

THE LOG

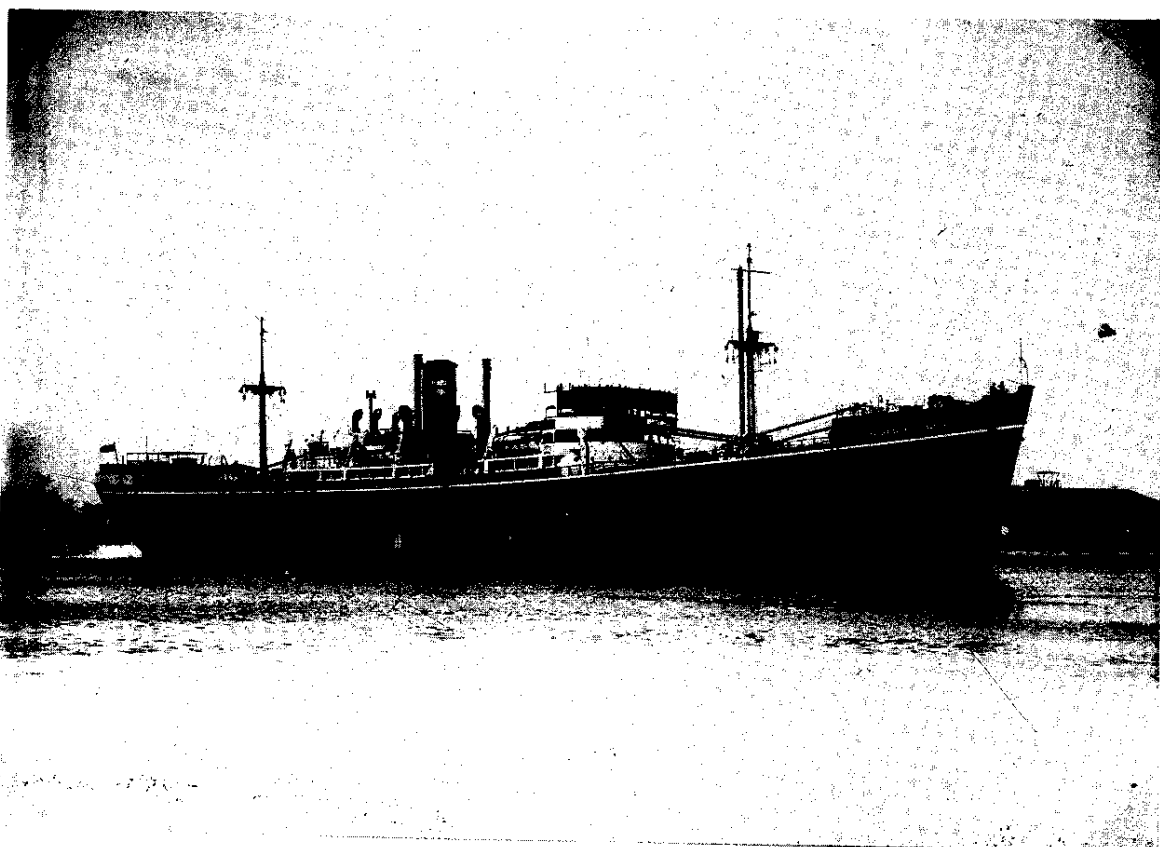


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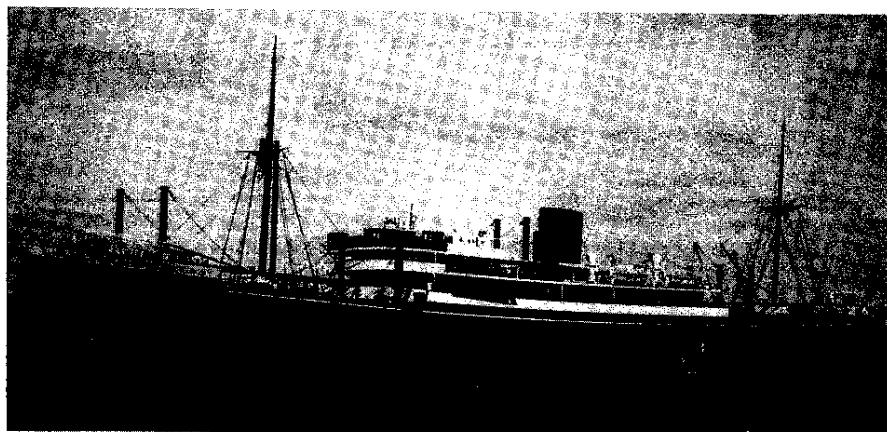


RIVER FITZROY

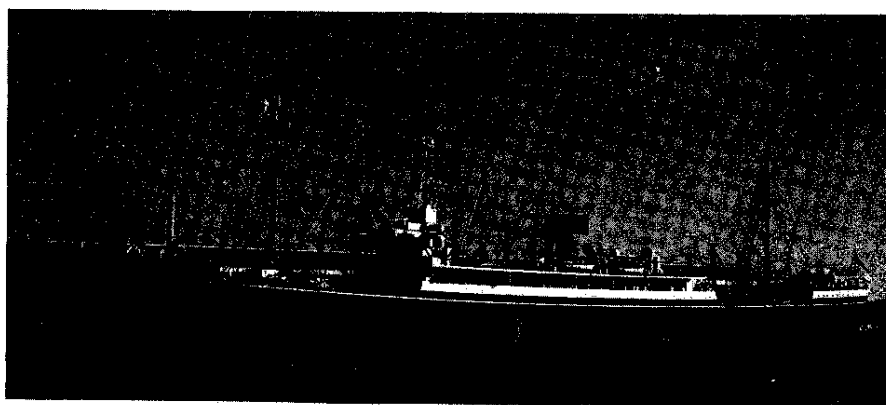
At Melbourne soon after the war
(Photo: Latrobe Library, State Library of
Victoria)

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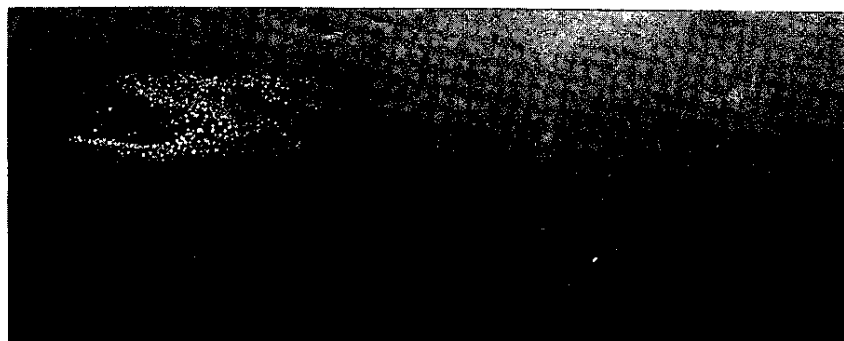
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"Wairangi" Built 1935, sunk in Malta Convoy 1942.



"Wairangi" Built 1942 as the "Empire Grace"
(W.G. Volum)



"Campania" at Liverpool, 1951, as Festival of
Britain Ship. (T.S. Stevens)

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* THE LOG *

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AUTUMN ISSUE

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* Shaw Savill's....

"WAIPAWA" CLASS

from: G.A. Hardwick.

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In 1934 the WAIWERA was launched by Harland & Wolff Ltd., at Belfast. She was the first of a series of five motor meat carriers which the Shaw Savill & Albion Line built just prior to the 1939/45 war for trading from Australia and New Zealand to the United Kingdom. These ships were also notable in that they represented the first new building of the Company since the successful Coptic class of 1928. The world was slowly emerging from the great depression and it took not a little courage on the part of the Company to embark on this project.

They were big ships with a gross tonnage in the vicinity of 10,800 on a length of 515 feet, the first three having two ten cylinder diesels and the last two, two six cylinder diesels. The loaded draught was in the vicinity of 30 feet 7 inches and each ship had insulated space exceeding 500,000 cubic feet. There was also accommodation for 12 passengers.

Larger and faster than the Coptic class, they bore some resemblance to them, having straight stems and triple samson posts at the after end of number four hatch. The Waipawa class were the first ships in the Shaw Savill fleet to have cruiser sterns. With a service speed of 17 knots, the ships proved most successful and at the time that the first three of the series were in commission they were considered as among the finest refrigerated cargo liners afloat. The two later vessels in the class - WAIMARAMA, launched in 1938, and WAIOTIRA, launched in November the following year, conformed to the same lay out but incorporated a number of improvements upon the earlier ships in the class, the most noticeable being a substantial poop.

Up until November 1941, WAIPAWA remained on the New Zealand commercial service, running independently. She then did munitions voyages from the U.K. to the Middle East and in the operations against Sicily and Italy, the WAIPAWA carried meat supplies

for the troops as well as landing craft, munitions and war supplies. During these operations, alterations were made to the vessel, thus increasing the gross tonnage to 12,437, but after the war, these alterations were removed and the tonnage reduced to 10,727.

