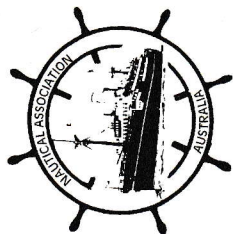
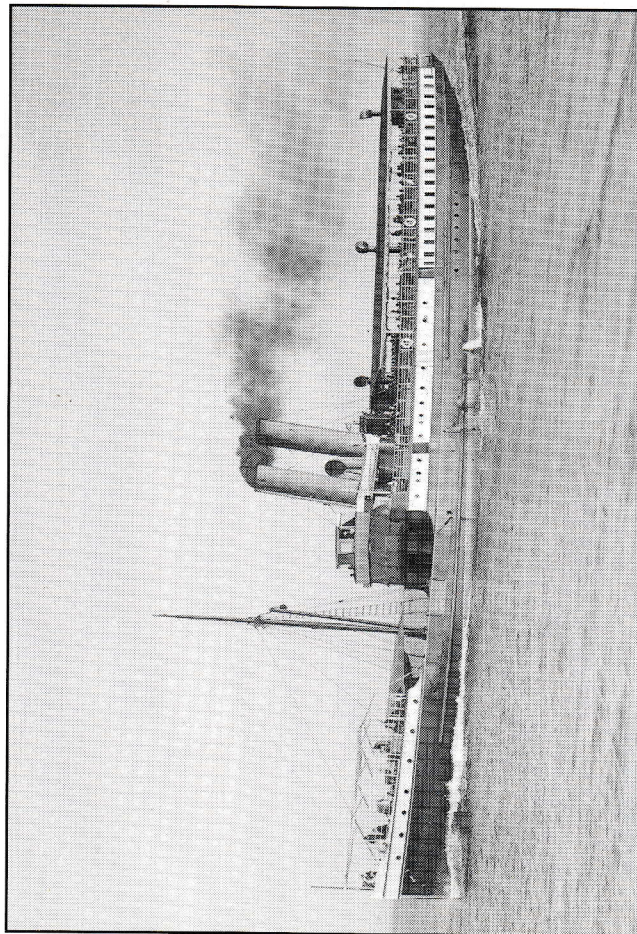


THE LOG



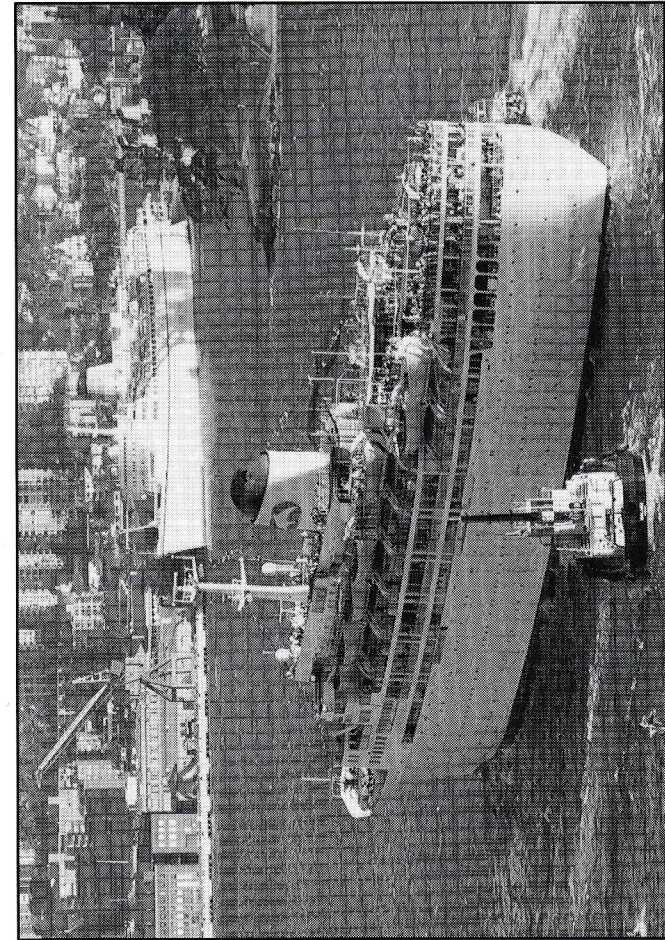
QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.
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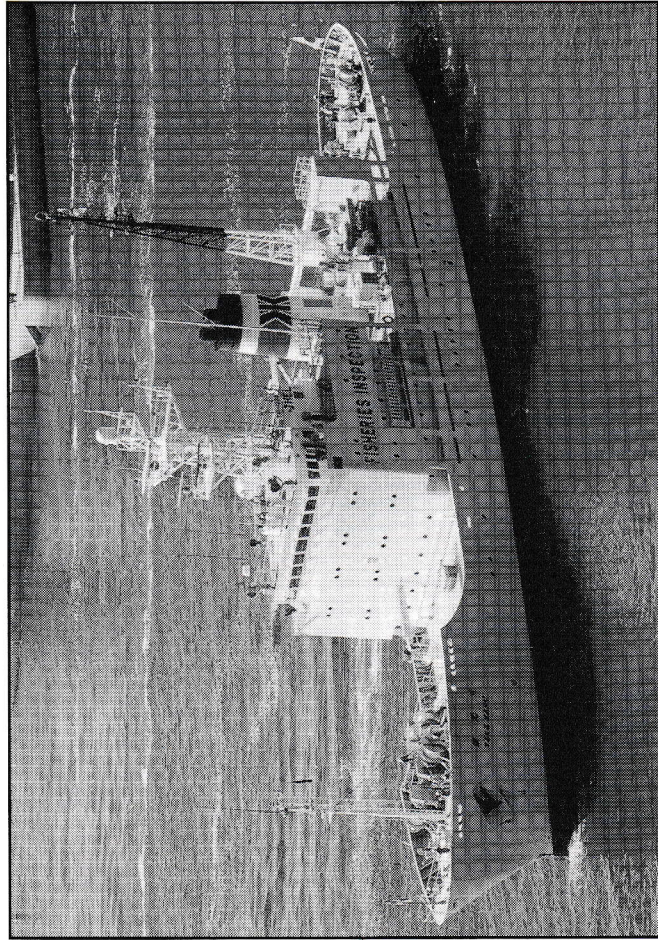
COURIER

The Huddart Parker steamer was employed in the Melbourne/Geelong trade from 1888 until 1927.
(Green Collection, State Library of Victoria)

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FAIRSTAR departing Sydney 21 January 1997 on final cruise; **FAIR PRINCESS** at Garden Island in background.
(I. Edwards)



TOKO MARU Japanese fisheries inspection vessel, at Sydney.
(I. Edwards)

THE LOG

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NAUTICAL ASSOCIATION OF AUSTRALIA INC.

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May 1997

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HUDDART PARKER'S COURIER

Huddart Parker employed the passenger/cargo steamer *Courier* (728/1887) in the Melbourne/Geelong trade from January 1888 until she was withdrawn and sold towards the end of 1927. After stripping, the hulk was scuttled in the "Ships' Graveyard" off Port Phillip Heads on 29 March 1928. The following description is extracted from *The Illustrated London News*, 10 September 1887. The model of *Courier* referred to is presumed to be that now held by the Geelong Maritime Museum.

THE COURIER, AUSTRALIAN STEAMER

On Saturday last was launched from the shipbuilding yard of Messrs. C.S. Swan and Hunter, Wallsend-on-Tyne, an excursion steel screw steamship for Messrs. Huddart, Parker and Co. Ltd., of Melbourne and Sydney, intended to ply within the waters of Port Phillip. The dimensions of this ship are - length, between perpendiculars, 221 feet; breadth, extreme, 30ft.; depth, moulded, 14 ft. The contract guaranteed speed of the ship is 17 knots, which has been obtained on a severe trial of several hours' steaming at sea; and it is expected that a speed of 17.6 knots (twenty miles per hour) will be accomplished. Engines capable of indicating from 2,800 to 3,000 horse power are being built by Messrs. R. and W. Hawthorn and Co., engineers of St. Peter's. The engines are of the cruiser type, triple expansion, of ample strength and lightness. Two steel boilers of extra size are being provided, and forced draught will be applied. The builders have also been desirous to secure for this ship an abnormally high rate of speed with natural draught, and the boilers have been so arranged as to secure a speed of 15 1/2 to 16 knots without forcing. The lines of the ship are extremely fine. In order that the ship may be successfully manoeuvred in narrow waters, powerful steam steering gear is provided on deck, and a strong cast steel stern post with sluice openings is fitted while in the engine room reversing gear is applied.

The cast steel stern frame was supplied by Messrs. W. Jessop and Sons, Sheffield; the marble work of the drawing room saloon by Messrs. Emley and Sons. This vessel will be fitted with a drawing saloon 60ft. long by the full breadth of the ship. This saloon will have a marble dado all round, with a frieze of oak dignified with carvings; and the floor will be laid with mosaic pavement on the steel deck. The seats are formed into bays upholstered in navy blue Utrecht velvet; the sides are lighted with large square bevelled plate glass windows, sliding Venetian shutters admit air and exclude the sun, in the occasionally great heat of the Australian excursion days. Below this apartment is the large dining saloon, 65 feet long by the full width of the ship, the tables have been so arranged that 200 persons can dine in comfort. At the forward part of the saloon are a large pantry and bar with store rooms and a lift for passing food from the upper deck. Ample light is obtained in the dining room from numerous large circular side ports, and ventilation is provided by large tubes at both ends. On the quarter deck, before the drawing room saloon, are two snug smoking rooms and two bars. The ladies' saloon, with lavatory accommodation, is forward of the drawing-room saloon. Under the top gallant forecastle is fitted a saloon for second cabin passengers, in this department there is a ladies' cabin and a bar, with good sitting accommodation. Abreast of the engine room on both sides are comfortable quarters for the captain, officers and stewards; while the crew are comfortably housed under the deck. Provision is made for cooking for large numbers in a spacious galley next the engine room.

The promenade deck is 150ft. long, of selected teak, the whole width of the ship, and sitting accommodation is provided for some hundreds around the sides and in the centre of this deck. A permanent awning covers the promenades.

The Board of Trade will grant a certificate to carry about 2,000 passengers. The safety of this large number of passengers is provided for by the breadth having been increased, giving great stability to meet a rush of passengers to one side, by divisions into an unusually large number of water-tight compartments, including watertight bunkers; and by the provision of a number of tubular life rafts. The sanitary arrangements are probably more complete than have ever been fitted on similar steamers. An abundant supply of water for sanitary purposes is secured by a pump worked by the main engines of the ship. The ship was named the *Courier* by Lady Berry, wife of Sir Graham Berry, Agent-General for Victoria, and formerly Premier of Victoria. During the recent visit of Sir James

Lorimer, the Minister for Defence in Victoria, Messrs. Huddart, Parker and Co. drew his attention to the *Courier* as well as to the large Australian steamship *Elingamite*, now being completed by the same builders. After consultation with General Steward, the Military Adviser for the Colonies, it was agreed that the *Courier* should be strengthened and fitted at various parts of her decks to enable her to carry several 14-pounder Nordenfolt guns and these fittings are now completed. It is expected that this ship in cases of emergency, will be utilised by the Victoria Government either as a despatch boat or a transport ship or to mobilise two or three thousand men rapidly or for reconnoitring and other staff purposes. A beautifully finished model of this steamship was exhibited to the large company of visitors on Saturday, and will be sent out to the Melbourne Exhibition of 1888.

EVANS DEAKIN - SHIPBUILDERS

The Queensland heavy engineering firm Evans Deakin Industries Ltd. was for many years engaged in shipbuilding, at its Kangaroo Point yard, Brisbane. We are indebted to Mr. Buster Browne for preparing the detailed yard list of vessels built by the company. This brief history provides a background to the firm and its founders, and in particular to its involvement in shipbuilding.

The Company and its Founders

The business was established in 1911, when Daniel Edward Evans and Arthur Joseph Deakin entered into partnership as Evans Deakin and Company, and opened a small engineering supplies business in Edward Street, Brisbane. In 1913 the firm established its first workshop.

Daniel Edward Evans was born at Geelong on 8 May 1885, the fifth son of Charles Herbert Evans, mariner, and Jean Evans (nee Millard). The family moved to Bundaberg where Charles managed a dredger, and there Daniel received his education, leaving Bundaberg Boys' Central School at the age of fourteen to become an engineering apprentice at the Bundaberg Foundry. The family moved to Adelaide, where Daniel became a draughtsman employed by the Outer Harbour Construction Company. By his nineteenth birthday, Daniel was engineer in the cable ship *Restorer*, and he obtained his chief engineer's certificate at Adelaide in 1908 while employed by The Adelaide Steamship Company Ltd.. In 1911 he commenced business at Brisbane in partnership with Arthur Deakin.

Evans began a long association with the Australian Military Forces (Militia) when he was commissioned Second Lieutenant in the Australian Engineers in 1912. In July 1915 he was appointed Lieutenant in 2nd Division Engineers, AIF, serving in Egypt and France. His active service was terminated in 1918 on account of wounds, by which time he was a Major, had been Mentioned in Despatches and awarded the DSO.

Returning to the business in Brisbane, Evans became Chairman of Directors and Chief Engineer upon incorporation of the company in 1924. He remained Chairman until his death, and he took an active part in industry and professional organisations. He retained his involvement with the Australian Military Forces, and following the outbreak of World War II he was appointed Chief Engineer, Northern Command. He also served as Chairman of the Board of Area Management, Queensland, of the Ministry of Munitions, and for his services was awarded the MBE. He had been promoted Lieutenant Colonel in 1924 and Colonel in 1930, and was generally referred to in later life as Colonel Evans.

Daniel Evans died at Brisbane on 1 December 1951, still Chairman of Evans Deakin, but having retired from executive duties in 1948. Among his professional activities he was a member of the board of the Faculty of Engineering at the University of Queensland from 1921 until his death. He is described by a biographer (Australian Dictionary of Biography, Vol. 8; MUP, 1981): "Energetic, forceful and gregarious, he liked whisky and frequented the United Services and the Johnstone Clubs. An old trade unionist, he was apolitical, joined the Australian Institute of Marine and Power Engineers, looked after the welfare of his men and had little industrial trouble."

Arthur Joseph Deakin was born in New South Wales in 1887 and received his education in Perth. Returning to the eastern states in 1902, he was employed firstly by AUSN Co. Ltd., and later by Schweppes Ltd. There is a reference to Deakin being a ship's purser, and it appears that he met

Evans when the men were serving as ships' purser and engineer respectively. In 1911 he established the business in partnership with Evans, and carried it on during the latter's absence on war service, although the workshop had to be closed. Upon incorporation of the company in 1924 Deakin became Managing Director, and he succeeded Evans as Chairman on the death of the latter in 1951. Deakin took an active part in industry organisations from the 1920s onwards, and in later years was appointed to the boards of a number of other companies.

Arthur Deakin died suddenly on 7 June 1961, while in Sydney for a meeting of the board of Mount Isa Mines Ltd., of which he was a director. He had suffered from a heart condition for the previous three years, and he collapsed soon after the meeting. He was still Chairman of Evans Deakin Industries Ltd. at his death. He was a keen sportsman in his earlier years, representing New South Wales at Australian Rules football, serving as Captain of Royal Queensland Golf Club for several years, and taking an interest in boxing and horse racing. Nevertheless, when asked in later years about his hobbies, he would reply that over the last forty years he had only two - "work, and then more work." As to the major Queensland company he had helped to build, he would keep his colleagues in touch with reality by remarking that "we've just got a bit of a blacksmith show there". At his death the company had about 1,700 employees.

Following the return of Evans from war service, the business embarked on a period of expansion. In 1919 a small workshop was established in an outbuilding at Evans' home in Cooraroo, a Brisbane suburb. The firm undertook the manufacture of mechanical conveyors, elevators, refrigeration coils etc. With the leasing in 1920 of the South Brisbane engineering workshops of W.S. Binnie & Sons, Evans Deakin moved into ship repairs. In 1922 Evans Deakin bought the Binnie business, installed heavy forging plant, and expanded their steel fabrication business. The firm was incorporated as a company in 1924, as Evans Deakin & Co. Ltd., and with the business continuing to expand, substantial workshops were established at Rocklea in 1926. The company was engaged in the fabrication of structural steel and in railway engine repairs. Evans Deakin became prominent in the fabrication of steel for bridge works, including 10,000 tons of steel for the Story Bridge at Brisbane 1933/39.

The company's involvement in shipbuilding commenced in 1939, and this is dealt with separately, below.

In the years following World War II Evans Deakin continued to develop its engineering activities, and this included the acquisition of a number of other engineering companies; notable among these was its erstwhile fellow shipbuilder Walkers Ltd. in 1981 (see pp.26 and 27, 1995). Evans Deakin & Co. Ltd. underwent a capital reconstruction in 1960, and from 1 July 1960 the holding company has been Evans Deakin Industries Ltd. A major rationalisation undertaken in 1988 resulted in the elimination of a number of unprofitable operations.

A substantial contract undertaken in 1993/94 was the reconstruction of phosphate-handling facilities for Nauru Phosphate Corporation. In the same year the Company completed relocation of its heavy engineering manufacturing operations to Sherwood, in Brisbane.

The company today is a major independent engineering company, operating predominantly in Queensland. Its main operating divisions are:

EDI Engineering: design, project management and construction for the power generation, mining, minerals processing and construction industries; workshops in the Brisbane suburbs of Sherwood and Colmslie. Specialised cranes and elevated platforms. Ship repairs and maintenance through United Ship Repair Services.

EDI Manufacturing: heavy manufacturing and foundry; includes Walkers Ltd. at Maryborough which specialises in the construction of mining and sugar cane milling equipment and railway rolling stock.

EDI Electrical: electrical and instrumentation contracting and maintenance for power generation, mining and manufacturing industries; includes the Ralph M. Lee Group of companies, and George Gilbert & Co. in Brisbane. Design and installation of voice and data cabling systems.

EDI Distribution: Australia-wide distribution of industrial equipment and specialty products. Gilbert & Lodge (including Clayton Bros.) acquired in December 1993.

In August 1996 Evans Deakin acquired control of the Sydney-based heavy engineering firm Clyde Industries Ltd. This indicates a remarkable reversal of fortunes, as in 1980/81 Clyde, then the largest shareholder in Evans Deakin, failed in a bid to take over Evans Deakin.

Shipbuilding

Towards the end of 1939 the Navy Office (Department of the Navy), being aware of the well-equipped Evans Deakin workshops at Rocklea, approached the company with the request that it undertake the construction of naval vessels. This the company agreed to, and the site chosen for the shipbuilding yard was Moar's Slip, adjacent to Cairns Street, Kangaroo Point, on the downstream side of the southern approach to the Story Bridge. Further land, to the north of the old Moar's Slip site, was subsequently acquired. The properties required were bought by the Queensland Department of Harbours and Marine and leased to the company. Site preparation for the shipbuilding facilities began on 26 March 1940. The first keel was laid in the new yard in July 1940, this being for a 1,200 dwt (187') oil fuel lighter for the RAN. While this vessel was being built, the yard was also being built, with extensive excavations for additional building berths, and the construction of fitting out yards and wharves. By the end of 1940 the oil fuel lighter (**Rocklea**; OFL 1201) had been launched and the keels of three Bathurst class minesweepers laid. In its early days the shipyard was no more than an assembly site, with fabrication of steelwork being done at the company's workshops at Rocklea and South Brisbane.

Construction of the yard continued during 1941, and by the end of that year there were four building berths, three of 500' length with capacity for 10,000 dwt vessels and one of 300' length with capacity for vessels of 4,000 dwt. A fitting out berth, 300' in length, was under construction adjacent to and upriver from the building berths. This remained the configuration of the yard until its redevelopment in the 1960s.

Towards the end of 1940 a further order was received for Bathurst class minesweepers, and in 1941 Evans Deakin contracted with the Australian Shipbuilding Board to build ten 10,000 dwt merchant ships (sic, the A or River class were c.8,500 dwt). By the end of 1941 the oil fuel lighter, a floating dock (2066' loa) and the first of the Bathurst class vessels (**Townsville**) had been delivered, and there were under construction six Bathurst class minesweepers and two A class freighters (**River Burdekin** and **River Fitzroy**).

The entry of Japan into the war towards the end of 1941 and the rapid advance southwards of its forces saw a realignment of priorities. For Evans Deakin this meant a switch of resources to ship repair work. In the event only four A class freighters were built, with the keels of the second pair not being laid until June 1943 and November 1944. The company became a major contractor to the RAN for the repair and refit of vessels at Brisbane, and from March 1942 until the end of the war 365 ships were handled for major refits and damage repairs, comprising:

RAN	104 vessels
RN	27
USN	122 (including 49 submarines)
US Army vessels under charter	55
merchant vessels	57
	<u>365</u>

By the end of the war in August 1945 the company had built and delivered one oil fuel lighter, eleven Bathurst class minesweepers (together with prefabrication of the steelwork for another that was built in New South Wales), a floating dock, two A class freighters and a caisson for the Cairncross graving dock. Still under construction at war's-end were the remaining two A class freighters, one River class frigate (a second was cancelled after 400 tons of steelwork had been completed), a second oil fuel lighter and the first of two D class freighters. In addition, Evans Deakin had managed the Commonwealth Marine Engine Works, established by the Commonwealth Government on a site adjacent to the shipyard.

Following completion of the remaining frigate (**Murchison**) in January 1946, the Kangaroo Point yard continued with the construction of merchant ships and harbour service craft. At the launch of the last of Australia's thirteen A class freighters (and Evans Deakin's fourth) on 22 March 1947, it was recorded that 20,000 people lined both sides of the Brisbane River to see the new ship take the water; this was **River Burnett** (in the 1990s it is interesting to read in the account of the launch that "commodious accommodation is provided for the complement of seventy."). At the launch it was announced that Evans Deakin had successfully tendered for two of the new 6,000-tonners to be built

for the Federal Government. It was not until McIlwraith McEacham ordered a motor collier for the sixty-miler trade (**Hexham Bank**; keel laid in March 1952) that the yard received its first non-government order.

In the late-1940s/early-1950s the yard had completed three B class freighters for service with the Australian Shipping Board (the predecessor of ANL) and two more delivered to private owners, and in the 1950s it was sustained by further work for the government line, resulting in the completion of one I class collier and four Lake class bulk carriers.

By the 1960s it was apparent that building methods would need to be upgraded at Kangaroo Point, and in 1964 it was announced that Evans Deakin would modernise the yard. The existing slipways would be replaced with a building dock 740' in length, able to accommodate the construction of vessels of up to 47,000 dwt, together with associated space for the assembly and fabrication of steelwork. There was one auxiliary building slipway, 400' in length, included in the new yard layout. The last vessel to be launched from the old berths was the coral carrier **Darra**, on 10 August 1966.

