

THE LOG



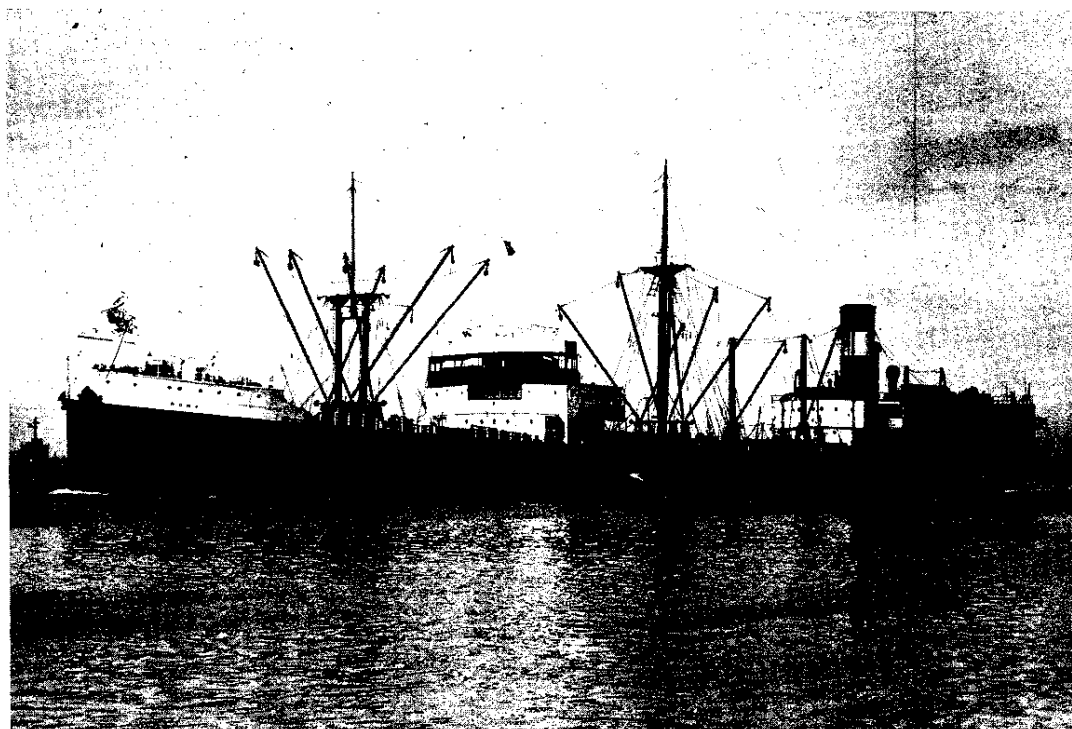
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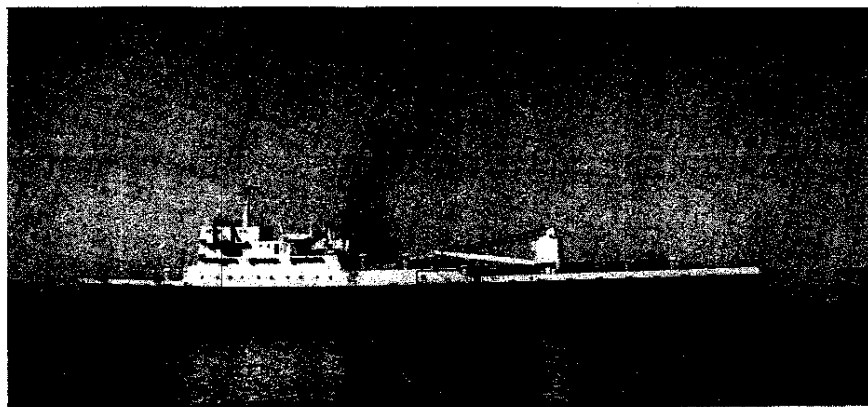
RONA (I)

(photo State Library of Victoria)

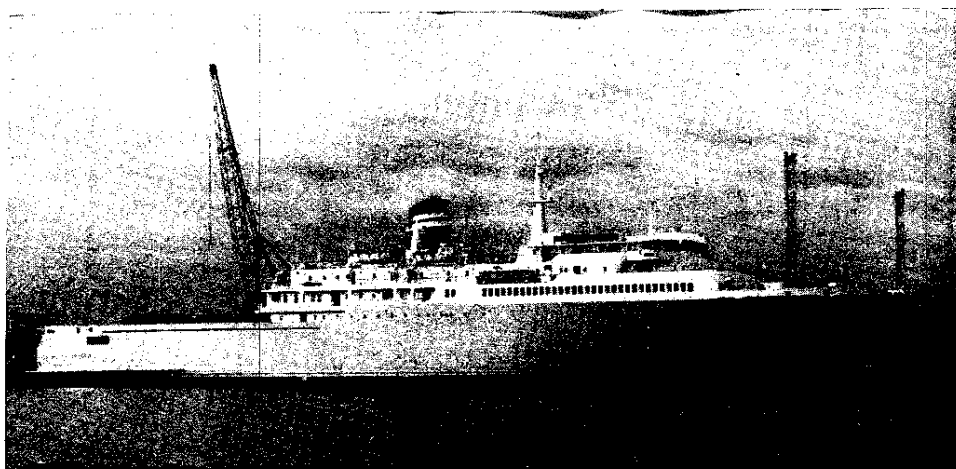
The longest serving and largest ship owned by the Colonial Sugar Refining Co.Ltd.

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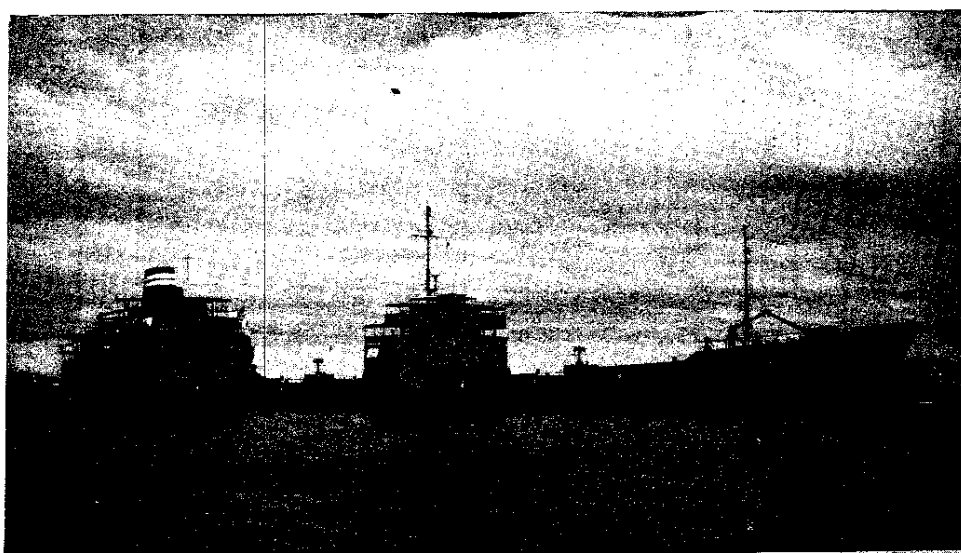
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"HAWEA" (2926/1967) U.S.S.Co. To replace RANGATIRA. (T.S.Stevens)



"AUSTRALIAN TRADER" (7005/1969) A.N.L. (W.G.Volum)



"MOUNT KEIRA" (10229/1960) Recently sold by A.N.L. (J.Y.Freeman)

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* T H E L O G *

August 28, 1976

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* The Australian Salvage Board and...

THE WRECK at NORAH HEAD

from: R.J.F.McDonell.

*

Little more than halfway along the coastline from Sydney towards Newcastle, N.S.W., lies Norah Head. Navigational charts of the area show, besides there being an all important lighthouse on the point, that a ship was once wrecked close northwestward, and that its remains are still visible. The accident occurred 34 years ago, during wartime, and only a matter of a few months too soon for the Commonwealth Government's Salvage Board to be called in to save the helpless victim.

Passing Norah Head in a rainstorm, early on Saturday, February 14, 1942, the local trader GWYDIR was involved in a collision with the French island trading vessel Neo Hebridais [797/1918] owned by Soc. du Tour de Cotes, noumea. The Second mate of the Australian ship was keeping the middle watch, whereas it appears possible that a French steward was in charge of the bridge of the foreigner. In the collision GWYDIR received a blow in the way of the after end of number two hatch, on the portside, which tore a hole 28 feet long in her hull plating, above the light draught marks.

The GWYDIR was of 1929 tons gross, completed late in 1911 at Glasgow as Morialta (1848 tg) for The Adelaide Steamship Co. Ltd's Spencer Gulf trade. Sold in October 1919 to H.M.Nemazee, Hong Kong, the vessel passed the following year to Douglass S.S Company, Hong Kong and was renamed Hai Loong. After two years the ship returned to Australia, having been purchased by the Newcastle & Hunter River S.N.Co.Ltd., to replace their P.S. Newcastle in the Sydney/Newcastle passenger/cargo service. They renamed their new vessel - GWYDIR. The vessel was a twin screw steamer, with two, three cylinder triple expansion engines, 240'(b.p) in length and 40.4' beam.

After the collision GWYDIR drifted ashore due northwest of Norah Head lighthouse, while listing 35°, with one propeller out of action, and the other almost out of the water. Nor did the two anchors prevent disaster. The vessel came to rest on a rocky ledge, heading NE by E, with her cables leading due south, and the hull about ten feet lower in the water at the stem than at

the stern. Try as they would, the Master and crew could not save the ship.

Newspapers in those days of war precautions were unable to report the names of vessels engaged in any commercial or military venture and most stories about shipping accordingly lacked an element of interest, but reporting the stranding of GWYDIR could provide little information of value to any potential enemy agent, so the name was included in Monday's press. The Melbourne 'Argus' reported --- "Ship Ashore After Collision -- Passengers in Flight in Darkness ---". " Sydney. Sunday. After the coastal steamer GWYDIR (1929 tons) had lost her rudder and one propeller in a collision with another vessel off Norah Head on Saturday her officers and most of the crew of 20 stayed with her in a gallant attempt to beach her". " The GWYDIR ran on a reef about 100 yards from the shore, about 34 miles north of Sydney. Seas were breaking over her tonight, and salvage plans may have to be postponed. The other vessel put into port with badly damaged bows."

" Nine passengers from the GWYDIR and some of the ship's crew, who had been ordered to the boats, drifted about in the dark for about 5 hours, until they were picked up by other vessels answering the GWYDIR's distress calls. Edgar Hannel of Mayfield, a steward, fell off the GWYDIR and swam around for half an hour before being rescued." " The collision occurred in heavy rain about 2.45 a.m. on Saturday. It left the GWYDIR making water, unable to steer, and with only one of her twin screws working; but the Master Captain Tinkler, decided to try to save her. When all hands were ordered on deck most of the passengers did not wait to dress, so they entered the boats in their night attire and lifejackets."

