

# THE LOG



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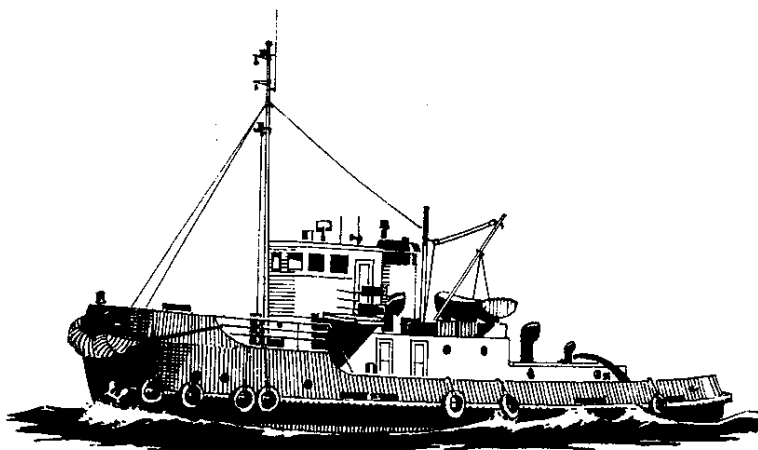
31 MARCH, 1970

Price 40c  
Australian

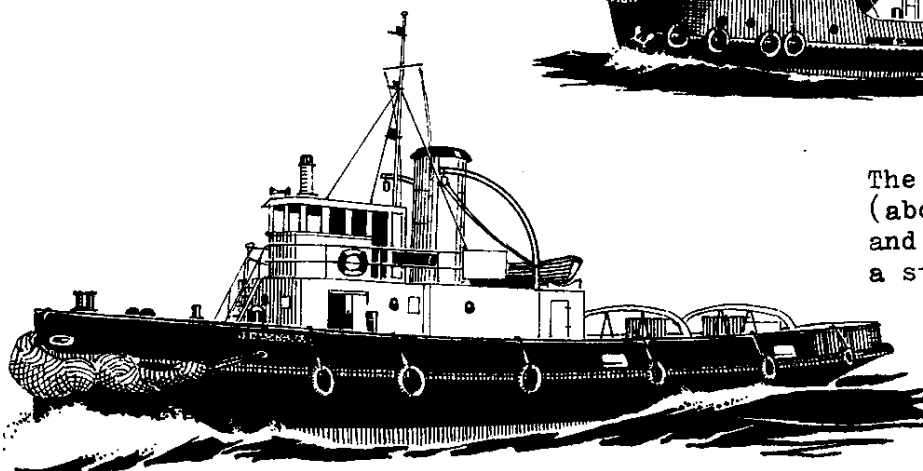
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## TUGS IN TASMANIA

An account in this issue.

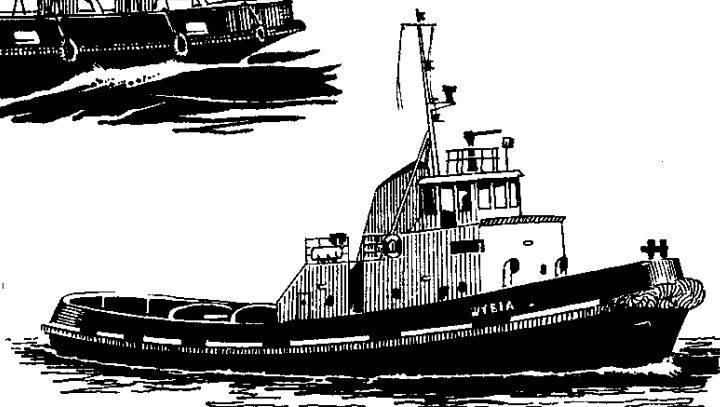


The chunky 74-ton WESTAMAR (above) serving Launceston and the Tamar was built to a standard design.



The veteran SWIFTNESS (above) which was re-engined for service in Hobart began life as a Singapore steam tug.

One of the new breed, WYBIA (right) Adelaide-built in 1967 for the Marine Board of Launceston.

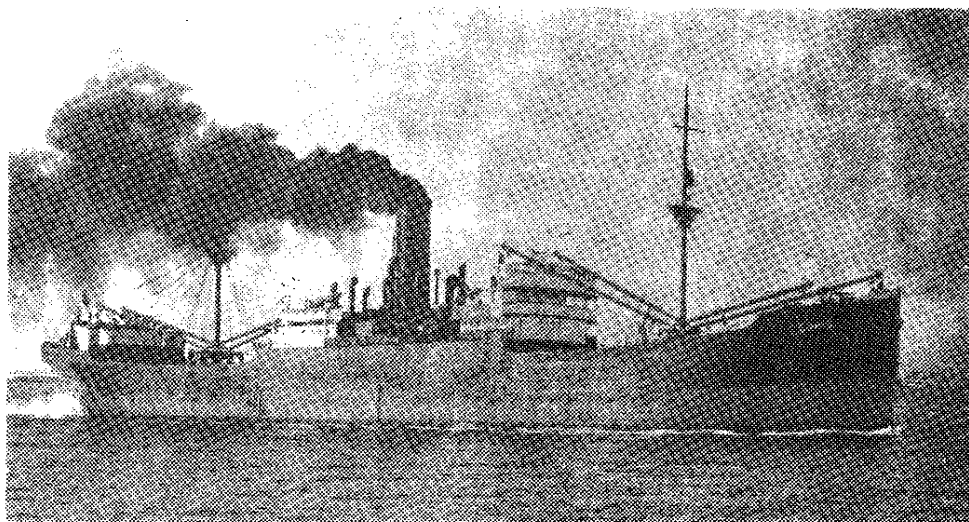


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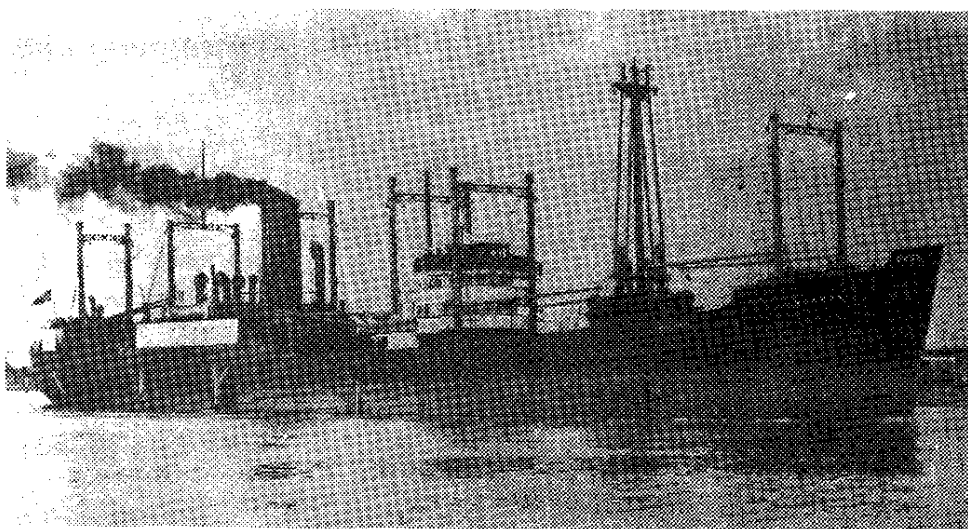
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HUDDART PARKER SHIPS



"CORIO" (ex "DELUNGRA") Built 1919, 3346 Gross Tons.



"BARWON" Built 1939, 4239 Gross Tons.

( Original photographs held in the Latrobe Library, State Library of Victoria )

THE LOG is printed and published on the last day of every second month for the Nautical Association of Australia Inc. by T. S. Stevens, Marvin Street, Holland Park, Queensland.

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Journal of the

\* NAUTICAL ASSOCIATION of AUSTRALIA Inc. \*

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\*\*Continuing...

JAMES PATERSON & Co., Pty., Ltd.

from: I.J. Farquhar.

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In the first part of this article, the activities of James Paterson in the fields of coal merchant and collier owner were dealt with, now we turn to the tug owning interests of this firm.

James Paterson's interest in the development of the port of Melbourne was considerable and before acquiring his first steam collier, he decided there was scope for employment of a suitable harbour tug for towage and salvage purposes. In 1873 he joined with J. Marshall in the purchase of the iron tug RESCUE, and she commenced work early in 1874. Driven by two massive paddles with 'RESCUE' emblazoned on the paddle boxes and a large tall funnel, this 144 ton tug became one of the familiar features of Melbourne for nearly thirty years. Only 113 feet in length she was called to many of the strandings and shipwrecks around the Victorian coast, as well as attending to general harbour towage.

In 1875, J. Marshall brought out the paddle tug ALBATROSS - a larger edition of the RESCUE, and in 1877 she was taken over by James Paterson. The ALBATROSS assisted the tug Williams in the salvage of the 4014 ton liner Sorata, which grounded in Backstairs Passage in 1881. There were few maritime mishaps in the Victorian area prior to 1900 that did not involve one or other of the Paterson tugs. Some of the salvage undertakings meant standing by stranded ships for weeks at a time.

