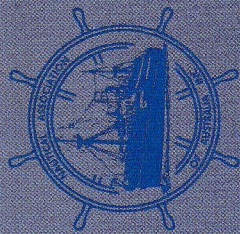


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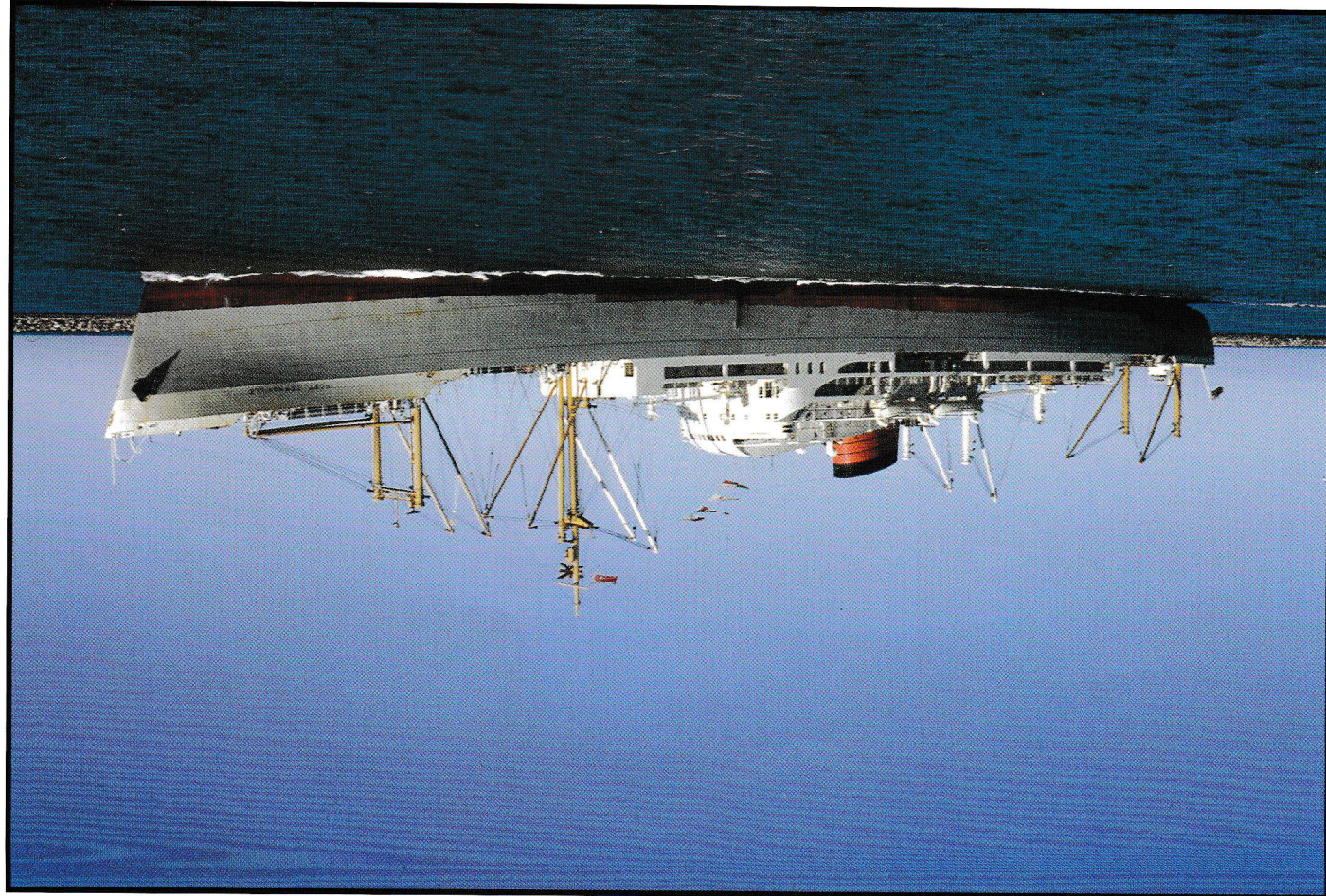
QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.
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River Murchison (5.062/45) at Burnie 29 January 1960

(L.D.Rex)

Thirteen "river class" vessels were constructed in Australian yards for the Australian Shipping Board, later known as the Australian Coastal Shipping Commission and finally the Australian National Line. **River Murchison** was delivered in 1945 from the yard of The Broken Hill Pty Co.Ltd, Whyalla. Like her sisters, and as her livery suggests, her cargoes were generally bulk coal, iron ore, limestone, phosphate, wheat and sugar plus general. Although they were originally designed with general cargo in mind, in their later years, bulk cargoes, for which they were not really suited, became the norm. She left the coast, together with **River Fitzroy**, in March 1963, towed by the tug **Nissho Maru** for a date with Japanese breakers in Yokosuka where demolition commenced in May.



(C:Finney)

Port Townsville (8,070grt) arriving Port Adelaide in November 1969

The Log

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Contents

The Commercialisation of Shipping – A Human Disaster.....	180
Life Onboard Jardine's Eastern Ranger	184
Forty Years Ago.....	193
Sydney Shipping Recalled.....	204
Colour Pictures from Yesteryear.....	206
Sailing the China Seas.....	208
Interesting Ships of the Australian Coast, No.36, Balook	212
Maritime Miscellany	219
Correspondence.....	235

Opposite:

In his article *Sydney Shipping Recalled* on page 204 of this issue, John Mathieson refers to **Port Townsville** as "one of the most beautiful ships to have graced Sydney Harbour". Port Line started the post-war trend of streamlined designs with their 1949-built sisters **Port Auckland** and **Port Brisbane** (in the editor's view **Port Auckland** was the most attractive with her rounded funnel top). The trend reached its zenith in the 1951 built **Port Townsville** from the yard of Swan, Hunter & Wigham Richardson, Newcastle. She was the second of three near sisters all from separate builders and each slightly different in appearance. From 1949 until the advent of the more functional looking **Port Huon** in 1965, streamlining prevailed in Port Line new buildings, but for graceful, yacht-like good looks it is doubtful **Port Townsville** was surpassed. She only served Port Line and was sold for scrap in 1972.

THE COMMERCIALISATION OF SHIPPING – A HUMAN DISASTER

from Capt. P. Murphy

My own era at sea is now long gone, and with it the colourful life and the professional satisfaction that was the birthright, at least so we thought, of seafarers in the sixties and seventies. From Rosario to Rangoon, Cape Town to Colombo, Santos to Singapore and Montreal to Sydney, we journeyed across the oceans of the world to foreign ports that in those days were exciting, exotic, removed from the daily newspapers and full of hustle and bustle, colour and intrigue. We often spent long times in port, sometimes amounting to weeks rather than days and with large compliments of highly trained and professional European officers and crews from India, China, Hong Kong and of course the British Isles. The ships that I sailed on were not only a workplace, but a "home from home" and our social environment.

This was our life and when we went to sea it was with the envy of those that we left behind for whom the far flung ports of the world were mere names, conjured from the ether with a mystical twist and an intrigue that left people less lucky than us, with a faraway look in their eyes. Those were the days of the infancy of television and some of the sights that we saw when we arrived in ports such as Mombasa, Port Louis, Bombay and Kobe, were only now being seen by people at home from the comfort of their lounge rooms.

Those were the days when there was a strong social and legal connection with the ship-owner. Those were also the days of the professional ship-owner, the man who knew the ins and outs of the business of shipping. Of course I do not wish to insinuate here that the ship-owner was a philanthropist in any way, but he was a father figure and we were proud to be classified as British India, Cunard, Ellermans, P&O, Port Line, Shaw Savill or Union Castle men.

We belonged to the ship-owner and we were proud to sail on his ships, which were our homes and it was to the ship-owner and his shore staff that we turned to for support. He was the person to whom we willingly gave our careers, and in turn received a large amount of both professional and personal satisfaction from serving onboard his ships.

Those were the days when cabin doors were rarely closed, when curtains or jalousie doors were pulled across and alleyways echoed with laughter or talking or the clink of glasses and the sound of the radio. Those were the days of the large crews, when vessels commonly had fifty and sixty persons onboard and more. When officers wore uniforms and caps, instead of boiler suits and hard hats and the crew wore the insignia of the company for which they worked. They like us were Company men and on the Indian crewed ships on which I sailed for part of my time at sea, the crews were completely fitted out by the ship owner's stores and were proud of their heritage in his service.

There was a real professionalism and a pride in being at sea in those days and despite the fact that we were away from home for months at a time and sometimes a year or more, there never seemed to be the urgency to get home. We had different values then and with no easy access to the world except by air, where fares were beyond the reach of most ordinary people, seafaring provided an honourable and exciting career, a profession for young people keen to see the world and participate in a distinct way of life. This was before the so-called "information age" and when container ships were in their infancy. When we had radio officers and used Morse code and the internet had never been heard of. It was a time when leisure and pleasure and good times both at sea and in port could be counted upon.

I certainly do not want to paint a picture of a seagoing career being a panacea for all ills – it was not, though I do remember the first ship that I ever joined on a bleak and windy, rain-swept day at Jarrow on the river Tyne. We were bound for "Lands End for orders" and the ship, which had just come out of dry-dock, was to put it mildly in a state of chaos, something that was clearly of concern to the Master and the

Chief Officer. For me joining my first ship and full of trepidation and anxiety, things looked more confusing than I had ever imagined and I wondered how on earth I would learn anything at all. I found much to my surprise that half of our deck crew, who looked to be young desperados, had made a wise choice in coming to sea. It was either that or Borstal and with the promise a long trip to the Far East, as the favoured destination, their only concern seemed to be to leave the Tyne behind as quickly as possible, before the Authorities changed their minds!

As it happened, we received orders to load grain at Buenos Aires and Rosario in Argentina for Shanghai. It was in Rosario that I first became acquainted with the comradeship, pastoral care and social activity that for many years characterised the memories that I took with me of the "Missions to Seamen", or as it was known in those days, the "Flying Angel Club" – regardless of whether they were in fact the "Flying Angel" or the Catholic "Stella Maris" we knew them simply as the Mission. They were havens for us seafarers and especially as deck apprentices with little or no money to spend. We were always sure of finding company and a friendly atmosphere at the Mission.

But that was before the "information age", before the time when being away for months at a time did not really impact so heavily on one's life, for it was part and parcel of that life. Now, dare I say it, being away for a matter of days can be a difficult experience and unless one is required and unless one is equipped with a mobile telephone and laptop computer to access the email, one feels naked and strangely disadvantaged. The days of leisurely port time, when the Mission would organise outings for us to the bush or down the coast, when dances and other social functions were *de rigueur* have long since gone.

Many of the people that I sailed with met their partners or their wives through the social functions organised through the Mission. We used to wait with growing anticipation as the ship drew close to land after many weeks at sea, for the social outings and evenings ashore for the coming week, or weeks depending on the cargo situation. Those were the days when there was no hurry to get off to the town on the first night, although it was always great to change into 'civvies' and stroll down the gangway to feel solid ground once more. There were days, and more often weeks to look forward to, when one could visit the Mission to make a phone call home, have a beer, read magazines and newspapers, meet old friends and make new ones and go for a stroll into the town.

So what has changed I ask you?

The first thing that has changed is of course, the face of shipping itself. Almost overnight, with the emergence of container and intermodal shipping, the world of seafaring changed and ships and fleets were decimated in the rush to containerise, such that since the age of sail, there has never been a greater revolution in shipping. Hand in glove with the technological explosion came the demise of the old ship-owning companies and the intrinsic interest, both financial, social and commercial in the ships that they had operated and the crews that they employed. Investors, interested in a vehicle for financial return only, took over the ship owner's role. This type of person is not interested in his ships or their crews other than as an investment vehicle. The emergence of the ship management company to fill the void left by the shipping companies had possessed, to greater or lesser degree broke asunder the links once forged between ship and crew and owner as the management of fleets was carried out at "arm's length".

As well as these changes, a revolution developed in terms of the crewing of ships and almost overnight western crews were replaced by crews from the developing countries of South East Asia at a fraction of the cost. Economies of scale, unheard of in the days of traditional cargo shipping came about, as crews were ruthlessly depleted to operate container vessels and the golden opportunity to reduce manning and maintenance costs was fully exploited by the new owners and operators and their managers.

With the rapid emergence of containerisation and larger ships, massive new infrastructure and a need for vast areas for container parks, led to inner city port areas gradually becoming disused and seafarers got pushed further and further away from the bright lights of the City. There is now no link between the seafarer and his ship-owner, except in a very few cases and this has had a major impact on the welfare and social health of ship's crews.

The days that I described earlier of open cabin doors and a friendly beer at hand, have gone and those of you who have had occasion to board modern ships will know what I mean when I say that for the most part they are empty, soul-less places, with unimaginative, sterile looking alleyways and firmly closed doors. The average ship's crew is so small now that social life onboard is virtually non-existent. On many of the ships that I used to visit as a lawyer, there were three, if not more nationalities and languages spoken onboard. All of these people came from different cultures, different ethnic backgrounds and had different social mores, which made for a complex and highly fragmented workplace.

But the ship is not just a workplace as I have tried to point out. It is at the same time, a complex machine, also a means of transport, a home and a social system, with the link between the ship and its country of registry barely visible except in terms of the flag that it flies. A web of complex arrangements obscures the identity of the ship-owner and it is the ship manager as his go between that the crew turns to in times of trouble – often with little result.

An average sized container vessel now, whatever that may mean, carries more in a single voyage than an average sized vessel did in a year when I was at sea, and at speeds across the ocean that were barely dreamed of, even for regular liner services. When such a ship reaches port, there is none of the preparations for shore going such as used to take place on our ships, where our shore gear was carefully removed from lockers and brushed and aired, ready for that tantalising "First Run up the Road!"

Whatever the problems ashore maybe, with the breakdown of family values, high divorce rates, drugs and alcohol, at sea those things (except perhaps for drugs and alcohol, now deeply frowned upon as a result of safety management crackdowns), are magnified tenfold. Whatever uncertainties life ashore holds for us, life at sea holds more and with no cut career structure and no promise of being able to rejoin another ship, the pressure on seafarers is far greater I would suggest than it ever was. Paradoxically, the attitude to hard drugs when I was at sea was strangely at odds with that of alcohol that was so freely available.

Now apart from a lack of time in port, there are as I have mentioned, very small crews onboard a modern ship, a polyglot mix, with language and other problems engendered by different nationalities and a high level of boredom. The reliance on technology to such a massive degree has largely reduced the job of seafaring to a monitoring role in much the same way as an aircraft pilot, but with a vital difference. The pilot flies his aircraft from A to B and rarely spends more than twelve hours in the air and in such cases there will always be a second flight crew onboard. When he reaches his destination, he leaves his aircraft behind and is whisked away to stay at a comfortable hotel. Admittedly now not for very long, but he is out of his workplace environment and able to relax. Not so the crew of a modern ship. When they arrive in port, the level of work, especially for the Master and his officers increases, with agents, customs, security, lawyers, terminal operators and stevedores all cramming onboard to "have time with him" in the very short period that the ship is in port. All this and the master may well have been on the bridge for some 8-12 hours prior to arrival – especially in heavy weather conditions and/or fog. There is little, if any opportunity to go ashore and most container terminals are now sited far from the centres of the cities after which they are named. For the crew, due to their small numbers, they too are restricted by the long working hours and the limited time in port. Apart from that, the distance to the "bright lights" of the city, as ships increasingly berth in more remote locations, makes travel too expensive and almost impossible. The level of confusion and loneliness on board through a multiracial crew, the feeling of isolation being in port, but at a berth such a long way from anywhere, the costs of travelling to "somewhere" – especially for third world crews from South East Asia and China, visiting Australia, or Europe or the USA, are far and away above the scope of the wages they earn, which nevertheless may be higher than they would ever be able to get in a shore based job in their country. Long hours and low morale, with seafarers away from their families for many, many months, are a recipe for disaster and despite the intentions of conventions such as ILO 147 and ILO 163, the ability to enforce these vague legal platitudes is in many cases purely illusory. Shipping is a highly cutthroat, commercial venture and vessel safety depends on a vessel's crew. Technology has advanced to such a stage now, that 90% of all accidents at sea are caused by human factors, factors that impact on the recognition and

importance of seafarers as people, not just commercial rights and interests to be bartered away. How they feel, how they are treated, how healthy they are...fatigue, hunger, anxiety, despair, anger, humiliation and boredom are all matters reducing the effectiveness therefore the ultimate safety of the ship on which they are serving. Surely protecting seafarer's rights and looking after their social welfare must be the best way to promote safety and thereby the safe commercial adventure of the voyage?

Shipping is preoccupied, I venture to say, with the commercial rather than the humanitarian aspects of seafaring, and with tight port schedules, poor communications amongst those onboard and lack of visibility, despite International Conventions and legislation, seafarer's rights have been allowed to be subsumed beneath the weight of so-called "more important issues". But it is the seafarers who operate the ships, partaking in a highly technical and demanding life which, for all of its difference, requires special skills, just as we did when we were at sea, who should be the major recipients of concern. This is the environment that we now face, but the challenge as I see it is to overcome the problem of seafarers being "out of sight out of mind" and bring them and their increasingly depressing social situation back into the spotlight of the public forum.

"The sea has not altered nor have the fundamental nautical principles, but the ship herself has undergone radical change, the methods of propulsion, equipment, communication, maintenance and control have altered so much that a different kind of knowledge and handcraft is now required from the seaman who aspires to executive position."

Those words are as apt today, as when they were first written. They come from the opening chapter of my own copy of *Nicholls's Seamanship and Nautical Knowledge*, for Second Mates, Mates and Masters Certificates and refer to a time in 1959 prior to one of the most sweeping commercial and sociological changes in the maritime world – the advent of containerisation and intermodal carriage of goods by sea.

In addressing the need to lift basic performance requirements, Lord Donaldson, in the report of his enquiry into shipping, "Safer Ships and Cleaner Seas" stated: "Traditional values of good management competence, operational practice and maintenance have to some extent slipped away...."

In the wake of such high profile disasters as **Exxon Valdez** and the tragic loss of life on **Herald of Free Enterprise**, **Scandinavia Star** and **Estonia**, the focus has switched from ship to shore. For lawyers the idea of a "Company" being a person is not a new concept, but for others in the maritime world, it comes as something of a novelty. It was at the enquiry into the sinking of **Herald of Free Enterprise** that the court first homed in on the directing mind of the company, as opposed to the Master. With the damaging oil spill from **Pacific Adventurer** in March 2009, and now almost a year later, the disastrous grounding of **Shen Neng 1**, off Gladstone occupying the attention of the Queensland and Australian Commonwealth authorities. The words of the House of Lords Select Committee in 1992 stated what to many is a truism: "Seafaring has always been a dangerous business. The surface of the sea is a uniquely corrosive and violent environment, unpredictable and ever – changing...." Although undoubtedly in the near past the Master's authority has undergone severe erosion and with it the confidence and self-esteem so necessary to command, the provisions of the international codes such as the International Management Code (ISM Code) – made mandatory at a SOLAS Convention in May 1994, which embraces the company as well as the ship, have provided positive support.

Notes on the author: Captain Peter Murphy is an internationally recognised maritime lawyer. After serving his apprenticeship with the South American Saint Line, he obtained his Master Mariner's Foreign Going Certificate in London in 1970. His sea-going career spanned over 20 years and he served in general cargo, reefer, passenger liners, tankers and offshore supply vessels. He also served with such notable companies as Ellermans and Union Castle. After successfully completing the first year of a law degree by correspondence whilst at sea, Peter, in 1981, was appointed as a cargo superintendent for the Australian National Line at Port Botany. During the four and a half years that he was working with ANL, Peter completed his full studies at law school on a part time basis under the Barristers' Admission Board. He was admitted as a barrister in 1984 and as a solicitor of the Supreme Court of NSW in 1986.

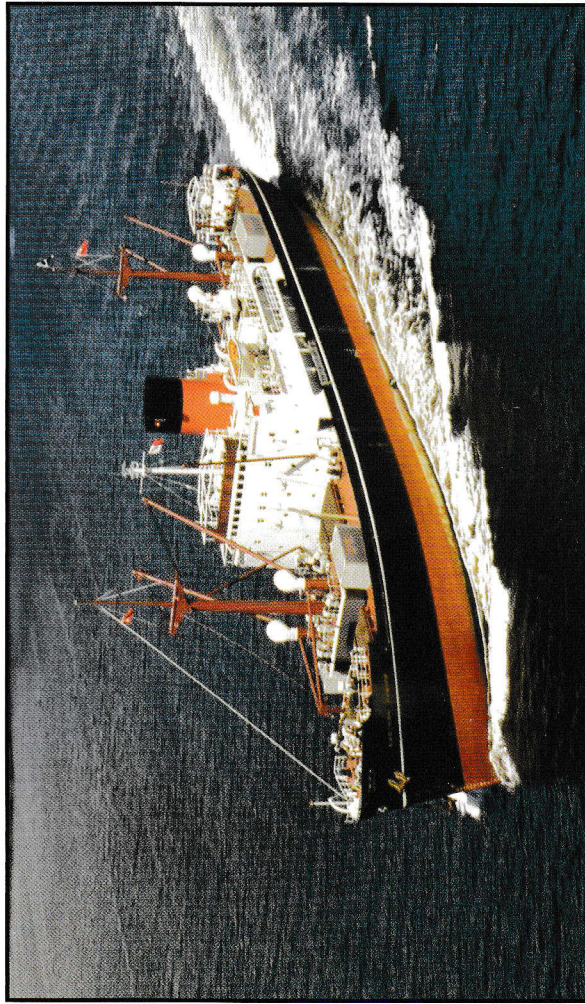
LIFE ONBOARD JARDINE'S EASTERN RANGER

from Capt.F.Pickering

It was my good fortune to join **Eastern Ranger** in Hong Kong, on 31 October 1971, as its Chief Officer. The ship was owned by the Indo-China Steam Navigation Company of Hong Kong, which was part of the Jardine Matheson Group. It was a most welcome appointment, as I had previously sailed on this delightful little ship as Second Officer for 20 months some three years earlier, when it was on the Far East/Bay of Bengal Service. It was great to be back, almost like a homecoming, and to be on a regular run to Australia was certainly an added bonus.

In command was Captain Jack Marshall, the Company's senior Master, a fine gentleman and an outstanding shipmaster. Jack had spent his early childhood in Shanghai, before the communist takeover when his father was based there with Jardines. He often spoke of those very happy and interesting times, during our social gatherings for drinks or over meals in the dining saloon. Jack was a man who had a great understanding of the Orient and its people, a true "China Hand".

With containerisation then still in its early stages, but expanding rapidly, I was very much aware that the "good old days" for conventional ships such as ours, on regular liner services were fast coming to an end. Suffice to say that this ship was a very happy one, as we all appreciated our current circumstances. The ship's complement consisted mainly of Australian, British and New Zealand officers, with a Hong Kong Chinese domiciled crew.



Eastern Ranger sailing Risdon 1 January 1971

(D.E.Kirby)

Eastern Ranger was built at the Sunderland, Newcastle-On-Tyne in 1962. The vessel's particulars were; length: 404ft, beam: 57ft, gross tons: 4408 and deadweight tons: 6952. She was single screw and powered by a 4400bhp Doxford, to give a service speed of 15 knots. The ship's very traditional profile, gave it a somewhat austere appearance, but its features were certainly enhanced by its prominent funnel, in the

184

Indo-China Company colours of red with black top, making it easily recognisable as a Jardine's vessel.

Eastern Ranger was then employed with her sister ship **Eastern Rover**, on a joint service with H.C. Sleight of Melbourne, under the Dominion Far East Line, from Australia to the Far East. The main ports of call were Brisbane, Sydney, Risdon, Melbourne and Newcastle then Cebu and Manila in the Philippines, Keelung and Kaohsiung in Taiwan, and finally Hong Kong. A round voyage would usually take approximately eight weeks. Both vessels managed to perform very well in maintaining their tight schedule despite the odd delays through weather and labour shortages.

