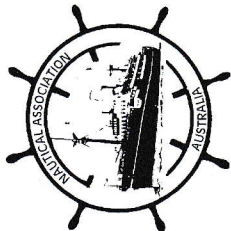
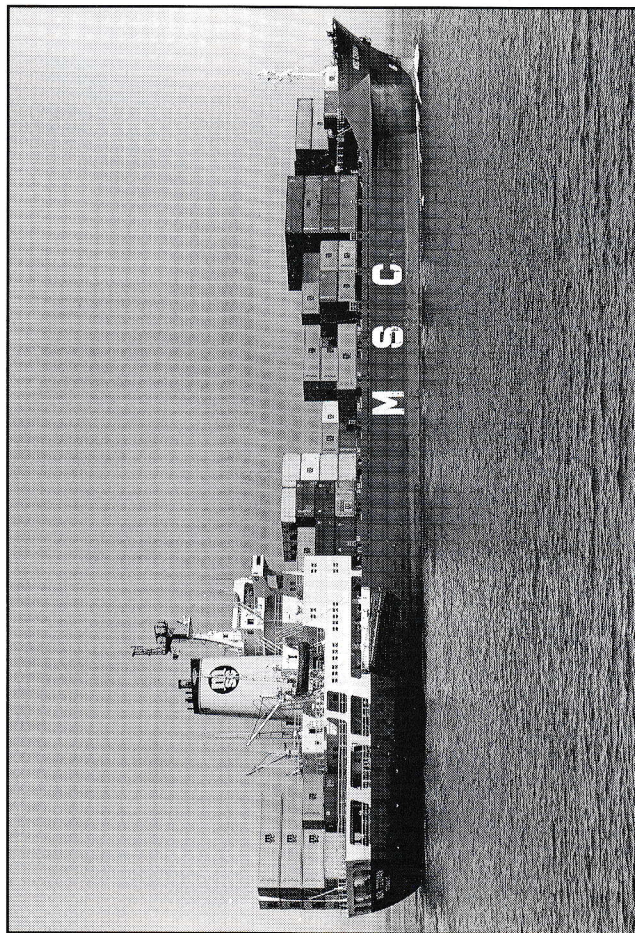


THE LOG



QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.
VOL. 30, NO. 4, ISSUE 130 - NEW SERIES
NOVEMBER 1997

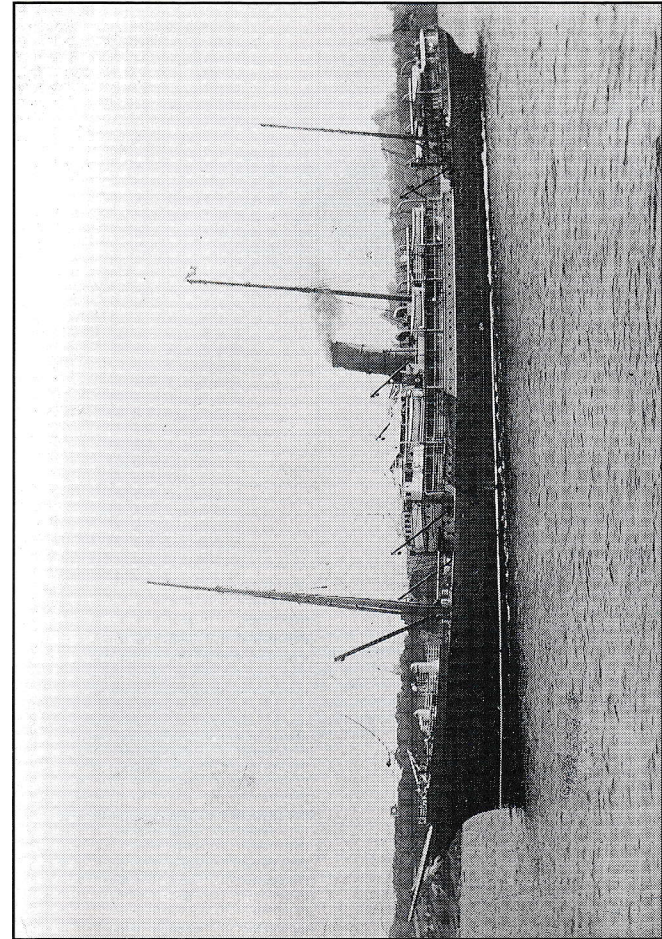


MSC CHIWAN

Maiden call to Port Botany, 30 September 1997.