The RESCUE was sold to New South Wales buyers in 1902 and was wrecked six years later. The ALBATROSS was withdrawn from active service in 1903, but was recommissioned from time to time, mainly under charter to the Melbourne Harbour Trust, until 1917 when Patersons finally disposed of her. This was not however the end for ALBATROSS, as two years later she was converted to an auxiliary schooner and renamed Wortanna.

Owned by The Adelaide Steamship Co. Ltd from 1922 to 1957, Wortanna was employed as a sugar lighter between Port Douglas, Cairns and Mourilyan. She was taken over by the United States Army in 1942 and was re engined. They used her around New Guinea in the Milne Bay area and after the war she was returned to owners to continue in the sugar lighterage. On November 18, 1957 when leaving Mourilyan Harbour, Wortanna stranded and became a total loss. A Cairns resident purchased the wreck of the 83 year old vessel for five pounds.

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To replace the RESCUE and ALBATROSS, the company ordered the tug JAMES PATERSON, which was built by J.P.Rennoldson & Sons, South Shields in 1902 and commenced service in 1903. Like her predecessors, JAMES PATERSON (247tg) undertook considerable salvage work within the range of South Australia, Tasmania and New South Wales. Prior to World War II she towed 136 sailing ships in and out of Melbourne and amongst the long list of salvage exploits we find failure with the 1821 ton tanker Petrian, which stranded at Portsea Back Beach in November 1903, involvement in the epic attempts to recover the mined Federal S.N. Cumberland in 1917, and success with the recovery of the schooners Valmarie and Louis Theriault in 1919, the barque Charles Racine, the Alabama, the Port Lyttelton and Clan McNaughton near Beauty Point (Tasmania) and Milora. After salvaging Milora she was stripped at Melbourne and then scuttled, the towing out to deep water being undertaken by JAMES PATERSON. Probably the last occasion that the veteran tug ventured 'deep' was to assist the 7285 ton freighter Stanfirth in 1951. (Refer THE LOG -V2.N1.)

During the first World War, JAMES PATERSON was requisitioned from time to time and manned by the R.A.N. for employment as required either on coast guard duty or minesweeping. In 1919 she was employed off Cape Everard searching for mines laid by the raider Wolf.

In sixty years of service, JAMES PATERSON became the best known and distinctive tug in the history of Melbourne. Much of her success and popularity can be attributed to her Master - Captain H.R.Watson, who joined her as mate in 1903, assumed command in 1906 and remained so until his retirement in 1946 at the age of 76.

When James Paterson & Co.,Pty.,Ltd., ceased business at the end of 1961, the tug was transferred to McIlwraith McEacharn Ltd, this taking effect on November 1, 1961. Her two long thin funnels thereafter were red with black tops, but that scheme never looked as fitting as the black with white band she had worn for so long. Be that as it may, with new tugs entering service it was not long before JAMES PATERSON was decommissioned. She performed her last towage operation on August 20, 1963; was then laid up and sold at the end of September 1963. Later resold it was proposed that the old steamer would be used for diamond 'mining' off the coast of South Africa. Nothing of this eventuated and the Melbourne Harbour Trust gave notice for her removal. Early in 1966 JAMES PATERSON was broken up at Williamstown.

No further tugs were built to the exclusive ownership of James Paterson & Company, but they had a quarter share in the Batman, built by Mort's Dock & Eng.Co,Sydney. The other shareholders were:- Huddart Parker Ltd.,Melbourne Steam Ship Co., and Howard Smith Ltd. By virtue of adjustments since 1961 the Batman is now owned jointly by McIlwraith McEacharn Ltd and Howard Smith Ltd.

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Hereafter follows the Tug Fleet List and after that the Fleet List of Steam Colliers owned by the Company.

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JAMES PATERSON & Co.,Pty.,Ltd.

Fleet List - - TUGS

RESCUE

p.s. 144 tons, built 1873 by J.T.Eltringham,  
South Shields.  
1873- 1902 James Paterson & Co.Melbourne  
1902-1905 A.Fenwick, Richmond River.N.S.W.  
1905-1908 Perpetual Trustee Co.Ltd.Sydney.  
April 4,1908 -Wrecked Richmond River Bar.

ALBATROSS

E.S.- 191 tons, built 1875 by Barclay,Curle & Co,  
Glasgow.  
1875-1877 J.Marshall, Melbourne.  
1877-1917 James Paterson & Co.Melbourne.  
1917-1918 Wilfred J.Wardle, Adelaide.  
1918-1920 Frank A Verco,Adelaide. Converted to  
an aux. schooner, renamed Wortanna.  
1920-1921 Victor C.Reeves, Hobart.  
1921-1922 Cairns Timber Ltd.Brisbane.  
1922-1957 The Adelaide Steamship Co Ltd.  
Requisitioned by U.S.Army 11/1942,  
returned owners 9/1945.  
November 18, 1957 - stranded near entrance to  
Mourilyan Harbour (Q) and declared constructive  
total loss. Wreck sold January 1958.

JAMES PATERSON

s.s. 247 tons, built 1902 by J.P.Renoldson &  
Sons, South Shields.  
1902-1961 James Paterson & Co.Pty.Ltd.Melbourne.  
1961-1963 McIlwraith McEacharn Ltd.Melbourne.  
1963-1963 P.Dent, Sydney.  
1963-1966 D.C.Aarons,Melbourne.  
1966 Broken up at Williamstown.(Vict.)

\* \* \* \* \*

The Company colour scheme was as under:-

Ships hull - black with red boot-topping.

Superstructure - brown masts and superstructure, except  
PATTAWILYA which was white.

Funnel - black funnel with medium white band, about one  
third down from the top of the funnel.

Houseflag - A yellow cross quartering a dark blue background  
with the letters J P & Co in white, positioned  
one in each quarter. A red Maltese cross was in  
the centre of the flag.

\* \* \* \* \*

JAMES PATERSON & Co.,Pty.,Ltd.,

Fleet List - Steam COLLIERS

For article on these ships refer January 1970 issue.

LADY DARLING

895 tons, built 1864 by Potter Bros,Liverpool.  
1864-1866 Bright Bros,Liverpool: 1866-1869  
Bright Bros,Melbourne: 1869-1875 Bright Bros,

LADY DARLING  
(cont)

1875-1880 J.Paterson,Melbourne: November 10,  
1880 struck rock and sank off Montague Isl.NSW  
on passage Newcastle to Melbourne.

EASBY

1489 tons, built 1873 by Richardson,Duck & Co,  
Stockton(UK). 1873-1874 R.C.Byrne,Cardiff & Lon-  
don: 1874-1879 F.C.Fulton, Dunedin: 1879 -  
1907 J.Paterson,Melbourne.April 7,1907 struck  
Skerries Reef off Victorian coast and subsequent-  
ly beached on N.W.side of Gabo Island. Wreck  
blown up to clear channel in 1926.

TARAMUNG

1281 tons, built 1880 by Russell & Co.,Port Glas-  
gow. 1880-1880 Carson & McIlwraith,Melbourne:  
1880-1891 J.Paterson & Co,Melbourne. May 31,  
1891 foundered off N.S.W.coast near Shoalhaven  
on passage Newcastle to Melbourne.

\* GLAUCUS

1363 tons, built 1878 by J.Laing & Co.Sunderland.  
1878-1886 T.Kish & Co,Sunderland : 1886-1917  
J.Paterson & Co.Melbourne ; 1917-1927 H.B.Black  
& Co.Melbourne; 1927 dismantled at Melbourne  
and taken to Adelaide for use as a hulk. 1934  
broken up by A & C Jones,Port Adelaide.

ALABAMA

1940 tons, built 1879 by A.Leslie & Co,Newcastle.  
1879-1896 Wm.Milburn & Co,Newcastle as Tantallon.  
1896-1897 Foscolo,Mango & Co,Constantinople as  
Raymonds (Turk). : 1897-1899 E.J.Olivier & Co.,  
Smyrna as Raymond (French); 1899-1907 Watts  
Watts & Co.Ltd.,London as ALABAMA (Br). :  
1907-1924 James Paterson & Co.Melbourne. :  
1924-1924 H.C.Sleigh Ltd.Melbourne. : 1924-1937  
North China S.S.Co.Ltd,Tientsin as Pei Tai (Ch) :  
1937 broken up in China.

WEAR

1892 tons, built 1911 by J.Crown & Sons,Sunderland.  
1911-1944 James Paterson & Co.Melbourne. :  
September 8, 1944 cut in two and sank following  
collision with Anatina south of Montagu Isl.NSW,  
on passage Melbourne to Newcastle in ballast.

DUMOSA

3341 tons, built 1920 at Williamstown,Victoria.  
1920-1923 Commonwealth Fleet of Steamers.:  
1923-1952 James Paterson & Co.Melbourne.  
1952-1964 Gulf Steamships Ltd,Karachi as  
Mustanseri (Pakistan).: December 1953 delivered to  
shipbreakers at Karachi,broken up 1954.