The new building dock was officially named and commissioned on 21 July 1967, with the float-out of the first vessel to be built there, the suction hopper dredger **WDA Tradeway** (it was completed as **WDA Endeavour**). The facility was named Frank Nicklin Dock, after the then Premier of Queensland. As completed, the dock was 800' x 115', with a depth of 31' and a clearance of 21' over the sill at high spring tides; it could accommodate the construction of vessels of up to 60,000 dwt. More than one vessel could be built in the dock at one time, as was the case with the ANL vehicle deck cargo vessels **Brisbane Trader** and **Sydney Trader**, which were floated out together on 8 February 1969.

In the late-1960s Evans Deakin built ten Attack class patrol boats for the RAN, but by the end of that decade the outlook for commercial shipbuilding in Australia was bleak; competition worldwide in the shipbuilding industry was intense, specialisation and economies of scale were becoming more critical, and the Australian Government was in the coming decade to progressively reduce the subsidy available for ships built in Australia. In the early 1970s only two vessels were laid down, the oil tankers **Esso Gipsland** in February 1970 (completed in April 1972) and **Robert Miller** in June 1971 (completed in December 1974). By this time the company was incurring heavy financial losses from shipbuilding.

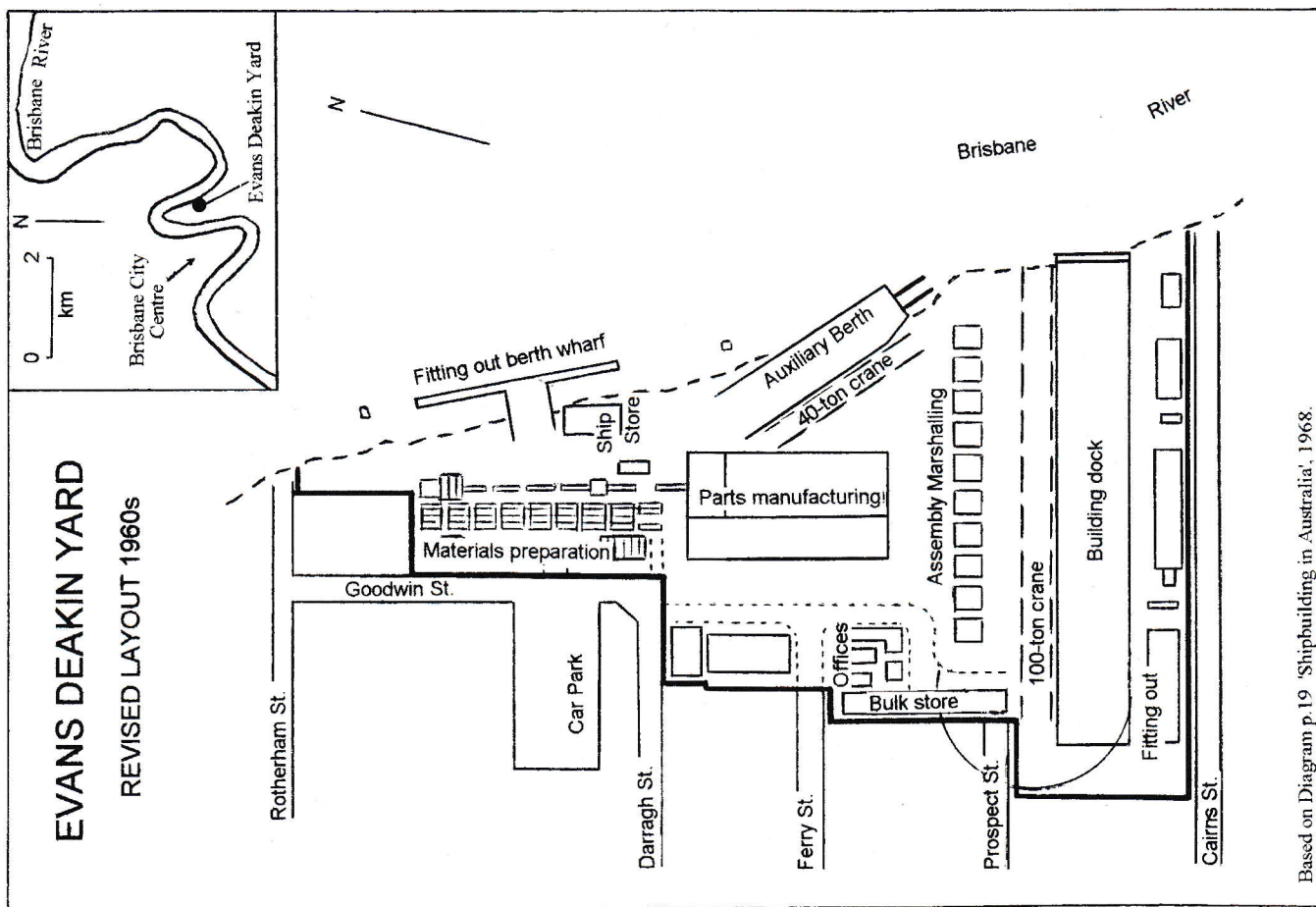
The only subsequent order received was for a semi-submersible drilling rig for the Santa Fe Group of Orange, Texas, USA, construction of which commenced in January 1974. In July 1975 the directors announced that shipbuilding would terminate on completion of this order. The drilling rig, named **Southern Cross**, was completed in November 1976, and it was reported that Evans Deakin closed the Kangaroo Point shipyard on 21 October 1976. The site has since been redeveloped for residential units.

The yard number of the last vessel built, **Southern Cross**, was 82. Allowing for cancellations and the Bathurst class vessel completed elsewhere, Evans Deakin completed 79 vessels at Kangaroo Point. They represent a wide variety of vessels - merchant and naval; passenger, cargo and tanker; tugs, ferries, dredgers and miscellaneous service vessels. The largest vessel built at the yard was the tanker **Robert Miller**, 67,000 dwt. The variety of launching methods is also notable, thanks to the reconstruction of the yard in the 1960s. Up to yard no. 60 (**Darra**) there was the conventional stern launching, but subsequently there were floating out from the building dock, sideways launch from the new auxiliary slipway (no.77, the derrick barge **DB7**) and lifting into the water by crane (the Attack class patrol boats).

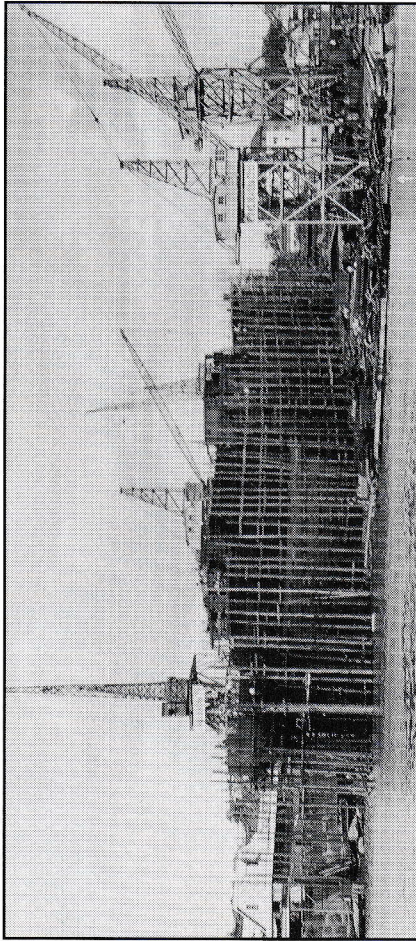
Acknowledgements

The Editor thanks B.J. Browne and W.T. Foote for their help in the preparation of this brief history, and B.M. Pemberton for the accompanying yard layout plan.

(Yard list to commence in next issue)

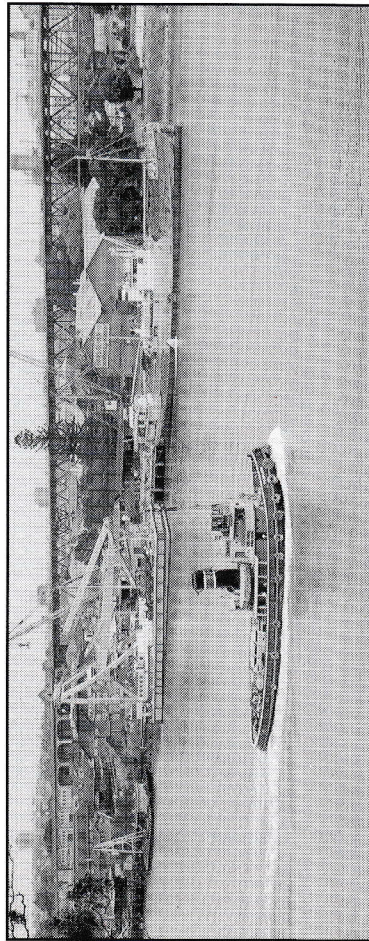


Based on Diagram p.19 'Shipbuilding in Australia', 1968.



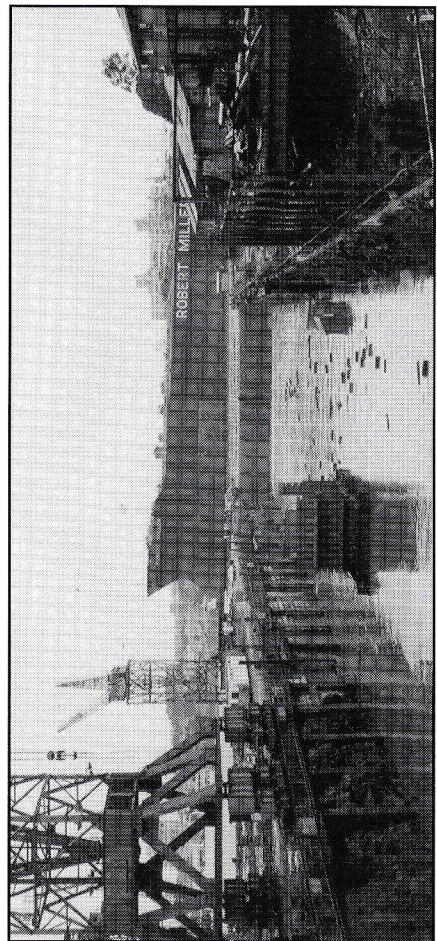
EVANS DEAKIN YARD November 1950; **Borda** under construction.

(T.S. Stevens)



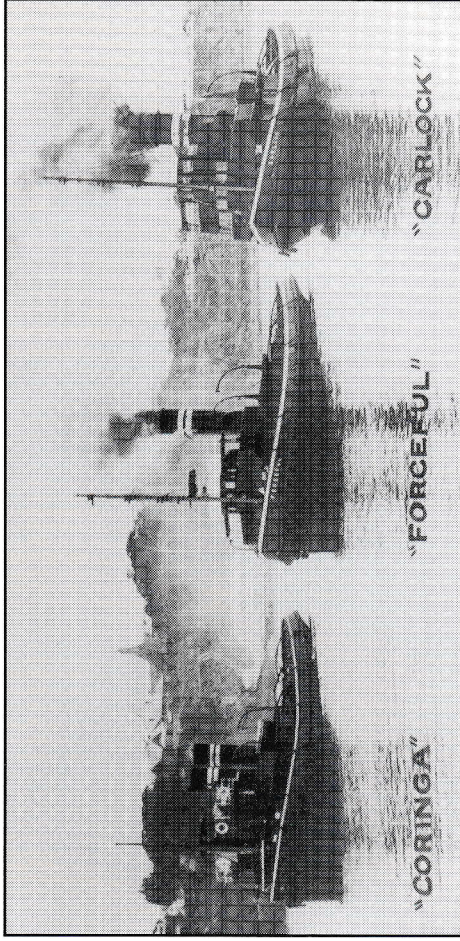
EVANS DEAKIN YARD Oct./Nov. 1968; crane **V.G. Swanson**, freighter **Wyrallah** and tug **Fearless**.

(T.S. Stevens)



EVANS DEAKIN YARD 28 January 1974; river in flood, **Robert Miller** anchored after breaking loose, dock flooding.

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(J. Goldsworthy Collection)

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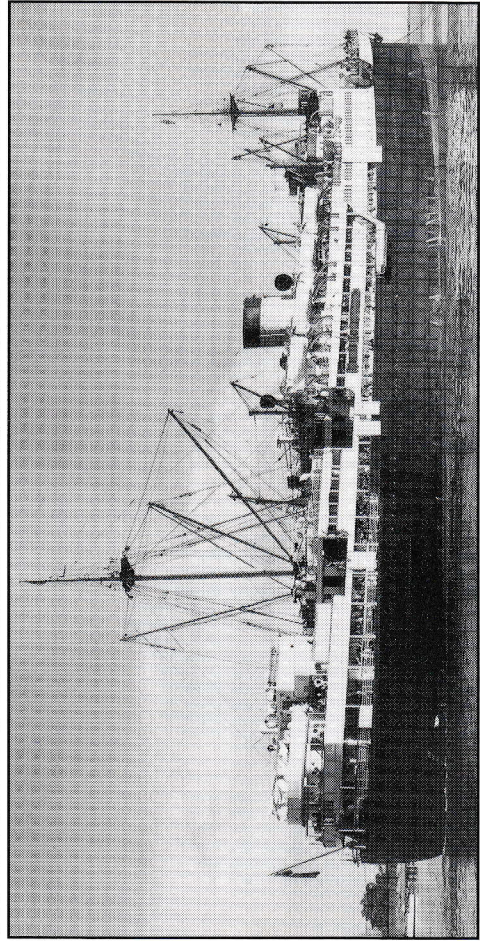
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MANUNDA photographed in 1950.

(J.Y. Freeman)

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HOLYMAN LIMITED

Holyman Limited was incorporated in 1993. In March 1994 it was publicly floated, and it acquired the majority of the shipping assets and businesses of the TNT Group (in particular, TNT Shipping and Development Ltd. and TNT Hydrolines). It was then listed on the Australian Stock Exchange. See page 93, 1994. The following is summarised from the Company's Annual Report for 1996.

Financial Results - year ended 31 December 1996

For the year ended 31 December 1996, Holyman earned an operating profit after income tax and excluding the amount attributable to minority interests of \$21,861,000. This includes abnormal items giving a net profit of \$68,000 after tax, these being profit on sale of shares in Cat-Link Shipping A/S \$3,368,000, offset by write-downs of investments and write-off of intangibles \$2,500,000. Thus the profit before abnormal items was \$20,993,000, compared with a profit of \$16,093,000 in 1995 (there were no abnormal items in that year).

Shareholders' equity (excluding minority interests) amounted to \$139,902,000 at 31 December 1995 and \$155,837,000 at 31 December 1996, and on these funds dividends totalling \$11,247,000 were paid during 1996.

Holyman manages its activities in three sectors, and their contributions to profit before tax in 1996 were: specialised shipping and transport services 23%; ferries 59%; bulk commodity handling 18%. Approximately two-thirds of the profit before tax was earned from activities outside Australia. Profits were realised from the sales of the cement carrier **Goliath II** (see page 181, 1996) and the catamaran ferries **Cat-Link I** and **Cat-Link II**, but the operation of the Cat-Link service produced a loss due to severe ice conditions which suspended operations in February 1996, costs and teething problems associated with the introduction of **Cat-Link III**, and industrial disputes with cabin attendants.

Total assets at book values were \$248,524,000 at 31 December 1995 and \$260,221,000 at 31 December 1996.

The Fleet

Bulk carriers operated by Holyman Group

Alitrans (27,662/1983): self-discharging bulk alumina carrier on charter to Comalco. Time charter converted to bareboat charter from May 1996. The charter expires in 1998 and negotiations for extension have begun. Ship operates from Gladstone to Bell Bay and Bluff.

Endeavour River (50,144/1983):

Fitzroy River (50,144/1983): coal-fired bulk ore carriers on 20-year bareboat charters (expiring in 2003) to Queensland Alumina Ltd. to carry bauxite from Weipa to Gladstone.

Goliath II (3,432/1978): self-discharging cement carrier on time charter to Sunbulk Shipping, a subsidiary of Cemex Mexico, trading in the Caribbean and Gulf of Mexico until June 1996, when sold to North American interests.

Ship Management

Holyman manages the self-discharging refined sugar carriers **CHL Innovator** (19,426/1976) and **CHL Progressor** (28,096/1985), the latter operating in Australia, New Zealand and Asia for Mackay Refined Sugars until February 1997 when it rejoined the former operating for E.D. and F. Man in Europe, North Africa and the Middle East. The management of Holyman-owned ships operating in Australia has been contracted to external ship managers for several years.

Ferries operated by Holyman and its associated interests

The information shown in brackets following vessels' names is: (year and country of build/length in metres/capacity - people; cars). Ferries built in Australia were built at Hobart by Incat, except for **Cat-Link III**.

Express Navigation Inc., USA (Holyman 100%)

Express I and **Express II** (each 1989, USA/ 25m/ 300; -) 30-knot catamaran ferries on commuter service between Atlantic Highlands, New Jersey, and Wall Street, Manhattan; the 30 kilometre journey is completed in 45 minutes. Excursion and charter services are operated in off-peak periods.

Cat-Link Shipping A/S, Denmark

(Holyman 50%, Scandlines A/S 50%)

Scandlines (formerly known as DSB Rederi) is the ferry division of the Danish state railways. In May 1996 Scandlines acquired 50% of Cat-Link, half from Holyman and half from the minority shareholders. Cat-Link was established in 1995.

A high speed service is operated between Kalundborg on the Danish island of Zealand and Arhus on the mainland. The passage takes 90 minutes. The sister ships **Cat-Link I** and **Cat-Link II** operated the service until June 1996 when they were joined by **Cat-Link III**. From January 1997 a two-ferry service will be operated, and a three-ferry service will be resumed in the northern Spring.

Cat-Link I and **Cat-Link II** (each 1995, Australia/ 78m/ 600/150). **Cat-Link II** was previously named **Condor 11** and renamed in 1995. Both were owned by Holyman and chartered to Cat-Link. In May 1996 **Cat-Link I** was sold by Holyman to Scandlines and chartered back to Cat-Link. In December 1996 Holyman sold **Cat-Link II** to a subsidiary of Commonwealth Bank of Australia and the vessel is chartered back to Holyman until 30 April 2002; Holyman has chartered the vessel on to Cat-Link.

Cat-Link III (1994, Australia/ 79m/ 600/120). Operated by Cat-Link since June 1996. Built at Jervoise Bay, WA, by Ferries Australia (Austal/Oceanfast) as **Super Seacat France**; renamed **Auto Express** in 1996 (see page 87, 1996) and **Cat-Link III** also in 1996, owned by Scandlines.

Condor Ferries Ltd., Guernsey (Holyman 50%, Commodore Shipping Co. Ltd. 50%)

Condor Ferries has been operating ferry services from the UK and France to the Channel Islands since 1964, and TNT Shipping & Development acquired a 50% interest in 1992. In 1993 Condor introduced its first high-speed car ferry with the Hobart-built **Condor 10**, which was replaced by the larger **Condor 11** in 1995. A year later **Condor 11** was replaced by **Condor 12**, which in turn is replaced in 1997 by **Condor Express**.

Ferries operate to Guernsey and Jersey. The French terminal is St. Malo. The UK terminal was Weymouth until March 1997, when operations were transferred to Poole. A summer service is operated from the English resort Torquay to the islands.

Condor 8 (1988, Singapore/36m/ 300; -); catamaran, Channel Islands/France.

Condor 9 (1988, UK/ 49m/ 450; -); Catamaran, Channel Islands/France and UK.

Condor Express (1996, Australia/ 86m/ 800/200); catamaran delivered in December 1996 to Condor for service Channel Islands/UK.

Condor France (1993, Norway/ 42m/359; -); catamaran, Channel Islands/France.

Havelet (1977, Norway/ 110m/ 550/180); conventional ferry operated Channel Islands/UK until November 1996; charter now expired.

Holyman Sally Ltd., UK (Holyman 66%, Silja Oy 34%)

Established in September 1996 (see page 189, 1996) to provide a high speed catamaran ferry service between Ramsgate and Ostende commencing 1 March 1997, and a summer service between Ramsgate and Dunkirk commencing May 1997. The Ramsgate/Ostende journey takes about 90 minutes. Three high speed catamaran ferries will be chartered by Holyman to Holyman Sally, and a freight service will be offered by Holyman Sally using up to four conventional ferries chartered from Silja.

Holyman Rapide (1996, Australia/ 81m/ 700/180); ex **Condor 12**. High speed catamaran delivered March 1996 and employed by Condor until January 1997, then purchased by Holyman Ports and transferred to Holyman Sally.

Holyman Diamant (1996, Australia/ 81m/ 700/180); ex **Holyman Express**. Delivered in October 1996, owned by Holyman Ports (100% Holyman).

Other (Holyman 100%)

Condor 10 (1993, Australia/ 74m/ 600/84); high speed catamaran chartered by Holyman to TransRail to operate Wellington/Pictou (as The Lynx) during the southern summer; operating in Europe during the northern summer. In April 1996 **Condor 10** returned to Europe from New Zealand and was bareboat chartered to Stena Line for service between Fishguard (Wales) and Rosslare (Ireland) until October. After drydocking, **Condor 10** returned to New Zealand for the summer season. From May 1997 it will operate for Holyman Sally between Ramsgate and Dunkirk. (In the northern summer of 1995 **Condor 10** was chartered to Viking Line for operation between Helsinki (Finland) and Tallin (Estonia)).

CORRESPONDENCE

Illawarra Steam

Dr. H.W. Dick has provided extracts from Early Steam Navigation in China: The Yangtze River, 1861-1867 by Professor E.K. Haviland (The American Neptune, 1983) giving details of the careers of **Nora Creina**, **William the Fourth** and **Illawarra** after they left the Australian coast (see pp.10 and 11).

The relevant details are summarised:

By 1862 the steamers **Nora Creina**, **William the Fourth** and **Illawarra** had become superfluous to the requirements of the Illawarra SN Company, and they were despatched to Shanghai to the agency of Ellissen & Company, for sale there or in Japan. Mr. John A. Manning travelled to China to supervise the sale of the vessels but, according to Haviland, he was frustrated in his task because the Illawarra Company failed to provide him with the proper documents empowering him to act and failed to instruct the commanders of the three ships to obey his instructions. Until their sale, the ships traded in Chinese waters under the agency of Ellissen & Company. **Illawarra** is believed to be the first to arrive in China, having sailed from Sydney on 2 April 1862 and Hong Kong on 3 July, and arrived at Shanghai on 14 July 1862.

