

THE LOG

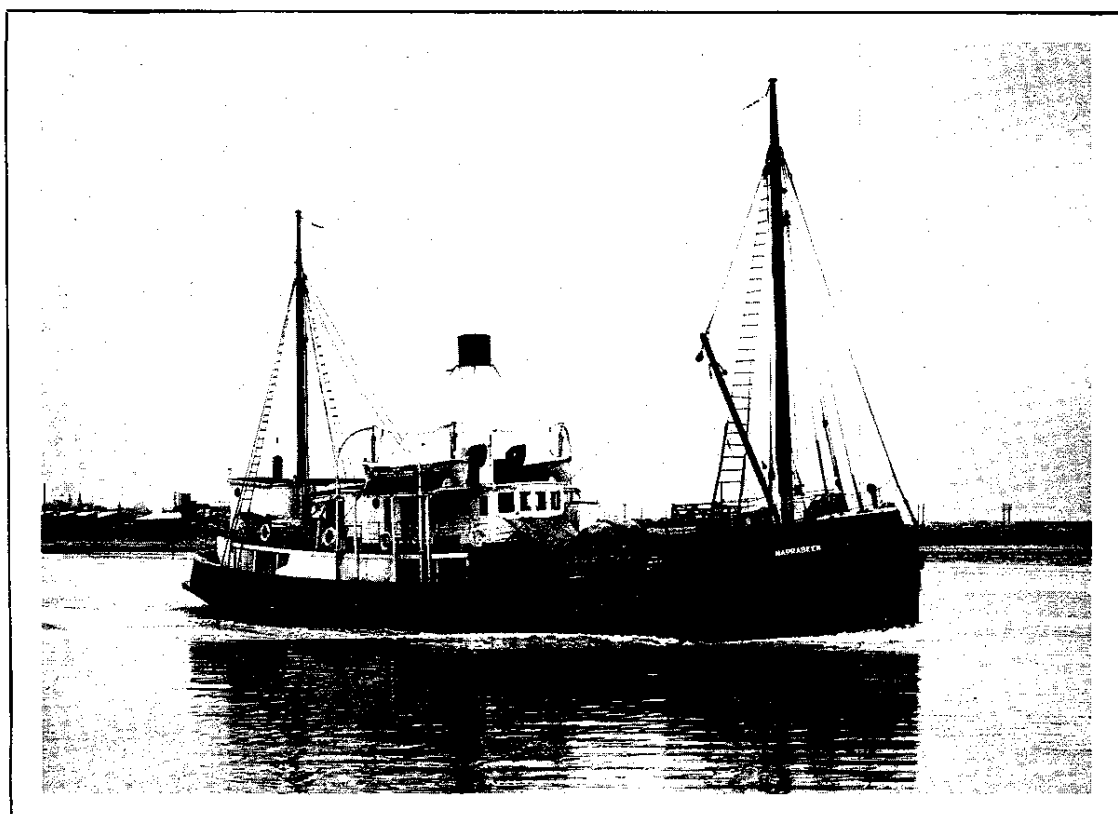


QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.

Vol 15 No 2
New Series

29 MAY 1982

Price \$1.75
Australian

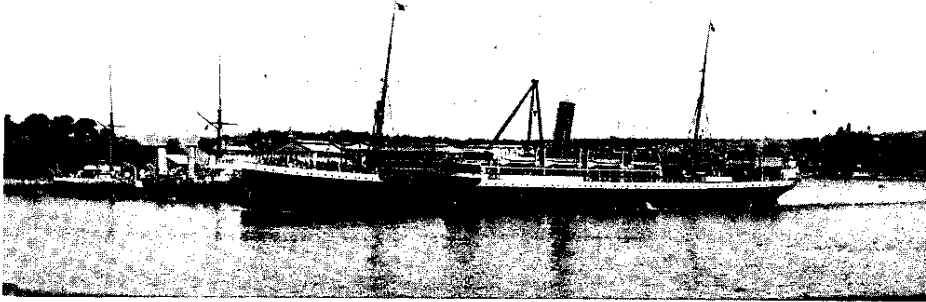


NARRABEEN

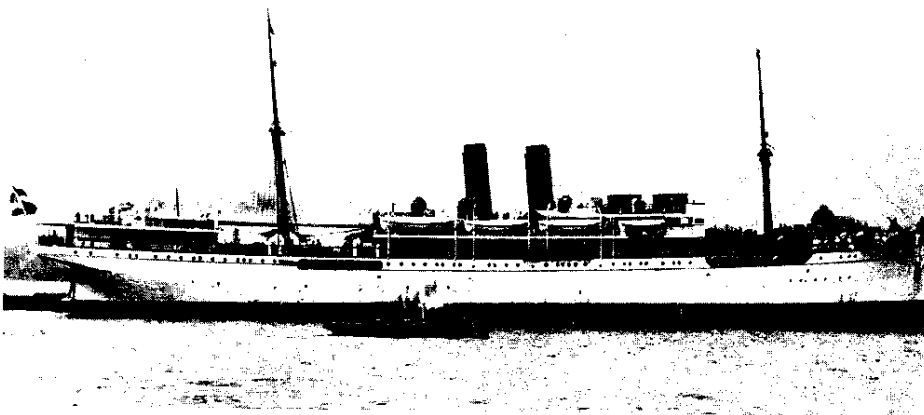
The wooden steamer Narrabeen, shown at Melbourne in Holyman colours, later became the auxiliary ketch Merilyn.
(Green collection. S.L.Vic.)

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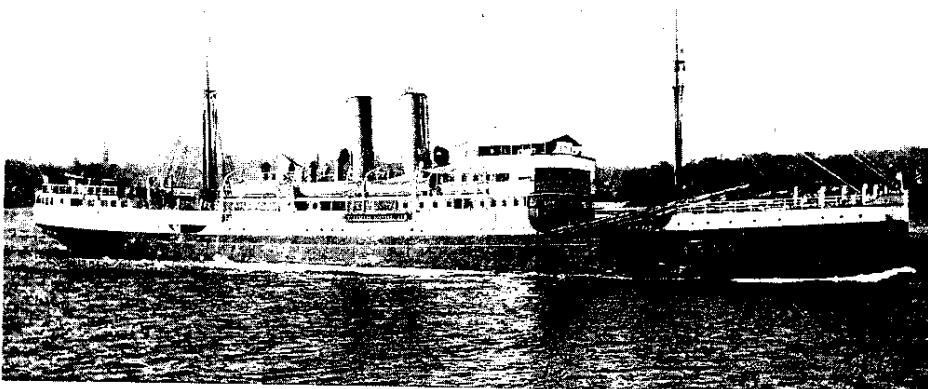
NDL in the Western Pacific



WILLEHAD 4761/1894



PRINZ WALDEMAR 3227/1903 (Dufty)



PRINZ SIGISMUND 3302/1903 (Dufty)

THE LOG is printed and published every third month for the Nautical Association of Australia Inc., by W. G. Volum of 11 Hutchison Ave Beaumaris, Victoria. Postal address is P.O.Box 4114 Melbourne 3001.

THE LOG

quarterly journal of the
NAUTICAL ASSOCIATION OF AUSTRALIA INC.
Volume 15, Number 2, Issue 68 - New Series
1982

29 May, 1982.

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The Norddeutscher Lloyd-

NDL in the Western Pacific

from B.A. Wilkinson.

A prominent place must be reserved in any list of the world's leading shipping companies for the Norddeutscher Lloyd, commonly referred to as the NDL. This great company was established in Bremen in 1857 to develop local shipping activities, but more particularly to begin a service across the North Atlantic from Germany to the USA. During the following years as progress continued, other services were inaugurated, to the West Indies, South America, the Far East and Australia. The Company's directors were alert to any promising shipping venture and at that time the Far East had much to offer an enterprising shipowner.

With the assistance of a substantial subsidy, the Company entered into a contract in 1886 with the Imperial German Government to provide a monthly service to China with a branch line to Japan, and a monthly service to Australia with a branch line to the islands of Tonga and Samoa in which Germany had considerable interest. The Europe-Australia Imperial Mail Line would terminate at Sydney from where the branch line steamer would connect with Tonga and Samoa.

Lubeck (1815/1886) was specially built in Germany for this branch line. She was a schooner rigged vessel with two decks, 260.0 feet in length, 35.5 feet in breadth, and the triple expansion steam engines provided a speed of 12½ knots. Yards were stowed on deck for emergency use if sails were ever required. She could accommodate 20 saloon passengers, 20 in second class and a number in third class.

The pioneer vessel in the Imperial Mail Line between Europe and Australia was Salier (3098/1875) which arrived in Sydney from Bremen on 3 September 1886. Lubeck had arrived from Bremen on 1 September and embarked passengers and cargo from Salier, sailing for Tonga and Samoa in the new branch line service on 10 September. The sailings of Lubeck from Sydney were arranged to suit the arrivals of the monthly main line vessels; each voyage of the branch line steamer occupied about three weeks and provided a popular holiday for tourists to the islands.

The regularity of Lubeck was interrupted in January 1891. On the fourth day after leaving Apia and bound for Sydney, the crankshaft of the main engine fractured. While the ship's engineers were making temporary repairs, the yards and a jib boom were rigged and sails set. A distance of 87 miles was covered during

the first day after the breakdown. Sufficient repairs were completed to enable the engines to be run at slow speed and a week later Lubeck arrived in Sydney on 19 January. While permanent repairs were being carried out at Mort's Dock, Katoomba (1006/1878) was chartered for one round voyage to Tonga and Samoa.

Following the appointment in April 1892 of Dr. Heinrich Wiegand as Director General of the NDL, the Company's shipping lines were completely reorganised. A number of services had been operating at a loss regardless of the government subsidies, and among these was the branch line between Sydney and Samoa. The Company proposed to discontinue this service and, instead, establish a shipping line between Singapore and German New Guinea on an eight-weekly basis, the ships to operate at the more economical speed of nine knots instead of the contract speed of $11\frac{1}{2}$ knots on the Samoa service. The German Government agreed to these proposals. On arrival in Sydney from Samoa on 5 April 1893, Lubeck was withdrawn, much to the displeasure of the people of Tonga and Samoa. She sailed on 12 April for Singapore via German New Guinea, Surabaya and Batavia. The Singapore/New Guinea service via Batavia was then inaugurated. Lubeck was sold in 1895 to Japan for breaking up.

The Company's monthly main line service between Europe and China, inaugurated in July 1886 by Oder (3265/1874), terminated at Shanghai. The main line vessels were met at Hong Kong by the branch line steamer General Werder (3020/1874) to convey passengers and mails bound for Japan; this vessel was sold in 1893 and eventually became the British cruise ship Midnight Sun. Another of the Company's steamers continued the branch line service. The main line was greatly improved in 1899 when a fortnightly service commenced in October with the sailing of the Imperial mail steamer Konig Albert (10,643/1899). Instead of terminating at Shanghai, the main line vessels now continued on to Japanese ports and the branch line from Hong Kong to Yokohama was discontinued.

Since 1891, two British firms, the East India Ocean Steamship Co. (Alfred Holt) and the Scottish Oriental Steamship Co., operated a network of minor branch lines based on Singapore, controlling the entire coastal services of Indo-China and South China. In 1898 Dr. Wiegand visited the Far East and saw the great advantages to be gained by his company if these coastal fleets were under German influence. At that time the NDL coastal fleet consisted of one small steamer, Sumatra (584/1889), running between Singapore and Deli, mainly in the conveyance of Sumatran tobacco. Within two years of Dr. Wiegand's visit the NDL had acquired these coastal fleets which consisted of 26 steamers totalling 35,145 gross tons. At the takeover in 1900 the following services were in operation:- Singapore-Bangkok, Singapore-Labuan, Bangkok-Swatow-Hong Kong, and Singapore-Deli. New vessels were built and others purchased, and in the same year the following services were added:- Penang-Deli, Singapore-Asahan, Labuan-Sulu, Singapore-Labuan-Manila, Singapore-Sandakan, Singapore-Palembang, and Singapore-Pontianak (South Borneo).

In 1899 a service had been established by the NDL on the Yangtse River as far as Hankow, and in 1901, in conjunction with Rickmers of Bremen, this service was extended to Chungking on the upper Yangtse. By the end of 1901 the number of coasting steamers had increased to 46 representing 63,543 gross tons. In 1908 there were 52 steamers representing 75,676 gross tons - such was the remarkable growth of the NDL coastal and short sea fleet.