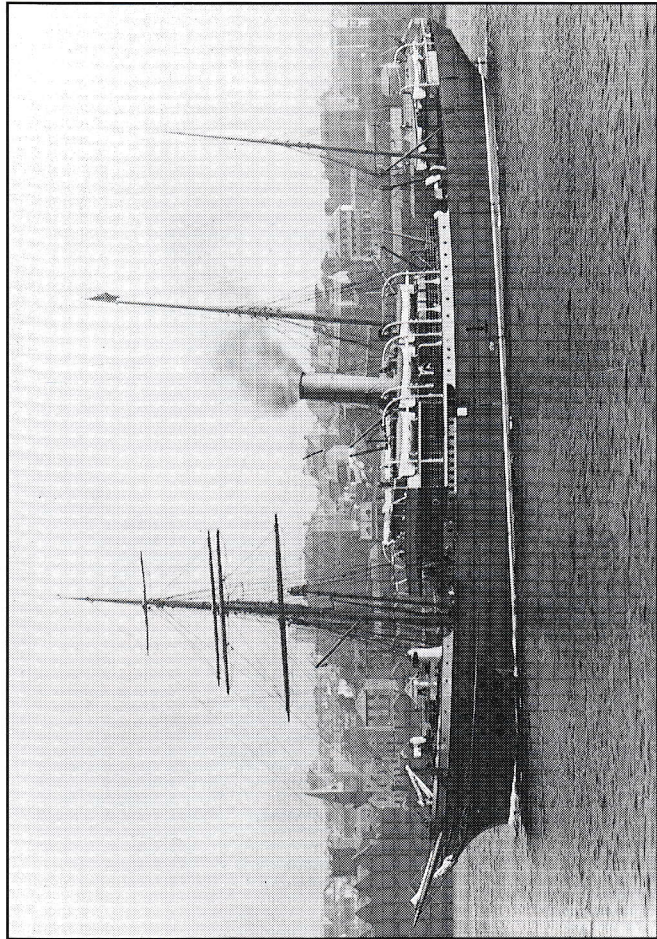
This ship was built as **TFL Democracy** for the TFL (TNT) North Atlantic service. (I. Edwards)

PRINT POST APPROVED - PP381667/00408
ISSN 0815-0052 All rights reserved.



MORAVIAN (4,573/1899) Aberdeen Line.

(G. Beachcroft)



NINEVEH (3,808/1894) Aberdeen Line.

(G. Beachcroft)

THE LOG

quarterly journal of the

NAUTICAL ASSOCIATION OF AUSTRALIA INC.

Vol.30, No.4, Issue 130 - New Series
November 1997

Contents

	page
Jervis Bay - The 1928 "Mutiny"	148
Flags and Funnels (44)	154
Recycled Machinery	156
Explosion at Halifax	159
Sydney and the Aberdeen Line (2)	161
Evans Deakin - Shipbuilders (3)	170
Correspondence	177
Maritime Miscellany	180
New Books	190

JERVIS BAY - THE 1928 "MUTINY"

from R.J. Rae

The year 1928 was newsworthy in many areas - Bert Hinkler flew from the UK to Australia, Amelia Earhart flew the Atlantic, and Kingsford-Smith from the USA to Sydney - while my parents and I experienced a "mutiny" at sea. We were passengers on **Jervis Bay** (13.839/1922), a Commonwealth "Bay" liner making her last trip under the Australian flag from Sydney to London. Australia was going through considerable waterfront unrest at the time - the Left were incensed at the sale of the Commonwealth line to the UK for £1,900,000 sterling, there was a long running "Cooks" strike, and the "Red Club" for seamen in Sydney was said to be financed by Moscow. Prior to our sailing, at Sydney and other Australian ports, there were delays to departures with meetings and stoppages as the crew of **Jervis Bay** negotiated their return wages and conditions to Australia. Wages at that time for UK seamen were about £180 per annum, but Australian seamen were paid about £320.

On Saturday 16 June we left Fremantle, along with 581 other passengers aboard, bound for Colombo. Also aboard were eight stowaways. The newspapers of the day called them "disaffected British immigrants" and hinted that they might have been the stowaways returned on **Largs Bay** after serving gaol sentences in Colombo, but this was not so. However, **Largs Bay** was in Fremantle before we left, and the two groups did know each other. The **Jervis Bay** stowaways were Thomas Blacup, John Fletcher, William Thessing, William Mackay, David MacMillan, Douglas Bruce, Arthur Jackson, and John Anderson. After their discovery six of them agreed to work for their food, but Jackson and Anderson would not. Jackson, who was variously described as an American negro, a West Indian, and a Cuban half caste, boasted that he had only done three weeks work in six years, and that he had stowed away eleven times, with the passengers paying his fare each time. Our passengers refused, so Jackson called us "the measliest lot of b...s I ever travelled with". The Master, Captain Daniel, instructed the Chief Officer, Mr. R.W. Laycock, to berth them in the hospital, and ordered that they were not to mingle with the passengers. The stowaways ignored this instruction and later broke up a concert by creating a melee with the ship's officers, and sweating at the passengers.

