by Yamamishi Zosen K.K. Ishinomaki. Yard No: 807.
5. 1976: Launched as **Zepatlantic**. Zepatlantic Shipping Inc. (Reederei Horst Zeppenfeld). Hamburg-/Deu.
29. 6. 1976: Completed as **Gulf Pioneer**. Partenreederei ms 'Gulf Pioneer'. (Reederei Horst Zeppenfeld). Hamburg-/Deu.
- 1977: Ownership reverted to Zepatlantic Shipping Inc.(Reederei Horst Zeppenfeld). Singapore-/Sgp.
5. 1978: Renamed **Zepatlantic**.
10. 1978: Renamed **Contract Mariner**.
1. 1982: Renamed **Caribe Mariner** and transferred to Panama flag-/Pan.
1983: Ownership to Oceanic Spirit S.A. (Reederei Horst Zeppenfeld). Panama-/Pan.
1984: Renamed **Makalu**.
3. 1986: Renamed **Lhotse**.
27. 9. 1989: Sold to PIL. Renamed **Kota Jade**. Singapore-/Sgp.
8. 1. 1998: Singapore register closed, vessel sold to Johan Shipping S.B.(Joo Han Shipping (Pte) Ltd.). Renamed **Johan Emerald**. Kuching-/Mys.
Vessel still extant November 2003

Kota Mesra

1989 - 1971/5705

- Built by Orenstein & Koppel A.G. Lubeck. Yard No: 684.
30. 7. 1971: Launched as **Katjana** Partenreederei ms 'Katjana'. (Peter Dohle). Hamburg-/Deu.
13. 11. 1971: Completed.
- 1980: To ownership of Katjana Shipping S.A. (Peter Dohle). Panama-/Pan.
12. 1981: Renamed **Tugela**. New Maydon Sg. Co.Inc. (Unicorn Lines (Pty) Ltd.) Panama-/Pan.
6. 1989: To Malyasia Sg. Corp.S.B. (PIL). Renamed **Kota Mesra**. Port Kelang-/Mys.
1998: Reported sold for breaking up-no further information..

Kota Molek

1989 - 1971/11294

- Built by Doxford & Sunderland S.B.& Eng.Co.Ltd. Sunderland. Yard No: 895.
14. 1. 1971: Launched as **Faethon**. Cia. Viotia de Nav.S.A. (Fafalios Ltd). Chios-/Grc.
1. 5. 1971: Completed.
11. 1987: Renamed **Lake Michigan**. Kanica Lines Inc. (Afram Lines (International) Inc.) Panama-/Pan.
1988: Transferred to Eastcross Navigation S.A. (Gleneagle Ship Management Co.Inc.) Panama-/Pan.
8. 1989: To PIL. Renamed **Kota Molek**. Singapore-/Sgp.
4. 1995: Renamed **Myohyang 3**. Korea Myohyang Shipping Co. Nampo-/Prk.
1998: Renamed **Sang Won**. Korea Yuson Shipping Co. Nampo-/Prk.
8. 2000: Reported sold to Indian breakers. No further information.



Hai Xiong

1989 - 1977/17180

- Built by Mitsubishi Heavy Industries Ltd.Nagasaki. Yard No: 1807.
28. 5. 1977: Launched as **Memnon**. Airlease International Nominees (Moorgate) Ltd. (Ocean Fleets Ltd). Liverpool-/Gbr.
8. 1977: Completed.
1. 1981: Renamed **Barber Memnon**. for operation by Barber Blue Sea Line.

(R.A. Priest)

- 1982: Transferred to Barber Menelaus Shipping Corp. (Ocean Fleets Ltd), Monrovia-/Lbr.
 1983: Transferred to the Panama flag-/Pan.
 7.1984: Renamed **Mennon**. Airlease International Nominees (Moorgate) Ltd. (Ocean Fleets Ltd) Liverpool-/Gbr.
 8.1984: Renamed **Lloyd San Francisco**, for charter to Lloyd Brasileiro.
 1.1986: Renamed **Mennon**, on completion of charter. Airlease International Nominees (Moorgate) Ltd. (Ocean Marine Ltd). Liverpool-/Gbr.
 1987: Register transferred to Douglas-/Iom.
 1988: Management reverted to Ocean Fleets Ltd.
 5. 5.1989: Delivered to Hai Xiong Shipping Inc. (PIL). Renamed **Hai Xiong**. Panama-/Pan.
 31.12.2001: Arrived at Mumbai for breaking up.

Kota Eagle 1990 – 1994 1973/6350

Built by Adelaide Ship Construction. Adelaide, Yard No: 72.

26. 5.1972: Named.
 16. 6.1972: Launched as **Cape Arnhem**. Australian Territory Liner Services Pty.Ltd. (Karlander Australia) Pty. Ltd. Sydney-/Aus.
 4.1973: Completed.
 10.10.1974: Purchased by Broken Hill Pty.Co.Ltd.
 11.1974: Renamed **Iron Arnhem**. Melbourne-/Aus.
 12.1988: To ownership of BHP Transport Ltd. Melbourne-/Aus.
 27. 9.1990: Laid up Newcastle for sale.
 12.1990: To PIL. Renamed **Kota Eagle**. Singapore-/Sgp.
 9.1994: Renamed **Hai Feng**. Hai Peng Shipping S.A. (Tropical Shipping S.A.) Kingstown-/Vct.
 Vessel believed still extant.

Harta 1990 – 1992 1986/19602

Refer **Kota Harta**. 1986 – 1990

Hasil 1990 – 1992 1986/19602

Refer **Kota Hasil** 1986 – 1990

Kota Pahlawan 1990 – 1992 1977/7354

Built by Miho Zosensho K.K. Shimizu. Yard No: 1055.

24. 6.1977: Launched as **Nimos**. China Navigation Co.Ltd.(John Swire & Sons Ltd).Hong Kong-/Hkg.
 (For charter to Compac Line).
 31. 8.1977: Completed.
 10.1979: Transferred to Brodrick Co.Ltd. (China Navigation Co.Ltd.) Hong Kong-/Hkg.
 20. 1.1982: Arrived at Yokohama for lengthening by Mitsubishi Heavy Industries Ltd.
 1987: Transferred to Storrington Ltd. (China Navigation Co.Ltd.) Hong Kong-/Gbr.
 12.1990: To PIL. Renamed **Kota Pahlawan**. Singapore-/Sgp.
 2.1992: Renamed **Sri Samut**. Pacific Seatan Lines Ltd. (PIL). Bangkok-/Tha.
 1.2001: Management to Eastern Maritime (Thailand) Ltd. (PIL).
 10.2001: Renamed **Tanto Sahabat**. P.T.Tanto Intim Line. Jakarta-/Idn.
 Vessel believed to be still extant.

Kota Panjang 1990 – 2000 1978/6216

Built by Miho Zosensho K.K. Shimizu. Yard No: 1066.

- 12.10.1977: Launched as **Strathkirm**. Taikoo Nav Co.Ltd.(China Navigation Co.Ltd.) Hong Kong-/Hkg.
 12. 1.1978: Completed.
 1978: Sold to Timber Shipping Inc. (Reederei Horst Zeppenfeld). Singapore-/Sgp.
 1.1979: Renamed **Timber Bay**.
 8.1979: Renamed **Jeddah Crown**, for charter to Camel Line.Management to Mare Schiffs.G.m.b.H. & Co.K.G.
 8.1980: Renamed **Chengtu**. China Navigation Co. Ltd. Singapore-/Sgp.
 1983: Transferred to Crusader Swire Container Service Ltd. (China Navigation Co.Ltd.).
 28. 5.1986: Control of Crusader Swire Container Service Ltd passed to P&O.
 7.1990: To PIL. Renamed **Kota Panjang**. Singapore-/Sgp.
 8.1994: Transferred to Malaysia Shipping Corp.S.B. (PIL). Port Kelang-/Mys.
 11.2000: Renamed **Salam Panjang**.
 Vessel still extant July 2003.



Kota Panjang had been Swire's **Chengtu**

Kota Rakyat 1990 – 1996 1977/10679

(R.A.Priest)

Built by VEB Schiffswerft "Neptun", Rostock. Yard No: 403.

30. 7.1976: Launched as **Ivory Tellus**. Marmando Cia.Nav.S.A. (Unimar Seetransport G.m.b.H.) Panama-/Pan.
 20.12.1976: Completed. Ownership transferred to Longan Shipping Pte. Ltd. (Aries Sg.Co.Ltd.-Unimar Seetransport G.m.b.H.).Singapore-/Sgp.
 2.1981: Renamed **Family Ivory**. Maistros Maritime Co.S.A.(Family Shipping Co.S.A.) Piraeus-/Grc.
 5.1986: Renamed **Neptuna**.
 9.1986: Renamed **Cuzzicomb Post**. Dorraance Shipping Ltd. (Wallem Shipmanagement Ltd). Monrovia-/Lbr.
 9.1988: Renamed **Unity**. Coastaltone Shipping Ltd. (Coastal Maritime Inc.) Limassol-/Cyp.
 7.1990: To PIL. Renamed **Kota Rakyat**. Singapore-/Sgp.
 5.1996: Renamed **Hermud**. Hermud Shipping Co.Ltd. (Thoreson & Co.(Bangkok) Ltd.) Bangkok-/Tha.
 1. 3.2002: Beached at Alang for demolition by Paras Steel Corp.

- Built by Shinhama Dock K.K. Anan. Yard No: 711.
 28.10.1976: Launched as **Aqaba Crown**. Strider 2 Ltd. (Sea Containers Chartering Ltd) Hamilton-/Bmu.
 11. 3.1977: Completed for charter to Camel Line.
 8.1979: Renamed **Strider Crystal**, on completion of charter.
 10.1980: Renamed **Nedlloyd Crystal**, for charter to Nedlloyd.
 1.1982: Renamed **Strider Crystal**, on completion of charter.
 1984: To management of Sea Management Services (SMS).
 12.1987: Renamed **Pearl Reefer**. Strider 2 Ltd. (EAL Ships Management Services Singapore Pte.Ltd.) Hamilton-/Bmu.
 5.1990: To PIL. Renamed **Kota Ria**. Singapore-/Sgp.
 1997: To ownership of Lian Feng Container Line Ltd.-Panama-/Pan.
 7.1997: Renamed **Da Wang Feng**. Lian Feng Container Line Ltd. (Fujian Shipping Co.) Panama-/Pan.
 2.1999: Renamed **Min Feng**. Lian Feng Container Line Ltd S.A. (Kin Hing Shipping & Enterprises Co. Ltd.) Panama-/Pan.
 3.2003: Transferred to the Hong Kong flag-/Hkg.
 7.2003: Renamed **Xing Shun**. Granding Shipping. (Fujian Shipping Co.) Hong Kong-/Hkg.
 Vessel still extant November 2003.