EASBY

3341, built 1920 by N.S.W.Govt.Dockyard.Newcastle.  
1920-1926 Commonwealth Fleet of Steamers as  
Dinoga. ; 1926-1952 Hudart Parker Ltd,Melbourne  
as Colac. ; 1952-1956 James Paterson & Co,Melb.  
as EASBY. ; 1956 (Nov) - 1957 Cambay Prince S.S.  
Hong Kong as Clyde Breeze. ; 1957-1959 Wallem  
& Co.Ltd Hong Kong as Easby. : 1959 sold to  
Peoples Republic of China and broken up Foochow.

\*\*Retrenchment...

B. I. S. N. Co. Ltd., SINCE THE WAR

from: H.W.Dick.

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At the outbreak of war the B.I., the largest British shipping firm, owned a fleet of 105 vessels totalling 675,000 gross tons. By late 1969 the fleet numbered about forty, if several vessels nominally owned by other P & O subsidiaries are included. This article examines the reasons for the decline in the fortunes of the Company, and asks whether unimaginative management may have accentuated what was to a certain extent unavoidable.

During World War II, 51 vessels of 351,756 gross tons were lost through enemy action or marine casualty, yet even without the war the average age of the 1939 fleet in 1945 would have been 25 years - about the economic life for a vessel sailing to regular schedules. The systematic obsolescence of the vast fleet of ships built at the end of World War I demanded a far larger rebuilding programme than was undertaken over the post war decade. Actual reconstruction replaced war losses, but not surviving tonnage. Therefore what affected the demand for tonnage?

The Indian trade across the Indian Ocean and throughout Asia was the lifeblood of the B.I. empire, which was secured by the dominance of the coastal and shortsea services and re-inforced by links with the P & O on the homeward trade. Similar monopolies were held by China Navigation, Straits S.S., K.P.M. and even Union S.S.Co in New Zealand.

The end of the British Raj in December 1947 was also the end of the B.I. privileged position. The new Indian Government encouraged Indian Flag shipping by legislation, financial assistance and pressures upon foreign shipowners. B.I. realised that there was no alternative to training Indian officers and admitting Indian companies into joint services, even though B.I. would eventually be edged out altogether. Now the Great Eastern Shipping Co., Indian S.S.Co., Jayanti Shipping Co., Scindia and Shipping Corporation of India (S.C.I.), own collectively about 150 vessels. Founded in 1954 as the State Shipping Corporation, the S.C.I. in 1969 had under construction 11 cargo vessels, 3 bulk carriers, two tankers and three ore/oil/grain carriers. Of the others, Scindia is a long established Indian firm but the others emerged after 1947, thus illustrating the growth potential the B.I. had if British rule had continued.

The independence of India meant the gradual loss of the most profitable and fastest growing trades. Further blows were the establishment of a Pakistani merchant fleet after about 1958 and the independence of East Africa in the 1960's. As the position of the company was progressively eroded old tonnage was sold without being replaced so that the fleet was not improved and the earning power of the firm declined. The B.I. can be criticised in that while clinging to traditional trades for as long as possible it failed to re-organise the basis of its operations and discard its conservative attitudes of a colonial shipping company.

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In the age of chain stores and supermarkets, the mere existence of the corner store is insufficient to guarantee a profitable volume of sales; the profitability of a foreign shipping firm in a region of independent nations depends upon its efficiency, advertising and the quality of its service. The company must compete with other firms, forestalling new entrants and justify the reliance of nations upon a foreign concern. The B.I. has found difficult the change in business attitudes required by the transition from a secure and privileged position as a colonial firm to the vigorously competitive climate now prevailing in Asia and Africa.

Despite the importance of re-organising the company's operations to offset losses of trades, the B.I. failed to exploit the many profitable opportunities in rapidly growing trades as the Australian export markets were diversified throughout Asia and Africa after the middle fifties. No new services from Australia were inaugurated after 1948. Since access to markets usually predates export sales, shipping companies cannot expect well developed trades to fall into their laps. Either there must be an initial investment in developing a trade or an acceptance of early losses when breaking into an established trade. Furthermore the services to Bombay, Karachi, the Persian Gulf and to the Bay of Bengal, remained monthly for twentyfive years without any increase in tonnage. The deployment of the ultra modern 'B' class of 1959/61 on the Straits and Bay of Bengal run was admirable but they were not supplemented by additional vessels as the trade expanded and other firms benefited instead. Unless a company maintains some margin of excess capacity ahead of demand, competitors will absorb the balance of the trade. Similarly because of the lag in new constructions, B.I. was unable to boast tonnage as efficient and speedy as competitors on many routes.

The dynamism of R.I.L. may be contrasted with the conservatism of B.I. Small but fast vessels were used to open new services to Africa, India, S.E. Asia and South America, as trades expanded the vessels initially employed were transferred to other developing trades and replaced by larger faster ships, construction and redeployment has been a continuous process. B.I. suspended bi-monthly sailings to Mauritius and East Africa in the early fifties - the effort was premature. R.I.L. re-opened the service in 1956 with 7,000 tons dwt., 16 knot vessels of the 'Straat Torres' class and now uses the larger, newer 'Straat A' class. They retained the monopoly until Compass Shipping (Blue Star) recently began sailings. The achievements of A.W.P. in the Japanese and Island trades are just as impressive as R.I.L. and show how successful dynamic policies can be.

Why might the postwar performance of B.I. have been less impressive than could be expected. Obviously whereas the survival of R.I.L. and China Navigation has depended upon their ability to establish themselves in a new area, B.I. is a member of the P & O group whose survival is not at stake. A subsidiary must accept the goals of the parent company and the goals of P & O postwar, were to rebuild the liner fleet and during the sixties to construct fleets of tankers and bulkcarriers. These new ventures had to be financed from the other activities of the firm. Nominally B.I.

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\* T H E L O G \*

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owned six tankers and two bulk carriers. Nevertheless since the deployment of the existing fleet was unimaginative and profitable opportunities were passed up, this excuse has limited validity, nor can it realistically be maintained that the operations of other members of the group restricted the sphere for B.I.expansion.

Groups tend to discourage initiative within subsidiaries. Deficiencies in second division management have been apparent elsewhere in the P & O group, E & A has dramatically failed to take advantage of the rapid growth on the Japan run, Union S.S.Co has been struggling, A.U.S.N. was liquidated. Of course there has been great initiative shown in other parts of the group, outweighing such deficiencies.

Too bleak a picture should not be painted of B.I. and these criticisms are not damning. The schoolship programme has been an unqualified success. The only trouble with the 'B' class was that their success was not followed up in the same spirit. After a long lag in new construction the 13,500 tons dwt,17 knots, heavy lift vessel 'Amra' has just been delivered for the Japan/Persian Gulf run and a sister is to follow; six 'Scandias' are on order from Japan and Nyanza and Nowshera have been returned by P & O, and with Nardana are maintaining the Japan/Persian Gulf service. The Cornwall Middlesex and Surrey have been transferred from Federal S.N.Co., and although 18 years old are valuable refrigerated tonnage. The sailings on the Australian service are being stepped up.

Therefore after the prolonged retrenchment of the last 20 years, the B.I. may at last be beginning a revival. During the seventies competition will become even keener and many newly independent nations will be establishing merchant fleets - possibly in the Persian Gulf which is now crucial to B.I.operations. The 'C' class which has performed stirring service as the backbone of the fleet is nearing the end of its economic life. How vigorously the B.I. will react to these challenges will have to be seen but hopefully the shackles of the past are now being thrown off.

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Services operated by the B.I.S.N.Co.Ltd - 1969

- 1.Bay of Bengal/Australia via Malaya & Singapore - 3 weekly/monthly.
- 2.Persian Gulf,Karachi,Bombay/Australia - about 3 weekly.
- 3.Bay of Bengal/Japan via Malaya,Singapore,Hong Kong,Shanghai.Monthly.
- 4.Bombay/Persian Gulf. Weekly.
- 5.Bombay/East Africa. Three weekly.
- 6.Madras/Straits. Three weekly.
- 7.India/New Zealand via Malaya & Singapore, jointly with Union SS.
- 8.U.K/Continent to India,Pakistan & Ceylon, jointly with P & O.
- 9.U.K/Continent to Red Sea. Monthly.
10. U.K/Continent to East & South Africa.Fortnightly.

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Details of the B.I.S.N.Co.,ships involved, in the period under review will appear in subsequent issues.

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(Opinions expressed by contributors are not necessarily those held by the Editor or the Nautical Association of Australia Inc.)

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\*\*The twin screw steamer...

B E R M A G U I

from: G.A.Hardwick.

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This vessel has had a long and interesting career, entering the New South Wales coastal trade when it was at its height, she remained on the coast (except for service in World War II) until the end, when the flag of general cargo shipping in N.S.W. was hauled down.

Launched on May 31, 1912 by the Ailsa Ship Building Company Ltd., Troon, Ayrshire, she was built to the order of the now defunct Illawarra and South Coast Steam Navigation Company Ltd., of Sydney to Lloyds A1 specification. The vessel journeyed out from Scotland under her own steam, reaching Sydney towards the end of 1912.