One of the mates then knocked down the Cuban ringleader, but the rest ran along the decks opening cabin doors and shouting insults at the women and children, creating some hysteria. After this a second struggle ensued, in which three naval ratings who were aboard as passengers gave valuable assistance, and the stowaways were hosed along the decks with fire hoses and battered down in the hospital.

They then proceeded to set fire to their bedding, but threw this out through the portholes when the smoke became too much for them, and the officers retaliated by hosing them inside the hospital. The stowaways tried a second breakout assisted with an iron bar allegedly passed into them via a ventilator. This was retrieved after a struggle and dropped over the side by one of the naval ratings.

It was at this point that Captain Daniel sent out a W/T message for help. It was his first voyage in command of **Jervis Bay** and, as his opinion of his crew was probably coloured by the waterfront unrest in Australia, as well as the iron bar incident, he may have been anxious about the outcome. Captain Daniel had a further problem in that the ship's radio transmission was only by medium frequency on 600 metres, and this only achieved a range of about 500 miles by day. On previous voyages under Australian ownership the ship used a shortwave transmitter supplied, maintained and operated by Amalgamated Wireless (A'sia) Ltd, and in October 1926 created a world record by communicating with Pennant Hills in Sydney when steaming off the West Coast of Portugal, and later from Tilbury Dock in London. Unfortunately AWA was not permitted to supply or operate equipment on British ships, and the shortwave set was removed before our departure from Sydney - a rather draconian decision concerned more with contractual supremacy than operational efficiency, and which had a lot to do with what happened later. The only equipment aboard on sailing was a half kilowatt Marconi spark transmitter.

At 2am on Wednesday 20 June Captain Daniel's message went out, but it is not clear from the

various news reports just what was said, and to whom. Perth Radio, the Eastern Extension Telegraph's station at Cocos Island, and HMS **Enterprise** were all involved. The message reported in the British press was "MUTINY. THREATENING SET SHIP AFIRE. SEND IMMEDIATE ASSISTANCE". There is no doubt that this and subsequent messages were garbled due to poor reception and the many hands the messages passed through, but the word "mutiny" was used more than once. This word excited the world press, and in Britain the largest black type used since the end of World War I hit the streets with the headline "MUTINY". There were other consequences. The Royal Navy diverted the cruiser HMS **Suffolk**, then 800 miles west of Colombo en route to the China station, to an area south of Ceylon. The Royal Fleet Auxiliary **Slavol** embarked twenty Royal Marines under the command of Lieutenant Whitfield, and left Trincomalee to rendezvous with **Jervis Bay**. Mr Larkin, manager of the Commonwealth Line in Sydney, radioed **Moreton Bay** to rendezvous as well, as she had left Colombo for Fremantle on 16 June, and must have been fairly close to our position.

Due to daylight hours and consequent lack of messages from Captain Daniel, there was a great deal of speculation over the next twenty four hours, both in the UK and Australia. It was suggested that because the word "mutiny" was used that the crew must be involved, but this was immediately refuted by the Marine Superintendent of the Line in Sydney, Captain Innes, who said:

"The messages sent out from the liner appear to be hysterical. The crew of the **Jervis Bay** are reliable men, most of them are married, with families in Sydney. Many of them have been in the service for years, and it is positively ridiculous to think that the crew could stand by and allow the stowaways to commit an atrocity. There should not be the slightest need for anxiety. There are sufficient officers and men aboard to 'eat' the stowaways without the assistance of passengers".

Other lines of speculation were taken up by the press. Back in Box Hill, in Sydney, Mrs Daniel, wife of the master and mother of his seven children, "feared that the stowaways were Bolshevik agents". The London Daily Mail newspaper printed an item headed "The part played by Moscow", and in Sydney it was suggested that the mutiny was a plot by the unions to frustrate the sale of the Line. These nonsensical notions were magnified as there was no information coming from the ship.

Eventually, of course, commonsense prevailed over the media beat up, as messages from passengers aboard reached their relatives. These claimed that reports of the trouble were greatly exaggerated. Captain Daniel reported to the Line that everything was under control, and **Slavol** returned to Trincomalee after putting her Marines aboard our liner. The other vessels that had been diverted, both naval and mercantile, redirected themselves to their earlier destinations as well.

We anchored in Colombo harbour at 10am on 25 June, and were immediately boarded by Naval Intelligence and other officials who held a preliminary inquiry. Our stowaways were taken ashore by the Police to appear before a Marine Court of Inquiry at 3pm, but there was legal argument about jurisdiction and the men were eventually charged before a Police Magistrate. They were sentenced to five months and two weeks imprisonment on three charges, but the charge of attempting to set fire to the ship was dismissed.