On the following day - Tuesday - the same paper reported - " Sydney. Monday. The steamer GWYDIR has been abandoned by the owners, the Newcastle and Hunter River Steamship Co.. It is understood that the vessel has been handed over to the underwriters. The GWYDIR collided with a freighter about 3 a.m. on Saturday and was beached."

One further mention of the incident was made by the 'Argus', this on Wednesday March 18, 1942 - " Sydney. Tuesday. A Commonwealth court of marine inquiry found the 2nd Officer of the steamer GWYDIR failed in his duty in the control and navigation of his vessel on 14 February 1942, and that failure resulted in a collision between the GWYDIR and another vessel off the New South Wales coast." --- " Suspending the officer's certificate for 3 months from 14 February, Mr. Arnold, S.M., said the penalty would have been heavier if times had been normal. The court had taken into consideration the strain and stress of navigation and the shortage of seamen."

It will be remembered that the Darwin air raid took place on Thursday February 19, 1942 and that there was no Salvage Board in existence when the harbour was left in smouldering, shattered disarray by Japanese bombers. It was as late as March 27 that the Board came into official being, and several more weeks went by before its first salvage vessel - the former Sydney tug St Gilm

was obtained from the R.A.N. on May 18. The tug was sent off a few days later on her first essential job, to tow Portmer, by then refloated in Darwin, to Brisbane, after which St Giles was occupied until mid November with Rufus King and Malaita.

If all the Salvage Board's records that dealt with GWYDIR have been preserved, then it was not until August 1942 that any attention was paid by the Board to this particular wreck. The precis extant among the files commences with "item 1; 24.8.42 Macdonald Hamilton & Co advise [that] U.S. Army Authorities wish to ascertain if Board would be agreeable to stripping certain fittings from the wreck.... Captain Fant will inspect wreck as soon as informed by Army Authorities of what is required".

Two days later Captain Fant, who with divers Chadwick and Bryant had visited the wreck, reported to the Salvage Board on the location and state of the wreck. In a second report on the 30th, Captain Fant advised his office in Melbourne that every fitting from the decks of GWYDIR had already been stripped off and the details of his reports afford us a preliminary glimpse of the scene as it was on August 26, 6½ months after the collision. "Masts and funnel all in line and parallel both from beam and ahead. Seems about 10 feet down by the head, possibly a bit more. (It is) said that reef is all round her. Slow action at start deemed cause of failure of later attempts. Captain Gibson said [to have been] in charge first time. NHR SS Co., voted £3,000 for salvage attempt. Appears delays and lack of mansize attempt [caused] failure to get results. Am piecing together bits of news as heard." - "Bought by outsider on Company abandoning her. Flying fox rigged up cliff about 250 feet from her stern. Believe derricks gone. Said [to be] on rock pinnacle. No heavy NE blow since stranding. No.1 hold said to be holed by rocks." - "Verdict: appearance from short view while passing at 1 mile or more is that she is worthwhile paying a visit to." - "If hole in No.1 hold is low down, I would airlift her bow, if hatch way and vents were sealed at top. She would appear to have good stability at the time of the accident and should have as much now if deck fittings removed to any extent."

Four days after that, Captain Fant paid a closer visit to GWYDIR and reported: "Position as in previous report except distance from cliff 300 feet not 250 feet. Communication with vessel is by flying fox gear from mainmast of wreck to cliff top. Present owner, Hector Sutherland, metal merchant of 95 Lawson Street, Hamilton. He is a pleasant gentleman of 69.....father and son along with from 3 to 5 labourers, have made a very good job of stripping the wreck of every fitting which could be burnt off by a surface torch. The results: all spare bower anchor cable - derricks - bitts - leads - winches - windlass - top of rudder stock - port frames - piping - woodwork - baths - washbasins etc at present all stacked on a paddock at the cliff top. The owner of this land has allowed free use of this area to Mr Sutherland." "As all the men engaged in the attempt to float the wreck under Captain Gibson [engaged by the Hunter River Coy.] had not left prior to Sutherland's arrival a few facts are known about his attempt; although they are meagre, they are of some use. It would

seem that the vessel was either afloat or nearly so when the weather changed and it began to blow a bit - Captain Gibson is said to have been very worried at this time." "As a result of certain orders the vessel refilled and the whole job was abandoned. It is said £40,000 were spent on the attempt. If so then I fail to see how. Buoys had been laid to guide vessel out through shallow patches. These were removed. Evidently there is a practical road to clear water."

"The wreck is firm; only if swell is heavy is there said to be a very slight movement in her. She has about a three degree list to starboard. From an above water examination the hull is true everywhere and I could find no sign of any working or strain on bulkheads or beams, other than one local place. This is at a point abreast the H.P. cylinder of the port engine, on the main deck, between it and the ship's side. At this one point the head of a stanchion has pierced the main deck from below and is protruding about 2 inches above the main deck, it having torn the plating very locally at this point." "So far as I could tell, the damage at the point of the collision does not extend below water level it is in the shelter deck, port side forward. It affects No 1-2 shelter deck bulkhead." "The engines both seemed in correct alignment. Although a small grating under water on the port side of the port engine was slightly askew, I do not think this was indicative of major trouble. The engine room has 14 feet above the floor plates at high water. The decks and bulkheads have been cut at various places by the very enthusiastic wielder of the torch - Hector Sutherland." "This does not in any way affect her strength, so far as I could see." "The wreck, so far as information guides me to date, was in my opinion prematurely abandoned."

In concluding his report Captain Fant indicated that provided the diver's report was favourable, and even though the wreck was stripped bare, GWYDIR would still be worth refloating and indicated the number and types of pumps that would be required. It was also indicated that Mr Sutherland and his son would give every cooperation and had undertaken not to do anything further in the meantime that would affect the watertightness of the ship. The Salvage officer then arranged for his deputy - Captain Young, to go off to the wreck with pumps and a four day examination followed, including attempts to reduce the waterlevel in the engineroom and after peak tank. Whilst some headway was made with the latter, only a few inches was gained in the engineroom. Captain Young also found, on close examination, that the port engine was about 3 inches over to the portside of the vessel and that on a day when a slight south easterly swell was running, there was a small movement, both fore and aft and sideways, at the engine room casing, but no movement of the engines.

As nothing further could be done for the time being, Captain Young and his two divers returned to Sydney with their equipment after four days, and shortly after this Mr. Sutherland sold almost all of the gear he had removed from the wreck, to the American Army authorities.

One last visit was paid to GWYDIR by the Salvage Board, when Mr. Roubin, together with three other divers commenced an examination on November 24 and extracts from his report are as follows:-

In the after peak tank.. "found two large holes in the port side, one within a few feet of the sternpost, approx. three feet by four feet in size, the plates lifted up, frames torn, a lot of rivets out and several plates cracked near the hole. The other hole, smaller in size, near the bulkhead of the shaft tunnel, is also surrounded by cracked plates, torn frames and missing rivets. Where the shaft goes through the bulkhead is also severely damaged. There is three or four feet of sand on the bottom of the tank, and although other damage below is not visible, it is quite evident, by the condition all round, that there is more damage below."

In reporting on number two hold the report states.. "there is still a considerable amount of cargo in the hold, which is covered by a few feet of sand.....All the stanchions are badly bent, especially one on the starboard side, indicating damage below." Similar comments relating to torn plating and missing rivets are made in respect of the shaft tunnel, whilst the remarks relating to number one hold, which was common to hatches one and two, conclude with "indications of bad damage below."

The external examination confirmed that the hull moved a few inches from side to side, whilst the engine remained stationary, and further that one side was hard up against the reef and rocks whilst the other side was covered by sand. In concluding the report states "Mr. Sutherland has removed various pieces of machinery from the engine room, such as pumps, condensers, donkey engines, electric motors etc. - some by cutting, others by blasting. A lot of damage has been done, but all this, of course, can be easily patched up. However, the rest of the ship, all along the bottom bulkheads etc., in my opinion is a complete wreck. I do not consider it in any way a salvable proposition, and feel sure you will agree with me."

There the matter rested and nothing further was done towards retrieving the hull. To passers-by some of the rusting remains of GWYDIR are still visible. Holidaymakers besport themselves around the shores of Tuggerah Lake, of which the nearest water is only a mile and a half from the old GWYDIR. To seaward, the Norah Head light continues to shine out its warning to vessels plying the coastal waters to the north of Sydney. To navigators in general there is a lasting reminder on chart Aus. 809 - Port Jackson to Sugarloaf Point, afforded by the mark that denotes a stranded wreck, four tenths of a mile NW of that light. Had Australia established its maritime Salvage Board a few weeks earlier than it did, then there might never have been the wasteful loss of GWYDIR in February 1942.

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* The DUFFY collection of SHIP PHOTOGRAPHS...

THE LOG normally publishes in each issue three offers of 12 prints each at 25 cents per print, with a surcharge of 10 cents on each offer. Closing dates are strictly observed, but a combined order for each group of three offers is accepted provided it is received before the closing date of the first offer in the group. ORDERS with REMITTANCE must be addressed 'Photo Offer', P.O.Box 534, Strahfield, N.S.W. 2135, Australia. Make cheques, money orders and postal orders payable to the "World Ship Society".

OFFER No. D27: Closing date 31/10/1976.

1.	C.B.PEDERSEN [4 mst barque]	Rederi A/B Portunus [Sw]	2142/91
2.	CLAN MURRAY	Cayzer Irvine [Clan Line]	5926/18
X 3.	HASTINGS	Allen Taylor	193/01
4.	IRRESISTIBLE [tug]	John Brown	136/83
5.	ITONUS [ex cableship Anglia]	A.Currie [pre BISN]	5340/98
6.	U.S.S. LOUISIANA	battleship	16000/04
7.	MEGANTIC	White Star	14878/09
X 8.	MELBOURNE	Melbourne S.S.Co.	1739/92
X 9.	ORMISTON	A.U.S.N.	5832/22
10.	RANELLA [tanker]	Anglo-Saxon Petroleum	5590/12
11.	ST VINCENT DE PAUL	Hauts de Fourneaux de Noum.	1295/19
12.	ARTIC STREAM [Iron ship]	T.Law & Co.	1584/85

OFFER No. D28: Closing date 30/11/1976.

1.	COMBO	Quarries Ltd	540/30
2.	CANBERRA [black hull]	Howard Smith	7710/13
3.	CANBERRA [wartime]	Howard Smith	7710/13
X 4.	CITY OF DELHI	Ellerman	7443/25
X 5.	COMORIN	P & O	15241/25
6.	DRAFN	E.B.Aaby [Norw.]	1687/03
X 7.	DUGUAY-THOUIN [steelship]	Societe Bretonne de Nav.	2557/02
X 8.	KIWITEA	Union S.S. oc N.Z.	2343/25
X 9.	MEDWAY [4 mst barque]	Devitt & Moore	2511/02
X 10.	H.M.A.S. PARRAMATTA	destroyer	700/10
11.	SWALLOW [steam hopper barge]	Sydney Harbour Trust	859/08
X 12.	TASMANIA	N.Z.Shipping Co.	9008/13

OFFER No. D29: Closing date 31/12/1976.