Illawarra: Following arrival in Shanghai, **Illawarra** traded on the Chinese coast until January 1863, mainly Shanghai/Ningpo but one trip to Chinhae. The ship was then sold and flew the Chinese flag, and Haviland states that there is some indication she was owned by the Chinese Government. **Illawarra** made irregular trips between Shanghai and Ningpo during 1863; some of these voyages may have been commercial, but the North China Herald for 31 October 1863 stated that she was engaged in a (Government) expedition to Wan-fa-quan. By 31 January 1864 she was at Shanghai under the British flag, apparently having been sold. By March 1864 **Illawarra** was again in the Shanghai/Ningpo trade, now under the control of Nichol Latimer & Co. who may have been her owners. Sailings were approximately twice a week and continued until the ship was wrecked on Volcano Islands on 27 June 1864.

William the Fourth: First arrived Shanghai (from Ningpo) on 8 November 1862, flying the Chinese flag. After a voyage Shanghai/Ningpo at the end of the year the ship appears to have remained at Shanghai until departing 24 March 1863 for Nagasaki; whether the ship reached Nagasaki is uncertain, but she was back at Shanghai on 30 March 1863, now consigned to Hogg Brothers, who succeeded Ellissen & Co. as agents. After a voyage to Japan from April to August, the ship then lay at Shanghai and experienced difficulties with a rapid turnover of masters, the first of whom had apparently misappropriated money intended for paying off the crew. Then "some malicious person" turned the sea cock (the "blow-off cock") in an endeavour to sink the ship. On 20 September 1863 the master and chief engineer of Shaw Brothers' **Argus** noticed that **William the Fourth** was low in the water and, with others, hauled her ashore and bailed her out. The resulting salvage claim made by the salvors against Manning (representing the owners) went before the British Consular Court in Shanghai for settlement. The North China Herald for 7 November 1863 reported **William the Fourth** sold for 5,000 Taels, of which 1,500 Taels had to be paid to the salvors. The buyers are believed to have been Reid & Company, for whom the ship operated from Shanghai to Yangtze ports and to Ningpo. The ship was still in service in July 1864 and her master died of cholera at Ningpo on 18 August 1864 at the age of 25. The next reference to the ship is in the North China Herald for 22 December 1868 in which its Ningpo correspondent writes "the **William the Fourth**, after lying idle here for years, has been sent away to be furnished up for the Japanese market." Haviland notes that there is no record of her being sold to Japan, "so it is probable that she was broken up."

Nora Creina: First owners of this ship were Waterford Commercial Steam Navigation Company, Ireland. The ship arrived in Shanghai in the latter part of 1862 and it was the owners' intention to sell her in Japan. Because of the inadequate authority given by the Illawarra SN Company to John Manning, the master of **Nora Creina** refused to take her to Japan, "ostensibly because she was unseaworthy but actually because his wages and those of his crew were in arrears." Consequently, the sale to the Japanese fell through. This led to legal proceedings between Manning and Ellissen & Company (the agents) in the British Consular Court in Shanghai. Towards the end of 1862 **Nora Creina** was chartered to Johnson & Company for service Shanghai/Ningpo, but the charterers were

dissatisfied after a few trips and wanted to cancel the charter. After layup at Ningpo, **Nora Creina** returned to Shanghai and remained idle until 1 September, when she resumed service to Ningpo under the management of Fletcher & Company. In October 1863 management passed to Somerville Primrose & Company; Haviland states that the ship was still owned by the Illawarra Steam Navigation Company. **Nora Creina** remained in Shanghai/Ningpo service except for a voyage Shanghai/Chefoo in December 1863. Then on 30 January 1864 the ship departed for Kiukiang on Chinese Government service, arriving at Kiukiang on 11 February with 1,100 Kiangsi prisoners captured by Government forces at Soochow. From March to June 1864 **Nora Creina** was again operating Shanghai/Ningpo, then there is no record until April 1867 when she reappears as a Chinese Government vessel. Haviland states "she had been sold (apparently by the Illawarra Steam Navigation Company) to foreigners at Shanghai per certificate received 21 May 1866. In October 1869 **Nora Creina** sprang a leak and was abandoned near where **Illawarra** had been lost (Volcano Islands), and was herself a total loss. The North China Herald and Market Report for 2 November 1869 remarked that "she was uninsurable and hopelessly rotten."

Mr. Stevens reports sighting the former **Bergalia** at Noumea on 1 October 1873 as **Tiburon III** (not 3; see p.14). **Bermagui** was last listed in Australian Shipping and Shipbuilding (Department of Transport) in the 31st edition, as at 30 June 1878.

Colonial Minelaying Steamers

From Mr. C.Jones, 13 Park Road, Middle Park, Victoria, 3206.

It occurs to me that some readers of The Log may be able to add something to my current researches on Colonial minelaying steamers.

Brian Alsop, in his book Australian Army Watercraft, lists a minelaying steamer named **Lilian**, in use by the New South Wales defence forces in 1895. It was a single screw steamer of 108 feet. In another source I have found this vessel to have been regarded as unsatisfactory by the military in 1890. Can anyone supply a history of this vessel? It would be of interest to know whether she was actually used to lay mines, or to tow barges such as that illustrated on page five of Bastock's Australia's Ships of War.

It is possible that **Lilian** was replaced by a wooden steam launch of 51 feet named **Ohm** about 1894. Can anyone supply a history of this vessel? Although Alsop states that **Ohm** passed out of military service in 1910, a photograph of the arrival of the Australian fleet in Sydney on page 61 of Warships in Australian Waters shows her quite clearly, with her big crane forward. This confirms her existence in 1913.

C. Jones

Koonya of 1957

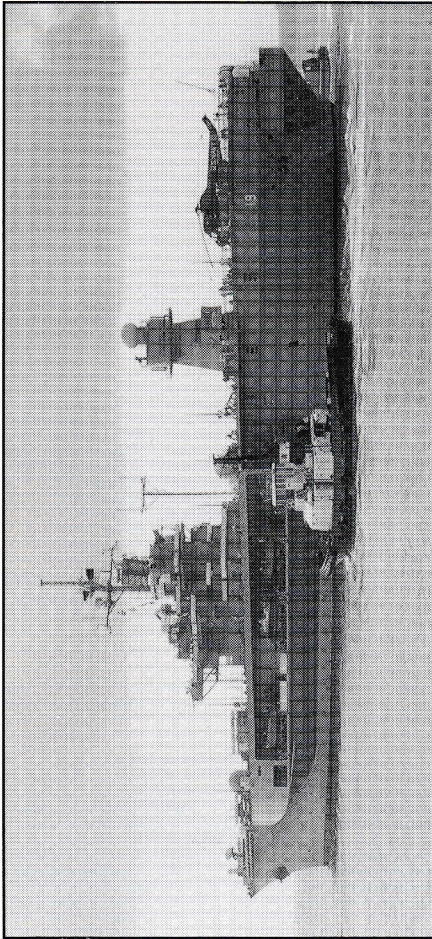
From Mr. J. Dillon, PO Box 37, Cygnet, Tasmania, 7112.

I am looking for a photograph of the Union Steam Ship Company's motorship **Koonya**. 1,946 tons gross, built in 1957 by Henry Robb Ltd., Leith. This vessel traded to Strahan on the west coast of Tasmania, her first passage there being on 16 April 1958 under Captain Young. Her last passage from Strahan was on 19 June 1969 under Captain Craig. Can anyone help me with a photo or negative? I will cover all costs.

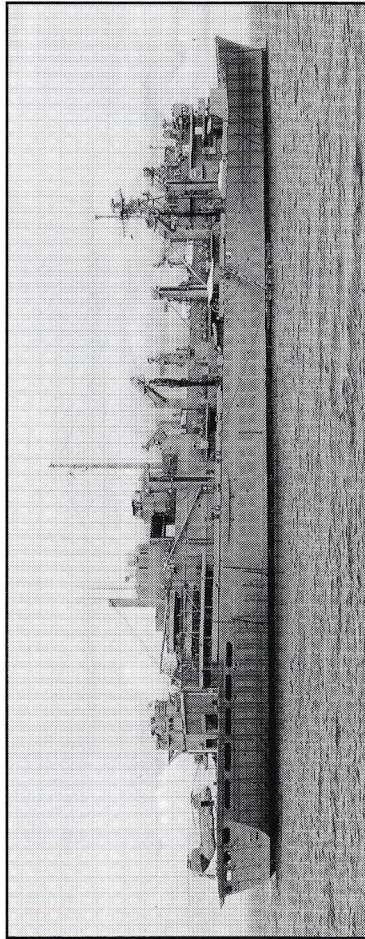
J. Dillon

DAVEY AND THE AWATEA (see p. 32, last issue)

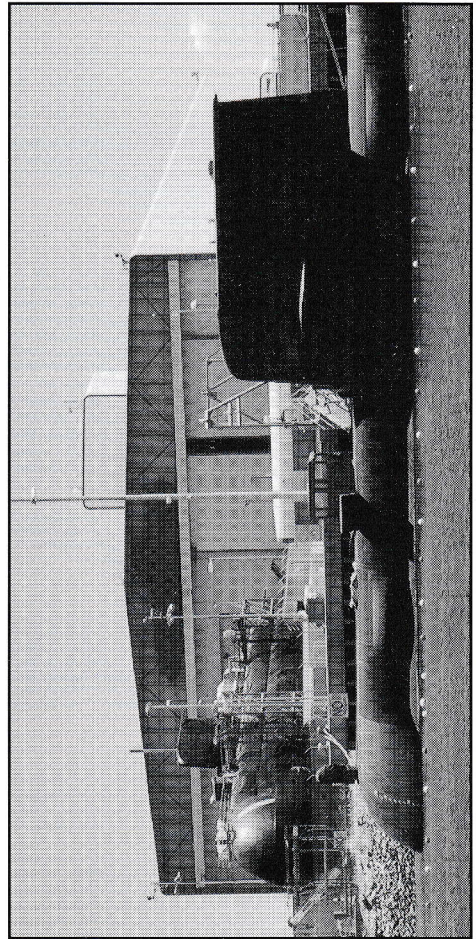
We are pleased to advise that we have made arrangements to place a bulk order with the Australian distributor on behalf of Australian members of the Association, at \$32.00 per copy including postage. This represents a discount of 20% from the recommended retail price plus postage. Copies will be posted by Federation Press direct to members in July, and members wishing to order should forward remittance for \$32.00 payable to the Association, GPO Box 4114, Melbourne Vic., 3001, not later than 30 June 1997.



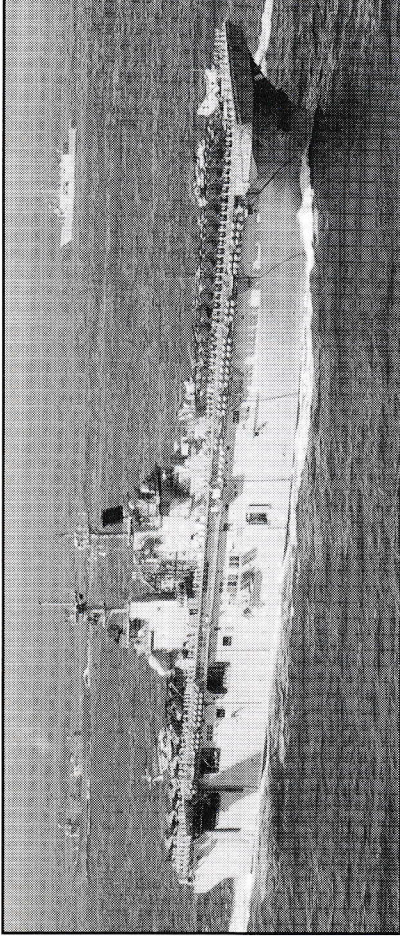
USS **BLUE RIDGE** amphibious command ship, Newcastle 31 March 1997. (I. Brett)



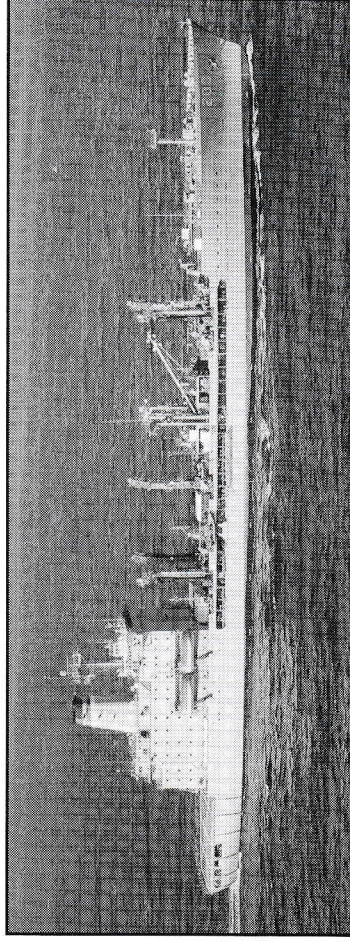
USS **RAINIER** combat support ship, Melbourne 16 March 1997. (L.D. Rex)



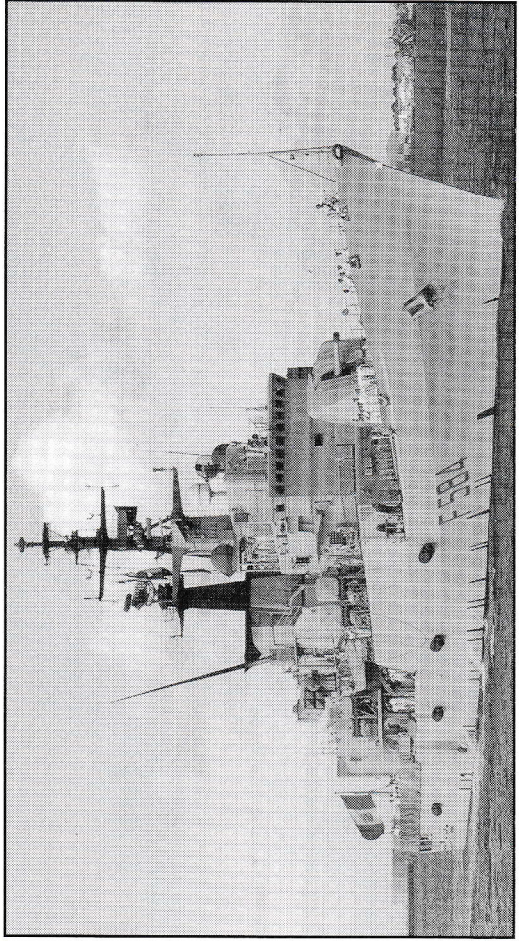
AUSTRALIAN SUBMARINE CORPORATION, Adelaide, 20 February 1997; **Farncomb** afloat, Waller on the hard. (J.Y. Freeman)



USS **ESSEX** amphibious assault ship, Sydney 3 March 1997. (J.Y. Freeman)



USNS **GUADALUPE** oiler, Sydney 20 March 1997. (J.Y. Freeman)



Italian frigate **BERSAGLIERE** Melbourne, 23 January 1997. (R. Priest)

SOME UNUSUAL VISITORS TO AUSTRALIA 1914 - 1946

PART 10: WORLD WAR II (Continued)

From D.W. Finch

1944

As the build-up for Operation Overlord neared and then reached its climax on 6th June so the world's great ships continued to be fully engaged in troop duties on the North Atlantic. The Dutch **Nieuw Amsterdam** and **Bloemfontein** were back in Sydney in January and July respectively while the end of the year saw the return of the great 1930-built Empress now sailing as **Empress Of Scotland** - when here in 1939 and 1940 she was **Empress of Japan**. Brisbane saw **Noordam** in February and **Klipfontein** in March and June.

The last time we had seen a vessel of the Nelson Line was in 1933 when **Highland Warrior** visited Sydney just a few months before her owners were merged into Royal Mail Lines Ltd. There now came one of the large motorships that were the last ships to be built for Nelson. **Highland Princess** called at Fremantle to pick up troops for the Middle East. The four Highland liners to survive the war all remained in the South American service of Royal Mail until 1959/60 when they were replaced by the "Three Graces".

Highland Princess : twin screw motorship; 14,128G; built Harland & Wolff Ltd., Belfast 2/1930; owners Royal Mail Lines Ltd; 523.4 x 69.4 x 37.1 feet; port of registry Belfast; machinery oil engines 2 x 8 cylinders.

Famous Names - Forgotten Ships

The system applied to the naming of Liberty ships was that of persons who had contributed to the history or culture of the United States of America; the other criterion was that the person be no longer living.

In this regard the entertainment industry was not neglected and **Carole Lombard** arrived Sydney in May 1945 and **George Gershwin** in July.

Three ships into Brisbane in 1943 commemorated equally famous Americans. **George Eastman** arrived in September. **John Jacob Astor** first appeared on the 19th of that month, brand new having only been completed in August (this ship returned several times thereafter), and **Wilbur Wright** arrived in November.

George Gershwin needs no introduction and older film buffs will remember Lombard whose tragic death in an aircraft accident in 1942 had such a devastating effect on her husband Clark Gable. Eastman was a pioneer in photography and founded the Kodak empire, whilst financier Astor was lost with **Titanic**. Wright was, of course, one of the Wright brothers, pioneer aviators.

John Jacob Astor was sold to Scindia of Bombay in 1947, renamed **Jalakanya** and scrapped in 1963. **George Eastman** was employed in the post-war Pacific atomic tests, the machinery being remotely controlled to allow entry into radio-active zones. In Jane's Fighting Ships 1956/57 this ship is described as an experimental minefield sweeper and ten years later the same publication calls her a research ship.

The other three, **George Gershwin**, **Carole Lombard** and **Wilbur Wright** never entered commercial service after the war and all became units of the United States Reserve Fleet.

Carole Lombard : 7,207G; built California SB Corp., Los Angeles, 1944; 422.8 x 57.0 x 34.8 feet; port of registry Los Angeles; machinery triple expansion.

George Gershwin : 7,176G; built California SB Corp., Los Angeles, 1943; port of registry Los Angeles.

George Eastman : 7,176G; built Permanente Metals Corp., Richmond, Cal., 1943; port of registry San Francisco.

John Jacob Astor : 7,176G; built Oregon SB Corp., Portland, Ore., 1943; port of registry Portland.

Wilbur Wright : 7,176G; built Permanente Metals Corp., Richmond, Cal., 1943; port of registry San Francisco.

Note: dimensions and machinery for last four ships identical to **Carole Lombard**.

1945

As the war drew to a close and then finally ended with the two atomic explosions over Hiroshima and Nagasaki so the great ships returned to southern waters bringing home our servicemen and women. We saw again, in most cases for the last time, some of those majestic liners which have been featured in this series. Along with the likes of **Mauretania** and **Aquitania** came additional, yet familiar, names.

Arundel Castle, one of Union-Castle's two steamers originally with four funnels now reduced to two after her 1937 rebuild, was in Sydney in July. **Oxfordshire** and **Lancashire** came back after an absence of 26 years; they had both been to Australia in 1919. Also Bibby owned, **Cheshire** made her first visit towards the end of the year. **Cheshire**, along with the smaller **Somersetshire** and **Dorsetshire**, would become well known to Australians when on the migrant run from the United Kingdom between 1949 and 1952.

Two more former Nelson liners arrived in 1945, **Highland Brigade** in Melbourne on an around-the-world voyage early in the year and then to Sydney in October, two months after the arrival of her sister **Highland Chieftain**. **Highland Brigade** had brought 1,147 Australian former prisoners-of-war from Singapore to Fremantle, Melbourne and Sydney, whence she sailed 7 November for Bombay via Pacific Islands and Singapore. After visits to Thailand and Indo-China she was approaching Singapore again on 18 January 1946 when she detonated a mine causing considerable damage. Repairs were carried out at Singapore.

Serving as a hospital ship, **Gerusalemme** arrived Sydney 13 July and departed five days later. This passenger ship had been laid down for Lloyd Austriaco as **Cracovia** and is the last vessel to be listed in that company's fleet list. By the time **Cracovia** was completed in 1920 Lloyd Austriaco had been reconstituted as Lloyd Triestino, and the new ship was their first turbine steamer. **Cracovia** was renamed **Gerusalemme** in 1934, and in 1937 was transferred to "Adriatica" Soc. Anon. di Nav. By 1942 the ship was under Allied control, apparently being managed by Union-Castle for the Ministry of War Transport. **Gerusalemme** was requisitioned by the Admiralty in January 1945 and converted to a hospital ship at Durban. She commenced hospital ship duties with the British Pacific Fleet upon arrival at Manus Island in July. Upon arrival at Sydney earlier that month the Rear Admiral Fleet Train, British Pacific Fleet, had complained of the ship's "shocking state of efficiency." Matters were not improved when, after arrival at Manus, a serious fire disabled the ship. In September **Gerusalemme** was serving at Hong Kong and the ship finished her naval service as a temporary base hospital ship at Singapore early in 1946. Returned then to "Adriatica", she was broken up in Italy in 1952.

In Paddy Henderson (Outram, 1961) author Dorothy Laird says, of **Prome**, that she was taken over by the Admiralty at the end of 1940 and converted to a mine depot ship. She spent a large part of the war stationed in Indian and Ceylonese ports. She was in Sydney for ten weeks, arriving 26 September from Durban and sailing 3 December for Singapore. A typical Henderson passenger steamer, she was broken up in 1962.

Jeremiah O'Brien arrived in Fremantle on 7 December, sailing eight days later for Los Angeles. She was the last Liberty to make an ocean voyage in 1944 when her attendance at the D-Day anniversary celebrations in Europe attracted world-wide attention. The ship is now permanently preserved as part of the San Francisco Maritime Museum.

The veteran Portuguese liner **Angola** arrived at Fremantle on 11 November and Sydney on the 19th. With destination Koepang in Portuguese Timor, she left Sydney on 22 November and Newcastle three days later. Originally **Albertville** of Cie. Maritime Belge, she operated as **Angola** from 1922 to 1946, when she was renamed **Nova Lisboa**, presumably to free the name for the projected new liner. The old ship was broken up in 1950.

Circassia was one of three similar passenger motorships built for the Anchor Line, two shortly before the war and **Caledonia** just after. Built for the Glasgow and Liverpool to Bombay service, she spent her entire life on that duty except for eight years 1940/1948 when under Government control. **Circassia** arrived Fremantle in October 1945 and then came on to Sydney which she reached on 6 November. She departed on the 21st for Singapore.