These two magnificent little ships were the last of Jardines conventional vessels deployed on the Australian run. They were withdrawn from service in 1974 when eventually superseded by the ro/ro container vessel **Matthew Flinders** of Flinders Shipping Company, which was jointly owned by Jardines and H.C. Sleight, and although it had come into service in 1970, it had until then been employed on the Australia/Japan trade. **James Cook** also a Ro/Ro followed in 1975, and in what was to be a short lived period with Flinders Shipping as both the **Matthew Flinders** and **James Cook** were then sold in 1975 and 1976 respectively, to the Australian National Line (ANL) and renamed **Australian Explorer** and **Australian Escort**. This then ended the very memorable chapter of Jardine's involvement in regular shipping services to Australia, which first had begun shortly after the Second World War.



Matthew Flinders departing Melbourne

(K.Barr)

With such an interesting range of ports of call, in both Australia and the Far East, it was always a pleasure revisiting them. A favourite port for the relief Master, Captain George Taylor, who seldom ventured ashore, was Cebu, because of the "Jai Alai", the fastest ball game in the world. When the opportunity permitted, George and I would both head off to the local stadium to watch this fascinating game and place the odd bets over a few San Miguel beers. The players then, were all visiting professionals from Spain, as this was where the game had originated some 400 years ago in the Basque region.

All the northern ports had their own special attractions. Keelung and Kaohsiung were popular with the crew for shopping, which included fresh produce that they would buy up in large quantities for their own use in Hong Kong. Much of the crew's accommodation and other available storage spaces resembled a mini supermarket, once we left Kaohsiung for Hong Kong.

Hong Kong was always a welcome stay, the sheer splendour of its magnificent harbour, with its many unrivalled attractions; it had an air of excitement and mystique about it, which was hard to resist. It was

185

also renowned as one of the great eating places in the world, with its abundant variety of Asian and Western food. Sampling the cuisine of the different cultures was always an adventurous delight. The pub, *Ned Kelly's Last Stand*, now one of Hong Kong's best known, in Tsim Sha Tsui, Kowloon, had only been established in 1972, but with its distinct Aussie flavour, it soon became a popular haunt for expats, tourists and ships personnel alike. As this was our homeport and we were under the watchful eye of the Company's Superintendents, I seldom went ashore during the day, due to the many things that would often require my immediate attention such as repairs/surveys, stores and cargo matters.

Sailing through the Sydney Heads into its spectacular harbour, which has often been described as the most beautiful in the world, was always a most enjoyable experience. Most of our arrivals were in the early morning as the dawn was breaking and the city gradually coming to life for the start of a new day. We always berthed at Walsh Bay, just the other side of the famous Harbour Bridge. Those berths, long deserted of shipping, are now mostly expensive apartment blocks, offices and restaurants. Both Sydney and Hong Kong harbours were very unique in their own special ways and I never tired of either of them on my frequent visits.

Eastern Ranger wasn't a party ship, probably due to the small compliment of European officers, but in Sydney or Melbourne there were always friends or associates of the company, dropping in for a drink and a chat. Occasionally when in Melbourne, Captain Taylor would host a dinner for some of the H.C. Sleigh Managers and their wives. They were most enjoyable affairs, and the Chief Steward and his men would do us proud; with all the culinary delights and their usual high standard of service they would leave our guests most favourably impressed.

The accommodation wasn't palatial by any means, but it was air conditioned and very comfortable for our needs. With the high standard of catering and service from the Chinese cooks and stewards, we realised we were indeed very privileged to be feted in the manner we were. Life onboard was certainly very satisfying, which no doubt would have been the envy of many. The pride that was shown by the Chinese crew in their work was reflected by the ship's immaculate appearance, which always seemed to impress the many visitors at the various ports, particularly in Australia.

Our Chinese deck crew of 13, which comprised the Bosun, Carpenter, 10 sailors and their cook, had my complete admiration and respect for the way that they carried out their duties, in such a diligent and seamanlike manner, to keep the ship in top condition. The Bosun and the Carpenter were both very fine men, who were long time employees with the Company. Their knowledge and skills, in all aspects of the job, with the care and enthusiasm they displayed in their work, was of great credit to our ship. My job as Chief Officer was certainly made much easier, because of the very good working relationship that I had with these two quite remarkable men. I am sure that I learnt more from them both than I would dare to admit.

The deck crew certainly had their work cut out, as not only did this include their usual routine duties, maintenance, and hold cleaning, but also prior to sailing from each port, it was their task to secure all the cargo. This often meant working in the holds at inconvenient hours, well after the ship had sailed, particularly when on the Australian coast. Melbourne was the exception, because of the strong influence from the notorious Painters & Dockers Union, who claimed the job of cargo securing as theirs. Being on the Australian run, it was imperative that the cargo gear was well maintained, to be able to pass even the closest scrutiny from the wharf labour and their over-zealous delegates, as often they were looking for any excuse to stop work over the most minor issues.

Eastern Ranger and **Eastern Rover** were little "work horses" and as they were primarily designed for service within the Far East and South-East Asia, they weren't that ideally suited for the Australian trade, with their wooden hatch covers and also the non flush tween-decks - which were rather restrictive to forklift operations. However the role that these ships played in the interim, until eventually replaced by the container vessels in 1974, was undoubtedly a very valuable one. Increasingly the cargoes were being presented more and more as unit loads in Australia, which required forklift utilisation to offset the very high stevedoring costs, compared to the Asian ports. In parts of the tween-decks it wasn't possible

to stow some of the ever increasing palletised cargo two high, particularly the 5ft high milk product pallets. This proved a headache at times when space was at a premium, which often resulted in some of the pallets having to be broken down, just to utilise all the space.

We would usually pass **Eastern Rover** on both the north and southbound legs of the voyage in either the Great Barrier Reef or the Arafura Sea. On those infrequent occasions when we passed in daylight at close range, to see the mirror image of **Eastern Ranger** go sailing by in all its glory at full speed, with the paintwork glistening in the tropical sun, gave us a feeling of pride.

In the 12 months from December 1971 to December 1972, **Eastern Ranger** steamed 69,284 miles, with 66 port calls and carried approximately 36,466 tons of cargo. These figures were very impressive for a vessel of that size and were evidence of how well utilised it was in the trade. The average time at sea was 3.1 days and port time was 2.3 days. The longest time at sea was 11.3 days from Hong Kong to Brisbane, a distance of 4,021 miles with an average speed of 14.8 knots. The longest stay in port was Melbourne, 8.5 days, but usually it would be 5-6 days to load on average about 1,600 tons, and discharge 480 tons, this was our main load port in Australia. The load consisted mainly of bags of malt destined for the San Miguel Brewery in the Philippines, also milk products and motor car parts. Risdon was also a major load port, where between 1,000 to 1,800 tons of zinc ingots were normally loaded. The Newcastle load was mainly zinc and palletised milk products, such as milk powder and Milo. Very little cargo was loaded at either Brisbane or Sydney and usually the bulk of the discharge was for Sydney rather than Melbourne.

Part of our base cargo from Taiwan, apart from the plywood, was glass from Keelung, packed in special crates that had to be handled and stowed in the upright position. One trip when we had our biggest load of glass, 540 tons, with most of it for Sydney discharge, we were very pleased with ourselves that the outturn was excellent. The cargo had been discharged under survey and the surveyor was most complimentary on the condition of the cargo. To our great surprise whilst in Melbourne, the Captain received a very terse cable from our Hong Kong management which roughly read in part as follows: "Please urgently advise reason for poor outturn Sydney glass stop due to excessive damage current and future contracts now in doubt". The Captain and I were naturally quite disturbed about this and our Sydney Agents were immediately contacted to check it out. A few days later much to our relief, we were advised that the damage to the glass had occurred from the wharf as it was being delivered out. Due to the inexperience of the wharf labour, some of the crates of glass had been loaded on the trucks, stowed on their flat, which then caused the contents to shatter - no wonder the consignee was so upset. It was however typical of the stevedoring industry, to initially lay the blame with the ship until proven otherwise, thank goodness that the surveyors: Gibson, Minto & Aiton, a reputable firm, who are still very much in existence, had saved the day for us.

The usual rotation was from Hong Kong direct to Australia, but with the increasing demand for timber from the Philippines, we occasionally called at Cebu, Davao or Mati southbound. With our first southbound call at Cebu, to load approx 800 tons of timber for Sydney, because of the limited space below, at least 200 tons was loaded on the deck. With that amount of deck cargo and with mostly light cargo below, I was concerned about the stability. The deck department surprisingly, wasn't equipped with a calculator so I purchased one for my own personal use prior to departure Hong Kong. It seems hard to believe these days with the proliferation of calculators and computers, but back then ship-owners, particularly this company being of Scottish origin, would only stock what was considered to be essential items. The calculator certainly proved a wise investment, as apart from the then regular stability calculations, I was forever using it for calculating how the cargo would all fit in, based on the current bookings.

On one occasion we were diverted to Mati northbound, to load 400 tons of timber for Sydney, that wasn't able to be lifted southbound on **Eastern Rover**. This presented a few stowage problems as Cebu, being our next port was just over a day's steaming away. This then meant that some of the Cebu cargo had to be restowed to accommodate the timber, as the ship was quite full at the time, having come direct from

Australia.

The port facilities at Mati consisted of just a single wharf on the edge of an open and deepwater bay. The berth, which was obviously built just to handle the coastal traders, was too small for our vessel as both the bow and stern overlapped it. Also due to the lack of suitably placed shore bollards, all the head lines had to lead aft. On the second visit, from what I recall, we were able to put out a head line leading forward, which was attached to a tree trunk. Although pilot services were available, both Captains would prefer to do their own ship handling when possible, particularly on departure.

Mati is situated in tropical paradise on the Island of Mindanao, in an idyllic setting with white sandy beaches extending along its picturesque foreshore. The town then was just a small settlement in support of the local timber industry; it is now thriving as a tourist destination, for those who prefer its solitude and unspoilt pristine beaches.

We carried some very precious cargo from time to time but none more so than an Aston Martin car. This was a similar model to the car that was made famous in the James Bond movie, *Goldfinger*, which had excited car enthusiasts the world over. We had advice that the vehicle's owner was Simon Keswick a Jardine director, and younger brother to Henry Keswick, then Jardine's Senior Managing Director. Simon had been in Australia for a few months to familiarise himself with Jardine's interests "down under" and it was now time for him to return to Hong Kong. Simon would later become the "Taipan" and preside over the Firm's major restructuring in those very challenging years in the early eighties, which would return Jardines back to prosperity, after a very lean period during the previous decade, prior to China's re-emergence as a major world economic power.

We arrived in Sydney at 0500 on Sunday 17 September 1972, with 1,846 tons of cargo to be discharged, and the only item to load was this car. I was under strict instructions for the car to be given a protected stow, which was understandable. The ideal stow being in one of the two forward 20ft shipping containers abreast No's 1 & 2 hatches, that were used mainly for refrigerated cargo, when available. As both those containers were full of Melbourne cargo at the time, the car was to be given a temporary stow in No 2 tween-deck, until Melbourne, then restowed to the port container.

By Tuesday morning with still no sign or word of this car, I was starting to get a bit anxious, as we were expected to complete work during the midnight shift and sail early the following morning. Later that afternoon word came through from the Agents that the car would definitely be on the wharf by 0700 the following morning.

We completed all the discharge at 0245 on Wednesday and a day shift gang was picked up for 0800 just to load the car. Come 0800 still no sign of the car and after some frantic phone calls it suddenly appeared on the wharf at 1000, and was then promptly loaded in No 2 tween-deck at 1010. The vessel then departed from the berth at 1021 for Melbourne. Normally Risdon would have been the next port after Sydney, but on this occasion our cargo of 946 tons of zinc ingots wasn't going to be ready in time. I must admit that it made a very pleasant change, to sail at a more civilised time and be able to marvel at Sydney's spectacular harbour, as we sailed out - thanks to Simon's car.

I am sure that it would have been a different story had the car belonged to someone else, however, with the owner being a fourth generation of the Keswick dynasty, who were also major shareholders in the firm, he was obviously entitled to some special treatment and we were very happy to oblige. Our management in Hong Kong, along with their joint partners in Australia for the service, H.C. Sleight, would probably have passed it off under the circumstances, as an acceptable cost and delay to the vessel.

We were less fortunate when we carried a Holden Monaro, (then Australia's answer to the foreign prestige imports) to Sydney, which was the pride and joy of the wife of the Qantas Manager for Manila. Our Manila Agents had requested that we also ensure that the car be given a protected stow because of their good association with Qantas. We naturally complied, as cars were regarded as precious cargo as we were then carrying on every trip up to 26 new Holden cars from Melbourne for Hong Kong.

The morning of arrival at Sydney, the Qantas Manager's wife, a rather attractive and charming lady, visited me onboard. I explained that I would arrange for the car to be discharged as soon as possible by the following morning, ready for the quarantine inspection. Due to the attention that this car was then creating, I inspected it in the shed immediately after discharge; it was still in its immaculate condition without any sign of damage or scratches. When our lady consignee, viewed her vehicle later during the quarantine inspection, it was noticed that it had been scratched all along the left side, in what appeared to be a deliberate act of vandalism. Our lady friend was naturally very upset, so when she came onboard to complain about it, I coped her wrath including some words that didn't quite go with her previous ladylike persona. Unfortunately I could do very little to placate her, despite my explanations that the damage had not occurred on the vessel. So much for gratitude, all our efforts and the care taken in the transportation of this car from Manila had then amounted to nothing.

During the dry-docking in Hong Kong, our Radio Officer confronted me on deck on the second day, as he was concerned that with the upgrade of the radar to a Marconi Raymarc 16, the Company's intentions were for the original reliable Marconi Mark 4, to be dismantled and not retained onboard as a standby set - which apparently Marconi was prepared to charge a reduced rental rate for. Also the new radar didn't come with a reflection plotter, which I considered was an integral part for this model and would come in very handy. I didn't get the opportunity to then discuss this with the Captain, as shortly afterwards the highly respected Marine Superintendent, suddenly appeared onboard, so I then tactfully broached those matters with him. He was most dismissive of my concerns and no doubt thought that I was being very impudent to dare question his judgement, as he then emphatically stressed that the Company was already spending enough money as it was, without having to incur additional expenditure on the radar upgrade. I was disappointed by this response, but I thought that discretion was then the better part of valour, as I reluctantly let the matter rest; otherwise I had visions of being transferred to a less desirable ship in the fleet. In those days Marine Superintendents were all powerful and had to be handled as respectfully as possible, for the sake of one's career.

I certainly had no regrets though, for at least attempting to do what I considered best for the ship with regard to the radar situation. Also my previous ship, Jardine's bulk carrier **Ciuden**, which was operated by Matheson's of London, was equipped with two radars, albeit to a common wave guide and scanner. It was then becoming the trend for the newly built vessels, to be fitted with much more hi-tech navigational equipment, including two radar sets.

For those using the Great Barrier Reef (GBR), radar was considered an essential aid, to assist in the safe navigation through some of the more demanding channels in this pristine and fragile marine environment, of the world's largest heritage area. It certainly wasn't much fun with the solitary radar set suddenly going on the blink, at a crucial time, as we had experienced about 10 months after the "new" radar had been installed. The radar was completely inoperative for over 21 hrs, during squally conditions, when we were transiting the inner route northbound in the GBR. Due to the persistent efforts of our Radio Officer, the radar was thankfully back in action about two hours before the Pilot departed off Booby Island, in Queensland's extreme north.

The Torres Strait Pilots certainly knew their trade, and when piloting in less than ideal conditions, they took it all in their stride, borne out no doubt by their extensive knowledge and experience over the years, of working the Reef. This dedicated group of highly professional Mariners were mostly ex Masters from the various Australian shipping companies, such as ANL, BHP and E & A (Eastern & Australian), who's ships regularly, plied those routes. The Pilots would often tell us that they always enjoyed being assigned to the Jardine vessels, because amongst other things, they could at least be guaranteed a good feed and a hospitable welcome. By comparison with many of the foreign flagged vessels, under dubious registries and ship management companies, whose practices left a lot to be desired?

As we were heading north on the 5th of October 1972, soon after breakfast, we passed the **Straat Chatham** hard aground on Gubbins Reef, 30 miles south of Cooktown. It was a sad sight to see such a fine vessel in that situation, awaiting its rescue. My heart went out to that ship's command as I thought of the agonies her Captain and Chief Officer might have been going through at the time. We had been

alerted of this casualty by a radio message just a few days before, so by the time we reached the area, the salvage team were already there with the support vessels. The **Straat Chatham** did not have a Pilot onboard at the time of the grounding and was successfully salvaged three weeks later. It was a sharp reminder of just how alert and vigilant we had to be, during a GBR transit.

Jardine's own **Eastern Argosy**, back in 1966 was also a victim of the GBR, when it went aground on Clack Reef, 130 miles north of Cocktown. This majestic looking vessel, the pride of the fleet, was refloated 4 weeks later, but a substantial amount of cargo had to be discharged first, to lighten her sufficiently. Fortunately the damage sustained was repairable, enabling the ship to then continue in service with the Company, until sold in 1970. Unfortunately the Captain, who had been doing his own pilotage, was relieved of his command and he eventually ended up as Master of a private luxury cruiser, based mainly in South-East Asia. Since that incident the Company had insisted that their Masters always engage the services of a Torres Strait Pilot, for the Great Barrier Reef passage - which is now a compulsory pilotage area for all vessels.

It was an early start: when we departed from the Hong Kong dry-dock at Kowloon, for the A34 mooring buoy nearby. At 0131 the dry-dock commenced flooding and we were afloat by 0310 but as the ship was not under its own power, the whole operation was very slow and with just 2 tugs; it took a further 2 ½ hours before we were finally secured to the buoy.

It had been a busy morning with the undocking, and cargo work commencing at 0600, for that reason I decided to take a late morning leisurely shower at about 1100 to freshen up before lunch. Whilst in my bathroom the 3rd Officer, who was on duty, frantically knocked on my doorway door, in an urgent manner to inform me that one of the labourers had collapsed whilst working in No 1 hold. I immediately thought the worst and then issued instructions to arrange to have the patient, if possible, to be lifted from the hold using the ship's Neil Robertson stretcher, which was especially designed for that purpose. I hurriedly dressed and within minutes this poor individual had been removed from the hold to the gangway. When I arrived on the scene the patient was slumped in a chair by the gangway, in an unconscious state. He didn't appear to be breathing and had no pulse. I realised then that we were too late to save him. At that moment I just happened to notice the company's stores launch **Kutwo**, a short distance off from the ship, waiting for another boat to clear from the gangway. We quickly summoned **Kutwo** to come alongside and the patient was transferred to the launch, which then sped off to the Kowloon jetties, just a short distance away, for the nearest hospital. The Coxswain and his assistant on **Kutwo** certainly had my gratitude, for the way that they had come to our assistance at that time, when we all realised that it was just a very slim chance that a life might be saved.

Unfortunately, the stevedore sadly didn't make it, as it was confirmed by the hospital, that he had already been deceased at the time of arrival. Although this incident was recorded in our logbook, no questions were asked by any of the Authorities, including the Water Police, life just seemed to carry on as normal. We heard from his gang that he had apparently imbibed somewhat heavily over night on some very strong local alcoholic brew and was off colour from when he started work onboard at 0600 that morning. Whether that was a contributory cause or not, to his demise, we would never know. From my observations over the many visits to Hong Kong, all the labour that worked the ship appeared to be very industrious and hard working.

The boat deck was seldom used at sea because of all the noise from the engine-room ventilator fan motors. The exception to this was when Captain George Taylor, the Company's second most senior Master, was in command. George and the Chief Engineer, Gordon Bodington-Martin, would gather there in the warmer weather, for their daily morning game of chess. I would then join them later for lunch time drinks, and on one occasion as we were southbound, it was amicably agreed between the three of us, to erect plywood barriers around the ventilators, in order to see if the sound of the fan motors could be effectively muffled - trialling one at a time.

I arranged for additional plywood at Melbourne for that purpose, which cost an extra \$AUS100 on the dunnage bill. By the time we were northbound well into the Great Barrier Reef passage, Chippy had

done the job to perfection. For once the boat deck was a very pleasant place to spend time at in the warmer climates. The noise level had been reduced to an acceptable level, so at last we could all hear ourselves speak. All was well with our engine-room colleagues, they were happy that this had no detrimental effect on the temperatures below. The engineers had been constantly consulted on this project; otherwise we wouldn't have gone ahead with it.

Alas, unfortunately, a few days later, once we had cleared the Great Barrier Reef and were then in the Arafura Sea, the Captain and the Chief Engineer fell out, during their daily morning ritual, of a game of chess. The Captain had accused the Chief of cheating, with both then taking umbrage, with the others remarks. This situation of disharmony unfortunately wasn't resolved and both resorted to ignoring each other as much as possible, except on strictly essential matters with regard to the ship's affairs. I was quite dismayed by this situation between these two normally most congenial and decent men, as I had a lot of respect for them both and I tried in vain to broker a peace, but sadly to no avail.

Whilst at Manila, unbeknown to both the Captain and I, the Chief Engineer had sent an angry letter to the Hong Kong office, complaining bitterly about us both, for "barricading" up all the boat deck fans against his wishes. The Chief's letter also stated that as a consequence the temperatures had gone up dramatically in the engine-room, to unacceptable levels when in the tropics, which then made working down below insufferable, particularly when in the previous port, Cebu. The letter was a complete fabrication, which was to bear serious consequences for George Taylor and myself.

When we arrived in Hong Kong, the Marine Superintendent was there to meet us, he was furious. Poor Captain George and I came in for a severe reprimand, as it was deemed completely unacceptable that we had carried out this "unauthorised" work, to the detriment of the engineering department. Our jobs were on the line. Despite the Captain's very plausible explanations, it wasn't acceptable by the Company standards - we had been naughty boys. Regrettably this issue had been blown out of all proportion and could well have been resolved amicably; if a round table meeting of all concerned had been convened, but sadly it wasn't the case.

The upshot was that the plywood screens had to be removed after departure from Hong Kong. Poor old Chippy was devastated, as he had done such a fine craftsman's job on them, just a few weeks before, which we all had admired. Needless to say the boat deck was seldom used after that, except for the odd barbecue. Once the vessel reached Melbourne Captain Jack Marshall relieved Captain George Taylor as George had to dash to Brazil to relieve the Master on one of the company's managed vessels, a large OBO (oil-bulk-ore) carrier. Peace was then restored with the Chief Engineer. I was sorry to see George Taylor leave, as he was also an exceptionally capable shipmaster and a very good shipmate, but he would later relieve Jack Marshall, so that wasn't so bad.

On frequent trips from Australia we would carry up to 15 horses either from Melbourne or Newcastle to the Philippines. The horses were usually retired racehorses, and mostly mares which were reasonably easy to handle. On one occasion we had a stallion known as "Rio", who was very frisky and had to be tranquillised prior to discharge at Manila to calm him down. Nobody, except the horseman went near "Rio", because of his unpredictable behaviour, he just couldn't tolerate strangers, but he was certainly a magnificent beast, who had been a champion in his day and was to be used for stud. The horses were housed in special portable stalls on deck at No 5 hatch which was partially sheltered by the mast housing and the accommodation block. Accompanying the horses always, was an Australian horseman, who would often remain with them for a few weeks at the various ranches that they were destined for, as he was also contracted to teach the children of those wealthy landowners the finer arts of horse riding. The horses generally travelled well, even when we experienced heavy weather - these animals were good sailors. I certainly enjoyed having the horses onboard and would often spend time with them, as it reminded me of my younger days growing up on the family farm in New Zealand, when I used to do some horse riding, like most country kids at the time.