Sino Credit

1990 - 1996

1974/7679

- Built by Gebr.Schuerenstedt K.G. Bardenfleth/Weser. Yard No: 1363.
 22. 4.1974: Launched as **Vinland**. A/S Det Dansk-Franske D/S (E.Hahn-Petersen). Copenhagen-/Dnk.
 After launching, vessel was lengthened 20.3m by Bremer Vulkan.
 16. 9.1974: Ran Trials.
 24. 9.1974: Delivered.
 1.1977: Renamed **Maersk Tempo** for charter to A.P.Moller.
 12.1979: Reported renamed **Ida**-Swedish flag. Vessel never sailed as such & actual renaming in doubt.
 9.1979: Renamed **Maloja**. Alpina Reederei A.G.Basle-/Che.
 12.1979: Renamed **Petra Crown**.
 7.1983: Renamed **Maloja**.
 8.1986: Renamed **Maloja II**. Seafree Maritime Ltd. (Columbia Shipmanagement Ltd.) Limassol-/Cyp.
 9.1990: To Sino Credit Shipping Inc. (PIL). Renamed **Sino Credit**. Kingstown-/Vct.
 12.1995: To management of Sea United Shipping Co. (HK) Ltd. (PIL).
 8.1996: Renamed **M.Regina**. Tranpac Holdings Inc. (PIL). Kingstown-/Vct.
 1.11.2000: Arrived at Alang for breaking up.

Ning Pacific

1990 - 1990

1972/5939

- Built by Schiffbau.Ges.Unterweser A.G.Bremerhaven. Yard No: 482.
 2. 3.1972: Launched as **Ede Wittorf**. Edeship Erich Drescher K.G. Hamburg-/Deu.
 18. 5.1973: Delivered.
 5.1973: Renamed **Ede Foldenffjord**.
 4.1974: Renamed **Wadai**.
 10.1975: Renamed **Stefan Drescher**. Edeship Joachim Drescher K.G. Hamburg-/Deu.
 12.1982: Renamed **Transondo Express**.
 9.1983: Renamed **Nikiforos**. Resaka Sg.Co.S.A. (Navarone S.A.) Piraeus-/Grc.
 8.1986: Renamed **Transmariner**. Tenor Shipping Ltd. (Navarone S.A.) Limassol-/Cyp.
 4.1988: Renamed **Great Mariner**. Great Mariner Navigation S.A. (Chiu Lun Container Transportation Co. Ltd.) Panama-/Pan.
 4.1990: To Ning Pacific Shipping Inc. (PIL (Hong Kong) Ltd.) Renamed **Ning Pacific**. Kingstown-/Vct.
 6.1990: Renamed **Golden Glory**.
 1991: Transferred to Golden Glory Shipping Enterprises Inc. (PIL). Kingstown-/Vct.
 1995: To Golden Shine Shipping Co.Ltd. (Eternal Chain Sg.Ent.Ltd.) Kingstown-/Vct.
 5.1995: Renamed **Golden Shine**. Vessel believed still extant.

MARITIME MISCELLANY

Closing date for the next issue is 1 August, 2005. Please forward all contributions to R. A. Priest:

Postal address, P.O. Box 214, Blackburn, Vic. 3130. Business fax (03) 9894 1336. E-mail address - waimea@bigpond.com.au

This section has been compiled by D. Crisp, who has been assisted by and thanks L. Rex, P. Grunberg and M. Carolin (Vic), J. Freeman, J. Mathieson and P. Plowman (NSW), C. Gee (WA), I. Stevenson and C. Mackey (Qld), R. Cox (Tas), M. Pryce and A. Calvert (NZ), and D. Hazell (UK). Information has also been sourced from *TradeWinds*, *Fairplay*, *Lloyd's List*, *Ships Monthly*, *Containerisation International*, *Dynaliners*, *Journal of Commerce*, *Maritime News*, *Lloyd's List DCN*, *Asia Pacific Shipping*, the newsletters of the WA, NSW and Victorian branches of the World Ship Society, and local and national newspapers.

Australasia and South Pacific

The local cruise market continues to attract larger ships, with P&O to introduce **Dawn Princess** (77,441/97) on late October 2006 to take over the summer season cruises from Sydney that have been operated by **Pacific Princess** since 2002. The new ship will be able to carry 1,950 passengers, compared to 670 in the present vessel. **Dawn Princess**, a sister of **Adonia** (77,499/98) which visited Australia last year, will operate from Sydney to the South Pacific, New Zealand and Tasmania, and a special 4-week circumnavigation of Australia. Itineraries and fares will be published in September this year.

Notwithstanding the continuing problems with **Pacific Sky** (see *Accidents and Mishaps*) on 14 April P&O Cruises Australia announced that the series of nine seven-day cruises from Singapore, commencing in February 2006, will be increased to 33 departures and continue until October 2006.

The latest addition to the local cruise market, **Orion** (2004, p. 90) arrived in Sydney from Noumea on 2 April and berthed at the Overseas Passenger Terminal. It then made a series of harbour and coastal excursions until 9 April when it sailed for Brisbane and Cairns on its first scheduled cruise.

After considerable public and political conjecture, the Tasmanian Government has decided to retain the struggling **Spirit of Tasmania III** Devonport-Sydney service. The operation will be subsidised by \$40 million over three years after which a further review will take place. The Government determined that despite substantial operational losses the Sydney service generates valuable broader tourism and economic benefits for the state. TT Line claims a substantial increase in bookings after fares were reduced in March.

Toll NZ's The Interisland Line is in the final stages of negotiating a long-term charter of the ro-pax **Stena Challenger** (23,365/95, 1,650 passengers, 600 cars) to replace both 'The Lynx' fast ferry and the freight ro-ro **Purbeck**. The vessel is 181.6 metres LOA and will require terminal modifications in Wellington and Picton. The trouble-plagued **Aratere** (see *Accidents and Mishaps*) is to receive a NZ\$3 million drydocking to rectify recurring faults.

BHP Billiton is planning to ship up to 200,000 tonnes of mixed nickel hydroxide a year from its Ravenshorpe nickel project through Esperance to its nickel refinery in Townsville, using an owned or chartered vessel on a dedicated coastal shuttle. Unusually, the mineral will be shipped in company-owned ISO containers (to contain dust during handling); this will see Esperance Port Authority acquire a \$12 million container crane to handle an estimated 1200-1400 containers per month from 2007.

Separately maritime unions claim BHP Billiton has reneged on a deal to replace the now-demolished **Iron Carpentaria** (2004, p. 152) in coastal trades; however, **Iron Kombla** (p. 43) has been replaced by the bareboat-chartered **Lowlands Prosperity** (86,201/01, ex **Lowlands Prosperous-04**, built as **Prosperous** for Teh-Hu Cargocean Management of Hong Kong; owners Cobelfret Bulk Carriers, managers Anglo-Eastern, both Antwerp, Belgian flag). The former **Lowlands Yarra** (p. 43) has been renamed **Star Xingang**. **Karteria**, the former

Magandang Ilog (93,000/85), has been sold by Eastern Mediterranean Maritime to Chinese buyers for US\$35.5 million – more than triple the price BHP secured when it sold the capesize bulk carrier in December 2002.

Re Iron Sturt (p.43): Surveys have revealed further life-extension work is not required. The other Jebsons Australia vessel **Enterprise** (6,389/85) underwent such work at Keppel Cebu in the Philippines between mid October and late December. Jebsons, which celebrates its 75th anniversary this year, now plans to rename the local vessels in honour of the first two in its fleet: **Vignes** and **Girgnes**.

In a long-predicted shake-up of the coastal bulk trades, the Alcoa-owned **Lindesay Clark** (18,692/85) and **Portland** (23,262/88) are believed likely to be transferred from INCO Shipping (the former Intercontinental Ship Management, ISM) to ASP Ship Management (technical management/crewing) and Jebsons Australia (commercial management). A similar arrangement may apply to the bulk carriers **Ormiston** (12,985/79, CSR Shipping) and **Kowulka** (17,796/84, Gypsum Resources of Australia/Boral) if an offer by Jebsons to buy CSR Shipping is accepted. It is envisaged that in due course ASP and Jebsons will provide newbuildings as replacements for all six ships. Jebsons has a number of ships on order in Chinese yards.

Management of the self-discharging cement carrier **Goliath** (11,754/93) has moved from CSR Shipping to beneficial owner Cement Australia. Management of **Stolt Australia** has moved from the owners to ASP.

Perkins Shipping's Darwin-Dili-Singapore-Dili-Darwin service is now operated by the 247 TEU **Arafura Endeavour** (2003, p. 83, 143, 196, originally **Arkis Atlantic**; now listed as owned and managed by T-Red A/S of Svendborg) and sister ship **CEC Venture** (2,815/92, originally **Arkis Venture**, owners DMK Holdings, Hamburg, managers Clipper Elite Carriers of Copenhagen; IoM flag). The small container/cargo vessel **Gulf Cloud** (946/95) was renamed **Riverside Cloud** by Riverside Coal Transport Co Pty Ltd, Brisbane in late 2002. It was subsequently sold to Gulf Freight Pty Ltd, with management by Perkins, and renamed **Warrender** in November 2003. Perkins fleet currently also includes the landing craft **Armada Cinta** (387/89, Bumi Armada Navigation Sendirian Berhad, Kuching, Malaysian flag); **Biquele Bay** (1,064/95, see 2003, p. 143); **Caledon Bay** (197/85), **Coral Bay** (1,355/92), **Fourcroy** (486/98) and **Frances Bay** (1,550/99).

Re Karen Rambow (p. 42): NB year of completion should be 2005; this vessel has been allocated the name **ANL Yarrunga**, recalling the 1955-vintage, BHP-built bulk/general cargo ship sold in 1971. With delivery from Chinese builders not expected until August the geared, 2,456 TEU **ANL Esprit** was transferred from the AANA service to the TransTas operation to replace **ANL Progress** which delivered into its new PONL charter in mid April. In turn **ANL Esprit** was replaced by the 2,838 TEU **CMA CGM Virginia** (40,077/80, ex **APL Emerald-05** etc, controlled by the Ofer Group's SAMAMA and well familiar in Australian waters under that name).