There are some ships which possess that certain 'something' that sets them apart from their contemporaries. They need not necessarily be the biggest or the fastest to attain this status. Obviously **Normandie** was one, as also were **Empress of Britain**, **Dominion Monarch** and **Mauretania**. So too is this next ship as we approach the end of our record of Unusual Visitors. The maiden voyage of **Andes** from Southampton to South America had been planned to commence on 26 September 1939, one hundred years to the day since the incorporation by Royal Charter of her owners. As events turned out it would be over eight years before she went 'Rolling Down to Rio' and her first engagement was as His Majesty's Transport **Andes** from Liverpool to Halifax departing 9 December 1939. As with **Queen Elizabeth**, she made the Atlantic crossing without having conducted builder's trials, and as also with the great Cunarder her machinery operated faultlessly. Her first contact with Australia was Fremantle early in 1940 en route Lyttelton to the UK with troops. Two years later, on her first round-the-world voyage (out via the Cape, home via Panama) she visited Fremantle again, then Adelaide and Melbourne. It would be three and a half years before we saw her again. **Andes** left Liverpool on 29 June 1945 and reached Sydney via Panama on 30 July, departing four days later for Southampton via Fremantle and Suez. This voyage (72 days, 8 hours, 55 minutes) was then the fastest circumnavigation, a record which stood for many years. Her next voyage was to Wellington via Suez, Melbourne and Lyttelton. Her passage time of 23 days 7 hours 47 minutes to Melbourne was then the fastest ever, as she brought home 2,500 Australian and New Zealand Air Force personnel. She was back in Sydney for the last time on 29 October, sailing on 2 November. When she left Fremantle six days later it marked her final farewell to Australia.

Concrete is not a material normally associated with shipbuilding. Towards the end of World War I in the UK and the USA a number of concrete-hulled vessels were constructed and, although not a success, the process was repeated 25 years later. In Tampa, Florida, there was built a number of concrete-hulled cargo ships, the majority of which were used by the US Army as floating warehouses. They were each fitted with a triple expansion reciprocating steam engine which gave a speed of seven knots. As ships they were no more successful than their predecessors and most had been disposed of by end 1948. The system of nomenclature was to honour persons associated with the development of concrete construction.

As the war reached its final stages some of these vessels reached Brisbane, Sydney and Melbourne. **Robert Whitman Lesley** arrived Sydney 12 January 1945 from the USA and was in Brisbane in March. In February **Willard A. Pollard** arrived in Sydney, followed by **William Foster Cowham** in March and **Joseph Aspdin** in April. **C.W. Pasley** came to Sydney in October. In the same month **William Foster Cowham** returned from the Pacific war zone, arriving Melbourne on the 19th. This ship was to remain in the Victorian capital until 5 January 1946, when she departed for Manila via Sydney and Brisbane. During her long stay in Melbourne she was dry-docked twice and when she left Brisbane on 13 January 1946 it was probably the last Australia saw of this type of vessel.

Arundel Castle : twin screw steamer; 19,029G; built Harland & Wolff Ltd., Belfast, 1921 for Union-Castle Mail SS Co. Ltd.; 661.3 x 72.5 x 41.6 feet (lengthened 1937); port of registry London; machinery six steam turbines (installed 1937).

Cheshire : twin screw motorship; 10,560G; built Fairfield Co. Ltd., Glasgow, 7/1927 for Bibby Line Ltd.; 483.6 x 60.3 x 31.8 feet; port of registry Liverpool; machinery oil engines 2 x 8 cylinders.

Highland Brigade : twin screw motorship; 14,131G; built Harland & Wolff Ltd., Belfast, 4/1929; owners Royal Mail Lines Ltd.; 523.4 x 69.4 x 37.1 feet; port of registry Belfast; machinery oil engines 2 x 8 cylinders.

Highland Chieftain : twin screw motorship; 14,131G; built Harland & Wolff Ltd., Belfast, 1/1929; owners Royal Mail Lines Ltd.; 523.4 x 69.4 x 37.1 feet; port of registry Belfast; machinery oil engines 2 x 8 cylinders.

Gerusalemme : (ex **Cracovia**) twin screw steamer; 8,052G; built Cant. San Rocco SA, San Rocco, 11/1920 for Lloyd Triestino; 443.6 x 53.1 x 24.9 feet; machinery four steam turbines.

Prome

: 7,043G; built Wm. Denny & Bros Ltd., Dumbarton, 1937 for British & Burmese SN Co. Ltd. (P. Henderson & Co.); 444.9 x 59.2 x 30.4 feet; port of registry Glasgow; machinery three steam turbines.

Jeremiah O'Brien

: 7,176G; built New England SB Corp., Portland, Maine 1943; 422.8 x 57.0 x 34.8 feet; port of registry Portland, machinery triple expansion.

Angola

: (ex **Albertville**) twin screw steamer; 7,884G; built Soc. Anon. John Cockerill, Hoboken, 12/1912; owners Cia. Nacional de Nav.; 439.5 x 55.7 x 34.3 feet; port of registry Lisbon; machinery quadruple expansion.

Circassia

: twin screw motorship; 11,136G; built Fairfield Co. Ltd., Glasgow, 1937 for Anchor Line Ltd.; 483.6 x 66.4 x 31.0 feet; port of registry Glasgow; machinery oil engines 2 x 4 cylinders.

Andes

: twin screw steamer; 25,689G; built Harland & Wolff Ltd., Belfast, 12/1939 for Royal Mail Lines Ltd.; 643.3 x 83.5 x 43.6 feet; port of registry London; machinery six steam turbines.

Robert Whitman Lesley (7/1944); **Willard A. Pollard** (11/1944); **William Foster Cowham** (11/1944); **Joseph Aspdin** (5/1944); **C.W. Pasley** (8/1944); 4,825G; built McCloskey & Co., Hookers Point, Tampa (completion dates in brackets); 350.0 x 54.0 x 35.0 feet; machinery triple expansion. (source: From America to United States by Sawyer & Mitchell).

1946

Royal Mail Lines' **Atlantis** arrived in Melbourne on 28 June from England with 450 war brides and 135 children; 106 of the children were under the age of one year. There was not one adult male passenger on the ship.

This year also witnessed the first visit by **Asturias** and the only appearance of **Alcantara**. The first named was a regular member of the migrant fleet making voyages at approximately three-monthly intervals from 1948 until her last voyage in 1952. **Alcantara** departed Southampton 7 November, Las Palmas on the 13th, Rio on the 22nd, Montevideo on the 27th and arrived Sydney 19 December. Sailing four days later, she cleared Fremantle on the 29th bound for Naples. This ship had, as an armed merchant cruiser, been involved in an inconclusive action in the South Atlantic with the German raider **Thor** in July 1940.

All the British shipping companies were affected by the war, but none had their business wiped out more quickly or decisively than the United Baltic Corporation. Operating regular liner services between the United Kingdom east coast and ports within the Baltic Sea, their only means of transit was severed on day one of the conflict. During the latter part of 1945 and the first few months of 1946 **Baltraffic** was operating a service between Fremantle and Wyndham. This continued until 22 March 1946 when she departed Fremantle for Auckland via Adelaide. After serving United Baltic from 1933 to 1951 she was sold to Pan Islamic SS Co. of Karachi and renamed **Safina-e-Tariq**. She was broken up in Pakistan in 1957.

Atlantis

: (ex **Andes**) - triple screw steamer; 15,135G; built Harland & Wolff Ltd., Belfast, 1913; owners Royal Mail Lines Ltd.; 570.3 x 67.3 x 33.3 feet; port of registry Liverpool; machinery 2 x 4 cylinders, triple expansion and LP turbine.

Asturias

: twin screw steamer; 22,048G; built Harland & Wolff Ltd., Belfast, 1925; owners Royal Mail Lines Ltd.; 640.5 x 78.5 x 40.5 feet (lengthened 1934); port of registry Belfast; machinery six steam turbines (installed 1934).

Alcantara

: twin screw steamer; 22,209G; built Harland & Wolff Ltd., Belfast, 1926; owners Royal Mail Lines Ltd.; 640.5 x 78.5 x 40.5 feet (lengthened 1935); port of registry Belfast; machinery six steam turbines (installed 1935).

Baltraffic

: (ex **Regrigerant**, ex **War Coppice**) 3,295G; built J. Blumer & Co., Sunderland, 7/1918; owners United Baltic Corp. Ltd.; 331.3 x 46.8 x 23.2 feet; port of registry London; machinery triple expansion. (According to Mitchell & Sawyer in British Standard Ships of World War I (Journal of Commerce, 1968) this ship was named **Nord** prior to becoming **Regrigerant**; **Nord** does not appear in Lloyd's Register)

Conclusion

In this series we have reviewed the visits to Australia of notable ships which in the normal course of events we would not have seen. No attempt has been made to include all such ships, but it is hoped that the representative sample reviewed will revive memories for older readers and provoke interest among the younger.

With the demise of so many of the traditional shipping companies over the past few decades and the changing conditions of shipping generally, there appears to be a greater degree of flexibility in ship scheduling, and we are more likely to see today vessels that in an earlier period might have been considered unusual.

FAR EASTERN FLEETS

Published by the Association in 1988 and 1991 respectively, **Beancaker to Boxboat** and **Sold East** were enthusiastically received world-wide and have enjoyed continuing demand ever since. Remaining stocks are low and we are within sight of selling out; there are no plans for reprinting. Accordingly, members interested in the companies dealt with in these books should not delay in securing their copies. For the benefit of members joining since publication, details of contents follow.

The joint authors of both books were Howard Dick and Stephen Kentwell, and they had researched their subjects meticulously over many years. Each book is hardback, 245 x 180mm, profusely illustrated and having indexes and appendices. For each company there is a history, with notes on sources, and a detailed fleet list. Contents of each volume are:

Beancaker to Boxboat (344 pages)

Jardine, Matheson & Co. Ltd. (Indo-China SN Co. Ltd., etc.)

John Swire & Sons Ltd. (China Navigation Co. Ltd., etc.)

Douglas Lapraik & Co. (Douglas SS Co. Ltd.)

Hongkong, Canton & Macao Steamboat Co. Ltd.)

Nisshin Kisen KK.

China Merchants' SN Co. (to 1949).

C.Y. Tung Group.

Sold East (352 pages)

Bruusgaard, Kiøsterud & Co./Thoresen & Co./Jutha Maritima.

Møller & Co.

Wallem & Co.

Williamson & Co./Mullion & Co.

John Manners & Co.

Wheelock, Marden & Co.

San Peh SN Co./Hoong On SN Co./Ningshin SS Co.

China People's SN Co.

China Merchants' SN Co. (Taiwan)/ Yangming Marine Transportation.

Towage and Salvage: Hongkong & Whampoa Dock/Taikoo Dock/ Hongkong Salvage & Towage/Mollers Towage/ C.Y.Tung Group/Shanghai Tug & Lighter/ Taku Tug & Lighter/ Tientsin Lighter/ China Navigation/ Swire Pacific Offshore/ China Merchants'/ Wallem Towage & Salvage.

An appendix, prepared by Mr. Tompkins, displays the funnels and houseflags of the fleets covered in both volumes.

They are available from the Association, GPO Box 4114, Melbourne, Vic., 3001, at the following prices (which include post and packing):

Beancaker to Boxboat: A\$38.00 within Australia, A\$50.00 elsewhere.

Sold East: NAA members A\$48.00 within Australia, A\$60.00 elsewhere. Non-members A\$52.00 within Australia, A\$67.00 elsewhere.

Residents of the UK may obtain either title from Anthony Cooke, bookseller, Unit 202, Station House, 49 Greenwich High Road, London SE10 8JL.

If both titles are ordered from the Association for despatch together to one address, A\$10.00 may be deducted from the combined price. Residents of New Zealand may order from Mr. I.J. Farquhar, PO Box 92, Dunedin, New Zealand, with remittances in NZ currency converted at the prevailing exchange rate.

NEW BOOKS

Wellington Harbour by David Johnson; Wellington Maritime Museum Trust, PO Box 893, Wellington, New Zealand; 568 pages, 295 x 205mm, profusely illust., many in colour; appendices, bibliography, references, index; hardback; available from Wellington Maritime Museum at NZ\$76.50 including economy air postage.

Mr. Johnson is well-known as an author dealing with New Zealand maritime subjects. Although he modestly states that his book is not a definitive history of either the port or the harbour, it is nevertheless by far the most comprehensive history yet published. His well-written narrative ranges from earliest days to the present, and covers a wide range of topics including the development and administration of the harbour, ships and shipping services, people, all within the context of the rise of Wellington and the economic and political history of New Zealand. It is a fascinating record and the book is good value.

Nets, Lines and Pots by Emmanuel Makarios; IPL Books/Wellington Maritime Museum, PO Box 893, Wellington, New Zealand; 112 pages, 260 x 190mm, profusely illust., softback; available from Wellington Maritime Museum at NZ\$36.50 including economy air postage.

Mr. Makarios is Exhibitions Officer at the Wellington Maritime Museum. This volume is subtitled *A History of New Zealand Fishing Vessels*, and it presents a number of articles describing vessels and people involved in the industry. A second volume is foreshadowed.

The Shipbuilders of Brisbane Water NSW by Gwen Dundon; published by the author, PO Box 202, East Gosford, NSW, 2250; 336 pages, 245 x 170mm, profusely illust., maps, indexes; hardback; available from the author at \$42.00 including postage within Australia.

Brisbane Water is a picturesque and extensive arm of Broken Bay, just north of Sydney, and Gosford stands on its northern shore. This high quality publication is the result of meticulous research, and tells the story of the shipbuilders who operated in the area. It also gives some account of shipping activities in the district. Of particular interest are details of the 500 named vessels known to have been built on Brisbane Water between 1829 and 1953; in consulting the ships' registers the author has been able to record comprehensive details including successive owners and ultimate fates. The range of vessels was broad, including coastal trading vessels, tugs, ferries and launches. Among the many vessels built there was the Sydney ferry **Lady Chelmsford** of 1910, which survives today at Melbourne. Highly recommended.

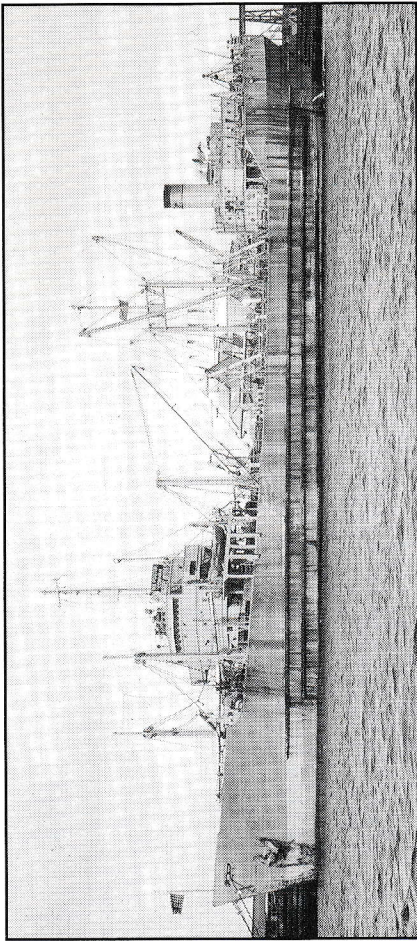
Merchant Ships of World War II by Victor Young; Shipping Books, PO Box 30, Market Drayton, Shropshire TF9 3ZZ, UK; 72 pages, 215 x 240mm, colour illust., index; £14.95.

This is a collection of colour photographs of merchant ships built in the UK, USA and Canada during World War II. The ships depicted are mostly of standard designs, but also included are a number of cargo liners built to the order of British liner companies. Eighty photographs are presented, with generally one ship to a page - a full-width reproduction above a lengthy caption. It is a pleasing record of these long-gone ship types; they not quite all gone, as the book includes **Jeremiah O'Brien** and **Lane Victory** which survive in California.

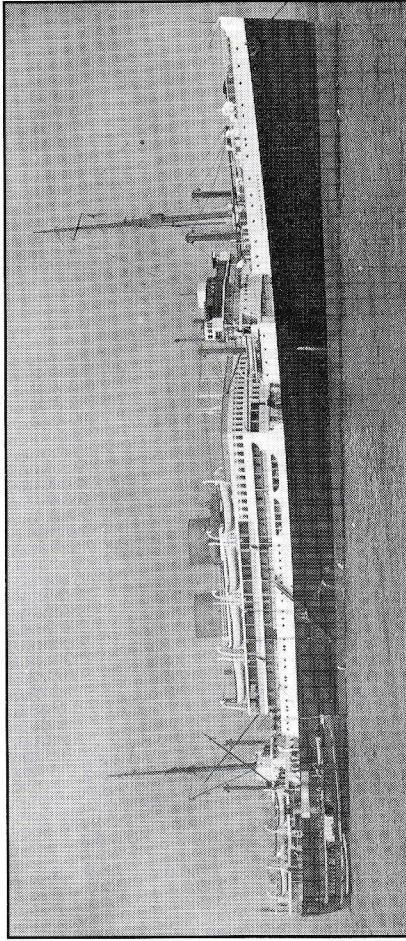
Ships In Focus Record by John Clarkson and Roy Fenton; J & M Clarkson, 18 Franklands, Longton, Preston PR4 5PD, UK; 64 pages, 295 x 210mm, softback, profusely illust., £6.00.

Issues numbers one and two are available in what is planned to be a series to be issued at, apparently, about six-monthly intervals. Drawing on the extensive photographic and other resources of the editors and their contributors, these high quality publications present authoritative articles that will appeal to those interested in merchant shipping. In each of the first two issues there is a "Fleet in Focus" feature, dealing with Australind (Issue 1) and Aberdeen and Commonwealth (Issue 2). Among other articles in these first two issues are items on coasters, heavy lift ships, the trunk-deck ships built by Ropner and Son, Stockton, Goole colliers, and tramp ship developments. An excellent start in what promises to be a very worthwhile series.

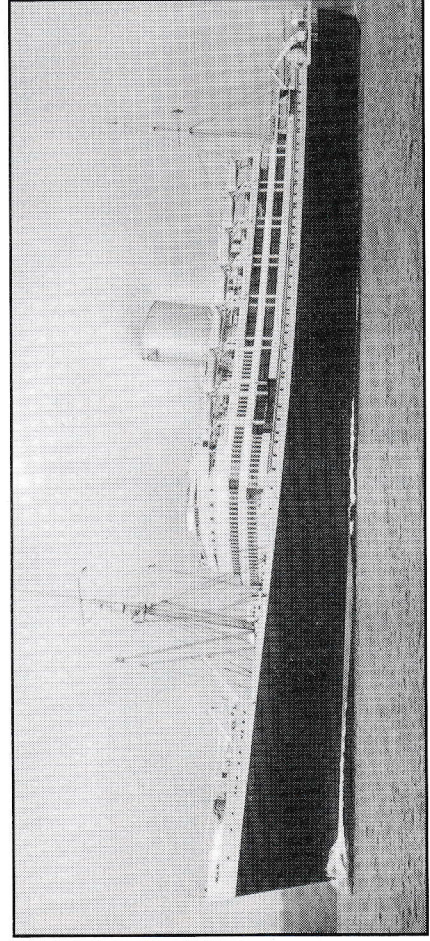
Three new shipping company/fleet histories are to hand, all in the publishers' normal softback format. The World Ship Society has published Frank C. Strick & Co. (134 pages) by J.E.B. Belt and H.S. Appleyard. Duncan Haws has produced French Line (Compagnie Generale Transatlantique) of 196 pages and Elders & Fyffes/Geest of 76 pages; these are numbers 30 and 31 respectively in his Merchant Fleets series and they feature his attractive profile drawings of the ships.



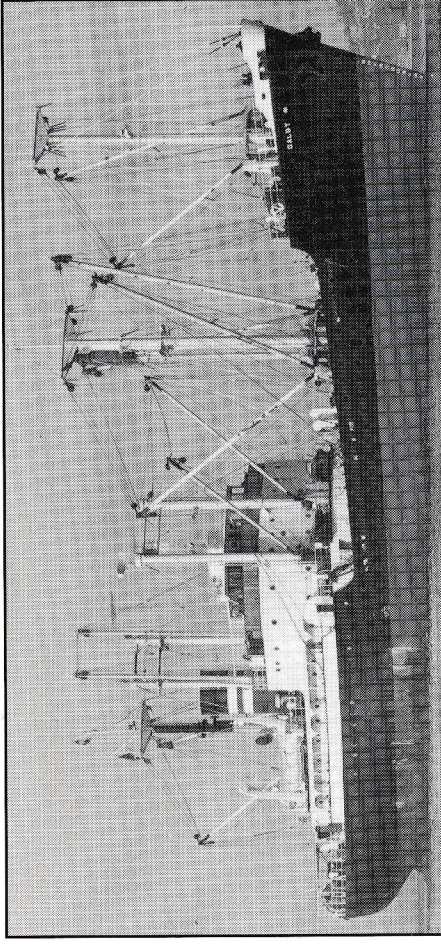
WILLIAM FOSTER COWHAM US concrete-hulled ship, at Melbourne.
(Green Collection, State Library of Victoria).



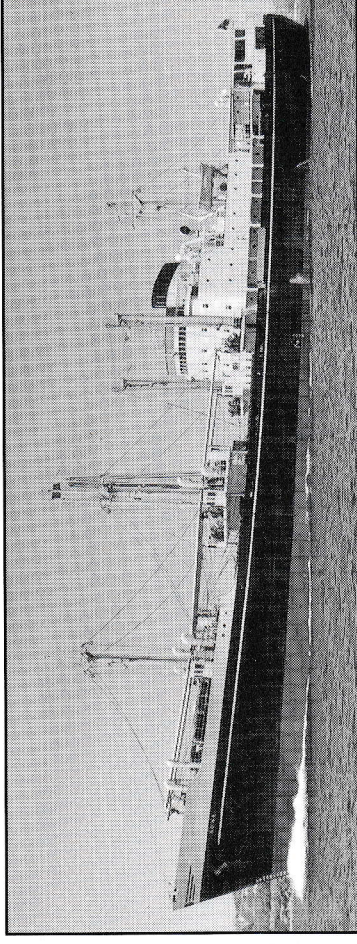
HIGHLAND PRINCESS Royal Mail Liner, prewar photo.
(A. Duncan)



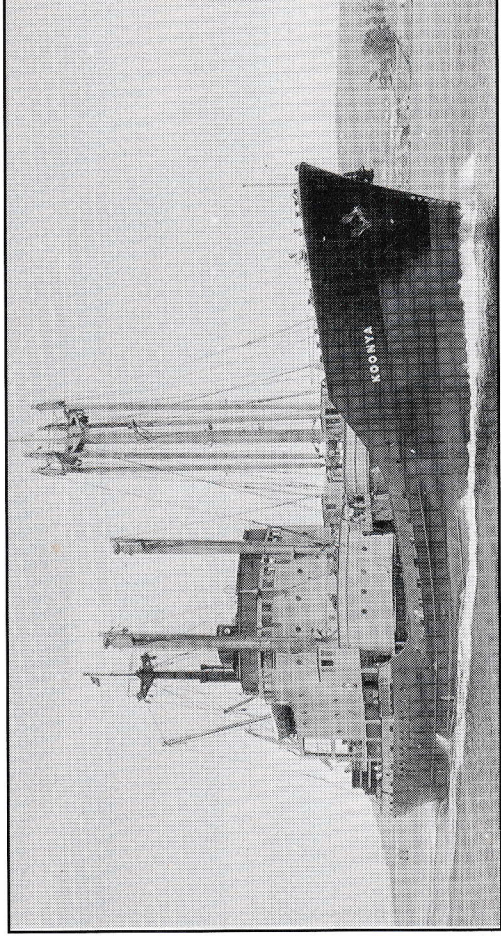
ANDES Royal Mail Liner.
(W.G. Volumn Collection)



DALBY after 1957 conversion to motor vessel.
(J.S. Mathieson)



RONA completed 1957 for CSR.
(J.Y. Freeman)



KOONYA completed 1957 for Union SS Co. of NZ.
(J.S. Mathieson)

FLAGS AND FUNNELS

from R.J. Tompkins

A recent and certainly one of the most colourful funnels is that of Mackay Refined Sugars Pty. Ltd.'s new bulk-in, bag-out sugar carrier **MRS Pioneer**. Initially designed for the discharge of 1,000kg 'bags', she was lengthened during construction by 10.54m to incorporate an additional automatic bagging plant capable of handling 50 and 25 kg parcels. The funnel shown at No. 3 depicts two overlapping piles of sugar, the outline forming an M on a dark blue background. The shading of the piles is in the same blue.