On one particular trip with six of the horses for discharge at Cebu and the other six for Manila, the Cebu discharge of the horses was very slow due to the shortage of trucks and initially the horsebox for lifting

them off the vessel had to be repaired. This seemed to test the patience of our normally laid back and placid horseman, as he wasn't very impressed how the locals were handling his precious animals. Finally when the discharge was completed late in the afternoon, our horseman decided to quench his thirst at one of the local bars, a short distance from the wharves, after being exposed to the fierce tropical heat for many hours, who could blame him.

At about an hour before we were due to sail at 2200, I inquired from the duty officer if the horseman was back onboard. The reply was that he had been seen earlier with the Customs officers at the gangway. I immediately became suspicious and hurried out on deck. At the after end of the officer's deck, I was confronted with the sight of our wiry little horseman in a drunken state, engaged in an argument with the immigration officer and his security guard. As I approached, I noticed the guard had just drawn his revolver, at the same moment as the horseman had slapped the immigration officer hard across his face, yelling at him repeatedly, "Show me your authority". In an authoritative manner as I could muster, with the adrenalin pumping, I then immediately stepped in, as I caught the eye of both the immigration officer and his guard; informing them to just stay calm, as I would take care of the horseman. As I turned whilst firmly grasping the horseman by his shirt collar, the guard then quickly seized the opportunity and struck the horseman on his forehead, with a heavy blow with his revolver handle. I was somewhat startled by this, as I then led a rather bloodied and dazed horseman away to his cabin, where he was confined until after we had sailed.

It was a close call, and without intending any heroics, I was thankful that I had the intuition to go out on deck when I did, otherwise our horseman could well have been shot. When the Captain and I discussed this incident in Manila with our Agents, they were in no doubt, that my timely intervention prevented what may well have been a very nasty situation. I could hardly blame those officials for their reactions and they were certainly both very respectful of my authority when I had appeared on the scene. I am sure that no harm was intended without severe provocation. I have always regarded the people of the Philippines as being very decent and amongst the world's friendliest. It's little wonder that they are now the most favoured crews for the international shipping fleets, in particular the passenger ships.

When I later investigated this incident, it was purely a case of mistaken identity. The horseman left the bar without settling his account, so he was then followed back to the ship by some of the bar girls, anxious to get their money. He was completely oblivious to their presence and pleas, so when he was stopped at the gangway by the friendly Customs officers, who advised him that he wasn't allowed to bring his visitors onboard, he apparently looked behind, liked what he saw, then defiantly picked up one of the girls and slung her over his shoulder like a sack of potatoes and proceeded up the gangway, with a Customs officer in pursuit. Once he put his screaming "visitor" down on the deck, she wisely retreated hastily ashore. Later on when the horseman, after tending to his remaining horses, spotted the immigration officer out on deck, he then thought that was the Customs officer, who had initially apprehended him from bringing his "lady friend" onboard and then challenged him – that's when I fortunately appeared on the scene.

I apologised to the immigration official and his guard and reassured them that the horseman would no longer be a threat to them, but they weren't so convinced, and when the Agent boarded before sailing time, they advised him that they wouldn't be remaining on the ship for the passage for Manila, as was the usual practice, as they feared for their own safety. Our rather errant horseman had unfortunately scared those officials enough for one day.

After serving almost 18 months, my time was reluctantly up; I left the ship in Hong Kong on 30 April, 1973, to proceed on leave. This was the last time I would see **Eastern Ranger**; it was sold the following year along with **Eastern Rover** to Hong Kong Islands Line and renamed **Green Island**. The sale of these "Splendid Sisters" also marked the end of an era for the Indo-China Steam Navigation Company as such, as the Hong Kong office then moved into the bulk-shipping business. I was very proud to have been associated with the Company at that time and sailing on this remarkable ship was definitely the highlight of my sea-going career. The fond memories will always be there.

FORTY YEARS AGO

from J.Mathieson

Summarised below are some of the notable shipping events of 1970, relevant predominantly to Australia and New Zealand.

New Ships



Darwin Trader

For ANL, the 54,965dwt turbine bulker **Yarra River**, and the 10,802grt/11910dwt motor bulker/container ship **Darwin Trader**.

For Australian Off Shore Services/P & O, the 545grt drilling rig supply vessels **Lady Lorna** and **Lady Laurie**.

The 122grt motor vessel **Alanna Fay** for Barge Express, Darwin.

The 1,661grt twin screw motor multi-purpose vessel **John Burke** for John Burke, Brisbane.

The 281grt triple screw motor landing craft **Sir Alan**, Port Moresby for Coastal Tug & Barge (N.G.) (stranded in 1981 on a reef near Finschhafen (on the east coast of the Huon Peninsula, New Guinea), culminating in her being scuttled off Madang in June 1982).

Dumb lighters: **A.N.M. 14** (610grt) – last non-propelled lighter for Australian Newsprint Mills, Hobart; the 250grt non-propelled flat-top barges **Menck** and **Schottel** for Harboursworks-J.O.Clough & Sons, Western Australia; the non-propelled lighters **Utah I** (281grt), **Utah IV** (288grt) and **Utah V** (510grt) for Utah Development Company.

Motor ferries: **Tropic Queen** (79grt) for Cairns Catamaran Charter Service; **Ohara Booth** (60grt 150P) for Carnarvon Cruises for service to Port Arthur, Hobart; **Warrago** (6grt) for Coral Bay Fishing Club (Carnarvon), Western Australia; **Mimosa II** (75grt) and **Mandalay** (107grt) for Hayles Canberra Cruises & Tours and Hayles Magnetic Island Townsville respectively; **Sonya** (53grt) for G.W.Maclean,

Townsville; **Orpheus** (25grt) for Orpheus Island, Townsville; **Sea Fox** (18grt) for Seafox Island Charters, Bowen; for the Sydney Harbour Transport Board, the 339grt **Lady McKell** (ex **Lady Woodward**) and **Lady Woodward** (ex **Lady McKell**), and the 129grt hydrofoil **Dee Why**.

The 90grt motor fishing vessel **Ray Larsson** for R.A. & B.I. Larsson, Hobart (converted in 1975 to a 196-passenger capacity ferry and remeasured to 186grt, to assist with Derwent River passenger traffic following the **Lake Illawarra**/Tasman Bridge disaster of Saturday 5/1/1975).

The 83grt motor vessel **Frederick G.** for Marine Industries Adelaide, for local trading.

The 100grt motor research/fishing vessel **Kapala** for the NSW Government Fisheries Department.

Dredges: the 224grt non-propelled grab dredge **B.H.B.No.4** for Bundaberg Harbour Board; the 35grt non-propelled suction cutter **Dredgemaster** for Duncan & Russell, Melbourne; the 29grt non-propelled suction dredge **Leschenault PW8** for Fremantle Harbour Works; the 120grt non-propelled cutter suction dredge **Cormorant** for the Department of Public Works, Victoria; the 900grt non-propelled grab dredge **W.D.A. Goomai** for Westminster Dredging Australia (in 1974, to **W.H. Goomai** for Westham Dredging).

For Queensland United Food/Markwell Fisheries, the motor crane barge **Normanton Trader**, for a small-size container service between Normanton and Karumba on the east side of the Gulf of Carpentaria.

For Stannard Pacific Pty Ltd, the 348grt/500T-capacity triple screw motor hopper barge **Emu Bay**, for working out of Burnie.

Motor tugs: **Kiama** (217grt) for Adsteam/Fenwick-Wallace Tugs, Port Kembla; **Wongara** (423grt) for Adelaide Steam/Swan River Shipping; **Warrawee** (585grt) for Adsteam/Waratah Tug; **W.H. Surveyor** (42grt) for T. Brooks Boating Service, Port Hedland; **Robert Gibson** (65grt) for Bundaberg Harbour Board (renamed **Mina Campbell** in 1975); **Comalco Investigator** (181grt) for Commonwealth Aluminium Corp Ltd, Weipa; **Geograph** (42grt) for Elder-Prince Marine, Bunbury; **Careening Cove** (223grt) for Fenwicks, Sydney; **Hammersley Star** (27grt) for Hammersley Iron/Pilbara Harbour Services; **BBT** (reportedly 'Bunker Barge Tug') (39grt) for Howard Smith/McIlwraith's; **Lorraine** (47grt) for Merg, Brisbane; **Mahia** (34grt) for Napier Harbour Board; **Bora** (46grt) for Pacific Tug & Transport; **Readymix**, a river "pusher"-type tug, launched 8/7 in Brisbane, for the Readymix Group; **Urunga** (50grt), **Corowa** (42grt) and **Goyder** (104grt) for Stannards; **Weyco Logger** (23grt) for Weyerhaeuser (Australia).

The 2,769grt twin screw motor ro/ro **Wanaka**, Dunedin, for Union SSCO.

Acquisitions

The Dutch MV **Liberty**, Groningen (399/52) to H.R. Brutnall, then Bismark Shipping Co, renamed **Papuan Liberty**, Port Moresby (sold in 1979 to The Catholic Archdiocese of Rabaul, and disposed of during that year for use as a hulk).

British Phosphate's MV **Triaster** (9,994/55) and Holland America Line's MV **Prinses Margriet** (9,336/61 111P) to Nauru Local Government Council, renamed **Rosie D.** and **Enna G.** respectively.

Owned originally by T. Nakajima, the motor fishing vessel **Seiko Maru No.8**, Heda (193/63), which grounded on 14/7/1968 on Frederick Reef (Great Barrier Reef) 290 miles east of Gladstone (refer The Log p.19 1/70 and p.102 9/71), was purchased by Development & Investment (New Guinea) Pty Ltd, refloated mid-December 1969, towed by Stannard Gladstone's twin screw motor tug **Yarwun** (170/69) to Bundaberg, and after several months' lay-up then to Ballina where she was rebuilt as a refrigerated prawn trawler – owned by a Mr J Kennedy of Brisbane – renamed **Sea Bird** in 1970, and, as such but owned by Eagle Fisheries Pty Ltd/port of registry Cairns, sank off the coast of Victoria on 15/11/81 after striking a submerged object.

Dominion Far East Line/Sleigh's tsmv **Marco Polo**, Glasgow (9,232/62), with capacity for 361 one-class passengers, sailed Friday 26/6 from Melbourne on her first cruise – to Japan. She was previously Lloydbrass's **Princesa Isabel** of 9,696grt and capacity for 530 passengers in various classes.

Fenwick's motor tug **Farm Cove** (327/39 ex **Parmelia**-61, ex **Delavar**-54) departed early a.m. 22/9 from Sydney for Brisbane – under charter for two years by Queensland Tug Co, and in their colours.

In June, Flinders Strait Shipping Co's motor chemical carrier **Jillian Crouch** (242/48) was renamed **Lady Jillian**.

Melbourne Harbor Trust's steam hopper barge **William Cowper** (689/24 ex **Tatam IV**-27) to the Devonport Marine Board.

Pagan Steamship Corp Nassau's 767dwt motor liquefied gas carrier **Galgas** (1109/59) to Liquefied Gas Carriers Pty Ltd, renamed **Island Gas**, Port Moresby.

The P&O/Trident(Nourse) 20,090 dwt turbine tanker **Erne** (14,244/62) under charter to the Shell/BP/Todd consortium for New Zealand coastal service, joining the 19,326dwt turbine tanker **Athelviscount** (12,778/61) and the 19690 dwt motor tanker **Hamilton** (13,315/60).

Sharikat State Marine Services Kuching's tsmv **State Sarawak** (305/68) to Steamships Trading Co, renamed **Papuan Explorer**, Port Moresby.

Shell's 71,274dwt turbine tanker **Solen** (42,162/61), now with port of registry Geelong, commenced trading on the Australian coast in April/May.



Silverharrier at Fremantle

(E. Drake)

Silver Line London's 9,605dwt motor oil/chemical tanker **Silverhawk** (6,771/69) arrived Sydney 12/2 for the coastal service of Australian Chemsip Line, a partnership between CSR and ACF & Shirley Fertilizers – joined in November by the 6,162dwt **Silverharrier** (4,622/70).

MV **Akana**, Port Moresby (refer p.141 The Log Vol.42, No.3 2009) from Southern Cross Shipping Pty Ltd to Akana Pty Ltd.

Union Whaling Durban's steam whaler **Wilfrid Fearnhead** (530/48 launched as **W. Fearnhead**) to

Cheyne Beach Holdings, Albany – renamed **Cheyne IV**, Fremantle in 1971.

Disposals

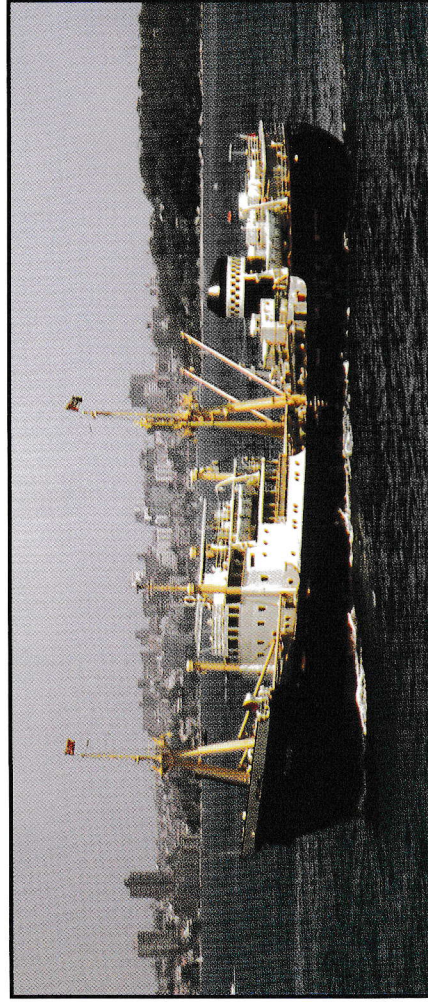
Ampol's 24,700dwt motor tanker **Leslie J. Thompson**, London to Nacional Neptunea S.A., renamed **Fiona Jane**, Monrovia, and as such arrived Busan, South Korea, on 25/7/77 for demolition, which Kuk Dong Steel Company began on 20/8/77.

From ANL: SS **Bilkurra** to Malaysian International Shipping Corp Bhd, renamed **Malaysia Maju**, Penang; SS **Talinga** to Elias Cia. Nav. S.A., renamed **Galantry**, Panama; MV **Illoira** to Athenma Shipping Co/Thenamaris Corp S.A., Greece, renamed **Thanasis M.** Famagusta; to Collin Nav. Co. S.A.: MV **Windarra**, renamed **Collin Two**, Monrovia; SS **Yanderra**, renamed **Collin Three**, Monrovia; MV **Boonaroo**, renamed **Collin Four**, Monrovia in 1971 after previous Hong Kong registry; and MV **Bulwarra**, renamed **Collin Five**, Monrovia in 1971, also after previous Hong Kong registry.

Australian Towage Services/Stannard Gladstone's twin screw motor tug **Wallacia** (103/67) to Marine Pacific, Suva.

Brisbane's former pilot vessels, SS **John Oxley** (544/27) and MV **Matthew Flinders** (827/54); the former to the Lady Hopetoun & Port Jackson Marine Steam Museum, Sydney, departing Brisbane Thursday 13/8 and arriving Sydney Sunday 16/8; the latter to Mr B Eisey, for use as a private (VIP) craft at Daydream Island (a short-lived venture, with **Matthew Flinders** eventually returning to Brisbane for a refit, and conversion to a 1,002grt ferry).

BHP's 7615dwt SS **Iron Duke** (4,937/43 ex **Iron Duke II**-46) to Pac-Trade Navigation Co, renamed **Exmouth**, Panama.



Tulagi departing Sydney

(R. Wilson)

Burns Philp motor vessels: **Braeside** to Pacific Trading & Navigation, renamed **Sula**, Panama; **Moresby** to Neptune Orient Lines, renamed **Neptune Jade**, Singapore; **Tulagi** to Savoie, renamed **Jacques Del Mar** Noumea (their fourth ship to carry this name).

Dominion/Sleigh's 19,075dwt motor tanker **Marion Sleigh** (12,360/57 ex **Magnolia**-67) to Oddmund Grundstad, Norway – renamed **Gruno Reidar** Stavanger (sold again – in 1973 to become the Greek **Kosmas M.** and, as such, in fire-damaged condition towed eventually to Barcelona on 4/5/79 to await

demolition, which was begun at Cadiz on 18/7/79 by Servicios de Desguaces S.A..

Dominion/Sleigh's 12,614dwt motor tanker **Harold Sleigh**, Hong Kong (8,555/52) departed Singapore Roads Monday 4/5 for Kaohsiung, where Shei Seng Fa Steel & Iron Works Ltd began demolition on 15/6/70.

Howard Smith's SS **Balarr** (4,077/48) to Teh Hu Steamship Hong Kong, renamed **Suying**, Panama.

Gibbons/Thorne Singapore's MV **Sira** (refer p 148 *The Log*, Issue 177, 2009) to British Asian Shipping, renamed **Joy Taylor**, Singapore, and as such sank on 29/12/70 some 450 kilometres south of Saigon in a position 6.59N 105.53E after her cargo had shifted during a voyage from Singapore to Saigon.



Slidre at Melbourne

(W. Volum)

Karlender's motor vessels: **Slidre**, Oslo (1,102/38 ex **Bomma**-66) to Madrigal & Co, Manila (driven aground by a typhoon 20-21/5/76 at Apra near Guam, and later abandoned as a total loss); **Saidor**, Port Moresby (1,338/50 ex **Kong Ring**-67) to Holley Shipping Co, Panama/Kie Hock Shipping Co, renamed **Melita** (as eventually the Malaysian **Pacific Barat**, was in May 1982 in course of demolition by National Shipbreakers, Jurong, as a result of fire damage in 12/81 at Port Kelang); **Slott**, Fredrikstad (1,609/44-'45 ex **Scania**-62) to Sea Tanker Shipping, renamed **Timur Venture**, Singapore (on 8/7/73, driven aground near Double Island Point, about 80 miles north of Brisbane, during a storm).

Soc. "Le Nickel"'s SS **Caronte**, Noumea (5,370/47) to Borina Shipping Co Ltd, renamed **Captain Pantelis**, Famagusta (and as such arrived 16/4/72 at Bilbao for demolition).

R.W. Miller's steam collier **Teralba** (2,677/29 ex **Karepo**-54) to Goldfields Metal Traders, Fremantle, delivered Sydney 24/4/70, towed by **Warrawee** 11/5/71 from Sydney to Mackay, and, after loading scrap metal, was towed by the Philippine-owned diesel-electric tug **Polaris**, Panama (573/42 ex **Pacific Reserve**-70, ex **Reserve**-61, ex **BAT 11**-42) to Taiwan for demolition.

At Newcastle towards the end of the year, tenders were called for the purchase and removal of the NSW Government Department of Public Works' steam bar/suction dredge **Antleon** (460/1898 '1926/7: new hull from NSW State Government Dockyard-Walsh Island, Newcastle, for another (approx) forty years' work).

Port of Launceston Authority's steam tug **James Wallace** (188/24) to Mr D McMurtry of Perth – after dismantling locally, remains on Tuesday 12/1/71 scuttled in Bass Strait near Hobs Reef off the entrance to the Tamar River, Tasmania.

Portland Harbour Trust's motor workboat/tug **Stirling** sold to a local fisherman for conversion to a fishing boat accordingly.

Queensland Tug's SS **Forceful** (288/'25), the last coal-burning tug in Brisbane, was laid up 28/9 in Brisbane – on 10/6/'71, to the Queensland Maritime Museum.

Savoie's MV **Jacques Del Mar**, Noumea (ex **Malekula**-'69) to Pacific Breeze Nav Co/Manners, renamed **Isabel**.

With arrival in August of the steam tanker **Erne**, Shell NZ's 3,416dwt steam reciprocating-engined tanker **Maurea**, Wellington (2,928/'52 ex **Fragum**-'54), laid up from 19/7 in Lyttelton, was sold in 1971 to Oceangas Shipping Far East/Tung, and renamed **Dayu** – as such, sold to Fuji Marden & Co Ltd, who began demolition at Hong Kong in March 1976.

Swan River Shipping Fremantle's steam tug **Wyola** (306/'12) did her last tow on Saturday 10/1 – she was sold to a Sydney scrap metal merchant, and was undergoing demolition at Fremantle in February.

Taimoana Fisheries Christchurch's motor trawler **Taimoana 1** (302/'62 ex **Kohoku Maru No.2**-'67) to Panama International Inc..

Tasmanian Steamers' MV **Tatana** (1,396/'55) to Unique Shipping & Trading, renamed **Bonawind**, Singapore, sailing as such from Sydney 26/2.

Union SS Co's MV **Wainui** (8,573/'55 ex **Whangaroa**-'65) to B.I.S.N.Co, renamed **Warina**; and MV **Waitaki** (8,726/'54 ex **Whakatane**-'64) to Cia Mima Ta Teh S.A., renamed **Successful Enterprise**, Panama.

Accidents and Mishaps

1/1 Shell Australia's 18,153dwt turbine tanker **Hemiglypta**, Geelong (12,180/'55) grounded near Bell Bay – refloated without damage; and, in another incident, caused considerable damage to the jetty when berthing 11/3 at Esperance, Western Australia.

3/1 ANL's twin screw motor RoRo **Brisbane Trader** (6,326/'69) suffered damage to her mainmast and radar when she collided with the Story Bridge, Brisbane.

13/1 Howard Smith Gladstone's motor tug **William R. Golding** (308/'67) suffered hull damage while being slipped at Bundaberg.

16/1 V.B.Perkins' motor auxiliary **Coringle** (95/'05), at anchor in Francis Bay, Darwin, sank during the night following damage by a then-not-known vessel – refloated 24/1.

17/1 **Ore Regent** (30,316/'56) (refer p.138 *The Log, Issue 177*, 2009) grounded in Gladstone Harbour, Queensland – refloated, without damage, the following day.

31/1 South Eastern Drilling Inc's 1,650dwt twin screw motor oil-rig tender **Sedco Helen**, Panama (837/'69) sank near oil-rig **Sedco 135G** in Joseph Bonaparte Gulf south-west of Darwin, after striking a 15-ton submerged buoy.

7/2 On voyage Melbourne/Launceston, fire was discovered in No.2 hold of **William Holyman** 15 miles off Low Head, Port Dalrymple. The fire was put out as the vessel was alongside at Inspection Head, Tamar River, whereupon she continued her voyage to Launceston.

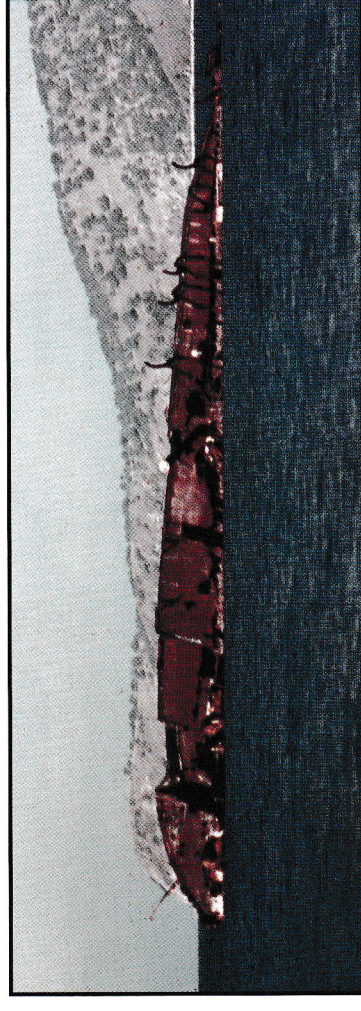
8/3 Tipperary Land & Exploration Corp's motor prawn-fishing vessel **Arnhem T** (refer p.141 *The Log, Issue 177*, 2009) suffered an engine explosion at Darwin.

23/3 WASSS's MV **Kangaroo** grounded for a short time on Dickenson Ridge, 15 miles from Cockatoo Island (near Buccaneer Archipelago, north of Derby), W.A..