The majority of the passengers signed a testimonial affirming that the crew had nothing to do with the 'mutiny', but some 200 refused to sign on the grounds that the crew had delayed the ship at every port on the way. World interest in our voyage declined after Colombo, but surfaced briefly after our arrival in Southampton, when questions were asked in the House of Commons as to the mental state of the master when he sent the message the press called "the most amazing SOS ever known at sea". There were also questions as to the cost of the Royal Navy's help, which was estimated to be about £500 sterling. The ship went on up the Channel to London, a new master took command, and the crew were repatriated to Australia on the White Star Liner **Corinthic**. On 3 August Captain Daniel was present in the stranger's gallery of the House of Commons when the Under-Secretary for Trade replied to a question that "examinations of the **Jervis Bay** depositions satisfied the Board of Trade that there was nothing calling for its intervention".

Our family disembarked at Tilbury and went to live in St. Johns Wood in London, where I went to my first school. My father commenced work as Assistant Engineer on the Lower Zambesi Bridge in Portuguese East Africa, which at that time was the longest bridge over any waterway in the world.

He went out to the Zambesi first, with my mother and I joining him later, and we spent the next four years in Portuguese East Africa - sitting out the Depression you might say.

Jervis Bay next appeared in world newspapers some twelve years later, and there was much more gallantry on that occasion. The ship and the Line were sold again in 1933 to a consortium led by Shaw Savill, but in September 1939 she was requisitioned by the Royal Navy and converted to an armed merchant cruiser, fitted with eight six-inch guns. Manned by a majority of T-124X ratings, who were ex-Merchant Navy seamen volunteers in the naval service, she was commissioned as HMS **Jervis Bay**.

On 5 November 1940 she was escorting eastbound convoy HX84 in mid-Atlantic when an enemy ship was sighted to port. This was **Admiral Scheer**, a German pocket battleship and commerce raider, which steamed directly for the convoy and opened fire at a distance of seven miles; the target was the passenger ship **Rangitiki** - probably because she looked like the escort, being the largest ship in the 38-vessel convoy. Captain Fogarty Fegen immediately steered **Jervis Bay** towards the raider, opening fire with his six-inch guns and laying a smoke screen over the convoy, which he ordered to scatter.

The victor of this forlorn and heroic action was never in doubt. With her steering gear damaged early in the battle, **Jervis Bay** continued firing at the German, drawing her fire, while allowing the convoy to get clear. Holed below the waterline and sinking, she still continued to fire at the raider. Her ensign was shot away, so a sailor rigged a new one. Captain Fegen had his right arm shattered by a shell splinter, but moved to various control positions as damage dictated alternatives were needed. He was last seen on the bridge as the ship sank by the stern, her guns still firing, and her ensign flying. He was later awarded a posthumous Victoria Cross. Of the ship's company of **Jervis Bay**, 198 lost their lives.

After firing at the survivors on rafts, **Admiral Scheer** went after the convoy, but only managed to sink another four that day, so that 33 out of the 38 reached port safely. There was further gallantry. Captain Olander, master of a neutral Swedish freighter in the convoy, mustered his crew when he had escaped from the Germans, and with their agreement returned to the scene of the action to pick up survivors. At night, and with rising sea conditions making boatwork hazardous, the Swedish crew picked up 65 survivors who were later landed in Canada.

HMS **Jervis Bay** rests in 52°26'N, 32°34'W, together with **Maidan** (7,908 tons), **Trewellard** (5,201 tons), **Beaverford** (10,042 tons) and **Kenbane Head** (5,225 tons).

THE EDITOR SIGNS OFF

With this issue I complete thirty years of active involvement with The Nautical Association of Australia and The Log. At the formation of the Association in 1968 I became Hon. Secretary/Treasurer and continued in that role for nine years until assuming the editorship at the beginning of 1977. Now after twenty one years as Editor I relinquish that role to the capable hands of Iain Stevenson.

My first issue of The Log, in February 1977, consisted of 32 pages, quarto size with typed text and only four pages (including the front cover) of illustrations. Maritime Miscellany was little more than five pages. Now each issue comprises 48 pages, professionally printed and with substantially increased illustrations coverage. Changes in the shipping scene over these two decades are too numerous to summarise here, with the mid-seventies representing the early years of the cellular containership. Some things have not changed, and I notice an item in that first issue for 1977 titled Plight of the ANL - the fleet then numbered 32 ships, but the tale of financial losses has remained all too depressingly consistent.

I place on record my thanks for the support of the many people who have contributed to The Log during my editorship. The continuing supply of articles, news items and photographs, and the assistance with production and distribution, have all been essential to the continued appearance of

The Log. The advice and suggestions of many, and in particular the continued support of the Committee, are greatly appreciated.