1.	AURORA [wood 4 mst barquentine]	Barquentine Aurora U.S.	1211/01
2.	BALLARAT	P & O [Blue Anchor colours]	11190/11
X 3.	BALLARAT	P & O	12996/21
4.	BARRIER	Adelaide S.S.	2036/89
5.	CANADIAN SCOTTISH	Canadian Govt.	5334/21
6.	FIVE ISLANDS	Mt.Kembla Coal & Oil	941/09
7.	HANDICAP	Bruusgaard Kjoesterud [Norw.]	5013/21
8.	ILLAWARRA [iron ship]	Akties 'Illawarra' [Lydersen]	1972/81
X 9.	LADY FERGUSON [M.V.]	Sydney Ferries	95/14
10.	H.M.S. M3 [with 12" gun]	submarine monitor	1600/20
X 11.	MERTIMBULA	Illawarra & Sout Coast	1111/09
12.	SONOMA	Oceanic S.S.Co [U.S.]	6253/00

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PLEASE NOTE NEW ADDRESS FOR ORDERS - details above.

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* The Principal Ships of...

THE C.S.R. COMPANY

from: B.A.Wilkinson.

*

The commercial production of sugar cane on the north coast of New South Wales and Queensland in the late 1860's led to the Colonial Sugar Refining Company (established 1855), erecting mills in a number of locations, some on rivers where the raw materials from the canefields, conveyed on barges towed by small paddle tugs, could be crushed and processed before final shipment to the refineries.

The erection of the mills, installation of machinery and running of the plants required staff, stores, coal and materials which were, in many cases, all transported to the sites by ship. Vessels for this purpose were not always available and the Company decided to have a ship built in the United Kingdom suitable for these requirements. With the increasing development of Queensland and the expansion of the industry to Fiji in 1882, this was amply justified, and other vessels followed.

Refineries were built in Sydney (Pyrmont 1878), Melbourne (Yarraville 1874), Port Adelaide (Glanville 1891), Auckland (Chelsea 1884), Brisbane (New Farm 1893) and finally Perth (Cottesloe 1930). For some years as many as four of the C.S.R. vessels, ranging in size to 6,000 tons, were employed carrying sugar and sugar products, including molasses in tanks, between the various mills and refineries. The Company's vessels did not trade to Western Australia where sugar cargoes were carried in ships of The Adelaide Steamship Co.Ltd., and Howard Smith Ltd. These vessels augmented the C.S.R.fleet during Queensland sugar season.

Good accommodation was provided on all the Company's ocean going ships for a limited number of passengers, who generally comprised staff and families going to or returning from their duties on the canefield mills and refineries.

The more well known vessels which have been owned by the C.S.R. Company are listed in order of their acquisition, with notes on incidents connected with the vessels.

MAY QUEEN Built at Balmain in 1869, the vessel was an iron paddle wheeler, 93 ft. long by 14.3 ft. beam and of 52 tons gross. The vessel came under C.S.R.ownership in 1870 and was used in the towage of cane barges at Chatsworth, Soutgate and Harwood mills on the northern rivers, until broken up about twenty years later.

DARKWATER This paddle wheel tug of 88.5 ft in length, 16.5 ft in beam and 67 tons gross, was built for the C.S.R. in 1870 at the yard of the Australasian Steam Navigation Co., at Pyrmont N.S.W. and towed cane barges on the northern rivers until broken up about 1911.

KEIRA This vessel of 158 tons gross was a N.S.W. coastal collier until sold to Melbourne interests and was laid up when taken over by C.S.R. in 1873 to replace the Clarence & Richmond River Company vessel Platypus, which for sometime had carried the Company's cargoes to the mills on the northern rivers. The intention was to use KEIRA until the arrival of a new steamer ordered from Scotland. KEIRA is said to have been the first screw steamer on the N.S.W. coast and was converted to a hulk in 1879.

FIONA (1) The first vessel specially built for the ocean going requirements of the Company. The vessel came from the yard of Dunliffe & Dunlop of Port Glasgow in 1874. 200 feet in length, beam 28.1 and gross tonnage 728, propulsion was by twin screws driven by compound steam engines. Like most steamers at that time, yards were carried on the foremast from which sails could be rigged in case of engine breakdown.

FIONA served the mills on the northern N.S.W. rivers, had one diversion to Fiji with equipment for a new mill near Suva. During a voyage from Sydney to Queensland ports, under charter to the old Australasian Steam Nav. Company, FIONA ran ashore on January 29, 1882, in bad weather, a few miles south of Seal Rocks and became a total loss. Among the salvaged items was the ship's bell, which was given to St. Phillips Church in Auburn N.S.W.

TERRANORA This schooner rigged paddle steamer was built in 1878 by D & W Henderson of Glasgow for the Company's service to and on the northern rivers. The length was 142 ft., beam 27 ft., gross tonnage 350, and the paddle wheels were driven by diagonal engines. The vessel arrived from Scotland in 1879 and the first master was Captain W.A. Curphey, who was in command of Fiona at the time of the loss of that vessel.

TERRANORA was registered in the name of J.G. Ross, who was the General Manager of the Company at that time. The ship was not an economical success and was sold early in 1890 to the Catholic Church for £1,000. Finally TERRANORA found its way to Auckland and transferred to New Zealand registry in the name of Margaret Gallagher and Andrew Cassidy, ending up as a cable layer in New Zealand waters. (Editor's Note- The vessel had quite a number of owners in N.Z. from the time it was first registered at Auckland in 1890. The register was closed in 1906, it being stated that the vessel had been converted to a hulk.)

ILUKA Was a larger paddle tug than most others operating for the Company towing cane barges on the northern rivers. Built in Sydney at Fords yard in 1879, the vessel was of iron, 111 feet, by 18.3 ft and of 128 tons gross, with machinery imported from Scotland.

Following conversion to a lighter in 1911, the vessel changed hands on two occasions during which time it was said to have been converted to screw propulsion and carried timber to a saw-mill in the Port Stephens area.

WOLLUMBIN. The iron hull of this paddle wheel tug was built at Balmain in 1880 by Mort's Dock & Eng.Co, with machinery imported from Scotland. The length was 95 ft and breadth 16.4 ft, with a gross tonnage of 95. First used in towing cane barges on the Tweed River, the tug was later transferred to the Richmond River until dismantled about 1915, when the hull was sold to local buyers for use as a barge.

KYDGLE Built for the Company in 1881 by Mort's Dock, this was another iron hulled paddle tug in which the machinery was imported from Scotland. The dimensions were 100.4ft in length, 18.6 ft breadth and 106 tons gross. The tug was used to tow cane barges on the northern rivers until broken up in 1907.

CAKORAU This was an iron paddle wheel tug, 111.3 ft in length by 19.3 in breadth and of 178 tons gross, built in 1882 for the Company's service in Fiji by W.Ford at Berry's Bay, Sydney, with imported machinery. The tug was taken to Fiji by Fiona [2] and was used for many years in towage work for the Nausori mill on the Rewa River. In later years the hull was stripped of machinery and brought back to the north coast of N.S.W., where it was used as a lighter based at Harwood Mill.

FIONA [2] Built to replace Fiona [1], this vessel came from the yard of J.Reid & Co., Port Glasgow in 1883 and was a steel steamer of 817 gross tons, 241.1 ft in length, 32.2 ft beam and twin compound engines provided a speed of about 9 knots. As well as trading from Sydney to the northern rivers, several voyages were made to Fiji. The vessel was notorious for rolling in anything but calm water and on one occasion a heavy hammer became detached from its rack in the engine room and lodged on a main bearing, jamming between a keep plate and a crank, stopping the engine but without causing any damage.

Another time, a giant sunfish later found to weigh two tons, was caught in a propeller, stopping that engine, and remained fast until arrival Sydney. It took several days to clear the dead fish during which time the stench was very strong for some distance around the ship. The sunfish was the biggest ever recorded. Another incident occurred when FIONA was in collision at Circular Quay with The Adelaide S.S.Co's steamer Willyama.

The vessel was sold to William Collins & Sons Ltd., of Brisbane and from early in 1909 to 1920 operated in the Queensland coastal trade under the name Musgrave. During the 1914/18 war, the vessel ran to the Gulf of Carpentaria under charter to the A.U.S.N.Co.

Sold to Melbourne buyers, the vessel saw further service in south eastern Australian waters until laid up in 1926, and after four years idleness was eventually scuttled outside Hobart.

RARAWAI Another paddle wheel tug built in 1884 for the Company's requirements in Fiji, the vessel was of wood and described as 108 ft long by 26 ft beam with a flat bottom. Fiona [2] took the tug from Sydney to Fiji.

RARAWAI spent most of its life towing sugar lighters from the mill at Ba to the deep sea vessels at anchor, but also carried

out duties at other Fijian ports. With the completion of the railway from Rarawai to Lautoka in 1907, the vessel became redundant and being of no further use was scuttled at sea. The saloon table was saved and installed in the manager's house at the Rarawai mill. The binnacle was given to St. John's church.

FLORENCE MAUD This small vessel of 105 tons gross was built in 1876 by Robinson Bros, of Melbourne. Described as an iron screw cutter, the length was 95.6 ft and breadth 18.8 ft, propulsion was by a compound steam engine. According to Llyods Register this vessel was listed under C.S.R. ownership from 1890 to 1905 but little is known of its trading movements.

VICTORIA This was a small wooden schooner 93.6 ft. in length, 21.8 ft in breadth and of 105 gross tons, built by C. Burrows at Port Stephens N.S.W. in 1901.

The name appeared under C.S.R. ownership in Llyods Register from 1904 to 1906 during which time it sailed from Sydney to Auckland and was there used as a barge transporting products from the refinery at Chelsea to the COWN wharves at nearby Auckland. The Company's small steam tug Bulli was used for towing. VICTORIA was still active in this work until 1953, when it was sold to a Mr. Clifford for use as a houseboat at Whangarei about 80 miles north of Auckland.

CAPTAIN TOM FENWICK This twin screw steam tug built for Fenwicks at their shipyard at Ballina in 1902 for service on the northern rivers, was a wooden vessel and originally had accommodation for a number of passengers. It was generally active as a river and bar tug both for Fenwicks and later for the Richmond River firm of Davis & Burgess.