The vessel returned to commercial service after the war and continued without incident, apart from scraping a lock wall in the Miraflores Lock in the Panama Canal when outward bound from Liverpool to New Zealand. This incident required the WAIPAWA to dock at Wellington for repairs in September 1959. In June 1967 the vessel was sold to Astro Protector Company Naviera S.A. of Panama and handed over to her new owners on September 6. She was resold and broken up shortly afterwards. During her career under the Shaw Savill flag, WAIPAWA made 68 voyages in the New Zealand trade.

The WAIWERA - first of the series to be launched - achieved over 18 knots on trials and reached Sydney from London on her maiden voyage on January 21, 1935. After the outbreak of war in 1939, WAIWERA was retained in the New Zealand trade with an odd supply voyage to the River Plate. The vessel was severely damaged by bombing at Liverpool in May 1941, after which she was taken up for Middle East munitions service and made several trips from U.K. to Malta. The WAIWERA was torpedoed on June 29, 1942 and eight lives including that of the Chief Engineer, were lost. The vessel was homeward bound from New Zealand and was torpedoed in the early hours of the morning about 450 miles from the Azores. "The explosion smashed the port propeller and jammed the rudder hard over so that the ship moved around in a circle. About an hour later a second torpedo struck on the starboard side of the engine room and WAIWERA capsized and sank within 15 minutes." (Shaw Savill Line - One Hundred Years of Trading: S.D. Waters p.123).

The third of the trio - WAIRANGI - was built by Harland & Wolff Ltd., at Govan in 1935, the other two having been launched by them at Belfast. Soon after she was built WAIRANGI voyaged from London to the Cape of Good Hope in 15 days 10 hours and from London to Wellington via Panama, in 30 days 10 hours. Like her sisters she traded between Australia, New Zealand and the United Kingdom. After the war broke out in 1939, WAIRANGI remained on her normal commercial service until March 1941, when she made a special supply run from the U.K. to the Middle East Armies, then returned to commercial service until taken up for the famous August Convoy to Malta. Two other Shaw Savill ships - WAIMARAMA and Empire Hope were also included in the convoy of 14 merchant ships which sailed from the Clyde on August 2, escorted by the battleships Nelson and Rodney, four aircraft carriers, six cruisers, an anti-aircraft ship, 32 destroyers and five corvettes.

The convoy was subjected to vicious and sustained attacks by enemy bombers and motor torpedo boats, and WAIRANGI, first had torpedoes fired at her by aircraft, but managed to evade them; However on August 13, she was hit by a torpedo fired from a motor torpedo boat. As it was impossible to tow WAIRANGI to safety, she was scuttled after her crew were taken off by two destroyers. Only five of the

fourteen ships in the convoy reached Malta and the Navy lost an aircraft carrier, two cruisers and a destroyer, as well as having other ships badly damaged.

The WAIMARAMA was delivered in October 1938 and WAIOTIRA in November 1939. The former was at Auckland when war broke out and she remained in commercial service until December 1940, when taken up for supply service for the Middle East.

In January 1941, WAIMARAMA was at Liverpool when her crew rendered splendid service extinguishing fires in the docks which had been caused by air raids. In March 1941 she sustained damage at Alexandria which kept her out of action for some time while repairs were effected. The next major assignment was the August convoy to Malta and on the morning of August 13, WAIMARAMA, which was carrying cased aviation fuel, was hit several times by bombs. "She caught fire and blew up in a tremendous explosion which destroyed one of the bombers. She sank in four minutes leaving the sea aflame with blazing petrol." (Shaw Savill Line - One hundred years of Trading - S.D. Waters p.125). Most of the crew, including the Master, lost their lives. The few survivors were picked up by a destroyer.

Upon delivery in November 1939, by Harland & Wolff Ltd., Belfast, WAIOTIRA was placed in commercial service. She had but a short career, for she was torpedoed and sunk on Christmas Day 1940. Almost at the end of a homeward passage from New Zealand, she was torpedoed in the North Atlantic by a U boat, without warning. One member of the crew was killed and several injured.

Four other vessels should also be mentioned - Building No. 1091 - afterwards H.M.S. Campania, Empire Grace (later Wairangi), Empire Hope (12683 tons) and Waiwera of 11138 tons built in 1944.

Building No. 1091 was a motor meat carrier ordered under Admiralty licence from Harland & Wolff Ltd., Belfast in December 1940; however when the construction was well advanced she was taken over by the Navy and completed as an escort aircraft carrier. Commissioned in 1943 as H.M.S. Campania she distinguished herself on anti-submarine duties with North Atlantic and Russian convoys. She was converted to a floating exhibition ship for the Festival of Britain in 1951 and in 1955 was broken up at Blyth.

Empire Grace was a motorship of the 'Waimarama' class, modified to meet wartime conditions, built for the British Government by Harland & Wolff Ltd., at Belfast in 1942. A twin screw vessel of 12,804 tons, she was fitted to carry 112 passengers in tourist class. Her dimensions were 521.4' by 70.4' breadth and 40.5' depth, engined with two six-cylinder diesels, driving twin screws. The vessel was bought by Shaw Savill in 1946 and renamed Wairangi, for use in the trade between New Zealand and U.K. On August 14, 1963 she grounded on the island of Kloevholmen, 25 miles from Stockholm and was abandoned to the underwriters as a constructive total loss. Refloated 12 days later, Wairangi was towed to Stockholm and drydocked, but inspection showed that she was not worth repairing and the vessel was sold to the British Iron & Steel Corporation for demolition, this being undertaken at Faslane after

* Attrip in.....

m.v. STEPHEN BROWN

from C.E.Ellwood.

*

On a fine, warm, October morning the motor vessel STEPHEN BROWN was lying alongside Jones Bros. Wharf in the grimy backwater of Blackwattle Bay, adjoining the big R.W.Miller coal complex. Lisa Miller was discharging her cargo of coal, and nearby was the collier Rickie Miller, laid up due to lack of work.

At 9.00 a.m. sharp we had cast off all mooring lines and springs and slowly eased out of the bay. A long blast on the whistle to announce our departure also alerted the operator of the Glebe Island bridge span. All vessels must be through this span by 6.45 a.m. as owing to heavy peak hour traffic it does not re-open until 9.00 a.m.

The Master, at the wheel, slowly manouvered his ship and lined up to go through, judging speed and distance with a practised eye. There was no wind and we experienced no difficulties passing through the bridge opening, which is regarded by the collier skippers as the biggest hazard on the 60 miler run.

Passing C.S.R. sugar house we informed Sydney Harbour Control of our movements - outward bound for Catherine Hill Bay to load a cargo of 'Wallarrah Duff', or a fine screened coal, for the C.S.R. at Pyrmont. A long blast on the whistle as we passed Dawes Point sent two or three ferries scuttling and Barragoola came out of Circular Quay to starboard, leaving us to follow in her wake. After rounding the channel buoy at Bradleys' Head, we proceeded down the western channel with the First Officer relieving at the wheel. Passing us to port, inward bound at the Farewell Buoy, was the coastal vessel Cobargo arriving from the Richmond River with bulk sugar and molasses. We had cleared Sydney Heads by 10.00 a.m. and the ship proceeded on a course N by E $\frac{1}{2}$ E after rounding North Head.

Being light ship with only 700 tons of sea water ballast, the vessel rolled easily in the slight south east swell, and a warm westerly had swept the clammy 'Sydney Smog' seawards into the Tasman, so that the coast line sparkled.

Keeping well out from Long Reef on our northward course, the wheel was relieved by an AB and the Second Officer was on the bridge. At 11.00 a.m. were were abeam of Barranjoey with Cape Three Points coming up on the port bow. This was named by Cook on his voyage up the N.S.W. coast in 1770. At noon we were abeam of Terrigal and it was time for a lunch of thick vegetable soup, followed by roast port and vegetables, then rice pudding, washed down by a good cup of ship's tea.

The STEPHEN BROWN was making good time at around 10 knots and 1.15 p.m. saw us passing Norah Head. This area is given wide berth,

it has a history of many shipwrecks with Gwydir perhaps being the most notable. Many sixty mile^r wrecks litter the coastline and a good number have foundered or come to grief in this area.

The Master took the bridge at 1.30 p.m. as we came abeam of Bird Island and took a powerful walkie talkie to the wing of the bridge and called up the Catherine Hill Bay jetty. Some minutes later after passing Flat Top we sighted the jetty flying a white flag from the flagstaff, our signal to 'come in', as we had been unable to raise the loading station on the walkie talkie. A sequence of flag hoists has been the only means of contact for many years at Catherine Hill Bay and Bulli jetties - red flag, stand off and wait instructions. Green flag - go to Sydney. Red over Green - go to Newcastle and ring for instructions.

With the Master at the wheel, the First Mate in the bow standing by to drop the port anchor, STEPHEN BROWN proceeded into the Bay at slow speed. Four hundred yards from the end of the jetty, and the bow pointing at the loading station on the southern shore, we dropped the anchor and ran in slowly. After 15 shackles had been run out, the ship's bow slowly swung to face due east and manoeuvred to rest against the end of the jetty. The Master likes to have the bow pointing seawards as if anything goes wrong he can get out quick.