It is impossible to mention by name all those who have contributed to the success of The Log, but one name stands out. For more than forty years Tom Stevens has been closely identified with The Log. It was his initiative that, in collaboration with S.J. Evans and the late N.L. McKellar, saw the founding of The Log at the beginning of 1954 and he was Editor for the first three years. It was his initiative and commitment that saved the journal when it was in danger of termination following the retirement from the editorship of Charles (Harry) Bateson at the end of 1966. Tom resumed the editorship and it was his vision that led to the formation of the Nautical Association of Australia as a means of establishing a solid basis for the continuation of The Log. He remained as Editor for ten years, 1967 to 1976, and he subsequently served as Hon. Treasurer for fifteen years. Apart from his official functions, Tom has continued to contribute in many ways, not least in collaborating in the very necessary task of proofreading, and again it was his vision that led to The Log becoming a professionally printed journal in 1983. All this is without mentioning his substantial and continuing contribution to the researching and recording of Australia's maritime history.

Looking forward, the editorship returns to one employed in the shipping industry. Captain Iain Stevenson was born in Palmerston North, New Zealand, and commenced his seagoing career in 1955 with Union SS Co. of NZ, remaining with that company until 1961. During the next three years he served with ANL, Pacific SN Company of Liverpool and General SN Company of London, then joined BHP in 1964. From 1967 to 1971 he was a Stevedoring Supervisor with Port Jackson Stevedoring Company at Sydney, then from 1971 until 1991 he held shore based positions with BHP as Stevedoring Superintendent and later Marine Superintendent at Port Kembla and Newcastle, before joining the Queensland Coast and Torres Strait Pilot Service as Deputy Secretary. He is now Operations Manager, Queensland Coastal Pilot Service, based in Brisbane. Iain has served as member, councillor and chairman of professional and industry bodies. During his time with BHP he edited, from 1981 until 1991, Iron Ships, the highly regarded house journal of BHP Transport, and from 1983 until 1993 he edited publications of the Company of Master Mariners in Australia, including its federal quarterly journal Master Mariner.

In conclusion, I urge you all to give your fullest support to Iain in his task of producing The Log. It is not enough that we merely pay our annual subscriptions; The Log needs a continuing supply of original, authoritative and factual articles, short and long, and of news items and photographs. The Editor also needs support with production, distribution and in various matters of administration; while the present arrangements are functioning smoothly, additional help is welcomed - don't wait to be asked, write to Iain! While The Log has comprehensively and uniquely recorded the history of Australian ships, shipping companies and shipping, much remains to be done and current events should continue to be recorded. To existing contributors, again my thanks, and please continue to give your support; to others, please consider what you can offer, and come forward.

W.G. Volum

NAUTICAL ASSOCIATION OF AUSTRALIA - ADDRESSES

Effective immediately, the following addresses should be used for communications to the Association:

Editor Captain Iain Stevenson, 9 Muneera Crescent, Aspley, Qld., 4034.

Home phone/fax (07) 3263 2642. Business fax (07) 3839 5242.

Business e-mail address 4btorres@squirrel.com.au

Treasurer J.B. Labrum, PO Box 142, Caulfield South, Vic., 3162.

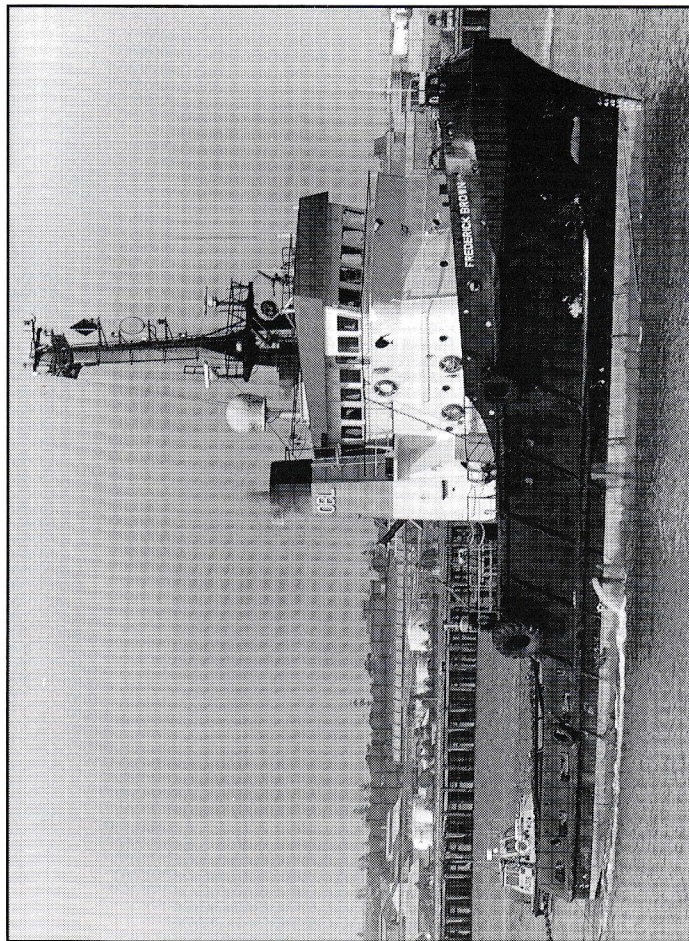
Secretary D.W. Finch, PO Box 384, Katoomba, NSW, 2780. (No change)

Photographs for inclusion in The Log should be sent to Mr. R.B. Tompkins, PO Box 173, Castle Hill, NSW, 2154.