C.S.R. acquired the tug about 1927 for towing lighters on the Richmond River in connection with the mill at Broadwater. In 1945 Morts Dock supplied a new boiler and the tug remained in the Company's service until 1960 when it was sold to a Lismore firm who stripped the hull and sold the boiler. Eventually the hull was brought to Sydney where two small diesel engines were installed. Finally the vessel appears to have been abandoned in the Hawkesbury River.

RANI This small wooden steamer of 136 gross tons, having a length of 109.9 ft and a breadth of 24.5 feet, was built for C.S.R. in 1907 by David Drake at Balmain. A watertube boiler supplied steam to a triple expansion engine imported from Goulay Bros, of Dundee. Speed was about 8 knots.

The RANI was required for intermill service between the plantations in the Fiji Islands connecting at Suva and Lautoka with the steamers from Australia and New Zealand, as these vessels were too big to negotiate the small harbours and rivers where the loading jetties at some of the mills were located.

The delivery voyage was made via the Clarence River and Noumea with rough weather encountered most of the time, arriving at Lautoka on December 26, 1907. In the early 1920's a flying bridge was added and the funnel lengthened for smoke to clear the new structure. In 1931 RANI was broken up at Lautoka where, for some years, the engine and boiler lay in the mill scrapyard.

FIONA [3] The Company ordered this steamer from the shipyard of Sir Raylton Dixon & Co., Middlesborough in anticipation of the disposal of Fiona [2] and the new vessel arrived in Sydney in May 1909.

The new FIONA had three masts, a well deck forward and machinery aft. Dimensions were 360.5 ft long, 53 feet beam and the gross tonnage 4471. Special top side tanks were built into the hull to carry molasses from the mills in Fiji, and later [1923] from Queensland to the distillery in Sydney.

The triple expansion engine had cylinders 26" x 42" x 70" by 48" stroke, supplied with steam from three cylindrical coal fired boilers operating at 180 p.s.i. under forced draught. Speed was 10 knots. The vessel was fitted with a Harker fire extinguishing and fumigation plant developed by Professor Harker of Sydney University. This consisted of a small turbine driven fan which took the funnel gases through water scrubbers and piping to all parts of the ship. The ship was also fitted with an early Alley & McLellan aircompressor for the loading and discharging of the molasses.

In 1933 FIONA was sold to a Danish Company which had trading interests in the Far East and was renamed Johanne Justesen being registered in Kobenhavn. The vessel continued trading in eastern waters until torpedoed and sunk on February 15, 1942 off the south west tip of India.

OCRA In 1914, shortly before the outbreak of the war, C.S.R. ordered a steamer of a little over 6,000 tons gross, from the shipbuilders - Sir Raylton Dixon & Co., and intended that it be named Rona. When nearing completion in 1915 the vessel was taken over by the authorities for wartime use and during the fitting out became H.M.Transport Ocra.

Destined to have an extremely shortlife - OCRA was torpedoed and sunk by an enemy submarine. This is said to have occurred while undergoing trials in the North Sea within sight of the English north east coast. As the vessel did not use the name Rona and never sailed for the Company, mention is made here only for the purpose of interest, although it could be included among vessels ordered by C.S.R.

RONA [1] Following the loss of Ocra a replacement of the same dimensions was ordered from the same yard and the keel laid shortly afterwards; however wartime work of greater priority delayed completion until March 1918. This was the largest ship ever owned by the Company, the gross tonnage was 6205 and the dimensions 400' x 54.5'. The main engines having cylinders 27" x 45" x 74" by stroke 48", with three cylindrical coal fired boilers operating at 180 p.s.i. under forced draught, provided a speed of ten knots with the ship fully loaded.

Completed before the end of the war the vessel was taken over by the authorities and was known as H.M.Transport Y2205. Voyages were made to Mediterranean ports and as far afield as Java under wartime emergency conditions. Returning to England at the end of hostilities the Y2205 was drydocked at Palmers, Hebburn on Tyne where the paravane gear and guns were removed and the vessel

fitted out to C.S.R. requirements - becoming RONA.

A mainmast only had been provided aft of the bridge between numbers 3 and 4 hatches and the samson posts between numbers 1 and 2 hatches and those between number 4 and 5 hatches had been constructed as as to hinge down and lie on the hatch tops when not in use. It was decided to fix the samson posts permanently in a vertical position and provide a wooden top mast to the cross member between the forward samson posts, so forming a foremast.

Leaving the Tyne on May 18, 1919 commanded by Captain Harris, RONA sailed light ship to Montral carrying a few passengers for Australia, and loaded general cargo for New Zealand ports, Melbourne and Sydney, sailing via Panama Canal the ship arrived at Auckland on July 22. Leaving Dunedin on August 19, RONA reached Melbourne on the 24th and Sydney five days later.

A number of charters were then arranged and the first voyage from Sydney commenced on September 20, 1919, under Captain Wallis, when RONA left for Newcastle to load coal for Java, returning to Melbourne via Western Australia with sugar. The second voyage commenced on January 6, 1920 when the vessel left Sydney for Newcastle to load coal for Iquique in Chile, returning with sugar from Peru on April 7.

Following a short period in the regular C.S.R. service another long voyage was undertaken when the vessel loaded the usual cargo of coal and general at Newcastle for Fiji, where sugar was loaded for Vancouver, then to Powell River to load paper, completing the cargo with lubricating oil in drums at San Francisco for Fiji, Wellington and Melbourne under the agency of the Union S.S. Co. During 1921 a hospital was built on the after end at boat deck level, the work being undertaken by Mort's Dock.

When approaching Auckland from Fiji on June 26, 1922, RONA ran onto Flat Rock and remained fast for three days. When being towed off the vessel swung round onto the reef thus doing further damage. One of the tugs involved was the paddle tug Koputai of the Kauri Timber Co., which later came to Sydney and foundered off the Heads. After three months undergoing repairs in Calliope Dock at Auckland, the vessel was again back in service.

Another voyage was made to Java with coal and coke in 1923 returning with Sugar to Auckland, and in the late 1930's to Ocean Island and Nauru where phosphate was loaded for Newcastle and Port Kembla. During one trip from Java to Auckland via the west coast, the starboardside lifeboats were damaged in bad weather and emergency boats were taken on at Fremantle. On returning to Sydney two new lifeboats were built by Mort's Dock. Additional work was carried out during the 1930's by installing large cylindrical tanks in the after end of number two lower hold and in the forward end of number three, for the carriage of molasses.

Shortly after the second world war improvements were made to the accommodation by constructing a new boat deck above that originally provided, where new cabins were built for the engineers on the portside and for the cooks and stewards on the other. A new dining saloon was constructed over the galley forward of the funnel and accommodated all officers and any passengers.

Additional accommodation was also provided on the lower bridge deck by doing away with the working boats, the new cabins on the starboardside were used by the wireless operator and on the other side by passengers. The deck crew remained in the fore castle, where minor improvements were made. The fireman and trimmers accommodation was moved from the after 'tween deck space to the area previously used by the cooks and stewards and engineers.

In the 1950's the cylindrical molasses tanks were removed and fore and aft bulkheads were built in line with the hatch coamings in number two, three and four holds, forming tanks integral with the ship's structure and considerably increased the molasses carrying capacity.

The RONA continued in the Fiji, Australia and New Zealand sugar trade during the war and on until February 1956 when it was sold to Cambay Prince S.S.Co., of Hong Kong to become Suva Breeze. The molasses tanks were dismantled to make way for more general cargo but the life of this vessel, so well known on the east coast of Australia, was soon coming to an end as breaking up commenced at Hong Kong in April 1959.

FIONA [4]

Similar in appearance to Rona, except for the forward well and mizzen mast, FIONA was a Flush deck vessel built by the Caledon Shipbuilding Co., of Dundee and arrived in Sydney in June 1933 to replace Fiona [3] in the Queensland, Fiji, Auckland, Melbourne and Sydney sugar trades. The length was 286.3 ft., breadth 41.1 ft. and gross tonnage 2198. A triple expansion engine with cylinders 20.5" x 33.5" x 57 by 39" stroke, took superheated steam from two single ended coal fired boilers operating at 200 p.s.i. under forced draught and provided a speed of 11 knots.

The FIONA [4] was a smaller ship than Fiona [3] which allowed the new ship to carry out some of the inter mill duties of Hani which were not suitable for a larger vessel, also Hani was due for retirement.

Early in the 1939/45 war, FIONA carried mines and ammunition for the six inch gun cruisers operating to the north of Australia and was stationed at Darwin for a few months. When the cruisers left that area the vessel was returned to the Company to resume the sugar trade.

In December 1940 a collision occurred with Cardross [1896/1919] about twenty miles south of Sydney Heads resulting in the sinking of Cardross. The bow of FIONA was badly damaged necessitating several weeks in Mort's Dock undergoing repairs. About this time additional, and improved, accommodation was built on the after end for the petty officers and a cabin for the 5th Engineer was added on the boat deck forward of the funnel.

Fore and aft bulkheads in line with the hatch coamings were built in numbers two, three and four holds in the 1950's to increase the molasses cargo, as had been done in Rona.

The boilers were notorious for leaking and broken combustion

chamber stays and corrosion was a worry to the engineers in charge. In 1953 the Superintendent Engineer, Mr. G. Dempster, arranged for the feed water to be cascaded over a series of steps in the steam space of each boiler and this was most effective in eliminating the stay problems and reducing corrosion which had been caused by the use of cold and aerated feed water particularly in port.

Sold in August 1958 to Campania Lanena of Hong Kong, the name was changed to Leona. The new owners converted the boilers to oil firing and continued to carry molasses, the inbuilt tanks for which were an important feature in the purchase of the ship. Since then there has been several changes in ownership with names in turn being Voltaire, Tarama, Winley, Sumber Permina and Sumba Tunas.

TAMBUA Built in 1938 by the Caledon Shipbuilding Co. of Dundee, TAMBUA - meaning "Whale's tooth" - was a shelter deck steamer originally 3566 gross tons having a length of 363.7 ft. and a beam of 50.2 ft., with a cruiser stern and the usual arrangement of machinery aft. Accommodation was provided for six passengers.

Propulsion was by a triple expansion engine having cylinders 21.5" x 36" x 62" by 42" stroke, taking superheated steam from two cylindrical coal fired boilers operating at a pressure of 220 p.s.i. and forced draught. In 1941 the tonnage opening was closed increasing the gross tonnage to 3759.

In the early stages of the 1939/45 war, TAMBUA was taken to Colombo and for almost twelve months acted as a store and water ship for the Royal Navy vessels operating in the Indian Ocean.

Coal firing was discarded in 1957 when an oil fuel burning installation was fitted. The coal bunker space aft then became available for conversion to improved crew accommodation which allowed single berths for crew members, except one double berth for the ordinary seamen. A recreation room was also provided in the 'tween decks aft. During the conversion the original Hall's CO₂ refrigeration plant was replaced by a Freon gas electrically driven plant. The steam driven Hall's plant was presented to the Sydney Technical College.