After a bow line is secured the ship is slowly brought alongside with the after lines winched in. The boss of the jetty - Mr. Thornton - has a pretty capable crew on the jetty, and after all lines are secured the loading gantry on tracks, fed by an endless belt, commences to load the 'Wallarrah Duff', almost sand in consistency, into the after hatch at 1000 tons an hour. Meantime the Engineers have commenced discharge of the water ballast.

The Catherine Hill Bay jetty was built in the 1870's and coal was mined nearby for the Wallarah Coal Company (Refer THE LOG - Vol.3 No.5 - September 1970). In 1890 a second jetty had to be built after the first one was demolished by bad weather. The new jetty was 1000 feet in length. The bay was named after a small schooner - Catherine Hill - which was wrecked there in 1867 when carrying coal from Newcastle. The two daughters of the Captain were drowned. The collier Shamrock loaded with bunker coal for Adelaide, also came to grief in the bay in 1903 - she hit the nearby reef and sank in the middle of the bay.

The loading of STEPHEN BROWN commenced at 2.30 p.m. and by 4.20 p.m. we had loaded 1,740 tons of coal. At 4.30 p.m. - pulling slowly out on the anchor cable, we winched our way out of the bay into the light S.E. surge. The bosun at the winch on the bow pulled the McGregor hatch covers down and after a good hose down, the vessel was ready for sea.

The Master was again at the wheel and after rounding the reef, STEPHEN BROWN was headed south again. During the passage he reminisced on his old ships, the fast trips in the little Pelaw Main, four hours Sydney Heads to Nobbys. Dunmore and Bass Point were

ships he served on after his service in the Royal Navy during the second World War. He had a great respect for the steam collier Wallarrah and her great seaworthiness, and was sorry to see her go to New Caledonia. After Wallarrah Coal Co., Jones Bros and J. & A. Brown merged as Coal and Allied, and after the Wallarrah was sold, he joined STEPHEN BROWN as Master.

He also told of the trip to Catherine Hill Bay in a foul southerly, when on arrival he was told to return to Sydney - a voyage that took over 12 hours in the wild storm with a light ship. As for the present trade, STEPHEN BROWN is only averaging three trips a week running between Sydney for C.S.R., Jones Bros., and the Balls Head plant of Wallarrah Coal, to Catherine Hill Bay with an occasional trip to Newcastle. Over 15 ~~sixty~~ milers ran in the trade 20 years ago, but today STEPHEN BROWN and Lisa Miller maintain the trade, whilst Rickie Miller and Hexham Bank lie idle awaiting disposal or other employment.

At 5 p.m. Sydney Radio was called up, when the vessel was off The Entrance, and when acknowledging, gave a full weather report on all sectors of the coast, also reported gunnery or naval exercises current in emergency notices to mariners.

A very excellent dinner of grilled steak with cold collations was served at 6 p.m. and after dinner the Second Engineer gave a tour of the engine room, where the 8 cylinder British Polar diesel was pulsating with efficient energy in a compact, well organised engine room that was a maze of pumps.

Up on the bridge at sunset the powerful light of Norah Head was abeam and the ship rolling easily in the swell - scooping up a little water in the scuppers. The lights sparkled in the early evening and stretched far south into the glow of Sydney. We soon had Barrenjory light abeam, the entrance to the Hawkesbury River, and site of the Birchgrove Park sinking in 1956. At 7.45 p.m. we were off Long Reef and the Macquarie Light right on our bow. Masthead lights and starboard light came up on our starboard bow. Her silhouette against the seaboard lights surprisingly suggested we were in fact, once again, passing Cobargo outward bound, rather a quick turnaround.

The First Officer took the wheel, anxious to gain his exemption certificate, assisted by the Master, rounded North Head and headed for the winking Hornby light on South Head. The flashing green leading light on Dobroyd Point lined up with the flashing green light on Parriwi Road near The Spit. We slowly altered course for Awaba Street, Mosman, for some time, then swung the ship towards the flashing green light on farewell buoy, at the entrance to the western channel. The crew had turned to, and aided by two big spot lights, rolled the McGregor hatch covers back with resounding bangs, to shetter the quiet evening-calm, as we entered smoother water.

At 9 p.m. rounding Bradleys Head, Sydney Radio Control advised us to slow down as the pilot on Cathay was preparing to depart from 20 Pyrmont and had asked for our position. Our Master volunteered to stop the ship and we drifted down stream on the ebb tide, to

stop off Fort Denison. The Harbour Bridge and many city buildings aglow with light to celebrate Waratah Festival, was a picture to behold. It was nearly 9.45 p.m. before Cathay rounded Millers Point and headed upstream, with Coral Chief announcing her departure from Walsh Bay. The Master, slightly chuffed at the delay, promptly rang down for half speed and we proceeded to the C.S.R., making fast to the coal wharf at 10.30 p.m. Astern the brilliantly lit and busy container berth with Arafura and Melbourne Express alongside, contrasted dramatically with our dimly lit wharf, to which our approach had been aided by the ship's Aldis Lamp.

The end to another day in the work of the remaining sixty milers - perhaps nearing the end of an era.

o o o O o o o

The above article was prepared by Mr. Ellwood in October 1972, at which time STEPHEN BROWN was under the command of Captain John Tippett.

STEPHEN BROWN 2464 tons gross, 1800 deadweight, official number 196421, was built by Hall, Russell & Co., Ltd., at Aberdeen for J & A Brown & Abermain Seaham Collieries Ltd., Sydney, being completed in December 1954. The vessel has a length of 77,26 m, (253'6"), beam 12,24 m (40'2") and a loaded mean summer draught of 4,43 m (14'6½"), being powered by an eight cylinder British Polar diesel, driving a single screw.

The vessel came out to Australia under its own power via Suez, and called into Melbourne - probably the only time it has been there - on February 26, 1955, before going onto Sydney. After 19 years of service, STEPHEN BROWN is the only ship actually designed for the sixty miler trade, that is still operating.

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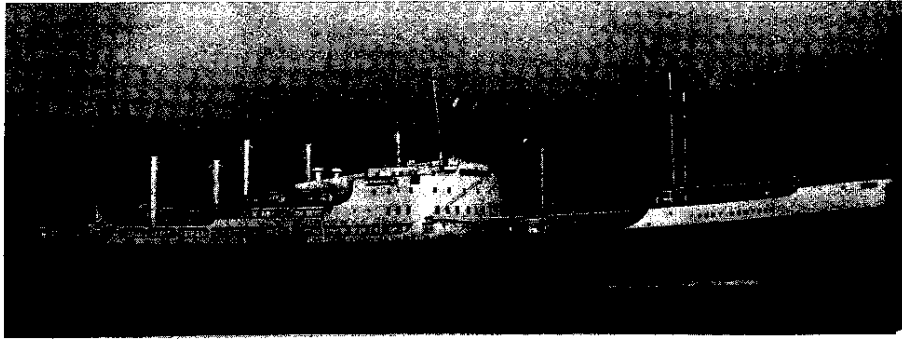
PORT MONTREAL and KISTA DAN

These vessels have been chosen for illustration as they were both mentioned in the first edition of THE LOG in March 1954 and over the years since, have had long connection with this area.

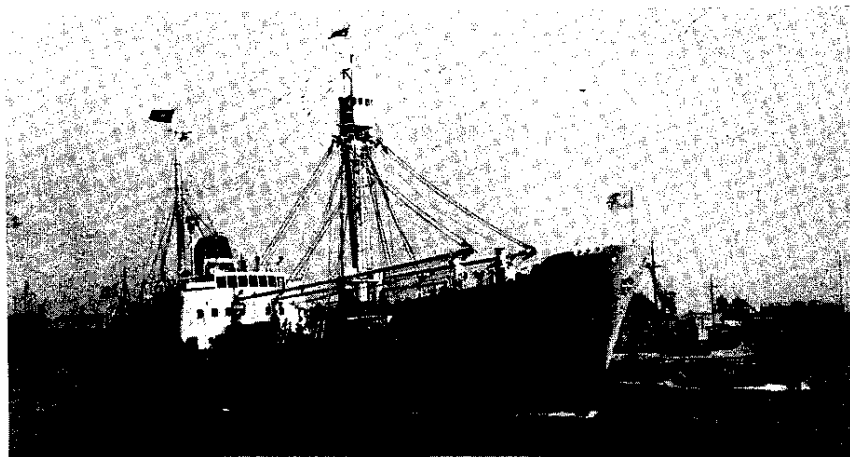
PORT MONTREAL (7179 tg) commenced her maiden voyage from U.K. to Australia in February 1954 and subsequently saw service on the MANZ Line run and the Crusader Line service from New Zealand to Japan, also the shortlived Atlas Line. Late in September 1972 the vessel was sold to Maritime Company Overseas Ltd., of Manila and under the Liberian Flag, is now sailing as Puerto Princesa.