An extremely colourful livery is that of Tasman Asia Shipping Co. (No.5), which was formed in 1988 to operate a New Zealand to Asia service when Tasman Jebesen withdrew. Wholly owned by Tasman Pulp & Paper, it utilises tonnage chartered from Egon Oldendorff, all having names with the prefix T.A. The stars of the Southern Cross are blue edged in golden yellow and the seahorse is also golden yellow.

Another striking, but rather short-lived, funnel design was that of the Port Moresby based Pacific Line Pty. Ltd., which operated the small ex Scandinavian **Rigon** from 1977 to 1980 when it was broken up. The diagonal division of green and white as shown at No.15 was also the only known example in this area.

Another Pacific connection is Marine Pacific Ltd. of Suva (No.7), whose tugs are involved in inter-island barge towing. The use of black on a house flag is worthy of note and particularly so when a pennant is involved.

Gilchrist, Watt and Sanderson Ltd. was well known as shipping agents in NSW and Queensland, representing such lines as Blue Funnel, HAPAG, Norddeutscher Lloyd and Lloyd Triestino. In order to fulfill their duties they operated steam launches and lighters, all bearing names with a naval flavour such as **The Admiral**, **The Middy** and the plain **Commodore**. The company's flags shown as No.1 had blue letters and the odd inclusion of a comma between the G and W.

In July 1931 Union SS Co. of NZ, faced with the impending introduction of two new luxury liners on the trans-Pacific run by Matson Line, combined with Canadian Pacific Line to form Canadian Australasian Line and transferred **Niagara** and **Aorangi** to the new company. The only outward change was the use of the flag shown at No.4. Following a period of lay up in Sydney, **Aorangi** was sold and broken up in 1953. The letters on the flag were blue.

Another very well known New Zealand passenger steamer was the two funnelled **Duchess** (308/1897), built in Scotland for J.H. Williams. Wellington's business district was separated by water from its growing urban areas and **Duchess** served for over thirty years before being ousted by improved motor transport. Sold to Auckland, she soon came under the control of Wallis & Watkins with the initial colours shown at No.6. The colours were subsequently changed twice more before the vessel was taken over by the RNZN in 1940. She was broken up in 1946.

In like manner Tasmania has always had a strong association with the sea with Hobart split by the Derwent and, until the opening of the bridge, also dependent on ferries to a large extent. One of the fleet was **Bass**, which was built for Tamar Valley Trading Co., but sold in 1920 to Bass SS Co. of Hobart. This company was a joint venture between James Rowe & Sons and Huon Channel & Peninsula SS Co. and used the colours shown at No.14. The base was a dark buff which could have been described as light brown. Passing into other hands in 1932, **Bass** was eventually stripped and abandoned near Hobart in the 1950s.

The Tasmanian Government formed its own fleet in 1920, to boost trade with the larger mainland ports, under the title Tasmanian Government Shipping Service with the livery shown at No.11. Their only new ship was **Polita** (1,675/1921), which continued on the Sydney run for a further twenty seven years after its sale in 1925 to Union SS Co. of NZ. The letters on the flag were blue.

A company whose pattern of trade was clearly identified by its title was Gisborne Sheep Farmers Frozen Meat & Mercantile Co. (No.13), and their letterhead revealed the wide ranging interests involved. Described as 'Meat Freezers, Fellmongers, Brokers, Ship Owners, Stock & Station

1		2		3	
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COLOUR CODE = BLUE RED YELLOW					

Agents, General Merchants, etc.; they had control of the lightering business at Gisborne as well as operating coasters to Auckland. By far their best-known ship was **Margaret W**, which started life as a four masted auxiliary schooner but after a rebuild in 1938 emerged as a pure motor vessel, although still retaining a modified clipper bow. After over thirty years on the coast she was sold, renamed **Maria Del Mar** (1), and became a familiar sight on this side of the Tasman. She was broken up in Japan in June 1957. The letters on the flag were red.

Many of the small steam coasters operating on the east coast of Australia were owned by firms whose primary business was timber milling and the use of their own ships ensured that full cargoes could be loaded for the yards in the major cities. Backloading was available in some cases but mostly only at short notice. One such company was that of A.E. Ellis of Pyrmont in Sydney, whose **Our Elsie** had the plain black funnel shown at No.2.

Another plain black funnel (No.12) was that of Arthur H. Hasell, a merchant of Melbourne who operated a number of small coasters, mainly chartered, covering an area from Tasmania to Queensland and South Australia. One of the ships owned, **Shirley Hasell**, was sold in 1905 to Gisborne Sheep Farmers and renamed the following year **Kotare**.

Mention was made in the February issue of The Log under Accidents & Mishaps of a total power loss on **Maasmond** during an inter-island voyage. Owned by Roslyndale Shipping Co. (M.B.Reid), she operates from the northern rivers of NSW to the Pacific islands using the colours shown at No.8. Unlike the same design featured in May 1996 for the associated **Sitka**, the colours are restricted to the funnel and the logo is white.

Another island trader, albeit comparatively short-lived, was L.A. Moriarty of Port Vila, who ran the ex North Coast SN Co.'s **Wyrallah** with the colours shown at No.10 on a New Zealand-based service in conjunction with Captain Athol Rusden. Bought as **Colorado Del Mar** (2) in 1967, she was sold on at the end of 1968 to Singapore as **Union Pacific**.

The final funnel, No.9, was that worn by the large South Australian based trawler **Sirenica Pearl** of Fairwill Pty. Ltd. The use of individual ships' liveries is not uncommon, particularly with European tug companies, while one Greek tanker owner had over thirty variations at sea at any one time.

Help Wanted: Kayel Shipping of Port Moresby with **Malis**. J.K.F. Holdings of Fiji with **Nivanga** 1. Samoa Sea Road of Apia with **Western Navigator**. J. Dryburgh of Cairns with **Papua**. Peninsula Ferry Co. of Dunedin.

FORTY YEARS AGO

Summarised are some notable shipping events of 1957, relevant predominantly to Australia and New Zealand.

New Ships

Completed for Australian National Line (which commenced business on 1/1), were **Irandia** and **Illovara** at Newcastle, **Lake Boga** and **Lake Torrens** at Brisbane and **Whyalla** respectively, and **North Esk** at Maryborough. **Lake Illawarra** was launched at Whyalla on 28/9. The last two Lakes, **Lake Macquarie** and **Lake Sorell**, were laid down in March at Whyalla and Brisbane respectively. **Iron Spencer** was completed at Whyalla on 26/2, and the keel of **Iron Flinders** was laid there in October.

For private owners, **Macedon** was completed in Germany for Howard Smith, **Rona** at Aberdeen for CSR, arriving Sydney 11/8, and **Abel Tasman** for HCS Coasters (managed by H.C. Sleight). Union SS Co. of NZ took delivery of the UK-built **Koraki**, **Konini** and **Koonya**, the last-named for Australian registry and service. **Parera** was completed at Greenock for Richardson & Co., Napier. **Holmburn** was built in Holland for Holm Shipping. **Totara** was built in Holland for Anchor Shipping. The auxiliary schooner **Wongala** was built at Hong Kong for G.M. Haynes and W.E. Tucker, Port Adelaide. The auxiliary schooner **Milford Crouch** was completed at Port Adelaide for local owners. The cargo ship **Ethel Everard**, completed at Grangemouth for Everard, served in New Zealand waters as the cement carrier **Guardian Carrier** 1967/1977.

The twin screw landing craft motor vessel **Gagoma**, last in a group of four, was built in the UK for Australasian Petroleum Co. Pty. Ltd., Port Moresby. The 60-foot wooden fisheries research vessel **Tagula** was built for the Administration of Papua New Guinea. Halvorsen built the wooden motor vessel **Salve Regina** (103 grt) for the Dominican Mission, West Solomons.

Passenger liners completed for British owners included: **Sylvania** (later **Fairwind**, **Sitmar Fairwind**, **Dawn Princess** and **Albatros**), last of four sisters for Cunard's Canadian service; **Empress of England** for Canadian Pacific; and the troopship **Oxfordshire** (later the recently-retired **Fairstar**) for Bibby. Also completed were **Baudouinville** (later to be **Cathay** for P & O/E & A) for Cie. Maritime Belge, **Gripsholm** for Swedish Amerika Line and **Statendam** for Holland-America Line.

Cargo liners completed for British companies associated with Australia and New Zealand included: **Carnatic**, **Afric** and **Aramaic** for Shaw Savill; **Port Launceston** for Port Line; **Canadian Star**, **Gladstone Star**, **Queensland Star** and **Townsville Star** for Blue Star; **Achilles**, **Antenor** and **Menelaus** for Blue Funnel; **Clan Malcolm**, **Clan Matheson** and **Ayrshire** for Clan/Scottish Shire; **City of Guildford** for Ellerman; **Donegal** for Avenue; **Waronga** and **Woodarra** for British India; and **Chekong** (later **Coral Chief**) for China Navigation.

Delivered to Bank Line (Andrew Weir) were **Carronbank**, **Cloverbank**, **Crestbank**, **Firbank**, **Northbank** and **Riverbank**. These were the first in a series of 51 ships delivered to Bank Line from 1957 to 1968, all but two of which were built by Harland & Wolff or Doxford.

Deliveries of tramps and ore carriers to British owners continued: **Afghanistan** for Common Bros.; **Cape Horn** for Lyle; **Arisaig**, **Duncaig**, **Dunkyle** and **Clunepark** for Denholm; **Celtic Monarch** for Raeburn & Vere; **Crystal Crown** and **Crystal Diamond** for Sugar Line; **Dorington Court** and **Errington Court** for Court Line; **Eastgate** for Turnbull Scott; **East Breeze** for John Manners; **Filleigh** for Tatem, **Hudson Point** for Hudson; **Huntsville** for O. Gross & Sons; **King Charles** and **King George** for King Line; **King Theseus** for Dalhousie; **Lord Byron** for Ship Finance & Management; **Lynton** and **Scorton** for Chapman & Willan; **Melbury Beacon** for a UK subsidiary of Van Ommeren; **Merchant Royal** for Drake (Lykiardopoulou); **Ribblehead** and **Ruysdael** for Bolton; **Riseley** for Stephens Sutton; **Roland** for Currie Line; **Romanby** and **Rushpool** for Ropner; **Silverfell** and **Silverforce** for Silver Line; **Sussex Trader** for Trader Navigation (Bunge); **Tennyson** for China; and **Trinculo** for Bowring.

Shell took delivery of ten tankers, eight for the UK flag including four H class and two K class for Dutch registry. In addition, Eagle Oil took delivery of **San Gregorio**. British Petroleum (BP) took delivery of seven ships. Completions for independent British owners were: **Alan Evelyn** for British Oil Shipping (Stevinson Hardy); **Athelcrest** (later **Maori**) for Athel; **Beechwood** for Jacobs; **London Tradition** for London & Overseas Freighters; **Stanvale** for Billmeir, who promptly sold the ship.

Some completions for Continental owners: **Belevelyn** for Belships, Norway; **Boma** and **Busuanga** for East Asiatic Company of Denmark; the cargo ship **Bertioga** (later **Cap Palmas**) and the tanker **Caroline Oetker** for R.A. Oetker (Hamburg Sud); **General Guisan** for Suisse-Atlantique; **Halldor** for Bruusgaard Klosterud; **Kouang-Si**, **Si-Kiang**, **Yalou** and **Yarra** for Messageries Maritimes; **Straat Johore**, **Straat Lombok** and **Straat Singapore** for Royal InterOcean; **Temeraire** and **Turandot** for Wilhelmsen; **Dresden**, **Freiburg**, **Saarland**, **Weimar**, **Wien** and **Wiesbaden** for HAPAG; **Bodenstein**, **Siegstein** and **Spreestein** for NDL; **Zaankerik** and **Zonnekerk** for United Netherlands; and the polar supply ship **Thala Dan** for J. Lauritzen, Denmark.

Acquisitions

James Paterson & Co. Pty. Ltd. bought the British war standard **Sugar Transporter** (ex **Empire Caicos**) and renamed it **Pattawilya**. Hetherington Kingsbury Pty. Ltd., Sydney, bought the Swedish-built **Viria** (602/1948) for the Sydney/North Coast sugar trade. Indo-China SN (Jardine Matheson) bought **West Breeze** (1955) from John Manners and renamed it **Eastern Maid**.

Disposals

John Manners & Co. of Hong Kong continued to buy Australian and New Zealand tonnage: ANL sold **Tyalla** which became **Wear Breeze**; Adelaide Steam's **Ulooloo** became **Clyde Breeze**; Burns Philp's **Mangola** became **Torres Breeze** and their **Muliana** became **Paloma**; Union SS Company's **Waimarino** became **San Eduardo**.

In addition to **Mangola**, two other E class steamers left the coast: BHP sold **Iron Warrior** to become the Panamanian-flag **Zeus** (an earlier sale to Onofrio Jacomino of Naples, who proposed renaming the ship **Baliluzzo**, fell through when the buyer defaulted); Interstate Steamships' **Echunga** was sold to Panamanian Oriental (Wheelock Marden) and renamed **Shona**.

Adelaide Steam sold **Bungaree** to Kowloon Navigation Co., Hong Kong, (a subsidiary of H.C. Sleight), and the ship was renamed **Dampier** and remeasured at 4,325 grt.

The former North Coaster **Comara** was sold to Soc.Mar.Caledonienne (Captain Emile Savoie) and renamed **Damadora del Mar**.

Coast Steamships sold **Kopoola** to Hines Metals, Adelaide, and the ship was subsequently resold to Mersey Shipyards, Devonport, for scrapping.

W.E. Tucker and others sold the auxiliary ketch **Wongala** (ex **Wyatt Earp**) to Sydney-Ulverstone Shipping Pty. Ltd., Sydney, and the vessel was renamed **Natone**.

The former Holyman steamers **Wannon** (in service at Melbourne for several years as a lighter) and **Laranah** were towed from Melbourne to Hong Kong by Luzon Stevedoring Company's motor tug **Cabrilla**.

Richardson & Co. sold **Pukeko** (1928) to Hong Kong owners. Anchor Shipping's **Totara** (1924), sold in 1955, was towed to Hong Kong in 1957 by the tug **Bustler** for demolition. Anchor's **Titoki** (1922) was renamed **Murray** to free the name for a new building to be delivered in 1958.

After being arrested twice in different incidents, Crescent Corporation's **Pacific Pearl** (679/1921; ex **Holmdale** (1957), ex **Kylebeg** (1922)) was sold in December at auction and became **Pacific Maru** for Japanese coastal trading, owned by Marusa Sempaku KK, Onomichi.

H.C. Williams, Rarotonga, sold the twin-screw composite motor vessel **Melva** (243/1946) to Dartim Shipping Co., Darwin, and registered the ship at Hong Kong for service Timor/Australia.

A number of elderly passenger liners went to the breakers. The last of the Aberdeen and Commonwealth Liners, **Moreton Bay** and **Largs Bay**, went to Barrow in April and August respectively. The Shaw Savill Liners **Mataroa** (ex **Diogenes**) and **Tamaroa** (ex **Sophocles**) were broken up at Faslane and Blyth respectively - they were the last of the Aberdeen (Thompson) Liners. The Orient Liner **Otranto** arrived at Faslane in June.

The migrant ship **Cyrenia**, formerly Union SS Company's **Maunganui**, went to breakers at Savona in February. In March Fratelli Grimaldi's **Auriga**, formerly New Zealand Shipping's **Ruahine** of 1909, arrived at Savona for demolition.

Among other British liners sold for demolition were Bibby's **Cheshire** to Newport, Mon., the Ministry of Transport's **Asturias** (ex Royal Mail) to Faslane and **Empire Clyde** (formerly Anchor Line's **Cameronia**) to Newport, Mon.

With the last of Cunard's **Saxonia** quartet in service, the remaining prewar-built intermediates of the Canadian service were sold. **Franconia** completed her last voyage in December 1956 and was broken up at Inverkeithing. **Ascania**, an armed merchant cruiser attached to the New Zealand Station briefly in 1942, was broken up at Newport, Mon., and her former sister, the Royal Navy depot ship **Alaunia**, was also broken up in 1957. **Scythia** completed her last commercial voyage in December 1957 and arrived Inverkeithing next month.

Sold to Hong Kong interests for further trading as **Hongkong Fir** was Avenue Shipping's **Antrim** (ex **Kaimata**, ex **Ardenvohr**).

Bank Line sold the veteran passenger ship **Gujarat** (1923) and two war standards, **Maplebank** (Liberty) and **Hazelbank** (Empire).

Among tramp owners disposing of tonnage were Hogarth, who sold the modern (and their only) tanker **Baron Kilmarnock** and the prewar freighters **Baron Douglas**, **Baron Napier**, **Baron Belhaven** and **Baron Maclay**. Fellow Glasgow owners Andrew Crawford withdrew from shipowning permanently and sold their fleet of three war standards; **Garryvale** (of collapsed Newcastle ore bridge fame, 1953), **Galavale** and **Gogovale**.

The former Burns Philp steamer **Induna** (703/1891), in use as a wharf at Grafton, NSW, since 1932 and prior to that a train ferry, was broken up.

Accidents and Mishaps

7/1: John Manners & Company's **San Antonio** (3,702/1911; ex **Everagra** (1952), ex **Curonia** (1939), ex **Glensloy** (1932)) lost propeller, grounded on reef near New Caledonia in cyclone while on voyage Wellington to Moji with scrap; broke up in heavy seas.

8/1: Island trader **Joyita** aground on Horseshoe Reef, 20 miles east of Levuka; refloated following day.

20/1: McIlwraith McEacharn's **Kooralya** aground off Bradley's Head, Sydney; refloated undamaged following day.

22/1: Union SS Company's passenger ship **Matua** on Duff Reef, 75 miles north-east of Suva; passengers taken off by US destroyers **James E. Keyes**, **Higbe** and **Eversole** which landed them in Suva.

26/1: Norwegian tanker **Patricia** (17,735/1953) aground on mudbank off Williamstown, Port Phillip; refloated 28/1.

24/2: The 70-ton island trader **Goldseeker** aground on reef on south-east coast of Timor.

29/3: The Manly ferry **Dee Why** and the Fenwick tug **Himma** in collision at Sydney; the former aground off Kirribilli, repaired and returned to revenue service 3/5.

9/4: The sixty-miler **Hexham Bank** and the oil lighter **Shell 46** in collision at night on Parramatta River, Sydney; oil leakage from lighter.

29/4: Fire in passenger accommodation of migrant liner **Captain Cook** (ex **Empire Brent**, ex **Letitia**) at Wellington; no injuries.

13/5: James Patrick's **Caradale** struck and damaged wharf while berthing at Melbourne.

20/5: The Blue Star Liner **Canberra Star** suffered steering gear breakdown; assisted into Brisbane by three tugs next day.

31/5: Ketch **Will Watch** (91/1895) suffered fire damage while berthed at Ulverstone.

5/6: Bucket dredger **Pluto** (512/1932) sank in Newcastle Harbour; removal of wreck commenced two months later.

18/6: The broken down migrant liner **Captain Hobson** (ex **Amarapoora**) arrived at Auckland in tow of **Port Macquarie** after a five-day tow from East Cape; attended by HMNZS **Stawell**. Auckland Harbour Board's grab bucket dredger **Hapai** (867/1909) sank at her moorings on the west side of Rangitoto Channel; righted 10/57.

15/7: The Panamanian-registered **Clarisse** (ex **Iron Knob**, ex **Euwarra**) foundered south of Socotra, Indian Ocean, three days after being abandoned in leaking condition; voyage Mormugao to Trieste with iron ore.

24/7: NZ minesweeper **Tui** struck Pania Rock shoal off Napier; hull damage; permanent repairs commenced 10/57 at Auckland.

1/8: Norwegian tanker **Lancing** (11,957/1950) suffered engine breakdown 860 miles from Fremantle while bound for Persian Gulf; towed back to Fremantle by tug **Yuna**, arriving 16/8.

7/8: Government trawler **Theresa May** adrift between Rabaul and Bougainville with engine trouble; local vessel **Polurrian** (339/1948) and **Rouna Falls** in search, but taken in tow by unnamed vessel.

10/8: Huddart Parker's **Woomera** suffered fire at Fremantle; extinguished by local fire brigade; ship taken to sea following day to clear explosive gases.

12/8: Sinking island trader **Manugoro** (121/1948), Port Moresby, one of a dozen similar ships built in NSW and Victoria in late-forties for island service, under escort by Australasian Petroleum's **Papuan Explorer** (507/1952; ex **Hanne Sven** (1954)), beached at Kairuku, opposite Yule Island.

20/8: The former landing ship **Wewak** (366/1944), owned by Marine Contracting & Towing Co. Ltd., Cairns, aground near Allembata, south-east Timor; refloated 26/8 and arrived Darwin 27/8 with badly holed hull.