The TAMBUA was extensively used in the Fiji sugar and molasses trade until the arrival of Rona (2) after which the run was mainly to Queensland with general cargo, returning with sugar and molasses to Sydney and Melbourne.

In February 1967 TAMBUA grounded when leaving Townsville for Sydney and remained fast until refloated a week later.

Sold to Pac-Trade Navigation Co. of Panama, TAMBUA was taken over by the new owners at Sydney on January 6, 1969 and renamed Maria Rosa, for eastern trading. As with so many similar ships it was not long before the vessel found its way to the ship-breakers and demolition took place in January 1973.

MOAMOA This small motor ship of 554 gross tons, 145.5' long, 26.5 ft in breadth with a cruiser stern, was a well deck vessel built by the Hong Kong & Whampoa Dock Co., late in 1937 for the New Guinea and Solomon Islands service of Burns Philp. The four cylinder Harland & Wolff diesel engine was built under licence by the Hong Kong Company and is said to have been put together by apprentices during a fitters strike. At 220 r.p.m. the engine provided a ship's speed of about nine knots. In addition to independent electric generators, there was a generator driven off the main shaft.

The aft 'tween decks accommodated a supercargo's office and cabin and trade rooms to exhibit merchandise to prospective buyers among the island people.

MOAMOA was purchased by C.S.R. in February 1941 - without change of name - for service between Sydney, the northern N.S.W. mills, Brisbane and the Queensland sugar ports. Tanks were added to convey molasses from the Fairymead (Bundaberg) mill to Pyrmont (Sydney) for making absolute alcohol during the war. On one occasion, in the Brisbane River, the anchor of MOAMOA picked up an electric cable causing a black out in some areas.

Steering was by hand power operating through chains and rods which caused great anxiety during the first C.S.R. trip when the chains came off the rudder quadrant in rough weather near Sandy Cape. The vessel came near to capsizing but eventually reached Maryborough with a severe list.

The C.S.R. crew found MOAMOA a very wet ship, when loaded the freeboard was only 18" and the well deck filled with water, which, despite wooden bulkheads at the forward ends of the alley ways, flooded the cabins so that nothing could be kept in bottom drawers. It was claimed that on leaving Sydney Heads the ship submerged until reaching Bundaberg. The crew referred to the S.S.M.S. MOAMOA, meaning semi-submersible merchant submarine.

In November 1942, MOAMOA was bought by the U.S. Army's small craft section for wartime duties in the islands and following the end of the war, the ship was sold to Singapore for local trading.

RONA [2] This was the first oceangoing motorship built for the Company and came from the yard of Hall Russell & Co., of Aberdeen, being launched on January 15, 1957 by Lady Knox, wife of the Chairman of C.S.R. The vessel was a three quarter aft shelter deck, having three holds forward of the bridge structure and one aft. Side and deep tanks were provided for carrying molasses.

The dimensions were 365 feet in length and 54.5 in breadth, with a gross tonnage of 4469 and a deadweight of 3600 tons. Accommodation was provided for a crew of 43 and there were four double berth staterooms for passengers. Propulsion was by a four cylinder Doxford oil engine of 3000 H.P. giving a speed of 12½ Kt.

On leaving the builder's yard, RONA loaded sulphate of ammonia in the U.K. for Fiji, the voyage being made via Panama.

Under the C.S.R. ownership the vessel traded mostly to Fiji and Melbourne from Sydney, with some voyages to Queensland and Auckland. When the Government of Fiji took over the C.S.R. interests there was no longer a need for a special shipping service to and from Australia and RONA spent about twelve months in the Queensland sugar trade carrying molasses and sugar products - mostly from Lucinda Point to Sydney, Melbourne and sometimes Port Adelaide. RONA arrived in Sydney from the last C.S.R. voyage in February 1972 and laid up.

A buyer was soon found and the vessel was sold to Manila, re-named Panorient and sailed from Sydney on March 7, 1972 for use in the molasses trade between the Philippine Islands and Japan.

*

As mentioned earlier, references has been made to the better known vessels of the Company, however since the early days of the sugar industry there have been a great many other craft comprising barges, lighters, tugs and launches which operated on the norther N.S.W. rivers, Auckland Harbour and in Fiji. On the Tweed, Richmond and Clarence rivers, paddle and screw tugs hauled cane barges and launches, both steam and motor, carried inspectors and staff between mills and plantations.

At Mackay the bigger ships anchored off Flat Rock Island to be loaded from lighters brought out by the small tugs. In Fiji the small craft were used in a similar way to those on the N.S.W. rivers with the addition of interisland work which often included passengers.

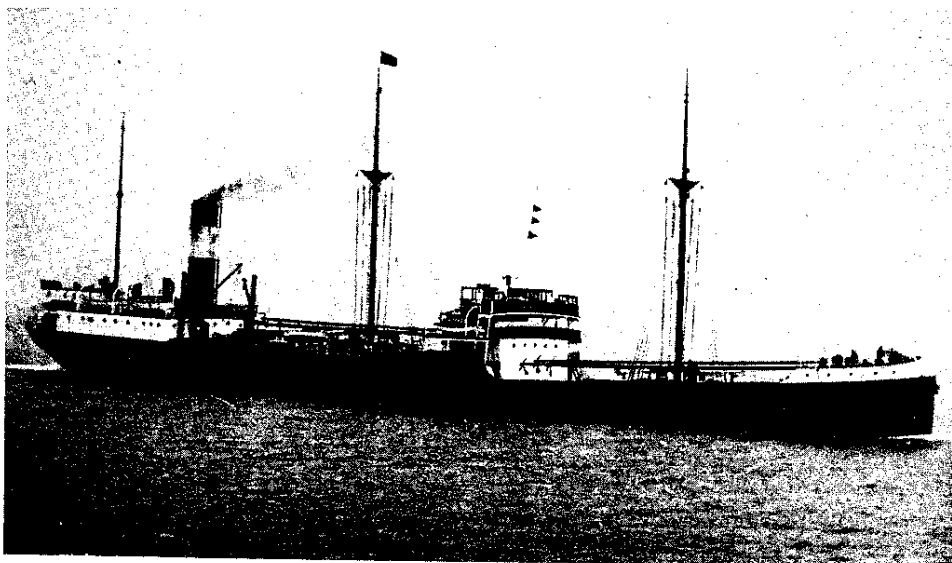
The Chelsea refinery in Auckland had many lighters, each with boiler and winches and carrying upto 200 tons of sugar. These lighters were towed across the bay to the town wharves and formed the main outlet from the refinery until the bridge was built across the harbour in May 1959.

With the passing of RONA (2) the C.S.R. ceased to be a ship-owner, however the refineries continue to be supplied with products from the sugar mills by means of chartered tonnage, specifically, Iranda , Jeparit, Cycle and Meringa.

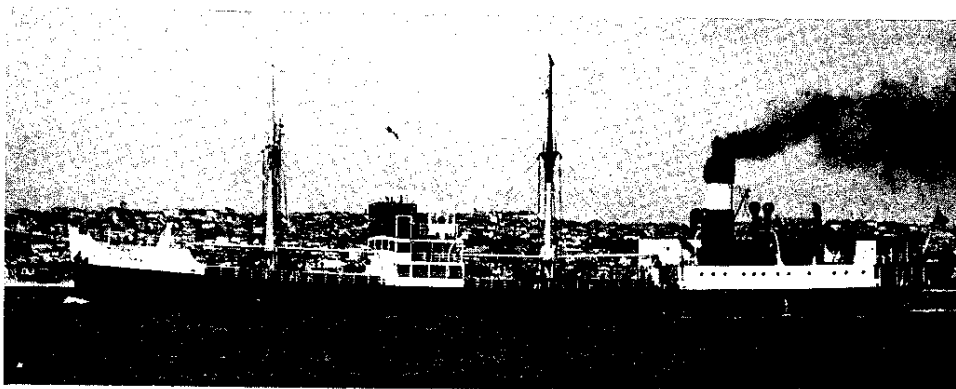
* HUDDART PARKER Ltd.....Part II

It was not possible for Mr. Hardwick to complete the manuscript before his departure overseas, therefore the second part of the history will not appear until December issue.

MATERIAL for THE LOG - should be sent to the Editor, P.O.Box 4114, Melbourne. Victoria. 3001.

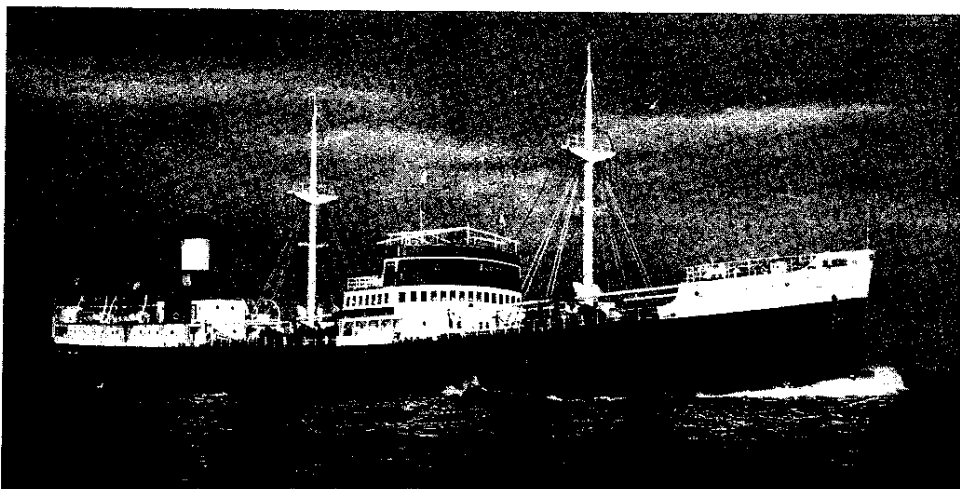


"FIONA" III (4471/1909)



"FIONA" IV (2198/1933)

(J.Y.Freeman)

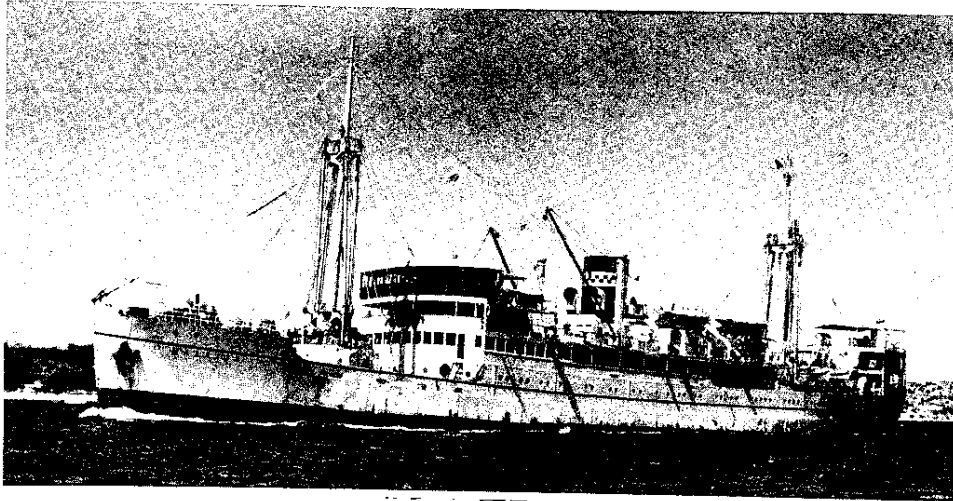


"TAMBUA" (3566/1938)