KISTA DAN (1239 tg) was built in 1952 and made her first appearance in Australia when chartered by the then Department of External Affairs for the 1953/54 expedition to Antarctica. The vessel was a great improvement on previous tonnage used - such as Tottan, HMAS Labuan and Wyatt Earp. In the past 20 years, KISTA DAN has been regularly used by the Commonwealth for the annual relief expedition.

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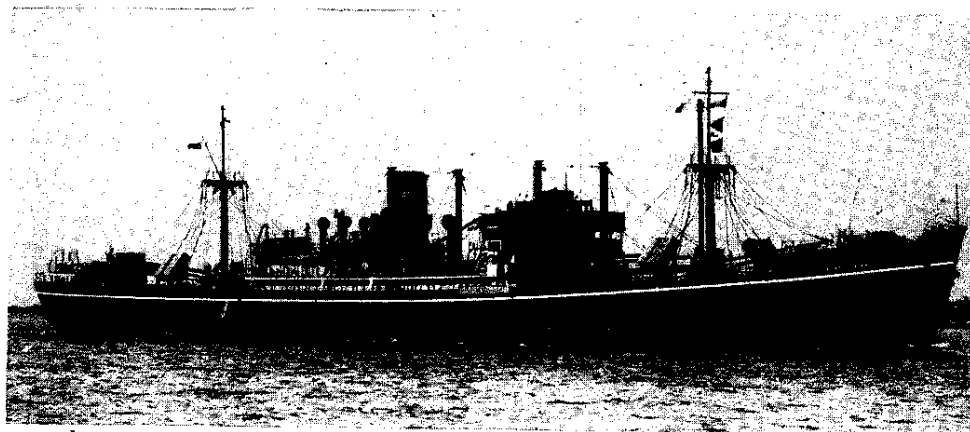
"Port Montreal" on trials (Port Line)



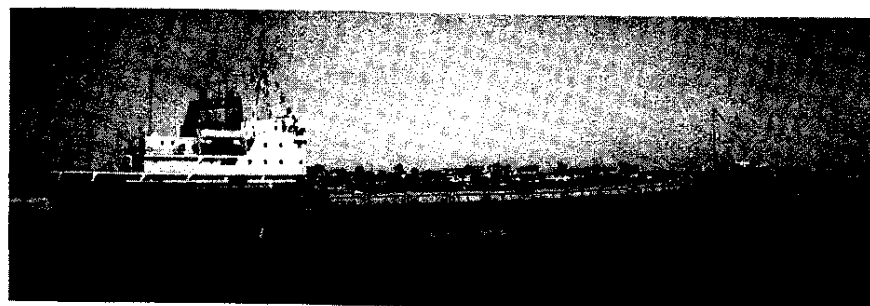
"Kista Dan" leaving Melbourne (T.S. Stevens)



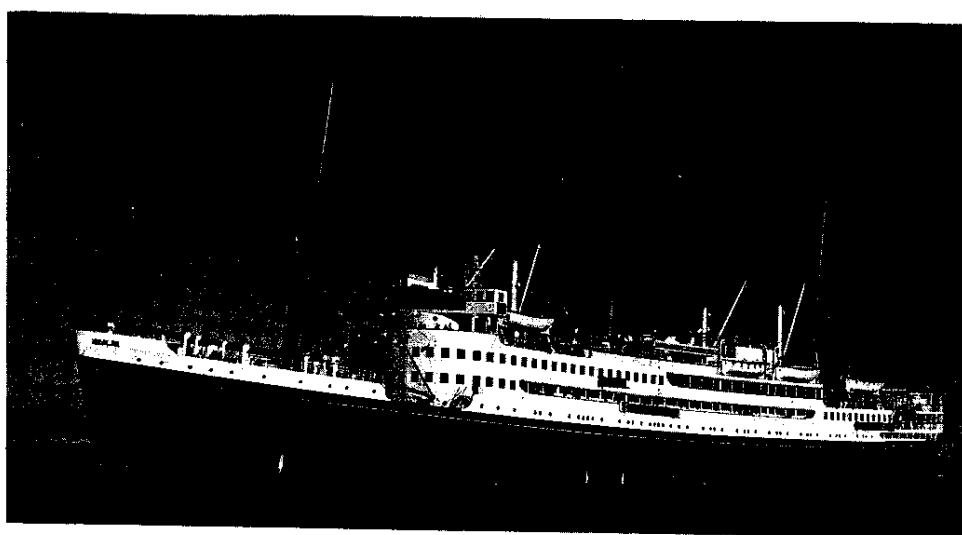
"Stephen Brown" at Sydney (J.Y. Freeman)



"River Hunter" at Adelaide (J.Y.Freeman)



"Kooringa" arriving Brisbane after conversion
in Japan, 1969. (T.S. Stevens)



"Kanimbla" Built 1936 for McIlwraith,
McEacharn Ltd. (J.Y.Freeman)

* Standard steamers...

THE RIVER CLASS

from: R.E.Wright.

*

The Liberties, Oceans, Forts, Parks, Victories and T2's have a deservedly well know history amongst war-built standard tonnage, but less well known are the 13 'River' or 'A' class standard steamers built in Australia during and after World War II. Their origins have been fully recorded on pages 459 to 462 of the official Australian war history entitled 'The Role of Science and Industry'; however the more important events relating to these origins and the subsequent history of the class, while on the Australian coast, are detailed here.

During the first half of 1941, Australia was asked to participate in the Liberty ship programme but declined on the ground that vessels of 10,000 dwt were all that could be built locally - Liberties were about 10,500 dwt - while the Rivers were about 8,500 dwt. Instead the Australian Shipbuilding Board, set up by the Government on March 27, 1941, accepted a suggestion from the British Ministry of War Transport that it should undertake construction of ships similar to the Scottish Monarch, a type designed by the Caledon Shipbuilding & Engineering Co., of Dundee.

The 'Scottish Monarch type' of merchant ship, as modified for construction in Australia, was a single screw, shelter deck vessel with five holds and hatches. The propulsion was three cylinder triple expansion main engine, in combination with exhaust turbine, designed to develop 3500 indicated horsepower. Steam was provided by two water-tube boilers, suitable for either coal or oil fuel, fitted with superheaters. It was felt that the 'Scottish Monarch type' was too slow, so the Rivers were given a finer underwater form and more power, this increased the design speed from 10 to 12 knots. The exhaust turbines increased power by 25% but operated at 3500/4000 r.p.m. so that it was necessary to use large reduction gear boxes to reduce the speed to the 85/95 r.p.m. of the main engine.

While 12 knots was the design speed, 11 was more usual in service. The trials speed by the B.H.P. built ships are know - it is noteworthy that B.H.P. records the vessel's design speed as 13 knots. On trials - light ship - River Glenelg achieved 13.58 knots; River Derwent 14.8 knots; River Murchison 13.82 knots; River Murrumbidgee 14.1 knots and River Murray 15.02 knots.

The Rivers appeared much the same from a distance, but fell into two distinct sub-classes. The earlier class comprise River Glenelg, River Clarence, River Durdekin and River Fitzroy, with a break in the superstructure at number three hold, no kingposts at the forward end of the bridge structure, the bridge one deck lower and side houses at the stern. The lifeboats were placed one pair beneath the bridge and one pair abreast the funnel. In the later ships

there was a pair of boats abreast the funnel and a pair at the after end of the superstructure, one deck higher.

Original plans called for the construction of 60 Rivers at the rate of 12 a year. By the end of the war only eight had been completed, a further two were delivered in November 1945, two in 1946 and the last - River Burnett - in September 1947. The heavy demands of the naval building programme, the diversion of resources to repair work and the needs of other war production, all contributed to reducing the number of River class steamers built. The A.S.B. curtailed plans for building larger freighters and turned to the smaller 'D' class vessels. The pressure of other demands was so great however, that although a few D class ships were laid down towards the end of the war it was not until May 1946 that the first - Dorrigo - was handed over by the State Dockyard.

The construction of 13 Rivers required a truly national effort. In material and manufacture they were about 98% Australian, with some 400 firms nationwide supplying parts under sub-contract. First keel laid was River Clarence on July 29, 1941 at Cockatoo Dock, Sydney, and this vessel was the first to be completed. She was followed by River Burdekin at Evans Deakin.

The B.H.P. records also show that at least two of their River class had noteworthy launching Ladies - Dame Enid Lyons launched River Murray, whilst Mrs N. Mahin, wife of the then Minister of the Navy, launched River Glenelg. One other interesting fact regarding River launchings is that two occurred on the same day - April 22, 1944 - when River Loddon and River Fitzroy were launched at Williamstown and Brisbane respectively.

Details on the war service of those River class completed during the conflict are unfortunately few and sketchy. The R.A.N. Official History Vol II implies on page 695 that River Burdekin and River Glenelg were present at the Japanese surrender of Nauru on September 13, 1945, having carried cargo to the island in convoy under escort of H.M.A.S. Diamantina. River Burdekin arrived at Ocean Island on October 1, 1945, the day of its surrender by the Japanese, completed discharge on the second and sailed for Torokina with the Japanese prisoners embarked onboard.