In the late 1890s it was considered that there was much to gain by linking Sydney with Singapore via New Guinea, New Britain and the Dutch East Indies, and separately with Hong Kong via New Guinea, New Britain, the Caroline Islands and other German territories. The people in those areas would have better connections and communications with the main line steamers to and from Europe, and additional trading opportunities would open up for the Company. Singapore already had a shipping connection with New Guinea, established in 1893, and there would be little difficulty in extending to Sydney.

In June 1900 the NDL announced the inauguration of a passenger and cargo service between Hong Kong and Sydney with Munchen (4691/1889) and between Singapore and Sydney with Stettin (2478/1886). The sailings of each ship would be every 12 weeks, enabling a six-weekly connection with one of the ships of the Company's fortnightly Express China-European Mail Service. The first in these services was Munchen, which arrived in Sydney from Bremen on 18 July 1900 and sailed on 25 July for Hong Kong via Queensland ports, New Guinea, New Britain and the Caroline Islands. Stettin arrived in Sydney from Singapore on 24 August 1900 and sailed on 5 September for Brisbane, Rockhampton, New Guinea, New Britain, Macassar, Batavia and Singapore.

Within a few months the service to Hong Kong was extended to include Japanese ports. Munchen, however, stranded on a reef at Yap in the Caroline Islands early in February 1901 during her third northbound voyage, fortunately without loss of life. Although at first reported as a total loss, Munchen was later refloated and she arrived at Hong Kong on 28 June for repairs. She was reported as being at Shanghai in September 1901 and was acquired by Chinese interests. Later she was sold to Russia, renamed Gregory Morch and was used on the Atlantic and other services before being scrapped in 1910.

Munchen was replaced by the twin screw steamer Nuen Tung (1341/1900) which arrived in Sydney for the first time on 27 April 1901 from Hong Kong, and sailed on 2 May for Hong Kong via the usual ports. When Nuen Tung sailed from Sydney on 28 September 1901, through passengers to Europe were able to connect with Kiautschou (HAPAG, 10,911/1900) at Hong Kong.

The Company's steamer Tanglin (1999/1900) arrived in Sydney from Singapore on 30 September 1901 to take coal, stores and dogs to Kerguelen Island, from where the steamer Gauss (442/1882) set out with members of the German Antarctic Expedition. The dogs had arrived by Nuen Tung from Vladivostock via Hong Kong and were

quarantined at Bradley's Head until Tanglin sailed on 9 October.

Nuen Tung arrived in Sydney from Hong Kong during the next voyage on 8 December 1901 and sailed on 24 December for Singapore, where connection was made with Prinz Heinrich (6263/1894) bound for Europe. That was the last time Nuen Tung was seen in Sydney. Tanglin returned to Sydney from Kerguelen Island on 8 January 1902 and sailed for Singapore a week later to join Stettin in the Singapore-Sydney service. Meanwhile Paknam (2004/1900) made one round voyage to Sydney from Singapore in February/March 1902 in place of Nuen Tung and was timed to connect with Konig Albert. When northbound and nearing Moreton Bay on 18 October 1902, Tanglin lost a propeller blade and had to enter the South Brisbane dry dock for the fitting of a new blade.

Trade with Singapore was very promising and late in 1902 the NDL ordered two steamers from German yards, each of about 3300 gross tons, specially for the Singapore-Sydney service, delivery to be towards the end of 1903. They would be superior to any other vessel in the trade. It was at this time that Burns, Philp & Co. entered the trade with Moresby (1761/1881).

There was practically no activity by the NDL ships in the trade between Hong Kong and Sydney from the end of 1901 to near the end of 1904. The Singapore-Sydney service, however, continued to fully occupy Stettin and Tanglin. Deli (1394/1899) arrived in Sydney on 14 June 1903, replacing Tanglin for one voyage. These ships disappeared from the Australian service when the latter sailed from Sydney on 16 September 1903. As a new ship, Deli had joined Sumatra in a weekly service from Singapore to Deli. Both Tanglin and Stettin were sold to Chinese shipping companies; the former was renamed Zira and later Hohsing. Stettin became Loong Yue. These two ships were replaced by the two vessels ordered late in 1902. The first of these to arrive was Prinz Waldemar (3227/1903) which reached Sydney from Singapore on 12 October 1903. She was a fine looking twin screw steamer with two funnels, 328.1 feet in length and 41.8 feet in breadth. Excellent accommodation was provided for 30 first class, 40 second class and 24 third class passengers. She sailed for Singapore on 28 October 1903.

The second of the new ships was Prinz Sigismund (3302/1903), which arrived in Sydney from Singapore on 25 November 1903 and sailed on 9 December. She was similar in appearance, dimensions and standards to Prinz Waldemar, and the two ships became very popular and successful in the trade.

The interests of the NDL in the Far East expanded considerably in the period 1902-1904. Extensive terminal facilities were developed at Shanghai including wharves, cargo handling gear, storage sheds and workshops. The interisland fleet based on Singapore had a number of additions. A branch line was established between Singapore, the Celebes and Molucca Islands, the ships calling at Macassar, Menado, Sangir, Tornate and Gorontalo before returning to Singapore. To inaugurate this three-weekly service

Kong Beng (1359/1883) was scheduled to leave Singapore on 20 December 1903. Borneo (2168/1902) had entered service in mid-1903 having been specially built to carry timber from Sandakan to Hong Kong. Early in 1904 Malaya (901/1903) entered interisland and coastal passenger and cargo service; for several years before World War I she maintained a twice-weekly service between Penang and Belawan (Deli).

The Company's steamer Medan (779/1899) first arrived in Sydney on 23 May 1904 from Hong Kong via the Caroline, Marianne and Marshall Islands. While in the Carolines she had grounded on a reef but escaped unharmed. She berthed at Circular Quay alongside the NDL Weimar (4996/1891) to transfer her copra cargo. Medan was then chartered to the Jaluit Gesellschaft to temporarily replace that company's Oceana (711/1891) until Germania (1096/1904) was built. Oceana had been damaged in the islands and was eventually sold to Melbourne interests (H.C.Sleigh, ref. THE LOG Vol.12, No.4, P.112) with the intention of becoming a floating store. She was later repaired, however, and sold to Eastern buyers late in 1905.

At this time there was a great expansion in trade between Hong Kong, Australia and surrounding areas. The NDL decided to transfer the two "Prinz" ships to the Hong Kong service and omit Singapore altogether. This severed the connection between New Guinea and Singapore. Ships of the E & A, China Navigation and NYK Lines were already operating between Japan, Hong Kong and Australia, but the NDL ships soon gained a place in the trade. The service soon included Japanese ports, and again arrangements were made to connect at Hong Kong with the German Far East main line steamers to Europe. Fares from Sydney to Hong Kong were quoted at:- First Class £33, Second Class £23, Third Class £15 and Deck £9. Linen could be washed on board at moderate prices and it was said that civility and cleanliness were leading features.

The first sailing in this service was by Prinz Sigismund which sailed from Sydney for Hong Kong on 29 October 1904. Ports varied slightly but included Brisbane, Townsville, German New Guinea, New Britain, Manila, Caroline Islands, Hong Kong, Kobe and Yokohama. Prinz Waldemar followed, leaving Sydney on 10 December, and the ships maintained a six-weekly schedule. In less than 12 months it was realised that the trade warranted the addition of a third ship and Willehad (4761/1894) was brought from Europe, arriving in Sydney on 1 February 1905 from Japan and Hong Kong to join the two "Prinz" ships in the service which would now be four-weekly. Willehad was a twin screw passenger and cargo steamer built originally for the Company's Roland Line, and she had usually sailed on the North and South Atlantic. She had served for a period on the Europe-Australia service of the NDL and was seen in Sydney in September 1900.

Sydney had always been the terminal port, but in 1905 it was decided to extend some southbound sailings to Melbourne. When Prinz Sigismund left Sydney on 1 April 1905 for Melbourne she

became the first vessel of the branch line to visit the southern port. The inclusion of Melbourne was, however, somewhat intermittent and it was several sailings later before Willehad, in July 1905, became the next vessel to call at Melbourne. In May 1906 the southbound ships began to include Samarai, and it was reported that Woodlark Island and Port Moresby might become ports of call.

Prinz Waldemar was severely damaged in a typhoon in the Hong Kong area in September 1906, and she spent several months undergoing repairs. She was temporarily replaced by Sandakan (1793/1904) which arrived in Sydney for the first time on 16 November 1906. Sandakan was one of four steamers which maintained a weekly service from Singapore to British North Borneo until the outbreak of World War I. Willehad was recalled to Europe after approximately two years in the Japan-Hong Kong-Australia service, and sailed from Sydney on 21 December 1906 for Bremen via Manila, Javanese ports, Dunkirk and Antwerp. She re-entered service on the Atlantic and, when World War I commenced, took refuge in the USA. Taken over by the US Government in April 1917, she was re-named Wyandotte and was eventually scrapped in 1924.

Willehad was replaced by Manila (1790/1904), which had arrived in Sydney four days prior to Willehad sailing. Sandakan made two voyages, the second of which included Melbourne; her last appearance in Sydney was on 13 February 1907 when she sailed for the usual island ports, Manila, Hong Kong and Japan, to complete her substitution for Prinz Waldemar. It was not until 23 March 1907 that the latter arrived in Sydney following the very extensive overhaul and repairs.

Manila continued to operate with the two "Prinz" ships for the next three and a half years. When she sailed from Sydney for Melbourne on 18 June 1909 she was the first of the three ships to call at the southern port for over two years. When leaving Sydney on 1 July 1909, Manila was making her last voyage in the service. She later appeared in the Singapore-New Guinea trade which was re-opened in April 1909. Manila was replaced in the Japan-Hong Kong-Australia service by the twin screw steamer Coblentz (3169/1897), which arrived in Sydney from Hong Kong on 5 September 1909.

Prinz Sigismund, Prinz Waldemar and Coblentz maintained the service for the next five years. During this time there were several incidents. When Prinz Waldemar arrived in Sydney from Japan on 21 May 1911 she spent the next six days in quarantine, then going to Mort's Dock to repair damage to the forward end caused by stranding for three days on a submerged reef in the China Seas. Brisbane had been omitted on the run south in an attempt to regain lost time, as she was scheduled to connect at Sydney with Scharnhorst (8131/1904) bound for Europe. In February 1912 Coblentz broke a propeller shaft when near Hong Kong, but made port on one engine, when a new shaft was installed. Coblentz arrived in Sydney on 14 July 1914 and continued on to Melbourne to be the last of the three vessels in the service to

visit that port. It had been two years since any of these vessels had used Melbourne, which after the visit by Coblenz ceased to be a port of call.

The ships frequently bunkered at Newcastle, and often used Mort's Balmain and Woolwich dry docks. As World War I approached, good use was made of these facilities. Prinz Sigismund arrived in Sydney on 16 May 1914 and sailed north on 30 May. Prinz Waldemar arrived on 11 June and had some repairs carried out in Woolwich Dock; she left on 2 July. Coblenz arrived on 8 July and sailed on 25 July for Brisbane and Rabaul. Prinz Sigismund arrived in Brisbane on 4 August 1914, the day war was declared, and was immediately seized by the Australian authorities. Prinz Waldemar arrived in Kobe on 29 July and eventually found her way to Honolulu and internment. When the USA entered the war she was taken over by the US Shipping Board and renamed Wacouta registered in Seattle; she was later transferred to the New York and Cuba Mail SS Co., in 1921, and renamed Yucatan with registry in New York. As Yucatan she was broken up in 1925.

After leaving Brisbane on 27 July 1914 and before reaching Rabaul, Coblenz received news of the outbreak of war and landed all passengers at a German New Guinea port. She then sailed for Manila, arriving there on 25 August. In 1917 she was seized by the US authorities and renamed Sachem, and in 1920 she was acquired by the Pacific Mail SS Co. and renamed Cuba. While carrying passengers and cargo from Panama to San Francisco she was wrecked on San Miguel Island off Santa Barbara, Southern California, on 8 September 1923 (the NDL history states 9 September).

At the outbreak of war the small steamer Sumatra (ref.P.38), previously in the Singapore-Deli trade, was at Rabaul. With the approach of Australian naval forces she fled, but was captured by HMAS Australia off Cape Tawui, a few miles north of Rabaul, on 11 September. She was taken over by the New Guinea Administrator and used as a patrol vessel, being fitted with a 12-pounder gun. After the war she continued in Government work, and in November 1918 brought a cargo of copra to Sydney. In 1923 she stranded on a reef in the Admiralty Group, but was refloated with assistance and came to Sydney for repairs, arriving on 17 May. After five weeks at Mort's Dock she sailed on 25 June for Rabaul, but the next day she met a fierce south-easterly gale off Port Macquarie and foundered with the loss of all on board. Sumatra carried 44 persons, passengers and crew, at the time of her loss, and was still listed as being under the control of the Administration of New Guinea.