The one-time Shell Australia charter **Simunye** (28,027/97, controlled by Unicorn of South Africa) was offered for sale in April with one-year time charter and purchase obligation. In early May it was reported sold to Samho of South Korea for US\$35 million but this deal fell through and the ship was instead acquired by Arne Blystad of Norway. Similar to the Australian flagged-and-crewed **Helix** and Silver Fern's **Kakariki**, the tanker was obtained by Shell Australia as a replacement for **Conus** in the Australia/Neighbourhood trade and was locally-crewed and Geelong-registered from April 2000. However, trading patterns changed and 19 months into the two-year charter the Australian crew was paid off in Singapore on 22 November 2001, following what was said to be a Unicorn requirement to use its own crew. Notwithstanding, the tanker continued its established run of Singapore to Port Moresby, Lae, Madang and Rabaul alternating with Singapore to Darwin, Weipa, Groot Eylandt, Gove and Dampier, under the UK flag. Thus **Simunye** never actually called at its Australian home port while registered there.

The abalone farm/processing vessel **Destiny Queen** (2002, p. 43, 186) normally located 30 nautical miles off shore in the Spencer Gulf, was sent to China last year for a four-month refit and further conversion work costing \$6 million. Upon its return in December the vessel had been reflagged from Australia to Hong Kong and all but four of 30 Australian crewmembers/operators replaced by Chinese and Ukrainian personnel. Owners The Destiny Group have since denied the Maritime Union of Australia and International Transport Workers Federation access to what has been described as a 'slave ship' illegally employing guest labour in Australian waters and so 'thumping their nose at Australian regulations, immigration, security provisions and Customs'. This lead the

South Australian Government in mid-May to intervene to close loopholes it said enabled Destiny to avoid \$6 million in taxes and compete unfairly with land-based producers.

P&O Swire Containers has replaced the chartered 2,732 TEU **Aramac** (2003, p. 39) in the NEAX service with the 2,824 TEU newbuilding **Ariake** (27,779/05, build name **Sarah Schulte**, Schulte Reederei, Hamburg; Cypriot flag). This vessel is a member of an astonishingly large class of over 50 container ships built by and on order from Hyundai Mipo in South Korea.

In the Triple A service, PIL's chartered 2,442 TEU **Kota Pahlawan** (25,499/97, ex **CMA CGM Emerald-04** etc, at one stage employed as **P&O Nedlloyd Fos** on the ANZ-Mediterranean route; Laeisz Reederei, Hamburg; Liberian flag) will replace MISC's **Bunga Teratai 3** on the Torres loop at the end of May.

Re Eagle Express (p.43): For the second time this ship has been replaced as Hapag-Lloyd's scheduled contribution to the NCA service without actually making a voyage. This time the substitution is the 1,613 TEU **Eagle 1** (18,619/95, ex **Iwato-04**, MTO Maritime SA, Miyazaki Sangyo Kaun Co Ltd, Panamanian flag) a sister to the rival NCX service's **Imari** and originally built for NYK operation. Also in NCA, **LT Power** (2004, p. 93) is finally being renamed **Ever Power** at the end of May, as mooted over 12 months ago.



MSC Federico

(R.A.Priest)

In the MSC Euro service the 3,029 TEU **MSC Carina** (42,260/86, ex **MSC Europe-03**, originally K Line's **Rainbow Bridge**; Carina Naviera SA, Panamanian flag), the 2,829 TEU **MSC Maya** (35,598/88, ex **Maersk Levant-04**, ex **MSC Jamie-02**, ex **Hanjin Seattle-98**), the 3,022 TEU **MSC Jade** (36,514/86, ex **Hanjin Yokohama-01**, Fabbian Investments, Panamanian flag) and **MSC Didem** (35,598/87, ex **Savannah-05** etc, originally **Hanjin Savannah**, Didem Naviera SA, Panamanian flag) have each been listed for one voyage. The 'new' Capricorn service so far is listed to utilise tonnage from the 'old', including **MSC Jessica**, **MSC Paola**, **MSC Lucia**, **MSC Teresa** and **MSC Federica**, all of which have served Australian trades under earlier guises. The much larger **MSC Jeanne** (2004, p. 153) was temporarily swung in to replace the ailing **MSC Denisse** (p. 50). Following a split with Pacific Marine Services partner Univan, MSC Ship Management Hong Kong Ltd has been established to take over management of some 80 company ships.

Re MSC's Far East-Australia service (p. 44): in a reversal of plans to introduce larger ships (partly blamed on Melbourne's postponement of channel deepening) **MSC Poh Lin** did not perform the expected voyage and **MSC Matilde** was withdrawn after a second, following which the previous incumbents **MSC Japan** and **MSC Alabama** returned. In the same service the Ofer Group's 4,389 TEU **Norasia Bellatrix** (50,242/02, Sitva

Marine; Zodiac Maritime Agencies, London; Liberian flag) is due to replace **Maersk Toba** for one voyage in late May. As **Hanjin Pennsylvania** (F Laeisz, Hamburg) this vessel was sold for scrap after becoming a constructive total loss following explosions and fire in containers laden with fireworks when off Sri Lanka during its maiden voyage from the Far East to Europe in November 2002. However the salvaged hull was purchased by Ofer and taken to China in July 2003 for rebuilding at a cost reported to be c.US\$50 million; this was nevertheless a considerable saving over a new ship and enabled Ofer to return it to lucrative charter service in April 2004.

Re NGPL changes (p. 45-46): Two of the three additional ships chartered in to take over the main NGPL service were changed from those originally indicated, although they are sisters of those advised. The fleet now comprises the 1,308 TEU **Chengtu** (ex **Thor Nexus**) and the 869 TEU pair **Chekkiang** (14,118/99, ex **HSB Sentosa-05**, Tristun Investments; SSC Ship Management; Singapore flag) and **Changsha** (14,118/99, ex **Clipper Sterling-05**, ex **VOC Sterling-04**, ex **Clipper Sterling-00**, Clipper Sterling Shipping; Dockendale Shippings, mgrs; Bahamas flag).



Oceanica Chief

(D.Crisp)

The lengthened **Kiribati Chief** returned to CCS service in Melbourne on 9 April. Dimensions are now 10,357 GT, 13,763 DWT, 158 metres LOA, 876 TEU. Three new 60t capacity cranes have been fitted. **Papuan Chief** is due back from China in late June. **Oceanica Chief** (p. 46) arrived in Melbourne for its first northbound CCS sailing on 15 May.

Swire affiliate Consort Express Line has added the PNG-flagged **Morobe Coast** (2,298/88) to its Queensland-PNG service.

Re **Qi Yun He** (p. 43): This ship remained on Cosco's NZ-East Asia service after all, with sistership **Song Yun He** (16,737/98, some years ago employed on the CNAU/SAS service) introduced to NCX/AU3 instead after a further voyage by **Yang Jiang He**. Another former regular of the 1,432 TEU class, **Jin Yun He** (16,737/00) is due to replace the 1,702 TEU **Teng Yun He** in the CNAU/SAS service. Shanghai has been substituted for Chiwan on the NZ-East Asia service, while Xingang has replaced Dalian on the NCX/Aus service. Cosco is taking delivery of three 2,700 TEU containerships, named **Cosco Brisbane**, **Cosco Sydney** (launch name as **Frisia Leipzig**) and **Cosco Melbourne** (launch name **Frisia Kopenhagen**), long-term-chartered from German managing owners Maritime and Hartmann, and built by Blohm & Voss of Hamburg and Thyssen Nordseewerke of Emden. They are not currently scheduled for imminent entry to local trades; however it is understood **Cosco**

Sydney may make a one-off visit to its namesake port in October, when Cosco's Australian agent Five Star Shipping celebrates its 25th anniversary and that of the first regular China-Australia container services. Meanwhile, not to be outdone, China Shipping Container Line took delivery of the 4,253 TEU **CSCL Sydney** in mid-April, built by Samsung for Seaplan International for long-term charter.

The P&O Nedlloyd/NYK joint NZAX service (NZ/SE Asia) has resumed northbound Australian calls, made possible by the re-introduction of a fifth ship. In mid-April the 3,430 TEU **P&O Nedlloyd Olinda** (37,113/00, build name **Santa Carlotta**, Claus-Peter Offen, Hamburg, Liberian flag) was introduced for two round voyages and will be replaced in mid-June by the 2,556 TEU **P&O Nedlloyd Susana** (26,833/04, build name **Rio Taku**, Rio Taku Shipping, Hamburg, Blue Star Rederei, managers; Liberian flag) a sister to three of the current NZAX ships (the fifth is the NYK veteran **Provider**). The new, extended port rotation is Singapore, Melbourne, Tauranga, Lyttelton, Port Chalmers, Port Botany, Brisbane, Singapore – which partly shadows that of the heavily revised MSC Capricorn service (p. 44).

The ANZ-WCNA VSA's restoration of fixed-day-weekly services (p. 44) proved operationally problematic and at one stage in late March five ships called Melbourne in less than a week. This also contributed to the unusual sight of four Hamburg Sud-operated ships simultaneously berthed in Swanson Dock, these being the **Cap Agular** (on the new Aussea Express service), **Cap Sunion** (replacing **Cap Reinga**, which after discharge, loaded empty containers for China before redeployment within the Hamburg Sud network) and **Columbus New Zealand** (making the weekly ANZ Alliance Eastabout call). Meanwhile the VSA's veteran 1,548 TEU **P&O Nedlloyd Los Angeles** (30,175/80) was replaced in the PSW string by the PNW loop's **Columbus Waikato**, which was in turn replaced by the 2,064 TEU **P&O Nedlloyd Horizon** (23,896/97, ex **Westerens-05**, ex **ANL Addax-03** etc; Westerens Shipping; Schiffahrtskantor Rendsburg, Liberian flag). The 25-yo **P&O Nedlloyd Los Angeles** finished in Melbourne at the end of April and then loaded empties for Laem Chabang. It was due to have its gantry removed in Singapore at a drydocking for life-extension work (expected to enable another five years' service) before moving to a Thailand-Sri Lanka-India run.

Re **Caledonie Express** (p.45): This ship was formerly named **Pac Sunda** and it is a sistership to Neptune Shipping's **Capitaine Wallis** (2003, p. 88). It entered Sofrana service a month earlier than expected, sailing from Melbourne on 15 April. Neptune's former **Capitaine La Perouse** (2003, p. 43) was sold to Al-Abdeen Investments of Sharjah, UAE, with management by SeaCare Pakistan. It now trades as **Two Rivers II** under the Barbados flag. Following its fill-in voyages on charter to the Australia-New Caledonia VSA (p. 45) **Capitaine Fearn** is making a number of voyages in Reef Shipping's NZ-Niue/Cook Islands service while **Southern Express** (2,800/86) is drydocked; the latter was chartered to Sofrana for one voyage Tauranga-Lihir in early April. **ITAC Express** (see below) and **Southern Tiare** (2004, p. 101) undertook successive voyages in Neptune's Australia-Nauru service.