12/4 Tidewater Port Jackson Marine's twin screw motor supply ship **Tasman Tide** (663/'68) grounded on a reef off Sakjang (a southern island in Singapore) – refloated without assistance.

18/4 R.W.Miller's 62,000dwt motor tanker **Amanda Miller**, under construction at BHP Whyalla, sustained severe fire damage, delaying delivery for over a year.

23/4 Otakou Fisheries Ltd's 113grt motor trawler **Tuatea**, built 1905 for USSCo as a passenger tender at Gisborne, caught fire 20 miles southeast of Taleri Mouth, Otago – beached later in the day at Little Papanui Inlet.



The hulk of **Macdhui** at Port Moresby

(J.Mathieson)

In April, the hulk of the former Burns Philip motor vessel **Macdhui** (4,561/'31) began leaking fuel oil into Port Moresby harbour. A WWII casualty, she had been sunk there on Thursday 18/6/1942.

In May, the Commonwealth Government's motor lighthouse tender **Cape Don** (2,106/'63) suffered bearing damage, and anchored near Barrier Island, 25 miles east of Carnarvon, W.A., until taken in tow by Fremantle Tug Operators' motor tug **Wongara**, Fremantle (see New Ships) for Fremantle – returned to service 1/6.

12/5 Singapore Cosmos Shipping Co's 4,142dwt motor tanker **Glory**, Singapore (3,340/'55 ex **Sambu**-'68, ex **Gudermes**-58) grounded in Mida Passage, sustaining damage to her rudder stock – arrived Derby two days later.

19/5 After fire had disabled her engines off Milne Bay (near Samarai, PNG), Coastal Tug & Barge's motor tug **Nemo** (477/'62) was sunk off Port Moresby. At the time, she was assisting through Basilisk Passage Union Navale's 16134dwt motor bulk carrier **Clymenia**, Dunkirk (10,668/'68).

31/5 On a voyage Melbourne/Fremantle, McIlwraith's motor container ship **Kooringa** (5,976/'64) encountered a storm in the Great Australian Bight, and lost six containers overboard.

2/6 Fire broke out on board the old whale-chaser **Gascoyne** (344/'36 ex **Southern Breeze**-50 and at the time owned by the scrap metal merchants, Goldfields Metal Traders) during dismantling at Fremantle, whence she had been towed some months earlier by **Nullagine** – **Gascoyne**'s hulk scuttled off Fremantle in 1971.

30/6 Ampol's then recently-lengthened turbine tanker **P.J. Adams** (refer p.148 *The Log/Issue* 177, 2009) was aground for seven hours in Moreton Bay.

1/7 On a voyage Kangaroo Island to Suva, Nauru Local Government Council's MV **Eigamoiya** (4,426/69) put in to Portland with engine trouble followed by a fire in her general cargo hold.

2/7 Savoie's MV **Jacques Del Mar** (ex **Malekula**-69) suffered a cracked piston when outward-bound from Sydney – returned to port for repairs.

4/7 Steam dredge **Matthew Flinders** (1,180/17), towed out of Melbourne 27/6 by the Panamanian motor tug **Alice D** (232/53 ex **Pollux**-69, ex **Cycloop**-63) bound Singapore, was found to have flooded considerably overnight when ten miles off Port Macquarie, whence extra pumps were secured.

23/7 On a voyage from Melbourne to New Zealand, Quevedo Investments Ltd's MV **Auckland Exporter** suffered an engine-room explosion 250 miles from Melbourne – towed by Hamburg-Sud's MV **Cap Colorado** (3396/61 launched as **Norderdiek**) to Sydney, where they arrived 27/7.

7/8 ANL's motor bulker **Lake Boga** collided with the jetty at Rapid Bay, south of Adelaide, and sustained minor bow damage – freed the following day by Ritch & Smith's motor tug **Tusker**.

8/8 Howard Smith's MV **Century** suffered minor damage when leaving the berth in Brisbane.

12/8 USSCo's MVT **Taveuni** damaged by fire at Auckland – repaired, and re-entered service on 9/12.



Pateena at Sydney 1 February 1964

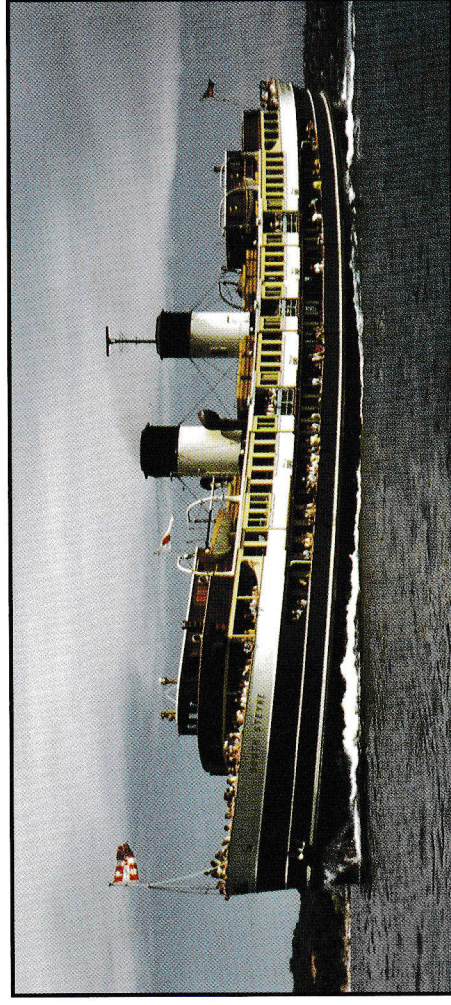
(J.Mathieson)

15/8 USSCo's MV **Pateena** struck Pymont Bridge, Sydney – minor damage.

9/9 When in Bass Strait, BHP's SS **Iron Knight**, on her way to South Australia, began taking water into the engine-room because of a faulty seawater injection valve – escorted by Adsteam's MV **Meringa** to refuge near Corner Inlet.

12/9 The Hobart-built twin screw motor scallop trawler **Moorah**, Brisbane (294/45 launched as **Moora/AV1366**) was destroyed by fire at Gladstone. Owned by Moorah Investments/Olympus Holdings and with Official Number 191407, she was one of over thirty 300grt wooden "standards" built towards the end of WWII in Tasmanian and West Australian yards.

18/9 ANL's MV **Iranda** grounded during departure from Lucinda Point, Queensland. Refloated three days later, but immediately grounded again – refloated by Australian Towage Services/Stannard's motor tug **Kuranda** (103/68) on 22/9, whereupon she continued her voyage; and, in another incident, grounded 5/10 at Lucinda Point (again) – refloated two days later, no damage.



South Steyne at Sydney 2 January 1967

(J.Mathieson)

30/9 Manly steamer **South Steyne** (1,203/38 1781P), proceeding from Circular Quay, struck HMAS **Melbourne** off Garden Island – minor damage to both.

3/10 ANL's MV **Boonaroo**, while berthing without tug assistance at the Storey & Keers repair wharf, Sydney, partly demolished the base of the crane there, and her propeller struck a launch moored nearby, causing the latter to sink.

5/11 BHP's 54,590dwt turbine bulkier **Iron Hunter** (34,048/68), in Bass Strait some 25 miles off the coast between Clifty Island (Welshpool entrance) and Port Welshpool (Corner Inlet, south-east of Melbourne), suffered a severe fire in the engine-room, disabling her. The oil rig service vessels, **Lady Lorna** (545/70), **Victoria Tide** (685/68) and **Smit-Lloyd 12** (799/67) towed **Iron Hunter** to Melbourne for temporary repairs, after which on 13/11 she left for Newcastle, assisted by Geelong Harbour Trust's motor tug **Sir Roy Fidge** (297/68) and McIlraith's motor tug **Elton Griffin** (292/63). Following extensive repairs at Newcastle, **Iron Hunter** departed for Brisbane, where she arrived 25/3/71 for drydocking prior to returning to service.

4/12 WASSS's MV **Koojarra** grounded at Broome during a cyclone – refloated the following day.

Also in December, Australian Dredging & General Works Pty Ltd's twin screw motor trailing suction hopper dredge **Geopotes V** Melbourne (1737/59) struck a submerged object in the Tjilatjap (now Cilacap) area, southern coast of Indonesia – damage to propellers, and starboard rudder lost. Towed to Singapore for repairs.

Armed Services

New vessels for RAN: destroyer escort **Swan (50)** (commissioned 20/1 at Williamstown); and the torpedo recovery vessels **TRV253**, **TRV254** and **TRV255** (at the time, not named, but, after some years in service, renamed, and later named: **253** to **801 Tuna**, **254** to **802 Trevally**, and **255** to **803 Tailor**).

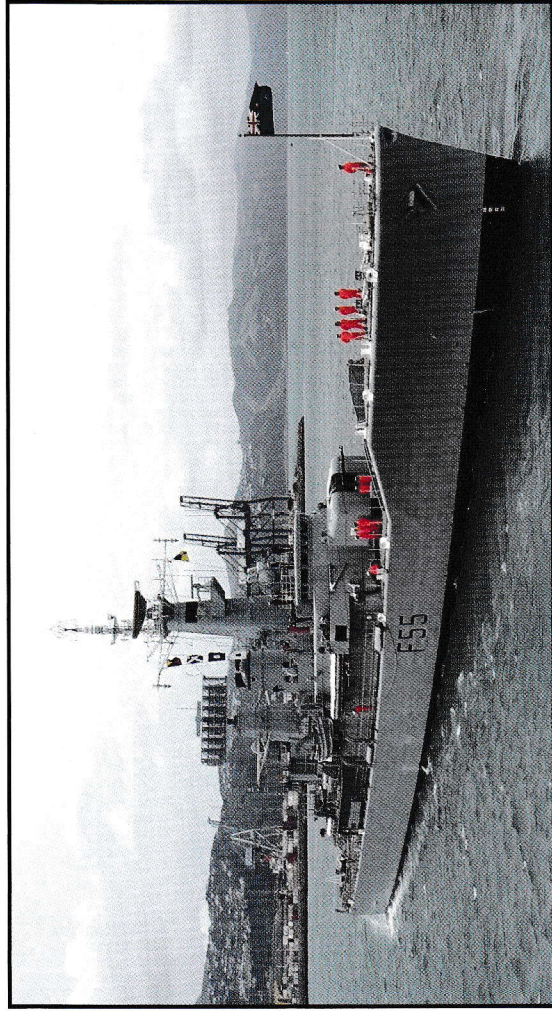
In January, motor patrol boat **Lae** (146 tons displacement), proceeding from Queensland waters to Sydney, encountered heavy weather off Cape Moreton – partially flooded, she put in to Brisbane on 23/1; and, in another incident, **Lae** on 14/7 grounded on a reef 40 miles south-west of Rabaul – assistance from other "Attack"-class PNG patrol boats, **Aitape**, **Samarai** and **Madang**. **Lae** was refloated 17/7 by **Samarai**, and, with damage to her starboard propeller and rudder, taken to Manus.

12/2 RAN's destroyer escort **Derwent** suffered engine trouble five miles off Sydney – towed in by Fenwick's motor tug **Castle Cove** (215/67).

28/2 RAN's destroyer escort **Parramatta** in minor collision with Manly ferry **Bellubera** - a hole ripped into the side of the former.

On 23/8, RAN's Oberon-class submarine **Oxley** (1,610 tons standard displacement/69) suffered damage to protective casing when an explosive charge dropped by an aircraft during exercises off Jervis Bay, NSW, struck the vessel.

RNZN took under lease effective 28/7 the USA diesel-electric survey vessel **Charles H. Davis** (in Sydney during 1968). On 10/9, she was renamed **Tui**, taking the same name as a ship sold the previous year for scrapping – a "Bird"-class steam trawler, built in 1941/2 by Henry Robb, Leith, and, after dismantling, was sold eventually 12/69 to Pacific Scrap Auckland, who began demolition 2/70. (In February 1999, the decommissioned **Tui** ex **Charles H. Davis** was sunk two kilometres north of Tutukaka, some 200 kilometres north-east of Auckland – to be used as a attraction for divers.)



HMNZS **Waikato** at Wellington 5 February 1997

(V.H.Young)

On 5/10, while on fleet exercises, RNZN frigate **Waikato** (c.2,900 tons full load displacement/66) suffered an engine-room fire when 200 miles north-east of Auckland – under tow of Royal Navy's "Leander"-class frigate HMS **Minerva** (commissioned 1966), arrived two days later at Auckland for repairs.

RAN's HMAS **Snipe** converted at Sydney from 4/69 to 12/70 from minesweeper to minehunter.

Miscellaneous

Australian Territory Liner Services Pty Ltd, established by Karlander (Aust) Pty Ltd and Nabalco Pty Ltd, commenced a service between Sydney/Brisbane and Port Moresby/Gove/Gulf ports, utilizing the new Bulgarian-built 5000dwt motor vessels **Safia** and **Sariba**, both 4367grt, registered Port Moresby, and owned by Papuan Liner Services Pty Ltd, a subsidiary of ATLS..

'Maritime Expo 1970' was held at No.7 Circular Quay, Sydney, from Friday 23/1 to Saturday 7/2 in connection with the Bi-Centenary of Captain James Cook – NAA represented by a poster showing a variety of covers of The Log, as prepared by Illustration Editor Peter Nicolson.

On 4/2, the hulk of the former 2,095dwt "sixty-miler" **Pelton Bank** was towed by Harbour Lighterage's motor tug **Mort Bay** (44/69) out of Sydney destined Brisbane, but had to return to port. Bartolo A. La Macchia's 1969-built 81grt motor trawler **Nino** took up the tow, leaving Sydney 23/2 for Moreton Bay. The hulk was used later assisting in dismantling the old Victoria Bridge (opened officially on Tuesday 22/6/1897, and closed in 1969).

In August, the Tasmanian-built South Australian wooden motor auxiliary ketch **One and All** (44/1878), over the years, under various ownerships such as Thiele & Irvine, R.J.Meagan, Irvine & Cash, and A.H.Krause, arrived Sydney to be utilised as a sail training craft by Mr John Huie – on the voyage from Port Adelaide, called at Portland for repairs.

Karlander took over effective November from Burns Philp the Norfolk Island/New Hebrides/Solomon Islands trade, utilising the motor vessels **Sletford** (1,702/54 ex **Hervar**-64) and **Sletholm** (1,702/53 ex **Henrik**-64).

Late in the year, Unit Shipping Co Ltd of New Zealand introduced a (short-lived) tug/barge service between Onehunga and Timaru, with first NZ coastal voyage's arriving Tuesday 22/12 at Timaru. Utilised were motor tug **Unit Shipper** (422/19 ex **Le Beau**-70 (Vancouver Tug Boat Co Ltd), ex **Haida Monarch**-69, ex **S.D.Brooks**-64, ex **SS St. Faith**) and barge **UNZ4** – both sold in January 1971 to Seaways Inc Liberia for working out of Singapore, the tug being renamed **Killarney**, Panama which as such arrived 25/10/77 at Jurong, Singapore, where National Iron & Steel Works Ltd began demolition on 29/10/77.

In November, the 67-year-old former Fremantle pilot vessel **Lady Forrest** (31/03), withdrawn from service 6/67 (refer p.122 The Log 8/2007), was placed as an outdoor exhibit at the North Fremantle Maritime Museum.

EDITOR'S NOTE REGARDING PHOTOGRAPHS REPRODUCED IN THE LOG

It is the Editor's policy to seek permission to publish any photograph believed to be in copyright. It is also policy to include the location, date and original photographer where these are known. When the original photographer is not known, the source of the photograph will be indicated. Also note the "standard" wording regarding submission of photographs to the NAA, included in the NAUTICAL ASSOCIATION OF AUSTRALIA – ADDRESSES box each issue.

SYDNEY SHIPPING RECALLED

from J.Mathieson

With the ships now being seen in the port of Sydney restricted to mainly tankers, passenger vessels and the occasional ship for bunkers, stores and/or lay-up, it is timely, following John Goldsworthy's excellent coverages under such examples as *Once A Busy Commercial Harbour* (p.75 *The Log* May 2004) and *Reflections On The Trans-Tasman Timber Trade Vessels* (p.76 *The Log* No.2 2010), to reflect on the movements of "conventional" ships in Port Jackson, when Sydney was the main port for New South Wales, keeping extremely busy the various services including pilots, lines and tugs.

Friday 13 February 1959 was a prime example, when six ships were ready for 1700 departure: five were booked for 1700 and as a matter of convenience one for 1800.

First was Burns Philp's 1949-built 5,067grt MV **Braeside**, Glasgow – out of Walsh Bay, on her usual South-East Asian trade. Sold in 1970, and renamed **Sula**, Panama. While on passage in ballast from Chittagong to Rangoon (now Yangon), she grounded on Saturday 5 August 1972 near Bassein, Irrawaddy River, on the west coast of Burma (now Myanmar), in approximate position 15.50N 94.12E – was refloated on Thursday 10 August, and subsequently taken to Rangoon, and abandoned to the Burmese Government. After a lengthy period laid up, the damaged ship was sold, towed from Rangoon, and arrived Tuesday 16 April 1974 at Kaohsiung, where Huang Yung Steel & Iron Corp commenced demolition on Friday 3 May 1974.

Second was one of the most beautiful ships to have graced Sydney Harbour: Port Line's streamlined 8,681grt MV **Port Townsville**, London – out of Plymouth, and on her usual Continent/U.K. run. Built 1951, and scrapped in Castellon, Spain, in the second half of 1972 by Isaac Manuel Varela Davallillo.

Third was another Burns Philp ship, the Australian-registered MV **Malaita**, Sydney: 3,310grt, at the time over a quarter of a century old, and on the PNG service. Sold in 1965, and as eventually **Linda Jr** arrived Kaohsiung Wednesday 18 August 1971 to await demolition by Chin Ho Fa Steel & Iron Co Ltd.

Fourth out, this time from No.1 Darling Harbour (Dalgety's), was Shaw Savill's 1949-built 10,691grt TSMV **Delphic**, Southampton – also on the Continent/U.K. run. She arrived on Saturday 14 August 1971 at Kaohsiung, where she underwent demolition Thursday 28 October to Monday 20 December 1971 by Hwa Eng Copper & Steel.

She was followed by one of the famous 'cloud' ships, Transatlantic S. S. Co, Sweden's 1950-built TSMV **Cirrus**, Gothenburg: 7,787grt, service speed 19.5 knots – out of Plymouth, and on the Australia-Continent/Scandinavia run. Sold in 1976, and as eventually the Greek **Kastor** scrapped by Pacific Enterprises at Gadani Beach in 1982. (The other three were **Nimbus**, **Stratus** and **Cumulus**, all sold for further trading, and scrapped between 1973 and 1982.)

Last out was Mitsubishi Kaiun's Tokyo-registered, 1955-built MV **Virginia Maru**, which had arrived at lunchtime the previous Saturday to fit out for and to load coal – 7,633grt/11,386dwt. Sold in 1971, and as eventually the Panamanian-registered **Dragon Prospect** arrived Tuesday 11 April 1978 at Kaohsiung, where An Hsiung Iron & Steel Co began demolition on Tuesday 28 November 1978.

Ahead ten years, to the winter of 1969, when services again were kept busy: on this occasion, at lunchtime Thursday 10 July, with no fewer than five ships put up for noon departure. With sailings at approximately 15-minute intervals, first away, at 1145, was Holland Australia Line's 15-month-old 10,710grt MV **Waalekerk**, Gravenhage, one of four 20.5-knot unit-load, heavy-lift "W"-Kerks, built for the European trade. **Waalekerk** ex **Nedlloyd Waalekerk**: '84 ex **Waalekerk**: '78 arrived Sunday 27 April 1986 at Kaohsiung, where Tong Hing Steel & Iron Works Co Ltd carried out demolition from Wednesday 14 May to Saturday 28 June 1986.

She was followed by Mitsui-O.S.K.'s 1965-built 7,842grt MV **Rio De Janeiro Maru**, Osaka, running between Australia and Japan. Sold in 1979, and was eventually the Maltese-owned **Navigator** being scrapped at Sachana, India, where Mansoor Taherbhai completed demolition in 1986.

Third out was Djakarta Lloyd's 1961-built 4,209grt MV **Gunung Guntur**, Djakarta, running between Australia and Indonesia. Sold in 1978, was renamed **Sari Budi**, Panama, and as such delivered in January 1985 at Kamal Madura, Indonesia, to await demolition by Tandiono Djonegoro.



Avonbank at Singapore

(R.A.Priest)

Fourth out was Bank Line's 1961-built 8,567grt MV **Avonbank**, Glasgow – on one of her usual services, namely sulphur from U.S.A. to Australian ports, then general tramping. Sold in 1977, and as the Panamanian-registered **Fortune Star** underwent demolition by China National Metals & Minerals Import & Export Corporation at Huangpu (formerly Whampoa) from Saturday 28 January 1984.

Last out was Good Wind Steamship Corporation/Th. L. Boyatzides, Athens' 1959-built 10,400grt SS **Cleanthes**, Monrovia. One of many similar steam turbine-powered all-aft ships built in Japan in the mid-to late-1950s (she had in fact arrived Sydney on Wednesday morning 14 October 1959 on her maiden voyage to load wheat). Sold in 1974, became the Greek **Myrto**, and as such, having been laid up London from Saturday 26 February to Monday 26 September 1977, arrived Saturday 1 October 1977 at Bilbao, where Revalorizacion de Materiales S. A. began demolition on Tuesday 4 October 1977.

As regards the main-line general cargo liner trades, containerisation began in earnest from 1969 (refer p.138 & 148 *The Log* No.3 2009), whereupon the "conventional" liner ships had but limited time before being withdrawn. Fortunately, many were sold for further trading, some of them returning to Australasian waters. One can now merely reminisce about the several different types and designs of such vessels, displaced by the "standards" seen these days.

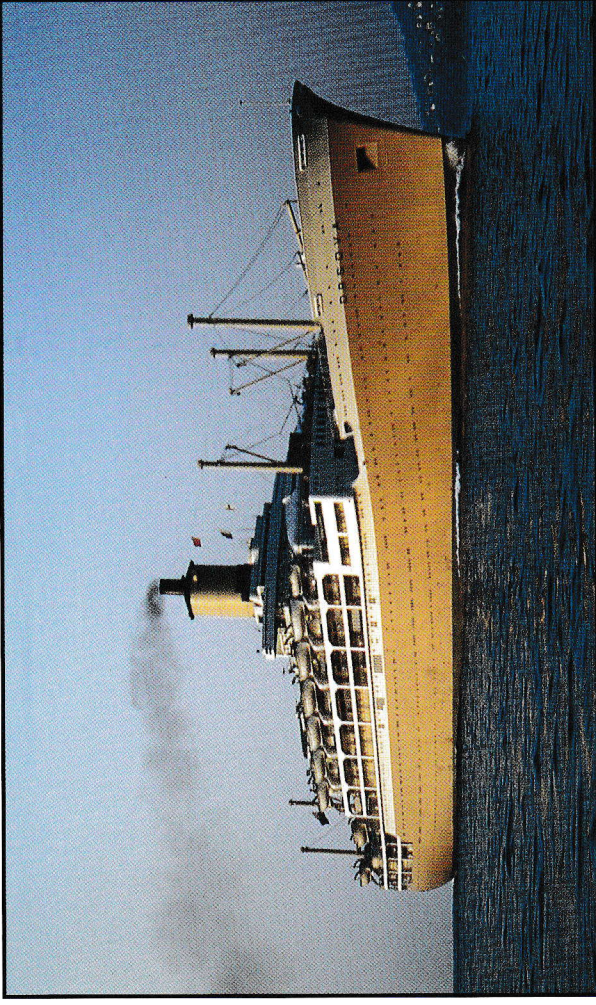
Errata:

The photograph of **Wairangi** on page 147 of Issue 181, is not the 1935 built **Wairangi** which took part in Operation Pedestal. This vessel was scuttled after being abandoned following a torpedo hit from an E-boat on 13 August 1942. The **Wairangi** pictured is her replacement delivered later that year from the yard of Harland & Wolff, Belfast, as **Empire Grace**. She was renamed **Wairangi** in 1946 and served Shaw Savill & Albion until grounding 25 miles from Stockholm on 14 August 1963 with a cargo of coffee and oranges from Rio Grande. She was refloated but found to be beyond economic repair and consequently towed to Faslane where she was scrapped.



