

THE LOG

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QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.
VOL. 54, NO. 1, ISSUE 223 - NEW SERIES 2021



Iron Banbury (11,381/1971) Newcastle NSW on 21 May 1975

(A.Travers/NAA)

Furness Withy's **Banbury** was taken on a four-year bareboat charter by BHP while fitting out at Scott's yard, Greenock in 1971, and renamed **Iron Banbury**. The port of registry as seen on the stern is Newcastle on Tyne, not Hunter. She was returned to her owners at Fremantle on 18 December 1975 and returned to the UK having reverted to her original name. It was not her last visit to this part of the world, however, as she then did one voyage to New Zealand on a Shaw Savill charter after which she traded UK to South America until sold out of the Company in July 1982. She went to the breakers at Alang in September 2001 as **MSC Elena**.

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quarterly journal of the

NAUTICAL ASSOCIATION OF AUSTRALIA INC.

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ABN: 18 382 946 943

Vol. 54, No. 1, Issue 223 - New Series
2021

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Opposite:

John Mathieson's shot of Austasia Line's **Makati** (3,314/1953) sailing Sydney 12 March 1965. She was built as **Jonna Dan** for John Lauritzen by Aalborg Vaerft A/S and delivered to them on 6 November 1953. Austasia purchased her 27 April 1964 but in 1967 she was transferred within the Vestey Group to Booth who had her rebuilt at the Cockerill Yard in Hoboken to carry plywood and timber from the Amazon. This conversion significantly altered her appearance with the forward section being replaced by a longer one which contained one long hold with two large hatches plus the addition of two five-ton and one ten-ton cranes. In line with Booth's nomenclature, she was renamed **Dominic**.

In 1975 she was sold on to Cyprian interests and renamed **Dominica**. Two more changes of ownership and name followed until as **Ragnar**, she was abandoned by her crew on 18 September 1982 when her engine-room flooded during a voyage from Cuba to Libya with cement. Her 19 crew members were picked up by the Chilean flag reefer **Lima II** (12,464/1974)