The Sofrana WestPac service **Sofrana Kermadec** (2004, p.209) completed its sub-charter and reverted to **Romny** in Brisbane about 14 April. It then loaded lead sulfate in Risdon for Huangpu, China and proceeded to drydock and is due to trade on the open market until December when it will join several sisterships already on charter to Spliethoff for Australian services. The replacement in WestPac is yet another of the class, **Socol 6** (6,030/92), remarkably the only Russian-owned member of the 30-strong P/L type hitherto never to have been renamed. Owners are Socol-6 Shipping of Limassol, managers Eko Shipping of Odessa and flag Panama. This vessel renamed **Sofrana Kermadec** in Shanghai in early May and proceeded to Thailand to load pipes for Melbourne, sailing southbound via Singapore to Dampier on a Westlink charter.

Re **Southern Moana** (2004, p. 157-158, 214): This vessel was reported by some sources as reverting to its build name **Beluga Advertising** while under repair in China but by 25 April had resumed its former PDL/Reef service from Auckland under the name **Southern Moana**. This resulted in the handing back of the chartered **Thor Marie** and **CEC Blue** (2004, p. 209). Meanwhile, in early April **Southern Moana** was reported sold to Italian owners for US\$9.5 million. The buyer is believed to be Cafiservice S.p.a. of Naples, which is also the new owner of sistership **Southern Cross** (4,410/99, originally ex **Beluga Impression**) which was re-flagged from Antigua & Barbuda to Italy and renamed from **Southern Cross II** during drydocking at Devonport, Auckland in mid-March.

Thor Marie quickly found new employment and was introduced by Pacific Forum Line as **Forum Pacific** to its Auckland-Cook Island service at the end of April. **Forum Raratonga** was simultaneously switched to an Auckland, Suva, Apia, Pago Pago, Nuku'alofa rotation.

Schoeller Holdings has sold six Cape D-class vessels, five of which are currently or were previously employed on the Project Asia Service (2004, p. 43, 100) to Hamburg-based South American Roberto Echevarria's HSC Schiffahrts. The ships concerned are **Cape Darnley** (new owner San Pedro Shipping Ltd, Bremen), **Cape Delgado** (San Fernando Shipping), **Cape Delfaro** (San Jose Shipping), **Cape Donington** (San Raphael Shipping), **CCNI Magallanes** (ex **Cape Dyer-04**, San Antonio Shipping) and **CCNI Antartico** (ex **CSAV Genoa-04**, ex **Cape Dorchester-03**, San Vicente Shipping). All remain Majuro-registered but are now managed by Ganymed Schiffahrts of Bremen. Of the ten vessels of this class ordered in China three remain in Schoeller hands – **CCNI Shanghai** (ex **Cape Don-04**), **CCNI Hong Kong** (ex **Cape Denison-04**) and **Golden Isle** (ex **Cape Darby-04**) – while the first, launched as **Cape Delgado**, was sold while under construction to Rickmers Linie and completed to revised specifications as **Rickmers Tokyo**.

The latest Wilhelmsen PCTC, the Mitsubishi-built **Toledo** (61,321/05) was officially named in Sydney on 21 April. In order to make the ceremony date the ship bypassed Fremantle and Melbourne with ro-ro cargo for those ports transhipped in Sydney onto the westbound **Tampa**. Proving that it's not just containers that are regularly transhipped these days, almost simultaneously Sydney/Brisbane ro-ro cargo on the westbound **Tampere** was transhipped in Melbourne to the eastbound **Turandot**.



(D.Crisp)

Stolt has been introducing new tonnage to SNAPS (Stolt-NYK Asia Pacific Service) which provides four sailings per month (one from Japan/Korea and three from Singapore/Malaysia) into east and west coast Australia and New Zealand. **Stolt Magnolia**, **Stolt Sunrise** and the time-chartered **Perla** and **Cristal** have been withdrawn, while three newbuildings have so far been introduced: **Stolt Orchid** (5,376/03, Golden Shield Lines, Yokohama); **Stolt Violet** (5,376/04, Fast Shipping SA, Busan) and **Stolt Rindo** (6,944/05, Fast Shipping SA, Busan). The first two are managed by Dongkuk Marine Co of Busan and the third by Stolt-Nielsen Transportation of Singapore and all three fly the Panamanian flag. These join **Stolt Azami**, **Stolt Botan**, **Stolt Kikyo** and **Stolt Suisen** introduced in 1997/98, and **Stolt Lily** (1989). Re Botany Bay Shipping Group (p. 43): Stolt no longer has an involvement with this Sydney-based company.

The major Japanese liner operators have sold a number of car carriers to Chinese owners and these are now appearing on Australian trades, apparently employed by the former owners. Visitors so far include **Chang Fa Kou** (27,267/85, formerly the NYK-controlled **Pacific Aries**) under ownership of the new joint venture NYKOS Car Carriers Co Ltd of Guangzhou and China Shipping's **Zhong Hai Gao Su** (33,131/85, formerly K Line's **Emerald Highway**). The latter's sistership **Diamond Highway** is now **Dong Fang Gao Su**.

The implementation of IMO rules restricting single-hull tankers to certain cargoes and trading areas is forcing many owners to dispose of non-compliant tonnage, with many leading companies moving to all double-hulled fleets. Teekay, one of the biggest suppliers to major oil companies and with up to a dozen ships in Australian waters at any time (beyond its locally-flagged fleet) is taking delivery of two series of new Aframax tankers from South Korean yards. In conjunction with this programme no less than three of the existing fleet were simultaneously handed over to new owners in Melbourne during the week of 7-11 March: **Palmstar Poppy** (57,450/90) and **Teekay Spirit** (57,450/91) were sold to Greece's Dynamcom group and renamed **Poppy** and **Spirit II** respectively, while **Sentosa Spirit** was acquired by Phoenix Energy Navigation, also of Greece, but has been chartered back to Teekay for 12 months.

As speculated (2004, p. 101, 154) **Southern Gold** was not sold for demolition but has emerged as **Alken Papua** under the Indonesian flag with owners Alken Abadi of Surabaya. In December 2004 it was reported trading between Jakarta and Samarinda.

More unexpectedly **Southern Motu** (2004, p. 101, originally **John Burke**) re-appeared in New Zealand waters in late December under the name **ITAC Express**. Although out of class when granted dispensation to sail in April 2004 from NZ for scrapping, the vessel reached PNG before a 'sale' to ITAC Express Pty Ltd of Australia, a subsidiary of Tradex Pacific, understood to be associated with former owner Reef Shipping of Auckland (and owner of the ill-fated **Global Island** – see Accidents and Mishaps). Its NZ registry was closed on 17 May 2004 and the vessel was transferred to the Cambodian flag, registered at Phnom Penh, classified by the 'International Register of Shipping'. The ship came to the attention of Port State Control at Korsakov (South Sakhalin Island, Russia) on 18 October where it was found to have 11 deficiencies including ISM & SOLAS. **ITAC Express** subsequently arrived at New Plymouth on 22 December from Muara Port, Brunei, to discharge pallets of drilling chemicals loaded at that port and drilling equipment loaded in Vietnam. In New Plymouth it was twice detained by the Maritime Safety Authority with a considerable list of deficiencies, including expired certificates, lifeboat and rudder faults, and deck, ramp and equipment corrosion, before sailing on 24 December for Auckland where, however, it didn't arrive until 22 January. The ship has a full Russian crew and black hull on which 'ITAC SHIPPING' is painted; the funnels are now red with black tops and 'ITAC' in white. After performing an Adelaide-Tauranga voyage with machinery in early March, in mid April **ITAC Express** substituted for **Capitaine Fearn** for one voyage on Neptune Shipping's Australia-Nauru service while the latter was on charter to the New Caledonia VSA (p. 45 and see above). It was later reported in Cairns, en route to Singapore.

The Maersk Sealand peak fruit season 'extra loader' programme for NZ was this year combined with scheduled drydockings for the four 'N' class ships that maintain the NZ-SE Asia shuttle and utilised the 2,732 TEU sisterships **Maersk Plymouth** and **Maersk Pelepas** (both 32,322/00). Both were earlier employed on MSL's Oceania/Americas service and in the interim the latter has operated as **Safmarine Ibhayi**.

Tasman Orient Line employed the 962 TEU **Marissa Green** (11,894/00) for one South East Asia service northbound voyage to cover the drydocking of **Tasman Mariner** in January. Upon completion of drydocking the latter was swung into in the East Asia service to cover the emergency drydocking of **Tasman Endeavour**, which struck a wharf in Ho Chi Minh City (see Accidents and Mishaps). The company added Noumea calls to its South East Asia service in early May.

The former Pacifica-operated vessel **Spirit of Vision** (4,285/83) has been renamed **Iron Butterfly** under the Marshall Islands flag. The geared containership **Perseus** (10,868/90), believed to be owned by interests associated with Dennis Gallagher (p. 45) has been sold to Middle Eastern buyers and renamed **Dubai World** under the Panamanian flag. The one-time **Melbourne Trader** (now 14,406/75) has been renamed **RoRo Gothica** under the Maltese flag; the former **TranzTas Trader**, latterly **Orient Aishwarya**, is now **Phu Tan** under the Vietnamese flag. The former **Tasman Campaigner** (13,911/85) is now **Bei Lun Hai 7** under the Chinese flag.

The one-time NZSC **Fetu Moana** (2,029/66) has been sold to Bangladeshi breakers as **Star 4** under the Mongolian flag. The former Nor-West Shipping charter **Sina** (3,236/90), latterly **Skagerak**, has been renamed **Iran Jahanara** under the Iranian flag. The former South Pacific LPG tanker **Helen** (2,277/79) has been sold to Bangladeshi shipbreakers as **Elena** under the Tuvalu flag and arrived Chittagong 13 November 2004.

NZ coal miner Solid Energy is finalising a decision to build two or three 120-130-metre 'deck ships' of up to 12,000 tonnes capacity for operation between the shallow west coast ports of Greymouth and Westport and Australia, as well as backing up rail transport by ferrying coal to Lyttelton. The vessels would be built in China at a likely cost of NZ\$1-15 million each.

On 5 November the Splithoff-controlled heavy lift ship vessel **Happy River** (10,990/97) arrived at Port Kembla from Malaysia with a 34.4-metre barge aboard, on which a wave energy generation plant was subsequently installed. In late April the completed unit was due to be moored off The Five Islands at the entrance to Port Kembla to harness wave action to generate electric power as an experiment into the viability of such a source of energy.