- 21/8: Sydney ferries **Kameruka** and **Karingal** in night-time collision near Shell Cove.
- 22/8: Murray River motor paddler **Coonawarra** (348/1950) struck snag between Mildura and Renmark and was beached; eventually returned to service.
- 6/9: Bass Strait auxiliary four-masted schooner **Kermadie** (340/1920) aground on North Point Reef, six miles from Stanley, Tasmania; total loss; wreck eventually blown up.
- 21/9: Distress signal from barque **Pamir** (3,103/1905) in mid-Atlantic; five survivors picked up 23/9 from lifeboat by US Liberty ship **Saxon** 600 miles west of the Azores and another from a lifeboat by US Coastguard cutter **Absecon**; **Pamir** capsized in hurricane - she carried a crew of 35 and 51 cadets.
- 24/9: AUSN's **Caloundra** aground at Newcastle; refloated following day by four tugs.
- 29/9: Migrant liner **New Australia** (20,256/1931; ex **Monarch of Bermuda** (1949)) and the Norwegian tanker **France Stove** (16,468/1951) in collision off Goods Island, Torres Strait.
- 3/10: BHP's **Iron Master** aground off Rye, Port Phillip; refloated 6/10 by tugs **Batman** and **Howard Smith**.
- 11/10: Japanese steam turbine freighter **Eifuku Maru** (5,490/1953) aground on Wreck Reef, 300 miles east of Rockhampton. Brisbane tug **Fearless** on 14/10 made unsuccessful attempt to refloat ship, and landed crew at Gladstone on 16/10. **Eifuku Maru** arrived Brisbane in tow on 3/1/58.
- 11/10: New Zealand Shipping Company's passenger liner **Rangitane** and Matson's Victory ship **Hawaiian Tourist** in collision in Panama Canal; former grounded for short period.
- 19/10: BHP's **Iron Kimberley** aground briefly at Newcastle.
- 22/10: P & O freighter **Shillong** (8,934/1949) sank following collision with Belgian tanker **Purfinia Congo** (11,134/1950) in Red Sea, 190 miles south of Suez; three members of her crew of 87 were lost.
- 23/10: The disabled shark boat **Heather Belle** called for assistance off Victorian coast; towed following day to Lakes Entrance by Shell tanker **Naninia**.
- 10/11: NZ freighter **Holmlea** struck Danger Point Reef, ten miles north of Otago Heads, in foggy conditions; towed into port by tug **Otago**; severe bottom damage, engine room flooded.
- Nov. Island trader **Balbird** (45 tons) owned by Colyer Watson (NG) Ltd., sank off Gazelle Peninsula, New Britain, after catching fire.

Naval

The first of the Australian Daring class destroyers, **Voyager**, commissioned 11/2 at Sydney. In March, **Tobruk** and **Anzac** departed for the Far East to relieve the frigates **Queenborough** and **Quickmatch** in the British Commonwealth Strategic Reserve. **Arunta** paid off for the last time, at Sydney. In October **Bataan** was offered for sale (and was sold in 1958).

Keels of the first River (Type 12) class frigates were laid, **Parramatta** at Cockatoo Island on 3/1 and **Yarra** at Williamstown on 9/4. **Quiberon** recommissioned 18/12 at Sydney, being the last of the four Q class conversions from destroyers to anti-submarine frigates. **Quadrant** paid off for the last time, at Sydney.

In May, the Bathurst class minesweepers **Glenelg**, **Katoomba** and **Parkes** were sold to Hong Kong Rolling Mills Ltd. for demolition.

RNZN: In February, New Zealand ordered two Whitby class frigates from UK yards as replacements for Loch class vessels; the contract for the RN's **Hastings** was taken over and the keel laid 5/9 by Thornycroft at Southampton as **Otago**; the second vessel was ordered from J. Samuel White, East Cowes, and became **Taranaki**. The RN's **Blackpool**, of this class, was launched 14/2 at Belfast - this vessel was loaned to the RNZN a decade later pending completion of **Canterbury**.

On 15/2 the Loch class frigate **Hawea** paid off for the last time. Over four-month and two-month periods, the Loch class frigates **Pukaki** and **Rotoiti** acted as weather ships near Christmas Island, Pacific Ocean, during two of the UK Government's Operation Grapple hydrogen bomb tests.

The submarine HMS **Thorough**, stationed in Australia for operations with the RAN, departed in October for the UK and was replaced by HMS **Andrew**.

A number of US Navy vessels visited Australian ports during the year. In February, Melbourne saw the icebreaker **Glacier**, the fleet oiler **Passumpsic** and the petrol carrier **Genesee**. In March, the seaplane tender **Curtis** and the attack cargo vessel **Arneb** arrived Sydney from the Antarctic, and the attack cargo vessel **Tulare** from Pearl Harbour. On 2/4, the US 9th Destroyer Squadron, comprising **Mansfield**, **Collett**, **Benner** and **De Haven**, arrived Melbourne for a five-day visit. On 30/4, the aircraft carrier **Bennington** accompanied by the destroyers **Isherwood**, **John S. McCain**, **Stoddard** and **Mullany**, arrived Sydney for a week's visit. In May, the heavy cruiser **Columbus** accompanied by the destroyers **Ammen**, **Braine**, **Cogswell** and **Ingersoll** visited Melbourne for a week. On 18/9, the heavy cruisers **Los Angeles**, **Rochester** and **Roanoke** arrived Sydney for a seven-day visit.

Miscellaneous

The Australian Coastal Shipping Commission, established by Commonwealth Act of Parliament towards the end of 1956, commenced operations on 1/1 as Australian National Line (ANL) and took over the fleet of the Australian Shipping Board. The fleet numbered 42 ships, excluding vessels under construction.

The Matson Liner **Monterey**, converted from the freighter **Free State Mariner**, arrived Sydney 29/1 on her maiden passenger voyage, joining her sister **Mariposa** in San Francisco/Australia service. The first German ship to visit Hobart since World War II was NDL's **Werrastein** in February, followed by HAPAG's **Leipzig** in March. The first Italian merchant ship to arrive there since the war was Carlo Carmelli's T2 type turbo-electric tanker **Montallegro** (10,408/1944).

The Norwegian **Norsel** (592/1949) visited Hobart while on charter as a supply vessel for a French Antarctic expedition.

The Suez Canal reopened on 9/4 after the Anglo-French invasion of 1956, and the first ship to transit bound for Australia was Lloyd Triestino's passenger liner **Oceania** in a convoy of twelve.

Following conversion from coal to oil fuel, Huddart Parker's **Adelong** returned to service in April and arrived Hobart 21/4 from Sydney.

From 13/6 the frequency of the Circular Quay/Manly night service was reduced from half-hourly (three ferries) to forty minutes (two vessels). Then, owing to a strike of State Government bus drivers, which lasted a fortnight, an extra ferry (making five in service) was added to the Manly run at peak periods.

The auxiliary schooner **Piri** (263/1917; ex **Tangaroa** (1924)) made her last voyage for ICI in July and eventually proceeded to Auckland to lay-up.

From 13/9 the Sydney Ferries' schedule for the daytime off-peak Mosman and Neutral Bay runs was altered and combined with the Zoo run to eliminate one ferry of the five formerly required.

Royal Inter-ocean Lines' **Straat Torres** on 18/9 took the first export cargo of steel from BHP's Kwinana mill, bound for Indonesia.

Sydney Ferries' **Lady Chelmsford** (98/1910) returned to revenue service on 20/9 after a nine-months survey and re-engining during which her 5-cylinder Gardner diesel was replaced by a 4-cylinder Crossley.

Royal Rotterdam Lloyd inaugurated a round-the-world passenger service in September with the passenger liner **Sibajak** (12,342/1927) sailing westabout via Panama Canal to New Zealand and Australia, then home via Suez.

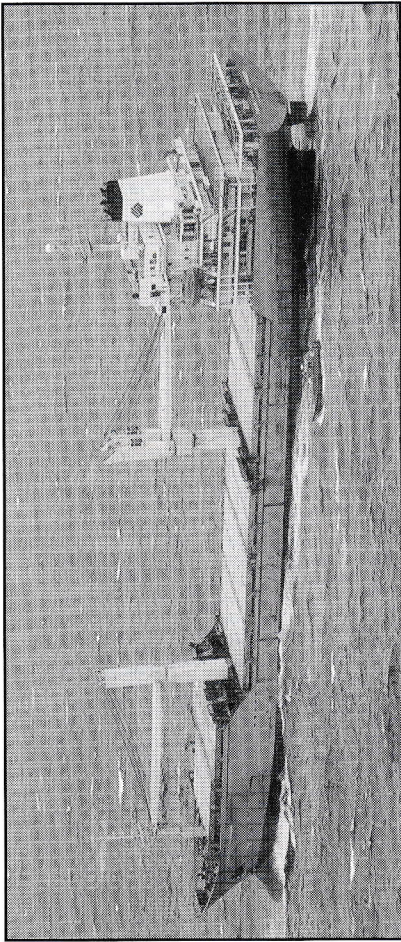
The keel of CGT's new passenger liner **France** (66,348grt) was laid 7/10 at St. Nazaire.

The 57-ton **Burrage** (the Aboriginal name for Bradley's Head) entered service for the MSB of NSW, having been converted from the steam-powered water carrier **Isis** (built 1916) to a general purpose passenger vessel.

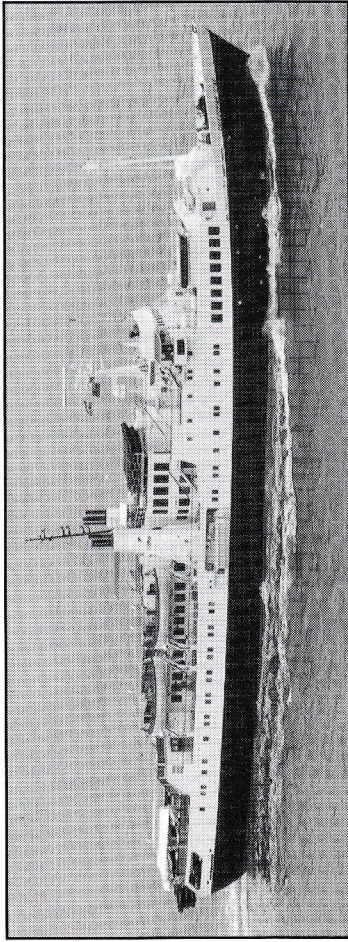
ANL's **Dalby** (2,349/1947) re-entered service in November following an eleven-months overhaul that included conversion from steam (compound, four cylinders) to diesel (British Polar, 2SA, six cylinders), and remeasurement to 2,474 grt.

The keel of the first of three pilot launches was laid on 3/12 at the MSB shipyard at Goat Island, Sydney; the launch was to be named **Goondooloo**.

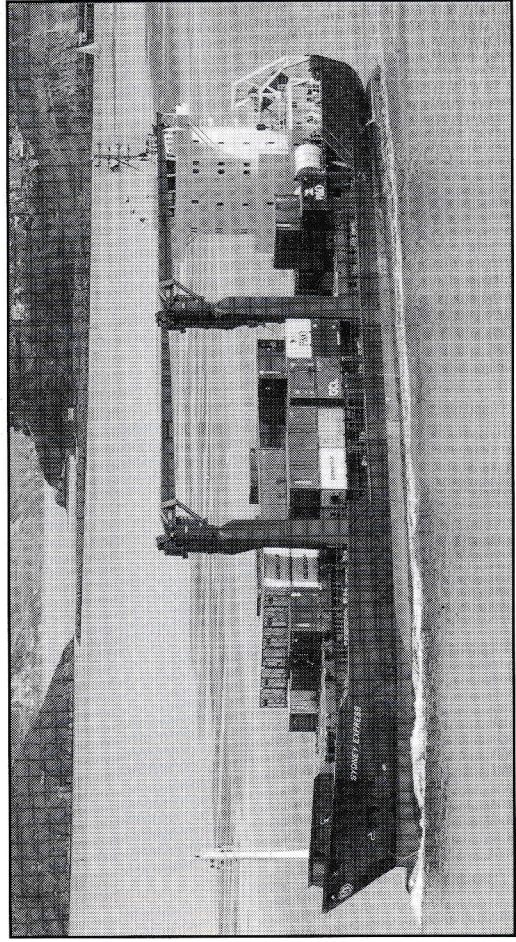
Sydney Ferries withdrew the steam ferry **Kareela** (186/1905) from service 12/12. The ferry was eventually scrapped.



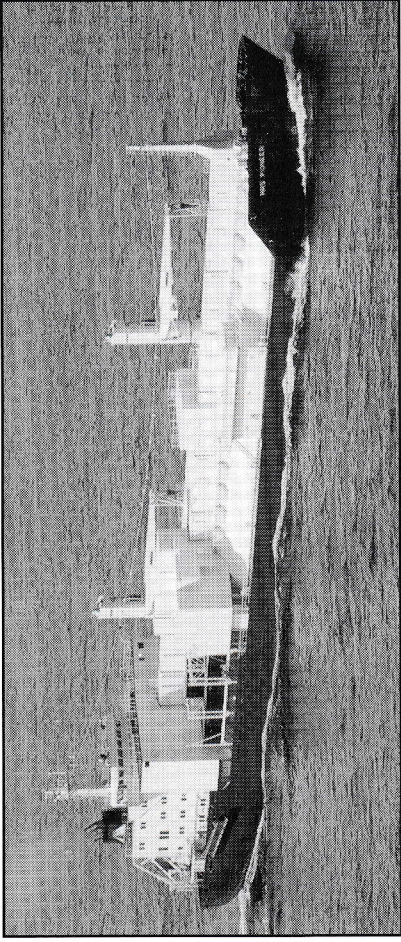
TRANZTAS TRADER BHP funnel colours, outward bound from ADI, Sydney, 9 January 1997, for trials. (J.Y. Freeman)



CALEDONIAN STAR cruise ship, Otago Harbour, 5 January 1997. (I.J. Farquhar)

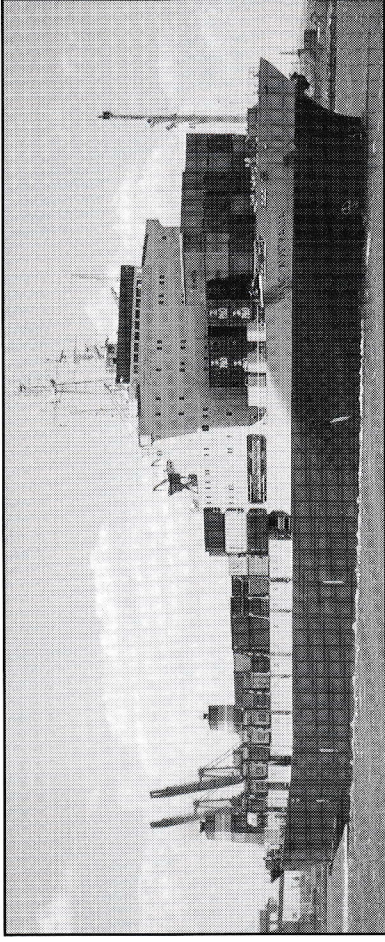


SYDNEY EXPRESS Otago Harbour, 19 October 1996. (I.J. Farquhar)



MRS PIONEER first arrival Sydney, 27 January 1997.

(J.Y. Freeman)



ANRO AUSTRALIA last departure Melbourne, 26 December 1996.

(A. Mackinnon)



AUSTRALIAN ENTERPRISE first arrival Melbourne, 24 February 1997.

(R. Priest)

from J. Goldsworthy

When the passenger liner **Manunda** (9.115/1929) arrived on the Australian coast during 1929 she was the first of the five motorships that were to be employed in the interstate passenger service. The ship was built for The Adelaide Steamship Company Ltd., and represented that company's return to the interstate passenger trade. **Manunda** was an immediate success and was nearly always fully booked. From May to September the ship was employed on the popular North Queensland tourist run - from Melbourne and Sydney to Brisbane, Townsville and Cairns. For the rest of the year she sailed between Sydney, Melbourne, Adelaide and Fremantle.

It was towards the end of the North Queensland tourist season that the following incident occurred. **Manunda** had arrived at Brisbane on Friday 2 September 1932, from Townsville, and was proceeding up the Brisbane River to her berth, which in those days was Stanley Wharf at Stanley Street, South Brisbane, a short distance downstream from Victoria Bridge. The tug **Forceful** had picked up **Manunda** near Hamilton and secured a bow line to help negotiate the bends in the river. The freighters **Limerick** and **Parrakoola** were berthed at Musgrave Wharf, just downstream from Stanley Wharf, and they appear to have caused **Manunda** to go closer than normal to Victoria Bridge before beginning to swing. At this stage all seemed to be normal and **Forceful** had swung **Manunda** around so that the liner was just about broadside to the wharf.

At this point it appeared that all was not well; **Manunda** was aground on a mudbank. Although the ship was held fast in the mud, the current swung the bow of **Manunda** against the wharf and heading towards Victoria Bridge which was just upstream. The bridge soon became crowded with sightseers, but the authorities quickly acted to remove the public from danger.

As soon as those on **Manunda** realised she was in trouble, the ship and the tug signalled with their siren and whistle for assistance. This quickly arrived in the form of three extra tugs; the small **Fearless** proceeded upstream and applied her stem to the liner's starboard side pushing downstream, while the two larger tugs **Carlock** and **Coringa** each put a line aboard the stern of **Manunda**. With **Forceful** still having her line attached to the bow of **Manunda**, the four tugs made a concerted effort to move her. This was to no avail, and with the tide on the ebb it was decided to await the change, which would not be for about an hour.

The delay in berthing created problems for some of the passengers who had arrangements to join the southbound Sydney Express at the nearby South Brisbane Railway Station. Among the passengers were Lady Game, wife of the Governor of New South Wales, and son Phillip; they were taken off by launch soon after **Manunda** went aground.

In due course, with the tide on the turn, **Manunda** was manoeuvred into deep water. **Carlock** and **Coringa** cast off, leaving **Forceful** and **Fearless** to berth **Manunda**. The ship had been aground for about two hours. The next day **Manunda** departed for Sydney and Melbourne.

Upstream Berthing

This incident did not have any direct bearing on the Adelaide Company's decision to transfer their berthing arrangements downstream. Shortly afterwards construction commenced on Story Bridge, which would connect Kangaroo Point on the south side of the river to the Valley area on the north side. This imposed a height limit which would mean, for large ships, reducing the height of masts. This was not acceptable to the Adelaide Company. Together with Birt and Company, who were lessees of the adjacent Musgrave Wharf, the Adelaide Company moved downstream to the Newstead area.

The AUSN Company's passenger ships were also affected, but as the company had extensive wharves and a marine engineering workshop upstream they decided to reduce the height of masts on some of their ships. Accordingly **Ormiston** and **Orungal** had the top sections of their masts removed, leaving them little higher than the funnels and spoiling the appearance of these ships. With the opening of the new port near the mouth of the river and with the construction of the Captain Cook Bridge, very few ships are now to be seen in the upper river area. An exception is the veteran steam tug **Forceful**, preserved and berthed not far from the site of the old Stanley Wharf. When one looks at this area now it comes as a surprise to realise that ships the size **Manunda** once berthed here.

Acknowledgement: Some of the information for this article was drawn from the Daily Mail newspaper of Brisbane.

Closing date for the next issue- 31/7/97.

For assistance in compiling this section the Editor thanks I. Brett, B. Browne, J. Burne, P. Dowling, I. Edwards, J. Freeman, G. Hardwick, J. Mathieson (NSW); H. Dick, J. Labrum, A. Mackinnon, L. Rex, T. Stevens, H. Wilson (Vic); K. LeLeu (SA); W. Barber, D. Briant (Qld); C. Gee, M. Navarro (WA) and A. Calvert (NZ).

Coastal and South Pacific

The Bass Strait ferry **Spirit of Tasmania** is scheduled to drydock at Sydney for two weeks in 7/97. The ship will make an extra round trip each week for four months during the 1997/98 summer season. The normal schedule provides for three round trips a week, departing Melbourne at 6.00pm Monday, Wednesday and Friday, and departing Devonport on Tuesday, Thursday and Saturday; the crossing takes about 14 hours. The extra round trip will be scheduled as follows: depart Melb.Fri.6pm - arr.Dev.Sat.8am/ dep.Dev.Sat.4pm - arr.Melb.Sun.5am/ dep.Melb.Sun.9am - arr.Dev.Sun.10pm/ dep.Dev.Mon.2am -arr.Melb.Mon.3pm.

The former ANL **Australian Trader** (see p.36) has been renamed **Hub Trader** and registered in Belize.

The tanker **Era**, last seagoing ship in the Howard Smith fleet, drydocked at Singapore 2/97 prior to delivery to Greek buyers. The new owners also bought **Canopus**, delivered last year (see p.36), but **Era** will not return to Australian coastal trading.

The last CSR cargoes handled at Pyrmont, Sydney, were discharged by **Kowulka** 1-4/12/96 and **Ormiston** 6-8/12/96. CSR now uses Darling Harbour, with **Kowulka** being the first to discharge there, 3-7/2.

Union Shipping is to sell the bulk carrier **Union Auckland** (12,776/1970; ex **Columbia** (1974)) this year, and replace it with a time-chartered vessel.

Pioneer Concrete was reported 2/97 to have reached agreement with the maritime unions for the employment of a vessel in the Bass Point/Sydney bluemetal trade (see p.181, 1996). The Company was inspecting self-discharging vessels in Europe.

TranzRail, New Zealand, has placed an order for a new ferry with Spanish builder Hijos de J.Barreras SA. The new ship will be 150m in length and carry 380 passengers, and is due in service for the 1998/99 summer season as replacement for **Aratika**.

Perkins Shipping, Darwin, was advertising 1/97 **Arktis Atlantic** and **Arktis Dream** operating in the Darwin/Singapore (via ports) trade and **Frances Bay** in the Northern Territory coastal service. Perkins has withdrawn from the Fremantle to Cocos and Christmas Islands sector of its Singapore service, the last Fremantle call being made by **Arktis Dream** on 5/2. With insufficient cargo to support two operators, the service from Fremantle to the islands is maintained by Cocos Traders (Clunies-Ross), which operates the chartered, foreign-crewed **Thor Kirsten**.

The charter of the German-owned **Sina** was transferred 27/3 from the WA Government to Union Bulkships, which has been operating the ship since the demise of Stateships. The ship will remain in the Fremantle/Kimberley service until 1999 with the WA Government's subsidy reducing to \$1 million per annum by 1999.

The Australian Tankships (Ampol/Caltex) coastal tanker **Ampol TVA** visited Gladstone 12/96 under its new name **Palmerston** (see p.181, 1996).

Shell Australia's new coastal products tanker, building in Poland (see p.135, 1996), is due for delivery 6/97 as **Helix** and is expected to arrive in Australian waters 8/97.