While being Commonwealth property, the vessels 'owners' underwent a series of name changes in the 1950's. Initially owned by the Department of Supply and Shipping, this organisation became the Department of Shipping and Fuel in 1948, the Department of Fuel, Shipping and Transport in 1950 and finally the Department of Shipping and Transport in 1951. Eventually, on October 1, 1956, the Australian Coastal Shipping Commission, a body separate from the Department, was formed and transfer of vessels to it began on January 1, 1957 and they traded under the title of the Australian National Line.

On the Australian coast the Rivers experienced their share of mishaps both major and minor. Undoubtedly the most spectacular

involved River Burnett, which, when inward bound to Melbourne with a cargo of coal from Queensland, struck Corsair Rock at Port Phillip Heads about 1 a.m. on July 17, 1955. Refloated almost immediately the vessel headed for Melbourne but had to be beached off Canadian Bay in fifty feet of water, four hours later. Eventually refloated on September 3, the vessel was moved further in-shore and then refloated again and towed to Melbourne on September 9. Three days later a fire broke out in holds four and five, but was quickly extinguished. After repairs to the extensive bottom damage the vessel returned to commercial service.

Other major mishaps include a collision between River Loddon and Shahzada in Sydney Harbour on September 27, 1952, and whilst River Loddon suffered only bow damage, the other vessel had to be beached to prevent sinking. - The River Murray was also in trouble on a voyage across the bight when the steel cargo in the forward holds shifted causing damage to the hull. As a result the vessel had to put into Albany with 22 feet of water in number one hold on August 10, 1955.

+ The River Murchison was damaged at Newcastle on June 14, 1951 through collision with Risaldar, whilst, at the same port, River Mitta over ran the berth on July 23 1953 and sank three fishing boats and two barges.

+ A few of the minor mishaps include - River Murray striking a rock in the Brisbane River on June 2, 1950 - River Murchison grounding on a mudbank in the River Yarra on December 8, 1950 -

+ River Burdekin stranding in heavy fog in Port Phillip Bay on April 13, 1954, likewise River Hunter on July 12, 1954 - River Norman adrift in Sydney Harbour on December 27, 1955 after her anchors failed to hold in a strong wind.

For most of their Australian service the Rivers carried bulk cargoes such as coal, iron ore, limestone, phosphate, sugar and occasionally wheat. Some overseas trips were made, the most regular being superphosphate from Christmas Island to W.A., however River Clarence was on charter to B.I.S.N. for several months in 1947/48. The large size of the River class, combined with the tween deck, meant that it was not always possible to find suitable employment for them and most, if not all, appear to have spent periods laid up, particularly after the I class and Lake class commenced commissioning. In December 1958/January 1959, for example, River Mitta was laid up at Blues Point, Sydney, + River Murray at Neutral Bay, River Burnett, River Burdekin, River Murchison, River Murrumbidgee and River Clarence were all laid up in Snails Bay.

+ Later River Clarence was laid up in Geelong - March/April 1959 - + along with River Glenelg and River Fitzroy, while River Hunter spent 14 months laid up in Melbourne prior to her sale to Sims in May 1959. The lay up of River Glenelg at Geelong lasted to July 1960 when she was taken to Melbourne - and managed to go aground at the mouth of the Yarra River on July 21, 1960, when on the way to the drydock. The vessel was sold in September 1960. The

+ River Fitzroy was laid up at Geelong in September/October 1958, recommissioned 22 months later and was again laid up at Sydney in 1962 prior to disposal in March 1963. Also laid up at Sydney during 1962 were River Murrumbidgee, River Loddon and River Murchison. All being sold early in 1963.

After the war the Rivers were painted with a black hull and grey superstructure, the funnels being black with two narrow yellow bands. Later most changed to rust red hulls and superstructure, the funnel remaining the same until A.N.L. took over operations.

First of the vessels to be sold was River Derwent which, at the conclusion of a charter to Interstate Steamships in January 1959, was purchased by that Company and renamed Echunga. The first to be broken up was River Mitta in the last quarter of 1959. Last to go was River Burnett, in April 1965 when sold overseas for further trading and she was also the last of the 13 ships to be broken up - this event being 1971, after 24 years service.

The history of the Rivers would indicate that they enjoyed equal success to that of other war built standard steamers. Their construction represented a major step forward for Australia's shipbuilding industry and they earned a respected place in our maritime history.

+ + + + +

The author wishes to express his appreciation to Mr.W.G.Volum of Geelong for his assistance in compiling both the article and the fleet list, and to Mr.N.L.McKellar of Tamworth for his assistance with the fleet list.

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The fleet list is in alphabetical order, the entries under the ship's name represent the official number, gross and nett tons - these were subject to slight variations during the life of the ship, the period under Government ownership.

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<u>RIVER BURDEKIN</u> 159723 5033/2804 1943/1959	Built by Evans Deakin & C.Brisbane 12/1943; engines by Aust. Iron & Steel Ltd.Port Kembla; 449'2" x 56'8 draught 24'6 $\frac{1}{4}$ "; Sold in August 1959 to P.N.Djakarta Lloyd (Indonesian Govt.) for £A 75,000, renamed <u>Djajadwitya</u> ; resold, probably late 1970 to P.T.Trikora, Indonesia who sold to Taiwan shipbreakers; arrived at Kaohsiung January 28, 1971.
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<u>RIVER BURNETT</u> 179776 5033/2888 1947/1965	Built by Evans Deakin & Co.,Brisbane 9/1947; engines Govt Marine Eng.Works,Brisbane; 449'1 x 56'8 draught 24'6 $\frac{1}{2}$; Sold April 1965 to Australine Shipping Co.Inc., Liberia, renamed <u>Ionic Coast</u> . Delivered at Melbourne on April 12, 1965; In 1967 sold to Devon Steamship Corp,Liberia, renamed <u>Ilissos</u> ; reported broken up by Mosen & Co.New York during 1971.
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RIVER CLARENCE Built by Cockatoo D & E Co. Sydney, 5/1943; engines by builders; 449'2 x 56'8 draught 24'5 $\frac{3}{4}$; 174699 Sold December 1959 to World Wide (Shipping)Ltd, 5995/3455 Hong Kong for £A75,625, renamed Golden Alpha; 1943/1960 sailed from Port Kembla December 6, 1959 with 6500 tons of pig iron for Japan and after discharge was delivered in Hong Kong January 1960; 1964 transferred to Corinthian Shipping Co.Ltd; 1966 transferred from Corinthian to Lambda Shipping Co Ltd (both managed by World Wide); 1968 sold to Japanese breakers and arrived Onomichi on June 23, 1968.

RIVER DERWENT Built by B.H.P.Co.Ltd., Whyalla 9/1944; engines 156018 Australian Iron & Steel, Port Kembla; 449'2 x 5109/2897 56'8 draught 24'7 $\frac{1}{2}$; Sold to Interstate Steamships 1944/1959 Pty Ltd, Sydney for £A375,000 in January 1959, renamed Echunga; ; Sold 1961 to Heilgers (Eastern) Ltd, Hong Kong, renamed North Point; Driven ashore during typhoon at Hong Kong on September 1, 1962, refloated 19 days later, but subsequently sold to local breakers as not worth repairing.

RIVER PITZROY Built by Evans Deakin, Brisbane, 11/1944; engines 159724 Commonwealth Govt. Marine Eng. Works, Brisbane; 5001/2780 449'2 x 56'8 draught 24'6 $\frac{1}{2}$; Sold in March 1963 1944/1963 to Mitsubishi (Aust)P.L. for £41,250; Left Sydney March 27, 1973 in tow of Nissho Maru (with River Murchison) and arrived Yokosaka for demolition about May 19, 1963.

RIVER GLENELG Built by B.H.P.Co.Ltd Whyalla 3/1944; engines 156017 A.I & S. Port Kembla; 449'2 x 56'8 draught 24'6 $\frac{1}{4}$; 4982/2689 Sold September 1960 to Hang Fung Shipping & Trading Co.Ltd., Hong Kong (subsidiary of A.G.SimsLtd) 1944/1960 and renamed Bai Feng; broken up in Japan early in 1963.

RIVER HUNTER Built by Cockatoo D & E Co.Ltd., Sydney; engines 174727 Morts D & E. Sydney; 449'5" x 56'8 draught 24'6 $\frac{1}{2}$; 4942/2843 Sold May 1959 to Albert G Sims Ltd, Sydney, loaded 1946/1959 scrap metal at Port Adelaide August 1959 and Australian registry closed 8/1959; being registered in ownership of Hang Fung S & T Co Ltd Hong Kong, renamed Sze Feng; Sold 1960 to Hong Kong breakers for £70,000 (Stg) and arrived Hong Kong September 15, 1960.

RIVER LODDON Built by Commonwealth Naval Dockyard, William- 159584 stown 12/1944; engines Cwlth. Govt. Marine Eng. Wks 4994/2860 Melbourne; 449'1 x 56'8 draught 24'6 $\frac{1}{2}$; Sold Jan- 1944/1963 uary 1963 to Mitsubishi (Aust)P.L. (Amakasu Kogyo) for £41,250; registry closed Jan. 14, 1963; Left Sydney in tow of Japanese tug (with River Murrumbidgee) Jan. 15, 1963.

