

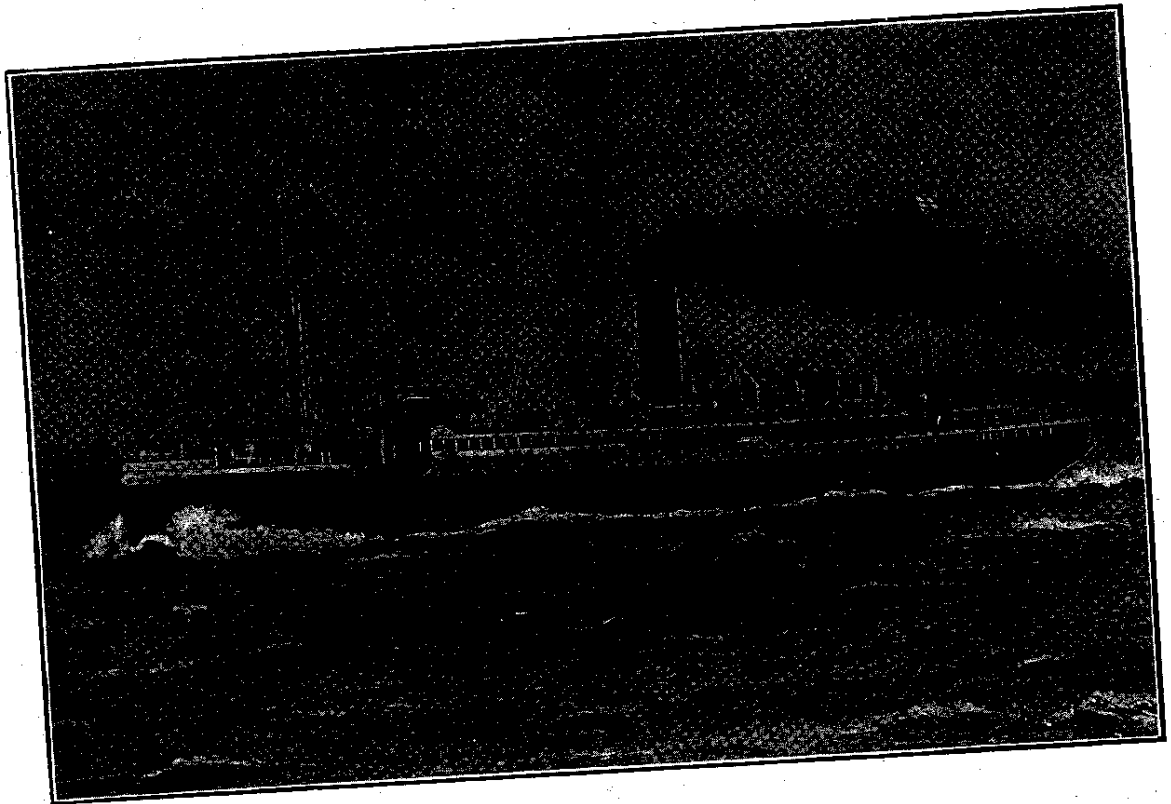
The

LOG

Printed and published on the third Thursday of every second month by AUSTRALIAN & NEW ZEALAND SECTIONS OF WORLD SHIP SOCIETY, at 4 High Street, Balmain, New South Wales.

15th March, 1962

Volume 9. No. 2.



Registered at G.P.O., Sydney, for Transmission by post as a periodical.

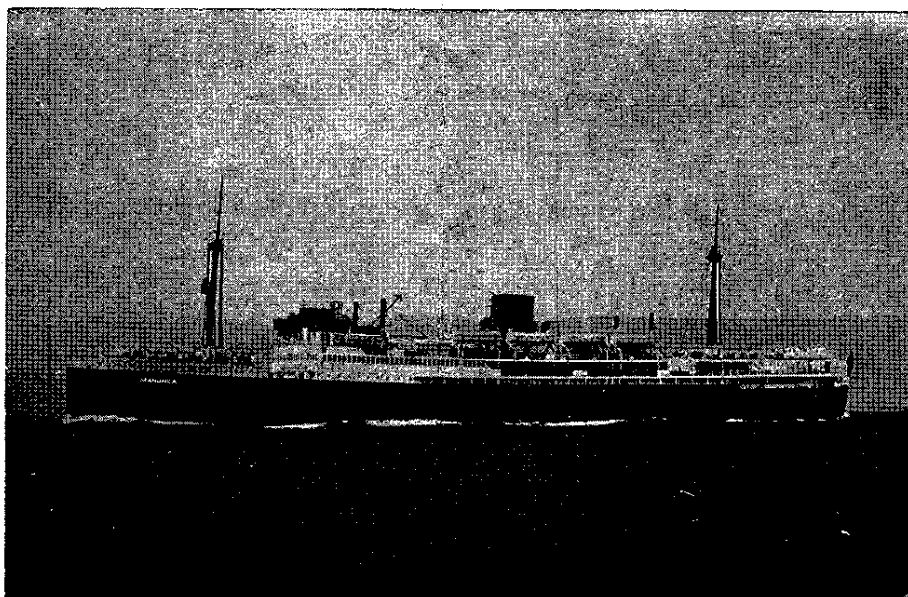
PRICE 1/3

Published every second month by the Australian and New Zealand sections of the World Ship Society.

Editor: CHARLES (Harry) BATESON, Box 4922, G.P.O., Sydney, N.S.W.

Production Manager: FRED RODERICK, 4 High Street, Balmain, N.S.W.

The Editor welcomes contributions in the form of articles, histories, fleet lists, notes, comments and paragraphs, and will willingly sub-edit into presentable form those that have not been prepared for immediate publication. Questions and answers to questions especially wanted. But please write legibly, print ships' names in capitals and be accurate.



As at January 1st, 1962.

Australian Secretary: A. J. Starke, Box 16, Post Office, Woodville, S.A.

New Zealand Secretary: J. D. H. Stein, P.O. Box 592, Wellington, N.Z.