Three 'cold boxes' arrived in Darwin Harbour on 17 March onboard the ro-ro/heavy lift vessel **Thor Scan** (7,591/82). These large housings contained key equipment for the gas liquefaction process at the Darwin LNG facility and were transferred from the vessel by stern ramp to the landing barge **Sealink Pacific 381** at Fort Hill Wharf, using self propelled multi-axle transporters, over a four-day period. At the end of March, the landing barge was towed to Wickham Point where the boxes were off-loaded for installation on foundations at the LNG facility. Each box has a specific function and weighed 582 tonnes, 483 tonnes and 188 tonnes, respectively. They were constructed in Sagunto, Spain.

The first of two giant Pre-Assembled Modules for Alcan Gove's \$2 billion n G3 alumina refinery expansion arrived in Nhulunbuy from Thailand on the barge **Sea Baron** on 20 May and was unloaded across a specially constructed berth. The second PAM - a 160-tonne lime silo - was due to be loaded onto the **Steel Trader** (details unknown) in Darwin to arrive in Gove on 22 May.

Accidents and Mishaps

On 14 May an Australian seafarer fell overboard from the Teekay Marine product tanker **Barrington** (21,718/89) off Bowen, Queensland. The man was found alive but exhausted after more than 14 hours in the sea, 25 miles offshore by fishing vessel **New Dawn**, which called in a Queensland Rescue helicopter. The 41-year-old integrated rating had gone off watch on Saturday, but failed to show for his next watch period on Sunday. The tanker was searched twice by the crew before the vessel was turned around and the Maritime Rescue Control Centre alerted. A crewman on the rescue helicopter said the seafarer could not recall how he got into the water and was dressed only in boxer shorts.

Cook Strait ferries have been in the spotlight again following a new series of incidents. On the night of 2 May a man was killed and a woman badly injured after their 10-metre launch was involved in a collision with Strait Shipping's **Santa Regina** (13,358/85, trading name **BlueBridge**) in Queen Charlotte Sound during a voyage from Picton to Wellington. The vessel was already being investigated by the MSA after it allegedly went off course while entering Wellington Harbour on 14 April; this was reportedly the tenth investigation since it first arrived in Wellington on 23 December 2002. Previous investigations included two engine failures, two power blackouts, a mechanical breakdown and a close encounter with a container ship.

Santa Regina has some way to go, however, to match the blighted **Aratere** (12,596/98) which has undergone 45 investigations since entering service in 1998. In the latest incidents, on 8 May the vessel was withdrawn for two sailings after an unspecified 'minor technical fault' and is under investigation for a 'near miss' with the chemical tanker **Bow de Jin** in early April. Far more seriously, in February **Aratere** was detained by the MSA for two days at Picton and banned from carrying passengers for a month after a rudder failure saw the ship apparently sail in circles while entering Wellington.

amwhile on 24 April the recently-refitted **Arahura** (13,621/83) suffered a major mechanical breakdown while crossing Cook Strait, which left the vessel, carrying 670 passengers, adrift in six metre-high swells and 100 kmh winds for several hours before the engines were restarted, and it reached Picton nearly three hours late.

The spate of problems caused the MSA to introduce new regulations requiring all ferries to carry extra crew on the bridge and in the engine room in certain areas and conditions. The MSA will also step up both its announced and spot check inspections of ferries and conduct a wider review of Cook Strait ferry operations and safety issues. This may recommend a designated shipping lane in the Marlborough Sounds for ferries to use since several of the 'significant events' have involved near misses in these waters.

On 2 May a loading book at GrainCorp's Bulk Grain 3 berth in Geelong collapsed across the deck and into the No. 2 hold of the woodchip carrier **Daino Robin** (39,560/96) due to either the parting of a wire of the failure of a boom brake. No-one was injured in the incident at 1840 hrs and damage was minor; after removal of the boom by shore crane the following day the vessel was able to leave. Cargo loading had almost been completed at the time of the incident. The vessel was loading 42,000 tonnes of radiata pine woodchip for the Japanese trading house Sojitz.

On 28 April the Panamanian-flagged ro-ro **Santa Emma** (4,092/69, originally Union SS Co's **Maheno**) broke its moorings, struck a wharf and ran aground at Cape Tormentine, New Brunswick, Canada. The vessel had arrived in port from Piraeus in January 2004 to load a cargo of peat moss but was laid up after Transport Canada detained it with structural defects, faulty navigation and firefighting equipment, a deficient general alarm, headline deficiencies and defective fuel tanks. Subsequently the crew abandoned the ship, which was placed under arrest in August 2004. **Santa Emma** was listed by Canada as classed by Rina, flagged in Panama and owned by Princeton Shipping, but the IMO's Equasis database has an update in December 2004, showing the name changed to **Santa** and ownership by Rikan Shipping of Liberia. Efforts to track down the current owners have been unsuccessful. Refloating was expected on 23 May.

On 28 April **Contship Rome** (26,131/98) suffered engine trouble while departing Melbourne and consequently spent almost four days anchored off Port Phillip Heads after on 28 April. After the embarkation of an engineer and spares repairs were effected and the ship finally sailed for Adelaide at 2100 on 1 May.

At around 2220 hrs on 9 April a container crane struck the forward signal mast of **OOCL Fair** (2004, p. 94) at Melbourne's West Swanson Dock causing the vessel to be detained by AMSA pending repairs. It was finally permitted to continue its voyage to Sydney at 2145 on 11 April.

On 3 April the ro-ro **Jasmine Ace** (5,954/95, ex **RORO Hidaka-95**, ex **Yutoku Maru-04**, Hong Kong flag) made what is believed to be the first call by a car carrier to Newcastle, under unusual circumstances. While off the NSW coast during a voyage from Sydney to Japan the Master and engineer were attacked by a crew member who apparently needed psychiatric help, causing them injuries requiring hospital treatment. Police boarded the vessel off the coast and the ship then headed for Newcastle, where the two injured officers were treated and allowed to leave with the ship when it resumed its voyage to Japan the next day.

On 23 March very bad weather disrupted movements in and out of Newcastle for almost 24 hours. Eighteen of the twenty ships waiting off-shore weighed anchor and moved out to the continental shelf to drift until conditions improved. Wave heights up to 11 metres were recorded at the outer wave rider buoy at the harbour entrance, and 9.2 metres at the inner buoy before it broke adrift and finished up on Stockton Beach. Inside the port the crane barge **Titan** was blown off its berth at the Snakepit and grounded on the bottom of the slipway. On 24 March the Westpac rescue helicopter conducted two medivacs from ships at anchor, **China Steel Growth** (90,051/02) and **Ocean Pride** (37,847/97), both involving seamen with hand injuries.

On 15 March P&O Cruises' **Pacific Sky** broke down again, this time off the Isle of Pines, having departed Brisbane on 12 March on a 12-night cruise. The vessel limped back to Noumea on one engine, from where 1,310 passengers were flown home the following day, before slow-steaming to Brisbane for assessment, arriving 23 March. Initially, only a 9-night cruise scheduled to depart on 24 March was cancelled, but P&O was then forced to bring forward a scheduled drydocking at Forgas Cairncross and withdraw the ship for major gearbox and engine repairs for two months, until 4 June. Subsequently another two cruises were cancelled.

On 14 March the Panamanian-flagged bulk carrier **Mastrogioris B** (39,740/91, Mastrogioris B SA; V Bulkers, Piraeus) arrived to load 30,000 tonnes of wheat at Newcastle's silo wharf, No 3 West Basin but the following day was boarded by the Sheriff and placed under arrest for debts owed overseas. The vessel was then moved to the Channel Berth before returning after the arrest was lifted on 19 March. However, an infestation of rats was then discovered in the holds, so wheat already loaded had to be removed to enable fumigation to take place. The Maritime Union of Australia then became involved on behalf of the mostly Ukrainian crew, whose living conditions and wages were said to be unsatisfactory. The ship finally sailed on 11 April.

On 1 March **Tethoro III** (154/66) a former trawler converted into a coaster and owned by Sarl Tuna Peche in New Caledonia, suffered main engine trouble in the area of Lifou at about 1600 hrs and started to drift. The tanker **Konemu** (746/90, Société Calédonienne de Transport Pétrolier) en route from Vanuatu to New Caledonia, unsuccessfully attempted to assist the coaster and both vessels then ran aground on neighbouring reefs. Water ingress was reported in the engine room of the tanker, raising fears of possible pollution in the area. On 5 March **Tethoro III** was re-floated and towed to Nouméa; the tanker was freed several days later with the assistance of the tug **Tamanou** (258/98, SORECAL, New Caledonia) and towed to Tadine on Maré Island for a hull inspection.

On 1 January TOL's **Tasman Endeavour** (18451/94) struck the wharf while berthing under pilotage at Ho Chi Minh Container Terminal. The ship was forced to take evasive action to avoid contact with two barges and in doing so hit a mooring buoy and caused minor damage to the propeller and wharf. An emergency drydocking was undertaken in Singapore and the ship resumed service on 25 January, sailing for Suva.

Re Victorian Reliance (2004, p. 213): the ship was released from Newcastle's floating dock on 24 December to make way for the bi-annual docking of **Searoad Mersey**. **Victorian Reliance** consequently moved to Sydney for further repairs at ADI Garden and at White Bay, before departing for Burnie on 1 January to resume Bass Strait service. However, rudder repairs could not be completed in time and so the ship sailed with one rudder, necessitating tug assistance in Burnie and Melbourne. **Victorian Reliance** re-entered the Captain Cook drydock at ADI Garden Island on 26 March and spent Easter having the starboard rudder re-placed, before returning to Melbourne-Burnie service on 2 April.

Re Palmyra (2004, p. 213): the ship was laid up at Webb Dock West with eight \$2.5 million Baslink converter-transformers still on board. In December a replacement rudder – believed to have come from Beluga Shipping's **Southern Moana**, under repair in China – was fitted in-water and the ship sailed for its original destination, Bell Bay before Christmas. Subsequently it was discovered that at least half of the 200-tonne units had been damaged while the vessel wallowed rudderless in the Great Australian Bight and would have to be shipped back to Germany for repair. The accident has delayed completion of the Baslink project by up to 12 months.

On 23 December the Manly ferry **Collaroy** suffered a complete engine breakdown when approaching Circular Quay at 1150 hrs, and had to drop its anchor for ten minutes until the engine was re-started. It was taken out of service immediately afterwards.