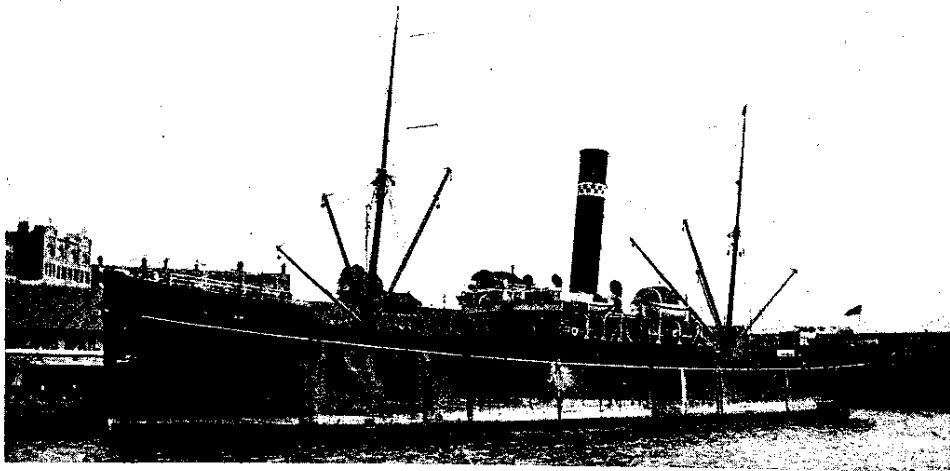
(J.Y.Freeman)

Three ships owned by the Colonial Sugar Refining Company Ltd.

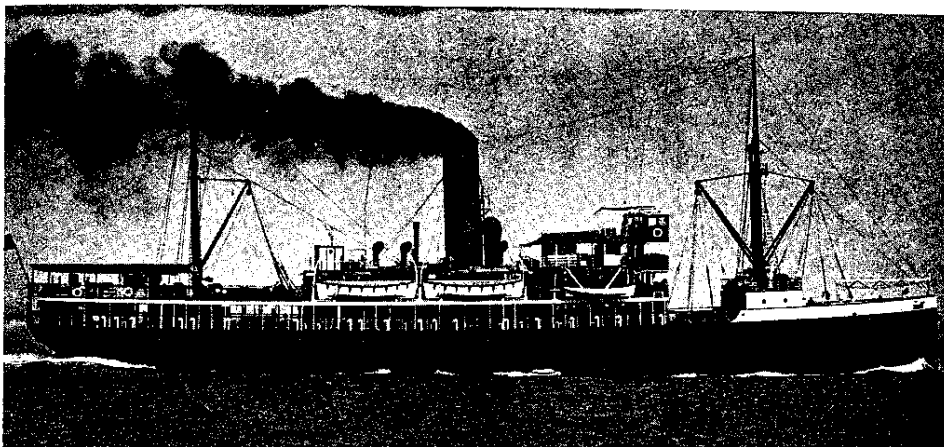
THE LOG



"MALAITA" (3310/1933) Second ship of that name (J.Y.Freeman)



"MALAYAN" (3279/1890) Refer to last issue p.43



"MORIALTA" (1921/1911) Became GWYDIR in 1922. (State Library Vic)

* * * * *
 * U N I O N F L E E T *
 * By *
 * I. J. Farquhar *
 * Illustrated by J. E. Hobbs *
 * Produced by *
 * New Zealand Ship & Marine Society *
 * * * * *

Originally published in 1968, this second edition has been updated to show all the changes that have taken place in the seven years to 1975.

The booklet of approximately 88 pages includes 26 illustrations, gives particulars of all vessels owned (291 steamers and motor ships), and in addition there are the following sections:- subsidiary and associated companies; sailing ship fleet list; miscellaneous chartered, managed and/or part owned tonnage; hulks, barges, launches; a chronology listing over 100 significant dates of events in the history of the Company; Company colour scheme and names of directors and other personnel etc. The illustrations are reproductions of water colours by J. E. Hobbs.

Ian Farquhar of Dunedin has been responsible for the preparation of the detail, which has required considerable research over a number of years.

Over the seven years since the first edition, the Union S.S. Co. of N.Z. Ltd. fleet has changed almost completely, therefore those readers who purchased the first edition will find this edition worthwhile, whilst readers who did not obtain the 1968 issue, should not hesitate in ordering the Centenary Edition.

THE COST OF THE BOOKLET IS ONLY - \$ 2.50 (Aust. Currency)

The NAUTICAL ASSOCIATION of AUSTRALIA Inc., is handling orders for this booklet in Australia, and it should be published in SEPTEMBER. Orders placed here will be sent direct from N.A.

ORDER with REMITTANCE to:

Nautical Association of Australia Inc., P.O. Box 4114, MELBOURNE, Victoria. 3001.

* SEARAIL PRODUCTIONS...

Their publication "...The Ships that serve Australia and New Zealand", Volume two, covering overseas flag vessels, should be available in mid - 1977.

All Searail productions, including the Mariner Titles, that will be sold by them, will be ordered through the Nautical Association of Australia Inc.

* PHOTO OFFER No: 45 CLOSING DATE - SEPTEMBER 30, 1976

Price per card 22 cents [N.Z. Currency] - except Museum photographs, which 24 cents each. Postage and packing 25 cents per order must be added. ORDERS and REMITTANCE to:-
Iain G.B. Lovie, 166 Kennedy Road, Napier, New Zealand.

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ARNOLD J ISBELL 45; LEONARD F MASO 46; ORLECK 45;

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ILESIA PALM 60	ILORIN PALM 60	KANO PALM 58	KATSINA PALM 57
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WELLINGTON HARBOUR BOARD MARITIME MUSEUM NEGATIVE [24 cents]

FEDERAL STEAM NAV. Co.

X CAMBRIDGE 16	CUMBERLAND 19	X DEVON 15	HERTFORD 17
HUNTINGDON 20	X KENT 18	X NORFOLK 18	
X NORTHUMBERLAND 15		X SOMERSET 18	

NEW ZEALAND SHIPPING Co.

X HURUNUI 20	X PIAKO 20	HANGITANE 29	HANGITATA 29
HANGITIKI 29	X REMUERA 11	X HIMUTAKA 00	X ROTORUA 11
X HUAHINE 09(A)	X RUAPAHU 01		

* COMMENTARY...

ALICE IN WONDERLAND

It is not often that Commentary ventures into fields touching upon industrial problems, but the last few months have seen the worst disruption to Australian import/export operations that have been evident for some considerable time. In both Sydney and Melbourne, and to a lesser degree elsewhere, there has been continuing interference with the movement of containers through strike and stoppages in freight depots and transport, so that goods could not be cleared or moved. One of the results of this has been a shortage of containers, particularly refrigerated units, as imports had not been emptied out so that the boxes could be used for exports.

Previously there was a long dispute in the wool stores which is said to have had harmful effects on the Japanese market. Then there was the six week strike in N.S.W. ports which resulted in wheat export slowing to a trickle from that State. Earlier in the year wheat export from W.A. had been hindered by problems.

Another area to suffer was the coal export, which is said to have been more than half under the programmed quantity for July as a result of the nett working days of the month being reduced to 12. Similarly the iron ore export from Dampier and Port Hedland has suffered delays, causing a backup of ore carriers.

The captive general cargo coastal trade has in past years been all but done to death and the movement of essential bulk cargoes becomes more and more expensive, however the overseas trade is not captive, other countries can buy from elsewhere. Shipowners will not wish to send their ships to Australia unless a good freight rate is obtained to compensate for delays, and this freight rate added to the price of the cargo may well make it an unattractive proposition to the buyer in another country.

We do seem to have an Alice in Wonderland situation.

- o o o -

SHIPBUILDING

Once again the policy involved in maintaining a shipbuilding industry in Australia is under review, which is not surprising as practically every Commonwealth Government has examined this.

The main problem is the adequacy of the subsidy, which as mentioned before goes to the shipbuilder not the shipowner. It is supposed to equate the price between an overseas product and the locally built vessel, however according to an ANL spokesman, when referring to their projected four 15,000 tonners, the lowest Australian tender - before escalation and subsidy - was about twice the lowest overseas price.

In recent years several yards in Australia have closed down and in the large vessel capability only Whyalla and Newcastle remain, together with the Naval shipbuilding facility, which is usually overlooked when cries that Australia is discontinuing shipbuilding are heard. Also overlooked are the several well established small yards that turn out a variety of small craft, not only for Australia, but also for overseas buyers.

The Australian yards have always built good solid ships and there is nothing wrong with their product, it is only the time and cost. The yards are at a natural disadvantage in both aspects but are further frustrated by strikes, bans and demarcation disputes. If the shipbuilding unions are as concerned as they imply, surely interunion demarcation disputes which halt work would be easily eliminated.

Somewhat belatedly there are now signs that the unions and management - having both realised their precarious situation - in the larger yards, are taking steps to achieve better and more economical productivity, but it would be fair to ask why they did not get down to it sooner, after all if the problem is solvable now, it must have been so years ago.

Whilst it is desirable to maintain one or two yards that have a capacity to build average size ships for the coastal trade, there must be a limit to the price that is paid in the form of shipbuilding subsidies.

- o o o -

COMMENTARY continued
page 88.

* CORRESPONDENCE...

Mr. B. J. Browne, Box 317 P.O., Crows Nest, N.S.W., 2055, writes:
 I am writing, a little belatedly, regarding articles that appeared in THE LOG during 1976. Firstly, to correct a small error that appeared in T. J. Ryan's 'River Class Frigates' on page 19 (March); regarding details on CONDAMINE "...All three vessels were scrapped by Mitsubishi in 1962"... which is incorrect as the ex RAN tug RESERVE is still operating as the Panamanian POLARIS and has come to Australia on a number of occasions, firstly as PACIFIC RESERVE and later as POLARIS.
 In the McIlwraith McEachern article I noted that you did not include ELEANOR of 167 tons, built 1894, iron paddle tug, that I feel was owned by the Company from July 1897 to August 1900. While it was expected that you did not detail the small fry, this ship was of quite substantial tonnage.