The BERMAGUI was a neat, compact looking ship with her engines, bridge and superstructure aft. Her funnel, which was short and well proportioned, was painted chocolate with a black top and a broad white band. Her upperworks were painted white. The foremast was painted yellow and the derrick boom black. The hull was painted black and in the latter part of her career a white band was added, which enhanced her appearance, whilst the boot topping was red. The Blaxland (later Innisfail of Australian Steamships Pty., Ltd.) of 399 tons, built in the same year for Allen Taylor & Compnay Ltd., was very similar to BERMAGUI, although not a sister ship. The BERMAGUI was named after a roadstead port some 250 miles south of Sydney, at which Illawarra ships called regularly. The port was made famous in 1936, when the late Zane Grey made it his base for game fishing. The name Bermagui, in the local aboriginal dialect means 'resembling a canoe with paddles'.

Particulars of the tonnage, dimensions and engines of the ship were as follows:

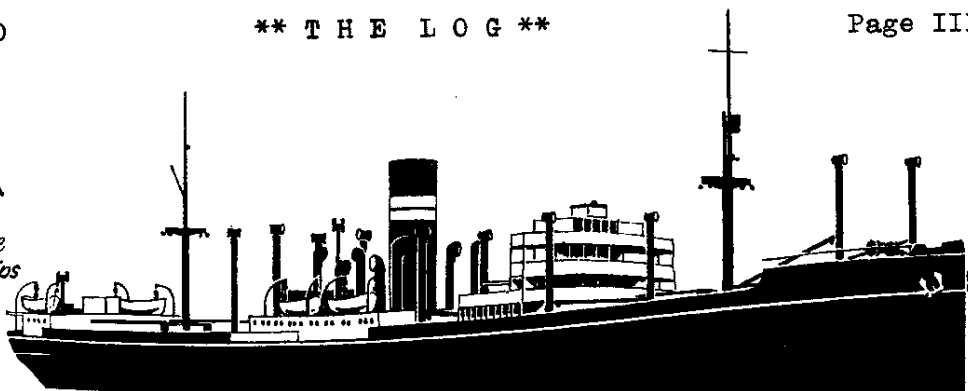
Official number: 131533, Gross tonnage: 402, Net tonnage : 150.  
Deadweight capacity: 310 tons, Length: 144 feet, Breadth: 32.1 ft.  
Depth: 8.2 ft, Depth moulded: 9 ft, Draught: 7.8 ft.

The propelling machinery consisted of two sets of compound engines each with cylinders 13" and 26" in diameter with a stroke of 16" and developing 56 registered horse power. Steam was supplied by a single ended boiler working at 130 lbs. per square inch pressure. The engines and boilers were supplied by the builders of the hull. Her speed was ten knots, although in the latter part of her career this had fallen away to eight knots.

On arrival in Sydney BERMAGUI was placed in the trade between Sydney, Nowra, Moruya and Narooma, ports in which she was destined to become well known in later years. At a later stage she also traded to Wollongong, Kiama, Ulladulla and the Clyde River. Early in 1925 the BERMAGUI returned to the Nowra and Moruya trade in which she was engaged, with few breaks, upto the outbreak of war in 1939, although she made frequent visits to Ulladulla and the Clyde River and also to Narooma, where her shallow draught made

*The Q Class, 1925:*

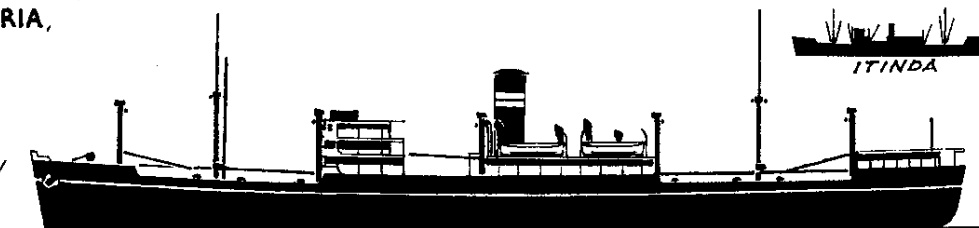
**QUERIMBA, QUEDA**  
and **QUILOA**  
Only Querimba had the  
superstructure amidships  
and aft plated in to  
form side houses.



*The William Gray group:*

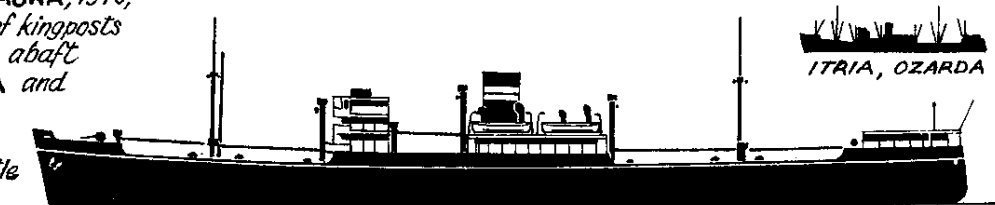
**IKAUNA, ITAURA, ISMAILA,**  
**ITOLA, 1940-1; UMARIA,**  
**URLANA, 1946.**

**ITINDA** of 1937 had  
a different kingpost  
arrangement, but  
all ships were basically  
similar. **INDORA**  
was a war loss.



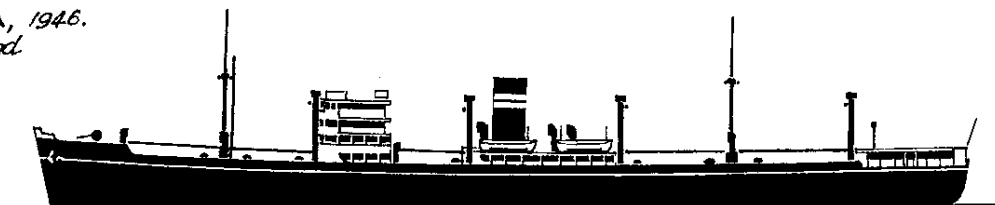
*The Barclay Curle group:*

**ORNA, 1938. LANDAURA, 1946,**  
had additional pair of kingposts  
on the superstructure abaft  
the funnel. **OZARDA** and  
**ITRIA, 1940,** had  
additional pairs of  
kingposts on forecastle  
and poop.



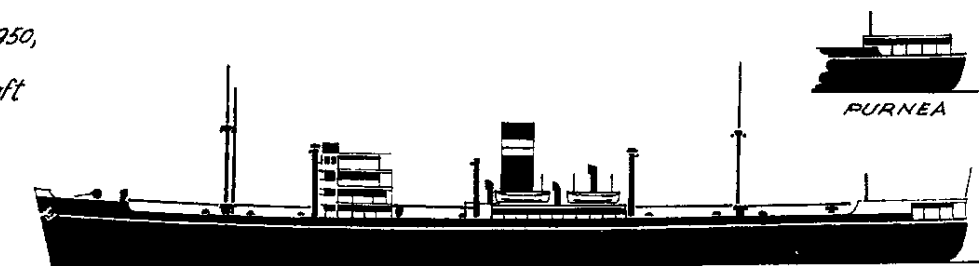
*The Readhead ships:*

**OBRA and OKHLA, 1946.**  
Note side plating and  
hances on the  
superstructure.



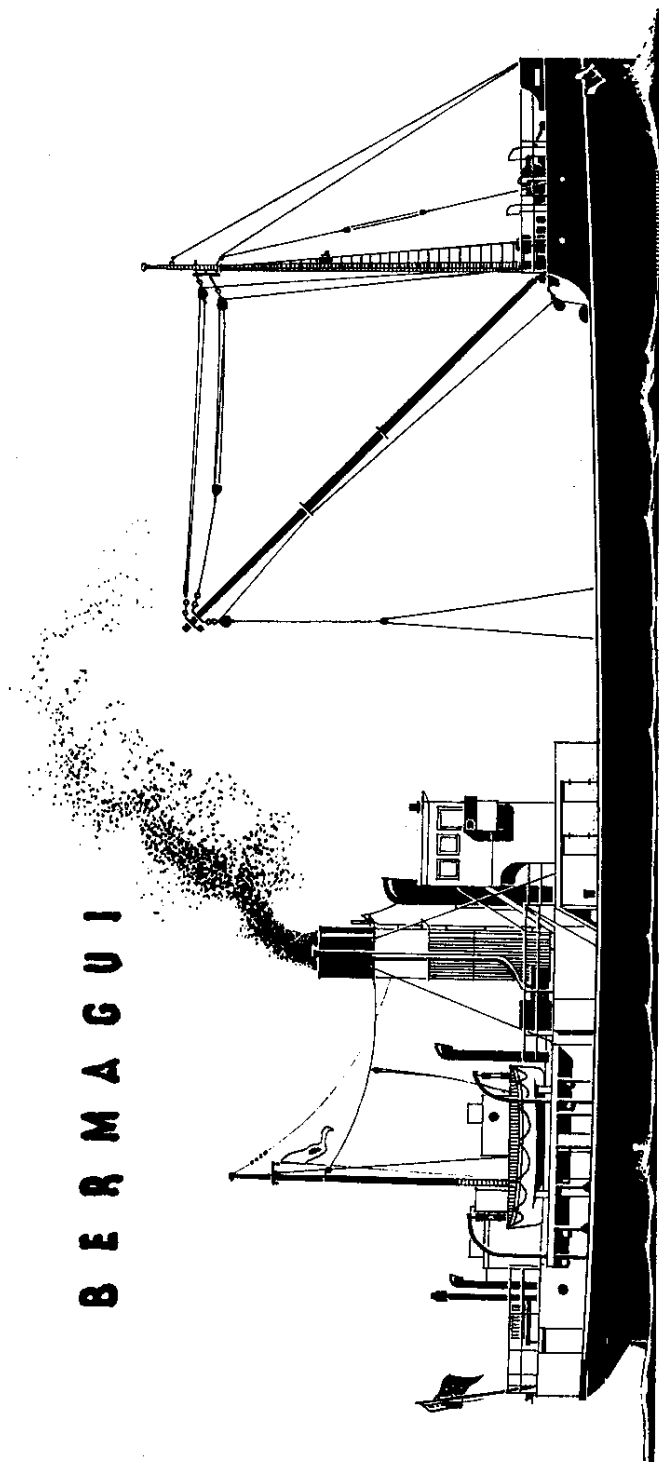
*The Denny ships:*

**ORDIA, OLINDA, 1950,**  
**ORMARA, 1947.**  
Note the sidehouse aft  
which was absent  
in a similar ship,  
the **PURNEA**, built  
in 1947 by Charles  
Connell.