On 15 December the Thai flagged **Thor Nectar** (2004, p. 209) arrived off Newcastle with nine containers hanging over the side. The ship was berthed safely and a shore crane used to reset the containers in position, after which the vessel was able to load her intended cargo of ammonium nitrate for PNG. The vessel cleared Newcastle on 19 December.

On 7 December the limestone carrier **Acolade II** (6,310/81) grounded on a sandy bottom while approaching Farquhar Jetty when arriving in ballast to load. Salvage services were reportedly rendered under Lloyd's Open Form, dated 8 December by United Salvage and the vessel refloated and resumed service soon afterwards.

On 29 November at Forges shipyard at Tomago, the new 41-metre catamaran-hulled luxury cruise vessel **Seafaris**, built at a cost of \$15 million, became stuck on the slipway during its side-launching ceremony. It is believed to have been successfully launched the following day, and then moved to Queensland in late December for internal fitting out prior to operating luxury cruises in the Great Barrier Reef area.

At 1500 hrs 18 November the 220-passenger aluminium catamaran ferry **Tiger III**, carrying 59 passengers and three crew, ran aground on rocks below the lighthouse at Cape Brett at the southern entrance to the North Island's Bay of Islands, due to high winds and port engine failure. All on board were rescued with no injuries. Tourists had to be helicoptered off the remote Cape Brett headland, north of Auckland, because rescuers were unable to refloat the badly damaged ferry, which was later abandoned by owners Fullers Bay of Plenty Ltd as a CTL. The wreck was battered by high winds and heavy seas, grinding on the rocks causing it to sink further with only the upper passenger decks above water. By January New Zealand Diving and Salvage had cut the wreck into several pieces, removing the superstructure before a barge lifted the hull off the rocks which were jutting up through it.

An investigation by NZ's Maritime Safety Authority has found poor welding during repairs some years earlier was responsible for the loss of **Southern Tiare**'s rudder on 4 June last year (2004, p. 158). The MSA said the loss was due to poor weld fusion and consequent penetration by sea water.

The implosion last March aboard the chemical tanker **Perla** (2004, p. 104) while loading methanol at Port Taranaki may have been caused by a malfunctioning cargo tank pressure valve, according to report circulated by Singapore's Maritime and Port Authority, the ship's flag state. The circular said the malfunction may have caused excessive pressure build up in the cargo tank beyond the set limit as the cargo was loaded. The excessive pressure coupled with localized defective welding caused the centre bulkhead to give way and to deflect towards the adjacent centre tank, the MPA said. It added that the damage to the centre bulkhead exerted a strong downward pull on the main deck, causing the main deck to tear downwards. The damage to the centre bulkhead also exerted a strong upward pull on the tank top causing the tank top to tear open at two places, the circular said. Although there were no injuries or pollution the ship had to undergo major repairs including the renewal of a substantial amount of steel plating. At the time of the accident **Perla** was about to be acquired by the Eitzen Group of Norway for a reported price of US\$10 million; it was subsequently renamed **Sichem Pearl**.

Ferries, Fishing and Harbour Craft

After several months of additional sea trials and work to improve steering performance in heavy weather the revolutionary **Auto Express** 127 trimaran **Benchijigua Express** (2004, p. 211) was handed over to owners Fred Olsen SA on 13 April in Fremantle. It then sailed for Tenerife, Canary Islands via Cape Town, arriving at 2300 hrs local time on 28 April, accomplishing the 9,250-mile journey in 15 days at an average speed of 25 knots. During the voyage very heavy weather was encountered, including 8-metre swells, but the vessel was able to pass all necessary surveys unchallenged and enter service as scheduled at 0700 hrs on 2 May between Los Cristianos (Tenerife) and San Sebastian de la Gomera/Santa Cruz de la Palma. On the first day of operation **Benchijigua Express** carried 5,453 passengers, 851 cars and 1,250 lancettes of cargo at speeds of 38-40 knots. Austal says the additional developmental work, undertaken with the co-operation of the customer, has led it to seek operability certification for the trimaran beyond the normal 4-metre wave-height limitations.

Incat has chartered the 98-metre **Evolution 108 Normandie Express** (Incat 057, 6,581/00, ex **The Lynx-04**, ex **Incat Tasmania-00**) to Brittany Ferries for English Channel service from mid-March to mid-November. The vessel left Hobart on 22 January on its delivery voyage to Roscoff, carrying a large consignment of aid cargo for discharge at Jakarta for tsunami victims. The aid project was a joint effort by Brittany Ferries, Incat, the Tasmanian Government and AusAID with donations from the state government, companies and individuals including 80 pallets of bottled drinking water, 320 large (including multi-roomed) tents with accommodation for up to 2,500 people, several donated 4WD vehicles including a fire truck, 40 sewage treatment systems, medical supplies, bedding items, baby food and other non-perishable food items. The entire shipment was delivered directly into Banda Aceh. **Normandie Express** also returned to France the stricken yacht **Sill et Veolia** which in December last year was forced to withdraw from the Vendée Globe solo round-the-world race after suffering keel damage. **Normandie Express** entered service on 15 March in Portsmouth, operating to Cherbourg and Caen, and was at that time the twelfth Incat operating in waters around the British Isles.

Incat 046 made its last commercial sailings across Cook Strait as **'The Lynx'** on 17 April and after de-storing sailed from Wellington the following day for re-delivery to owners Record Investments (Allico) at Newcastle, where it arrived on 20 April for drydocking and survey. It then sailed for the Caribbean via NZ, replacing time-

chartered **The Cat** (Incat 059) which returned to its normal service in eastern Canada. **Incat 046** is on charter to the Port Authority of Trinidad and Tobago, operating between those islands, from 20 May.

Amongst other Incat vessels: **Hoverspeed Great Britain** (Incat 025, 3,003/90) was renamed **Emeraude GB** for a charter to Emeraude Lines' Channel Islands services, before being replaced by **Emeraude France** (Incat 026, ex **Hoverspeed France** etc). 025 was then refitted in Croatia before taking up service for Aegean Speed Lines, a joint venture between Sea Containers and the Evgenides Group, between Piraeus and the western Cyclades as **SpeedRunner 1. Seacat Isle of Man** (Incat 023, 3012/90, originally **SeaCat Tasmania**) is now **Sea Express 1. Seacat Scotland** (Incat 028, 3,003/91) is now **Zara Jet. Eleanora** (Incat 034, 3,989/94, originally the infamous **Condor 11**) has been renamed **Jetlink Express. Diamant** (Incat 041, 4,305/96, originally **Holyman Express**) has been renamed **Seacat Diamant. Catalonia** (Incat 047, 5,902/98) has been renamed **Express. Bentayga Express** (Incat 053, 6,344/99) has been renamed **Bencomo Express**.

Bay Ferries, owner of **The Cat** (see above) and former owners of **Incat 046**, has secured a 12-month contract to manage and operate the Austal-built **Spirit of Ontario 1** (2004, p. 49) on behalf of new owners the City of Rochester. The city council bought the ferry following the collapse of previous owners Canadian American Transport Systems with the intention of resuming fast freight and passenger services across Lake Ontario between Toronto and Rochester.

The Manly ferry **Freshwater** (1,184/82) departed Sydney on 26 April for Brisbane to undergo a controversial refit, the first time this has been done interstate.

The Sydney 'Supercat' **Mary McKillop** now has a dark green hull and white upperworks, separated by a narrow dark green band, the new Sydney Ferries Corporation colours. This means the inner harbour rivercat style vessels now carry three different colour schemes - the others are the original yellow and white of the 'Rivercats', the blue and white 'bus' colours applied to the other 'Supercats', two 'Rivercats' and the two 'Harbourcats'.

The 50-metre adventure cruise yacht **True North** has entered service in northern Australia for North Star Cruises Australia, following completion by Austal Ships. The 36-passenger vessel replaces an earlier, 34-metre, 1999-built Austal vessel of the same name and has enabled the owner to extend its market to include cruises to Papua New Guinea, the Great Barrier Reef, the Kimberley and Rowley Shoals. **True North** is a twin-screw vessel powered by twin Caterpillar diesels for a speed of 13 knots. It carries a crew of 18.

The earlier **True North** was sold to Indonesian-based Indies Trader Marine Adventures for the operation of surfing/diving/fishing charters around the Indonesian archipelago and renamed **Indies Trader IV**, registered at Rarotonga, Cook Islands. After a luxury refit while berthed in Rous Head Harbour, Fremantle the vessel departed for its new trade at the end of March.

Newcastle Port Corporation has taken delivery of a new 8.3-metre aluminium pilot launch built by Seatamer Marine Manufacturing at Redhead. Named **Brian Cecil** after one of the port's long-serving signal masters the \$160,000 craft replaces **Robert Whitmore** which has been in Newcastle service for 14 years.

The former Manly ferry **North Head** (466/13-51) was offered for sale on the eBay internet site in early January by owner Brett Davison for \$20,000. Now located at Cairns, the vessel operated on Sydney Harbour until 1986, then was sold to a group from Hobart in 1987 and had a variety of uses from restaurant to function centre. In 2000 Brett Davison, a marketing consultant, purchased the vessel for \$350,000 and is said to have spent another \$700,000 on it while developing plans to establish it as a Port Douglas convention centre, but these fell through. The delivery journey to Queensland was not without drama and controversy: the trip from Hobart took a month rather than the scheduled five days because of engine trouble, which included a lengthy stop in Sydney. Since arriving in Cairns the vessel has not moved. Mr Davison said he decided to put a token price of \$20,000 on the vessel just to be rid of it.

The 33-metre cruise boat **Discovery** entered service for Strahan-based World Heritage Cruises on 31 December after completion by Richardson Devine Marine in Hobart at a cost of \$4 million. The vessel was too big to be built in one shed, so the top and bottom halves were constructed side by side in two adjoining sheds on Macquarie Wharf. The top half was then lifted by crane while the hull was carefully positioned beneath it and

manoeuvred into place on a truck. The all-aluminium catamaran was fitted out with fine Tasmanian timbers, queen-sized cabins and a world-class restaurant, and runs two-night cruises in the Gordon-Franklin World Heritage Area, for which each of the 24 passengers pay \$1000 per night.

The one-time North Sea trawler **Saxon Ranger** (2003, p. 44) was scuttled in Safety Bay, off Rockingham, WA, on 23 May to join ten other wrecks in the West Coast Dive Park. The preparation and controlled sinking was undertaken by DG Artificial Reef Consultants, under the management of the Department of Housing and Works, at a cost of \$450,000. Other prominent vessels now in position as dive wrecks in WA include the former HMAS **Perth** in Albany, the fishing vessels **Lena** in Bunbury and **South Tomi** in Geraldton and HMAS **Swan** at Dunsborough.