- RIVER MITTA
 159586
 5010/2843
 1945/1959

Built by Cwlth Naval Dockyard, Williamstown 11/1945; engines Cwlth. Govt. Eng. Wks, Melbourne; 449'1 x 56'8 draught 24'6½; Sold May 14, 1959 to Albert G. Sims Ltd, Sydney for £A55,000; resold August 1959 for breaking up in Japan.
- * RIVER MURCHISON
 156019
 4954/2856
 1945/1963

Built by B.H.P. Co. Ltd Whyalla 2/1945; engines A.I & S. Port Kembla; 449'2 x 56'8 draught 24'7; Sold March 1963 to Mitsubishi (Aust) P.L. for £A41,250 and left Sydney March 27, 1963 in tow of tug Nissho Maru (with River Fitzroy) for breaking up in Japan.
- * RIVER MURRAY
 156021
 5032/2901
 1945/1959

Built by B.H.P. Co. Ltd Whyalla 11/1945; engines Cockatoo D & E Co. Sydney; 449'2 x 56'8 dft 24'7¼; Sold May 1959 to Albert G Sims Ltd, Sydney; Sept 1959 transferred to Hang Fung S & T Co., Hong Kong; resold Japanese breakers and arrived at Yokohama November 15, 1959.
- * RIVER MURRUMBIDGEE
 156020
 5032/2900
 1945/1963

Built by B.H.P. Co. Whyalla 7/1945; engines Morts D & E Co., Sydney; 449'2 x 56'8 dft 24'6½; Sold January 1963 to Mitsubishi (Aust) P.L. (Amakasu Kogyo) for £A41,250; Left Sydney Jan. 15, 1963 in tow of Japanese tug, with River Loddon.
- * RIVER NORMAN
 159726
 6458/3782
 1946/1959

Built by Evans Deakin, Brisbane 6/1946; engines Cwlth. Govt. Matine Eng. Eks. Brisbane; 449'2 x 56'8 draught 24'6½; Sold May 1959 to Albert G. Sims Ltd, Sydney for £A55,000; September 1959 transferred Hang Fung S & T Co. Hong Kong renamed Tung Feng; September 1, 1962 driven ashore during a typhoon at Hong Kong, refloated Sept 6, but extensive damage and sold to local shipbreakers in November 1962.

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* SUBSCRIPTION RENEWAL...

The SUBSCRIPTION of some readers expired on December 31, 1973 and therefore, if not already renewed, is OVERDUE. The subscription is now Two dollars fifty cents (Australian currency) \$2-50 for residents in Australia and New Zealand. Elsewhere it is \$3-75 (Australian currency).

If your subscription is OVERDUE please renew it through your usual channels promptly, otherwise we cannot continue to retain your name on our mailing list and furthermore will not guarantee to furnish back copies.

Remember.....

THIS MIGHT BE YOUR LAST COPY

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* Finance...

Balance Sheet as at December 31, 1973.
(Subject to audit)

<u>Liabilities</u>		<u>Assets</u>	
Sundry creditors	\$ 95:38	Cash at Bank	\$1246:39
Subscriptions		Sundry debtors	381:73
unexpired	\$149:30	Stocks on hand	278:58
Income in advance	\$ 12:35		
 <u>Accumulated funds</u>			
Bal. 1/1/1973	\$896:39		
Surplus for year(1973)	316:20		
	<u>\$1212:59</u>		
 <u>Underwriting fund</u>			
Surplus for year	\$ 437:08		
	<u>\$1906:70</u>		<u>\$1906:70</u>

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* FAR EASTERN FLEETS...

N.A.A. members may obtain one copy by using the special form mailed with the June 1973 issue of THE LOG, which permits a concessional price. Other copies to N.A.A. members at \$3-50 (Australian Currency) and to non members ordering direct from Mr. W.G. Volum, 132 Noble Street, Geelong. Victoria 3220, the cost is \$4-00 (AC).

The edition is limited and full details may be found on page 111 of the Summer Issue (December) of THE LOG.

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* SUBSCRIPTION renewal...

Refer page 16 of this issue -REMEMBER - this might be your last copy.

+ + + + +

* CHANGE of address...

Should you change your address please inform either the Secretary or the Editor. Future policy will result in suspension of mailing to any reader whose journal is returned by the postal authorities, until such time as we are made aware of your new address.

Kindly check the address on the envelope containing this issue and if it is incorrect, then please notify us.

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* PHOTO OFFER No. 35.

Price per card 16 c nts (New Zealand currency), plus ten cents (NZ) per order for packing and postage. ORDERS and REMITTANCE to:- Iain G.B.Lovie, P.O.Box 4122, NAPIER, New Zealand. Please note new address.

ORDERS for this offer should be lodged by - MARCH 21.

COMMUNIST FLAG vessels.

Abbreviations - EC2 -Liberty type; PAX -Liner; TKR -tanker.

CHINA

CHONGMING	41	DONGFENG	65	JIUJIANG	66
LETING	66	NANHUI	61	SONJIANG	45
TANGSHAN	57	WANGTING	70	XINGHUO	55

BULGARIA

ALKAID	49	ALTAIR	55	ATLAS	46
AVOIR	56	BOGDAN	46	BURGAS	58
CHIPKA	38	KARLOVO	54	PERELIK	58
RODINA	45	SILISTRA	47	TZANKO TZERNOVSKI	39
VARNA	51 (PAX)	VASIL APRILOV	55	VASIL DRUMEV	52

EAST GERMANY

ALBIN KOBIS	66	ALTMARK	59	ANTON SAEFKOW	65
BODE	59	CALBE	58	ELBE	53
GERA	60	HALLE	59	HIDDENSEE	56
LAUSITZ	52	LEIPZIG	59	LIESELOTTE HERMANN	65
RHON	60	RUDOLF BREITSCHIED	64	STOLTERA	46
THALMANN PIONIER	57	UCKERMARK	55	ZSCHOPAU	52

POLAND

CHOPIN	59	FLORIAN CEYNOWA	57	GENERAL BEM	40
GIEWONT	51(TKR)	HANOI	60	HUGO KOLLATAJ	45
JAN MATEJKO	59	JAROSLAW DABROWSKI	50	KOPALNIA BOBREK	45(EC2)
OPOLE	58	ORLOWO	59	PEKIN	60
POLANICA	58	PRZYSZLOSC	42 (EC2)	STEFAN OKRZEJA	57
USTKA	37	PUCK	49	KAPITAN KOSKO	57

RUMANIA

CARPATI	67	CRAIOVA	62	SIBIU	66
TIMISOARA	62	TIRGOVISTE	66	VICTORIA	62

YUGOSLAVIA

DRVAR	56	GRUZ	44	LUKA BOTIC	60
MARKO MARULIC	70	NATKO NODILLO	60	PIROT	57
PODRAVINA	66 (TKR)	RIJEKA	50	RUDER BOSKOVIC	59

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NOTE - Mr.Lovie reports some problems with the production of offer number 33 and apologises for the delay with the despatch of prints from that offer.

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* COMMENTARY...MATTHEW FLINDERS

It will be 200 years, on March 16 since Matthew Flinders was born in Donnington, Lincolnshire and he was destined to contribute greatly to the knowledge of this continent and also give it the name by which it is know today.

Flinders left England in the 334 ton sloop INVESTIGATOR (ex Xenophon) and made landfall off Cape Leeuwin on December 6, 1801, from whence he explored and charted the coastline until arriving at Port Jackson on May 9, 1802. After a short rest he left again in INVESTIGATOR, together with Lady Nelson (subsequently sent back) on a voyage which circumnavigated Australia and lasting until June 9, 1803 when he arrived back in Port Jackson.

Flinders was then to return to England and left in Porpoise but the vessel was wrecked 740 miles north from Sydney on August 17 1803 and Flinders returned to Port Jackson in the cutter. He again departed for England using, -this time - the 29 ton schooner Cumberland, which had been built in Australia, but after various problems was forced into Mauritius on December 15, 1803 and held captive there until June 1810. Eventually reaching England, Flinders published ' A voyage to Terra Asutralis' which came off the press just as he died on July 19 1814 - just 40 years of age.

- o o o -

- m.v. KOORINGA

When City of Edinburgh (58439/1973) was at White Bay, Sydney, a photograph appeared in the press with KOORINGA (5976/1964) berthed astern and illustrating the great contrast between the two ships. Notwithstanding how diminutive KOORINGA looked, she was a pathfinder in the cellular containership business, being the first in the world to be designed and constructed as a cellular ship. The vessel was so far in advance it was originally necessary for the ship to be equipped with her own gantries to handle containers, as there were no shore based cranes available in Australia. The gantries were removed in 1969 prior to an extensive refit of the vessel in Japan.