Orontes (20,186/29)

(R.A.Priest)



Orsova (28,790/54) arriving Hobart 4 February 1961

(L.D.Rex)



Orion (23,686/35) at Hobart 28 May 1959

(D.E.Kirby)



Oriana (41,923/60) at Hobart 16 December 1961

(L.D.Rex)

SAILING THE CHINA SEAS: THE INDO-CHINA STEAM NAVIGATION COMPANY 1881 – c1939.

From Capt. P. Ballantyne

(continued from P.149, Vol.43, No.3, Issue 181)

Lower Yangtze River Line

The sources of the Yangtze River lie high on the Tibetan Plateau on the northern side of the Himalayan Mountains some 3500 miles from the sea. The river gains strength from the vast Sichuan Province basin in western China before running through wild gorges out to the immense flat plains of eastern China. Here numerous lakes and tributary rivers drain into the Yangtze before it enters the China Sea.

The extensive ICSN shipping services on the river were supervised from Shanghai Head Office and these services were divided into three sections, each of which required a specific design of vessel to suit the different nature of the river:

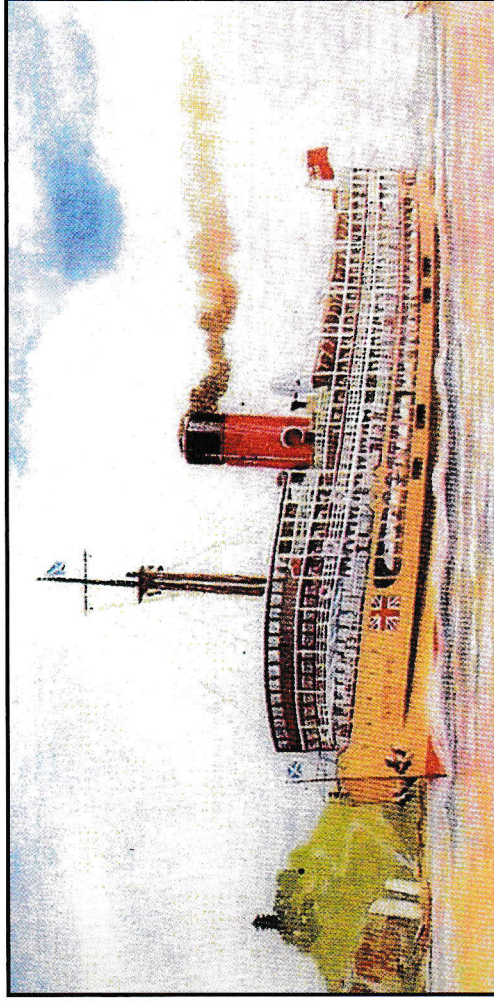
- The Lower River line from Shanghai to Hankow, 600 miles.
- The Middle River from Hankow to Ichang, 350 miles; together with a side Hunan line through the Tungting Lakes to Changsha and Chengte.
- The Upper River from Ichang to Chungking, 380 miles through gorges and rapids.

The Lower River service despatched a vessel from Shanghai many days of the week as did competing companies. The run was a very busy one and the ships were large, up to 4,600 gross tons; the depth of the channels allowing this. ICSN ran six ships on this 10 day round voyage and the line would have been very popular for ship's staff who were resident in Shanghai due to the frequent four day port stays there. Ports of call on the river were:

- Chinkiang at the crossing of the Grand Canal from Peking and Tientsin to the city of Hangchow to the south of Shanghai.
- Nanking, an important city with a ferry crossing for the Shanghai to Peking railway.
- Wuhu, a regional treaty port.
- Kuikiang at the opening of the Poyang Lake system and the port for the "Shanghailanders" (as they called themselves) to access the Swiss style mountain resort of Lushan.
- Hankow, the major central city with satellite cities of Wuchang and Hanyang.

At these river ports the vessels usually either anchored off or went alongside "hulks" moored to the riverbanks. The hulks were old ships in good repair which were converted to provide offices and residence for the agent and staff plus godown storage for cargo. Wide gangways led across mudbanks to the shore. Access and leases to water frontage were much sought after by the various shipping companies with contending nationalities in non-concession locations sometimes resorting to diplomatic and even gunboat assistance. The ships also slowed at "boat stations" between the treaty ports where ferryboats and lighters brought out cargo and passengers from provincial non-concession towns to lay alongside the ships in the stream for transfers. In addition, fleets of tugs, lighters and junks flying the Jardines and other flags serviced the myriad side waterways, canals, lakes and tributary rivers running into the Yangtze.

The ships themselves were of a complicated design which had developed from the Mississippi style river steamers used by the American firm Russell and Company when they first introduced regular shipping services on the river in the 19th century. All of the ICSN river ship names ended in "wo" meaning "harmony" while most of the seagoing ship names ended in "sang" meaning "alive" or a reference to growth and "life-energy".



Kungwo from a painting by I.A.Donnelly

Kungwo was the flagship of the river fleet, built 1923 in HongKong and of 4,600 gross tons, a large ship for the times by any standard. The deck plans show stem to stern deck layers for different classes of passengers. The 22 foreign passengers had cabins and saloons which were luxurious and comparable to those of great ocean liners, splendidly fitted out with mahogany panelling, leather upholstery and brass bedsteads. Officers were accommodated under the navigation bridge in equally spacious and comfortable cabins. On the next deck 100 Chinese cabin passengers were divided into first and second classes depending on the numbers berthed in each cabin - two or four berths with provision for more on benches. 400 third class were berthed in long rows of three-tiered bunks in a large dormitory space while an indeterminate number of deck passengers would spread mats in any location clear of the cabin passenger decks and of cargo. The cargo was "walked" by coolies from overside through large side doors into tween decks and manhandled down staging into lower holds. The provision of only one hatchway with derricks was for occasional heavy lifts. Together with the Chinese crew and large comprador staff plus numerous hangers-on (who latched onto Chinese passengers as "tea-boys"), then as can be imagined, the ships would be a continuous hive of intense activity. The other ships on this line were **Loongwo**, **Tuckwo**, **Pingwo**, **Suiwo** and **Kutwo**.

Middle Yangtze River Line

This section of the river covers the winding, shoal and changing reaches of the river between Hankow and Ichang. The direct distance between these two cities is half that on the river but there were no roads. The river's navigable channels here shift and required frequent remarking but groundings were not unusual although not damaging because of the silt nature of the bottom.

The city of Hankow was an important centre laid out in typical treaty port style but was one of the largest and consisting of a row of foreign concession districts along the riverfront. During the summer high river level season many ocean-going ships navigated upriver to Hankow. Each concession and the shipping

companies of that nationality had its own berthing facilities, provided by extensive pontoons which floated higher or lower according to the great seasonal changes in the water level, all connected to the shore by long gangway bridges. The Bund roadway was a busy thoroughfare which was further congested by streams of coolies "walking" cargo packs to and fro between the ships and the godowns across the roadway. Severe flooding in 1931 put the city under many feet of water with great loss of life in the surrounding countryside. An astonishing photograph on the web shows the large aircraft-carrier HMS **Hermes** at Hankow at that time.

The Middle River services were essentially a connecting operation between the Lower River line to Hankow and the Upper River line from Ichang onwards to Chungking. The ICSN **Siangwo**, built in HongKong in 1926, was the newest on this line. The design priority was for shallow draft of 9.5 feet but she was of a good size, nearly 300 feet in length with 1300 deadweight capacity, achieved by means of a wide beam of 46 feet. Another design feature was the provision of extra anchors and wires to deal with temporary strandings in the ever-changing channels. The superstructures gave her a similar appearance to the Lower River ships with long wide shaded promenades on the sides having cabin doors opening directly to these decks. There were the usual very comfortable cabins and saloons for 12 foreign first class together with officer's cabins plus a large structure of cabins and saloons placed aft for 50 Chinese second class. The one tween deck was lined with portholes and cargo-doors and although no bunk-berths or numbers are indicated, some hundreds of deck passengers would have been carried whenever required. The lower cargo holds were not deep due to the draft restriction. Other ships on the line were **Paowo**, **Kiangwo** and **Tungwo**.

The Middle River also serviced a side route on Tungting Lakes - the Hunan line. A competing shipping company serviced this route with a very shallow draft ship but ICSN utilised tugs and lighters which could carry cabin and deck passengers as well as cargo. From Hankow this service ran up the Middle River and then branched off halfway before Ichang so as to enter the vast shallow Tungting Lake system which was fed by tributary rivers leading to the provincial cities of Changsha and Chengte, both being treaty ports with foreign business districts.

Upper Yangtze River Line

The Upper River section of the Yangtze River runs from Ichang through the treacherous and rock-strewn gorges and rapids to the treaty port of Chungking which served as the port for the major provincial capital city of Chengdu; this inland region being the relatively wealthy and populous Sichuan Province. The steaming distance from Ichang to Chungking was 380 miles over which the river bed falls about 400 feet or one foot per mile. However the fall of the water was complicated by greatly exaggerated falls in constricted gorges where rapids were formed resulting in vicious sluices. This was all further complicated by the thaw in the Himalayas and the amount of rainfall in Sichuan Province resulting in very large seasonal differences in water levels, up to 50 feet at Ichang and 100 feet at Chungking and as much as 200 feet in the gorges due to banking up.

Water-level marks in feet were painted on the banks at various significant locations to indicate the height of the water over dangerous sections and these marks also gave an indication of the current flow strength to be expected and the fall on the rapids - and therefore of the ease or difficulty of navigation on the Upper River reaches. The steamships provided the main method of communications and supply of goods and transit of people in this region because the junk traffic had become substantially reduced by the introduction of shipping services after WW1. An upriver junk voyage carrying a usual 100 tons of cargo could take one to two months depending on the state of the river and downriver only one week while the steamship upriver took only 3 to 4 days with the round voyage being only 10 days.

In 1920, "Sichuan euphoria" due to the prospect of very high freight rates, had struck the business community in Shanghai with the result that after it had been shown to be feasible by pioneering steamship ventures. Suddenly all the shipping firms constructed ships for the Upper River service. Experience showed that the different seasonal water levels required a larger summer vessel able to provide increased power for the fast flowing turbulent waters and a smaller winter vessel able to

negotiate the tight turns of more restricted and shallower channels. The subsequent shipping services were:

- French, one summer and one winter.
- Italian, one summer and one winter.
- British, ICSN one summer and one winter plus Swires two summer and three small winter plus two Shell tankers.
- American, some small vessels plus two Standard Oil tankers.
- Japanese, one summer and one winter.
- China Merchants Company, one summer and one winter.

The Chinese Ming Company with an increasing number of summer and winter ships. Late in the 1930s a hybrid type of vessel for both summer and winter service was developed after the reduction of navigation dangers by dynamiting together with improved channel markers. However by this time the political situation in China, and the spread of increasing violence because of an unofficial war with Japan, was restricting the ability to provide shipping services on the length of the Yangtze River.

The port of Ichang was composed of the usual small concession districts and the most important buildings were godowns for transhipment cargoes bound up and down the river. The town was also a significant missionary centre with extensive staging facilities for Sichuan Province activity and their base hospital. Chungking was different, with the foreign district located on a series of scattered hills across the river from the city which was considered to be the dirtiest in China.

The first ICSN ship for Upper Yangtze service was **Fuhwo** of 953 gross tons, built in pieces by Yarrows on the Clyde in 1922 and then shipped out to Shanghai for assembly by the Kiangnan Dockyard. This system was a normal construction process for Yarrows, however all further ICSN river vessels were constructed either in HongKong or Shanghai, obviously using **Fuhwo** as a model. High power and good manoeuvring ability were essential for these vessels and special warping arrangements were fitted for mechanical hauling through the worst rapids when necessary. Long and heavy athwartships spars were carried to allow for holding the ship off sheer rock cliffs when anchoring overnight - night navigation was not attempted on the Upper River. Casualties were a regular occurrence and a French publication has some spectacular old photographs with an indication that eight per year was normal but most of these would have been salvaged and returned to service. ICSN had its fair share of strandings including one which left **Kaiwo** sitting 100 feet above the fallen river level for a whole season. One vessel **Kingwo** experienced a series of incidents and in order to satisfy crew superstitious concerns the ships name had to be changed to **Hsin Changwo**.

Arrangement plans of the ICSN Upper River ships cannot be found, but those of a competing company vessel are available, Swire's **Wanliu** built as **Loong Mow**, and this vessel was very similar in appearance to **Fuhwo**. The plans show basically the same arrangement of passenger and cargo spaces as those on the Lower and Middle River all in a more compact design to fit into a smaller vessel of only some 200 feet length. Propellers were fitted into hull tunnels to reduce draft and for protection against groundings and three rudders were fitted for improved manoeuvring. Foreign passengers enjoyed the full length of the uppermost superstructure deck with a saloon opening onto a pleasant shaded stern deck area while different classes of Chinese cabin passengers were accommodated on the main deck. Third class and deck passengers shared space with cargoes in the tween deck where most of the cargo was carried because of restricted space in the shallow hull. Ships of the Upper River line were **Fuhwo** and **Kaiwo**, supplemented by **Kingwo** (Hsin Changwo) and with **Liuwo** added in 1938. During the high water season, occasional trips were made by the smaller steamers further upriver from Chungking for 130 miles to the town of Suifu.

(to be continued)

INTERESTING SHIPS OF THE AUSTRALIAN COAST No.36

THE LAST TRIPLE EXPANSION STEAMER ON THE COAST- BALOOK/CALOUNDRA/IRON WARRIOR AND THE AUSTRALASIAN UNITED STEAM NAVIGATION CO. DIFFICULTIES WITH THE ACQUISITION OF THE AUSTRALIAN SHIPBUILDING BOARD'S SHIPS

from Capt. I. Stevenson

With the recent disposal of the two large coal burning bauxite carriers **Fitzroy River** ex **TNT Capricornia** and **Endeavour River** ex **TNT Carpenteria**, together with the limited future of the two remaining **River Boyne** and **River Embley**, albeit steam turbine vessels, thoughts passed to the type of vessel that was the mainstay of coastal shipping for over a century, the triple expansion steamer.

From the very first steamer on the coast, **Sophia Jane** (a paddle steamer), until the mid 1960's, the majority of engines fitted to coastal steamers were triple or quadruple expansion, coal fired, due to the readily available supplies of coal in many ports from old sailing ships that had been cut down into coal hulks. The best example of these coal hulks is the Melbourne based, beautifully restored barque, **Polly Woodside** ex **Rona** which finished her commercial career bunkering the Melbourne Harbour Trust coal-fired dredgers in 1960.

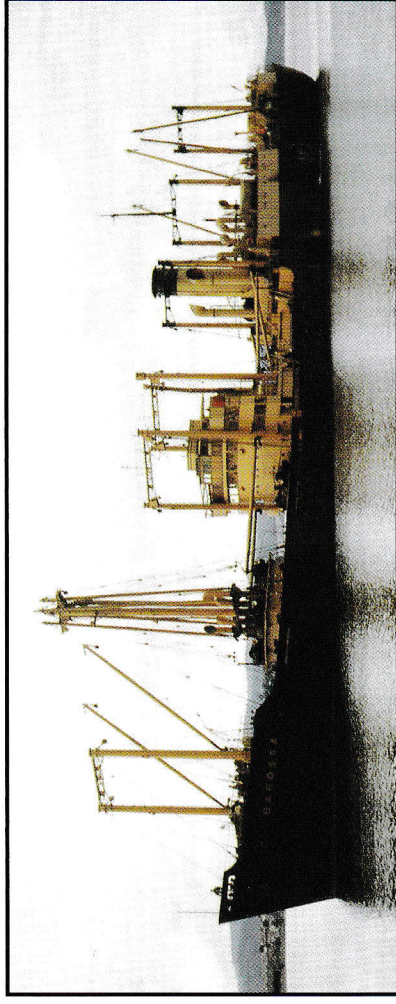
The principal subject of this article is the Standard "B" Class **Balook** built at the BHP Whyalla Shipbuilding Yard in 1950, a ship I first visited briefly alongside the products berth at Whyalla in 1961 as **Iron Warrior**, shortly after her acquisition by BHP from the Australasian United Steam Navigation Co. Ltd. (AUSN) as **Caloundra**, following that Company exiting the coastal shipping trade. At the time I certainly did not think she would be the last ship with a triple expansion steam engine to operate in the coastal trades. **Balook** is the Aboriginal word for the blue gum tree.

The story of the Commonwealth Government shipbuilding programme devised during WWII has been well documented in early copies of *The Log*, however, for newer readers an update may be of interest.

The Australian Shipbuilding Board (ASB) was set up on 27 March 1941, by the Commonwealth government, to design a series of ships commencing with the well known Standard "A" Class "Rivers" modelled on the Caledon Shipbuilding & Engineering Company Ltd of Dundee designed **Scottish Monarch** (9,000 tons). This comprised a series of thirteen eventually constructed between 1943 and 1947 (see front cover). These ships, built mainly for the general cargo trade, spent their final years in the coastal bulk trades for which they were not particularly suitable. However, the two 1943 buildings, **River Burdekin** and **River Clarence** traded for 28 and 25 years respectively in the coastal trades and for overseas owners subsequently whilst the final building, the 1947 built **River Burnett**, went to the breakers after 24 years. Of the remainder, three traded for 19 years, three for 18, one for 16 and three for 14 years.

Towards the end of WWII, with the Allied victory appearing to be imminent, the Commonwealth government directed its attention to planning for the post-war continuation of the Australian shipbuilding industry. In May 1945 a meeting was held in Canberra chaired by the Prime Minister, and attended by Mr. Essington Lewis (BHP), Sir Thomas Gordon, Rear Admiral McNeill, (Head of ASB), Mr. Kneeshaw and Mr. Weymouth. The result of the meeting was that the ASB was directed to draw up provisional plans for a building programme for which the War Cabinet gave approval. It was noted that in June 1948, of the 156 ships on the Australian register, 76 had been built before 1921. Certainly an aging fleet though at least there was a fleet. Four types of ships were envisaged selected on the basis of ships operating on the coast before the war and based on British designs. By July 1945 a programme of 40 ships was approved comprising four classes of each of ten ships which were designated namely "B" class 6,000 deadweight (dwt) freighters, "C" class 4,000dwt, "D" class 2,000dwt and "E" class 550dwt (based on the design of AUSN's **Babinda** (659/1936). Subsequently the "C" class were cancelled.

The design for a 6,000dwt cargo ship appeared to have a very strong similarity with the three Caledon Shipbuilding & Engineering Company pre war buildings, two for the Adelaide Steamship Company (Adsteam), **Barossa** (4268/1938), **Bundaleer** (4238/1939), and one for Huddart Parker, **Barwon** (4303/1939). Originally ten of the "B" class were contemplated but eleven were eventually built. The class had the same hull form, built despite emerging as three different types with similar dimensions. Length was 405 feet o.a. (123.44m), beam, 53 feet (16.15m), on a loaded mean summer draft of 22.5 feet (6.85m). The Caledon built trio in comparison had dimensions of 378.4 x 50.4 x 22.7 feet, with a DWT of 5,660, 5,585 and 5,640 tons respectively.



Barossa at Hobart 16 June 1963

(D.E.Kirby)

The class were all shelter deckers and were divided into three different groups with the first group having two holds forward of the bridge, one hold between the forward and midship accommodation, and one hold aft. Each was fitted with a triple expansion coal-fired main engine with a Bauer-Wach exhaust turbine, double reduction gearing and hydraulic coupling. This group consisted of four Whyalla built and two by Evans Deakin & Company Pty. Ltd., Brisbane. All triple expansion engines including the oil fired pair were similar with cylinders 23.5 inch, 38.75", 64" x 45" stroke and were supplied with two Babcock and Wilcox type boilers, giving a horse power of 3,000. The coal burners were fitted with Erith-Roe mechanical stokers with 8116 sq. feet heating surface, forced draught, 240 lb pressure. All subsequent ships were also fitted with the Bauer-Wach exhaust turbines.

The Whyalla-built ships were **Barrigun** (4,054gt/47), which became McIlwraith McEacharns' **Koorawatha**, **Balarr** (4,053/48) which was sold to Howard Smith Industries Pty Ltd retaining the original name, **Balook** (4,053/50) sold to AUSN and renamed **Caloundra**, and **Baroota** (4,070/51-laid down as **Benarson**) and sold to Adelaide Steam retaining her launching name. DWT tonnages were 6,312, 6,250, 6,247, and 6,220 tons respectively.

The two Evans Deakin ships were **Borda** (4,038/51) sold to Adelaide Steam, and **Woomera** (4,033/52) sold to Huddart Parker Ltd with both retaining their original names. DWT tonnages were 6,457 and 6,444 tons respectively.

The second group consisted of two oil fired triple expansion steamers built by Evans Deakin with three holds forward of a single accommodation block and one hold aft. They were **Bilkurra** (3,952gt/49) and **Binburra** (3,952/50) with respective DWT of 6,474 and 6,466 tons. Both ships were retained with their original names and operated for the Australian Shipping Board and later The Australian National Line. The Commonwealth Government Marine Engine Works, Melbourne supplied the triple expansion engines for all except **Woomera** and **Bilkurra**. These ships were supplied with engines manufactured by New South Wales Government Engineering and Shipbuilding Undertaking (State Dockyard), Newcastle

NSW and the Commonwealth Government Marine Works, Brisbane, respectively.

The final group comprised three motor ships, two built by Morts Dock and Engineering Company Ltd, Balmain, Sydney, and the third by Evans Deakin, Brisbane with three holds forward and two aft of the midship accommodation block. The Morts Dock pair were named **Boonaroo** (3,904/53) and **Baralga** (3,895/56) with DWT of 6,485 and 6,483 tons. **Bulwarra** (3,912/54) completed the trio with a DWT of 6,438 tons. Each was fitted with a four cylinder two stroke cycle, single acting Doxford type oil engine built by the Commonwealth Government Engine Works, Melbourne under licence.

Of the 10 names originally reserved in 1945, six were used, **Benarson** was renamed and the other three names **Boorea**, **Boonah** and **Bangalook** were not officially allocated.

The late N. L. McKellar's excellent history of the AUSN *From Derby Round to Burketown* gives an insight into the interaction between the large private Australian ship-owners and the Australian government with regard to the acquisition of the "B" class vessels from the Australian Shipping Board:

"The Australian coastal fleet at the end of WW2 was in desperate need of modern tonnage and local ship-owners felt that the price being asked for the "B" class was exorbitant and looked at acquiring similar tonnage from overseas at a much cheaper cost. The Government effectively stymied this idea by not allowing import permits for overseas tonnage stating that new tonnage for the coastal trade should be built in Australia and in the case of AUSN this left them with little choice."

In September 1945 AUSN made application for approval for the import of two ships of the improved **Corinda** (3,376/37) class prior to this embargo and it resulted in approval for one ship only which was the Sunderland-built **Coramba** (3,551/48). It is noted that the London office overruled the local Australian design and fitted the ship with steam winches instead of electric winches as requested. **Coramba** became available for service on arrival in Australia following local docking in July 1948.

Not everyone was impressed with the British built **Coramba**, as when she was inspected by the Seamans' Union, Victorian Branch Secretary, Billie Bird, on arrival in Melbourne, he was quoted as saying: "She could not be compared with an Australian built ship and was unsuitable for Australian coastal conditions because her cargo handling gear was too complicated, which if not handled correctly could be dangerous." The ship was three times as hard to handle as an Australian built "River" and accommodation was also not nearly as comfortable as that class.