The hopper/cutter suction dredger **Volvox Anglia** (1,041/80, ex **Argo-89**, Van Oord ACZ BV, Utrecht; Dutch flag) arrived at Fremantle on 12 December 2004 to begin a 12-month bareboat charter to Cockburn Cement to upgrade their shell sand dredging operations in Owen Anchorage, Cockburn Sound. **Volvox Anglia** has replaced the small cutter-suction dredger **Cockburn Success**, operating in conjunction with the split-hull hopper barges **Soundcem I, II and III**. For the charter **Volvox Anglia** has been transferred to the Australian flag with Fremantle as home port.

Towage and Offshore

The one-time Howard Smith tug **You Yangs** (158/62), later converted to a lobster fishing vessel but apparently re-converted to a tug after sale to Honduran owners in 1992, has now been renamed **Sumner Power IV** under the Cambodian flag.

Hammersley Iron Pty Ltd has taken delivery of **Pilbara Neptune**, built by Damen Changde Shipyard in Changde, China for use at Port Hedland. The new tug is 360 GT, 213 DWT, 30.60 metres loa with a beam of 10.60.

A number of changes to Sydney tug deployment took place during March/April. The Australian Maritime Services tug **Botany** (294/00) departed on 5 April for shipping at Port Macquarie. It was replaced by sister **Chek Chau** (294/00) from Brisbane, where it had relieved the company's **Cook** and **Gibson** whilst they underwent refits. Subsequently AMS's Port Botany-based **Hunter** (450/94) reverted to its original name, **Shek-O**, and departed on 25 April to return to Hong Kong, having been replaced by **Chek Chau**.

The Sydney-based Adsteam tug **Wonga** (400/84) was replaced in early April by the Port Kembla-based **Korinul** (347/82), whilst the former underwent its annual refit. In turn **Korinul** was replaced by the former Newcastle tug **Carrington** (496/90), which has served at Geraldton and Adelaide since December 2003. The former Melbourne-based **Wombi** (256/78) has remained idle at Adsteam's Waterview Bay base since arriving from the south in August 2004.

In Newcastle at the end of November 2004 **Willara** (347/83, ex **Blackburn Cove**) replaced **Beltana** (395/00), which then sailed for Brisbane before transferring to Gladstone. In turn the Gladstone-based **Kuttahul** (428/84) then went to Brisbane and was seen on 16 February attending **Oriana**.

The Norwegian oceanographic vessel **Veritas Viking II** (7,764/99, Eidesvik Shipping) arrived in New Plymouth on 6 January from Singapore to commence seismic testing on behalf of Veritas DDG off the Taranaki coast. It was assisted by the Cairns-registered **OMS Voyager** (478/74, ex **Total Voyager-04**, ex **Pacific Pioneer-02**, ex **Northern Worker-78**, which arrived on 31 December.

Both vessels subsequently visited Fremantle, along with the Sydney-registered **OMS Pioneer** (717/68, ex **Pacific Pioneer-04**, ex **Gulf Express-03**, ex **Victoria Dawn-91**, ex **Victoria Tide-85**). The two OMS (Offshore Marine Services) vessels were purchased late in 2004 as part of a major expansion of the company's Australian activities. OMS is part of the original MacKinnon Management Group of companies in Aberdeen which established their Australian hub office in Perth in 2004 and also have offices in Malta and Singapore. They specialize in recruitment and supply of personnel to offshore and marine industries as well as offshore support vessel provider, crewing, management and marketing. The 47.61-metre loa **OMS Pioneer** has been working under contract to

Apache Energy to support the seismic ship **Western Trident** during seismic testing in the Gippsland Basin, working out of Port Welshpool, Victoria. The OMS vessels called Fremantle for repairs and certification before proceeding to their next contracts out of Dampier.

Re the ORSV **Southern Salvor** (2004, p. 210): Following completion of Bass Strait service the vessel sailed for the Pacific and has since been working as a cargo ship, supplying Pitcairn Islands from New Zealand and Tahiti.

Re the former tanker **Fairway** (p. 47): Following conversion in Singapore this vessel emerged as the FPSO **Modoc Venture II** and began production for Santos on the \$440 million Mutineer-Exeter project, 150 km north of Dampier, in late March, three months ahead of schedule.

The Clough AMEC Joint Venture has been selected as the preferred tenderer for an integrated services contract (ISC) by Woodside Energy involving supply of project management, integrated engineering, operational maintenance, modification and supply chain integration services. Initially the ISC will include Woodside's oil assets located in the Wanaea Cossack Lambert Hermes (**Cossack Pioneer** FPSO), Enfield, Legendre and Laminaria-Coralina (**Northern Endeavour** FPSO) fields. Future growth opportunities, under this contract may flow from Woodside's new facilities as they commence production. Clough AMEC is a 50/50 joint venture between Clough Limited of Australia and AMEC Plc of the UK. AMEC is one of the world's largest operations and maintenance contractors in the oil and gas sector. Clough operates a fleet of specialist plant, equipment and offshore construction vessels for logistical support. Award of this contract follows on from the current services contract the Clough AMEC Joint Venture is performing for ConocoPhillips on the Bayu Undan platforms.

Shipbuilding/Shiprepair

NQEA Australia in Cairns has delivered the 63-metre **Oceanic Princess**, claimed to be the first Australian-built-and-flagged passenger cruise ship for international voyages, to locally-based Coral Princess Cruises. The mono-hull steel vessel has twin aft skegs and is powered by two Caterpillar diesels. The hull form was developed by SSPA in Sweden, with primary structural design by Shiptech of Singapore and extensive model testing by the Australian Maritime Hydrodynamics Research Centre. Most other engineering, naval architecture and drafting work was undertaken by NQEA's in-house design team. **Oceanic Princess**'s maiden voyage to Darwin was scheduled for 8 May; it is later due to cruise from Cairns to Sydney, then to Hobart following the annual yacht race, and thence to NZ for two months cruising Milford Sound to Auckland.

Austal launched the *Auto Express* 85 catamaran **Highspeed 5** on 20 March 20, the fifth fast ferry the shipbuilder has built for Greek operator Hellas Flying Dolphins (recently re-branded as Hellenic Seaways). Scheduled for delivery in May, the ferry will link Piraeus with Chania on the island of Crete; the *Auto Express* 92 **Highspeed 4** (delivered in July 2000) inaugurated the service recently. **Highspeed 5** will carry 810 passengers and 154 cars at 39 knots when loaded. The catamaran's propulsion consists of four Caterpillar 3618 diesels each driving a Rolls-Royce Kamewa waterjet via a Reintjes gearbox. In addition to the Greek catamaran, Austal is currently building high speed catamaran ferries for Virtu Ferries (Malta), Hawaii Superferry (USA) and two for L'Express des Iles (Guadeloupe). Also on order are 12 naval patrol boats for the Royal Australian Navy and a 38 metre research / pleasure vessel for a private owner.

A spectacular load-out of locally built vessels took place in February onboard the heavy-lift vessel **Maria** (8,383/04, Schiffahrtskontor Altes Land, Steinkirchen; Paul Heinrich GmbH & Co, mgrs; A&B flag). The heavy-lift ship berthed at the Australian Marine Complex south berth, Jervoise Bay, on 1 February having been chartered by Singapore-based Coli Shipping to load all 10 of the patrol boats built by Austal Ships for the Yemen Ministry of Defence. Loading of the 90-tonne patrol boat was carried out using the ship's three deck cranes of which two can lift up to 275 tonnes and the third up to 150 tonnes. Eight of the patrol boats were loaded athwartships with their 37.5-metre length overhanging each side of the ship's 20.66-metre beam. Two were loaded with their bows facing aft and projecting out over **Maria**'s stern. The ship departed 9 February for Hodeidah, Yemen, where the patrol boats were to be discharged.

Gold Coast-based ship designers Sea Transport Solutions have released details of a new small tanker design for the spot LNG trades. The 42,000 cu m vessel type is being developed for Perth-based LNG Ltd, which recently

signed a 15-year, 365,000-tonne per annum LNG supply memorandum of intent with an Indian industrial group. The 175-metre-long ship will use the Gaz Technology Technigaz mark III membrane containment system, with cargo in three 14,000 cu m tanks, which the designer says gives better use of ship space than the Moss system. The ship will have diesel electric propulsion, with two 3,000 kW electric motors driven by four Wärtsilä generator sets running on a combination of heavy fuel and cargo gas boil-off. The design also features a superstructure mounted forward to reduce the cargo sloshing effect on crew.

AMH SeaCoaster, a 31.2-metre surface-effect catamaran that will be used to demonstrate advanced hull form technology to the United States Office of Naval Research (ONR), has been christened at a ceremony at Austal's Mobile, Alabama shipyard. Hull 612 was the eighth vessel from Austal's purpose-built aluminium shipbuilding facility in the United States and was launched on 3 October 2004. The ship was built for American Marine Holdings, which has been awarded a contract to demonstrate its licensed technology SeaCoaster design to ONR. ONR coordinates, executes and promotes the science and technology programs of the Navy and Marine Corps as well as providing technical advice to the Chief of Naval Operations and the Secretary of the Navy. The patented SeaCoaster catamaran design features cavities in the bottom of each hull into which air is blown providing lift to the vessel, reducing resistance, and thus allowing higher speeds to be obtained. Designer-inventor Don Burg expects speeds of up to 56 knots.

Company and General News

Three of shipping's most famous names are likely to disappear following AP Moller-Maersk's proposed 2.3 billion euro takeover of Royal P&O Nedlloyd. The companies, respectively the world's number one and number three container lines (MSC is number two) are likely to be combined under the Maersk name, meaning an end to the P&O, Nedlloyd and Sealand brands. Whilst the Danish company's bid represents a 40% premium over the RPONL share price at what is seen as the top of the market analysts say the move will make Maersk virtually impregnable for decades and may spark further amalgamations and takeovers in the container sector. If approved by RPONL shareholders – P&O has already sold its 25% into the offer – and competition authorities the deal will have massive ramifications throughout the world, not least in Australia and New Zealand.

All seven 'brands' of the CP Ships group – ANZDL, CanMar, Cast, Contship, Italia, Lykes and TMM – are to disappear this year as the company is unified under the single identity of the parent company. It is not yet known whether this will result in a common livery and naming policy. CP Ships is reported to be the possible target of a takeover by North America's Seaspan International, on behalf of China Shipping.