Branch Secretaries—

Adelaide: Stewart Munro, 23 Willoughby Street, Ferryden Park.

Hobart: John L. Greenhill, 11 Joynton Street, Newtown, Hobart.

Melbourne: D. Robertson, 14 Storey Road, Reservoir, N.19.

Sydney: K. E. Lunney, Parr Parade, Dee Why, N.S.W.

West Australia: R. McKenna, 4 Harwood Street, Hilton Park, W.A.

 *

THE DUCAL LINE

HISTORY AND FLEET LIST OF
EASTERN STEAM SHIP CO. LTD.

 *

The Eastern Steam Ship Company was formed in 1871 to run a service between United Kingdom ports and Calcutta. In later years the company was owned by the wellknown London shipbrokers, J. B. Westray & Co., and it was under their management that vessels of the line became familiar in Australian and New Zealand ports between 1880 and 1900.

The concern was commonly known as the Ducal Line, since all the company's ships were named after a duke. This arose through the Duke of Devonshire and the Duke of Buccleugh being associated financially with the Barrow-in-Furness shipyard where the first vessels were built. They were subsequently named after the dukes connected with the business.

The initial capital of the Eastern Steam Ship Company was £500,000. Even in the early stages Mr. J. B. Westray held a small number of the company's shares. He was employed by McDiarmid, Greenshields & Co., being in charge of their London office. It was this company that was appointed freight loading brokers for the line and this probably explains Westray's early share-holding. The majority of the Eastern Steam Ship Co's. shares were held by the Barrow-in-Furness shipyard directors. Although several changes of ownership took place over the years, the Barrow-in-Furness yard of those days has become the Vickers Armstrong shipyard of today.

The company's first ships were a little over 3000 tons and had first-class accommodation for sixty passengers and adequate steerage accommodation forward. The Ducal ships became familiar because all the specially built ships had four very tall masts. This was their distinctive feature.

In the 1875-1880 period passenger fares to Calcutta ranged from £30 to £40, and "a seat for every passenger" in the lifeboats was guaranteed, before it became compulsory for this to be so.

In the 1890 period several of the Ducal Line ships were placed on long time charter to the New Zealand Shipping Co., and in this capacity special refrigerating machinery was fitted for the carriage of homeward cargoes of frozen meats.

In 1880 McDiarmid, Greenshields became manager as well as loading brokers for the line, but shortly afterwards this company closed their London office. Thereupon, J. B. Westray & Co., who had be-

gun business in 1868, became managers and brokers to the company. At about the same time the dominant Barrow interests began selling their shares. James Brown Westray and Sir Edwyn Dawes (later to be linked with the New Zealand Shipping Co. and J. B. Westray & Co.) bought large blocks of shares, so that control of the Eastern Steam Ship Co. virtually passed into their hands.

Until this time the company had enjoyed a considerable measure of prosperity, but in the period of the transition from sail to steam many companies were caught and a shipping slump occurred. With new steamers being developed all the time, any steamship, even though only a few years old, soon became obsolete economically.

The Ducal Line was one that suffered during this period, and although they transferred their ships from India to Australia, it was an uphill struggle. But their downfall really did not come until they purchased three secondhand ships from the Scottish Shire Line.

These three ships were by no means new, and as a result the finances of the company, in the light of poor trading conditions and low freights, deteriorated. In 1902 it was decided to wind up the company and by 1905 all the ships had been sold. What assets remained were acquired by Gray, Dawes & Co.

In the final stages, each ship had been divided into a separate company, but the principals lost money. J. B. Westray & Co. continued as freight brokers to a number of these concerns, and today act as such for the New Zealand Shipping Co. They are also secretaries to the United Kingdom-New Zealand Conference and also serve in this capacity for most of the United Kingdom-Indian Conferences. In New Zealand and Australia they are wellknown as insurance brokers and have branch offices in many of the major cities.

The Eastern Steam Ship Company represented the first occasion on which Westrays had been connected with shipowning, and it was the last. Nowadays no members of the Westray family are connected with the company. Management is vested in the Dawes family and the firm is closely linked with the New Zealand Shipping Co. and the P. & O. group.

FLEET LIST.

<u>Vessel</u>	<u>Gr.tons</u>	<u>In Company.</u>	<u>Ultimate Fate</u>
DUKE OF DEVONSHIRE	3100	1873-1903	Became <u>Constanza</u> (It.), 1903. Broken up Genoa 9/1903 by L. Pittaluga.
DUKE OF BUCCLEUGH	3100	1873-1889	Lost in collision with s/v <u>VANDALIA</u> , S. of Brighton, 7/3/1889, Antwerp to Calcutta.
DUKE OF LANCASTER	3010	1874-1880	Posted out of register as wrecked 1880/81. (Fur-

DUKE OF ARGYLL	3115	1873-1903	ther details wanted.) Became RINA (It.). Broken up Genoa 7/1903.
DUKE OF SUTHERLAND	3116	1873-1904	Went ashore Delagoa Bay 12/5/1890, but refloated. Became MACQUARIE (BR.) 1904-6; HANAMET (U.S.) 1906. Broken up Danzig 1925.
DUKE OF WESTMINSTER	3726	1882-1903	Became WESTMINSTER (It.) 1903. Broken up Genoa 9/1903.
DUKE OF BUCKINGHAM	3123	1880-1900	Sold to MacBeth & Gray (Br.) 1900. Broken up Genoa 7/1903.
DUKE OF FIFE	3860	1898-1903	Built 1887 as FIFESHIRE; in Scottish Shire Line 1887-1898. Became ITSUKI- SHIMA MARU (Jap.). Broken up Japan 1934.
DUKE OF NORFOLK	3819	1899-1905	Built 1889 as NAIRNSHIRE; in Scottish Shire Line, 1889-1899. Became MARCELLUS (Ger.) 1905-08; JOHANNA (Swed.) 1908-1914; PERICLES (Gr.) 1914. Foundered 90 m. from Ushant after striking submerged wreckage 24/5/1914, Swansea to Alex- andria.
DUKE OF PORTLAND	4088	1898-1905	Built 1890 as MORAYSHIRE; in Scottish Shire Line 1890-1898. Became HIGHLAND FLING (Br.) 1905-07. Stranded 7/1/1907 near the Lizard; after end salved, towed to Falmouth; condemn- ed after drydocking and broken up by Harris & Co.