It is interesting that AUSN had in fact signed a contract with Short Brothers Ltd, Sunderland, for a second ship! With the government now only allowing one ship, the contract was taken over by another P&O subsidiary, Strick Line Ltd., prior to the laying of the keel of Yard No.498. The ship was named **Albistan** (5,516/48) and by a strange quirk of fate this vessel eventually had a very slight association with Australia. One doubts if the ship ever visited Australia however she was scrapped in Hong Kong in July 1971. BHP at the time had **Iron Wyndham** discharging cargo in Junk Bay close to the ship-breaking yard. The Master, Captain Ian Wright, was deputed to buy some second-hand lifeboats as spares for the fleet. Amongst the collection was one of **Albistan's** boats (also two from the New Zealand Shipping Co. cadet ship **Rakaia**). The writer removed the name and port of registry from each of the respective boats prior to reallocation to BHP ships and they now adorn my study wall.

Now quoting in part from the AUSN history regarding efforts to modernise their fleet and re-establish the company's interstate cargo service post war:

"The Shipping Board, for political reasons rather than economic, tried in August 1947 to establish a service between Australian ports and Portuguese Timor. AUSN's **Corinda** was chosen for the inaugural voyage. She suffered serious delay, seven weeks in Darwin, and was not back in Sydney till December. During this period the first of the "B" class **Barrigun** was allocated to AUSN to replace **Corinda** in the coastal trade, the latter having been allocated for another voyage to Dili. AUSN naturally preferred to utilise **Corinda** in their interstate trade. However, the Navy advised that

on the completion of the second Dili trip **Corinda** would be returned to her owners for reconditioning as their period of control now having been terminated. Following this voyage she was handed back eventually resuming service for the Company 28 May 1948 on their Brisbane - Adelaide service".

Of the ships in the Australian programme, the "B" class were the nearest to **Coramba** so AUSN explored the possibility of using the plans of **Coramba** to design a ship to their specifications, in order to have a balanced fleet and having been refused a second British building, Shorts' had quoted at about £260,000 (1947 prices), whereas the only quote from an Australian yard was from Morts' Dock, Sydney, at £444,000. However, soon after, the ASB advanced their building programme and effectively tied up all Australian yards with orders for the next three years. Apparently there was a loose agreement with the government that attempts would be made to build a second **Coramba** in an Australian yard therefore AUSN had first choice on the first of the "B" class.

As mentioned, AUSN operated **Barrigun** from the builder's yard for the ASB and its management was sufficiently impressed, after a few trips, to offer to negotiate for her purchase. Indications were that the price would be around £500,000. The private ship-owners, The Australasian Shipowners' Federation (ASF) argued amongst themselves and the Chifley government was reluctant to dispose of the "B" class, unlike the "Rivers", to private operators having in mind the setting up of a government shipping line. In the end Treasury stepped in and ruled on a price to be charged but would not divulge it!

AUSN offered £400,000 for **Barrigun** in May 1948, but all owners were advised that a reserve price of £487,500 had been placed on the second ship, **Balar** and that the price for **Barrigun** would be the same, less depreciation at 5% per annum from the date of commissioning. Thus the price for **Barrigun** was about £463,000. AUSN was shocked, as the newly delivered **Coramba** was a far better, more economical, diesel-powered ship with refrigeration capacity. In its view the true worth of a "B" class was about £375,000. With AUSN having first offer and rejecting the price, three other ship owners of the ASF put in a bid. So with only two ships becoming available, Adelaide Steam stepped down with McIlwraith's acquiring **Barrigun** in October 1948, and Howard Smith taking **Balar** directly from the builders in December 1948.

In December 1948, AUSN decided to capitulate and try to replace its ships on the government's terms. So for the next ship available the Company was prepared to now pay £487,000! However, in the interim, in September 1948, the government announced that during the current session of parliament it would introduce a bill to set up a permanent shipping board which became the Shipping Commission. So for the moment no more ships were to be sold other than those already in the pipeline. The bill which became *The Shipping Act 1949*, was never proclaimed and was repealed by the *Australian Coastal Shipping Commission Act 1956*.

Negotiations went back and forth during 1949, and into 1950, and after much argument the ASB considered the Company should pay £533,000, now the reserve price for **Balook** and **Benarson/Baroota**. Finally the Shipbuilding Board decided to average the price for these two ships at £500,000 which was the price AUSN paid, taking delivery of **Balook** at 1700hrs 7 July 1950. Adelaide Steam however had to pay £533,000 for **Baroota** at the same time, as they had originally offered this greater amount!

Balook's keel was laid at Whyalla on 1 October 1947, and she was launched 10 December 1949, with the launching lady, Mrs F.W. Radford (the wife of an ASB Director). Completion date was 28 April 1950, and following sea trials in the Spencer Gulf, she achieved 13.3 knots for a designed speed of 12 knots. She was delivered to the Australian Shipping Board and traded as **Balook** in the interstate trades until her sale on 7 July 1950. Renamed **Caloundra** by her new owners in Sydney on 16 November 1950, she retained her port of registry (POR), Port Adelaide, call sign VKFG and Official No. 178451.

The vessel had four cargo holds with a 'tween deck in each serviced by double union purchase derricks of five ton safe working load (SWL) at each hatch (16). A 20 ton heavy lift derrick was fitted at the forward end of No.2 hold and all derricks were supplied with steam winches. As built a set of derricks

was placed on the foc'sle which appear to have been removed following her AUSN service. Four masts were fitted, originally with top masts, on No's 2 and 3 and later top masts were added to the other pair. Hatches were fitted with wooden slab hatch boards and tarpaulins and eventually the ship was equipped with radar having had gyro, DF and echo sounder installed originally. Accommodation was painted white with a white hull stripe, a timbered bridge and the ASB's two yellow bands on the tall black funnel. AUSN's only alteration to the colour scheme was to paint the yellow funnel bands white.

Officers' accommodation was situated in the forward block and the remaining personnel were housed in the after block. Four lifeboats were fitted on the boat deck with Welin McLachlan quadrantal davits. A crew of 44 was carried initially comprising Master, three Deck Officers, Radio officer, five Engineer Officers, Carpenter, Bosun, nine AB's, Ordinary Seaman, Deck Boy, Donkeyman/Greaser, two Greasers, nine Firemen, four Stewards, three Cooks and two Crew Attendants.

Coal bunker capacity was 1,058 tons with consumption at sea of 32 tons per day and in port 10-15 tons depending on winch work. The coal bunker hatch was situated at the after end of No.3 hold with a cross bunker between No. 3 hold and boiler room, tween deck bunkers abreast the boiler room, with a coal trunk to the former and chute to the latter. Coal was loaded from rail wagons centred by crane over the bunker hatch then fed into the 'tween decks port and starboard and finally down a shoot into the cross bunkers. Coaling was always a noisy affair. As bunkers were used, the ship tended to trim by the bow when carrying a deadweight cargo. Consequently about 300 tons needed to be placed aft to counteract this problem. Fresh water capacity was 332 tons, stores 200 tons which together with bunkers at 1,058 tons reduced the DWT carrying capacity by 1,590 tons. Auxiliaries were steam driven. The coal burners had eight double bottom tanks and three small deep tanks on either side of the shaft tunnel, with five of the former used for water ballast. The aft peak and a fore peak were also fitted.

Her first voyage for AUSN was from Sydney to Newcastle where she loaded steel for Brisbane. Due to industrial delays ashore, rain and labour shortage the voyage took 29 days of which nearly 26 were spent in port, resulting in a loss. Certainly not an auspicious start to her AUSN career and this type of delay continued to plague her throughout her AUSN service.

"During her first docking in August 1951, it was found that her double bottom tanks showed considerable deterioration and all tanks, bilges and bunkers had to be cleaned off and treated for pitting. It was apparent that much of this had occurred before the Company took her over, but the contract was on the basis of 'as she lies'. As she was stored and loaded at the time there was no chance of a detailed inspection. As **Balook** she had carried bulk cargoes of ammonium sulphate and had apparently not been cleaned properly."

Caloundra's subsequent service with AUSN saw her trading on their various routes, Brisbane/Adelaide, Sydney/Fremantle, extending to the North Queensland ports for bagged sugar. Following the sale offshore of the Company's pre-war built ex "E" boats, **Mungana** (3,315/20) ex **Eurella** and **Mildura** (3,478/20) ex **Enoggera**, **Caloundra** was the only coal burner remaining in its fleet.

"During 1952, the government had issued instructions that AUSN would have to have the first option of buying the motor "B" then being built at Brisbane which had been designated by AUSN the name **Cronulla**. The price being stated was at around £625,000, however, in January 1954, the Minister of Transport wrote to AUSN offering to sell the ship **Bulwarra** for £724,000 spot cash! Taking into account the subsidy offered, the actual building cost was a staggering £965,000. AUSN had also explored the possibility of purchasing **Bilkurra** but was told she was not for sale."

In comparison the USSCo NZ were having the British built **Kawarau** class (5,000dwt) for around £500,000. Needless to say the offer was not accepted. Instead **Canberra** (2330/48) ex **Admiral Fraser**, was purchased, a light scantling general cargo carrier, in May 1954 coming under AUSN management in October 1954. Renamed **Cronulla** in 1958, in order to free the name for her P&O principals new flagship **Canberra**. She apparently proved not really suitable for AUSN trades.

Thought was also given to possibly acquiring the new UK build **Talinga** (7,582/55) in order to enter the bulk trades, appreciating that this would drain away all monetary reserves. Then the *Australian Coastal Shipping Commission Act* and the *Australian Coastal Shipping Agreement Act* were enacted in May/June 1956. The General Manager appointed was Captain J. P. Williams, who had at one stage had been a valued member of the AUSN staff, and it was felt that he would be appreciate the problems associated with the private ship-owners.

In the intervening period, in between pilot strikes and other problems that bedevilled the maritime industry at the time, **Caloundra** had been sheathed for the carriage of bulk sugar in season following the conversion of the Queensland ports to bulk loading. In 1957 the Company, together with Howard Smith, set in place a four-weekly round service between Brisbane and Adelaide using **Corinda**, **Caloundra**, **Cycle** (4,169/1939) and **Balaar**. **Caloundra** did not stay long in this service and with CSR time-chartering its own tonnage she again became available for miscellaneous trades. Eventually **Caloundra** in early 1959 commenced a service running to Fremantle and back loading BHP steel products from the new rolling mills at Kwinana. She continued in this trade off and on into 1960 but now covering a 98 day schedule Brisbane/Fremantle/Sydney/Fremantle/Brisbane with her running mates for the Australian Ship Owners consortium. Not a success apparently. By the middle of 1960 a joint service was set up again with Howard Smith using **Corinda**, **Coramba**, **Caloundra**, **Cycle** and **Balaar** between Sydney and Fremantle/Kwinana.



Caloundra at Risdon 15 October 1957

(R.Martin)

In three round voyages **Caloundra** did not show a profit and then the London Board of AUSN at a special meeting on 22 December 1960, indicated that purely from an AUSN aspect there would be no hesitation in abandoning Australian coastal shipping. However, the Inchcape side thought it might be worth continuing with a three-ship operation for another six months, so the decision to sell only **Cronulla** was made, but by the time the final quarter profit figures for 1960 became available and were made known to the London board at a meeting held on the 4 January 1961, AUSN's coastal shipping future was finished and the Australian ships were placed on the market.

BHP purchased **Caloundra** on 8 March 1961 for £120,000. Transferred with the ship were the Master, Captain G. (China) Smith and Chief Officer J. B. Hammond (later one of the first captains of BHP's Iron Pacific) plus various other personnel. Finally after a couple of trips she was renamed Iron Warrior

with POR changed to Melbourne, and with two blue bands on the funnel replacing the two white bands. Otherwise the colour scheme remained much the same, though eventually the white hull stripe was painted over. BHP had a number of coal-fired steamers at that time so she was incorporated smoothly into the steel products' trade between Newcastle/Port Kembla to Brisbane, Geelong, Melbourne, Adelaide returning with dolomite from Ardrossan, limestone from Rapid Bay, South Australia, to both the east coast steel works and Whyalla. **Iron Warrior** was one of the last vessels (if not the last) to visit Port Augusta with railway lines (and coal) for the Commonwealth Railways. The major change was her conversion to oil firing in January 1963, which resulted in a reduction in consumption to 20 tons of oil per day as well as reduction of six in the engine room and deck crew. An increase in gross tonnage to 4,075 resulted. This gave the ship much more flexibility and, following hold modifications in 1967, she commenced trading on the west coast carrying hardwood railway sleepers from Bunbury to Port Hedland for the building of the Port Hedland to Mount Newman iron ore railway line, completing this operation in 1968. Prior to this trade **Iron Warrior** had pioneered BHP ships trading to Asia, having loaded steel products for Taiwan in 1966, returning via Port Hedland for a very early cargo of magnesite ore in early 1967, which was loaded with the ship's gear. Subsequently, in 1966 and 1968, she made a number of voyages to Keelung, Kaohsiung, (Taiwan), Manila, Iligan (Philippines) and Naha (Okinawa). In 1968, she loaded for North Queensland ports with steel products completing discharge at Darwin. In November 1970, she stood by the disabled Iron Hunter when that ship suffered a serious engine room fire.

Iron Warrior again visited Manila in 1972. An amusing incident occurred on this trip, one of many no doubt. With the ship now on Overseas Articles this meant being subject to more stringent Customs and quarantine interest. She loaded a coastal cargo from Whyalla to Port Kembla before commencing loading for overseas and in Whyalla a stray cat strolled aboard and did "a ring bolt" to Kembla. Unfortunately, to the embarrassment of the Master, the cat greeted the quarantine inspection and Customs Officer as they came up the gangway. The result was a monetary fine and a quickly despatched "moggie". On another occasion **Iron Warrior** was forced to double off the first 100,000DWT bulk carrier on the coast, **Iron Somersby**, resulting in the mid-ship accommodation being lower than the deck of the larger ship despite them both being in ballast. The *Det Norske Veritas* Norwegian surveyor looked over the side and smilingly said "Ah this ship would make a good lifeboat" such was the obvious size difference in the days when Iron Somersby was considered a large ship.

The old steamer served the BHP Fleet reliably and certainly was a more successful earner than under her previous owners. The ship was a good training ship for junior masters in ship handling, plus junior mates and engineers. It was suggested that the ship could be retained as an ideal Australian sea training ship. A suggestion made the rounds at the time that, being a handy size, she could be retained in service which would have required the spending of about \$750,000, but when the request came for improved crew accommodation the cost was reputed to have inflated to \$1,250,000 which made the idea not feasible. Besides modern ships were starting to change the methods of cargo handling. Her age however was showing in her steel work and **Iron Warrior** made her last voyage from Newcastle to Geelong with steel coil returning to Newcastle to lay up for sale on decommissioning 27 November 1974, having steamed a million miles in BHP service.

In February 1975, **Iron Warrior** was sold to Hi-Firm Corporation, Hong Kong and in May 1975, she was towed from Newcastle by tug **Fuji Maru** (937/67) for Hong Kong where she arrived on 20 June 1975, and was promptly sold for demolition to Pai Chow Steel and Works finally arriving at its yard at Kaohsiung, Taiwan, on 14 July 1975, after an interesting 25 year career. She was the only one of her sisters to retain her Australian registry and not be sold offshore for further trading in South East Asian waters.

The following are the total years of operational service in the Australian coastal trades followed by the overall total: **-Barrigun** (16/27 years), **Balarr** (16/28), **Bilkurra** (19/25), **Balook** (25/25), **Binburra** (19/24), **Borda** (10/23), **Baroota** (10/19), **Woomera** (21/22), **Boonaroo** (17/33), **Bulwarra** (16/17, wrecked) and **Baralga** (16/24). The "B" Class were strongly built and this reflected in their longevity in actual service. They were useful ships in the coastal general cargo trades for a decade and were compatible with the 'tween deck, privately owned coastal ships built immediately pre war. Two were

upgraded for a specific trade, **Bilkurra** and **Binburra** while **Woomera** underwent major reconstruction.

So after well over a century of reliable service the basically simple triple expansion steam engine which had provided the backbone of marine propulsion, finally departed the Australian coast in 1975, with the demise of **Iron Warrior**.

References: N. L. McKellar *From Derby to Burketown*; *The Log* various W. Volumn; *Australian National Line, History and Fleet List*; WSS Victoria; *BHP Ironships* fleet magazines; *Compendium of Australasian Merchant Ships*, Bob Tompkins; *Lloyds Registers* various; *Shipbuilding Ship Repair & Services* magazine various.

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MARITIME MISCELLANY

Closing date for the next issue is 1 March 2011. Please forward all contributions, corrections and additional information to Dale Crisp: dcrisp@melbpc.org.au or post to 104 Head Street, Brighton, Victoria, 3186. Photographs should be sent to Russell Priest: waimea@bigpond.com.au or posted to PO Box 214, Blackburn, Victoria, 3130.

This section has been compiled by Dale Crisp, who has been assisted by and thanks Andrew Mackinnon, Peter Grunberg, Bill Barber, Neil Pollard, John Nunn, Russell Priest, Lindsay Rex and Mike Carolin (Vic), Buster Browne, Ross Gillett (Naval), Ian Edwards, Peter Plowman and John Burne (NSW), Iain Stevenson and Chris Mackey (Qld), Rex Cox and Bob Silberberg (Tas), Chris Gee (WA), Mike Pryce, Brent Hanson and Alan Calvert (NZ). Information has also been sourced from a range of company websites, industry publications, mainstream media and the newsletters of the WA, NSW and Victorian branches of the World Ship Society, and the Maritime Heritage Association of Victoria. Some sections have been held over due to lack of space.

Australasia and South Pacific

Next year Princess Cruises' **Dawn Princess** (2009, p. 90, 91) will again make a round the world cruise from Sydney, but this time the 104-night, 44-port voyage will be westbound and venture as far north as Bergen in Norway. The voyage will depart on 25 May 2011 for Singapore and Malaysia, from where the ship will head to India and visit Dubai, where it will spend three full days. Following visits to Oman, Jordan and Egypt, the ship will pass the Suez Canal and head for Israel, Greece, Turkey, Italy and France. Instead of Southampton that was the principal UK port of call on previous such voyages, **Dawn Princess** will now call at Dover, from where it sails to the Netherlands, Norway and Scotland to the Ireland. Crossing the Atlantic, the voyage will continue to Bermuda and Florida and via Columbia to the Panama Canal and Mexico and California. **Dawn Princess** will then head for Hawaii, Tahiti, New Zealand and back to Sydney.

P&O Cruises Australia's **Pacific Jewel** (p. 90) has suffered a series of problems. The liner was on a

Pacific cruise in October when a fault occurred in the propulsion system. Forced to reduce speed, it arrived back in Sydney from Noumea a day late, on 19 October, and the next cruise, which had been scheduled to depart the previous day, was cancelled at very short notice. It was announced that the ship 'was being temporarily withdrawn from service to enable complex repairs on a rare fault in the ship's propulsion system'.



Pacific Jewel at Port Chalmers 5 February 2010

(R. Walker)

Carnival Australia chief executive Ann Sherry said the fault was so rare technical experts believed the equipment involved was expected to last a lifetime. It was originally stated that the ship would be moved on the morning of 23 October from 5 Barrangaroo to 1 Glebe, where repairs would be completed. The ship would then leave on 28 October for sea trials, returning to Sydney on 30 November, and depart that evening as scheduled on its Melbourne Cup cruise, for which the ship was fully booked.

However, it soon became clear the problem could not be fixed at Glebe, and the Melbourne Cup cruise was also cancelled. Instead, **Pacific Jewel** entered the Garden Island drydock on 30 October for an extensive stay. P&O Cruises had previously cancelled a cruise due to depart on 5 November to enable the ship to go into drydock for repairs to the stabilizers, but the 14-night cruise to Fiji scheduled to depart on 13 November was also cancelled. "We examined the possibility of a partial repair that would have allowed **Pacific Jewel** to continue its cruise schedule but only under operating restrictions," Ms Sherry said. "However, we have taken what we believe is the responsible course and in the best interests of passenger safety and security by temporarily withdrawing the vessel from service so a fuller repair can be carried out." **Pacific Jewel** was then expected to return to service with a departure from Sydney on 27 November.

Ocean Village (p. 151) left Crete on 21 October on a 23-night 'Fond Farewell' cruise to Singapore, with calls in Egypt, Oman, Dubai, India and Malaysia. The ship arrived in Singapore on 13 November to undergo the 36-day refit at the Sembawang Shipyard prior to entering service as **Pacific Pearl** for P&O Cruises Australia in December (in Auckland).

The second ship destined for Sydney's Orion Cruises, **Clelia II** (2009, p. 220) suffered heavy-weather damage and was for a time considered at risk after being struck by a large wave on 8 December, during an expedition cruise from Argentina to Antarctica. The vessel was in Drake Passage when the wave, reported at 30-40ft, broke starboard bridge windows, injuring an officer and dousing the ship's electrical systems; this in turn cut communications and temporarily affected the propulsion system. None of the 88 passengers was hurt and **Clelia II**, operated by New York-based Travel Dynamics International, returned

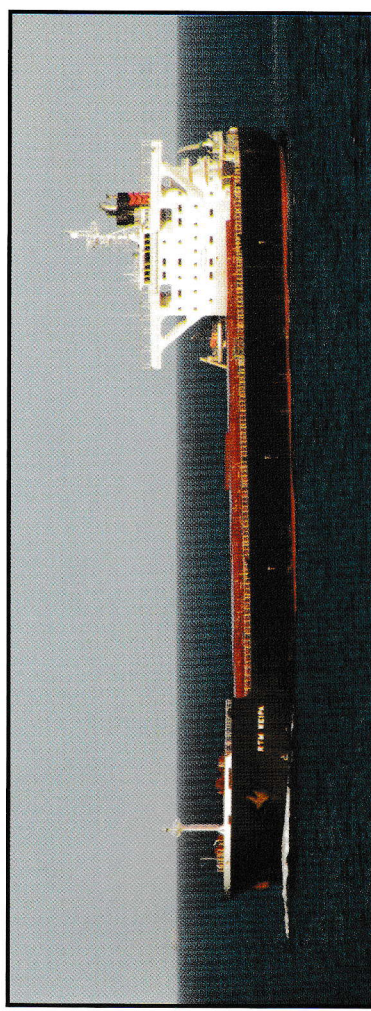
to Ushuaia unaided on 10 December; however, the following cruise was cancelled. Orion is due to take delivery in May 2011.

US-based Utopia Residences, owner/operator of the US\$1.1 billion 'residential ocean liner' **Utopia**, have announced the vessel will circumnavigate the globe and visit cities hosting world famous sporting and cultural events such as the Cannes Film Festival, Monte Carlo Grand Prix, The Olympics, Carnival, Hong Kong Dragon Boat Festival, Melbourne Cup and other worldwide events. The project is being developed by key executives behind occasional Australian visitor **The World** () and will feature 200 luxury residences owned by occupiers/investors, as well as a 204-room hotel. Construction of the 105,000 GT vessel at South Korea's Samsung Heavy Industries is expected to begin in 2012 for delivery the following year. See www.utopiar residences.com

With sufficient water in the Murray River for the first time in some years, Captain Cook Cruises operated a seven-night cruise from Mannum to Renmark with the paddle steamer **Murray Princess** from 22 November. The 420km cruise passed through five locks and was described by the company as 'taking months to prepare'.

Re Agility Shipping (p. 152-153): **Tassie Bridge** added weekly Burnie calls from early October; in mid-November Transworld Marine Express were reported to be seeking a larger, faster vessel (with specifications close to the CV1100 type) but it was unclear whether this was to be added to the Tasmanian service or replace **Tassie Bridge**, which continues to suffer technical difficulties and can only perform two round voyages per week. Also in November the company ended its crewing/management contract with Inco Ships and is understood to be performing these functions in-house. In mid-December Agility Shipping announced it would enter the mainland coastal trade as a NVOCC (non-vessel operating common carrier) using east-west container slots purchased from mainline operators.