Prinz Sigismund, having been seized at Brisbane on the day war was declared, remained in Australian waters for the next twelve years. Under Commonwealth Government control she was given the number N2 and tried on several assignments for the RAN but found to be unsuitable. The Western Australian State Shipping Service was at that time in need of a ship for the Fremantle-Darwin service. N2 was taken on charter in May 1915 and under the name Bambra entered service on the Western Australian coast carrying

passengers, general cargo and livestock. Extensive bottom damage was sustained on 8 August 1916 when she struck Rob Roy Rocks between Derby and Wyndham. She was refloated next day and continued on to Wyndham where the cargo was discharged. After beaching on Lacrosse Island to temporarily repair the many leaks, she was taken to Singapore for permanent repairs. Later a serious fire occurred in the coal bunkers when in the vicinity of Geraldton, taking several days to extinguish.

What proved to be a costly voyage took place in 1918. Bambra brought a cargo from Fremantle to Sydney, arriving on 19 October, and after discharging she entered Mort's Dock for maintenance work. A strike at the dockyard caused a delay of seven weeks, and she finally sailed for Western Australia on 16 December.

Bambra continued in the Western Australian service for several years after World War I. Another serious grounding occurred in September 1920. She arrived in Fremantle from north coast ports during the afternoon of 27 September. After discharging passengers she moved out to Gage Roads with the intention of landing a consignment of cattle next morning at Robb's Jetty, about three miles down the coast. It was then that Bambra ran on to Success Bank, about two miles south of the entrance to Fremantle Harbour. The ship remained fast for nearly three days, being refloated in the late afternoon of 30 September and taken to Robb's Jetty to discharge the livestock, returning to Fremantle next morning.

An examination of the hull showed damage such that dry-docking was necessary, and arrangements were made to have this done in Melbourne. The crew at first refused to take the ship to Melbourne without a bonus, despite the Surveyor's certificate of seaworthiness. A compromise was reached and Bambra, loaded with a timber cargo, sailed for Melbourne on 16 October and arrived there on 24 October 1920. Kwinana (3283/1892) acted as relief ship during the absence of Bambra. Repairs carried out by the Melbourne SS Co. were extensive. To renew the many damaged bottom plates, the boilers, each weighing 70 tons, had to be temporarily supported on blocks. A new propeller was manufactured and fitted, and the accommodation was brought up to date. This was one of the biggest repair jobs done in Melbourne up to that time, and it was not until 14 January 1921 that Bambra sailed for Fremantle to continue in the coastal trade.

With Bambra well over twenty years of age, a replacement vessel was ordered from the UK. Bambra made her last sailing for the State Shipping Service when she left Fremantle for the northern coastal ports on 16 December 1926. She arrived back in Fremantle on 22 January 1927, a week late due to cyclonic weather conditions on the return trip, and was laid up. Within a few days the new motor ship Koolinda (4372/1926) arrived to take her place. Bambra had been under charter to the State Shipping Service for the past eleven years and, no longer required, was to be returned to the British Government. A charter was arranged for a cargo of wheat to be taken to Germany and Bambra sailed from Fremantle on 28 February 1927. She was broken up later that year.

It was several years after World War I before German companies were able to re-establish their main shipping services, and even later for secondary services. The NDL always had an interest in the Western Pacific, and early in 1929 the Company announced that Bremerhaven (1615/1920) would begin a service between Hong Kong and Rabaul. This vessel was a two deck steamer 237.8 feet in length and 35.9 feet in breadth, and was propelled by a triple expansion engine. She left Hong Kong on 20 February and arrived in Rabaul on 7 March 1929. Leaving Rabaul on 20 March she was timed to reach Hong Kong on 3 April to connect with the NDL main line Far East steamer Saarbrucken (9429/1923) sailing for Europe a few days later. Other ports in the New Guinea area were soon included, and Bremerhaven brought German and Eastern goods to the islands, returning to Hong Kong with copra and other islands produce. In October 1932 she extended to Buka, Bougainville and New Ireland. The competition with the established British shipping lines was, to say the least, unwelcome.

Charging lower freight rates than other lines, Bremerhaven could not cope with the amount of cargo offering and in November 1932 the NDL added another vessel to the service. This was the steamer Friderun (2464/1922), 296.2 feet in length and 42.8 feet in breadth. Somewhat bigger than Bremerhaven, she had comfortable accommodation for 20 first class passengers, while 40 Asiatic passengers could be accommodated aft. Friderun first arrived at Rabaul from Hong Kong on 21 November 1932 to begin a six-weekly service with Bremerhaven.

To give some indication of the extensive growth of this shipping line compared with the original service connecting Hong Kong and Rabaul, the first voyage of Friderun from Hong Kong included calls at Madang, Rabaul, Kavieng, Manus Island, Aitape, Boram, Bogia, Kulili, Alexishafen, Madang, Finschhafen, Sum Sum and Ralum, finally returning to Rabaul to sail for Hong Kong on 13 December. Varying quantities of copra and other produce were loaded at these ports and plantations. Subsequent voyages of both ships included ports in the Solomon Islands and, overall, the effects of their low freight rates were keenly felt by the British shipowners operating interisland and main line vessels in the New Guinea/Solomon Islands area.

Despite protests by the British lines, Bremerhaven and Friderun continued in this lucrative trade. Indeed, the NDL set about establishing another and more elaborate shipping service between Hong Kong and Melbourne, reminiscent of the successful venture operated before World War I. The new service was to be known as the Norddeutscher Lloyd Austral-China Service, and intermediate calls were to be made at Sydney, Salamaua, Rabaul, Sandakan and Manila. Two motor ships carrying passengers and cargo were acquired for this purpose. They were the sister ships Neptun and Merkur, each with two funnels and white hull, and each of 5944 gross tons and built in 1924. Dimensions were approx. 393 feet length and 52 feet breadth. Each had two six-cylinder four stroke Krupp diesel engines giving a speed of 13 knots. There was accommodation for approximately 90 first class passengers

and 20 in cabin class.

Neptun arrived in Sydney on 6 December 1934 from Europe via Melbourne and left two days later for Hong Kong via New Guinea, Borneo and Manila. This entry into the trade between British terminal ports was strongly resented by the existing unsubsidised lines and an appeal to the Commonwealth Government for protection against this unfair competition was referred to the British Government. After negotiations with the German authorities, the NDL was persuaded to withdraw from the Hong Kong-Australia trade.

At this time Burns, Philp & Co. needed a suitable ship to run with Marella (7475/1917) in the Singapore service, and the prospects of a service to Hong Kong seemed favourable. Arrangements were made to purchase both vessels after Neptun had completed her first voyage for the NDL. She returned to Sydney from Hong Kong on 25 January 1935 and continued on to Melbourne. On arriving back in Sydney on 7 February she was handed over to Burns, Philp & Co., and entered that company's new service to Hong Kong. The name was later changed to Neptuna. Merkur arrived in Sydney from Europe on 24 February 1935; this was little more than a delivery voyage as she was taken over by Burns, Philp & Co. on arrival and made ready to enter their Singapore service.

In the meantime Bremerhaven and Friderun had been fully occupied in the Hong Kong-Pacific Islands trade, although restrictions were soon to be placed on their activities. In December 1936 the Administrator of the Territories proclaimed certain of the larger ports only, in the New Guinea area, as available for overseas vessels, and this had a direct effect on the two NDL ships. The problem was overcome by Bremerhaven being taken over by Messrs. Colyer, Watson & Co. of Rabaul, and a new company known as Inter Island Shipping Co. Pty. Ltd. was formed to operate the ship. The name was changed in 1937 to Island Trader, registered in Hong Kong, and the Chinese crew was replaced by native islanders under white officers. She then became an inter-island trader only.

Friderun continued the service from Hong Kong on a new seven-weekly schedule. Ports of call after leaving Hong Kong were Madang, Salamaua, Tulagi, Rere, Fulakora Plantation, Tulagi, Rabaul and Lorengau, then returning to Hong Kong to complete the voyage. She connected at Rabaul or another proclaimed port with Island Trader to transfer copra and other cargoes. Island Trader brought a much needed supply of fresh water to Kokopo on 3 June 1937 for the people who had been evacuated from Rabaul after the severe volcanic eruption a day or two previously.

On returning to Rabaul from outports on 28 January 1938, Island Trader sailed next day for Hong Kong to undergo her annual overhaul. That was to be her last appearance in Rabaul as she did not return from Hong Kong, but reverted to NDL control with her name again becoming Bremerhaven.

Friderun was scheduled to leave Hong Kong on 15 August 1939 for Rabaul via Manila, Saigon, Madang and Salamaua. She was due at Madang on 5 September but did not arrive. With the declaration of

war two days earlier she sought shelter in the Dutch East Indies. On 10 May 1940 Friderun was seized at Menado by the Dutch authorities, and was renamed Meroendoeng. The owners were listed as the Netherlands Government. The final fate of this ship is uncertain, but it appears that she either was scuttled at Tanjong Priok or was sunk by submarine in the Indian Ocean in February or March 1942, at the time of the Japanese invasion of Java.

With the disappearance of Friderun, Messrs. Colyer, Watson & Co. arranged in October 1939 for the motor vessel Yunnan (2812/1934) to be chartered from the China Navigation Co. to act as a replacement, and this vessel maintained the Hong Kong-New Guinea connection until the events of World War II brought the service to an end.

The NDL had done well in the Western Pacific.

A Voyage to United Kingdom - 1981 Style (cont. from P.58)

Finally, at 6:30am on Wednesday 8 April 1981 we were alongside berth 106 at Southampton Western Docks, in dismal weather, at the end of a most enjoyable journey from Sydney. The voyage had taken 46 days and covered 18,057 nautical miles. The arrival of Canberra back at her home port took place less than two months short of the twentieth anniversary of her departure from the same port on her maiden voyage in June 1961. Now, less than a year later, this popular ship has had her commercial career interrupted through being requisitioned by the British Government for service as a troopship in connection with the Falklands crisis, and by now she is presumably somewhere in the South Atlantic.

New Books (continued from P.59)

So Ends This Day by Captain Sir John Williams; Globe Press, Fitzroy, Vic.; c.230 pages; illust.; \$19:95.

This most interesting book is Sir John's autobiography, and chronicles the full and varied life of one who has been prominent in Australian maritime affairs for more than half a century. Besides stevedoring and other shipping services, it deals with his salvage activities, and his chairmanship of the Australian Coastal Shipping Commission from 1956 to 1971. Recommended.

The Nation's Shipping Line The Australian National Line, Melbourne; 36 pages; soft cover; profusely illust.; available gratis from the ANL. The latest edition of a booklet recording the history, current fleet, services and terminals of the ANL.

Under the Hook by Wendy Lowenstein and Tom Hills; Melbourne Bookworkers, Prahran, Vic.; 192 pages; soft cover; illust.; \$15:95. Reminiscences and views of Melbourne waterside workers on working conditions, the industry, etc., 1900 - 1980.

Part II-

Ships that carried migrants - 1947 to 1960's

from T.S.Stevens.

General Stuart Heintzelman (T-AP159) was not the only C4-S-A1 type military transport to be used to carry displaced persons to Australia, and brief details of the vessels known to have been connected with immigration to Australia (not necessarily a complete list) are given hereunder.

In November 1949, the vessels came under the control of the US Military Transportation Service and at that time their AP numbers had the prefix "T" added. Most of the vessels went into reserve after 1950, but during the Korean War some saw service as troopships. In the late sixties, some were sold to US commercial interests and converted into cargo and container ships.

General C.C.Ballou (T-AP157) 12,666 grt; built by Kaiser Co.Inc., Richmond, Calif., 1945; (for common class details, see P.6); 1968 sold to Sea-Land Services Inc., USA, converted to container-ship and renamed Brooklyn (12,349 grt); 1975 sold to Puerto Rico Maritime Shipping Authority, San Juan, PR, renamed Humacao; 1981 sold to Eastern Star Maritime Ltd., Panama, r/n Eastern Light.

General C.H.Muir (T-AP142) 13,000 grt; Kaiser, 1945; 1968 sold to Sea-Land Services Inc., USA, converted to containership with new forward and cargo sections built by Todd Shipyard, San Pedro; 1969 renamed Chicago (18,455 grt) and entered service; 1975 sold to Puerto Rico Maritime Shipping Authority, San Juan, and re-named San Juan.