The compiler of this article and fleet list expresses his thanks to Mr. A. L. Bland, of the W. S. S. Central Record, U.K., for much useful information and help in its compilation.

------*

KANIMBLA IS NOW THE ORIENTAL QUEEN

It has been reported in the Auckland press that the liner ORIENTAL QUEEN ex Kanimbla (11034/1936) has been chartered by a New Zealand syndicate known as the Anglo-Japanese Steamship Navigation Co. to operate a passenger and cargo service between Auckland/Noumea/New Guinea/Manila/Yokohama/Kobe/Taipeh/Hong Kong/Djakarta/Sydney and Auckland. No date of commencement has yet been announced.

In 1907 was added the ULIMAROA, which also called at Cape Town, 5557 tons, by Gourlay's, and a larger and more modern type, being given a higher long topgallant fo'c'sle, double-tiered amidships houses and twin screw. During World War I she was now and again berthed in Cape Town docks, acting as an Aussie transport.

Her larger successor, the second ZEALANDIA (1910), which had not come out via the Cape, was occasionally also seen as a hospital ship. The ZEALANDIA II was much the same as the ULIMAROA, except her tonnage went up to 6,600. She had come from Brown's and the after part of the amidships citadel was fully plated.

One feature of these two ships, and of other Australian interstate vessels, was a very low stern, poops not being favoured, and calling for trouble in a heavy following sea.

The RIVERINA (1905) was similar to the earlier quartet, but larger, except for being very high amidships, sporting an even taller funnel and built by Laing's. I do not remember her calling at Cape Town on the way out or being here during the war. She got wrecked in 1927 off the S.E. corner of Australia, at almost the same place where a previous RIVERINA, but belonging to the Blue Anchor Line (W. Lund) had gone ashore in ~~1890~~ 1890. The place is called Gabo Island, and there is a lighthouse there, but fog is not unknown.

The Union Co. of New Zealand also once sent its new ships around the Cape, beginning with the famous ROTOMAHANA as long ago as 1879, followed by the 4600-ton MOERAKI in 1902, the MANUKA, a sister, in 1903, the larger MARAMA in 1907, 8000 tons, the MAKURA in 1908, and the 13,000-ton NIAGARA in 1913, but the last went on to Durban for her coal and did not call at Cape Town. After World War I, she used oil.

The AUSN CO's new KANOWNNA (1902) and INDARRA (1912) both called at the Cape, as did the Adelaide SS Co's YONGALA (1903), GRANTALA (1904) and KOOMBANA (1909), the first and last sinking with all hands later on during exceptionally heavy weather. McIlwraith, McEacharn's KAROOLA (1909) Howard Smith's COOMA (1907), the Melbourne Shipping Co's SYDNEY (1902), HOBART (1903) and KAPUNDA (1908), and others, such as the first WOLLONGBAR, a smaller coastal craft, also went out via the Cape.

The McIlwraith, McEacharn motorship KANIMBLA in 1936 was the last. She measured over 9000 tons and only recently was disposed of. A good many large Australian coastal ships, not otherwise seen at the Cape, did call there during the first World War.

Then the Suez route was preferred and the Cape saw these latest liners no more. This was regretted by many shiplovers, as these Australian and New Zealand liners differed from South African ones. For one thing, the cheaper class was the second, which was aft, and there was no third class (except on the N.Z. liners), to meet

Australians' popular feelings, there being no third on Australian railways either, whereas in South Africa third on the S.A.R. may be considered the non-European class in general.

Once, too, the very early Orient liners called at the Cape on the way out, but returned via Suez. These often beat the Cape mailships by a day and were larger as well.

Now it is only war which may bring these interesting craft along, or when the Suez Canal is blocked, as it was in 1956-57.

---o---

LLOYD'S LOOKS FOR

MISSING VOLUMES

---o---

Australian Libraries Should Do The Same

---o---

The announcement that Lloyd's Register of Shipping is looking for 30 volumes missing from its collection of registers, and conducting a worldwide search for them, should stimulate Australia's public libraries to set about locating the volumes of Lloyd's missing from their own collections.

So far as the Editor is aware, no public library in Australia has a complete collection of Lloyd's from 1837 to date. There are many missing volumes, some of relatively recent date, marked on the index cards of all our libraries, and unless something is done very shortly to obtain these missing volumes, it will be too late.

In the case of the search by Lloyd's Register of Shipping, the volumes sought belong to earlier registers than the combined one which began publication in 1837. The Register of Ships was founded in 1760. It is familiarly known as The Underwriters' Register" or "The Green Book," and Lloyd's lack the volumes for 1767, 1772, 1773, 1774, 1775, 1777, 1785, 1788 and 1817.

The New Register of Shipping, better known as The Shipowners' Register or "The Red Book," came into being in 1799, but, curiously, Lloyd's require more of its volumes than they do of the earlier Green Book. They are trying to obtain the volumes for 1799, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1821, 1824, 1829 and 1831.

It would be interesting to know if there are any copies of the Green Book or the Red Book in Australia. The Red Book at least

must have been in use among our early shipowners and shipping agents and some copies must have come to Australia. When the Red and the Green Books went out of existence, and Lloyds proper came into being, which was in 1837, several Australian firms and individuals were among the subscribers, and some of these copies have survived. But there are gaps in our collections in the different states and having regard to the importance of Lloyd's Register as a basic tool of research in shipping history, our principal public libraries might well follow Lloyd's example and try to obtain the volumes missing from their collections.

Edward Lloyd established his first coffee-house in Tower Street, close by the Tower of London, in 1688. Three years later, with his wife, Abigail, and their young family, he moved to 16 Lombard Street, near the corner of Abchurch Lane, and it was here that Lloyd's coffee-house became the centre of marine business and intelligence.