The International Transport Workers Federation (ITF) and local affiliate the MUA has been running a campaign against the German owner Leonhardt & Blumberg over crewing agreements on the container ship **NYK Prestige** (2004, p. 208). The ITF staged a protest outside NYK's Melbourne office on 23 February and another at the Sydney office on 31 March, while other demonstrations have been held in the ship's ports of call in Japan, Korea, Taiwan and Hong Kong. The ITF claims L&B employs South Pacific islanders at below internationally-agreed rates, while the German owner insists that crew wages are paid in line with the German seafarers' union scale. Arrangements for L&B's Kiribati and Tuvalu seafarers was brokered through South Pacific Marine Services, a group of eight German shipping companies which finance the local Tarawa Marine school. But this is only a framework agreement and is regarded as incomplete by the unions. The wage scales defined by the ITF only come into effect through a supplementary special agreement. By allegedly avoiding the second step, L & B has been able to pay its Kiribati crew members \$470 a month instead of the stipulated \$503. The ITF has threatened to extend the protests to other L&B-controlled ships in Australian trades, including **Direct Condor**, **Direct Jabiru**, **Direct Kestrel**, **Maersk Auckland** and **Cap Aguilair**.

In late January the polar research ship **Spirit of Enderby**, operated by Christchurch-based Heritage Expeditions, sailed further south than any other vessel (by three nautical miles) when it reached a latitude of 78deg 40min and a longitude of 164deg 24min in the Bay of Whales in Antarctica. The ship was carrying 48 passengers from around the world on a month-long eco-tourism expedition to the Ross Sea and sub-Antarctic islands of New Zealand and Australia. The achievement was possible due to the retreat of the ice shelf. **Spirit of Enderby** is the current 'trading name' of **Professor Khromov** (1,764/83, listed as controlled by the Far Eastern Regional Hydrometeorological Research Institute of Vladivostok). Confusingly, the name on both sides of the bow and

stem still show it as **Professor Khromov** (in Russian) and only bridge name boards show **Spirit of Enderby**. The logo 'Heritage Expeditions' is painted on both sides of the superstructure.

The Melbourne-based, Anglo-Indian-owned ASP Ship Management lost out in the controversial privatisation of the Georgian Ocean Shipping Company. It was among seven companies that had expressed an interest in the government-owned shipping line and at one stage was named as the successful bidder in conjunction with private investors. However it turned out the ASP bid was one of what were several named as 'winning' before a deal was eventually struck with UK-based venture capitalists. ASP SM managing director John Bowering confirmed that the company had been interested in the shipping operation, but the price paid was ahead of the company's expectations.

Austal Limited has recorded a half-yearly profit of \$21.6 million after income tax and outside equity interests, compared to \$3.0 million reported for the corresponding period last year. The Group operating profit included a write-back of the provision in the Austal Group Management Share Plan loans of \$1.3 million and R&D tax allowances of \$4.8 million. As at 31 December 2004, contracted commercial and defence orders provided still to be recognized revenue of \$386 million through to 2007. This order book excludes two 105 metre catamarans for Hawaii Superferry, two additional **Armidale** class patrol vessels announced by the Prime Minister and the two initial Littoral Combat Ships which are the subject of options. These orders would collectively add over \$500 million to the order book.

Greece's Vafias group has sold the majority of its shareholding stake in Australian-based subsidiary Brave Bulk Transport (BBT) to Middle Eastern interests. The Vafias group has retained a small percentage in BBT and will remain the exclusive representative for all European business and affreightment contracts. BBT, established in 2003, was the largest supplier of wheat to Iraq and in 2004 alone carried 3.5 million tons of cargoes, particularly wheat. Since its inception, BBT has chartered in around 85 bulkers and currently has fixed around 20 bulkers for its trades, the majority of which are panamaxs. The sale saw two bulkers bought by BBT in early 2004 at an aggregate of around US\$20 million, transferred into the Brave Maritime fleet. These were **Sydney King** (36,573/88, ex **North King-04** etc) and **Cape Haralambos** (69,238/82, ex **Marine Courage-03** etc). The latter has since been sold to Cosco Zheijiang and renamed **Zosco Ningbo**. BBT also holds a 50% stake in Eastern Star Maritime based in Qingdao of China.

Australian dry cargo shipbroker Seawise has been acquired by UK-based Braemar Seascopes for US\$8.5 million. Seawise was formed in 2001 from the merger of two brokers, and has 36 staff operating from offices in Sydney, Perth and Melbourne. Its shipowner and charterer customer base are particularly active in the Far Eastern market. In the year to 30 June 2004, Seawise reported sales of A\$8.8 million and a pre-tax profit of A\$2.5 million.

The Singapore Government has filed a civil suit against P&O Nedlloyd, the owner of container ship **ANL Indonesia** (2003, p.36; which collided with the Singapore Navy's RSS **Courageous** two years ago. The government is seeking compensation and is also accusing P&O of being solely responsible for the accident, notwithstanding that the Singapore court has already attributed blame to officers of both vessels. In addition, two officers on RSS **Courageous** were found guilty of negligence and fined for causing the death of four servicewomen. The law firm representing the government, Rajah & Tann, told a local paper that the writ's wording was that generally adopted in collision claims and that the claims against **ANL Indonesia** would be proportionate to the vessel's part in causing the collision. It added that either the court or an agreement between the parties would decide on the containership's liability. Another local paper said the claim against **ANL Indonesia**, which has been renamed **Maersk Darwin**, could run to millions since equipment on **Courageous** was very expensive. Legal sources were quoted as saying both parties were likely to settle the matter out of court.

Aegis Shipping Corp, the Melbourne arm of Chinese bulk carrier Glory Wealth, has made its first move into the period-charter market by taking a handymax bulk carrier for one year. The unidentified 50,000 DWT ship is one of four handymaxes sold recently by Pacific Carriers Ltd and re-let from Korea Line. Aegis also oversees the commercial operation of **Port Estoril** (29,986/01), which Glory Wealth has on charter from Portline of Lisbon for one-and-a-half years.

Islamic Republic of Iran Shipping Line has renamed one of its bulk carriers **Persian Gulf Panamax** to counter US-based National Geographic's controversial naming of Persian Gulf in an atlas as Arabian Gulf. The 75,000

DWT ship will call at the world's ports "to demonstrate the correct and only name of the gulf," IRISL managing director Syed Akhbari said. Iran's ports and shipping organization forwarded as objection to the International Hydrographic Organization; the United Nations officially announced in 1994 that the body of water, an extension of the Gulf of Oman bounded by Saudi Arabia, Kuwait, the United Arab Emirates, Oman, Qatar, Bahrain and Iran, should be marked on maps as Persian Gulf. In February Iran banned National Geographic reporters and sales of the magazine until it corrects the atlas.

Three newbuildings owned by Viken Shipping AS of Norway are scheduled to enter the fleet managed by Shell International Trading and Shipping Co Ltd (STASCO) for service in the oil major's international products trade. All three units are taken from Viken on long-term bareboat charters. The first to enter Stasco's fleet on 18 May was the 115,000-dwt products carrier **Tanea**, whose sister vessel **Torinia** will be added in July. Both tankers were built at South Korea's Samsung Heavy Industries and will be flagged in the Isle of Man and classed with DNV. The next to enter will be the 12,000-dwt **Acavus**, a products-chemicals carrier built at South Korea's Samho shipyard. It will be flagged in the Isle of Man and classed with Lloyd's Register.

Naval

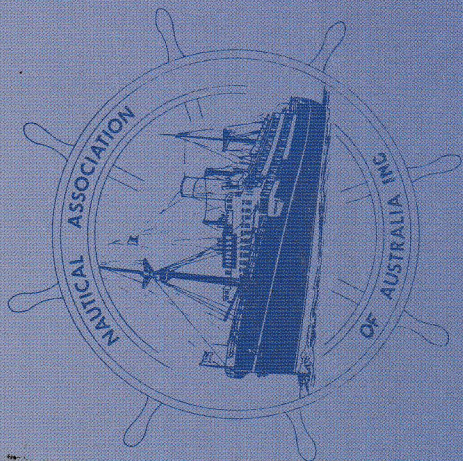
The Victorian Government will fund a major upgrade of Tenix's Williamstown shipyards as part of the bid to win the \$6 billion Air Warfare Destroyers (AWD) contract. The Government will support the bid with a funding package for new infrastructure as well as the establishment of a College of Shipbuilding and Marine Design. The Government's package includes doubling the size of the module hall where ship sections are built to 170 metres; providing new panel fabrication and blast and paint facilities; general grounds, pier and dredging works to enable the assembly and launch of destroyers; and access to large equipment needed for the project, including a heavy lift mobile crane and provision for a new floating dock depending on which ship design is chosen. At the time of going to press it was announced that the Williamstown bid was unsuccessful and the destroyers are to be built in South Australia.

Raytheon Australia has been selected as the preferred bidder for a major electronic engineering contract in support of the combat system design and maintenance for the AWD. Subject to final contract negotiations, Raytheon Australia will be awarded the role of Air Warfare Destroyer Project Combat System-System Engineer and will undertake studies for the Commonwealth on Combat System Integration and Risk Reduction. The contract is valued at approximately \$15 million and involves developing a combat system configuration based on the already agreed AEGIS core system.

The mast of the former HMAS **Brisbane** will be installed at Alexandra headlands to point out the location of the ship once it is sunk mid year. The mast of the destroyer will be a memorial to the ship under an agreement between Queensland's Environmental Protection Agency and Maroochy Shire Council.

The *Fremantle*-class patrol boat HMAS **Cessnock** berthed at Newcastle from 3-10 November on what was described as a final goodwill visit, as it is expected to be decommissioned by June 2006. The ship's company made a ceremonial last march through the City of Cessnock, and received the Freedom of the City. It is understood the City of Cessnock would like to have the ship as a memorial when its RAN career ends, but with no navigable waterways anywhere near Cessnock, getting it there could prove to be a major logistical exercise.

Brisbane-based Seismic Asia Pacific Pty Ltd has been chosen by Defence as the preferred tenderer to upgrade the RAN's hydrographic survey system. The upgrade will be carried out on the Navy's four *Paluma*-class survey motor launches as part of a program called Project SEA 1401 Phase 3. The upgrade will increase the Navy's survey capability and reduce the time to complete surveys of Australia's coastal waters. The project will also provide nine portable hydrographic survey systems to be used on small craft, which will be particularly useful in reef-strewn areas. The portable systems will also provide an easily transportable system for emergencies. Three of the portable systems will be the more advanced tactical survey systems that will be deployed to the Australian Hydrographic Office Detached Survey Unit in Wollongong, to the HMAS Cairns base in north Queensland and to the Hydrographic School at HMAS Penguin in Sydney. The first system is planned to be installed by the end of 2005 with the remaining systems to be installed and tested during 2006.



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