March 31, 1970

# B E R M A G U I



A steel twin-screw steamer completed in 1912 by the Ailsa Shipbuilding Co. Ltd. of Troon, Scotland, for The Illawarra and South Coast Steam Navigation Co. Ltd. Her appearance during her final years with the Company before her disposal in 1951 is illustrated here.

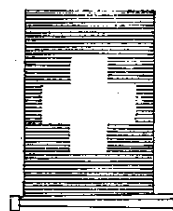
402 tons gross, 150 tons net.

Length 144 feet b.p.; breadth 32 feet; depth 8 feet.

Steam supplied by a single-ended, coal-fired boiler at 130 lb. per square inch to two sets of 4-cylinder compound engines.

Port of registry, Sydney.

Signal letters: VJFP



House flag:  
A white cross on  
a red ground.

Funnel colours:  
Chocolate with a  
broad white band  
and a black top.

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\* T H E L O G \*

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her particularly suitable to negotiate the narrow entrance and winding channels. The BERMAGUI was a most useful ship, and during the whole of her career in the south coast trade, she was well known in almost every port visited by her owner's ships.

Her long career was, fortunately, marked by few accidents. Early in 1924 she was slightly damaged through striking Pyrmont Bridge (Sydney), while on May 26 the following year, she figured in an unusual incident, being washed over the training wall below the Moruya wharf. The BERMAGUI had dropped anchor at the wharf, when a 'fresh' came down the river during the night, causing it to rise 12 feet. She dragged her anchors and was swept over the wall into shallow water alongside the river bank, and was released some weeks later after part of the wall had been removed to enable a channel to be opened. In 1929 she lost a propellor through striking a submerged object in the Clyde River.

Requisitioned for naval service in 1939, BERMAGUI was converted to a minesweeper and served in that capacity throughout the war. Returned to owners in 1946, she re-entered the south coast trade in July of that year. Conditions by this were vastly different from what had existed before the war. Operating costs and repairs had greatly increased, unsatisfactory waterfront conditions resulted in slow turn round in port and competition from road and rail was steadily increasing. All these combined to make coastal shipping unprofitable. During the difficult years following the war BERMAGUI ran mainly to Wollongong, Ulladulla, the Clyde River and Moruya, but nevertheless she ran more consistently than any of the other south coasters then in service. During most of the year she managed to make one round trip per week.

In September 1951 she changed hands, passing to the ownership of Lumber Operators Pty., Ltd., of Sydney, who continued to run her in the south coast trade, with her former owners acting as agents.

When Illawarra and South Coast Steam Navigation Co.,Ltd, gave up the struggle early in 1952, beaten by ever increasing operating costs, BERMAGUI commenced operating to the North Coast - principally Camden Haven and Port Macquarie, being then under the ownership of Allen Taylor & Compnay Ltd. At times she ventured south to her old ports and was generally carrying timber and logs to Sydney.

In 1952 her new owners established a general cargo service from Sydney to Bermagui and Tathra with the Bergalia, and in the following year BERMAGUI replaced this vessel, but owing to continued losses the service was abandoned in 1954. The BERMAGUI then remained in the coastal timber trade until April 1955, when she was withdrawn and laid up in Sydney. Whilst owned by Allen Taylor & Co.Ltd., except for dark red being substituted for chocolate on her funnel, the vessel retained the Illawarra colours.

Sold later the same year to the Moreton Tug & Lighter Co. Pty.Ltd, she sailed from Sydney to Brisbane on November 5, 1955 carrying a load of general cargo. In Brisbane she was stripped and converted to a dumb lighter, her boiler was sold to Blair Athol

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Collieries Ltd., and the rest of her fittings were sold mainly for scrap. BERMAGUI was then employed transporting mineral from Dunwich on Stradbroke Island to Brisbane, although for a period of four months in 1964, she was used with the salvage of the dredge Captain Nielsen in Moreton Bay.

In November 1968, work was begun on BERMAGUI to convert her into a modern gravel-dredging 'mother' ship for the purpose of winning, grading and storing gravel and sand from the Brisbane River and discharging by conveyor system. After this \$125,000 conversion she recommissioned in March 1969 and so BERMAGUI, already more than 50 years old, has been given a new lease of life.

( The author has expressed appreciation of assistance given by Mr.L.E.Henderson of Moreton Tug & Lighter Co.Pty.Ltd.)

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FLEET LIST of JAMES PATERSON & Co.Pty.Ltd.....continued:

from page 28.

PATTAWILYA 3549 tons, built 1945 by Wm.Gray & Co.Ltd., West Hartlepool. 1945-1950 Ministry of War Transport as Empire Caicos with H.Hogarth & Sons Ltd.,Mngrs 1945/46, Rodney S.S.Ltd.London Mngrs 1946/50. 1950-1957 Kentships Ltd (R.D.Dalgliesh & Co.Ltd, Mngrs) as Sugar Transporter. 1957-1961 James Paterson & Co.Pty.Ltd., Melbourne as PATTAWILYA. 1961-1961 (3 days) McIlwraith McEacharn Ltd.Melb. 1961-1967 Cronulla Shipping Co.Ltd (John Manners & Co.Ltd Hong Kong, Mngs.) as Clovelly (HK), later transferred to San Jeronimo S.S.Co, registered in Panama. May 13,1967 arrived at Uchiumi for demolition following heavy weather damage sustained January 1967 during voyage Yokohama to Sourabaya.

List concluded.

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\*\* THE LOG...

# INDEX - 1969

As announced in November 1969 issue, an index for volume two (1969) is being prepared. We are now able to advise that orders are being accepted and payment should be made with the order. The production of the index will only be in accordance with the number of orders received.

The cost is thirty cents (30) and remittance should be made to Lt.G.Vickridge, R.A.N., 36 Perth Drive, R.A.N.A.S. NOWRA. N.S.W. 2540. Orders should be lodged by May 15 and it is anticipated that the index will be mailed about one month after that date.

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\*\* CORRESPONDENCE...

Mr.J.G.Fallon, 346 Tuggerawong Rd.,Tuggerawong.NSW 2259, desires description of the houseflags of Associated Steamships Pty.Ltd., James Paterson & Co.Pty.Ltd (refer page 27), Bulkships Ltd and The Newcastle & Hunter River S.N.Co.Ltd.

+

Mr.A.L.Arbon, 2 Linwood Tce,Brighton.S.A., enquires for details of the passenger service operated by Cie Messageries Maritime between France and Australia via Suez in the 1920's. It is known that in 1924 the Lamartine ex Emperor Alexander III was engaged. He would also appreciate information regarding the 500 ton Polish owned passenger vessel Panna Wonna built in Germany in 1944.

(Ed. The M.M.vessel mentioned would probably be Lamartine 5152/1914 ex Emperor Alexander II ( not 3) which later became Kai Dinh and was sunk on November 22,1942.)

+

Mr.T.Martin,Sydney writes ' Onpage 144 of the November 'Log' there is a reference to the Helen B Sterling. I think this should be Dorothy H Sterling. In 1920 two wooden steamships under construction at Portland O.,were converted to six masted schooners called Oregon Pine and Oregon Fir, the latter was subsequently renamed Helen B Sterling and the former Dorothy H Sterling. During 1930 H.B.S. arrived in Sydney with timber from the Pacific, it was her last cargo and she lay in Sydney Harbour for some years,being eventually scrapped in Berrys Bay. About the sametime the D.H.S. took a cargo of timber to South Australia and I think she stayed there.'

(Ed. The opinion of Mr.Martin is supported by the article on page 16 (January 70) of THE LOG and therefore with these two pieces of evidence it appears that we can assume that it is the remains of the Dorothy H Sterling that lie in Port Adelaide.)

+

The Secretary of the Shoalhaven Historical Society (c/- Lt.G.L.W. Vickridge R.A.N.,36 Perth Drive, R.A.N.A.S. Nowra NSW 2540) writes: " We are assembling a history of the Illawarra & South Coast S.N. Co., and would be grateful if any readers could assist, with material, potographs, personal reminiscences and the like. Any material would be carefully handled and returned within four weeks of receipt. It is intended to publish the history under the title 'The Pig and Whistle Fleet'. "

\* \* \* \* \*  
\*\*MARITIME EXPO 1970...