Edward Lloyd, however, was not directly responsible for founding the two great shipping institutions which bear his name. Even in his most ambitious moments he can scarcely have imagined that his coffee-house would be the birthplace of such organizations as the Corporation of Lloyd's and Lloyd's Register of Shipping.

Nevertheless, although Lloyd died in 1713, his house by that time had become so firmly established by him as a focal point for the City of London's shipping interests that it continued to grow in influence and stature for many years thereafter.

In 1760 a group of customers decided to compile a list of ships for reference in their enterprises. Inspectors were appointed at the principal ports in the United Kingdom and an office was opened in London at 4 Sun Court, Cornhill. The inspectors, or surveyors, were instructed to report the characteristics of all ships trading to and from their ports. A system of coding was devised to indicate the condition of the hull and of the ship's equipment -- sails, ropes and anchors.

The 1764 Register of Ships, designed to slip into a member's pocket, weighed 12 ozs. and contained particulars of 4500 ships on 130 pages. The modern Lloyd's runs to four volumes containing some 4500 pages and, in addition to giving a wide variety of other information, furnishes particulars of some 38,000 ships.

In the early days, as the sole income of the society for the register came from the annual subscriptions of members, strict precautions were taken to prevent outsiders using the book, and all copies were ordered to be destroyed at the end of each year.

Fortunately, all did not obey this order. Some copies escaped destruction, and most of those at Lloyd's Head office in London have been donated from time to time. Now this drive has been undertaken in a last attempt to try and make Lloyd's collection complete.

 * THEY WORKED THE RIVER BARS *****
 * --o--o-- *
 * *
 * *
 ***** Coasters that are no longer *****

(By John Goldsworthy)

It is some time now since the old coaster BERGALIA was converted to a lighter for use at Noumea, but the sale of this vessel and of the UKI removed from the N.S.W. coast the last of a very distinctive type of coaster -- the shallow draught vessels employed at the coastal river ports of N.S.W.

It seems a pity to let the passing of these coasters go wholly unnoticed and a word about them may be both appropriate and interesting.

During the 1920's there were in service six of this particular type of vessel, but at the outbreak of World War II only two were left. The other four had all been wrecked on the N.S.W. North coast.

Besides UKI, the North Coast S.N. Co. had THALGUM, URANA and URALLA, while the BERGALIA was owned by the Illawarra ~~Sydney~~ and South Coast S.N. Co., and the PAPPINBARRA by the N. Cains Steamship Co.

These vessels were similar in design and appearance. They were about 540 tons gross, 153' long, 34' beam and 8.5' draught. They had their machinery aft and also were distinguished by a very long, narrow funnel. The one hatch forward was used for bringing coastal produce, timber and life stock to Sydney and, on the return passage, general cargo.

The URALLA was the first of this sextet to meet disaster. She was wrecked on Stockton Beach during a cyclone. Then the PAPPINBARRA was wrecked near Port Stephens, followed by the TYALGUM falling a victim to the Tweed River bar. The URANA was the fourth victim, being lost at Old Bar, near the Manning River.

Of the two ships left, the UKI continued trading to North Coast ports after her war service. Indeed, she remained in this trade until the North Coast S.N. Co. ceased operations. She was then taken over by the M. Bern Shipping Co. and brought produce from Nestle's factory on the Macleay River at Smithton until this traffic was captured by the railways about 1959. The UKI was then laid up prior to being sold for service on the Brisbane River as a gravel barge.

The BERGALIA continued to trade to the South Coast until the Illawarra and South Coast S.N. Co. went out of existence. She was a

familiar sight arriving at Sydney, with her holds filled with produce from the South Coast and her decks carrying either pigs or cattle. It was this cattle trade that the company got the name of the "Pig and Whistle Line," the whistle being blown as she came up Darling Harbour to give word for the wharf to be got ready to receive the livestock.

After the company went out of existence, another attempt was made to operate the BERGALIA in this trade, but it was unsuccessful. She was sold again, this time to timber interests, and for a time brought hardwood logs, piles and timber from both the North and South coasts.

But railway competition was too great and she was again withdrawn. She lay idle at No. 38 Darling Harbour for a number of years before being sold to serve as a lighter at Noumea.

And so the last of the ships that worked the river bars of the N.S.W. coast, as small sailing vessels had worked them much earlier, vanished from the Australian maritime scene.

+++++David J. Hancox (Geelong)
writes on.....

TWO OLD AUSTRALIAN TUGS

---*---

THE WATO AND THE EURO

--o--

With the growth in the size of sailing ships and the increasing numbers of big steamships in the last years of the 19th century, a new type of tug gradually evolved. The screw tug gained in popularity, and the new type of tyg was a long, lean beamed (by modern standards) vessel, with an engine of about 900 h.p. -- a very good sea boat.

The steam tugs EURO and WATO were of this type. The EURO was an earlier design, while the WATO was one of the largest and most successful tugs to operate, of this type, in Australian waters. Both were built for the Adelaide Steam & Tug Co., the EURO in 1897 and the WATO in 1904.

Built at Dundee, the EURO was of 257 tons gross on a length of 130' and a beam of 22'6", with a 864 h.p. triple expansion engine. On her delivery trip she proceeded by way of Algiers, Aden and Colomb to Albany and Port Adelaide.

After her arrival she went down to Port Pirie, and was port tug there and at Port Germein. Often she would go down as far as Kangaroo Island to tow up a ship. The practice of "seeking" tows had largely ceased when the EURO began to work in favour of a system of arranging

tows through agents who, unless they owned tugs, kept towage to a minimum. Occasionally when there was a calm or unfavourable winds the tug would go well out to sea in the hope of picking up a profitable tow.

In January 1905 the WATO arrived in Adelaide. She was 130' long and 125' b.p. She was of 292 tons gross, the increase in tonnage being due to her completely enclosed midship section and greater size. The WATO was a fine looking tug, with a bulwark to bulwark deckhouse, a single mast in front of the wheelhouse, a large black funnel of almost equal height and a small covered flying bridge, used for working the tug in Port Adelaide.