General M.B.Stewart (T-AP140) 12,521 grt; Kaiser, 1945; 1967 sold to Albany River Transport Inc., New York, commenced rebuilding as cargo vessel by Todd Shipyard, Brooklyn, and renamed Albany (10,530 grt); 1968 entered service; 1974 sold to Mission Drilling & Exploration Corp., New Orleans, renamed Mission Viking, converted to drilling ship by Avondale Shipyards, La., 1974/76 (11,680 grt).

General M.L.Hersey (T-AP148) 12,326 grt; Kaiser, 1944; 1968 sold to Sea-Land Services Inc., commenced conversion to containership; 1969 renamed Pittsburgh and, later same year, St.Louis (11,522 grt); 1970 new and longer forward and cargo sections built by Todd Shipyards, San Pedro, (18,455 grt).

General Omar Bundy (T-AP152) c.12,500 grt; Kaiser, 1945; 1964 sold to Bethlehem Steel Corp., renamed Portmar, commenced conversion to cargo ship; 1965 entered service, managed by Calmar Steamship Corp., USA, 11,421 grt; 1974 sold to Calmar; 1976 sold to Asbury SS Co.Inc., Wilmington, Del., renamed Port.

General R.L.Howze (T-AP134) 12,544 grt; Kaiser, 1944; 1968 sold to Pacific Far East Line Inc., San Francisco, commenced conversion to containership by Todd Shipyard, Alameda; 1969 entered service as Guam Bear (12,521 grt); 1975 renamed New Zealand Bear; 1975 sold to Farrell Lines Inc., renamed Austral Glen;

General R.L.Howze (cont.) 8/1976 laid up San Francisco; 1979 sold to Austral Glen Owners Ltd. (American Pacific Container Line Inc.), renamed Pacific Endeavor.

General R.M.Blatchford (T-AP153) 13,100 grt; Kaiser, 1945; 1969 sold to Waterman Carriers Inc., New York, and commenced conversion to cargo ship; 1970 renamed Stonewall Jackson (10,562 grt) and entered service; 1973 sold to Govt. of USA (Dept. of Commerce) and renamed Alex Stephens.

General S.D.Sturgis (T-AP137) 12,349 grt; Kaiser, 1944; 1967 sold to Central Gulf SS Corp., New Orleans, renamed Green Point and commenced conversion to cargo ship; 1968 entered service, 10,573 grt.

General W.C.Langfitt (T-AP151) 12,544 grt; Kaiser, 1944; 1968 sold to Hudson Waterways Corp., New York, and commenced conversion to containership (new cargo section added); 1969 renamed Transindiana (13,489 grt) and entered service.

General W.G.Haan (T-AP158) 12,511 grt; Kaiser, 1945; 1968 sold to Hudson Waterways Corp., New York, and commenced conversion to containership (new cargo section added); 1969 renamed Transoregon (13,489 grt) and entered service; 1975 sold to Puerto Rico Maritime Shipping Authority, San Juan, renamed Mayaguez.

General W.M.Black (T-AP135) 12,551 grt; Kaiser, 1944; 1967 sold to Central Gulf SS Corp., New Orleans, converted to cargo ship and renamed Green Forest (10,577 grt); 1968 entered service.

There were altogether 30 ships of the C4-S-A1 type military transport built, all with "General" names and all built by Kaiser Co.Inc. at their Richmond Calif., yard and completed 1943/45; their yard numbers were 1 to 30.

Several migrant ships were conversions of standard US World War II tonnage, and it would be appropriate to deal with seven of these ships here (others which had served as aircraft carriers will be dealt with later). Some of these ships had been completed as troopers, and others were converted after completion.

Two C1-S-A1 class, had been among 13 units of this type which were transferred to Britain under Lend/Lease. All were built by Consolidated Steel Corp., Wilmington, California. The two ships with which we are concerned passed to Egypt after the war and became Misr and Al Sudan; as such they still appear in Lloyd's Register.

Misr 7367/1943; 417' x 60.2'; single screw, steam turbine; launched 8 September 1943 as Cape St.Roque; completed 12/1943 as Empire Mace (F171), a Landing Ship Infantry (Large) operated as mercantile by MOWT under Lend/Lease from the USA; 1944 transferred to RN and commissioned as HMS Galteemore; 1946 returned to MOWT and r/n Empire Mace, then returned to USWSA and r/n Cape St.Roque; 1947 sold to Soc.Misr de Nav. Maritime SAE, Alexandria, renamed Misr; after merger of Soc.Misr and Alexandria Nav., owners were Societe Generale Pour La Vap. Navigation Maritime SAE, Alexandria, and later still, The United Arab

Misr (cont.) Maritime Co.; the vessel was used for passengers, migrants and pilgrims, and it is said she was one of the first vessels through the re-opened Suez Canal in 11/1974. Misr is known to have been in Melbourne on 28 May 1949, and she is also known to have been in Australia in 1956 since she was then fined for unseaworthy lifeboats; thus the vessel probably made a number of voyages to Australia over those seven years.

Al Sudan 7372/1944; launched 16 November 1943 as Cape St. Vincent; completed 1/1944 as Empire Arquebus (F170), a mercantile LSI(L) operated by the MOWT under Lend/Lease from the USA; 1945 transferred to RN and commissioned as HMS Cicero; 1946 returned to MOWT and r/n Empire Arquebus, then returned to USWSA; 1947 sold to Soc. Misr de Nav. Maritime SAE, renamed Al Sudan; thereafter ownership follows Misr.

There were five former Victory type ships regularly engaged in the immigrant trade, three were owned by the Dutch Government and two were operated by Soc. Italiana Trasporti Marittimi SPA, (Sitmar) of Italy.

Groote Beer 9140/1944; VC2-S-AP3 type; built by Permanente Metals Corp. (No. 1 Shipyard), Richmond, Calif., for US War Shipping Administration as Costa Rica Victory (7607 grt); 455.21' (loa) - 439.1' x 62.1'; two steam turbines, single screw; speed 16.5 knots; 1947 sold to Dutch Govt. (Stoomvaart Maats. "Nederland", Mgrs.), renamed Groote Beer and used as a troopship; 1952 converted to carry 900 migrants; 1960 sold to N.V. Scheepv. Maats. "Transoceaan" (Holland-Amerika Lijn Mgrs. since 1952) and refitted for low-fare tourist passengers (9384 grt); 1963 sold to John S. Latsis; 1964 renamed Marianna IV (9892 grt), registered Piraeus; 1965 chartered back to Transoceaan and r/n Groote Beer; 9/1966 returned to Latsis following collision damage; 10/1968 laid up Piraeus; 6/1970 sold to Elliniki Halivaairghiasa for demolition at Eleusis.

Waterman 9124/1945; VC2-S-AP3 type; built by Oregon SB Corp., Portland, Oregon, for USWSA as La Grande Victory (7606 grt); 1947 sold to Dutch Govt. (N.V. Rotterdamsche Lloyd, Mgrs.) and renamed Waterman, used as a troopship; 1951 converted to carry 900 migrants; 1961 sold to N.V. Scheepv. Maats. "Transoceaan"; 1963 sold to John S. Latsis, renamed Margarita (9900 grt); 2/1969 laid up Shimotsu; 2 February 1970 arrived Hiroshima for demolition.

Zuiderkruis 9124/1944; VC2-S-AP3 type; built by Oregon SB Corp., Portland, Oregon, for USWSA as Cranston Victory (7608 grt); 1947 sold to Dutch Govt. (N.V. Rotterdamsche Lloyd, Mgrs.) and renamed Zuiderkruis, used as a troopship; 1951 converted to carry 900 migrants, management transferred to Stoomv. Maats. "Nederland"; 1960 sold to N.V. Scheepv. Maats. "Transoceaan"; 1963 to Royal Dutch Navy as accommodation ship (A853); 27 November 1969 arrived Bilbao (Spain) in tow, for demolition.

(Note that Scheepv. Maats. "Transoceaan" was established by the Dutch Govt. in conjunction with S.M. Nederland & Rotterdamsche Lloyd).

Castel Bianco 10,139/1945; VC2-S-AP2 type; built by Bethlehem Fairfield Shipyard Inc., Baltimore, for USWSA as Vassar Victory (7607 grt); 1947 to Sitmar, renamed Castelbianco; 1952 converted to migrant ship (480 persons) by Monfalcone Yard of Cantiere Riunite del Adriatico and renamed Castel Bianco; 1957 sold to Cia Trasatlantica Espanola S.A., Barcelona, renamed Begona; 17 October 1974 arrived Barbados in tow following engine breakdown on voyage from Southampton; 24 December 1974 arrived at Castellon (Spain) in tow, for demolition. (A photograph of Castelbianco appeared in THE LOG Vol.6, No.4 - 1973).

Castel Verde 9001/1945; VC2-S-AP2 type; built by California S.B.Corp., Los Angeles, for USWSA as Wooster Victory (7607 grt); 1947 US Maritime Commission chartered to Sitmar; 1950 purchased by Alvion SS Corp., registered owners Cia Argentina de Nav de Ultramar, registered Panama as Castel Verde; 1953 converted to carry 480 migrants and first trip to Australia in July 1953; 1957 sold to Cia Trasatlantica Espanola S.A., renamed Montserrat and refitted for 825 passengers; 29 June 1959 arrived Fremantle after 54-day passage from Naples during which consistent engine trouble, including 14 days in Colombo. Voyage terminated in Fremantle and after repairs sailed for Europe on 8 July 1959; July 1970 broke down in the Atlantic and was towed to Curacao; 3 March 1973 arrived Castellon for demolition.

Material for this article has been drawn from:- Victory Ships and Tankers(1974); From America to United States, Part I (WSS, 1979); Warships of World War II (1964); Marine News (WSS, 1970/73/75); Passenger Liners (1961); Great Passenger Ships of the World, Vol.4- 1936-1950 (1977); and author's records.

Shipping activities of the SEC (continued from P.52)

the register in June 1964, and in the same year her engines were removed.

Her last owners were Duncan & Russell Pty.Ltd.. Having no further use for the hulk - for that was all that remained - they donated her to the Fisheries and Wildlife Department of Victoria for use as an artificial reef in Port Phillip Bay. She was towed down the bay to a mile off Mordialloc pier. On 5 November 1971 (shades of Guy Fawkes !), using a 300lb. charge of plastic explosive, Uralba was blown up and sunk. Thus ended an unusual career. She was the last ship to be built for the North Coast SN Co.Ltd., and although Uralba lasted 29 years from 1942 to 1971, her seagoing days had ended when she was a mere ten years old.

Acknowledgement:- The author expresses grateful thanks to Mr. Alan Waugh, SEC Public Relations, for much of the information, and for the photograph which is reproduced in this issue.

Shipping activities of-

The State Electricity Commission of Victoria

from J.Free.

During the post-war building boom, the State Electricity Commission of Victoria (SEC) had great difficulty in obtaining supplies of cement and timber. This shortage threatened construction of vital power stations at Kiewa, Morwell and Yallourn. In addition to supply, cost was a major problem. Local cement was available at £23 a ton. The purchasing branch had found that cement was available in Tasmania at £5 a ton. Although freight costs were £3 a ton there was insufficient tonnage available to meet the Commission's needs.

In order to overcome their supply problems, the SEC in 1948 bought the wooden steamer Uralba. This vessel was built 7/1942 by E.Wright, Tuncurry, NSW, for the North Coast SN Co.Ltd. Tonnages were 607 gross and 295 nett (in 1950/51 reduced to 586 and 274 respectively). Dimensions were 154.8' length bp, 37.0' breadth, 9.3' depth. The triple expansion engines had cylinders of 14", 22 $\frac{1}{4}$ " and 37" x 21" stroke. The machinery was fitted by Mort's Dock & Engineering Co.Ltd., Sydney. The main engine was made in 1914 and refitted in 1942, and the boiler was made in 1894; it is understood that these units had come from the former Sydney ferry Kuramia and the old collier Malachite respectively.