Between Jan 23rd and February 7th, Maritime Expo 1970 was held at number seven Circular Quay,Sydney in connection with the Bi-Centenary of Captain Cook. The N.S.W.Branch of the World Ship Society was represented by a large display of ship models, paintings etc.

The N.A.A.was represented by a poster featuring many of the covers that have appeared onTHE LOG, this having been prepared by our Illustrations Editor - Mr.W.P.S.Nicolson.

\* \* \* \* \*

**\*\* SOCIETY Notes:**

W.S.S. - N.S.W.Branch:- At the January meeting Mr.F.Gregory gave an illustrated talk entitled 'Shipping in Newcastle'. The following month a film evening was held, whilst on Feb.7th the annual Harbour Cruise was undertaken. It is also recorded, with regret, that the Hon.Secretary, Mr.S.E. Welch has resigned his position due to pressure of other commitments.

+

W.S.S. - Queensland Branch:-An informal meeting was held in January, whilst in February a film night was held. In March a talk on the operations of the Lighthouse Service was presented by Mr.A.W.Fulton.

+

W.S.S. - Burnie Branch:- The December meeting was entertained by Captain R.M.Davies presenting a talk entitled 'the little ships, often the forgotten ships'. A film featuring "Empress of Australia" was also shown.

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**\*\* NAUTICAL ASSOCIATION of AUSTRALIA Inc.**

Balance Sheet as at 31st December 1969.

<u>Liabilities</u>		<u>Assets</u>	
Sundry Credits	2:00	Cash on hand	-
Subscriptions		Cash at bank	298:66
Unexpired	105:35	Sundry debtors	8:64
Accumulated funds		Stocks on hand	18:65
Bal. 1/1/69	\$68:23		
Surplus for year	\$150:37		
	218:60		

\$325:95

\$325:95

Auditor's report:- I report that I have examined the books, accounts and vouchers of the Association, and in my opinion the Statement of Income and Expenditure and the Balance Sheet shown are properly drawn up, and so as to give a true and fair view of the Association's financial transactions for the year and of its financial position as at 31st December 1969.

R.Spurr A.A.S.A.

Hon.Auditor.

6th February 1970

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**\*PUBLICATIONS received...**

Marine News -Journal of the New Zealand Ship & Marine Society.  
Steamboat Bill(111) - Journal of the Steamship Historical Society of America.

The Belgian Shiplover - Journal of the B.N.R.A.

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\*\*PHOTO OFFER...

OFFER No: 8L

This offer closes APRIL 30, and orders should be sent, with remittance, to R.D.Scott, 209 Douglas Street, TIMARU. New Zealand. Photographs are postcard size and cost 12 cents per card, plus 5 cents per dozen postage.

When two vessels of the same name are offered, the year of build must be specified when ordering.

+

UNION S.S.Co of N.Z.Ltd.

Kaimiro	56	Kaitoke	48	Kaituna	56	Karamu	53
Karepo	64	Karoon	51	Katui	46	Kauri	36
Kawaroa	50	Komata	47	Konini	57	Koraki	57
Koranui	56	Koromiko	47	Kumalla	56	Maori	53
Marama	69	Navua	55	Ngahere	66	Ngakuta	62
Ngapara	66	Pateena	58	Poolta *	59	Tarawera	58
Waikare	58	Waikawa	44	Wairimu	41	Waitaki	54
Waitemata	46	Wanaka	38	* After alterations.			

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ALFRED HOLT & Co.

AENEAS	47	Ajax	31	Ajax	58	Antenor	57
Automedon	49	Clytneus	48	Ixion	51	Jason	50
Laertes	49	Memnon	59	Nanchang	43	Rhexenor	45

+

WILH. WILHEIMSEN.

Tagaytay	58	Tamesis	50	Tamano	68	Tampa	60
Tarifa	48	Tasco	49	Tomeraire	27	Terrier	54
Theben	53	Thermopylae	49	Tirranna	52	Tomar	48
Tournai	48	Trafalgar	49	Troubadour	54	Tulane	56
Tungus	49	Tysla	58				

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\*\* BOOK OFFER...

WELLINGTON HARBOUR by D.R.Neilson, publishers A.H. & A.W.Reid. The author was commissioned by the Wellington Harbour Board to produce this history covering almost 200 years of the Harbour's maritime history. The 'Standard Edition' is \$9:50 and has 124 pages of text (10½ x 10¾ in) and black and white pencil illustrations, 12 pages tipped-in six colour plates, heavy hand-made paper, full colour laminated jacket, cloth binding.

Orders for this book can be placed with Mr.W.G.Volum, 132 Noble Street, Geelong. Vict. 3220. Remittance of \$9:50 plus 35 cents postage should be forwarded with order.

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continued from page 40

Marine Board of Hobart.

TAWE - 21 tg, built 1946 by W.C.Cane,Melbourne. Purchased from Commonwealth Disposals Commission 1946. 45 x 14 x 7, 227 bhp G.M.diesel.

\*\*\*\*\*

\*\*From Ian Cooper...

TUGS IN TASMANIA

Northern and North-Western Ports.

One feature of tug operation in Tasmania is that of the fourteen tugs based in that state, eight of them are owned by port authorities. Four tugs are based in Launceston, two in Devonport, one each at Burnie and Port Latta and five in Hobart, although one of the Hobart tugs is out of commission.

The Port of Launceston Authority owns four tugs, INVERESK, JAMES WALLACE, WESTAMAR and WYBIA. The WYBIA (217/67) replaced JAMES WALLACE (188/24) as the main tug for assisting vessels in berthing at Beauty Point, Bell Bay and Inspection Head. Both tugs are stationed at Beauty Point, as is the WESTAMAR (73/54). This tug is mainly engaged in towing hopper barges and handling other work connected with the Port Authority's dredging and construction work. The fourth tug - INVERESK (71/44) - is one of the mass produced wooden 'Tusa' class tugs, and is usually seen in Launceston assisting in Port Authority work.

The Marine Board of Devonport owns two tugs, the GAWLER (203/67) and MERSEY (35/44). Since the arrival, in late 1967, of the 1130 bhp GAWLER, the 200 bhp MERSEY has been mainly engaged on general port work, including pilotage duties.

All towage and general port work in Burnie is carried out by the tug MYALLA (142/65) which is owned by the Marine Board of Burnie.

Iron ore carriers are assisted in berthing at Port Latta by MANLY COVE (327/38), the tug being stationed at Stanley, a few miles west of Port Latta. J.Fenwick & Co., received the contract to supply a tug at Port Latta and in April 1968 sent MANLY COVE from Sydney. In March 1969 a subsidiary company was established under the title - North Western Shipping and Towage Co.,Pty.,Ltd.

Of the eight tugs operating in Northern Tasmania, three have sister ships in Hobart. TAWE (21/46) of Hobart is a sister to MERSEY, the INVERESK (71/44) of Launceston is a sister of MAYDENA (60/44) in Hobart, and WESTAMAR (73/54) is very similar to BOYER (91/45) of Hobart.

Tugs on the Derwent.

One of the largest lighterage operations in Australia is carried out on the River Derwent in Southern Tasmania.

Australian Nesprint Mills Ltd (A.N.M.) and Hobart Tug and Lighterage Company Pty.,Ltd., transport 160,000 tons of newsprint annually from the Boyer Mills of A.N.M. to the Pavilion Point warehouse, upstream from Hobart. The two companies also carry paper pulp direct from the Union S.S.Co., vessels at Hobart to the wharves at Boyer. The distance from Boyer to Pavilion Point is some 22 miles.

This lighterage operation commenced in 1946 when S.V.K. Lighterage Company contracted with A.N.M. to carry newsprint by

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barge from Boyer to Hobart. The initials of the Company were obtained from the surnames of the partners, Messrs H.H.Smart, F.G.Kemp and the late R.E.Volber.

In August 1946 A.N.M. purchased from the R.A.N. the tug 'R.T.N.104' and renamed it BOYER. The operation of this tug and the six A.N.M. owned lighters was carried out by S.V.K. Then in 1950 A.N.M. purchased a 'Tusa' class tug which it named MAYDENA, followed by another two lighters in the early 1950's.

S.V.K.Lighterage was renamed Hobart Tug and Lighterage Co., in 1951 and the present company was formed in July 1956. Up to this time Hobart T & L Co., did not own any vessels but in 1958 the company purchased the steam tug SWIFTNESS (147/20) from Victorian Lighterage Company. In February 1959 the SWIFTNESS commenced duties in Hobart after being fitted with a 750 bhp Mirrlees diesel in place of her steam machinery.

By 1963, A.N.M. considered that MAYDENA had outlived its usefulness on the paper run and in September of that year they purchased the tug 'AT2383' from the Army and changed her name from MOLLYHAWK to KALLISTA. The MAYDENA was then sold to Hobart T & L Co., and KALLISTA joined BOYER on the newsprint and pulp run.