BHP's floating oil production/storage/offloading vessel **Skua Venture** is reported to have been sold. **Western Express** (the former Australian lighthouse service vessel **Cape Don**; see pp.123 and 160, 1996) was chartered in 1995 by a group of Australian politicians and anti-nuclear protesters to take them from Papeete to the test site at Mururoa Atoll. The charter was abandoned, amid recriminations, and **Western Express** sailed to Clarence River, NSW, where it reverted to the name **Cape Don**, and by 3/97 had remained there idle for 15 months. The ship has grounded near Yamba,

is out of survey and in poor condition. The ship is said to be the subject of litigation. **Kalymnian Express** (the former **Cape Pillar**) arrived Fremantle 13/1 to load cattle for Indonesia, and sailed 14/1; the whole of the vessel's exterior is painted in what is described as a garish blue-mauve colour. The former Tasman Express Lines' containership **Canterbury Express** has been renamed **Katania**, and was recently trading between Africa and New Orleans.

South Pacific Shipping's **Takitimu**, operating between Auckland and Sydney, now sails with Fisher & Paykell in large white letters on each side of the blue hull, advertising the New Zealand whitegoods manufacturer that is a substantial exporter to Australia. SPS's former **Rangitikei** was, following completion of charter in 1996, renamed **Tucana** by its German owners. SPS is to take delivery of two new 380 teu containerships during 1997 for the Melbourne/Auckland/Tauranga service as replacements for **Rangitoto** and **Tainui**. The first, to be named **Tauranga**, was due to enter service 4/97.

Pacific Shipping has further extended its NZ coastal services (see p.37) by providing a weekly call at Timaru by **Spirit of Competition**, commencing 20/4, as an extension of its Wellington/Lyttelton sailings.

The charter of the Russian-flagged **Socofli Stream** to Pacific Forum Line terminated after discharge at Lyttelton 26/4, and the ship then did a single voyage charter to Sofrana for a trip to Noumea. The replacement in Pacific Forum Line service is **Papuan Chief**, due NZ ports 5/97.

The NZ Government is understood to have bought the cargo ship **Hajnowka** (see p. 182, 1996) from Cook Islands National Line to operate NZ/Tokelau Islands as **Forum Tokelau**. The ship has been refitted and will carry passengers as well as cargo.

ANZDL and Sofrana (both owned by Delmas of France) will operate a joint service Australia/NZ/Fiji/Tahiti, using ANZDL ships operating in the Australia/NZ/North America trade, under the title Sofrana Direct Line. The Australia/Noumea service, now operated by **Capitaine Kermadec**, will continue to be operated wholly by Sofrana.

Neptune Shipping Line, operated by a former Sofrana managing director, is reported to be planning an Australia/Pacific Islands service and a NZ/Pacific Islands service, to commence 5/97 with ships named **Capitaine Cook**, **Capitaine Fearn** and **Capitaine Wallis**. **Capitaine Fearn** is to operate from New Zealand and the others from Australia.

Pacific Direct Line has replaced **Thor Rikke** (1,395/1994) in its Pacific Islands service with **Southern Cross** (3,186/1990); ex **Bartok** (1995). **Bartok** had visited Sydney in 1995.

Southern Cross Shipping has replaced **Filaos** in the Gladstone/Pacific Islands trade with **Karin B** (3,930 dwt).

Brambles Project Services has transferred three large Favco cranes from Melbourne and Sydney to Port Hedland, for installation in BHP's new hot briquetted iron (HBI) plant. The cranes were shipped in 148 pieces in the chartered Dutch freighter **Amstelgracht** (Spliethoff).

A vehicle deck passenger ship has been introduced to Fiji by Beachcomber Cruises Ltd., for operation between Viti Levu, Vanua Levu and Taveuni. **Adi Savusavu** (1,721/1964; ex **Dana Star** (1996), ex **Dana Scarlett** (1994); 65m) can carry 12 cars, 15 trucks and up to 500 passengers.

Upon completion of training voyages in 7/97 the NZ sail training vessel **Spirit of Adventure** will be withdrawn and offered for sale. High running costs are among the reasons cited by Adventure Trust for the vessel's withdrawal. **Spirit of New Zealand** will continue in service.

The preserved sailing vessel **James Craig**, which has rested on a pontoon for several years, was moved on 18/2 from Rozelle Bay to ADI, Garden Island, Sydney, where she was floated off. On 23/2 **James Craig** was towed back to Rozelle Bay. Then on 3/3 the former Moreton Bay pilot vessel **John Oxley** was towed to ADI, Garden Island, where she was raised on the same pontoon. The pontoon with **John Oxley** was towed to Rozelle Bay on 6/3, where the ship will be refurbished.

Ferries and Harbour Craft

An 82m Auto Express type catamaran ferry laid down "on spec" by Austal, WA, was reported 4/97 sold to Polish Baltic Shipping Co. (Polferries) for service between Swinoujscie (Poland); the former German port Swinemunde) and Malmo (Sweden). The vessel was completed 4/97 as **Boomerang** and was expected to sail by 30/4. **Boomerang** has capacity for 700 passengers and 175 cars and

is powered by four MTU 20V 1163TB73 engines giving a service speed of 39 knots.

The two 60m passenger catamaran ferries building for Turkish owners (see p.137, 1996) have been named **Turgut Reis** and **Cezayirli Hasan Pasa** (after Turkish admirals) and are due for launching in 4/97 and 6/97 respectively.

Austal has received a second order from Japanese owners. A 30m 140-passenger catamaran ferry with a service speed of 33 knots is under construction for the Kumamoto/Hondo service. The vessel has been subcontracted to Image Boatbuilders, Jandakot, and was due for launching 24/4 as **Marine View** and completion 5/97.

The two 44m catamaran ferries built by Wavemaster for Iranian owners (see p.37) departed Jervoise Bay 16/1 on board the freighter **Trina** for Iran. Wavemaster is building four 28.5m ferries (162 passengers, 30 knots) for Seaflyte Ferry Services, Indonesia; **Jet Flyte I** and **Jet Flyte II** were due for completion 4/97 and **Jet Flyte III** and **Jet Flyte IV** for launching 5/97 - all will be based at Singapore.

The 29m catamaran ferry building by Wavemaster for Japanese owners has been named **Sun Royal**, and is to be operated by Ezaki Kisen in the south west of Kyushu; the vessel will carry 96 passengers with a service speed of 28.5 knots.

SBF Shipbuilders, WA, on 18/2 laid the keel of a 21.7m aluminium catamaran ferry for the WA Government Instrumentality Transperth. The ferry will carry 144 passengers and have a service speed of 12 knots. Completion is due 7/97 and the new vessel will replace **Princess** in the Swan River service between Perth and South Perth.

Sabre Catamarans, WA, has delivered two 22m catamaran ferries to Philippines owners, namely **Blue Water Lady** and **Ok Ka Ferry I**. They have a service speed of 26 knots.

Incat, Hobart, has built an 86m wave piercing catamaran ferry (800 passengers, 200 cars) for an Italian operator, and has contracted to build a 91m vessel (900 passengers, 240 cars) for Buquebus to operate between Buenos Aires and Montevideo. The former was due to sail 4/97 for the Mediterranean and the latter is due for completion by end-12/97.

The former Tahiti ferry **Tamariki Moorea VIII** (see p.37) has been sold to Rio Grande Shipping Overseas Corp. and registered at Jakarta. After refit, and renamed **Salindo Mutiara I**, the vessel departed Jervoise Bay 5/4 for Surabaya, where it will be based. The ferry was refitted by Oceanfast, which is building an 80m steel-hulled replacement ferry for the Tahiti owners; the new vessel is to be named **Tamariki Moorea VIII H** and is scheduled for completion 7/97.

The catamaran ferry **Super Flyte** was withdrawn from the Glenelg/Kingscote (Kangaroo Island) service 4/97 because of mounting losses.

The former Manly ferry **South Steyne** (see p. 38) did not conduct harbour cruises, but remains in Cockle Bay (Darling Harbour) and is being reconverted to a restaurant and function centre.

Matilda Cruises, Sydney, operates three similar catamaran ferries; **Jillian**, **Alice** and **Megan**. They are 24.4 x 7.2m and have two 220hp engines giving a speed of 27 knots at three quarters revolutions. They were built at Brisbane.

The former Adelaide Steam/Associated Steamships work launch **Koorie** (25/1909) lies in Blackwattle Bay, Sydney, somewhat the worse for wear.

The 12.2m monohull aluminium pilot launch **Sir Bastion** was built in 1996 by Argyle Engineering, Kununurra, WA, for operation at Wyndham, WA. The vessel has a maximum speed of 30 knots and a cruising speed of 25 knots. The 55-mile approach to Wyndham from Cambridge Gulf features an eight metre tide range and tide flows of up to six knots.

Tugs

Ocean Towage & Salvage, NZ, has bought the self-discharging dumb barge **Hawaii** (6,377/1970) from Crowley Marine Services, Seattle. To be renamed **Ocean Bulk I**, the barge is 16,000 dwt, 130 x 25m, has a 36 inch conveyor system on the centre line, and is covered. It will be towed from Astoria to NZ via Honolulu by Ocean Towage's tug **Raumanga** (375/1963). Following modifications in NZ, the barge is to be employed in shipping coal from Westport to Port Kembla for blending with local coal for export. Operation with the tug **Frederick Brown** has been indicated, although Ocean

Towage is reported to be negotiating to buy the UK tug **Anglian Warrior** (557/1978; built for Dutch owners as **Schotland**). The NZ coal producer Solid Energy (formerly State Coal) has signed a four-year contract with Ocean Bulk Services (a joint venture between Ocean Towage and Union Shipping Group) to ship 200,000 tonnes of coal per annum from Westport to Port Kembla, with **Ocean Bulk I** expected to lift 12,500 tonnes per voyage. Previously the coal was shipped through Lyttelton by conventional bulk carriers.

Wandilla, based recently at Brisbane, has been chartered out for work in North Queensland waters. **Latrobe**, laid up at Brisbane since withdrawal from Yampi Sound, has undergone a major refit.

The "Cold Box" units moved by the tug **Leveret** by barge from A.J. Mayr Engineering at Tomago to Newcastle were 220 tonnes and 180 tonnes, and were loaded onto **Project Europa** (correction, see p.39). Also on board the ship and bound for Lihir Island, PNG, were three autoclaves each weighing 400 tonnes manufactured and loaded at Adelaide.

Lady Alma (5,600 hp, built by McTay Marine, Bromborough) has joined the Howard Smith, UK, towage fleet at Immingham, and is the last of five newbuildings.

Overseas

BHP IMT has chartered **Delmas Joinville** (17,210/1983) for the Australia/North America service and renamed it **Australia Current**, the fifth ship to be given the Current suffix. **Merchant Principal** and **Merchant Premier** are still on charter to BHP IMT (correction, see p.184, 1996), their charters having been extended by eighteen months.

The reconstituted Anro consortium changed its name 1/97 to Australia Asia Express (AAX), the members now being ANL, Neptune Orient Line, NYK, Djakarta Lloyd and P & O Nedlloyd. ANL's **Australian Enterprise** (see p.39) arrived in Australian east coast ports for the first time in 2/97, replacing **Anro Australia**. The latter left Fremantle on 2/1 for the last time and is laid up at Singapore for sale. Djakarta Lloyd's **Majapahit** has been withdrawn from the service, departing Fremantle 30/1 on its last visit. AAX now operates five ships: **Australian Enterprise** (ANL), **Byron Bay** (P & O Nedlloyd), **NYK Providence** (NYK), **NOL Amber** and **NOL Crystal** (Neptune Orient Line).

P & O Nedlloyd has ordered five cellular container ships, each of 2,900 teu capacity, from Kvaerner Warnow Werft, Rostock, Germany, for delivery 1998/99. The new ships will be 209.5m loa x 32.2m beam and have a service speed of 22.5 knots. They will replace ships operating NZ/Australia/Mediterranean, including first generation OCL and ACT ships. To be withdrawn are **Botany Bay** (1969), **Encounter Bay** (1969), **Discovery Bay** (1969; ex Act 1), **Moreton Bay** (1969; ex Act 2), **Matilda Bay** (1970; ex Chitral/Arafura) and the chartered **Nelson Bay**.

NYK commenced a new service South East Asia/Australia in 2/97, calling at Australian ports in clockwise rotation. First sailing was by **CGM Renoir**, chartered from the French CGM, which called at Fremantle on 26/2 and made one further sailing for NYK (Fremantle 2/4). The service is to carry vehicles, containers and ro/ro cargo, and following **CGM Renoir** NYK has scheduled the car carrier **Nada V**.

Marfret/CGM are to replace **Buxmaster** in the Australian trade with the 1,600-teu **Provence** (due 7/97), and **CGM Ronsard** from 5/97 with the German-flag **Fresena** (15,900/1997; built at Emden). **CGM Ronsard** and **CGM Renoir** have been sold, reportedly to Israeli interests.

Direct Condor (16,236/1990; ex **Buxlady** (1996), ex **Contship La Spezia** (1995)) and **Direct Currawong** (16,236/1990; ex **Contship Ipswich** (1995), ex **Contship Sydney** (1990)) terminate their charters to ANZDL in 7/97 and 9/97 respectively, and will be replaced by 19 knot ships of 1,200 teu capacity.

The delivery of Contship newbuildings continues (see p.39) with **Contship Action** arriving in Australian ports 1/97 and **Contship Vision** (ex **Conti Wellington**) 3/97. **Contship Harmony** and **Contship Champion** are due for delivery 4/97 and 5/97 respectively, while **Contship Nobility** and **Contship Optimism** were noted as due Fremantle 29/4 and 12/5 respectively. Ships displaced have been renamed: **Contship Melbourne**, **Contship Barcelona** and **Contship Jork** to **CMBT Melbourne**, **Conti Barcelona** and **Conti Jork** respectively.

MSC Insa and **MSC Sonia**, built 1972 for Mitsui OSK Lines as **Elbe Maru** and **Rhine Maru**

respectively, are not sisters, although of similar dimensions and tonnage and built for the same employment (Europe/Far East container service); see p.40.

Maersk Australia (see p.40) was renamed at Melbourne and departed 21/2 as **Maersk Tekapo** for the new NZ/Far East service. The replacement, the unidentified "**Brigit**" (p.40), is in fact **Brigit Maersk** (40,390/1974), which arrived Melbourne on 21/2 and is apparently not to be renamed. **Brigit Maersk** has had a succession of names, but was built as **Svendborg Maersk**, and as such operated under charter in the Australia/Europe conference service in the 1970s.

Pacific International Lines (PIL) is replacing **Kota Harta** and **Kota Hasil** in the joint PIL/OOCL Australia/South East Asia service (see pp.89 and 138, 1996). **Kota Hadiyah** (13,272/1997) arrived Australian ports 3/97, and will be followed by **Kota Harmundi** (sic) in 6/97 to replace **Kota Hasil**.

Employed on the Australia/Far East service, **OOCL Exporter** (41,266/1976; ex **Oriental Chief** (1989); northbound) and **OOCL Envoy** (37,238/1979; ex **China Container** (1991); southbound) were lying at adjacent berths at Fisherman Islands, Brisbane, on 14/12/96.

Malaysian International Shipping Corporation (MISC) has withdrawn the last ship to join its Australia/South East Asia service, **Bunga Terasek**, which made its final Australian sailing in 12/96. The MISC Australian sailings revert to three ships. Regional Container Lines, Singapore, has placed **Ganta Bhum** in its Australian service, calling at Australian ports 3/97.

Mitsui OSK Lines has employed **Sunshine La Plata**, **Sunshine Amazon** and **Asian Challenger** in its Australia/NZ/South America service. From 3/97 the first two are to be replaced by **Caribbean Challenger** and **Pacific Challenger**.

ANSCON, the Australia Northbound Shipping Conference service operated Fremantle/Far East by K Line, NYK, Bakke and others, is to replace **Premier** with the German-owned (Antigua and Barbuda registered) **Widar** (13,769/1986), which will be chartered by K Line and was due Fremantle 4/97. The other ships employed in this service are **Hanne Bakke** and **Ratana Pailin**.

The former **Nedlloyd Van Cloon** (chartered to Nedlloyd by Reed.Claus-Peter Offen, Germany) arrived Sydney 1/5 as **Santa Isabella** on charter to Choyang.

First time visitors to Sydney were Cosco's newbuilding **Yang Jiang He** (12,122 grt; see p.40) 6-7/2 and Wilhelmsen's **Taronga** (54,826/1996; see p.40) 25-28/4. Also arriving at Sydney with new names were the Wilhelmsen car carriers **Takara** (ex **Nosac Takara** (1996)) 3/97 and **Trinidad** (ex **Nosac Sky** (1996)) 4/97.

Far Eastern Shipping Company (Fesco), Vladivostok, has withdrawn from the Australia/Japan trade, which it entered in 1976, but the five ships employed will continue to operate Hong Kong/Manila/Australia with transhipment of China and Taiwan cargoes at Hong Kong.

Jutha Maritime has renamed **Chungking** (formerly on charter to Sofrana as **Capitaine Kermadec**; see pp.112 of 1995 and 182 of 1996) to **Jutha Buddhakrasa**.

John Swire & Sons Ltd. has vacated the tanker business with the sale of the VLCC **Eredine** (132,724/1976; bought 1989) in 10/96 to Pyxis Transport Ltd. The ship was owned by China Navigation Co., which had sold its other VLCC **Eriskay** in 1995.

In 1996 Swire Pacific Offshore placed orders with Ulstein Verft, Norway, for three anchor handling/supply vessels of the UT20 design. Scheduled for delivery from 4/97, they are SPO's first newbuildings since 7/1986. The vessels will be named **Pacific Buccaneer**, **Pacific Barbarian** and **Pacific Battler**. Low Nox emission Wartsila engines developing a total 12,240 bhp will give a bollard pull in excess of 145 tonnes. The vessels will be fitted with two bow thrusters and a single stern thruster. Although suitable for world wide employment, they are intended initially for the North Sea.

The former Associated Steamships' cellular containership **Kanimbla** has, as **Faro 1** and after numerous renamings, been sold to Indian breakers and arrived Alang 27/10/96 for demolition. The tanker **Lido II**, originally R.W. Miller's **Amanda Miller**, arrived Alang 1/10/96 for demolition. **Flinders Bay** (see p.185, 1996) arrived there 31/10/96.

The vehicle deck ship **Daisy** (32,173/1976; registered St. Vincent and the Grenadines) arrived in Australian ports 4/97 on a single voyage charter east coast USA to Australia for Wilhelmsen. This ship was well known in Australian ports as the USSR Baltic Shipping Company's **Magnitogorsk**. With the collapse of Baltic Shipping, **Magnitogorsk** spent a considerable period under arrest at Gdansk before resuming service as **Euroshipping Two** for Euroshipping Ltd. of Kaliningrad, CIS.

The renaming to **Daisy** is a recent transaction. Baltic Shipping Company's **Kovrov**, reported arrested at Papeete (see p.40), departed 18/1 bound for Panama under the management of Oceanbulk Maritime SA, Athens.

Following the collapse of ABC Containerline on Good Friday, 1996, the Company's ships have found new owners and are moving again, with two seen recently in Australian ports. **Cornelis Verolme**, after more than a year anchored off Auckland, was sold towards the end on 3/97 to Greek owners and registered in Cyprus as **Prince Nicolas**; as such the ship arrived Geelong early 4/97 to load barley. **Martha II** (built as **TNT Express**) is now **Sea Pride** owned by Commodum Inc., Liberia, and managed by A/S Thor Dahl Shipping; the ship arrived Sydney 27/4 on a single voyage charter to Columbus Line. **Helen** is **Blue L**, **DeLoris** is **Margo L**, **Antwerpen** is **Sea L** and **Brussel** is **Nel** - all registered Limassol as 1996 transactions.

Columbus Queensland, the last of the Columbus ships to "flag out", changed from Hamburg to Liberian registry while at Port Botany 11-13/2.

Blue Star's **Australia Star** (ex **Pymont Bridge**, etc.) returned to service recently after a refit with the Company's traditional light grey hull above blue boottopping in place of the dark charcoal hull. Gearbulk, having won a contract to ship timber products from Bluff, will provide monthly sailings to Taiwan, Hong Kong, Korea and Japan from 7/97.

Pelayaran Taruna Kusan of Surabaya commenced a monthly Darwin/eastern Indonesia service 3/97 with the 800 dwt **Fajar Kanguuruh**. The ship operates Surabaya/Kupang/Darwin/Benoa (Bali)/Surabaya.

Yangming and Orient Overseas Container Line are to enter the NZ/Far East trade, with transhipment at Singapore for other destinations. OOCL will slot charter on PIL ships; Yangming have yet to advise their arrangements.

The non-propelled Dutch dredger **Noordzee** arrived Geelong 14/2 on the Cosco freighter **Sha He Kou**. Subsequently the self-propelled side trailing hopper dredger **Volvox Delta** (7,906/1984) arrived. See p.43. Work commenced 3/97 and is to be completed towards the end of 1997.

Recent visitors to Fremantle have included the Japanese oceanographic research ship **Hakuho Maru** (3,987/1989) 5-11/1, the Japanese navigation training ship **Taisei Maru** (5,875/1981) 14-20/2, the Japanese fisheries research ship **Shoyo Maru** (1,362/1972) 7-12/2 and the US oceanographic research and survey ship **Melville** (2,516/1969) 14-19/2.

Sydney saw the heavy lift ship **Dock Express 12** (13,110/1979) which arrived Port Botany 26/2 to discharge a container crane for Patrick; the crane was built by Samsung, South Korea, and the ship discharged a similar unit at Fisherman Islands, Brisbane. The cable ship **Pacific Guardian** (6,133/1984) was at Port Jackson from 11/4 and was expected to depart 1/5; the ship has spent much of the year at Newcastle on standby.

P & O cruise ships: **Fairstar** was sold to Indian breakers, was renamed **Ripa** and registered Kingstown, St. Vincent and the Grenadines, and departed ADI, Garden Island, Sydney, on 12/2 bound for India. The ship called at the outer anchorage off Fremantle, however, and was visited by two representatives of a Greek shipping company, then ran trials for over six hours before proceeding on the voyage. **Fair Princess** departed Sydney 7/2 on her first cruise as the replacement for **Fairstar**. **Canberra** visited Sydney 22-23/2 on her final call, and will be laid up in the UK after 30/9. **Arcadia** (ex **Star Princess**) is due Fremantle 17/2/98, Adelaide 21/2 and Sydney 24/2. **Orlana** is due in Australian and NZ ports 2/98. P & O has the following cruise ships on order from Fincantieri, Monfalcone, Italy: **Grand Princess** (109,000/1997), **Dawn Princess** (77,000/1997), **Sea Princess** (77,000/1999) and **Ocean Princess** (77,000/1999). For operation from the UK, P & O has ordered a 76,000 grt, 275m vessel (1,800 passengers) from Meyer Werft, Germany, for delivery in 2000; this vessel will operate with **Oriana** and **Arcadia**, replacing **Canberra** and **Victoria** (ex **Sea Princess/Kungsholm**).