The KOORINGA was originally ordered by McIlwraith McEacharn Ltd, for the Melbourne/Fremantle trade, but by the time the ship was completed at the State Dockyard, Newcastle, the interests of the intended owners had been merged with The Adelaide Steamship Co., Ltd, to form Associated Steamships Pty.Ltd., which incidentally celebrated ten years since foundation, in January 1974. At the time of the merger a total of 13 coastal cargo ships came under the ASP Flag and of these only Meringa (5459/1958) and Mundoora (4116/1960) remain registered in the ownership of Associated Steamships Pty. Ltd., plus KOORINGA which commissioned in May 1964

Returning to KOORINGA, insignificant now, but holder of many

firsts - being the first cellular containership to visit Melbourne and Fremantle, also the first such ship to enter Brisbane and use the newly constructed terminal there. The arrival at Brisbane - direct from Japan - on June 4, 1969 is illustrated in this issue.

Now ten years old - KOORINGA - can be expected to carry on for another reasonable period, but eventually her small size will prove a problem.

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SHIPBUILDING

In THE LOG - July 1972 - we looked at the Tariff Board Report and former Commonwealth Government policy. Now the present Government has announced its policy and from reports published it does seem that it is not all that much different. Instead of the sudden downward movement of the subsidy from 45% to 35% at the end of December 1975, the reduction will be progressive to reach that level at that date. Thereafter follows further gradual reductions in the subsidy to reach 25% by the end of December 1980.

Controls on ordering ships overseas have been relaxed to a degree, but many conditions have to be met to ensure that Australian yards have equal chance to submit a tender, and if the ship is built overseas, the estimated delivery cost must be taken into account. Except in special circumstances import controls on secondhand vessels will be continued.

The new subsidy arrangements have been extended to vessels of 150 tons or more and fishing craft of 22 metres or more in length, vessels intended for use by Australian operators in the International trade and also a 25% subsidy on modifications to existing vessels, if the cost exceeds \$500,000.

The question of credit facilities to assist shipowners to finance the construction of new vessels is yet to be determined, but a decision can be expected in the near future.

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UNION SYDNEY

Shortly - UNION SYDNEY - will enter the Trans Tasman trade, operating under charter to the Union S.S.Co. of N.Z.Ltd., to further expand services in the trade. The vessel - about 4200 tons gross - was built in 1972 as Mont Laurier for Cie Atlantique Maritime (Cie Generale Transatlantique, Managers.) but has recently been reconstructed following a fire.

When bound from Gothenburg to Montreal, via ports, the cargo broke loose in heavy weather and a fire resulted when the vessel was 300 miles N.W. of the Azores on January 13, 1973. Mont Laurier was abandoned, but the tug Jacob van Heemskerck took the hulk in tow and arrived at St Michael on January 24. Declared a constructive total loss, the underwriters sold the ship to

* MARITIME MISCELLANY...

Closing date for items for next issue - MAY 15.

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For assistance in compiling this section the Editor expresses particular thanks to Messrs: R.McKenna (WA); R.McDougall (NZ); S.A.Kentwell and K. Le Leu.

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COASTAL and SOUTH PACIFIC:

Ampol Petroleum intend to call tenders for a 75,000 dwt tanker, and Howard Smith Industries Ltd., plan to place an order for a 32,000 dwt tanker.

Dillingham Shipyard (WA)P.L. is constructing a 480 ton cargo ship, to be named BEACHCOASTER, for John Burke P.L. Delivery in November.

* EXPRESS - 25990 dwt tanker was launched by the State Dockyard, Newcastle on December 14, for Howard Smith Industries Ltd.

Ref. P 116 -the tanker under construction at Whyalla for Botany Bay Tanker Co., was named ARTHUR PHILLIP at a ceremony on February 4, and will be launched during March.

* The sea training and adventure topsail schooner SPIRIT of ADVENTURE was launched by Vos & Brijs, Auckland on December 8 and commenced her first cruise on January 22.

Ref P.112 - COASTAL TRADER ex Silvia was due at Auckland from Europe on February 18 and will be operated by the N.Z.Shipping Corp,

Ref P.117 BULKNESS is to operate the Gladstone/Bluff run with a composite Australian/N.Z.crew under the management of A.N.L. who are reported to be endeavouring to purchase the ship.

Ref.P.116 - UNION WELLINGTON ex Stena Shipper is due in .N.Z. in March and UNION SYDNEY ex Leena Dan is due in May. Both are under bareboat charter for three years with option to purchase.

TAINUI ex Kalmarland arrived Auckland on January 13 having been purchased in Europe by Northern S.S.Co., who have sold AWANUI (1185/1962) to Unique S & T(Pte)Ltd.,Singapore and the vessel left Auckland on December 28 as Bonawind.

Ref.P.117 - the former MOUNT KEMBLA is named REGIONAL ENDEAVOUR.

THALA DAN (2000/1957) and NELLA DAN (2006/1961) have been working on the Antarctic relief voyages this season.

RICKIE MILLER (2616/1954) left Sydney on November 5 for New Plymouth with an oil rig and after return has been employed in various bulk trades. Reported that this vessel or LISA MILLER (2427/1951) will be employed in the revived blue metal trade from Bass Point.

BREWARRINA - built to carry 12 persons, evacuated 165 from Karumba during floods and battled for 40 hours through heavy seas to Weipa.

COBARGO (ex Kopua ex Port Tauranga 1529/1937) is now Samoan Bay operating Fiji/Australia for United S.S.Co.Ltd.

Ref.P.117 - FIJIAN SWIFT (1224/1957) left Auckland on her first voyage to the Islands on November 17, whilst JEAN PHILIPPE(914/1918) arrived Onehunga on November 14 on her last, as she has been sold to the East and was briefly renamed Tung Ho II, but reverted to her old name before leaving New Plymouth on Dec. 14.

+ Ref.P.89 - MERINO has almost completed conversion at Townsville and it is expected she will be towed to the Gulf by the tug Tenax during March.

CAPITAINE LA PEROUSE (ex Bayard 2374/1951) arrived Auckland on her first visit on January 19, meantime CAPITAINE KERMADEC went to Whangarei for survey. CAPITAINE WALLIS (1458 tg) has been sold to Southwind Shipping Co., Singapore and was delivered at Whangarei on December 21, being renamed Selatan Jaya.

* MALUKA (584/1950 ex Euroa) has been sold by Keith Holland Ltd to Papua New Guinea owners and is being refitted at Cairns, after being idle since March 1973.

Ref.P.118 - HOLMPARK (588/1953) is being reconverted to a cargo ship at Whangarei for Hiapsang S & T Corp., Singapore, and was towed there from Wellington by the tug Raumanga.

SIGAWALE (254/1956) lying at Rabaul, is offered for sale by The Shell Company of Australia Ltd.

Ref.P.118 - MAORI (7490/1953) - the sale to 'Youth with a Mission' was called off by the Union Company in December and the ship was sold to Wiltopps (Asia)Ltd., Hong Kong and left Wellington in tow of the tug Mariner (357/1968) on January 19 for Hong Kong. It is not clear whether the ship is destined for further service or scrap.

+ WOLLONGONG (12586/1962) sold by Bulkships Ltd to A.F.P. Pty.Ltd (a subsidiary of Alcoa Aust.Ltd.) and delivered at Port Adelaide on January 10. Eventually the vessel will be used in the alumina trade from W.A. but meantime WOLLONGONG operates under bareboat charter to Associated Steamships Pty.Ltd.

RICHARD VOWELL (1047/1950 suction dredge) sold overseas by the N.S.W.Government, left in tow of the tug Straits Wiver, but they put into Mackay (Q) late in December when the tug had engine trouble.

BELLUBERA (505/1910) was withdrawn from the Manly service on Dec. 14 and BARAGoola (498/1922) was to follow on February 7, but has been rerieved for the time being. Meantime SOUTH STEYNE (1203/1938) is now not permitted outside Sydney Heads owing to her hull condition and thus the Sunday afternoon cruises, commenced in November 1953, have been suspended.

ERAKOR (2207/1950 ex Valfer ex Venta ex Sahara) arrived Auckland from Noumea September 18 and Pacific Scrap Ltd., Auckland commenced demolition in October. They have also purchased the old Napier dredger WHAKARIRE.

- MEGGOL - linseed barge - ex HMAS Doomba ex Doomba (750/1919) ex HMS Wexford is lying in Homebush Bay, Sydney and said to be for scrapping, along with SEAMEG.

* KIETA (584/1948 ex Eugowra) has been stripped at Cairns and it is reported that the remains will be scuttled.

Dampier Mining Co., Koolan Island (WA) operate four vessels - KALIBAH a 16 ton tug; TAKORA a 40 ton heavy duty work boat/tug; WANDI II a 60 ton landing barge; TANGARA a 40 ft interisland launch.

TUGS:

The Melbourne Harbour Trust are to build two tugs at their Williamstown yard to replace VALIANT (72/1945); VIGOROUS (132/1946) and VIRILE (132/1947).

Ref.P.89 - TUI TAWATE (ex Tapuhi 232/1945) is to be renamed TUI TUATE by Narain Shipping Ltd. Suva.