+ In January 1969 A.N.M. commissioned a new paper machine capable of increasing newsprint production from 94,000 tons p.a. to 160,000 tons. To handle this increased output A.N.M. had five lighters constructed, and Johns and Waygood Ltd., launched these between February and October 1968 from a temporary slipway at Prince of Wales Bay on the Derwent River. Each of the lighters was 140 feet in length and carries 440 tons of newsprint.

As a consequence of the increased movement BOYER was re-engined. In August 1968 the original 240 bhp Crossley HRL 4 engine was removed and replaced with a 600 bhp Blackstone. The BOYER now has a service speed of six knots with one 440 ton lighter alongside.

In April 1968, Hobart T & L Co., purchased the steam tug WARANG (230/36) from Waratah Tug & Salvage Co., Sydney and she is in the process of being converted to diesel power. Also owned by the Company, are four 200 ton capacity deck loading lighters, a crane barge capable of lifting 30 tons, and a 30 ft., 90 bhp towboat named HUSKY ( ex Strongwork). All these vessels were purchased from the Tasman Bridge building contractors - Reid, Braithwaite, Stuart & Lipscombe - in 1965 and 1966.

The A.N.M. tugs have been named after localities connected with newsprint production in Tasmania. 'Boyer' is the site of the newsprint mill and both 'Kallista' and 'Maydena' are centres connected with logging operations in the Florentine and Tyenna Valleys.

The only other tug in Southern Tasmania is the TAWE (21/46) owned by the Marine Board of Hobart and used by them for general harbour duties. The vessel was re-engined in 1964.

Hereafter follows brief details of tugs mentioned:-

Port of Launceston Authority.

- INVERESK - ex Tusa 1953, 71 tg built in U.S.A. 1944. Wooden construction, 61 x 19 x 10'6, 240 bhp, National Superior diesel. Purchased in 1951 from W.E.Warn, Triabunna, who used it as a fishing boat. Refitted by P. of L Authority.
- JAMES WALLACE - 188tg, built 1924 by Ferguson Bros (Port Glasgow) Ltd., for Sydney owners. 109 x 23'7 x 9'7, steam compound machinery - 730 ihp.
- WESTAMAR - 73 tg, hull built 1950 by Storey & Keers Pty.Ltd., Sydney. Purchased 1954 and towed to Launceston for fitting out and installation of Crossley RN4 diesel, 380 bhp. 71 x 18 x 9.
- WYBIA - 217 tg, built 1967 by Adelaide Ship Construction P.L. 98'9 x 27'9 x 13'6, 1130 bhp English Electric diesel.

Marine Board of Devonport.

- GAWLER - 203 tg, built 1967 by Adelaide Ship Construction P.L. 98'9 x 27'9 x 13'6. 1130 bhp, English Electric diesel.
- MERSEY - 35 tg, built 1944 - builders unknown. Purchased February 1948 from Commonwealth Government Army disposals. 45 x 14 x 7. 200 bhp Kelvin diesel.

Marine Board of Burnie.

- MYALLA - 148 tg, built 1965 by Evans Deakin Ltd, Brisbane. 82'11 x 25'9 x 11'2, 990 bhp Blackstone diesels.

Australian Newsprint Mills Ltd.

- BOYER - ex RNT 104 ( 46), 91 tg, built 1945 by Broken Hill Pty., Co.Ltd., Newcastle. Purchased from R.A.N. 1946. 75 x 18 x 8'6. 600 bhp Blackstone diesel.
- KALLISTA - ex Mollyhawk -AT 2383- (63), ex Mollyhawk -DT 933-(58) 132 tg, built 1946 by Poole & Steel P.L., Sydney. Built for R.A.N. sold to Army in 1958 and by Army 1963. 98'9 x 21'3 x 7'9, 480 bhp Crossley diesel.

Hobart Tug & Lighterage Company Pty.,Ltd.

- MAYDNA - 60 tg, built in North America in 1944. wooden construction. 'Tusa' class tug purchased by Australian Newsprint Mills from Lars Halvorson & Sons, Sydney in 1950. Sold to H.T. & L Co., 1963. 66 x 19 x 10'6, 240 bhp National Superior.
- SWIFTNESS - ex Plover 1937, ex Fishguard. 147 tg, built 1920 by Fleming & Ferguson Ltd., Paisley. 98'4 x 22'3 x 10'1, 750 bhp Mirrlees diesel. Owned in Sydney as Plover during 20/30 then purchased by Victorian Lighterage Co. Melbourne in 1937 and by present owners in 1958.
- WARANG - 230 tg, built 1936 by Cockatoo Docks & Eng.Co.Ltd.Sydney. 102'8 x 26'9 x 12'2. Purchased 1968 and being converted.

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\*\* MARITIME MISCELLANY...

Closing date for items for the next issue - May 13.

+  
In compiling this section the Editor expresses particular thanks to Messrs: S.Welch, J.Burne, J.Freeman (NSW), S.Kentwell (ACT), R.Jenkins (Vict), W.Foote (Qld), R.McKenna (WA) and N.Kirby (NZ).  
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COASTAL and SOUTH PACIFIC:

| DARWIN TRADER (12,250 dwt) was launched at Newcastle on Feb.7 and will be named by H.M. the Queen on April 10. Within a few weeks she is expected to be ready for trials.

YARRA RIVER was launched at Whyalla on January 9.

TOWNSVILLE TRADER is in the concluding stages of fitting out at Brisbane and is expected to enter service late April.

JOHN BURKE launched at Port Adelaide January 27, a twin screw multi purpose vessel for use in the Gulf of Carpentaria area, is expected to enter service in April.

The keel of the new Esso tanker was laid in the graving dock at Kangaroo Point, Brisbane, during February.

EMU BAY - a triple screw, machinery aft cargo barge is under construction at Stannard Bros yard at Berrys Bay.

P.J.ADAMS, presently being jumboised in Japan, is expected to undertake trials about the end of April.

+ SILVERHAWK (6750/69) owned by Silver Line, London - arrived Sydney February 12 to commence coastal service for Australian Chemship Line.

BAY FISHER (1289/58) operating on longterm charter to Northern S.S.Co.Ltd., Auckland, has been renamed MOANUI.

+ WILFRED FEARNHEAD (530/48) - whaler -has been purchased by Cheynes Beach Holdings P.L., Albany, the only Australian shorebased whaling company, from Union Whaling Co.Ltd.Durban.

MINKARA (2616/54) commenced conversion Jan.6 and should be completed late March. The vessel has been renamed RICKIE MILLER by R.W.Miller & Co., and will replace TERALBA (2677/29).

ERNE (14244/62) is to join the N.Z.coastal tanker fleet under charter to Shell,B.P.Todd consortium. The other N.Z. coastal tankers are ATHELVISCOUNT and HAMILTON.

TRIASTER (9994/55) is reported to have been sold to the Republic of Nauru for use on the Australia/New Guinea service, whilst their EIGAMOIYA will transfer to the Australia/Fiji run.

+ YANDERRA (3446/55) has been chartered by the Union S.S.Co.of N.Z. to carry timber from Tauranga to Sydney. They have also chartered Richardson & Co's PARERA (823/57).

Ref.P.117 - JACQUES DEL MAR (1331/48 ex Sletbay) is now named CAPTAIN COOK.

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BRAESIDE (5867/49) and MORESBY (3175/65) are reported to have been sold by Burns Philp & Co., and TULAGI (2746/55) is said to be on the market.

Ref.P.71(May) - MARY CLAIRE has reverted to the name GAMMA and was returned to her Danish owners early in December, after her employment between N.Q. and New Guinea failed. In addition TOBI CLIPPER (299/66) which has been operated by TNT/Carpenter, has not had her charter renewed.

Ref.P96 - BRANXTON(2675/29) is to be towed overseas after being loaded with the demolished AYRFIELD and MORTLAKE BANK. It is suggested that the former Goldsworthy Mining Co tug NULLAGINE (597/40) will undertake the tow.

+ Ref.P.138 - TATANA (1396/55) was sold to Unique Shipping Co about Feb 23, and sailed from Sydney as BONAWIND on February 26.

+ DALARR (4077/48) sold by Howard Smith Industries Ltd to Teh Hu Steamship Co of H.K., was delivered at Sydney on March 9. Renamed SUYING under the Panama Flag, she proceeded to Newcastle to load for British Columbia, and subsequently put into Brisbane on March 23 with a W/T fault.

The cut down and shortened hull of the former sixty miler PELTON BANK (1371/24) left Sydney in tow of the tug MORT BAY on Feb 4 bound for Brisbane, but they were forced to return to Harbour. The hulk left again on Feb.23 towed, this time, by the trawler NINO and eventually reached Moreton Bay. The hulk is now in use to assist in dismantling the old Victoria Bridge.

The former Brisbane pilot vessels MATTHEW FLINDERS(827/54) and JOHN O'LEARY (544/27) are offered for sale by tender. They have been redundant since August 1968 when the Moreton Bay pilot arrangements were altered.

Ref.P.138 - WANGANELLA (9876/32) is to be towed to H.K. by the tug BARENTZ ZEE and is expected to leave Deep Cove about Apr.8.