The WATO was in all respects an improved version of the EURO. She had been built at South Shields by J. T. Ettingham & Co.

With the outbreak of World War I the WATO was requisitioned by the Royal Navy. She went overseas and saw almost continuous service in and about the Mediterranean, being a fleet tug at Malta and Gibraltar. She returned to Australia in 1918.

Soon afterwards the twin-funnelled WOONDA, of 309 tons, arrived in Adelaide from her war service. She also had been built at South Shields, but by T. P. Rennoldson & Sons Pty. Ltd. These two tugs, owned by the Adelaide Steam Tug Co., were the biggest and most powerful in Adelaide until the arrival of the TUSKER in 1958.

On 29 May 1928 the WATO refloated the MINNIPA off Boston Island. This proved to be the start of a series of ocean tows. In October 1930 the m.v. SEMINOLE broke down 30 m. E.S.E. of Cape Willoughby Light and on the 30th she was picked up by the Wato and brought into Adelaide next day.

In the same year the EURO was sold to Australian Steamships Pty., of Melbourne, and in April 1931 she started work in that port. The following year, in 1932, the S.A. Ports & Harbours Board sold their small steam tug JAMES W. RAE to Aust. Steamships. Renamed MARIMBA, she worked in Melbourne with the EAGLE, JAMES PATERSON, TOORONGA, RACER, KEERA and EURO.

The WATO'S sole ocean tow in 1933 was the four-masted barque HOUGOMONT from Semaphore Anchorage to Stenhouse Bay, where she was scuttled to form a breakwater. 1934 was a busier year. In March she towed the hulk PAM from Port Adelaide to a position S. of Kangaroo Island, where RAN ships sank the PAM by gunfire. In October she sought to refloat the Danish m.v. VICTORIA off Porpoise Head, but this vessel was a total loss, and in November she towed the Adelaide SS Co's. MINNIPA from Adelaide to Melbourne.

In March 1935 the WATO unsuccessfully attempted to refloat the Jap. s.s. PORTLAND MARU off Cape Torrens. Between June 5-8 she towed the dredge WALLAROO from Adelaide to Geelong, and on her

next voyage, from June 12 to 16, she towed two barges, Nos. 8 and 9, losing one barge in very heavy seas off Cape Otway. The barge was wrecked on Moonlight Head, west of Otway.

In November 1940 the WATO spent a week from the 19th to the 25th laying and repairing a cable in Investigator Strait, and on December 7 she towed the mined s.s. HERTFORD from Wedge Island to Splading Cove near Port Lincoln. In March 1941 she towed the HERTFORD from Port Lincoln to Outer Harbour, Adelaide.

The WATO was now requisitioned by the R.A.N. She was armed with two Vickers .303 machine-guns and was sent to Darwin as port tug. There, during the Japanese air raid in 1942, she went alongside the freighter BAROSSA and towed her clear of the blazing NEPTUNIA. The BAROSSA, burning and damaged, was beached just before the 200 tons of depth charges aboard the NEPTUNIA blew up.

In the same year, 1942, the EURO left Melbourne to go to the aid of the s.s. AEON, which, with a cargo of zinc, had run into Sealer's Cove because her 'tween decks had collapsed owing to the loading of her cargo. The EURO took up heavy beams and gear to shore up the AEON'S decks and then escorted her back to Melbourne, where 72 frames had to be replaced in the AEON.

In November 1942 the US Navy submarine tender HOLLAND lost her rudder off the South Australian coast. The WOONDA took her in tow for Melbourne and later the EAGLE, from Melbourne, came out to help, but these tugs could not get the 15000-ton, rudderless HOLLAND through the RIP. The EURO was sent from Melbourne. She towed ahead, while the WOONDA and the EAGLE lashed up alongside, and in this fashion the HOLLAND was towed head first through the RIP.

In 1943 the EURO assisted the US fleet tug YUMA to tow a huge floating dock through the Rip and later, with the EAGLE and the TOORONGA helping, towed her out again.

At the end of World War II the WATO was taken over by the Waratah Tug and Salvage Co. for seven months, from November 1945 to May 1946. She arrived back in Adelaide on 4 June 1946. Soon after this the WATO sailed for Fremantle under charter to the Adelaide S.S. Co.

The EURO, however, was at the end of her useful life, and when the steam tug TERAWHITI arrived in Melbourne in 1948, the EURO was withdrawn from service and stripped of all valuable fittings. On 10 June 1948 she was towed to a position some miles off Barwon Heads and sunk by explosives.

At Fremantle the WATO worked with the Saint class tug VEO and the twin-funnelled steamer WYOLA, owned by the Swan River Shipping Co., but in 1952, on the arrival of the 479-ton, oil-fired steam tug ZEALANDIA, the VEO was transferred to Newcastle and her original name of ST. KITTS restored.

The WATO was to have been replaced by the FAIDHERBE, originally the EMPIRE SINEW, but this tug was lost on her delivery voyage, in the Indian Ocean in Nov/Dec 1954. However, in the following year the Middlesborough tug BANBURY CROSS, of 256 tons, arrived in the port and was renamed WILGA.

Soon after this, on 2 Dec 1955, the WATO was sold to Mr. T. E. Hall, of Fremantle, for scrap, and she was duly scrapped in 1956.

By a curious coincidence, both the EURO and the WATO were 51 years old when withdrawn from service. Of the pair, the WATO undoubtedly was the better and more successful, with a longer list of successful tows to her credit.

---***---

HAS THE ERA OF THE

SUPERLINER ENDED?

--o--

Has the era of the huge ship, of the superliner, ended? Will the France be the largest superliner, and the last superliner, we shall see on the Atlantic?

Probably the answer to those questions will not be known for a year or so yet, but it seems pretty certain that the fate of the superliner hinges on the experience of the 1035-ft. long, 2000 passenger liner FRANCE herself. If she is successful and profitable, if she wins that measure of popularity which has been the lot of other great superliners, then probably we shall see other superliners built, to run at least on the Atlantic. If she does not achieve these things, then she is likely to be the last of the superliners.