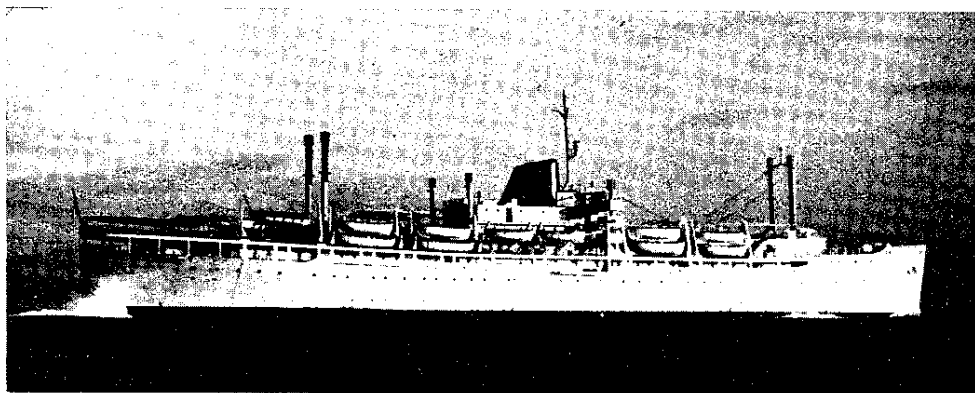
Upon completion Uralba was taken over by the RAN on 13 July 1942 and commissioned on 23 November 1942. She served as a minefield tender until late 1944. Her next duty was as an armament stores carrier in New Guinea waters until paying off on 20 August 1946. She was returned to the North Coast SN Co. Ltd. on 24 July 1947.

I am unable to find whether she served her original owners or not. I think it most unlikely, however, because when sold to the SEC she was still in her RAN colours. These were retained by the SEC with the exception of the hull being painted black.

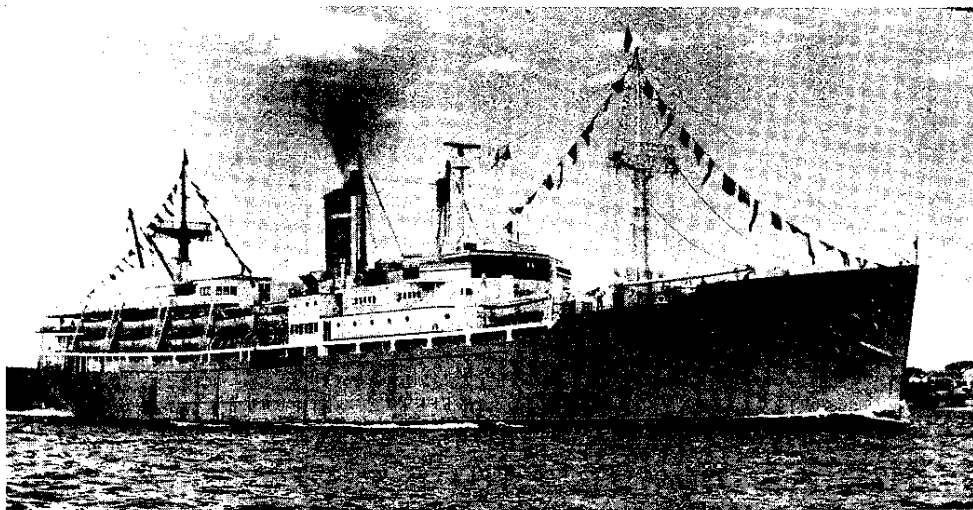
In 1952 the supply situation had eased and the Commission sold Uralba. During her years of SEC ownership even Uralba could not keep up with the demand for cement and timber, so other ships were chartered for varying periods. These were Argonaut II (aux. ketch, 174/1947), Jillian Crouch (aux. schooner, 242/1948) and Merilyn (ex Narrabeen, aux. ketch, 239/1921). During their time with the SEC, Uralba and the chartered ships made a total of 126 voyages to Tasmania, returning with 6,000 tons of cement and 4,000,000 super feet of timber.

After being sold, Uralba lay at South Wharf, and later at Footscray Wharf, under various owners. She never left Melbourne. In 1954 the Melbourne Harbor Trust secured a Court Order for non payment of port dues, as a result of which the vessel was sold to J.Dent of Melbourne, who used her to assist in the breaking up of other craft. On 4 May 1960 Uralba sank alongside the Footscray Wharf; the author was involved in her refloating. She was removed from

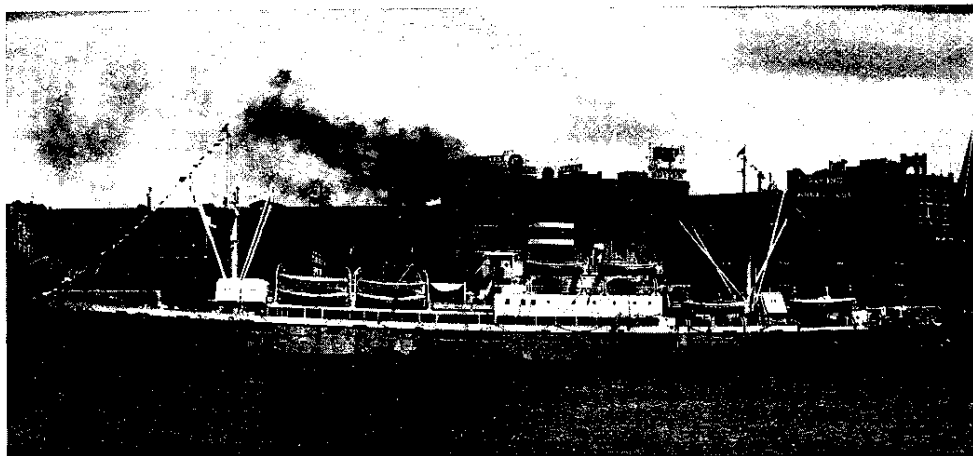
(continued on Page 51)



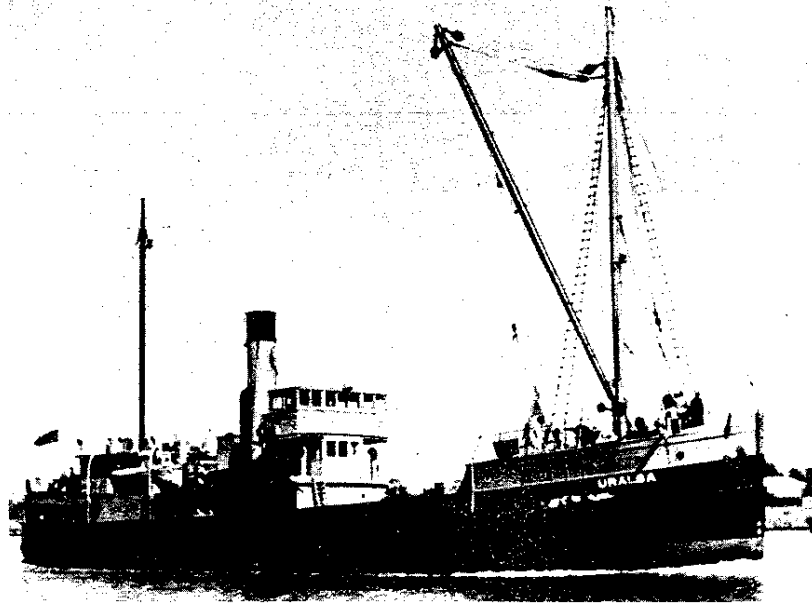
MONTSERRAT bore three names, and visited Australia under all three. (refer p 51) (T.S.Stevens colln)



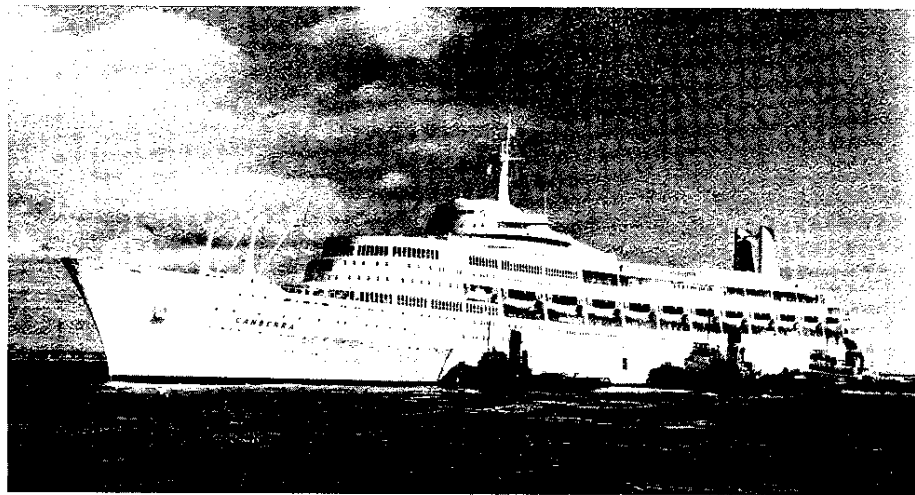
GROOTE BEER was owned by the Dutch government.
(J.Y.Freeman)



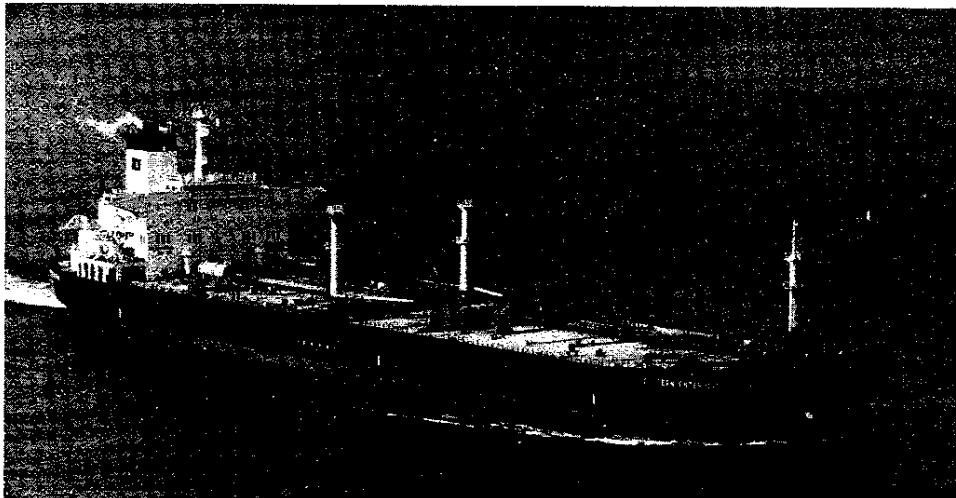
MISR Egyptian flag. Converted US C1 type.
(R.J.Tompkins colln)



URALBA SEC of Victoria (J.Free colln)



CANBERRA at Melbourne Nov. 1961 (W.G.Volum)



EASTERN ENTERPRISE Howard Smith charter (J.Y.Freeman)

P & O's CANBERRA-A Voyage to United Kingdom - 1981 Style

from A.Travers.

For six and a half weeks early in 1981 I had the pleasure of doing the second half of the 1981 World Cruise aboard the P & O flagship Canberra (44,807/1961), at present the world's third largest passenger vessel still in service. The voyage commenced at Sydney on 21 February and concluded at Southampton on 8 April. Following is a brief description of the ports visited and some of the ships seen; one of the most notable features of the voyage was the decline of traditional cargo ships seen, and of those observed about 95% were of post-1955 construction. The majority of ships seen were built during the past ten years, and vessels from Japanese shipyards predominated.

Canberra left the Overseas Passenger Terminal, Sydney Cove, at noon Saturday, 21 February 1981, in pouring rain, with assistance from three Fenwick tugs, and proceeded down harbour under a heavy layer of smoke - all didn't seem well with the ship's turbo-electric machinery! As we cleared Sydney Heads at 1:00pm and turned north, we stopped and drifted off Manly for 30 minutes until the problem was rectified and we got under way again - still under a pall of smoke. Made our way up the NSW coast and at 10:00am Sunday 22 February we were off Moreton Bay. Altered course for our first port of call, Rabaul on the island of New Britain, where we were due to arrive at 8:00am Wednesday 25 Feb..

Very few ships seen on the 1834 nautical miles (nm) journey. The only one I could identify was Weddell Career (20,450/1965) bound in ballast Japan to Port Kembla, which passed down our starboard side on Sunday 22 February; this ship was formerly Yaekawa Maru, which was well known in the NSW/Japan coal trade.

Arrived Rabaul during a tropical downpour, and due to this did not disembark until 11:00am, by which time the sun was out making it very hot and sticky. Canberra anchored off town, as there was no berth large enough to take her 819' length. We went ashore by ship's boats, a feature that was to be repeated three times before we reached Southampton. This was all very expertly done, the ship carrying its own landing stages (two on each side) and access gangways which were hung over the sides and connected to openings on D deck. They were carried in special spaces between the lifeboats. Early photos of Canberra show only lifeboats being carried, this additional equipment being fitted in lieu of some lifeboats after line voyages had ceased and the ship made more frequent calls at ports lacking the normal facilities. Rabaul is mainly a copra exporting port; but we had arrived at a bad time as, apart from a number of small coasters (including two converted from Japanese fishing boats, there was little of interest in port. As in all ports we visited, Canberra took on fresh water, the means of holding same being interesting - an old World War II Japanese submarine hull.