Ref.P.17 - BINBURRA (3852/49) was delivered by A.C.S.C. to Malaysia International Shipping Corp., at Melbourne on Dec.23, and renamed MALAYSIA MAJU, she sailed on Dec.30 for Newcastle thence Colombo. Meantime (Ref.P.138) BINBURRA (3952/50) has been renamed MALAYSIA PERTAMA.

+ HEMIGLYPTA (12180/55), on March 23 loaded the first cargo of Bass Strait crude oil at Long Island Point, Westernport Bay, Victoria.

#### TUG NOTES...

Ref.P.141 - Former R.A.N.tug SPRIGHTLY left Sydney on Feb.20 for Geelong to complete fitting out for her new owners.

KIAMA - 97' tug for Port Kembla will be launched at Port Adelaide about the end of April.

WEYCO LOGGER, recently built by York Bros at Woodburn (Richmond R) was slipped at Sydney prior to shipment to New Guinea.

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WONGARA has taken up station at Fremantle.

WYOLA (306/12), the veteran Fremantle tug, performed her last tows on January 10 and has been sold to a Sydney based scrap metal firm, with effect from Jan.27.

STIRLING - workboat/tug owned by the Portland Harbour Trust has been sold to a local fisherman.

WILLIAM R GOLDING (308/67) sustained hull damage on Jan.13, when she went askew whilst being slipped at Bundaberg (Q).

GEOGRAPH, a twin screw tug built at North Fremantle, was floated on January 29. When completed she will be used for general duties at Dunbury(WA), together with TUART (65/61).

+

OVERSEAS:

PORT NAPIER (11834/47) sailed from Sydney on January 30 bound for Taiwan breakers.

VILLE DE NOUMEA (985/51 ex Marie Agnes la Borgne) inaugurated a new Noumea/Melbourne/Sydney service early in December.

+ TAIYUAN (7472/49) is to be withdrawn from the Australia/Japan service and after extensive refit enters a new Australia/Fiji run.

For operation under the Seabridge consortium, the Dutch container-ship ABEL TASMAN is to be launched at Rotterdam in June, meantime the Hamburg Amerika vessel SYDNEY EXPRESS was launched at Hamburg during February and the German Lloyd MELBOURNE EXPRESS is to be launched on April 25.

The disbanding of the E & A fleet has commenced and shortly only ARAWATTA (5566/58) and CATHAY (13809/57) will remain and their future is somewhat uncertain. ARAFURA (8774/54) is to become the B.I.S.N. Tenda, ARADINA (8199/56) the B.W. Tairea, and ARAKAWA (8202/56) is also to be transferred to B.I.

EMPRESS OF ENGLAND (25585/57) has been sold by C.P.R. to Shaw Savill and will enter service in May as OCEAN MONARCH.

Ref.P.20 - SAFOCEAN ADELAIDE ex Straat Adelaide, was the first vessel of the newly established line to come to Australia. Others involved are Safocean Amsterdam, Safocean Auckland and Safocean Albany ex Straat Accra.

PRESIDENT ROOSEVELT (18920/44) has been purchased by the Chandris group and will be renamed ATLANTIS.

+ Ref.P.121 - PORT MELBOURNE (10470.55) was the first vessel to come to Australia under Compass Line colours, arriving at Sydney on November 23. She has since been followed by HOBART STAR (8398/56) and NEWCASTLE STAR (8398/56).

GOLDEN BEAR (6200/45) owned by the California Maritime Academy was at Sydney late in February.

SAKURA MARU - Japanese trade exhibition ship, is to visit Australian ports during 1971.

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ACCIDENTS and MISHAPS:

Court of Marine Inquiry relating to the loss of NOONGAH (1465/55) off the N.S.W.coast on August 25,1969 - found that loss of reserve buoyancy caused by water flooding into number one hold caused the vessel to sink, but the cause of the ingress of water could not be determined by the evidence presented during the 32 day hearing. A likely means of the water entering the hold was through a rupture of the ship's side, caused by something unknown.

AFRICAN GLEN (5944/45) of FarrellLines Inc, trapped in Suez since June 1967, has been declared a 'compromised constructive total loss'.

EASTERN STAR (6523/51) damaged by fire at Hong Kong on July 21, 1969, was not renamed as stated on page 19, but has been sold by Jobshun Shipping Co.Ltd to Chou's Iron & Steel Co.Ltd Taipei for demolition and left H.K. in tow on December 9.

- + PHILIPPINE TRADER (2181/21) owned by Madrigal S.Co.Inc,Manila and previously H.C.S.Coasters JAMES COOK was declared a 'constructive total loss' following a stranding ,and subsequent refloating, on March 3,1969.

SEDCO HELEN(1650 dwt/69) - illustrated Page VII,November -sank in Joseph Bonaparte Gulf,160 miles S.W.of Darwin, on January 31, after her hull had fouled a buoy. Nine lives were lost.

- + JUWARA (8227/52 es Surrey) suffered an engine room explosion at Sydney on Feb.5 which shattered two pistons. The vessel sailed later on one engine.
  - × TEKOA on voyage Panama to Sydney, arrived at Sydney on Feb.5 minus one blade from her propeller. Later docked and fitted with a spare she sailed again on March 9.
- OCEANIC GRANDEUR (30714/65) on passage to Brisbane,struck a rock two miles east of Ince Point,Wednesday Island,at the eastern end of Prince of Wales Channel,Torres Strait on March 3, and fractured her hull, allowing oil to leak therefrom. Subsequently some cargo was transferred to LESLIE J THOMPSON and further transhipments are scheduled. It is expected that after temporary repairs the OCEANIC GRANDEUR will steam to Singapore for repairs.

- × MOUNT KEMBLA (10112/60) picked up the crew of the timaran 'Kareela' off Port Macdonnell (SA) on March 11, locating the craft in company with Manoora.

MARIGOULA A S from Chile, arrived at Brisbane on March 14 with her cargo in holds one and two on fire. The vessel was 1200 miles from port when it started.

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GREY FUNNEL SECTION:

On March 10, it was announced that two additional 'Oberon' class submarines are to be ordered in U.K. for the R.A.N. In addition one logistic cargo ship, suitable for army equipment, is to be built in Australia.

Mar.31, 1970

\* T H E L O G \*

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The new hydrographic ship for the R.A.N. is to be built at H.M. Dockyard, Williamstown, Victoria.

HOBART departed from Sydney on March 16 for Vietnam to relieve VENDETTA.

ONSLOW - the 4th 'Oberon' class submarine is expected to leave the U.K on April 12.

+ DERWENT developed engine trouble five miles off Sydney Harbour on February 12, and was towed in by Castle Cove.

+ PARRAMATTA was in a minor collision with the Sydney Harbour ferry Bellubera on February 28.

+ Ref.P.20 - JEPARIT (6341/64) is now under the ownership of the Department of Navy.

The Army landing ship CLIVE STEEL, arrived in Sydney on March 16, after two years service in Vietnam.

H.M.N.Z.S. TARANAKI visited Queensland ports in February, whilst WAIKATO called at Port Moresby on passage to Fiji.

The Royal Navy has 40 ships for disposal, including five destroyers, six frigates, four submarines and 12 minesweepers.

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COMPANY and GENERAL NEWS:

The Adelaide Steamship Co.Ltd., has acquired substantial shareholding in Marine Plant Holdings Pty/Ltd., controllers of launches/lighters, and Coastal Tug and Barge Pty.Ltd., of Darwin.

Brambles Industries appear successful in their take over bid for Fenwick Holdings Ltd.

Australian Chemship Line is a partnership between Colonial Sugar Refining Co.Ltd and A.C.F. & Shirleys Fertilizers Ltd. The C.S.R. are Managing agents and two ships will be operated, both being imported as an interim measure until replacements are built in Australia. The SILVERHAWK has already arrived and she will be followed by SILVERHARRIER.

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\*\* Derwent Hunter writes on...

CITY of ADELAIDE

The steamer CITY OF ADELAIDE traded for 27 years around the Australian coast and in that time earned a reputation for reliability. Built in 1864 for the A.S.N.Co., she was a vessel of 1212 tons and 252 feet long. She was sold in 1890 to W.Ritchie of Sydney, who converted her to a four-masted barque, a strange reversal of a trend of the 1890's when many sailing ships were converted to steam. After her refit she traded to many ports of the world and was finally taken out of active service in 1910, when she was dismantled and towed to Townsville for use as a hulk for another five years. Finally in 1915 she was scuttled off the Queensland Coast.

(Editor's question - is it the hulk of this vessel on Magnetic Isl)

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\*\*About the...

NAUTICAL ASSOCIATION OF AUSTRALIA Inc.

The Association, which is Incorporated under the Associations Incorporation Act 1956-1963 of South Australia, was formed in December 1967 and is a non-profit making organisation, managed and operated on a voluntary basis, with aims and objects as under:-

undertake research and recording of maritime affairs both past and present, associated with Australia.

produce a journal entitled THE LOG at regular intervals to disseminate information on historical and present day nautical matters.

promote and/or assist in the publication and/or distribution of printed information of nautical interest concerning Australia.

co-operate with other bodies of similar interests.

support either in principle or actively the establishment of maritime museums in Australia.

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