The era of the superliner began in the 1900's with the famous and popular MAURETANIA and was at its height in the 1930's, when the BREMEN, EUROPA, CONDE DI SAVOIA, NORMANDIE and QUEEN MARY were among the giants competing for the Blue Ribbon.

It is the terrific cost of building that is today against the superliner in an era when airlines are taking many passengers from the shipping companies. It was largely this economic factor which caused Cunard recently to postpone its plans for a replacement for the QUEENS.

The FRANCE cost around £A36,000,000 to put into service, while the UNITED STATES, which was completed in 1952, cost about £A34,650,000. If they were building now, both ships would considerably more -- perhaps another £A9,000,000 each.

It is at once apparent that the superliner must earn colossal

revenue to be profitable. She has to earn sufficient above operation and maintenance costs to recoup not only what it cost to put her into service but also interest on that immense sum. In the face of the competition of the jet airliner, can she do this?

Many experienced shipping men believe the task to be impossible, especially as she must earn much more in the "season" to offset the falloff of passengers and revenue in the off-season. Nor is off-season cruising the answer to this full employment problem; for the superliner is too large for many "cruise" ports.

It seems to the writer that even in the Atlantic we are approaching a period when the moderate-sized liner will come to dominate the sea routes, and that around 45,000 tons gross will soon represent the top limit for new luxury liners.

----*

WELCOME ABOARD: NEW MEMBERS.

New members welcomed aboard by the Australian Section of the World Ship Society are:

J. MacDonald, 12a Bellevue Parade, New Town, Hobart, Tas.
 P. Rafferty, 6 Mitah Crescent, Lower Sandy Bay, Hobart, Tas.
 Mrs. M. E. Breden, c/o Silk & Textiles Printers Ltd., Derwent Park, Hobart, Tas.
 R. Innes, Woodbridge, Tas.
 M. E. Price, 2 Crozier Street, Warrane, Hobart, Tas.
 Brian Cole, c/o R. McKenna, 4 Harwood St, Hilton Park, W.A.
 K. L. Thompson, 2nd Officer, m.t. HAROLD SLEIGH, c/o H. C. Sleigh, 115 York St., Sydney, N.S.W.
 Fred Haager, c/o Mr. Silvester, 7 Agar Steps, Sydney, N.S.W.

IF YOU CHANGE YOUR ADDRESS TELL US

Each issue of THE LOG sees a number of copies returned to Production Manager Fred Roderick because members who have changed their addresses have failed to notify him. Usually, at a later date, along comes a plaintive letter, asking what has happened to the member's latest LOG.

Will all members who change their addresses please notify, not only their local secretary or, in the case of members who live where there is no branch, Mr. Ron Parsons, P. O. Box 16, Woodville, S.A., but also write to Mr. Fred Roderick, 4 High Street, Balmain, N.S.W. Mr. Roderick will then amend THE LOG mailing lists and thus ensure that the member will continue to receive his copy of THE LOG regularly.

Don't forget -- if you change your address tell THE LOG.

Articles and paragraphs are wanted for THE LOG. Please send them to The Editor, G.P.O. Box 4922, Sydney, N.S.W.

* AROUND THE

***** COAST
*

News, notes and comments
on Ships and Shipping

*

*

***** FROM THE

* SEVEN SEAS

**CLOSING DATE for the next issue of THE LOG will be Wednesday, April 18 1962, with late news up to Friday April 27. But please remember this is around Easter time and, if possible, send in your contribution early.

+++ *+++ +++
**THE SUPPLY of articles is beginning to run low, and The Editor would appreciate it if members would send in as much article material as possible during the next few weeks. So long as the facts are there and are recorded accurately, it doesn't matter how the articles are written, since the Editor will only be too happy to assist by sub-editing them into readable form.

+++ *+++ +++
**THE B.I.S.N. Co. is to begin a regular service from N.Z. to Malaya, India and Ceylon with the m.v. BANKURA (6750g, 1959), which is due to sail from N.Z. in early June. The vessel will be under U.S.S.Co. agency and will run in conjunction with the WAIKARE, WAIRATA and WAIRIMU. Ports of call for the BANKURA will be Singapore, Port Settenham, Calcutta, Colombo, Cochin, Trincomalee, Penang, Ceylon, Bombay, Rangoon, Madras and Karachi.

+++ *+++ +++
**THE WEST Australian State Shipping Service's cargo-passenger vessel KANGAROO, which was launched at Kangaroo Point, Brisbane, Qld., on February 3 and christened by the wife of the W. A. Premier, Mrs. David Brand, is expected to enter service in the middle of this year. She was the 42nd vessel launched from this yard and is fitted to carry a crew of 66, 94 passengers in air-conditioned cabins, refrigerated cargo and cattle.

+++ *+++ +++
**SHAW, SAVILL'S new £7½-million liner NORTHERN STAR, which will be able to carry 1417 one-class passengers, is due to leave the U.K. on July 10 on her maiden voyage to Australia.

+++ *+++ +++
**A new bid is being made to sell the Sydney Harbour showboat SYDNEY QUEEN, ex Kalang, tenders having been called for her purchase.

+++ *+++ +++
**Two new roll-on, roll-off cargo vessels, each costing more than £2½-million, are to be built at Whyalla by the B.H.P. Co. for the U.S.S.Co. They will be ships of 3500 tons gross and will be put into the Sydney-Hobart and Melbourne-Hobart trade. It is expected the first vessel will enter service towards the end of 1963 and the second the following year.

+++ *+++ +++
**THE LIBERIAN-registered freighter PEARL SEA, wheat-laden for Rotterdam, grounded in Princess Royal Harbour, Albany, on Janu-

**ALL BUT two of 62 crew members of the STANVAC SUMATRA (10202g, 1949) were rescued when the tanker broke in two and foundered in the South China Sea. Three vessels took part in the rescue -- the RN fleet auxiliary TIDE SURGE, the ~~xxx~~ s.s. EAGLE TRAVELLER and the Danish tanker CAPTAIN T. BAFFE.