Departed Rabaul 7:00pm 25 February and set course for Hong Kong, 2766nm distant, where we were due to arrive at 6:30am on Tuesday 3 March. Shortly after leaving Rabaul we encountered further engine problems, and we were stationary for some four hours while repairs were carried out. On arrival at Hong Kong, swarms of Chinese workers (including women) invaded the ship and, amongst other things, the engine room was given a thorough going over; no further engine problems occurred.

We stayed at Hong Kong for three days, and the weather was cold and overcast for all that time. Our berth was the eastern side of the Passenger Terminal at Kowloon, and Canberra was assisted to her berth by the Hong Kong Towage & Salvage tugs Heung Kong, Lamma and Ngan Chau. We were adjacent to the very busy Star Ferry terminal. On the second day Sea Princess (27,670/1966) berthed at the western side of the Passenger Terminal, prior to proceeding to dry-dock later the same day for annual refit. The third day saw Achille Lauro (23,629/1947) berth during the course of a Far East cruise which had begun at Naples on 1 February.

Hong Kong harbour is still busy, though certainly not to the extent of ten years ago; containerisation has grown immensely and, because of this, there has been a big reduction in the number of general cargo ships calling. Some of the more interesting ships seen here were:- Australian Enterprise (11,347/1969) - regrettably the only Australian-flag ship seen on the whole trip; Ming Hua (14,424/1962) undergoing repairs in Yiu Lan Floating Dock No.2; New Yellow Sea (4,392/1956) - prior to 1966 was Hillerstrom's Milos; Oriental Empress (15,537/1948) ex President Wilson (1973), laid up at Hong Kong since 11 September 1975 and in deplorable condition; Sun Bright (4,495/1971) ex Housho Maru (1978), on Japan/Malaysia service; Pravdinsk (10,954/1974) ex New Westminster for Vladivostok; Strathettrick (12,598/1979) on Japan/Arabian Gulf service in conjunction with Japanese-flag containerships Australia Maru and Tohgo Maru; Aquamarine (9,232/1962) ex Marco Polo (1978) laid up since 29 April 1980; Berdikari (4,196/1975) ex May Breeze (1979) on Japan/Indonesia service; New Whale (9,210/1972) ex London Fusilier SD14 Japan for Aqaba, on charter to Mitsui-OSK; Novikov Priboy (10,204/1968) containership ex Japan for Sydney; Yuen Chau (8,880/1956) the former Sinaloa of EAC, on Hong Kong/Australia service.

Departure from Hong Kong was at 8:00pm Thursday 5 March, and we were assisted by the same three tugs that had helped us berth three days previously. Departing to the north (after arriving from the south) thereby circumnavigating Hong Kong Island, and set course for the 1445nm journey to Singapore. We were now in one of the busiest shipping routes in the world, and passed a continual stream of tankers loaded for Japan or in ballast in the opposite direction, bulk carriers, containerships and the occasional cargo ship. On Sunday afternoon, 8 March, we paced the American-flag tanker American Independence (117,285grt, 260,815dwt/1977) en route to the Arabian Gulf in ballast. We first sighted it as a dot on the horizon at 2:00pm, finally

overtaking it 4½ hours later. An announcement concerning its particulars was made over the ship's public address system by the officer of the watch.

Monday morning, 9 March, dawned bright and sunny for our entry into Singapore. Never having visited here before, this was quite a sight, and would seem to be now the busiest port in the world (as far as ship numbers go) and well worth a visit by a ship enthusiast. In fact, many enthusiasts from the UK now come to Singapore instead of visiting their local ports or near continental ports such as Rotterdam or Hamburg. I recorded 149 ships of the approximately 180 that were in Singapore. Canberra was assisted to a berth at the container terminal by the Port of Singapore Authority tugs V.S.T.1 and V.S.T.2 (Voith-Schneider Tractor tug), securing alongside by 7:30am.

Some ships formerly well known in Australian and New Zealand waters were seen in Singapore, and these included Akuna (730/1942) former Port Phillip pilot ship, laid up eastern anchorage; Bismarck Sea (1865/1956) ex Cobargo, ex Kumalla arrived eastern anchorage 25 January; Berjaya (2485/1949) ex Konui (1969), etc.; Golden Source (1702/1954) ex Sletfjord (1972), etc.; Golden Eastern (1702/1953) ex Sletholm (1972), etc.; Hati Senang (2484/1950) was Kawatiri until 1972; King Horse (1953/1955) ex Navua (1971); Kota Intan (800/1954) was Pateke until 1972, then Kota Gembira; Kota Bali (9000/1951) ex Tjiwangi (1971) arrived Singapore 9 February on last voyage, from Fremantle, and laid up; King Fish (797/1953) ex Holmwood (1972); Kota Buana (3946/1957) was Coral Chief until 1977- discharging cargo ex India; Kyoten Maru (8467/1970) with container cargo ex Sydney; Herefordshire (11,453/1972) left Wallaroo 19 January with grain cargo for Aden after fire in hold 13 January, sailed for Singapore via Townsville and arrived Keppel Dockyard for repairs; Nippon Maru (9745/1962) Japanese student cruise ship; Professor Szafer (16,424/1978) on Japan/Baltic service; Recorder (3281/1954) cable ship laid up in western roads since 10 February and in shabby condition; Texaco Bombay (13,892/1945-1968) a modernised T2, arrived 16 February from Bangkok; Yue Flower (7138/1976) now on Hong Kong/South Africa service under "Afro-Eurasia Line".

Departed Singapore at midnight 9 March 1981 and passed through the Malacca Strait before heading west across the Bay of Bengal for Colombo, principal port of Sri Lanka (formerly Ceylon). This journey was 1569nm, and eta Colombo was 6:00am Friday 13 March. Tuesday 10 March was spent in transit of the Malacca Strait, and a continual stream of ships was in sight, though most were too distant for identification. However, two of interest were Jutlandia (49,890/1972) a large Danish containership en route Gothenburg/Tokyo, and Reunion (3748/1953) ex ANL Boonaroo (1970) overtaken by Canberra while en route Indonesia/India and flying the Singapore flag. Once clear of the Malacca Strait sightings dropped dramatically, and as we headed westwards they continued to decline.

Arrived off Colombo harbour breakwater at 6:00am and were moored

to buoys, one forward and one aft, inside the harbour by 7:30am. The day was clear and sunny and by midday the temperature was in the mid 30s C. Colombo is one port where containerisation has not made much impact yet, so there were a number of interesting ships in port. A highlight was the use of a large steam tug to assist us in mooring; this was Hercules (770/1929), built by Philip & Son, Dartmouth, UK, the oldest ship seen on the voyage. (The other tug assisting was the modern diesel Sinhabahu II). This was the second occasion where ship's boats were used to take us ashore.

Some of the ships seen at Colombo were :-Buchenstein (8515/1968) Hapag-Lloyd, on passage Calcutta/Northern Europe; Bright Vega (5391/1976) vehicle carrier moored to buoys adjacent to Canberra awaiting repairs after grounding in the Persian Gulf Feb. 1981; Maldiv Express (1705/1949) ex Harwood (1976) ex Kamona (1965) working cargo at buoys, ex Karachi; Nedlloyd Kyoto (11,852/1970) from Fremantle to Colombo via Sydney; Neptune Agate (6393/1962) voyage Japan/Colombo, on charter to Sri Lanka Shipping Corporation, this ship was on Neptune Orient Lines Australian service in the early 1970s; Newbeach (8537/1959) under repair at Walker's Engineering; Sunrise IV (11,045/1948) ex pilgrim ship, laid up at Colombo since 3 January 1980; Shams (8929/1960) Pakistani flag pilgrim ship, voyage Damman/Rangoon. Colombo is the base for a number of ocean salvage tugs, and seen on this day were four Singapore-registered vessels, namely Mississippi (674/1960), Salvatore (969/1976), Salvorgan (309/1972) and Salvanguard (1167/1966).

Departed Colombo 10:00pm 13 March and set course for Port Louis, principal settlement on the island of Mauritius, 2096nm distant; not one ship was sighted on the way. Arrived off Port Louis at 6:30am on 18 March and anchored off the harbour, necessitating a 30-minute trip to the landing jetty by ship's boats. Port Louis was similar in port facilities to Rabaul; the main trade is the export of sugar. A new bulk loading jetty and terminal has recently been completed, so that ships no longer need to anchor in the harbour roads and load from barges. Once again shipping was lean - no ships loading sugar, and the only vessel of note was the West German flag Sloman Mira (9550/1980), on charter to P & O for UK/East Africa service. Departed 7:00pm on 18 March for Durban, 1558nm distant, where we arrived 7:00am on 22 March for a two day stay.

Despite the re-opening of the Suez Canal, Durban is still a busy port, and is the principal port for South Africa. The sight of so many traditional, engines amidships, freighters (mainly Greek or Panamanian flag) was welcome, and I understand this is typical of Durban at present. Since my visit here in 1974, containerisation has arrived, and a huge container terminal has been built on reclaimed land at the south-west end of the harbour. To date this is somewhat under-utilised, as only the UK/South Africa service is fully containerised. Other services are, however, slowly but surely becoming more containerised, and the number

of conventional general cargo ships visiting Durban will decline. Seventeen conventional freighters were recorded at Durban, with years of completion ranging from 1953 to 1967. Of particular interest were:- Angelina (10,200/1963) Greek, built as the British Apsleyhall; Gold Star (5836/1965) Liberian, built as the Anchor Liner Sicilia; Mercury Lake (8862/1962) Panamanian, built as Straat Colombo and later named Nedlloyd Colombo; S.A.Weltevreden (12,374/1966) South African, on East Coast USA/South Africa service, and recently on SA/Australia service as Safocean Weltevreden.

Durban is still the home of some of the famous South African Railways and Harbours coal-fired steam tugs, although their numbers are being depleted rapidly. I saw four, namely:- F.T.Bates (787/1950) laid up; Sir William Hoy (786/1929) sold for breaking up at Durban, which was to commence shortly; F.C.Sturrock (812/1959) and J.E.Eaglesham (113/1959) both still in service.

Canberra departed Durban 5:00pm 23 March, and a large number of people lined the breakwaters to see us go. The comparatively short coastal voyage to Cape Town is 811nm, and we arrived alongside Duncan Dock at 8:00am Wednesday 25 March. Cape Town offered a complete contrast to Durban, for, unlike the latter, the number of ships calling has fallen dramatically since the re-opening of the Suez Canal. The anchorage off the port, which was crammed with ships awaiting bunkers and supplies during my visit in 1974, was empty today. A new container terminal has been built on reclaimed land at the entrance to the harbour. Some of the ships seen in port were:- Cambridgeshire (39,427/1976) Bibby Line bulker undergoing refit; Ecuadorian Reefer (8849/1980) Lauritzen reefer on charter to Universal Reefers, loading for Europe; Estoria (5035/1960) somewhat a surprise this, a Russian cruise ship in South Africa, given the far from friendly relations existing between the two countries - the ship was on a cruise from Riga visiting South America and the west coast of Africa; Port Caroline (16,275/1968) one of the Port Line's last ships, loading fruit for the UK.

The harbour tugs at Cape Town were all modern diesel vessels, completed locally in the late 1970s to replace the famous steam tugs - two of which were seen laid up at one of the container berths awaiting their fate. Two of the pilot vessels at Cape town are still steam; they are actually small tugs, but are used primarily in pilotage duties. One of these, S.G.Stephens (176/1952), attended Canberra.

We were due to sail from Cape Town at 11:00pm on 25 March, but were delayed for 40 minutes by Port Caroline sailing at 10:55pm. In the meantime we were entertained by a pipe band, and by steam shunting locos. of the SA Railways! Finally departed at 11:40pm to commence the longest (and loneliest) leg of the voyage, the 3628nm passage to Dakar, which took eight days to complete.

Dakar is the capital and principal port of the former French colony of Senegal, and it looked as though it was under a Russian siege! As we approached the port at 7:00am Thursday 2 April, there

were no less than seven Russian trawlers and a supply ship - Ostrov Sibiryakova (9752/1969) - anchored off the port, with the factory mother ship Fryderyk Chopin (14,368/1965) berthed in port. Canberra, being too large to berth in the harbour, had to anchor off the port between the mainland and the one-time slave island of Goree. For the last time on this trip we had to be ferried ashore by the ship's boats.