Re Southern Shipping/Furneaux Freight (p. 93, 153): Owner Matthew Bayles will replace one of his three Flinders Is service vessels with a \$4 million newbuilding ro-ro early next year. Mr Bayles is constructing the 35m ship at Bridport and is also seeking Tasmanian Government approval to build a \$1.5 million drydock at the NE Tasmanian port.



RTM Weipa in Torres Strait

(P. Hay)

Rio Tinto Marine and maritime unions reached agreement for the Australian crewing of **RTM Weipa** (2009, p.32, 54) and this took effect in Gladstone in late November. The ship effectively replaced, the coal-fired **Endeavour River** (2009, p. 222), was sold to Bangladeshi breakers and left Singapore under the name **Our River** flying the Comoros flag, arriving off Chittagong on 2 November and beaching on 13 November. **Star Carrier** (2008, p. 144, 202, originally **TNT Alltrans**) has been sold to Indian breakers, for US\$455 per ldt.

Re **ANL Bass Trader** (p. 93, 103): Renamed **Morotai** and now sailing under the Indonesian flag for a local subsidiary of CMA CGM.

ASP, through ASP Tanker Management, provides crewing and technical management of the small product tanker **Anatolia Sea** (9301665, 2,195/05, Highlands Group IV LLC, Marshall Islands flag) which operates from Vuda, Fiji on time charter to BP affiliate Pacific Petroleum South West Pacific. The ship, crewed by 14 Fijian officers and crew, underwent first special survey and drydocking at Cairns from 10 April to 2 May during which it was modified to meet latest MARPOL regulations and to increase bunker capacity to extend its range. The ship carries BP colours.

Rio Tinto has ordered two options one 73,000 DWT caustic soda/bulk carriers from Japan's Oshima Shipbuilding. The vessels are based on the design of six ships delivered to Norway's Klaviness between 2001 and 2007 and are double-hulled, with the capability of loading caustic soda in three of seven holds. Delivery is due in 4Q/2012 and 1Q/2013.

Rio Tinto Alcan has awarded Denmark's Norden contracts of affreightment (COAs) for two panamax and two handysize bulkers. The first COA is for ten years and will employ the 77,200 DWT **Nordpol** (9253193, 40,066/02, Danish flag) and **Nordkap** (9253181, 40,066/02, Danish flag) shipping bauxite to Canadian alumina refineries. Both ships have been modified to operate in ice conditions. The 37,000 DWT handysize have been ordered from Oshima for delivery in 2H/2012 and 1H/2013, are also ice-classed, and will be used between Latin America and Canada.

Celebrations were held in Port Kembla on 22 July and Western Port on 29 July to celebrate the delivery by the ro-ro **Iron Monarch** (7305502, 20,145/73, BlueScope Steel AIS Pty Ltd, Teekay Shipping Australia, mgrs) of 20 million tonnes of steel for BlueScope Steel and predecessor BHP since the ship was converted to a slab carrier in 1985. The ship makes around 70 voyages a year carrying a million tonnes of slabs to the Western Port Hot Strip Mill, which in turn supplies feed to the metal coating and painting lines that support Australia's automotive and building industry in Victoria and South Australia. BlueScope had been investigating possible replacements for **Iron Monarch**, including a tug-and-barge operation, but the vessel is said to be in excellent condition and so will go to Singapore in March for a 60-day dry-docking and life-extension project.

Re Jebbens' WA service (p. 94-95, 153): **Spirit of the Kimberley** remained under repair in Fremantle until early November. The ship was returned to the water via the BAE ship lift on 8 November and undertook sea trials before finally departing for Darwin light-ship the following day. Meanwhile Perkins supplied Jebbens with another interim vessel, the 650 TEU **MPP Triumph** (9235139, 6,714/01, ex **OXL Triumph-10** etc, Gentian Enterprises Co, Elmitra Shipping and Trading, Greece, mgrs; Marshall Islands flag) pending the completion of a substantial refit of **Kathryn Bay**. The latter was renamed **Kimberley Queen** in late November but then became embroiled in an industrial dispute at Perkins' Darwin headquarters and its introduction to the WA coastal service was again delayed.

Jebbens is to withdraw **Vignes** (2009, p. 118) at the end of December after its contract with Nyrstar was not renewed. The ship will initially be transferred overseas but may be scrapped if suitable employment cannot be found.

Nyrstar's bulk business, between Burnie, Port Pirie and Risdon will now be handled by INCO Ships, which has taken on charter **Beluga Endeavour** (9261073, 9,611/04, Beluga Endeavour GmbH, Beluga Fleet Management, Germany; A&B flag) as a fleet replacement for **Ikuna** (2007, p. 148).

During drydocking in Newcastle in September the aggregates carrier **Claudia** (2007, p. 189)'s funnel was painted plain black, covering the 'WB' logo.

CSL Australia has taken on charter for six months Hartmann's self-discharging cement carrier **UBC Canada** (9577264, 8,599/10, Cumeria Shipping Ltd, Intership Navigation Ltd, Cyprus, mgrs; Cypriot flag) completed at Shandong Huangai Shipyard, China on 28 October. The vessel arrived in

Melbourne on 23 November from Hoping, Taiwan with its first commercial cargo.

Re **Straitsman** (p. 151-152): The vessel left Fredericia, Denmark on 20 October, bunkered at Las Palmas in the Canary Is and arrived at Cristobal, Panama on 7 November where it again took bunkers. After passing through the canal **Straitsman** called at Papeete on 25 November and arrived at Wellington on 2 December.

Following the collapse of Timaru finance company South Canterbury Finance a number of its assets were put up for sale to recover loans owed. Black Robin Shipping which owns two small coasters was placed in receivership on 20 October and offers for the small coaster **Rangatira** (2006, p. 157, 7022928, 520/70, Black Robin Shipping Ltd, NZ flag) were invited. **Rangatira** traded mainly between Timaru and the Chatham Islands to the east of the South Island and company owner Kelvin Leslie cited competition from **Baldur** (2009, p. 162, 221) as contributing to the company's plight; **Rangatira**'s sailings had been cut from 4-5 to three per month and Napier calls had been dropped. **Rangatira** was allowed to continue trading while awaiting a buyer. The ship dry-docked at Lyttelton from 18-27 November before returning to Timaru to load for another trip to the Chatham Islands.

Black Robin's second vessel **Jaguar** (2009, p. 32, 221) arrived at 18 August from Timaru to have survey and painting work carried out in the port's dry-dock, following completion of which it was moved to a lay-up berth and reported to be for sale.

Pacifica Shipping's coastal container ship **Spirit of Resolution** (2008, p. 201) suffered rudder damage while crossing the Onehunga bar in bad weather on 18 September. The New Plymouth tug **Rupe** (2009, p. 55) was sent to attend the ship, assisted by the ORSV **Far Fosna** (2009, p. 171) which had been working off Taranaki and was used to steady **Spirit of Resolution** in the extreme conditions. The vessel was towed to New Plymouth where it arrived 24 September for inspection and storm-damaged cargo to be rescued; it was then towed to Lyttelton by **Rupe**, leaving New Plymouth on 26 September and arriving 30 September. After discharging cargo **Spirit of Resolution** was moved to a lay-by berth to await a new rudder from overseas. The air-freighted rudder arrived 29 October and was fitted two days later; on 1 November **Spirit of Resolution** sailed for sea trials and loaded and sailed the same day for Onehunga. **Rupe** sailed for New Plymouth on 1 October.

Macquarie Bank controls a Singapore nominee, Resource Marine, which operates a number of bulk carriers in international trades. Resource was recently reported to have time-chartered US-listed, Greek-controlled Diana Shipping's **Triton** (9225043, 40,570/01, Husky Trading, Diana Shipping Services SA, Greece, mgrs; Bahamas flag) for three years at US\$19,500/day.

Re **Yuyo/BW Austria** (p. 154): the latter was replaced as Brisbane LPG 'mother ship' on 5 December by **Berge Nantong** (9317987, 47,012/06, Ursa Nav Corp, Anglo-Eastern Ship Management Singapore Pte Ltd; HK flag) due to be in place until 1 February 2011.

Preliminary Australian registry with PoR Brisbane has been taken for the oil/bunker tanker **Valiant III** (9587881, 942/10, 53.50 x 12.00 x 5.20). The vessel was completed 7 August by Jiangmen Yamen Shipyard Ltd (y/n YM09-001) for Sino Tankers Private Ltd (United Maritime Private Ltd), Singapore - the same owners as **Valiant II**, **Partner** and **Parmelia I** and the same builder as the latter (all p. 154) and was reported working in the Singapore anchorage in late November.

At the end of November a barge variously described as **Bunker 3** and **The Mycom** (history and details sought) was reported to be leaving Port Adelaide in tow of the former Norwegian fishing vessel **Viking Star** (confirmation required) for Fiji; in mid-December the barge was still *in situ*.

The new Sydney bunker tanker **Whitnavigtor** (9535400, 1,350/10, 1,798 DWT; 69.5 x 12.0 x 6.0m; 2 x 6 cyl Caterpillar: 1190 bhp/876 kW) arrived on 31 October via Singapore for Shell charter under management by ASP, replacing **Amorena**. The double-hulled vessel, which complies with new MARPOL Annex 1 vessels exceeding 600 DWT, was completed on 16 September by Modest Infrastructure Ltd,

Mumbai (y/n 308), for John Whitaker (Tankers) Ltd, Douglas and is similar to Fremantle's **Parnelia I** (p. 154). In the week after its arrival the vessel berthed at 3 White Bay and carried out trial dockings at 2 Gore Bay; it first reported job was to supply **Amsterdam** at the Overseas Passenger Terminal on the morning of 13 November.



Whitnavigat at Sydney

(M.Kelly)

Whitnavigat was officially 'launched' on 26 November at 6 White Bay. **Amorena** had been seen being assisted around the harbour by a small tug as it was working on only one engine, although later again under its own power.

In November Maersk replaced the Pacific Express service vessel **Maersk Fukuoka** (p. 97) with the CV1100-type 1,114 TEU **BC San Francisco** (9346562, 9,956/06, ex **Martha Russ-10**, BC San Francisco Shipping Ltd, Gebruder Winter, Germany, mgrs; A&B Flag). At the end of December this ship will transfer to the Southern Star Express (trans-Tasman) service in place of **Vega Gotland** (2009, p. 33, 96); it is to be replaced in the Pacific Islands service by still another CV1100, **Yellow River** (9330850, 9,940/07, ex **Qatar Swift-09** etc, Marinestroom BV, Universal Shipping BV, The Netherlands, mgrs; Cypriot flag).

Within the AAUS group, Hamburg Sud has replaced **Bahia Grande** (p. 155) with **Cap Graham** (2008, p. 207) with the former then taking a January northbound voyage in the Trident/OC1 service to East Coast North America in place of **Cap Beatrice** (2008, p. 97) - see also below.

Maersk/MSK have announced they will reduce capacity on the North & East Asia/Australia trade by 15% during 'low season', January-June 2011. This will be accomplished by withdrawing vessels for single

voyages or drydockings without replacement.

On the OC1/Trident service Maersk has announced it will increase the size of its five-ship share of the combined fleet from 2,824 TEU to c.3,400 TEU; as well as **Maersk Bratan** (p. 156), sister **Maersk Batul** (p. 104, 156, previously used as a NZ peak loader) replaces the end-of-charter **Patricia Schulte** (2008, p. 97).

Re **Marfret Sormiou/Janus** (p. 157): **Marfret Sormiou's** five-year drydocking was advanced to repair damage suffered in a collision at Manzanillo, Panama during the southbound leg of its Australasian voyage. The vessel was under repair at Poland's Remontowa shipyard, Gdansk from 14 September to 20 October and then took up a short-term charter to Maersk for intra-Europe service; as a result **Janus** is undertaking a second PAN/NASP round voyage.

CMA CGM/ANL and Marfret are understood to have planned to upgrade PAN/NASP from fortnightly to weekly frequency in February 2011, which would have seen the introduction of three additional CMA CGM ships and one by Marfret. However the plan has been deferred, in part, it is believed, because of the difficulty in securing berthing windows in container terminals geared to weekly services or multiples thereof.

Re **Artus/CMA CGM Teloepa** (p. 102, 156): The ship is now reported sold to Euroseas of Greece for US\$37.5 million and is likely to leave the New Nemo/EAX service.

MSC's Australian services fleets are showing disturbing signs of stability. In Capricorn, **MSC Martina** (2007, p. 38) has made two fill-in voyages and now replaced **Sky Jupiter** (p. 97, 155). In the Euro service, debutantes are the 2,932 TEU **MSC Dymphna** (8608195, 36,420/88, ex **Hanjin Rotterdam-98**,

Cestus International SA, Panama, MSC, Geneva, mgrs; Panama flag) and the 4,196 TEU **Brooklyn** (ex **Maersk Brooklyn-10** - see 2007, p. 205) one of four 30-knot sisters chartered from Maersk for 12 months. Sistership **Boston** (9313905, 48,853/06, The Maersk Co Ltd, UK flag) is listed for late January, replacing **MSC Tia**.

Partner Shipping Global/Praxis Logistics have replaced two of the PCTCs on their NAPA service (p. 159). Vron's **Le Mans Express** (9442122, 36,711/10, PCTC Express IV BV, Vron BV, The Netherlands, mgrs; Gibraltar flag, 3,500 CEU) and **Hoegh Beijing** (9431836, 47,232/10, Hoegh Fleet Services AS, NIS flag) take over from **Positive Passion** (2009, p. 161) and **Ocean Challenger** (p. 106, 159).

On the Armacup/Kiwi (WWL/Hoegh) car carrier service between Asia and NZ/New Caledonia/Fiji, vessels currently employed are Wallenius's **Madame Butterfly** (7917551, 50,681/81, Singapore flag), Cido's **Saracen Star** (8217556, 26,758/84, Panama flag) and the newbuildings **Hoegh Xiamen** (9431848, 47,232/10, Norwegian flag) and Cido's **Spring Wind** (9427562, 26,000/10, Hong Kong flag).

Swire Shipping is enhancing its NZ-North Asia service by improving frequency from 17 to 15 days and adding direct calls at Masan, South Korea. The service returns via PNG, the Solomon Is and New Caledonia and currently employs **Tasman Trader**, **Tasman Challenger**, **Tasman Pathfinder** and **Tasman Mariner**. Port rotation from December/January is Keelung, Taichung, Kaohsiung, Shanghai, Masan, Busan, Osaka, Yokohama, Lae, Port Moresby, Honiara, Noumea, Auckland, Timaru, Wellington, Tauranga and back to Keelung.

While drydocking in Singapore from 2 January to 6 February, **California Mercury** (p. 104) will be replaced for a single round voyage in the NZX (South East Asia-NZ) service by the 2,664 TEU **NYK Veronika** (9419668, 27,051/09, NKS Marine 5 SA [NYK], Columbia Shipmanagement Ltd, Panama flag).

Similarly, while **Southern Lily** (p. 105) drydocks during January its place on the NZ-Tonga/Samoa service will be taken by sistership **Kota Rahmat** (9395674, 9,725/08, PIL, Singapore flag).

The newbuilding permanent replacement for **Princess Ashika** (p. 105-106) is named '**Otuanga'ofa** (NB correct Tongan rendition, but listed in registers as **Otuanga Ofa** [and not **Olovaha** as previously advised]) (9570357, 1,534/10) arrived at Nuku'alofa on 15 October. However, the ro-pax could not enter service due to a shortage of trained crew and incomplete customization work at various terminals. On 8 December the ship undertook berthing trials at Nuku'alofa's Queen Salote Wharf but upgrade work at Vava'u and Ha'apai had not been finalized; Neiafu and Pangai were ready, however. The vessel will be skippered by a former Tongan Navy officer and crewed by 22.

Following conversion for local requirements the offshore support vessel **Ocean Protector** (p. 107), registered at Fremantle, left Newcastle's Snakepit on 1 October for Cairns to begin customs and border protection service under long-term Australian Government charter and Teekay management. On 15 October it arrived at Pinkenba, Brisbane from Cairns.

Oceanic Viking (p. 106-107), the vessel **Ocean Protector** replaces, has been re-converted to a cable ship and renamed **European Supporter**. P&O Maritime Services has signed a long-term agreement with UK-headquartered subsea cable specialists, Offshore Marine Management (OMM), for the provision of a suite of capabilities to be marketed with the vessel which will enter the European and international power cable market in March 2011 after undergoing a major conversion from a submarine fibre optic vessel to a state-of-the-art power cable installation and trenching vessel. The agreement means that P&OMS will operate the vessel and OMM will provide a full cable spread to the industry - cable equipment, trenching, operations and maintenance, remedial and survey. The DP2 vessel will be equipped with modern cable installation equipment, work-class ROV, ROV trencher and survey spread. All ancillary cable equipment and cable lay deck operations are enclosed, allowing for a 24-hour all weather working area. A further extensive open working deck is atop which will be utilized for mattressing operations. The vessel will boast DP2 capability along with cable coiling arms within her three tanks. It will have capacity for 5,000 tonnes of power cable, a 60 tonne SWL active heave compensated crane, 20-tonne linear cable engine (20 wheel pair) and a 35 tonne A-frame, amongst other engineered additions and equipment solutions to expand the vessel's capabilities portfolio. P&OMS says **European Supporter** "offers spacious, comfortable living and recreational facilities for up to 60 personnel", somewhat different from its immediate past housing stateless refugees.

Towage, Offshore and Dredging

National Maritime Services Pty Ltd is a joint venture between Stannard Marine Pty Ltd, and Ausbarge Marine Services Pty Ltd. Vessels to be allocated : Kurnell: **Blaney, Henty, Woollooware, Tabbagai, Hartley, Botany, Leeton, Batlow**. Port Jackson: **Taree, Eden, Penrith**. Stannard Marine holds the current marine interests of the Stannard family, and with Switzer share the SA outports and general shipping in Darwin.

The handover of Gladstone towage to Smit Marine Australia will prompt a number of redeployments, with **Tom Tough** (2009, p. 139) headed to Victoria to relieve sisters **Gabo** (Melbourne) and **Hastings** (Western Port) for milestone drydockings. Melbourne's **Keera** went to Port Adelaide for 25-year drydocking and overhaul in late October and was still there in mid-December, after some replacement parts had to be manufactured in Europe. **Keera** was replaced by Port Adelaide's **Tarpan**, which was in turn replaced by **Edina** (2009, p. 170).

Wolli (7037143, 223/70, ex **Careening Cove-98**) spent nearly two months on the floating dock at Sydney's Garden Island undergoing extensive hull repairs. It left the dock on 27 September, being towed by the small tug **Fern Bay** to its base at Mорт Bay. It now has the Switzer dark blue hull colour but retains the white upper works of its former owner Adsteam. **Wickham** (2009, p. 42, 102) spent some weeks in Newcastle's floating dock **Muloobinba** for propulsor unit repairs, undocking on 24 September.

Wyambi (2008, p. 100) and **Tanunda** (2008, p. 47, 105) are to be transferred to Fiji in the first quarter of 2011; **Wombi** (2006, p. 46) is in the process of being sold to Pacific Moresby, where it will join sisters **Macedon, Victory and Brighton** (all p. 110).

Preliminary registration (PoR Darwin -VJN3530/859682 has been taken out for a *Damen Stan Tug 1606* - the same type as **PB Beadon, PB Sabina** and **PB Alligator** (p. 108) - named **Karama**. Details: 46 GT, 1200 bhp, completed 30 October 2010 by Damen Shipyard Changde Co Ltd, Hunan, China (y/n 503127), for Adstan Tug Charters (Coastal Tug & Barge Pty Ltd).

Smit Koongo (p. 160) arrived at Gladstone on 30 October after a diversion to Pago Pago in American Samoa after developing auxiliary equipment problems after leaving Papeete. **Smit Yallarm** (p. 160) called Las Palmas for bunker on 6 October, transited the Panama Canal c. 27 October and called Papeete for bunkers 23 November en route from Izmit via Panama, while the next three have all been dispatched by the shorter but riskier (pirates) Aden-Indian Ocean route. **Smit Awoonga** (p. 160) left Izmit on 16 October, passed Jeddah/Khumrah in the Red Sea on 30 October and was at Singapore on 19 November; **Smit Tondoon** (p. 160) left Izmit on 30 October and called Port Said 4 November and Singapore 2 December; **Smit Kullaroo** (p. 160) departed Izmit early November and was due Singapore 15 December.



PB Murrumbidgee at Brisbane 22 October 2010

(J. Wilson)

PB Murrumbidgee (p. 107, 160) arrived 15 October at Brisbane and was in service by 21 October, with **PB Daintree** and **PB Botany** (both p. 107). This prompted the transfer of **PB Hunter** (p. 107) to Sydney (14 October) where it is being used (occasionally) and as the third PB tug at Port Botany.

PB Cook (p. 108, 111) arrived at Newcastle on 29 November, departing 4 December with the backhoe dredge **Big Boss** (2009, p. 172) for Gladstone: after that it will be used for coastal towing. Prior to this it was working at Gladstone with barge **Sea-Tow 60** carrying construction materials within the port but had some problems with draught and was replaced on 21 November by the smaller **PB Botany** from Brisbane.

Riverwits Emma and **Riverwits Rowan** (both p. 161) are building for use at Woodside's Pluto LNG terminal (from March 2011) and are to berth at two new floating pontoons, adjacent to the existing Riverwits tugs in King Bay. **Riverwits Gillian** (2009, p. 164), has been sold to Aquahaul Pty Ltd, Fremantle and renamed **Gillian III**.

The BHP Billiton Mitsubishi Alliance has ordered two Damen ASD 3212 (32.70m; 6772 bhp/5050 kW) type tugs for delivery mid-2012 to replace **Broadsound** and **Belyando** (35m; 360/1977/5900 bhp) at Hay Point, Queensland. The tugs are under construction at the Penglai Bohai Shipyard Co Ltd, China, under Damen supervision.

Confirming BHP Billiton's interest in Kotug's patented *RotorTug* design (p. 110) two RT80-32 vessels have been chartered by Teekay for the company's use at Port Hedland. **RT Force** (9556882, 465/210, 31.6m, 8300 bhp, completed November 2010 for Elisabeth Ltd, Kotug International BV, Malta by ASL Shipyard Private Ltd, Singapore, y/n 890) arrived with a Redwise delivery crew at Port Hedland on 18 November towing the 40m newbuilding barge **Weerde Island**. The barge is to be used as a mooring platform for **RT Force** and sister **RT Tough** (9556870, 465/10, RT Tough Ltd, The Netherlands, Kotug International BV, Maltese flag) which arrived 15 December from Singapore also with a Redwise delivery crew. Both are sisters to **RT Eduard** (p. 110) but with all-Niigata machinery.



Storm Cove and **Godley** at Hobart 18 December 2010

(R.Cox)

In mid-December **Storm Cove** (2009, p. 165) was overhauled on Hobart's Domain Slip and emerged in TasPorts' corporate colours, joining fleetmates **Tarragal** (2009, p. 139) and **Godley** (2007, p. 157) thus rendered. During the slipping **Keira** (2007, p. 157), still in the old NWS&T colours and usually based in Triabunna, helped out in Hobart. TasPorts tugs' employment is likely to contract considerably with the decision of forestry company Gunns Ltd to close woodchip production/export operations in Triabunna, Long Reach (Tamar River) and Burnie after an agreement to stop logging native forests and divert plantation wood to a proposed new pulp mill at Long Reach.