+++

+++

+++

**February 16 was the 57th anniversary of the wreck off Fremantle of the mail vessel ORIZABA (3325g). She was bound for the U.K. with a £70,000 cargo when she ran aground a mile west of Garden Island on a five fathom bank and became a total wreck. No lives, however, were lost. The spot where the CRIZABA was wrecked on Feb. 16 1905 was only two miles from Coventry Reef, where the sailing vessel CARLISLE CASTLE was wrecked a few years earlier with the loss of all hands.

+++

+++

+++

**Undergoing a £45,000 major refit at Fremantle, the KABBARLI ex Dongara is expected to re-enter service early in April. Her forward well deck is being plated up to deck level -- that is, her hull ribs are being extended upwards to the fore-castle deck level, so as to form a 'tween deck for the carriage of cattle. She will take 245 head of cattle and an extra 300 tons of cargo. Two deep tanks which were built into the ship when she was originally constructed will be converted into general cargo space. These tanks were designed to carry oil to North-West ports, but since the introduction of tankers to the North-West they are no longer required.

+++

+++

+++

**THE CHINA Navigation Co's KWEILEN arrived at Fremantle on Feb. 1 on her maiden voyage. She will enter her owners' WA-South East Asia service.

+++

+++

+++

**THE NEW Atlantic liner FRANCE sailed from Southampton on Jan. 20 on her first commercial voyage. She took 1650 passengers on a week's cruise to the Canary Islands.

+++

+++

+++

**BIGGEST BULK carrier built in Britain was launched on Jan. 22 from the Sunderland shipyard of Sir James Laing & Sons Ltd. She is the motorship BARLBY, of 24,000 tons DW, the eighth ship built since the war for the Ropner Shipping Co Ltd. The BARLBY is designed for St. Lawrence Seaway trading.

+++

+++

+++

**AT TIME of writing the NZS 66's motorship PIAKO (10,140g) is on her maiden voyage to Australian ports from Swansea, Newport and Liverpool.

+++

+++

+++

**The 31-year-old Irish cross-Channel twin screw steamer PRINCESS MARGARET (2838g) has been offered for sale by the British Transport Commission. She was recently replaced by a new luxury steamer, CALEDONIAN PRINCESS.

+++

+++

+++

**LATEST ADDITION to the Union-Castle fleet, the TRANSVAAL CASTLE (32,697g) sailed from Southampton on Jan. 18 on her maiden voyage to South Africa. She has a service speed of 22½ k., carries a crew of 426 and has accommodation for 728 passengers.

**TWENTY COUNTRIES have been invited to send their sail training ships to New York in the summer of 1964 for "Operation Sail 1964." Intention is that they should rendezvous at Bermuda and then race to New York, where a regatta and other events will be staged.

+++ +++ +++
 **THE LIBERIAN-registered tanker BRIDGEWATER (9600g, 1948) ex Daghild broke in two 210 miles due west of Fremantle at 11.30 pm on Jan. 29 in heavy seas. Next morning an RAAF Neptune bomber located the two halves of the tanker and the Italian tanker ELIOS took off the BRIDGEWATER'S crew. The tug YUNA sailed from Fremantle at 5 pm on Jan. 31 to search for the stern half of the BRIDGEWATER. This section she successfully located at 7.5 am on Feb. 3 and at 3 pm took the stern section in tow, being then 270 miles from Fremantle. The tow ended on Feb. 21 when the tanker's stern section was brought to an anchorage by the YUNA and the Fremantle tug WALANA (which had gone out the day before) off the Stragglers' Rocks, in Gage Road, Fremantle.

+++ +++ +++
 **THE CALDON SB & Eng Co Ltd has built many vessels for Australia over the years, but, curiously, it launched its first vessel for a New Zealand owner only this year. On Jan. 22 the company launched the NGAKUTA (5780 DW) for the USSCo. of N.Z.

+++ +++ +++
 **THE ORONTES (20,186g, 1929), which sailed from Sydney on Jan. 12 and from Fremantle on Jan. 19 on her final passage to the U.K., has been sold by the Orient Line to Italian shipbreakers for £301,000. She is due to be delivered to the breakers at either Spezia or Augusta during March.

+++ +++ +++
 **WORK HAS begun at Newcastle State Dockyard on the new £2 million survey ship for the R.A.N. She should be finished about the end of next year.

+++ +++ +++
 **ANNUAL REPORT of the Southern Shipping Company reveals that it sold the last of its vessels, the KARUAH (1353g, 3/1940), for £41,000. The company will continue to operate with vessels of the ANL, but acting only as principal agent.

+++ +++ +++
 **BROCKLEBANKS HAVE sold the steamer MANDASOR (7067g, 1944) ex Empire Malacca to Panamanian owners for £72,000. She will be renamed FOLINI TSAVLIRIS.

+++ +++ +++
 **THE BHP bulk ore carrier IRON WYNDHAM (9484g, 2/1953), after jettisoning some of her cargo of iron ore, pulled herself off South Warden Reef, 60 miles N. of Cooktown, on Feb. 5. She was aground on the reef for three days.

+++ +++ +++
 **HMAS WARREGO will do the main charting in connection with the projected 10/12 mile wide shipping lane from Booby Island south to Weipa Harbour, a distance of about 120 miles. The work will be done between July and October next. HMAS BASS will assist in the work by charting the approaches to Weipa Harbour while the larger WARREGO is at work in the Gulf of Carpentaria.

15 March 1962

NO PHOTO OFFERTHIS ISSUE

--o--

As several of our photographers are getting a bit behind with their deliveries of cards, we have decided to eliminate the usual bi-monthly photo offer this month, so as to afford them an opportunity to catch up.

Offer No. 34 will appear in two months' time -- in the next issue of THE LOG -- in the usual manner.