Large numbers of fishing vessels are based on Dakar, and the ever present Japanese and Taiwanese as well as French and Spanish boats use it as a supply base; while we were there the Spanish flag Sierra Fria (1538/1966) was loading the catch from several trawlers moored alongside. A ship of interest here was the Japanese registered Blue Nagoya (3636/1976), on charter to Elder Dempster Line for their UK/West Africa service. This seems typical of a growing trend for British shipping companies to reduce their UK-registered fleets and charter foreign tonnage. The presence of France is still very prominent in Senegal, with French being the official language, a predominance of French-made motor vehicles, and three warships of the French Navy in port at Dakar.

We were nearing the end of the voyage, and were brought back to reality when we were informed that the Southampton dockers were on strike and this could cause difficulties on our arrival in six days time. We were originally scheduled to arrive at Santa Cruz (island of Tenerife, Canary Islands group - administered by Spain) at 1:00pm Saturday 4 April. Due to the expected dockers problems, however, it was now planned to load a lot of supplies, etc., at Santa Cruz in lieu of Southampton. Therefore it was after a "fast" trip from Dakar that we arrived off Santa Cruz at 9:00am on 4 April and picked our way between four Spanish flag tankers which were discharging through submarine pipelines. One of these tankers was the VLCC Carthago-Nova (272,000dwt, 139,470 grt/1976) built in Spain and owned by the Spanish National oil company - Enpetrol; she was discharging crude from the Persian Gulf. Canberra berthed inside the breakwater wall, astern of the Russian cruise ship Belorussiya (13,251/1975). We heard that the Southampton dockers had returned to work, so all looked well for our arrival there.

Santa Cruz is an important link in the intense inter-island/Spain passenger/car ferry services, and these vessels were coming and going continuously during our stay. A Boeing jetfoil, Princesa Voladora (Spanish flag) is on one of the inter-island services. The French Navy was in evidence with the submarine Dauphin (S633) in port. Another interesting arrival was the Compagnie Maritime Belge passenger/cargo liner Fabiolaville (13,303/1972) which called for 4 hours en route Matadi/Antwerp to embark passengers.

Departed Santa Cruz 2:00am Sunday 5 April for the final 1529nm passage to Southampton. That afternoon passed the largest ship able to be identified during the voyage - the Norwegian flag VLCC Cyprian (286,000dwt, 140,681grt/1975) then still owned by the troubled Reksten group and bound fully-laden Persian Gulf/Europort.

(continued on P.47)

New Books

Australia's Armed Forces edited by Ross Gillett; Nautical Press, 1981; 332 pages; extensively illust.; price not advised.

Describes in detail the equipment, both operational and in reserve, of the Australian Navy, Army and Air Force. The Navy's ships, aircraft and other equipment occupy almost half the book, and another ten pages are devoted to the Army's watercraft. Small Navy vessels, such as workboats, lighters and TRVs get no less than 30 pages in the most comprehensive coverage yet seen of these craft. Recommended. REW

The Royal Australian Navy - An Illustrated History by George Odgers; Child and Henry, Sydney; 224 pages, large format; \$25:00.

Mr. Odgers retired recently from the position of Officer in charge of the Historical Studies Section of the Department of Defence, Canberra. The book gives a good general coverage from colonial days to the present, and the illustrations are very good.

The Royal New Zealand Navy by Michael Burgess; Burgess Media Services, Wellington; 128 pages, 21cm x 15cm; profusely illust.;

A comprehensive register of all major and many minor vessels which have served in the NZ Division of the RN since 1913 and in the RNZN since 1941. Complements "The Navy in New Zealand" noticed on page 22. (Soft cover). Recommended. Stg.£3:95.

Union Steam Ship Company Steam Ships NZ Ship & Marine Society and Millwood Press; 112 pages, 282mm x 217mm; list price NZ\$35:00.

This fine quality publication presents 50 colour plates from the paintings of the late Jack Hobbs, with commentary on each of the 50 ships shown. It is available to NAA members at concessional rates from the Secretary, NZ Ship & Marine Society, PO Box 5104, Wellington, New Zealand; price including postage to NZ addresses NZ\$28:25, to addresses outside NZ by surface mail NZ\$30:25. Recommended.

Passenger Ships of Australia & New Zealand Vol.1 - 1876-1912
Vol.2 - 1913-1980

by Peter Plowman; Doubleday, Sydney; 224 & 220 pages, 280mm x 210mm; profusely illust.; coloured endpapers showing flags, funnels & hull colours; \$19:95 each volume.

These volumes give histories and illustrations of nearly all Australian and New Zealand registered or owned passenger ships built since 1875, together with those of the New Zealand Shipping Company. The work is quite comprehensive, and an interesting inclusion is Lever Bros.' Kulambangra, which was registered in Sydney. By drawing on numerous published works (a bibliography appears in Vol.2) and consulting files of the shipping press, the author has compiled a great deal of information on the ships. It may be noted that Changsha and Taiyuan were registered at Sydney from 1912 to 1920, and the registers do not support the statement that they were re-engined. The Port Waratah referred to under Wakatipu is at Newcastle, not South Australia. Recommended. (continued on P.47)

MARITIME MISCELLANY

Closing date for items for the next issue- 5/8/1982.

For assistance in compiling this section the Editor expresses particular thanks to Messrs. J.Burne, D.Finch, J.Freeman (NSW), I.Cooper, R.Wright (ACT), K.LeLeu (SA), R.McKenna, C.Gee (WA), P.Armstrong (Qld), R.Cox (Tas), L.Rex (Vic), R.McDougall (NZ).

Coastal and South Pacific

Union Nelson was renamed and handed over at Marseilles 15/1 (correction, ref.P.26); arrived Wellington 23/3 on delivery voyage via Singapore (Sembawang Shipyard 11/2 to 5/3) and Melbourne.

The fore part of the first coal-fired ANL bulk carrier (for Weipa/Gladstone bauxite trade) was launched 26/12/81 by Mitsubishi Heavy Industries, Nagasaki, and the after part was launched 4/82; named River Boyne (after river at Gladstone), to commission 9/82. The second vessel is to be named River Embley (after the river at Weipa) and commission 3/83, the keel was laid 23/4.

Flinders Range arrived Townsville 2400 13/2 to load the first cargo of phosphatic rock from the re-opened Duchess mine, now owned by the WMC Group. The two "Ranges" were built partly for

Accolade II (ref.P.26) left Newcastle 5/2 for Port Adelaide, arrived 9/2; commenced firing with natural gas 6/5.

Leichhardt (1070grt) launched 19/11 by Ube Dockyard for Dillingham Group (Mason Shipping Co.Ltd., subsid. of John Burke; ref.

Angela Smits (ref.P.26) redelivered to owners at Darwin 17/4 after three voyages for WASSS. Pilbara left Hong Kong 30/4 for return to service after completion of repairs.

Nancy Heath (ref.P.28) has been sold; left Sydney 26/2 for last time, for Newcastle. The Boral LPG tanker Boral Gas (ref.P.91, 1981) is registered in the ownership of Huddart Parker Industries Ltd.(ref.P.18, 1979), and is on the Fiji register.

Lady Sonia launched by Carrington 8/5 for AOS, delivery due 6/82; this supply vessel is sister of Lady Kathleen (ref.P.123, 1981). The anchor handling/supply vessel building by ASI, Cockburn Sound, for AOS is to be named Lady Elizabeth; to launch 7/82, deliver 12/82.

Oil rig tenders on charter for service in Australian waters include Lowland Raider (to AOS) and Mammoth Tide, to serve Danwood Ice (ref.P.27) off Flinders Island, South Australia. To assist in construction of the pipeline from the Rankin gas platform to shore (WA) will be the pipelaying vessel EPTM1601 and the pipe-covering vessel Rocky Giant. The semi-submersible drilling rig Diamond M Epoch arrived Eden 4/4 for Customs clearance prior to commencing two years' work in Bass Strait on charter to Phillips as operator for two consortia.

Elder-Price Marine Services Pty.Ltd., North Fremantle, bought the landing barge type vessel Ame-Rupa (163/1971) in 1/82 from Steamships Trading Co.Ltd., Port Moresby, for service mainly in

the Port Hedland/Barrow Island area. Delivery at Port Moresby 2/82; was built by Clarence River Slipway & E.Co.P/L., Harwood, NSW.

Ocean Bridge Shipping Co.Pty.Ltd., Fremantle, bought Janne Coast (300/1972) ex Else Junior (1977) from Hans J. Therkildsen, Denmark, apparently for Aust.coast/Indian Ocean trading. To be renamed and regist. in Australia. Arrived Fremantle 17/4 from Cape Town.

Nelcebee (ref.P.29) recommissioned 3/82, due to Falie suffering engine trouble (gearbox). Falie advertised 4/82 for sale, delivery 7/82. Also reported for sale are the Murray paddler Coonawarra (to auction at Mildura 24/4) and the Tongan Niuvakai.

Moale Chief (ref.P.92, 1981) launched 16/10/81 by Land & Sea Construction Services Pte.Ltd., Singapore, for Steamships Trading Co.Ltd., Port Moresby. Ship is mv ro-ro, 263grt.

Onehunga (ref.P.26) now calls at Nelson (first visit 5/4) and sometimes Picton. Titoki, the last of the Anchor ships, has been sold by the Union SS Group 3/82 to Tropic Island Shipping Co. (Pte.)Ltd. (Captain Keenan), Singapore; departed Nelson 7/4 for Singapore, under Panamanian flag but same name.

Golden Bay made trial trip Tarakohe to Brisbane early 1/82 with cement, and is to enter that service regularly 7/82 to execute a contract for supply of up to 200,000 tonnes of cement to Brisbane over 2-year period. John Wilson, laid up at Nelson for past two years, is to recommission 6/82 to replace Golden Bay in the NZ coastal cement trade ex Tarakohe. Milburn Carrier (ref.P.123, 1981) returned to service ex Westport early 4/82.

The cutter suction dredger W.H.Kunara was towed from Dampier to Newcastle, southabout, 5/2 to 20/3 by the Fremantle tug Wongara. The former Brisbane bucket dredger Groper II (738/1954) (ref.P. 121, 1980) was scuttled north of Tangalooma resort, Moreton Island, late 2/82 to provide shelter for small boats. The Taranaki Harbour Board has called tenders for one towboat, two hopper barges and one back-hoe dredger with pontoon hull, for work at New Plymouth. The Public Works Dept. of Victoria has called tenders for a maintenance vessel to replace Rip (700/1942, ex HMAS Whyalla); the new vessel to be 50m length, 3m draught, twin screw mv, service speed 12 knots, accom. for 4 officers and 7 crew, delivery late 1983.

The Cwealth.Dept. of Transport eventually ordered four dumb, crewless, lightships from Ocean Shipyards, Fremantle, by exercising their option for an extra two (ref.P.93, 1981). The first two - CLS 5 (Commonwealth Lightship 5, launched 20/3) and CLS 6 - are for service in Bass Strait near the oil & gas production platforms, and were to be towed there 4/82; the second pair are for north Queensland waters (vide P.93, 1981). The vessels are capable of operation for three years without attention, and are fitted with a gas-powered light with a range of 17 nautical miles.

The Rottneest Island ferry Islander V (126/1944, a former Fairmile) is for sale, as is the more modern Hydro-Flyte H.33 (81/1980).

The first of the new Manly ferries (ref.Pp.28 and 63, 1981) was launched at Newcastle by State Dockyard 27/3 as Freshwater. The Urban Transit Authority of NSW is to call tenders later this year for a third such ferry. The NSW Govt. announced that tenders will be called 7/82 for nine ferries to operate new services on the Lane Cove and Parramatta Rivers (as far west as Silverwater) from Circular Quay; the ferries would be 25m length, 250 passengers, 2 crew, 14 knots; delivery of first vessel late 1983.

We are advised that Walsh Bay (ref.P.28) is ex Raluana (69/1968), and is operated by Pier Charter Services, Sydney. Mr.G.Davey of Hawkesbury River Ferries took delivery of a new vessel Hawkesbury 11/81, built by Thompson, Bulimba. The former Hawkesbury, now Melissa of P.Verrill's Palm Beach Ferry Service, has been re-engined with a twin Perkins replacing the Gardner. South Steyne was towed from Sydney to Newcastle 19/1 by the tug Warringa, for assessment and quotation for repairs by State D/yard.