(In reply to Mr. Browne's note, I accept the authority of 'Paddle Steamers of Australasia' (R. H. Parsons, 1967) that ELEANOR was owned by McIlwraith McEachern. I have no direct evidence myself and thank Mr. Browne for drawing the matter to my attention. - T. S. Stevens.)

*

Mr. J. Henry of Wellington writes: The article in THE LOG, May 1976 requires three amendments: 1) After RANGATIRA ran aground in February 1936 she was not substituted by WAHINE (I) but by MAORI (II). From November 1931 until February 1947 RANGATIRA and WAHINE were the regular vessels in the Wellington/Lyttelton service, while MAORI was the relief vessel for surveys and emergencies.
 2) It was not the WAIPATA that left Lyttelton to take the passengers off the RANGATIRA on 29 December 1940 but the MAORI (19067/30). Mr. Walker has probably referred to the later ship Kirk's book 'Express Steamers' of which I have a copy of which contains the same error.
 3) Mr. Walker states the time for the Wellington/Pictou run was just over 2 hours 20 minutes, but this should be 3 hours 20 minutes for the 52 miles. Her fastest passage was from Pictou to Wellington on 6 April 1961 - 2 hours 59 minutes. The confined waters of Tory Channel restricted speed and not the Union Steam Ship Company.

*

Mr. G. Ferguson, 23 Marsden Rd., Greymouth, New Zealand, writes:
 I am trying to obtain information on the following ships - MINYO MARU, MEISEI MARU, SANSHO MARU, KINKAI MARU, PUSAN, INCHON (ex Running Knot) and DAISEI (ex Mainshaft Eve ex Rio Grinoco). PUSAN, INCHON and DAISEI are all American built C1-M - AUI type and they all paid visits to Greymouth (NZ) in 1960/1961 and loaded coal for Japanese mills. MINYO MARU, MEISEI MARU, SANSHO MARU and KINKAI MARU also loaded coal at Greymouth for Japan.

INCHON and PUSAN were at that time Korean owned and DAISEI was British owned and registered in Hong Kong. The others were Japanese owned.

I wish to ascertain what has become of these ships. I have been

told that MINYO MARU sank in a typhoon in the sea of Japan, and KINKAI MARU sank in Akashi Strait after being in collision with a South Korean tanker named Chunchi, but I cannot say for sure if this is correct. Would you know anything of the fate of these ships?

MINYO MARU, MEISEI MARU, SANSHO MARU were in port here in 1959 and KINKAI MARU in 1960.

[Would any reader able to assist Mr. Ferguson, please contact him direct.]

*

Mr. H. W. Dick, University of Newcastle, Dept. of Economics, Newcastle, N.S.W. 2308, writes: Paddle Steamers of Australasia [Parsons, 1967] gives the vessel DUNCAN HOYLE as launched 12/1852 by J. Scott & Sons, Greenock for Duncan Hoyle (48/64) and T. Kinkaid (16/64), with the observation that Duncan Hoyle was chairman of the committee behind the formation of the Geelong S.N.Co., the latter the owners of the vessel. Vernon Gibbs in 'British Passenger Liners of the Five Oceans' (1963) gives Azof (700/1855) as built by J. Bourne, Port Glasgow for Duncan Hoyle of Greenock and J. Hartley of London (a director of the P & O). Azof was acquired by P & O in 1856 and placed in the Aden/Mauritius trade. Therefore, who was Duncan Hoyle, what was the nature of his relationship with Australia and was the Azof in anyway connected with an Australian venture?

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* TO our readers.....

THE LOG to have a NEW EDITOR

This indeed is a rare heading to appear in THE LOG - in fact it is ten years since it was last used. After one year as Editor of the old series and nine years under the auspices of the Nautical Association of Australia Inc., I feel that it is time to gracefully retire.

With the completion of this volume in December, I shall relinquish the position of Editor and pass the responsibility of the journal to Bill Volum, who is well known to you as our hard working Secretary/Treasurer.

This will require other administrative adjustments - all of which have been planned, and the full details will be announced in the next issue of THE LOG.

T.S. Stevens.

*

* SUBSCRIPTION RENEWAL...

Readers whose subscription expired at the end of June, should renew immediately, if they have not already done so, as otherwise this will be the last issue mailed to them, pending renewal of the subscription.

* MARITIME MISCELLANY...

Closing date for items for the next issue - NOVEMBER 3.

*

For assistance in compiling this section the Editor expresses particular thanks to Messrs: D.Finch, J.Burne, H.Dick, H.Fildes (NSW); R.Wright (ACT); T.Ryan (V); R.McKenna (WA) R.McDougall (NZ) and L.Le Luu.

*

COASTAL and SOUTH PACIFIC:

Ref.P.53 - Tasman Pulp & Paper Co, has contracted with Kagoshima D'yard & Ironworks, Japan, for two 8500 tonne dw timber product vessels for delivery second half 1977.

FLINDERS RANGE, 25000 ton bulk carrier, launched by State D'yard Newcastle July 31. Sistership Hamersley Range to be launched early next year.

LADY ANN - offshore supply ship, launched by Carrington on August 7 for Australian Offshore Services. Powered by four Daihatsu engines driving twin screws giving a speed of 15.1 knots, the vessel is the largest (60.53m x 13.15m) and most powerful of this class yet built in Australia.

Ref.P.23 - UNION HOBART delivered in Norway June 30 is now en route to N.Z. An unconfirmed report indicates that the sistership will be named Union Lyttelton. UNION ROTORUA is expected to leave Whyalla early in September for dry docking in Brisbane, before entering service.

Ref.P.48 - ARATIKA (3875/74) left Wellington May 15 for conversion in Hong Kong and is expected to return in November. Also in June the coastal tanker ERNE went to Japan for overhaul.

HAWEA (2926/67) was purchased by the N.Z.Government in June and will be taken over in September to replace the passenger ferry RANGATIRA (9270/72) on the Wellington/Lyttelton service.

Ref.P.122 - BASS TRADER was to have been delivered on June 18 but due to a weldless defect this was not achieved until July 23, then an Engineers dispute delayed departure until July 29. The AUSTRALIAN TRADER (7005/69) was to have been withdrawn from the Sydney/Tasmania service on July 1 but owing to the delay to BASS TRADER and mishap to MELBOURNE TRADER, the vessel continued in service until the end of the month and then encountered maritime union problems which held up the final departure from Bell Bay.

Ref.P.51 - SEAWAY PRINCE (4174/75) completed repairs and re - entered service on August 9, resulting in SEAWAY KING (2961/64) returning to Sydney and lay up on August 14.

Ref.P.62 (1975) - ALMA DOEPEL (151/1903) arrived Melbourne from Hobart on July 14 for conversion into a private sail training ship.

GUNGA DIN I, previously MWL251 Gunga Din now owned by John Albin completed conversion to a refrigerated prawn trawler, at Fremantle, and departed early June for the Gulf. MARKWELL FREIGHTER (213/46) and RUSS ENDEAVOUR (228/44) laid up at Cairns and owned by Allan Hewson, are to be refitted for refrigerated cargoes. INVESTIGATOR [ex tug Ben Shortridge] has been re engined and is a fishing craft.

Ref.P.26 - The Former Koshin Maru No 14 was renamed MISS BOOMERANG, in mid June during refit.

Ref.P.47 - The operations of BEROONA (5149/63) will in future be restricted to calls at Westernport and Burnie. The vessel recently docked in Newcastle to repair bottom damage sustained earlier this year.

TE AROHA (114/1909) owned by Karamea Shipping Co., made her last crossing from Wellington to Nelson on July 20, after 40 years in the Cook Strait trade.

POOLTA (2880/59) was sold by the Union S.S.Co to Bulkships Container Pty.Ltd., and chartered to Hethrington & Kingsbury for service in the NSW northern Rivers/Sydney sugar trade.

MAHENO (4511/69) and the chartered UNION AGTEAROA (10150/73) are being offered for sale, whilst MARAMA (4511/69) was sold in July to Ascot Shipping Co.Ltd.(previously Ascot Fishing) in which Dalgety (NZ)Ltd. and Otakou Fisheries Ltd are shareholders, and chartered back to the Union Company, however it is reported the ship will be resold to the Union Company in due course.

Ref.P.47 - KANIMBLA and MANDORA were sold to Hull Investments Ltd. Hong Kong and bareboat chartered to Trans Freight Lines Inc. (TFL) U.S.A. in which TNT owns 80% through Alltrans Inc. They were renamed Transeuropa and Transamerica and were to begin their fortnightly service between Rotterdam/Le Havre/Felixstowe and New York/Norfolk/Charleston, on July 17. Meantime KOORINGA was sold to Hong Kong Islands Shipping Co.Ltd, Hong Kong and returned to Australia in August as Island Container.

Ref.P.49 - MUNDOORA (4116/60); RICKIE MILLER (2616/54) and HARWOOD (1785/49) were all sold to Maldiva Shipping being renamed Marina, Maldiva Carrier and Maldiva Express respectively, and left Sydney June 8, May 30, and June 10.

MOUNT KEIRA (10229/60) arrived Newcastle May 20 and was delivered to Greek owners on June 16, being renamed Afstralos, she sailed on June 23, after a slight delay due to a union ban. ECHUCA (2853/71) was delivered to Wan Hai Shipping Co., Taiwan at Melbourne on July 2 and sailed as Ming Chun on July 4.

TAINUI II (1562/63) sold by Northern S.S. Co.Auckland - their last ship - to Ayo Shipping Corp.Florida, sailed on May 24 as Koral (Panama Flag) for the Caribbean.

DEE WHY (799/1928) - out of service since April 1968 - was scuttled in 135 feet of water, three miles north east of Long Reef (NSW) on May 25.

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TUGS:

Ref.P.50 - BANDIT was renamed BELLARTNE in June.

Ref.P.50 - The second Melbourne Harbour Trust tug is to be named VIKING, not Vital as previously reported.

Ref.P.50 - YAMBA is to be dismantled at Brisbane.

QUOBBA (103/69) owned by Texado Mines P.L. was recently under refit at Fremantle. It is usually working at Cape Cuvier, W.A.

WARRINGA was launched at Launceston for Waratah Towage and commissions in August. It is similar to Wangaree.

CAPEL - tug for Elder-Prince, was launched by Australian Shipbuilding Ind. Fremantle on June 2. It is to be used at Bunbury.

The tugs for Hay Point (Mackay) due to be commissioned early next year, are to be named BELYANDU and BROADSOUND. They will now be owned by Utah and managed by Fenwicks.

PILBARA JUPITER, a 28 metre tug building by Albin Eng. Services, for Pilbara Harbour Services, is expected to be ready in August.

SYDNEY COVE (245/56) has been purchased by Charter Craft & Marine Services, Eden and arrived there July 10. FARM COVE (327/38) has been sold to China-Pacific Intermodel Ltd, based in Manila, and was delivered at Sydney on June 28, being renamed Titan.