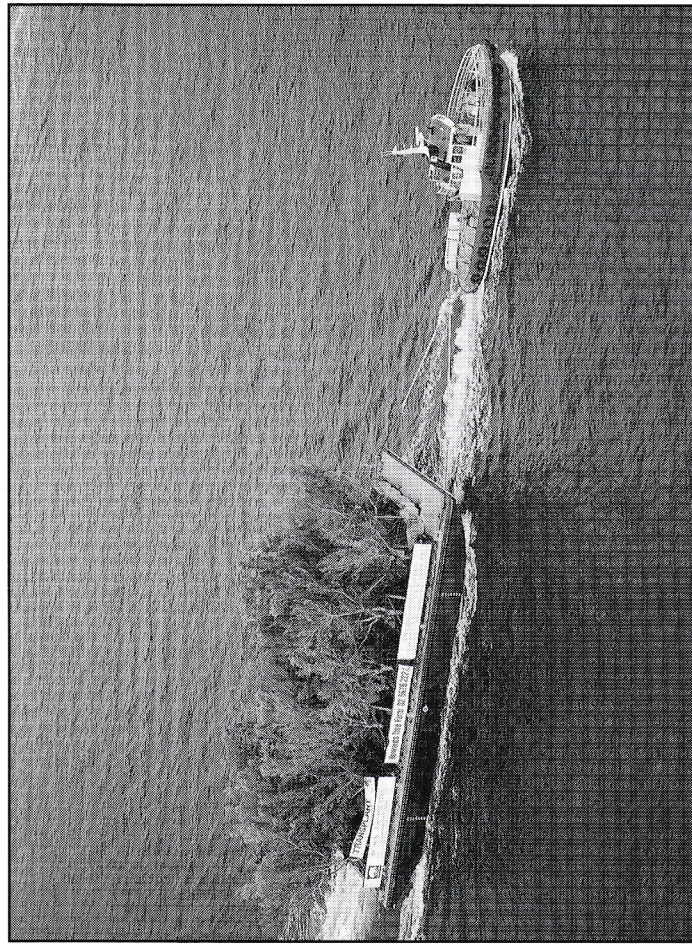
PACIFIC SALVOR Departing Sydney 7 September 1997. See page 38.

(I. Edwards)



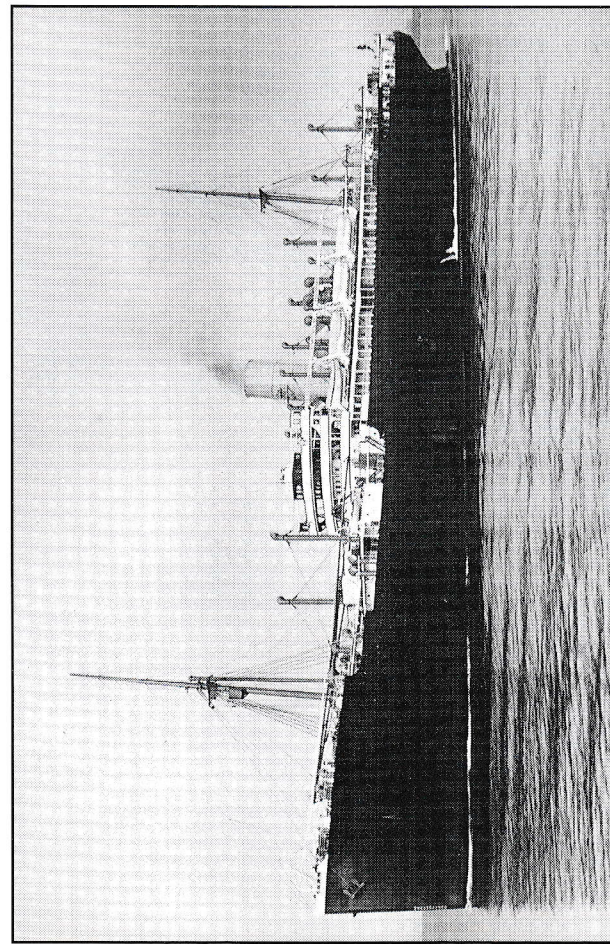
FREDERICK BROWN At Port Kembla 14 September 1997. See page 135.

(I. Edwards)



TAWE and barge. Birnam Wood to Dunsinane! See Maritime Miscellany.

(I. Edwards)



JERVIS BAY (13,839/1922) As a Commonwealth Government Liner.