Canberra Cruises and Tours Pty.Ltd., owners of the ferries Mimosa II (75/1970) and Mini Munya (35/1968) operating on Lake Burley Griffin, was sold 30/4 to Murray's Charter Coaches and Travel Service; CC & T will retain its separate identity.

Islander (ref.P.124, 1981) was withdrawn from Kangaroo Island service after 13/4, due to poor off-season patronage, and will be sold by Murray River Developments Ltd.. The twin-hulled Kangaroo Investigator, under construction for the same service, is to be sold without entering the service. Meanwhile a Mr.P.W. March is reported to be proposing to open a service to Kangaroo Island from Cape Jervis and Penneshaw with a 20m catamaran to be named Passage Princess, commencing 9/82. (This latter vessel is under construction at Goolwa, and we wonder whether it is the former Kangaroo Investigator referred to above).

The old Auckland ferry Ngoiro (204/1913, ref.P.63, 1981) was towed from St.Mary's Bay to Freemans Bay 29/4. Bounty replica (ref.P.92, 1981) was to depart Whangarei 15/5 for Tahiti, Pitcairn Island & Panama, for use in a film. The Wellington scow Success (38/1925) was sold 4/82 to a Blenheim buyer for mussel farming in Pelorus Sound; dep. Wellington 22/4 for Picton.

The ketch Annie Watt, after use in film production (ref.P.93, 1981) was transported by low-loader 12/2 to the site of the proposed Maritime Park at Port Adelaide. The Buffalo replica at Patawalonga Boat Haven, Glenelg North, SA, was to open 26/4.

The whale chaser Cheyne II is for sale by the Hobart Maritime Museum, due to financial difficulties through lack of public

interest. The prawn trawler Teal (ex RAN minesweeper) was in the Broadwater off Southport, Qld., 2/82, and is for sale. The SA fisheries research vessel Joseph Verco (ref.P.31, 1981) was advertised 3/82 for sale "in its present condition". Buyers of the former Albany-based trawlers Cassio, Othello and Orsino when sold by British United Trawlers (Hull)Ltd. were Lyrup Pty.Ltd., a joint venture between Lombardo (Fremantle) & Korevaar (Melbourne); the three vessels were brought to Fremantle 11/80; Cassio and

Orsino sailed to Singapore 5/81 and are still laid up there awaiting sale; Othello underwent a major refit at Fremantle and in 2/82 sailed on her first fishing venture for present owners.

Arctic Buccaneer and Arctic Galliard (ref.P.29) were renamed Otago Buccaneer and Otago Galliard respectively 2/82, left Hull for NZ 3/82 still regd. Hull, arrived Dunedin 18/4 & 21/4 respectively, and to commence trawling 5/82. Taiaroa (ref.P.29) was sold 4/82 to Gulf Transport Ltd., Auckland; previous owner of the near-derelict vessel was Chatham Exporting Co.Ltd., Napier.

Tugs

McIlwraith McEacharn Ltd. has ordered three 34m tugs from Aust. Shipbuilding Industries (W.A.)Pty.Ltd., Cockburn Sound, for service at the Dalrymple Bay coal terminal, near Mackay, Qld.; delivery mid-1983. (ref.P.30).

The three Fenwick tugs building by Carrington are to be named Manly Cove (for Sydney, to launch 6/82), Korimul (for Port Kembla) and Iron Cove (for Sydney). Fenwick has now ordered a fourth tug from Carrington, for launching early 1983. (ref.P.64, 1981).

Waratah has ordered a fourth tug from Tamar Steel Boats, Launceston (ref.P.64, 1981).

The P & O tug Cockburn, laid up for the past two years in Cockburn Sound following the commissioning of Challenger, is undergoing major modifications and refit prior to commencing work for the North West Shelf gas project; (will presumably transfer to AOS).

Morpeth launched recently by Stannard Bros., Berrys Bay, Sydney, for Semples of Newcastle. The former PWD (NSW) tug Apollo (ref.P.122, 1977) is now the fishing vessel Apollo X owned by P.Gimbert, Aucklander (steam tug, 1958) is now relief tug only. Eden.

Overseas

Timur Endeavour (ex Cycle (1980), owned by K.H.D.Singapore Pte. Ltd., Singapore, a subsidiary of Howard Smith Ltd.) has been trapped in the Shatt al Arab since 23/9/1980 due to the Iran/Iraq war; moved to Basrah 29/11/1980; has now been abandoned to the underwriters as a CTL.(reported 3/82).

The tanker building for H.C.Sleigh (ref.P.33) was launched at Tsu, Japan, 30/9/1981 as George Anson for Ruby Shipping Ltd., Nassau; delivery believed due c.4/82.

Australian-flag tankers due for delivery are Mobil Flinders (17/6) and BP Achiever (9/82) (ref.P.125, 1981).

The former Manoora and Kanimbla are on charter to Cia.Trasatlantica Espanola S.A., Spain, for Europe/East Coast USA service as Guadelupe I and Covadonga respectively. (ref.P.124, 1981). The charters are bareboat, until mid-1983.

The Bulkships subsidiary Timur Carriers (Pte.)Ltd., Singapore, has ordered 4 anchor handling/supply ships from Hudong Ship-

yard, Shanghai, as part of a 9-vessel order (inc. 4 for Selco and one for Kennedy Marr of London) of 60m craft for delivery 1983 and management by Sentinel Supply Ships Pte.Ltd. under the Singapore flag. Kristian Jebsen (Norway) and the Shipping Corp. of NZ are to form a joint venture to operate NZ-manned tonnage within the Jebsen pool; a 35,000dwt bulk carrier is expected to be the first such vessel.

The West German cruise ship Berlin (7813/1980) is to be chartered to Straits Steamship, Singapore, (delivery 11/82) for cruising ex Sydney and Singapore as Princess Mahsuri. Kota Bali (ex Tjiwangi) on charter to P.T.Pelni 3/82 for service Padang/Jakarta/Surabaya/Ujung Pandang, to replace Tampomas II which sank in the Java Sea 1/81. Canberra requisitioned by the UK Govt. for service as a troopship as a result of the Falklands crisis. The BISN passenger/cargo ship Dwarka (4851/1947) has been withdrawn from the Bombay/Gulf service and sold to Pakistani breakers.

Nimos (in Aust/PNG service) arrived Sydney 14/3 after lengthening in Japan; grt increased from 6373 to 7354. (ref.P.65, 1981 for report of lengthening of sistership Papuan Chief).

Enterprise Container Line (ref.P.31) to extend service to NZ, and add a third ship mid-1982. Gulf Shipping Lines are to replace their Aust/Middle East service with a new service Aust/Middle East/Mediterranean/North Europe & UK in conjunction with Conship (Dr.Ivano, Italy) using vessels European Eagle, Australian Eagle, Arabian Eagle & Mediterranean Eagle from mid-1982.

Sin Wah Container Line, based in Hong Kong, announced commencement of a service Hong Kong/Australia/NZ with five multi-purpose vessels; the first is Xinhua Long (ex Norwegian Sol Laila) regd. Guangzhou (Canton), which arrived Sydney 3/82.

The former Ben Liner Benlawers (1970), latterly the Singaporean Globe Express, is being converted to a livestock carrier at Genoa for service as the Italian-owned Uniceb Fremantle/Middle East.

Among recent launchings are:- Tor Bay (24,000grt) at Emden 2/3 for OCL; Broompark (18,050grt, bulk carrier) at Sunderland 12/2 for Denholm; Asian Thistle (34,000grt Tanker) at Nagasaki 25/11 for Jardine Matheson. Baron Kinnaird (16,024grt) delivered 12/81

Among recent sales are:- Strathmuir (reported 3/82); to SSM. Lauderdale (largest ship to visit Australia, ref.P.94, 1978) by P & O to Middle East (4/82); Rockhampton Star (1958) to Greeks (3/82); Phrontis (1967)(ex Pembrokeshire) to Gulf Shipping Lines Ltd., London, r/n Gulf Osprey; Sol Tulla & Soldrott to China & France respectively; Ravenswood, Roebuck & Andes (ex Ortega) by Furness Withy Group (3/82); Stonepool (1966); Herefordshire (1972); Markhor (1963); Cluden (1978) by Matheson to Chinese; Invershin (1972) by Salvesen to Turks; Santa Ursula (ex Katea)(1958) by Madrigal to Taiwan breakers, arrived Hong Kong 26/1.

Accidents and mishaps

Fentress (ref.P.32)refloated late 12/81, sailed from Saipan 18/2 for Osaka; drydocked Sanoyasu, Osaka, 2/3 for bottom repairs.

Union Auckland suffered brief electrical fire in accommodation, whilst at Sydney, 24/3; little damage. Australian Venture had fire in engineroom 8/2, while on passage Hamburg/Melbourne - repairs in Melb/Sydney. Aurore (ref.P.126, 1981) has been sold to a Sydney man for use there as a pleasure launch.

Lady Wakehurst collided with a yacht near Fort Denison, Sydney, 11/4; a yachtsman was dragged under the ferry and drowned.

Sir Garrick (189/1968 - ro-ro, bow door landing craft, built by Harbour Engineering Pty.Ltd., Port Kembla) owned by Lohberger Engineering Pty.Ltd., Port Moresby, sank 29/1 in Gulf of Papua while on passage Port Moresby to Kikori. Eight survivors rescued from Brumer Island, near Samarai, on 5/2 (560km from sinking); three lives lost and two missing.

Naval

Australia is to buy the British aircraft carrier HMS Invincible as replacement for Melbourne. Delivery late 1983, brief refit and due Australia 5/84; to r/n Australia. Since the announcement late 2/82, the vessel has joined the Falklands task force.

Canberra arrived Sydney 29/3 from Seattle via Auckland. Tobruk left Brisbane 18/2 with helicopters & supplies for the Aust. contingent to the Sinai. Launceston commissioned at Cairns 6/3 and collided with Cairns wharf 8/3 while berthing; both damaged. The first of the water/fuel lighters building at Williamstown (ref.P.126, 1977) is WFL 8002, which began trials 2/82.

Taranaki (ref.P.127, 1981) to decommission 7/82; Bacchante to replace her.

Company and General

Alan Villiers died at Oxford, UK, 3/3, aged 78 years. Mr.C.Y. Tung died Hong Kong 14/4, aged 71 years.

The NZ frozen meat trade is 100 years old; the Albion Line's Dunedin left Port Chalmers on 15/2/1882 with 4909 carcasses for UK.

The EAC-Knutson Line is to be renamed the EAC Lines, and its service WA/Far East/WCNA is to omit the Far East (Japan/Korea).

The White Bay container terminal (Sydney) closed 10/3, last ship was Sydney Express 27/2. First vessel at CTAL terminal, Botany Bay, was Jervis Bay, which sailed 13/3. New coal loading terminals are being built at Dalrymple Bay, near Hay Point, and Abbott Point north of Bowen; expected completion 7/83 and 4/84 respectively.

Coastal - late notes

Iron Myarra re-delivered to owners by BHP at Melbourne 7/5, r/n Myarra and re-entered the Alcoa coastal alumina trade (WA/Vic). Iron Mittagong (ref.P.28) arrived Sydney 5/3 and laid up. Iron Curtis and Iron Carpentaria have been at Cockatoo Island, Sydney, since 16/12/81 and 11/5/82 respectively.

Member's request

Mr. J. A. Browne of 9 Withers Ave., Mulgrave, Vic., 3170, seeks photographs of four ships in which his late Father once sailed. They are:- ss War Kinsman built 1918 (later Gredon, Mount Hymettus and Olympus); ss Valverda 1918 (thence Cunard's Vasconia); ss Rossetti 1900 (in Lamport & Holt fleet 1900 - 1929); and ss Cardiganshire 1913 (Royal Mail SP Co.). Replies direct to Mr. Browne, please.

NAA publications

The Main Line Fleet of Burns Philp by B. A. Wilkinson and R. K. Willson. Price \$16:60 including postage.

The Whalers of Tangalooma by D. Jones. \$3:85 including postage.

Available from Mr. I. G. Cooper (NAA Secretary), PO Box 1533, Canberra City, ACT, 2601.

Subscriptions

We regret to advise that subscription rates have been increased with effect from renewals due 1 July 1982. New rates are:- for residents of Australia - A\$6:50; for residents of New Zealand - A\$7:50; for all others - A\$8:00. These are the first increases since 1 July 1980, and are rendered necessary by the inevitable increases in costs caused by inflation.

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THE LOG is printed and published quarterly by W. G. Volum of 11 Hutchison Ave., Beaumaris, Vic., 3193, for the Nautical Association of Australia Inc., PO Box 4114, Melbourne, Vic., 3001.