Rotterdam made her final visit to Sydney 15-16/2 and will be withdrawn from service 30/9; a new **Rotterdam** (62,000 grt) is under construction by Fincantieri. **Nieuw Amsterdam** (33,930/1983) is to call at Darwin and Cairns 11/97. Cunard's **Royal Viking Sun** will call at Sydney, Melbourne, Fremantle and Broome between 29/1/98 and 10/2/98. The Italian-flag cruise ship **Silver Wind** (16,927/1995) was obliged to omit a scheduled call at Melbourne due to rough weather on the Tasman while the ship was on passage from NZ ports, proceeding instead direct to Sydney where

she remained 16-20/3; the ship is managed by V Ships (Vlasov Group) and has been operating from northern Australian ports (calling Darwin and Cairns) to South East Asia.

Vietnam's Saigon Floating Hotel, moored in the river at Ho Chi Minh City for several years, is to be towed to Singapore for refit and will then be stationed at Palau, Micronesia. This unit was originally moored off the Great Barrier Reef, where it was a commercial failure.

Club Mediterranee has moved the base of the sail-assisted cruise ship **Club Med II** from New Caledonia to French Polynesia.

The cruise ship **Kareliya** (15,791/1976), owned by Black Sea Shipping Company, Ukraine, and chartered to CTC Cruise Line, was arrested at Noumea on 17/3 for debts allegedly owing to a German shipyard. Efforts to release the ship have so far failed, the 300 passengers were flown back to Sydney, and all subsequent cruises have been cancelled. As at 1/5 **Kareliya** remains under arrest, the salaries of CTC Cruise Lines staff in Sydney are two weeks in arrears and cheques issued by CTC Package Holidays Pty. Ltd. have been dishonoured.

Accidents and Mishaps

The Cypriot-flag bulk carrier **Tassos N** (see p.42) incurred no significant damage and sailed on 11/1.

Queensland Cement's bulk carrier **Cementco** was completing the loading of 9,000 tonnes of granulated slag at the Port Kembla No. 1 discharge berth on 8/3 when the coal and coke loader collapsed onto the ship, injuring a worker. The ship suffered damage to hatch covers and bulwarks. After removal of the collapsed loader and repairs to damage, **Cementco** sailed on 19/3.

The Saudi Arabian livestock carrier **Mawashi Tabuk** (18,813/1977) departed Adelaide 10/3 bound for NZ to load livestock, but returned to Adelaide (arriving 12/3) after a build-up of heat was discovered in grain pellet feed. Metropolitan Fire Service (Adelaide) crews unloaded several hundred tonnes of smouldering feed, and further fires were discovered in feed storage tanks. Following repairs (there was no significant damage), the ship sailed 18/3 for Timaru.

The passenger/cargo vessel **Avatapu** of Avatui, Rarotonga, Cook Islands, radioed 21/2 that the vessel had caught fire in the engine room and all 12 passengers and 12 crew were abandoning ship in position 17.22S, 162.59W. A Qantas pilot sighted two life rafts and the ship's dinghy about eight miles from the burning ship, and a RNZAF Orion and the tanker **Pacific Explorer** were directed to the scene. The roro **Anadyr** also proceeded to the scene. The tanker rescued the survivors on 23/2 and took them to Rarotonga. **Avatapu** was last seen on 23/2 and is presumed to have sunk. The ship was converted from a Japanese fishing vessel, believed to have been **Riasa/Riasu Maru** (208/1968).

The landing craft (bow door) type freighter **Pera** (310/1969; built by Dillingham Shipyards (W.A.) Pty. Ltd., WA) was overturned by heavy seas on 9/3 between Bougainville and New Britain, during cyclone Justin. Six crew were rescued and two were missing. **Pera** was later washed ashore on Madehas Island. The ship is owned by Curtin Bros. (PNG) Pty. Ltd., Port Moresby, which operates as Coral Sea Shipping. It was previously owned by the John Burke Group; see p.55, 1988.

A cargo crane on the Polish Ocean Line freighter **Lodz II** (11,573/1988; until recently operating to Australian ports as **Pineseas Venture**) collapsed 7/3 while the ship was working cargo at Victoria Dock, Melbourne. The crane driver was shaken but uninjured.

The BHP bulk carrier **Iron Yandi** rescued the skipper of the yacht **Bantry Bay** near Gabo Island 17/3 after the yacht sank.

The 23m trawler **Twofold Bay** sank after hitting a reef off Mindarie, north of Perth, while on passage to Fremantle on or before 12/3; five crew rescued.

The Shell tanker **Eburna** (18,654/1979) departed Geelong 16/3 fully laden bound for Esperance. The following day the forepeak was found to be flooded and the ship diverted to Adelaide for inspection, where divers found a two metre by one metre hole in the hull plating in the port side of the forepeak tank. The ship proceeded to Esperance to discharge cargo, then to Fremantle where the damage was repaired by Transfield Engineering. It is believed that the ship grounded while leaving Geelong.

The Chinese freighter **Sha He** experienced engine trouble on 13/3 while approaching Port Botany, and had to be assisted into port in difficult weather conditions, colliding with a light beacon in the

entrance channel.

The ANL bulk carrier **River Embley** and the patrol boat HMAS **Fremantle** were in collision 13/3, 230 miles north of Cairns; minor damage to each vessel.

The guided missile frigate USS **Reid**, visiting Australian ports after deployment in the Middle East, lost a seaman overboard 21/3 off the southern NSW coast. A search by helicopters from USS **Kitty Hawk** failed to find the man.

The US Naval oiler **Chesapeake** (27,015/1964; ex **Hess Voyager** (1989)), fitted as a beach head refuelling vessel, grounded near Auckland Point while manoeuvring in Gladstone harbour, and had to be towed to Brisbane by the tug **W.J. Trotter**, arriving 6/4. Repairs were expected to take until 15/4.

The Wilhelmsen freighter **Toba** (39,535/1979; ex **Barber Toba** (1989)) contacted a container crane while berthing at White Bay, Sydney, on 13/4. The crane, recently refurbished, collapsed onto the wharf and was subsequently declared to be a total loss. It was owned by P & O Ports.

While disembarking the pilot via helicopter from **Cape Arnhem** off Gladstone on 26/2, the helicopter's blades struck part of a cargo crane and crashed over the side, killing the sea pilot and injuring the helicopter pilot.

Naval

Waller, third of the Collins class submarines, was launched 14/3 by Australian Submarine Corporation at Osborne, Adelaide. **Orion** was decommissioned 4/10/96 at Fleet Base West, Garden Island, WA.

The decommissioned frigate **Swan** (see p.42) was towed from Fleet Base West on 27/11/96 by the navy tug **Quokka** to Bunbury, where preparation of the vessel for scuttling is expected to take twelve months.

The estimated cost of refitting **Manoora** and **Kanimbla** has increased from \$36 million to \$105 million due to the extent of rust and mechanical deficiencies. The refits are now expected to be completed in 4/98 and 1/99.

Huon, first of the six Huon class minehunters building by ADI at Newcastle, is to be launched mid-1997.

Following a fire while at Port Macquarie Slipways in 1995, **Banks** was sold in 1996 (see p.44, 1996) and is now at Ulladulla undergoing conversion for commercial service, apparently as a "coastal passenger cruise ship". **Bass** is in commercial service, being licensed for long line fishing (LFB 11353), and is moored at the fish markets wharf in Blackwattle Bay, Sydney.

The UK-based Serco Ltd. and P & O Maritime Services have been jointly awarded a contract worth \$300 million to provide services to the RAN. Serco-P & O will provide towing and ferry services, supply and maintain small boats carried by RAN ships, operate surface and underwater firing ranges, collect garbage from ships at anchor, and provide support for the Collins class submarines including recovery of torpedoes and managing surface rescue boats. Serco-P & O proposes to subcontract work at Darwin, Cairns, Sydney, Jervis Bay, Westernport and Fleet Base West (WA).

Circumstances surrounding the loss of the cruiser HMAS **Sydney** in 1941 have been questioned in the light of recent disclosures that wireless messages sent by **Sydney** during its encounter with the German auxiliary cruiser **Kormoran** were received by the RAN station at Canberra (HMAS Harman) but never made public. The Minister for Defence, Mr. McLachlan, has said he will "put no obstacles in the way" of an open inquiry into the sinking.

Te Mana, the fourth Anzac class frigate and the second for the RNZN, was launched at Williamstown on 10/5.

The landing craft built by Transfield Shipbuilding, WA, for the Royal Brunei Navy, **Serasa** and **Teraban** (correction, see p.42), departed Cockburn Sound 12/2 in the semi-submersible dockship **Len Speer** (4,262/1978; ex **Stakhanovets Kotov**) for delivery to Brunei.

Forgacs Engineering, Gladstone, has completed refits of the Solomon Islands patrol boat **Lata** and the PNG patrol boat **Seadler**.

Joint military exercises in the Shoalwater Bay area of Queensland in March (Tandem Thrust) saw a

large assembly of US Navy ships in Australian waters, and many visited Australian ports. US ships participating in Tandem Thrust were: **Independence** (aircraft carrier), **Essex** (amphibious assault ship), **Mobile Bay** (guided missile cruiser), **Blue Ridge** (communications/flagship), **Curtis Wilbur** (guided missile destroyer), **Fife** (destroyer), **Curtis** (frigate), **Salt Lake City** (attack submarine), **Guadalupe** and **Tippecanoe** (oilers, USNS), **New Orleans** (amphibious assault ship), **Dubuque** and **Cleveland** (amphibious transport docks), **Fort McHenry**, **Germantown** and **Harpers Ferry** (three dock landing ships), **1st Lt. Jack Lummus**, **Dewayne T. Williams** and **Capella** (three maritime prepositioning ships), **Niagara Falls** (combat stores ship), **Kilauea** (ammunition ship), **Chesapeake** (tanker; 27,015/1964; ex **Hess Voyager**) and **Cape Mohican** (freighter - barge carrier ("lash ship")) ex **Tillie Lykes**.

Other US Navy ships calling at Australian ports recently include: to Fremantle - **Henry J. Kaiser** (oiler, 2 & 3/97), **Kitty Hawk** (aircraft carrier, 3/97), **Cowpens** (guided missile cruiser, 3/97), **Reid** (guided missile frigate, 3/97), **Spica** (combat stores ship - ex RFA **Tarbatness**, 4/97); to Sydney many of the above, and in addition **Constellation** (aircraft carrier, 4/97), **Chosin** (ex **Shiloh**, guided missile cruiser, 4/97), **Merrill** (destroyer, 4/97), **Lake Erie** (guided missile cruiser, 4/97), **Fletcher** (destroyer, 4/97); to Newcastle - **John Paul Jones** (destroyer, 4/97); to Hobart - **Kitty Hawk** (3/97); to Melbourne in 3/97 - **Antietam** (guided missile cruiser), **Reid** and **Rainier** (fast combat support ship, 48,500 tons displacement, 7538.5" x 107' x 37' draft, 30+ knots, completed 1993), these three ships were returning home from service in the Persian Gulf.

The Japanese naval icebreaker **Shirase** visited Fremantle 11-12/96 and Sydney 3/97 in the course of servicing Japanese Antarctic bases. The French frigate **Nivose** visited Wellington 4/97. The Indian aircraft carrier **Vikrant** (ex **Hercules**; sister to the former Australian carriers **Sydney** and **Melbourne**) was decommissioned 1/97.

Company and General

Wilfred Francis (Fred) Ellis died at Toronto, NSW, on 9/1 at the age of 71. He served an engineering apprenticeship with BHP at Newcastle, and obtained a diploma of mechanical engineering. After service at sea as an engineer officer in BHP ships he was appointed, in 1954, assistant superintendent engineer of the fleet, based at Newcastle. By 1961 he was manager of The Adelaide Steamship Company's engineering workshops at Waterview Bay, Sydney, so when Associated Steamships Pty. Ltd. was formed by Adsteam and McLlwraith McEachern in 1963 he moved to the new company. Subsequently becoming group technical manager of Bulkships Ltd., he was responsible for the design and conversion of vessels within the Associated Steamships, Bulkships and TNT companies. In 1979 he established W.F. Ellis and Associates, engineering consultants. A gifted and innovative engineer, he conceived the idea of the hatchcoverless containership in 1985, and in the following year established Advance Ship Design Pty. Ltd. to market the concept. His progressive designs are to be seen in many vessels operating around Australia and elsewhere, among them being the automated coal-fired bulk carriers built for TNT. In 1990 he was made a Member of the Order of Australia.

George Austin Stapleton died at Melbourne on 28/3 at the age of 94, having been born on 12 June 1902. In his early years he worked for The Adelaide Steamship Company and the forerunner of Mobil. During World War II he served in the Australian Army small ships as an Engineer First Lieutenant in New Guinea waters, and was a member of 16 Small Ships Company. In 1983 he produced the book "In All Respects Ready," which related his wartime experiences. He was proprietor of Pegasus Public Relations from 1960 to 1975 and Editor of Cargo Handling and Shipbuilding Quarterly. He scripted and directed the film "By Sea", and was the author of several booklets on non-maritime subjects. George was made a life member of International Cargo Handling Co-ordination Association.

At a meeting of shareholders held at Adelaide on 9/4, approval was given for The Adelaide Steamship Co. Ltd. to be renamed Residual Assco Group Ltd., thus leaving the Adsteam name available for the float of the Company's marine interests. The float of Adsteam Marine Ltd. was announced 29/4 with a public offer of shares to open on 15/5 and close on 4/6, with stock exchange listing expected to begin on 19/6. The float is expected to raise about \$160 million for the vendor (Residual Assco). Adsteam Marine is represented in 38 ports and has interests in 71 tugs, largely in joint ventures, in Australia, PNG and Fiji.

South Australian Ships Pty. Ltd. (see p.43) has failed to find a backer and will be liquidated. An anticipated capital injection by Universal Shipping Industries, Greece, failed to materialise. A settlement has been reached with Yue Quing Company, and the ferry **Xiang Zhen** (also referred to as **Zheng Shan**; see p.37) has departed Cairns for China.

The Howard Smith interim result for the half year ended 31/12/96 included an abnormal item, profit of \$14.4 million after tax arising mainly from sale of the tanker **Canopus**.

Union Shipping Group withdrew from Trans Tasman Shipping Consortium from end-2/97, and commencing 1/3 the joint trans-Tasman service of Union Shipping and ANZDL commenced under the name Union Direct Line.

Announced 26/3 that P & O Nedlloyd, Tasman Express and South Pacific Shipping have reached agreement for mutual slot chartering and joint scheduling in the Tasman trade. SPS will contribute six ships (of their current eight) and will operate **Sydney Express** and **Wellington Express** for Tasman Express.

Announced 3/2 that the proposed acquisition of NQEA by Business Focus Group, Malaysia, would not proceed; see p.189, 1996.

Searoad Ltd. of Christchurch has been placed in liquidation following the serving of a writ on **Bass Reefer** at Auckland 18/4. It is understood that the vessel's owners, Baltimar Shipping, served the writ over charter money owing. The ship had been operating Auckland/Lyttelton/Timaru/Tauranga/Auckland for nearly twelve months. See p.86, 1996.

Amalgamated Holdings Ltd. (see p.189, 1996) recently made another purchase, Sail Venture Cruises which operates the catamarans **Aussie Magic** (80/1992), **Aussie One** (110/1990), **Aussie Legend** (80/1996) and the 1982 built **Tafua** (21m).

Abbas Gokal, 61, has been found guilty of fraud by a jury at the Old Bailey, London, after a trial lasting six months and concerning what is said to be the largest fraud in British criminal history. The charges related to loans of US\$1.2 billion made by the since failed Bank of Credit and Commerce International to Gulf Group, a shipping concern owned by Gokal (a Pakistani citizen) and his brothers. The Gulf Group, which itself failed in the 1980s, had ships trading to Australia in the 1970s and early 1980s.

Victoria Dock and upriver berths at Melbourne will be closed to shipping after 31/5 due to construction of a bridge across the Yarra River. The Melbourne Port Corporation has awarded a contract to a consortium led by OOCL to operate Appleton Dock (the present berths D,E and F) as a container terminal; a two-berth facility will be built on the 38 hectare site.

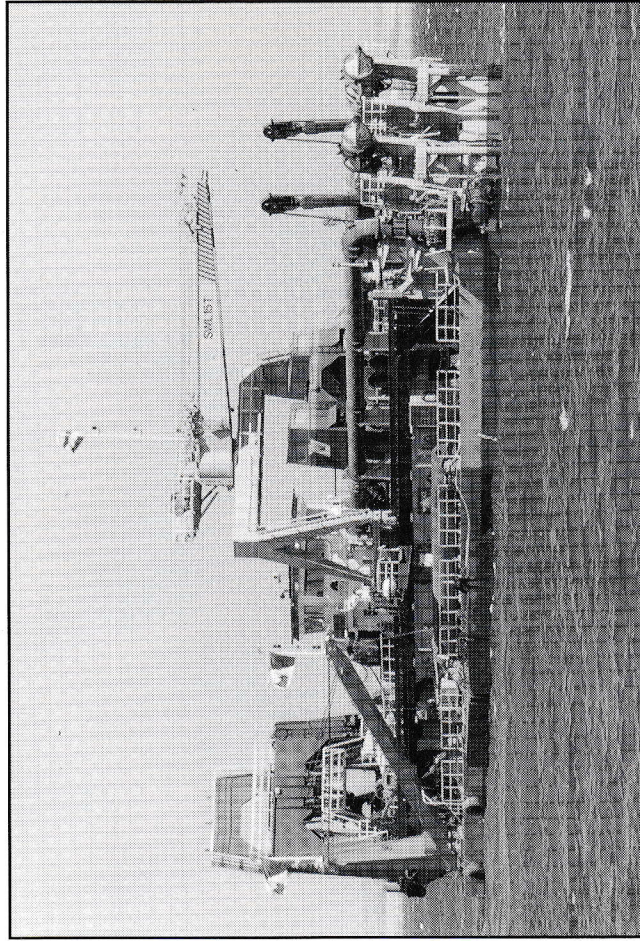
Scindia SN Co.Ltd., India, is to sell its last owned ship, the geared tweendecker **Jalatapi** (14,011/1978), in an effort to stay in business. Once the largest Indian-owned shipping company, Scindia changed hands and management passed to Shipping Credit and Investment Co. of India Ltd. in 1987.

Hanjin Shipping, South Korea, was reported 3/97 to have bought more than 65% of the share capital of DSR-Senator, Bremen. The German company is described as "debt-ridden". Sembawang and Jurong Shipyard, Singapore, announced 4/97 that they will merge. The new group will have nine dry docks, including three of VLCC size.

Announced 4/97 that American President Lines Ltd. is to become a wholly-owned subsidiary of Neptune Orient Lines, subject to APL shareholders' and regulatory approvals. The merger is expected to be completed in the second half of 1997, and would create a combined fleet of 113 vessels including 76 containerships (APL - 40 containerships). APL would retain its identity.

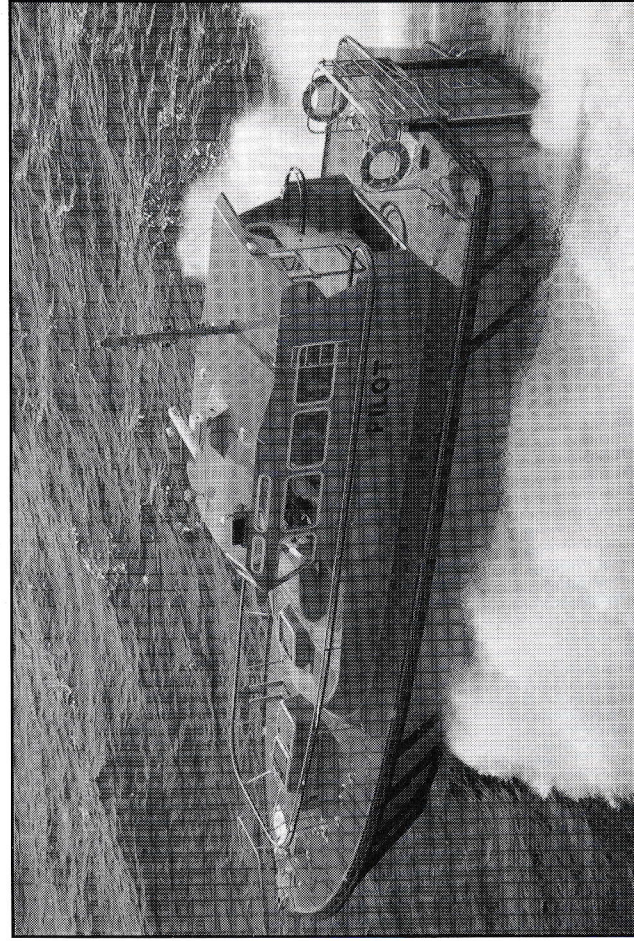
Direct shipping links between China and Taiwan have been established for the first time since the end of the civil war in 1949. The Panamanian-registered **Lian Feng** (4,839/1988) arrived at Kaohsiung on 9/3 from Xiamen (Amoy). On 19/4 the Chinese containership **Sheng Da** of the Fujian-Xiamen Steamship General Company arrived at Kaohsiung from Xiamen. Five days later the Taiwanese containership **Uni-Order** of Uniglor Line (a subsidiary of Evergreen Marine) made the crossing to Xiamen. Fuzhou (Foochow) has also been opened to Taiwan trade.

Work began 4/97 on the redevelopment of the former Brisbane Cold Stores site at Hamilton, Brisbane River, to a cruise ship terminal, with accompanying hotel, office block and retail facilities. Due for completion in 12/98, the terminal will be known as Hamilton Quay.

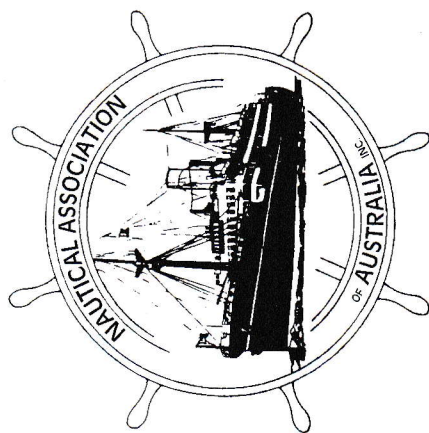


NOORDZEE Dutch dredger, non-propelled, at Geelong.

(R. Priest)



HAWK IV Port Philip pilot launch; trials, Gage Roads, WA, August 1996. (M. Carolin Collection)



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