(W.G. Volumn Collection)

FLAGS & FUNNELS

from R.J. Tompkins

In the years leading up to federation, the Australian colonies had a period of rapid expansion which, with one exception, was limited by the availability of coal. The prime fuel for transport, power generation and the burgeoning secondary industries, the best quality coal was found within eighty miles of Sydney and had to be carried by sea to the southern and western colonies in large quantities. As the availability of local ships could not keep pace with demand and the contracts in some cases stipulated delivery dates, thus effectively excluding sail, the larger companies such as Adelaide Steamship, James Paterson, Howard Smith and later BHP were forced to fall back on the use of chartered vessels. The same occurred immediately prior to World War I, the cargoes then including ore.

The majority of the flags and funnels shown in this issue are those of British tramp ship companies that not only chartered ships for Australian service but also transferred their registry to Australia for the period, and in some cases even set up branch offices in Australia.

By far the best known was the Moor Line Ltd., managed by Walter Runciman (No.12), whose fleet included "Moors" beginning with every letter of the alphabet; the use of X was achieved by naming the relevant ship **Exmoor**. The company's **Uskmoor** (3,189/1912) and **Inchmoor** (3,445/1900) were registered at Sydney 1914/16 and 1914/15 respectively. The company's last "Moor", also **Exmoor**, was sold in 1978.

Another well known company was the Lancashire Shipping Co. Ltd. (J. Chambers & Co.), (No.8) whose **Kendal Castle** (2,884/1896) ran on the coast between 1897 and 1900. In 1944 the company was sold by Chambers and became part of the Moller Line (UK) Ltd. Group.

Established in 1893 under the management of J.W. Squance and Company was the Hindustan Steam Shipping Co. Ltd., with the funnel shown at No.7. Their **Hindustan** (2,420/1892) operated on the coast from 1897 to 1899. In 1906, following the retirement of Captain Squance, the managing partnership became Common Brothers, and their ships became far better known in this part of the world under the latter's colours.

Others operating on the coast in the bulk trades during the last years of last century were G.M. Steeves & Co. of Liverpool with **Larnaca** (2,286/1889) of the Larnaca SS Co. (No.2), which subsequently became **Mintaro** of Adelaide Steamship. Biggart, Fulton & Grier of Glasgow (No.4) had **Craiglee** (1,921/1889) on the coast from 1894 to 1897, the letters on the flag were blue.

The Dale SS Co. (Lucas & Co., Bristol, managers) was represented by **Dovedale** (2,821/1894) (No.5), from 1896 to 1899. The other buff funnel, No.6, was that of **Indianapolis** (2,464/1891) of James Little & Co. of Glasgow and Barrow. On the coast from 1896 to 1899, **Indianapolis** was then their only ocean going steamer, with the balance of the fleet being coasters.

The Hessler Shipping Co. Ltd. of West Hartlepool passed through three managers in less than ten years, eventually coming under the umbrella of Furness Withy. During this period their **Linda Fell** (3,025/1906) and **Myra Fell** (3,024/1907) were registered at Sydney 1907/1913 and 1907/1910 respectively, carrying the colours shown at No.9. The white panel on the flag had a red line just inside the border.

The plain black funnel of J. & H.F. Gaff of Glasgow (No.3) appeared on their newly built **Prophet** (3,226/1912), which was on charter to J. & A. Brown from 1912 until 1915. Towards the end of the charter the white band of the character was added. Another link between Gaff and Brown was the former's **Amphion** (2,931/1911), which was sold to Brown in 1913 and renamed **Hexham**. The typical tramp funnel of the period shown at No.11 is that of Watson Munro & Co. of London, whose **Lodorer** (3,207/1904) was registered at Sydney from September 1913 to April 1914.

Lord Derby (3,757/1905) of John Herron & Co., Liverpool, looked quite smart considering her trade, with a white line on the hull, and belonged to one of only a handful of companies that used green in their livery, as seen at No.10. The letters on the flag were red and the centre of the blue cross contained a white swan. **Lord Derby** was registered at Sydney for some eighteen months in

1		2		3	
4		5		6	
7		8		9	
10		11		12	
13		14		15	
COLOUR CODE = BLUE RED YELLOW					

1914/15. (See photo, page 98, 1977).

The funnel at No.13 is that of the Cape Explosives Works Ltd. of London, whose **South Africa** (1.981/1909) was on the coast from 1910 and subsequently was transferred to South African registry. The design of the stars on the flag is believed to be that of the Southern Cross but must be viewed from the starboard side instead of the normal port side to be correct.