In place of the normal list, two catalogues of cards obtainable without date restriction have been sent to regular collectors. These are WINTER'S SERIES, comprising contemporary vessels and ships of yesteryear, including old Australasian coastal vessels, and ENSIGN SERIES, with special emphasis on Cunard and White Star liners from 1871 to the present day.

Anyone who has not received a copy of these lists or who would like to see them may obtain them from their usual branch representative or direct from Tony Starke, P.O. Box 16, Woodville, S.A.

--*--

W.S.S. NEWS AND NOTES

The February meeting of the NSW Branch was devoted to a showing of members' slides, plus some from Ian Farquhar (N.Z.), which were shown by Mr. Jim Freeman. A new member, Mr. Kenneth L. Thompson, 2nd officer, m.t. HAROLD SLEIGH, was welcomed to the branch.

Hobart members held a picnic on Sunday, Feb. 18, visiting Cygnet, where they were the guests of Miss Y. Helburg at her Youth Hostel. The Quadrant's log-books, boat guns and other relics of the early whaling days in Miss Helburg's private museum intrigued members. Mr. W. Wilson's shipbuilding yards were visited and the day terminated with a boat trip round the Cygnet Estuary.

A talk entitled "Holiday Tour of New Zealand," given by a local member, was the highlight of the February meeting of the Hobart branch. It was illustrated with colour slides. At the previous meeting Capt. George Parker, Safety Officer of the Hobart Marine Board, spoke on his later days at sea with the British India SN Co. He illustrated his talk with colour slides of his commands, Cocos Island, and scenes taken when he sailed a yacht round Tasmania on a holiday tour.

Branch secretaries are requested to forward reports of their branch activities for publication in THE LOG. These should be sent to reach the Editor by the closing date given in the first page of news.

THE LOG'S NEW COVER

---O---

DETAILS OF THE ILLUSTRATIONS

----O----

As members are aware, the last issue of THE LOG, the first for 1962, appeared with a printed cover bearing an illustration on each side.

This cover and those which will distinguish all the 1962 issues have been printed in Adelaide, owing to the fact that a stencil cover, prepared hitherto by Messrs. Jim Freeman and Ronald Parsons, is no longer practicable. Unfortunately, with the first issue the cover was not seen by the Editor until after THE LOG had been despatched to members and he was blissfully unaware that the printers had used two ~~blocks~~ illustrations and that the one on the cover was not the one he had expected.

Therefore, to keep the record straight, here are the details of the illustrations in this and the previous LOG.

JANUARY ISSUE

The front page illustration showed the launch of the BASS TRADER at the NSW State Dockyard in 1961. The block was made available to THE LOG by the NSW State Dockyard, Newcastle.

The illustration on the inside of the cover (p. 2) was of the ALDINGA, the first vessel of that name, built in 1860 by Scott & Co., of Greenock, for the Adelaide-Melbourne trade of McMeckan, Blackwood & Co. This photograph showed her at Port Adelaide prior to 1887. In that year she was altered to a collier and, according to some sources, had only one funnel, although she was officially registered as having been sold to a colliery owner in 1883. She was wrecked on Bellambi Reef, NSW, in a fog on 23 Jan. 1896.

MARCH ISSUE

Front Cover: Passenger vessel WARILDA (7713g, 1912), which was built for the Adelaide Steamship Co. While employed as a hospital ship, she was torpedoed and sunk in the English Channel, 3 Aug. 1918, with the loss of 120 lives. (By courtesy of Adelaide Steamship Co. Ltd.)

Page 28: The Adelaide Steamship Co's. wellknown interstate passenger liner MANUNDA (9115g, 1929). She was built at Glasgow. (By courtesy of the Adelaide Steamship Co. Ltd.)

It is regretted THE LOG cannot make copies of these photos available.

***** READERS' WANTS, OFFERS *****
 * * * * *
 ***** AND QUESTIONS *****

CENTRAL RECORDS, as the result of an inquiry it has received, wants to compile a list of Greek, Panamanian and Italian registered vessels employed in the emigrant trade to Australia between 1946 and 1952, with the dates employed, if possible. Anybody who can help should write to Ronald Parsons, P. O. Box 16, Woodville, S.A.

DETAILS WERE requested in this section of the last issue of THE LOG of the Wilhelmsen Line's first services and vessels to Australia and New Zealand. This information is still required, as precise information is not contained in the information received to date. -Write The Editor, THE LOG? Box 4922, G.P.O., SYDNEY, N.S.W.

+++

++++

+++

COMMONWEALTH SHIPS

-0-

Ex-enemy vessels

--0--

Ian Farquhar (Dunedin, N.Z.) writes with reference to the article on this subject in THE LOG (v. ix, p. 5-7):

Tom Stevens's bit on the ex-enemy ships raises some queries which you may wish to air, as others may be able to confirm or disprove them.

BAMBRA Was ex Norddeutscher Lloyd, not Hamburg Amerika. She was a neat wee ship with two funnels. HAFAG didn't get into the Australian trade until they took over the German Australian Steamship Co, of Hamburg, in 1926.

BULGA Became PRIMORJE (Russian) 1932 and was removed from Lloyds Reg. 1960, as not reported anywhere for over 10 years.

MAWATTA Was she broken up in Japan in 1939? There was an ELSIE MOLLER converted as a salvage vessel for Moller TOWAGES Ltd, Shanghai, and she was captured by Japanese off Amoy 8/12/1941. She was r/n EZASHI MARU and was recovered badly damaged after the war and was broken up. Can any reader confirm that this was the old MAWATTA?

MOORA According to Lloyds Reg and the Mercantile Navy Lists of the period the MOORA was ex Lothringen, not Thuringen, which was the MOORINA. Edwin Drechsel, an expert on NDG generally, confirms this. Jose, Royal Australian Navy (Official Australian World War I History) gives them as Tom Stevens' records them, but someone must be wrong and I think Lloyds and the official NDG record should be taken. This switch round of the ships' names also raises a query on which ship was captured and where. According to Jose, Lothringen was captured at Melbourne at Melbourne and the Thuringen south-west of Rottnest Island. The MOORINA'S official number was 139,026.