Ref.P.89 - former tug CORINGA (259/1945) converted to a fishing craft is being re engined at Cairns with a diesel from a Japanese craft. It is reported that she will revert to the name Empire Peggy.

TUART (65/1961) sold by Elder-Prince Marine Services P.L.Fremantle to Stannard Bros, Sydney was delivered at Port Kembla on January 1.

HEROIC (268/1909) now named Bustler is lying in Homebush Bay, Sydney.

Ref.P.118 - Howard Smith I.P.L. has ordered two 25.90 m tugs from Carrington, Newcastle.

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OVERSEAS:

* Ref.P.119 - ORIENTAL QUEEN (11004/1936 ex Kanimbla) paid off her Japanese crew on October 6 and left Tokyo for Keelung on November 24, but it is not clear whether the ship has been sold by Toyo Yusen for further service or demolition.

Ref.P.119 - TJIWANGI (9000/1951) sailed from Sydney on her last R.I.L.voyage on December 20. The vessel had been on the run for almost 20 years.

Ref.P.112 - The New Zealand Shipping Corp., has purchased the S. S. & A vessels BRITANNIC (9067/1967) and MAJESTIC (9117/1967), the former being delivered at Auckland on February 14 and to be renamed N.Z.Waitangi. The second ship is to be delivered in July or August.

ORSOVA (28176/1954) and SUEVIC (12718/1950) have been sold to Taiwan breakers, whilst the P & O also sold NARDANA (8511/1956), NOWSHERA (8516/1955) and NYANZA (8110/1956) to Persian interests. Neptune Orient Lines has sold NEPTUNE TAURUS (12246/1958) to other Singapore interets who have renamed the ship Oilbird.

AUSTRAL ENTENT - 4th and last cellular containership for Farrell arrived during February, as did REMUERA . HONGKONG SUCCESS (11331/1957 ex Oriental Fantasia ex Dinteldyk) after conversion to container carriage for Orient Overseas Lines, arrived last November.

Ref.P.109/72 - Stock carrier ARIANE operated from Fremantle by Aires Shipping Co., has been joined by AURORE (4777/1959 ex Hoegh Aurore)

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ACCIDENTS and MISHAPS:

* Ref.P.120 - SEAWISE UNIVERSITY - the breaking up commenced in January, being undertaken by Far East Salvage Co.Ltd.,H.K., and it is expected that five months will be taken to remove the super-structure and the whole operation three years. The Bank of China has arranged to buy salvaged scrap from the vessel for shipment to steel mills at Canton and Shanghai.

Ref.P.121 - MERCURY SEA (7256/1951 ex Billiton) left Sydney on December 12 for Taiwan breakers.

THORSORIENT (5684/1951) grounded at Blues Point on November 22 after a power failure. In addition her anchors fouled the submarine cables and it was 27 hours before the vessel was refloated.

EVGENIA No 1, went aground in the Brisbane River on December 12, but refloated on the next tide.

* MUNDOORA (4116/1960) sustained minor engineroom damage as a result of a fire on December 21, whilst under overhaul at Brisbane.

* JAMES COOK (660 ton gas tanker) suffered an engine breakdown 500 miles S.E. of Suva and was towed in on December 31 by the tug Wallacia.

During the flooding in the Brisbane River January 25/29, several vessels went adrift - but unlike 1893, none finished in the Botanical Gardens. The tanker ROBERT MILLER broke away from the Kangaroo Point fitting out berth on the morning of January 27, but was hauled just off the building dock, where it lay, holding to one anchor and with a tug in constant attendance, until moved stern first down river on January 31, to a berth near Cairncross dry dock. Whilst anchored ROBERT MILLER was struck and holed by two runaway barges, which also caused damage to CEMENTCO (1470/1945). At the same time as ROBERT MILLER took off, the laid up dredge NEPTUNE (781/1923) broke away from an adjacent berth and eventually became jammed under the wharf at Newstead, where it stayed for 24 hours before being swept off again, until eventually secured at Hamilton, where it began to sink on January 30, but was saved by the efforts of the fire brigade. On January 28 the lighthouse tender CAPE MORETON (2106/1963) broke away from New Farm, but after a struggle was brought to anchor just ahead of ROBERT MILLER. On the evening of January 28, PATRIS (16259/1950) broke away from the Cairncross repair berth, and narrowly missing MUNDOORA (4116/1960) was swept down river, to be quickly rescued by tugs and put alongside an adjacent berth. On January 29, DARRA (2497/1967) broke away but was resecured at a wharf down river. Early in the flood the barge KOALA (ex HMAS) became jammed under Centenary Bridge (upstream) and as the floodwaters rose it threatened to wreck the bridge, so - on January 27 - KOALA was scuttled.

Ref.P.91 - CHERRY VENTURE (1609/1945) now owned by Peter Vaggelos, briefly refloated on February 7 during high tides, but was swept ashore again by the big swell. Another attempt to refloat is scheduled for early March.

CRYSTAL MAGNOLIA (7702/1956) struck the loading jetty at Shark Bay (WA) early in February and put it out of operation for 2 weeks.

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GREY FUNNEL section:

-BANDOLIER was presented to the Indonesian Navy on November 16 and renamed Sibarau. Another of the class is to follow in 1974.

*FLINDERS left Sydney on December 4 to take up station at Cairns and will be engaged in survey work around northern Australia.

*SYDNEY was towed from Garden Island to Bradleys Dolphins on December 4, having been stripped of all useful gear.

The modernisation of the 'River' class destroyer escorts will involve PARRAMATTA (1961), STUART (1961) and either YARRA (1961) or DERWENT (1964). The vessel not modernised will undergo a limited refit and eventually replace DUCHESS as a training ship.

R.A.N. Patrol Boat facility at Cairns, established in January 1971, was commissioned on February 1 as a Patrol Boat base and became H.M.A.S. Cairns. BAYONET, BARRICADE and BARBETTE, together with FLINDERS are attached to the base.

Former R.A.N. craft Y295 is now the commercial launch Tamborine Bay.

STALWART, VAMPIRE, SWAN and OXLEY exercised with the Indonesian vessels Jos Soedarso, Lambung Mangkurat and Scrong, in January.

Landing craft BETANO, built at Maryborough, was commissioned at Brisbane on February 8.

MOANA ROA (2893/1960) is to become the R.N.Z. Navy's survey ship. Conversion is expected to start mid year and take 18 months. The estimated cost is \$5.1 million.

Former R.N. aircraft carrier ALBION has been sold for conversion for North Sea oil exploration and development.

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COMPANY and GENERAL NEWS:

Ref.P.29/73 - The Privy Council has upheld the decision of the N.S.W. Supreme Court, disallowing the proposed share issue by R.W. Miller (Holdings) Ltd., to Howard Smith Industries Ltd.

The Articles of Association of the New Zealand Shipping Corporation were signed on February 5 and registered on February 7.

Ref.P. 116 - Walkers Ltd., Maryborough (Qld) who have been in shipbuilding since 1881, plan to cease upon completion of an oil rig tender in April. They will abandon orders for two heavy landing craft and a navigational aid ship.

Defence Administration in Australia was merged from November 30, when the functions of the Departments of Navy, Army and Air were absorbed.

A.C.S.C. intend to enter the Australia/Philippine/H.K./Korea trade using a vehicle deck ship. No date is announced.

The Anchor Shipping & Foundry Co.Ltd., Nelson is to be merged with T.Dorman Engineering Co.Ltd., to become Anchor Dorman Ltd., - both are subsidiaries of the Union S.S.Co. of N.Z.Ltd.

~~MELBIDIR~~ built during World War II at Stratford near Cairns as Douglas McArthur and subsequently owned by the Queensland State Government, has been presented to the Sea Cadets at Cairns as a training vessel.

Kristian Jebsens Rederi and Dillingham Corp., recently formed the Norse-Pacific Shipping Co. (49% and 51% respectively). The concern will be managed by Jebsens.

Osmarine (Aust)P.L. ceased operating oil rig tenders in Australia early in December, and the Port Adelaide built tenders COOK SHORE and BASS SHORE left for Singapore. COOK SHORE commissioned in November 1969 and operated until October 20,1973, whilst BASS Shore was completed mid 1973 but never commissioned.

Australian Territory Liner Services P.L. announce intention to operate their CAPE ARNHEM (4307/1973) on a three weekly service from N.S.W.ports to Cairns via Mackay and Townsville, whilst CAPE YORK (4307/1973) will operate a Melbourne to Darwin service via Sydney and Brisbane.

Lloyd Brasileiro are introducing a liner service between South America and Australia, the first sailing - UNION EAST - from Rio de Janeiro in mid February. Also Compania Peruana de Bapores, Peru, intend introducing a service.

Atlantafrik has announced that they will introduce three 18000 dwt , twin screw vessels into their trade from Australia to East Coast U.S.A. and Canada, during 1974. The first vessel - TAMARA - was launched in Finland last year.

The N.S.W.Government is to continue the use of 'Lady' names for their ferries, and Carrington at Newcastle , who are constructing two 800 passenger ferries, expect to launch LADY NORTHCOTT in April and LADY WAKEHUSRT in June.

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