Five tugs building, or on order, from Whangarei Engineering, N.Z., are to be named DALDY (Auckland H.B.); NGAHUE (Wellington H.B.); MAUNGATEA (Hawkes Bay H.B.-Napier); KAIMAI (Bay of Plenty - Tauranga) and TURIRAU (Gisborne H.B.).

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OVERSEAS:

AUSTRALIAN PIONEER - 121250 dwt bulk carrier for ANL was launched at Landskrona, Sweden, after being stuck on the way for 15 days, then during engine trials recently almost capsized an attending tug. The sistership is to be named AUSTRALIAN PROSPECTOR. These vessels were to have been named Mount Isa and Mount Stuart.

Blue Star Line has purchased the Maritime Fruit Carrier vessels Newcastle Clipper (6680/72) and Lahrador Clipper (6674/72). They are to be renamed TROJAN STAR and TUSCAN STAR.

Former passenger liner Cunard Ambassador (14160/72) sold after being damaged by fire, appeared at Fremantle as the sheep carrier LINDA CLAUSEN on July 13.

ELLINIS underwent refit during the first half of the year and is now cruising in the Mediterranean and South Atlantic. The vessel returns to Australia next April. PATRIS is reportedly operating as a passenger and car ferry between Ancona (Italy) and Patras (Greece).

White Star Line (Bulan Transportation (Pte) Ltd, Singapore) are discontinuing their service between Asia and Australia after four years. BITANG LIMA is the last sailing.

AUSTRAL GLADE (ex Hawaii Bear) and AUSTRAL GLEN (ex New Zealand Bear) have been sold by Farrel Lines to American Pacific Container Line (AMPAC).

OTATO (12997/58) and STRATHINVER (ex Galway - 9539/59) both sold by P & O and renamed Eastern Academy and Golden Fortune.

Shaw Savill are to operate two vessels - CUFIC (ex Newfoundland) and TROPIC (ex Nova Scotia) - to the Caribbean. Also Columbus

Lines are to employ COLUMBUS CANADA and COLUMBUS CALIFORNIA in a similar service, they will be replaced by COLUMBUS CARIBIC and COLUMBUS COROMANDEL on the U.S. west coast service.

The Japan/NZ container service is to start in October with the introduction of the 33,000 tonne GODWIT, owned jointly by Japan Line and Mitsui-OSK. The second vessel AOTEA will join in December. The latter is presently ARIAKE and will transfer when the recently launched 38000 tonne ARIAKE I arrives on the Japan to Australia service. ARIAKE I was launched at Lubeck on June 9,

TOKIO EXPRESS (58082/73) will be the largest containership to have visited Melbourne and Sydney when she arrives in August. After discharging in Australia the ship goes to the East to load, as did JERVIS BAY recently.

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ACCIDENTS and MISHAPS:

Ref.P.26 - the burnt out wreck of CAPITAINE BOUGAINVILLE, lying at Port Whangarei, was taken over in May by the Northland Harbour Board for disposal to recover expenses and costs.

Ref.P.51 - CHORYO MARU No 5 left Wellington on July 8 in tow of the fishing vessel Konpira [ex Konpira Maru No15 - said to have been wrecked at Darwin in December 1974] owned by John Chadderton, who has purchased CHORYO MARU No 5. Correction to the entry last issue concerning YACHYO MARU - this should have read No 25 (not two) and the grounding date February 20.

SHINJITSU MARU No 5 (7013/71) bound Tauranga to Ecuador, developed a 15° list on May 10 when the cargo shifted and the vessel returned to Tauranga.

KANGOUROU (26437/70) was found to have rudder damage when leaving Fremantle on May 15 and was delayed until May 22.

UNION TRANS TASMAN (3166/72) sustained bow damage on May 19 when involved in a collision with a wharf at Auckland.

ASSOCIATED GRAIN (8959/56) which arrived in Australia last November and suffered major engine problems, eventually departed for Taiwan in tow of the tug Grenville 2 late in May.

SWAN RIVER (ex Andes Maru) suffered engine trouble when approaching Fremantle on June 7 and was towed in. The vessel is now a livestock carrier.

FLORIDA (500/56) owned by Silk S Boyd Ltd of Raratonga bound Cook Islands to Townsville with a cargo of volcanic rock, stranded on Myrmidon Reef (18.15S-147.24E) sixty miles N.E. of Townsville on June 9. The crew were rescued by HMAS Bayonet and the tug Nelia attended, but the vessel was eventually abandoned to Underwriters.

MELBOURNE TRADER collided with the old Gellibrand Light structure in Port Phillip Bay on June 21, during heavy fog, and had to be drydocked for repairs to the hull and propellers. The 70 year old historic landmark was left in an unsafe condition, leaning at an 18° angle, and was deliberately destroyed by fire on June 23.

JOSEPH BANKS (460/65) laid up at Hobart, sustained fire damage to the bridge and accommodation on June 21.

UNION WELLINGTON (2638/73) laid up at Wellington, was blown ashore at Evans Bay on June 21, but refloated next day. When being berthed she struck the fishing vessel Silver Dawn.

UNIBULK PINE, bound Gladstone to Japan, grounded on June 25 near Tarawa in the Gilbert & Ellice Islands but was refloated 24 hours later.

CELLANA (16005/68) sustained fire damage to the superstructure at Gore Bay, Sydney, on June 28 and two crew members died. On July 6 the vessel went to Newcastle for repairs.

LILONGA (199/1910) former River Murray paddle steamer, now owned by Fricker Bros, P.L., bound Kangaroo Island to Port Adelaide with gypsum, sank 10 Km off Carrickalinga Beach, St Vincents Gulf (S.A.) on July 6. The five crew were picked up by the Greek freighter Star Lily and transferred to the prawner Speedwell.

FU LONG No 11, together with FU LONG No 12, was apprehended by HMAS Assail north east of Monte Bello Islands on July 16 and taken to Dampier thence Geraldton, where FU LONG No 11 went adrift and stranded on a reef, sustaining bottom, rudder and propeller damage.

NIMOS suffered a fire in the cargo in number four hold at Sydney on August 6.

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GREY FUNNEL section:

OVENS left Sydney May 17 for a five month attachment in South East Asian waters. PARRAMATTA left Sydney on the same assignment on July 5, and when bound to Singapore was directed to Bali to assist in relief operations following the earthquake.

MELBOURNE, lying at Garden Island after a 424 day refit was struck by the Japanese car carrier Blue Andromeda, on July 24. Both vessels sustained minor damage.

SWAN entered dock at Williamstown on June 5, for refit.

ABANG apprehended the 16 metre Taiwanese fishing boat CHU YEN in the eastern approaches to Torres Strait on June 23 and took it to Thursday Island. RAYONET apprehended the 30 metre fishing boat KPN CHI No 1 on August 6 and escorted it to Cairns.

Overseas designs being considered for the top (maybe 15) new patrol boats are now reduced to either the British Brooke Marine PCF420, a 42 metre 220 tonnes displacement craft, or the West German Lürssen Werft FPB 45, a 45 metre, 250 tonnes displacement craft. Whatever the design the craft will be built in Australia.

Todd Seattle Shipyard will commence the fabrication work on the first guided missile FFG frigate for the R.A.N. in May 1977, and on berth assembly in August next, with delivery expected late 1980. The second vessel will be laid down in March 1978 and delivery will be early 1981.

The R.N.Z.Navy is to dispose of INVERELL and KIAMA. The former is to complete her last tour on August 19, whilst KIAMA has been in reserve for two years, and is being sought by the Auckland Maritime Museum Society, and - reportedly - some Australian Maritime Museum.

The former RNZN - SDML MAKO and KAHAWAI were sold in a stripped condition in May 1976 to G.E.Sullivan and M.A.Johnes respectively, whilst PARORE is for disposal shortly. The Auckland Maritime Museum is interested.

H.M.S. DEVONSHIRE, recently visited Odessa (Black Sea) and was the first Royal Navy vessel to visit Russia for ten years.

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COMPANY and GENERAL NEWS:

A new container shipping service to be operated jointly by A.N.L., Neptune Orient Lines, and a consortium of R.I.L., Straits Steamships and OCL, will introduce a three ship service late in 1977 from Australia to Singapore/Malaysia. The vessels are to be a combination roll on/roll off - lifton/lift off design and will be built by Kawasaki.

British United Trawlers Ltd., plan to form, subject to Government approval, a joint venture with Southern Ocean Fish Processors P.L. of W.A., based on Albany. The British concern will contribute three freezer trawlers.

New Guinea Express Lines are to introduce fully containerised services between Australia and Papua New Guinea early in October with BELLATRIX (5084/71) and BETEIGEUZE (5084/71) owned by Johann K Blumenthal Red. West Germany. Either Moresby Express (1502/71) or Lae Express (1497/71) will be displaced.

The Swire Group are building two cellular containerships in Japan, by Miho Shipyard, for the PNG trade, the first is due for delivery in May 1977 and the second in July 1977. These ships will be operated by New Guinea Australia Line (NGAL) and CONPAC and will replace Island Chief (3946/57) and Coral Chief (3929/58).

Oceania Line-Daiwa Line are introducing a container service from Sydney to Honiara, Guam, Saipan, Truk and Ponape on a 35 day cycle, using PALAU.

The Nauruan Government is suing, in the Supreme Court Wellington, the New Zealand maritime unions involved in the blacklisting of ENNA G in 1973.

Sea Containers Inc, is forming Refrigerated Clipper Ships Ltd., Bermuda, in conjunction with the bankrupt Maritime Fruit Carriers Ltd. The twenty ships will be owned by the new company.

Blue Funnel plan to introduce a monthly r/o-r/o service from Liverpool to Jeddah, using a 2000 dwt ship.

* COMMENTARY ...continued.

GONE WALKABOUT

Whilst Australia does not have a large Navy, what we have seems to have spread itself all over the globe in the last few months.

The U.S. Bicentenary took VAMPIRE, and STUART out of Sydney on May 31 bound for San Francisco via Suva, Pago Pago and Pearl Harbour; whilst SUPPLY, delayed by industrial disputes during overhaul, hastened after them on June 14. During the trip VAMPIRE visited Long Beach and Seattle, STUART went to San Diego and Esquimalt, and SUPPLY went to Vancouver.

After New York, HOBART went onto the Azores and Gibraltar, then Toulon, to become the first RAN vessel to visit a port in France since Queenborough in June 1955. In addition HOBART will be the first RAN ship to circumnavigate the world since Sydney in 1953, and will also be the first RAN ship through the Suez Canal for 14 years.

The Seychelles independence celebrations at the end of June saw the presence of MORESBY, whilst DERWENT, during her South East Asian attachment visited ports in Malaysia, Thailand and Japan. Finally STALWART crossed the Tasman to New Zealand in June.

It is encouraging to see our Navy moving about the world and not just sitting in harbour or wandering about the coast.

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