In connection with the Toll Group's contract to ship hull blocks for the new air warfare destroyers from Newcastle and Melbourne to ASC at Osborne in South Australia (p. 174) tug **Toll Osborne** (9570175) is currently under construction at Celtug Services Sdn Bhd, Sibul, Sarawak (y/n 0803), for Toll Logistics (Asia) Pte Ltd, Singapore.

Westsea Marine has taken delivery of the new multicat **Westsea Annemarie** (9587520, 135/10, 1520bhp). This vessel was completed on 28 May 2010 by Neptune Shipyards BV, Aalsit, Netherlands (y/n 381) as **Anne-S** for De Kok Beheer Hardinxveld BV, Rotterdam, and acquired in October by Westsea Investments Pty Ltd, Fremantle.

Newbuilding 26m tug **Pedro** (9591777, 194/10, 1700 bhp, speculative build by Yong Choo Kui Shipyard, Sibul, Sarawak, Malaysia; completed as for Comcove Pty Ltd, Kuching) towing newbuilding 73.2m barge **Sapor 2301** (1,408/10) arrived 15 November 2010 at Darwin from Malaysia; both are to be on-sold by Mermaid Marine have acquired another three tugs: **Mermaid Ranger** (9439278, 499/07, 3872 bhp; ex

Swisco Sovereign-10, **Mermaid Reliance** (9573971, 1,092/10, 5218 bhp; ex **Sal Navigator-10**), and **Mermaid Resolution** (9573983, 1,092/10, 5218 bhp; ex **Sal Chancellor-10**) - all are Singapore flag, with the first two currently working from Dampier.

Go Offshore has chartered the tug **Go Polaris** (9577240, 376/10, 34,00m; 3200 bhp) completed 26 February 2010 by Hung Seng Shipbuilding Sdn Bhd, Sibul, Malaysia (y/n HS11), for Asme Project Services Pte Ltd, Singapore; registered Fremantle on 1 October. In mid-October the affiliated Go Inshore took delivery of the 22-metre aluminium fast utility vessel **Go Amplitude** from SBF Shipbuilders. The vessel is powered by twin MAN D2842LE main engines, each rated at 828kW at 2,100rpm, to comfortably achieve 24k loaded. A fuel capacity of 15,000 litres and fresh water capacity of 2,500 litres allows for extended time at sea. The twin-screw, twin-keel vessel is fitted with a bow thruster and Palfinger deck crane and the working deck is substantial enough to hold a container with the aid of removable twist locks. It can carry up to 27 passengers. SBF also delivered the 18-metre **Go Puriya** in 2009 and both vessels are operating from Dampier.

In October at Port Kembla the Gladstone tug **Pacific Tiger** (9040209, 158/90; 1200 bhp, Comcove Pty Ltd) was engaged in channel sweeping with an apparatus rigged on the after deck. Sweeping involves dragging a heavy beam over the seabed, levelling the peaks and furrows.

Drilling of what is claimed to be the first exploratory well off the NSW coast began 55 kilometres off Newcastle on 16 December, using **Ocean Patriot** (2009, p. 171) which arrived under tow by the OMS-operated **Coral** (9427689, 2,428/08, Garo Pte Ltd, Singapore, Offshore Marine Services Pty Ltd, WA, mgrs; Singapore flag) and **Tourmaline** (9363742, 2,442/06, CH Offshore Ltd, Singapore, Offshore Marine Services Pty Ltd, WA, mgrs; Singapore flag) from Victorian waters two days earlier. Drilling is being conducted by Advent Energy, through its subsidiary company Asset Energy, in search of natural gas; drilling was scheduled to take about three weeks in 143metre-deep water.

In late August 2010, Wellington-based Seaworks Ltd purchased the catamaran ferry **New Tiboshima** in Japan, renaming it **Seasurveyor** with PoR Wellington. The passenger/cargo vessel was built by Mitsui Engineering & Shipbuilding Co., Ltd in May 1989 and is 223 GT, 38.95m x 10m x 1.65m; 16.5k; originally able to carry 300 passengers and operated by a crew of five. After arrival in Wellington on 23 November, some modifications are being carried out to convert it for workboat use, including the fitting of various gantry cranes. Seawork's other workboat, **Seawatch** (8822765, 125/76) is fully contracted to support the FPSO operations off the Taranaki coast, so is not now available for other work, and the new **Seasurveyor** is intended to fill this gap.

John Holland's jack-up construction barge **Eun Sung 1200** (2008, p. 101) left Brisbane on 14 October for Dampier aboard the flo-flo **Fjell** (8766296, 15,751/01, Fairstar Heavy Transport NV; Fairmount Marine BV, The Netherlands, Netherlands flag, converted from a dumb barge in 2008-09). **Fjell** had ended September delivered the craned jack-up barge **JB115** (8770730, 3,621/09, Self Elevating Platforms BV, Nassau) from Rotterdam to Western Port, Victoria to work for contractor Thiess on the Wonthaggi desalination plant.

Trondheim, Norway-based Electromagnetic Geoservices' three-dimensional (3D) electromagnetic (EM) imaging vessel' **Boa Galatea** (9418860, 5,061/09, Boa SBL AS, Taubakompaniet AS, Norway, mgrs; Cayman Islands flag) has been working for Woodside Energy in northern Australian waters.

Marco Polo Offshore, an affiliate of Singapore-listed tug, barge and yard operator Marco Polo Marine, has entered the Australian market through the acquisition from RAS Marine of the tug/supply ships **OMS Terra Nova** (9457074, 1,179/08) and **OMS Endurance** (9394002, 1,025/07 for \$21.5 million (with existing charter contracts). "The acquisition is part of the strategic plan of the company and its subsidiaries to venture into the offshore business," MPM said in a Singapore exchange filing. "With the track records of the two utility vessels in Australia, the group aims to capitalise on Australia's high demand for utility and offshore vessels prompted by the country's energy sector." MPM is listed as controlling over 30 tugs and barges under the Singaporean and Indonesian flags and is primarily

engaged in coal trades using the small **Bina Ocean/Bina Marine** branded/numbered tugs. RAS Marine principals (Ray Meadocroft, Andrew Morgan and Sandy Macklin) founded OMS in WA, subsequently sold to the Skilled group. RAS is still listed as the owners of **OMS Discovery** (9392418, 1,039/07, Australian flag, based in WA), **OMS Quest** (9420540, 1,039/07, Panama flag, recently bunkered in Malta) and **OMS Resolution** (9459307, 1,302/08, Panama flag, currently in Egypt).

The future employment in Australia of the small FPSO **Crystal Ocean** and the Teekay shuttle tanker **Basker Spirit** (both p. 162) is uncertain after the ROC Oil-led Basker-Manta-Gummy Joint Venture in early November effectively abandoned the present Phase-1 oil project in Bass Strait. "Hydrocarbon production operations utilising **Crystal Ocean** and **Basker Spirit** will be suspended as a consequence of the preparations to move into the NPP (non-production phase)", the JV said. "During this period the evaluation of options for a separate Phase-2 gas development will continue. The Joint Venture anticipates that remaining 2P oil reserves in the Basker and Manta fields will be commercialised through a Phase-2 gas development. It is now planned to secure and preserve subsea equipment and facilities for potential future use in any new Phase-2 gas development. The subsea facilities remaining in the field will be monitored and inspected throughout the duration of the NPP." At the time of the announcement **Crystal Ocean** was at anchor in Melbourne and remained there as of mid-December.

In mid-October the semi-submersible rig **Kan Tan IV** (2009, p. 170-171) drilled the Korimako-1 and Kokako-1 exploration wells in NZ's Northern Taranaki/Northland Basin, in about 100 metres of water approximately 40 km off the Waikato coast and 100 km south-west of central Auckland, for Origin Energy. Managed by Australian Drilling Associates, the rig was attended by **Far Fosna** and **Far Scimitar** (both 2009, p. 171) with all three moving to Bass Strait in late November to drill gas prospects near the Yolla Field.

Ferries, Fishing and Harbour Craft

The Austal-built high speed ferry **Shinas** (2008, p. 53, 162, 217) has set what is claimed to be a new world speed record for a diesel-powered passenger/vehicle ferry, achieving 56.6k on 29 November on passage from Wedam to Muscat in light wind and a half-metre swell; the average speed for the entire journey was 52.5k. The speed bettered the previous record of sister **Hormuz** (2008, p. 162), which reached 56.3k on 19 November. The National Ferry Company of Oman said "by fortunate coincidence the record was broken during the celebrations to commemorate the 40th Oman National Day and the birthday of HM Sultan Qaboos, the ruler of Oman". The service linking Muscat to Khassab in the Musandam Peninsula is the longest fast ferry route in the world and the two ferries were optimised to cover the 225 nautical mile journey at speeds of up to 50 knots. Each ferry is powered by four MTU 20 cylinder 1163 series diesel engines driving a Rolls Royce/KaMeWa waterjet propulsion system.

Six people were injured in a collision between the catamaran **Fantasea Spirit** (2007, p. 101), on charter to Sydney Ferries, and a speed boat near the Meadowbank Wharf on the Parramatta River about 1630 hrs on 7 November. Four people were trapped and two others fell overboard when the speedboat became wedged between the hulls of the catamaran about 100 metres from the wharf. Emergency services, including the water police and the fire brigade, had to lighten the weight at the front of the ferry so the speedboat, which had suffered serious bow damage, and its passengers could be released. The three women and three men in the speedboat, aged from their mid-twenties to late-forties, were said to be of Asian extraction, and spoke very little English. They were taken to hospital, where one woman was found to have a broken neck, three were treated for head and chest injuries and two for minor injuries. No ferry passengers were injured. The driver of the speedboat has been charged with numerous offences, while a female police officer who jumped into the water and stayed with the four people trapped in the boat under the ferry has been recommended for a bravery award. It has been reported that crew members of the ferry also jumped into the water to help. The ferry master has been cleared of any fault in the collision. **Fantasea Spirit** has been operating ferry services on Sydney Harbour for some time on charter to Sydney Ferries, and is usually used on inner harbour or Darling Harbour routes.

The Manly ferry **Freshwater** (2006, p. 151) returned to Sydney from a refit in Brisbane on 3 August, and

spent some time at the Mort Bay base. Apparently there was a problem with its propellers, and it was towed by the two small tugs **Coramba** and **Temora** (the former harbour rubbish collecting vessel **Gadarra** operated by the Maritime Services Board, and latterly by NSW Maritime) to the Captain Cook Graving Dock at Garden Island on 27 September for repairs. **Freshwater** was seen on 7 October carrying out trials on the Harbour.

Brisbane-based Rivergate Marina and Shipyard has relocated maintenance facilities for the Brisbane

City Council's fleet of CityCats and ferries from Bulimba to Rivergate. All maintenance, berthing and administration of these vessels is now conducted at the Rivergate site, which is being expanded to include a new and permanent administration building to the east of the current buildings and further expansion of the hardstand. On 6 August passengers were evacuated from the CityCat **Yawagarra** when it suffered an engine room fire at the Oxford St ramp at Bulimba. All passengers managed to get off the vessel without injury and firefighters who arrived on scene at 1355 hrs had put out the fire by 1407 hrs. The ferry was taken to the Bulimba maintenance facility for repairs.



James Grant at Western Port 5 September 2010

(A. Mackinnon)

In July the 18-metre aluminium catamaran commuter and tourist ferry **James Grant** entered service for Inter Island Ferries in Western Port, operating to French Island, Phillip Island and Seal Rocks. The vessel was designed by Incat Crowther and built by Aluminium Marine of Brisbane and has a passenger capacity of 110, with 64 seats in the main cabin. Twin Yanmar 6HYM ETE diesel engines, rated at 399kW each, power the ferry at 24.5-27k fully-loaded; **James Grant** is the first passenger ferry to feature Incat Crowther's latest hull form. Vessel boarding is via side gates aft, while across the aft bulwark is a large luggage rack. The aft deck also features two toilets and stairs to the upper deck. This is the fourth ferry designed by Incat Crowther for this operator.

Shipbuilding and Ship Repair

Austal is set to be a major beneficiary of a likely US Congress decision to order ten Littoral Combat Ships (LCSs) from each of two competing builders, rather than all from one or the other (p. 168). Austal USA and rival Lockheed Martin have already each delivered the US Navy a version of their LCS, which have a capped building cost of US\$480 million each, as part of separate contracts. In early November both builders were required to accept changes proposed by Congress, which would see 20 LCSs built. Austal's share of the business will be worth US\$450 billion.

In early October Austal was given the go-ahead to proceed with the construction contract for the fourth

and fifth vessels of the US Department of Defense's next generation multi-use platform, the Joint High Speed Vessel (JHSV), as part of a program potentially worth over US\$1.6 billion. Austal received funding previously from the Navy, valued at US\$99,557,548, to acquire long lead-time material, to include diesel engines, water jakes and reduction gears, for these two vessels in June 2010.

Austal received authorisation from the Navy to start construction on the first US Army vessel of the contract, **Spearhead** (JHSV 1), in December 2009 after completing the rigorous design in a 12-month period. A formal keel-laying ceremony was held for **Spearhead** at Austal's Mobile, Alabama shipyard on 22 July 2010, and it is on schedule for launch in June 2011 and delivery in December 2011. Construction on **Vigilant** (JHSV 2), the first Navy vessel, began in Austal's Module Manufacturing Facility on 13 September 2010 (NB correction of report on P168)

On 10 December Austal's largest catamaran to-date was towed out of the building shed at the Henderson, WA shipyard. The vessel, which is destined for Nordic Ferry Services (2009, p. 52) and due to be named **Leonora Christina** is the heaviest Austal has ever built weighing slightly more than the 127-metre trimaran **Benchijigua Express** (2005, p. 107) delivered to Fred Olsen SA in 2005. Due to the scale of the new ship, the upper deck, which was constructed as a separate 170-tonne 'Super Unit', had to be fitted after the vessel left the fabrication hall. The unit was first lifted and positioned with six mobile cranes, with the rest of the vessel then towed from the fabrication hall and positioned beneath; the unit was then aligned and lowered to the main structure and welded on top. The process included the use of a multi-headed gantry welder which on this vessel has been used to weld nearly 53 kilometres of aluminium structural planking.

Incat has secured a contract to build the world's first LNG-powered high speed passenger ro-ro ship. The 99-metre vessel will have capacity for over 1,000 passengers and 153 cars, is being built at the Incat Tasmania shipyard at Prince of Wales Bay in Hobart for delivery in 2012 "to a customer who has for now requested the commercial arrangements and route remain under wraps". Incat and Revolution Design engineers are working closely with technical personnel from GE in Europe and the United States to progress the first installation of LNG powered dual-fuel engines in an Incat high speed ferry, and the first high speed craft built under the High Speed Craft code to be powered by gas turbines using LNG as the primary fuel and marine distillate for standby and ancillary use.

In each catamaran hull a GE Energy LM2500 gas turbine will drive a Wartsila L12X 1720 waterjet, a departure from the usual use of two engines and two jets per hull as used in the diesel powered Incat vessels. The turbines are to be modified to meet class requirements so that either LNG or marine distillate can be burned. The LM2500 is derived from the CF6 family of wide body aircraft engines. It powers many industrial and electrical generation applications around the world, using a large variety of gaseous and liquid fuels, and is used in destroyers, commercial ferries and cruise ships. The LNG tanks will be installed in a compartment above the double bottom marine distillate tanks. The change-over between the two fuels will be automatically controlled and seamless. Incat says Hull 069 will be "the fastest, environmentally cleanest, most efficient, high speed ferry in the world".

Incat Crowther is designing a 24-metre catamaran ferry for NZ's Real Journeys for operation in the wilderness areas of the South Island. The vessel will be the fourth by Incat Crowther for the operator, following **Fiordland Flyer**, **Patea Explorer** and **Luminosa**, and will be built by Q-West Boat Builders in Wanganui. The vessel will offer passengers high visibility but will have minimal impact on the environment through a low-wash hull design and maximum reliability in remote locations. It will be fitted with a pair of MTU 12V 2000 main engines, each producing 1055hp, for a service speed of 25k and a top speed of 30k. The main engines are removable via soft patches in both the main and upper decks.

Incat Crowther has also won a contract to design a 63-ft monohull crewboat to be built by VeeCraft Marine in South Africa for operation in Nigeria. The vessel is characterized by its large foredeck, which has 27 sq m of cargo space. The bow features a passenger boarding area for safe and efficient transfers to offshore facilities. A dedicated passageway is located to the port side, directly accessing the main passenger cabin. This cabin has comfortable seating for 25 passengers, and a bathroom. There is a

rescue zone situated over the large aft platform. Below decks, the vessel has four crew berths, a galley and mess and a bathroom. The vessel will be powered by a pair of MAN 284 LE 413 main engines, each producing 1000hp @ 2100 rpm for a loaded service speed of 25k and a maximum speed in excess of 30k.

In addition to this vessel, Incat Crowther has two x 91.8-ft wave-piercing catamarans and three x 57.4-ft catamarans under construction. This vessel brings to 10 the number of offshore energy service vessels under construction to Incat Crowther's designs. In total, Incat Crowther currently has over 30 vessels under construction across a wide range of uses.

New Zealand's Q-West Boat Builders has signed a contract to supply a 17-metre aluminium catamaran harbour-cleaning vessel to NSW Maritime. As part of a deal won nearly three years ago to supply boats to the New Zealand Police maritime fleet, Q-West are also constructing a 19-metre Teknicraft high-speed, foil assisted catamaran for Wellington Police. This vessel is a repeat of the Auckland Police catamaran **Deodar III**, completed in November 2007. The company is also building a Bakewell White-designed 17-metre pilot vessel for the Port of Tauranga, due for completion in late 2010.

On a second visit to Newcastle's Azzura facility, the glamorous schooner **Athena** arrived 9 November from Auckland for a refit. Towering over the nearby marina, the 90-metre long, twin-screw vessel with three 58-metre masts was delivered in 2004 by the Royal Huisman shipyard, Vollenhove, Holland at a reported cost of US\$100 million, and is owned by the US internet guru Jim Clark, creator of the Netscape web browser. There are plans for the vessel to go to Campbell Cove in Sydney Harbour for the Christmas-New Year's Eve festivities.

Naval

The Royal Australian Navy's submarine force has demonstrated its capabilities off the coast of Western Australia. The November 2010 exercises saw three of the Collins class submarines at sea, with **Dechaineux** and **Collins** sailing from their base at Fleet Base West at HMAS **Stirling** for anti submarine warfare exercises. ASWEX is an important exercise in the Royal Australian Navy's annual calendar, bringing together frigates, replenishment ships, Navy aircraft and submarines, as well as aircraft from the Royal Australian Air Force. **Collins** had been visiting the east coast of Australia but returned to her home port to participate in the ASWEX. The boat steamed over 10,400 nautical miles around Australia, with port visits in five states and territories. **Dechaineux** returned to active duty after an incident involving a civilian tug boat which damaged her propeller earlier in the month. The submarine was leaving her homeport in Western Australia to take part in a major exercise. As she carried out a routine manoeuvre with the tug, it crossed over the submarine's stern. Repairs at the Henderson shipyard took a week to complete. The third boat, **Waller**, was also at sea for training after undergoing a scheduled maintenance.

In an innovative partnership between the National Trust of Australia (Victoria) and Victoria University, the historic Admiral's barge, **Janet**, is being brought back to its former splendour. Built in 1922 at Garden Island in Sydney, **Janet** was once fixed to the deck of the light cruiser HMAS **Melbourne** until the 5,400-ton warship was scrapped in 1928. After years in private hands she was donated to the Trust and is now at Victoria University's Newport Campus undergoing a \$100,000 restoration. Restoration is being executed in accordance with the original plans and, where practicable (apart from electrical tools), using the materials and techniques of the early 1920s. The 11.5m barge has been stripped back to its teak planks and spotted gum keel and ribs, while the cabin, engine, furniture and fittings wait in storage.

The sister ship of the RAN's new LHDs **Canberra** and **Adelaide**, **Juan Carlos I** was commissioned into the Spanish Navy on 30 September 2010. Work on the ship began in May 2005 simultaneously in Ferrol and in Fene. The new ship is reported to have taken 3,100,000 hours of production and 775,000 hours of engineering to prepare her for service. She was launched in March 2008.

The Australian Government has stated it remains committed to building 12 new submarines in South Australia. The decision, announced in the Defence White Paper, was a defining element of Australia's

future defence. Although some analysts have suggested that the RAN opt for a smaller force or buy submarines 'off the shelf' from Europe, the Government confirmed its commitment to delivering an expanded submarine capability. New submarines for the RAN would continue to provide a means for Australia to defend the nation's maritime approaches, if necessary at considerable distance from our shores.



HMNZS Otago in Otago Harbour 27 July 2010

(R.Walker)

The RNZN's newest ship, offshore patrol vessel HMNZS **Otago**, returned to sea in late November after salt water contaminated her fuel, prompting the cancellation of the vessel's first deployment outside New Zealand. **Otago** had sailed from the Devonport naval base in Auckland on 29 October for a deployment into the Pacific, but turned back the next day after it was discovered she had salt water in her fuel tanks. It was announced that contaminated fuel was in one main holding tank and had been pumped into two other tanks. After repairs to the ship's tanks, including draining and hull inspection, **Otago** performed sea trials to ensure the tanks were in good order. She has since been cleared to continue with operational duties. The focus of the subsequent investigation involved the fuel supplied to **Otago** as a possible source of the contamination. **Otago** is part of the RNZN's \$500 million Project Protector which saw seven new ships added to the fleet - the two offshore patrol vessels, the multi-role HMNZS Canterbury and four inshore patrol vessels. **Otago's** delivery in early 2010 was delayed by engine problems, then gearbox problems on her maiden voyage to Dunedin.

In 2011-14 the Royal Australian Navy will celebrate a number of events. These include the 100th anniversary of the first RAN fleet arrival into Sydney Harbour on 4 October 1913. To mark the occasion an International Fleet Review will be held on Sydney Harbour. Other planned activities will include; a commemoration of the granting of the 'Royal' prefix on 10 July 1911 with a reception in Sydney in July this year, a celebration of 100 years of the RAN submarine service in early 2014 and a commemoration of the loss of HMAS **AE1** in New Guinea waters during September 2014. Later in 2015, the sail training ship **Young Endeavour** will conduct a world voyage involving youths from both Australia and New Zealand. Finally in April 2015, the Navy will observe its support to the Gallipoli landings and the loss of the submarine HMAS **AE2** in the Sea of Marmora.

In December 2010, two of the Royal New Zealand Navy's newest ships conducted their first foray south of New Zealand when they sailed to Campbell Island to drop off research parties. The pair of 85m offshore patrol vessels, HMNZS **Otago** and HMNZS **Wellington**, transported botanists, archaeologists and limnologists (fresh-water experts) to the predator-free island and then collected another team which had been working on the island.

The Huon class minehunters **Gascoyne**, **Hawkesbury** and **Norman** are now partly 'wrapped in plastic' and laid up at HMAS **Waterhen** in Sydney. The decision to pay off the vessels was to provide additional personnel to undertake training for the new **Hobart** class Air Warfare Destroyers and **Canberra** class amphibious ships now under construction in Adelaide and Spain respectively.

CORRESPONDENCE

New Australia

from J.Woodland

The cover of the last issue of The Log shows SS **New Australia** at Circular Quay with the showboat Kalang just coming into view. I saw this vessel as **Arkadia** when it was berthed at the Overseas Terminal at the Quay. I can't recall the exact year but it was probably between 1963 to 1965. You may be interested to learn that when **Arkadia** was at the Terminal, P&O placed a large advertisement in *The Sydney Morning Herald* pointing out that the vessel was not their **Arcadia**. I recall it went on to give a brief history of the elderly **Arkadia** and a brief comparison with their **Arcadia**. In my lunch hour I went to see what the fuss was about and was very surprised to see the layout of **Arkadia** from the Terminal's sidewalk. The tripod mast seemed huge and it also acted as a funnel for the boilers. It was the only steamer I've seen with such an arrangement.



Arkadia

(R.A.Priest)

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