The last British tramp to be registered in Australia for coastal work was **Westborough** (3.811/1901) of Hazelwood Shipping Co. Ltd., managed by Humphries (Cardiff) Ltd. of Cardiff, with the colours shown at No.1. The ship was chartered by Scott Fell towards the end of 1920 for BHP work and was registered at Sydney in February 1921 on commencement of the charter. The charter was completed in March 1924 and three months later the ship was transferred to the Cardiff register. **Westborough** was built as **Beechley** by William Gray & Co. Ltd., West Hartlepool, for W.R. Rea of Belfast. From 1909 the builder is listed as managing the ship, until in 1912 it was sold to Hazelwood Shipping and renamed **Westborough**. Subsequently **Westborough** became the Glasgow-owned **Scottish Rover** in 1928 and two years later **Patria** of Rostock, Germany. The old ship was bombed and sunk by British aircraft near Stavanger on 4 April 1943. An earlier charter by Scott Fell from Hazelwood shipping was **Southborough** (3.709/1910) in 1914. The ship had been built as **Anerley** for Houlder, Middleton & Co. Ltd., London, and bought by Hazelwood in 1914 and renamed. When chartered in 1914 **Southborough** was one of the first three ships taken up by Scott Fell for BHP work and was registered at Sydney. Recalled to the United Kingdom in May 1918, **Southborough** was still registered at Sydney when on 16 July 1918 the ship was torpedoed and sunk in the North Sea off Scarborough with the loss of thirty lives. T.B. Humphries took over the management of Hazelwood Shipping in 1916 from Hopkins, Jones & Co. Ltd. of Cardiff; it is unknown whether the colours shown at No.1 applied to the earlier management.

In 1884 the wooden tug **Pilot** was built in Sydney for John Dalton of Newcastle and, from 1898 following the death of Dalton, was managed by the Union SS Co. of NZ until bought by that company in 1903 and moved to New Zealand. Sold to Wellington Harbour Ferries in 1907 and then to E.G.F. Zohrab in 1913, she was converted to a trawler. As such she had Zohrab's funnel (No.14) until 1919. In that year she was bought by M. Beck of Wellington, who sold her the following year to V. Piccone of Napier. Piccone gave her the white funnel and black top at No.15. With a light grey hull she served until wrecked at Napier on 2 April 1933 after half a century of hard service.

Wanted - any information on the Islands traders.

RECYCLED MACHINERY

from G.A. Hardwick

The records relating to Australian steamers disclose instances where engines and boilers have been recovered from their original hulls and installed in later vessels. They were mainly salvaged from wrecked ships. Their reuse is probably due to a combination of several factors:

- the comparatively large amount of metal in the engines and boilers which made them resistant, in the short term, to the ravages of salt water;
- the shortage in Australia of machinery for ships; and
- as the later ships were almost invariably engaged in less profitable trades it was a matter of economic necessity to commission a vessel in as least costly a fashion as possible.

Some of the ships involved in the recycling of machinery were:

Allenwood (398/1920): a wooden twin screw steamer built at Tuncurry, NSW. She had two funnels, one abaft the other, and was fitted with two small boilers. The single compound engine was fitted athwartships, each cylinder driving a separate shaft and propeller. One cylinder was made by Ross Duncan, Glasgow, and the other by Melbourne Coal and Shipping Co. Ltd., Melbourne (sic).

Melbourne Coal, Shipping and Engineering Co. Ltd. became Melbourne Shipping Co.Ltd. in 1893 and Melbourne Steamship Co.Ltd. in 1896, so the Melbourne part of the engine was built not later than the 1890s. **Allenwood** was wrecked near Norah Head, NSW, on 14 September 1951.

Belmore (189/1914): a wooden twin screw steamer built at Swansea, Lake Macquarie, NSW. She was fitted with the two sets of compound steam engines salvaged from **Tilba** (200/1908; ex **Uralla**; see p.14) which had been lost at Wreck Bay on the NSW South Coast in 1912. **Belmore** was wrecked at Macleay Heads, NSW, on 9 December 1916 while on charter to North Coast SN Co. Ltd. **Ceres** (250 tons builder's measure/1835): a paddle steamer built at Clarence Town, NSW, and wrecked at Bird Island on 29 August 1836. The engines were salvaged and installed in the paddle steamer **Victoria** (269/1840), which was built at Raymond Terrace on the Hunter River, NSW. **Victoria** was sold to Bombay owners in 1845. The engines were built by Scott and Sinclair, Greenock.

Cobaki (257/1918): a wooden screw steamer built at Sydney. Her compound engine and boiler were salvaged from her owner's (Langley Bros. SS Co. Ltd.) **Cooloon** (239/1904) which had been wrecked at Manning Heads, NSW, on 28 February 1917. The register of **Cobaki** was closed in 1937 and the hulk scuttled in Salt Pan Creek, Middle Harbour, Sydney, in 1946 (Richards).

Coomonderry (147/1886): a three masted auxiliary schooner (see p.13), was fitted in 1941 with a 230 hp National oil engine made in 1936 and salvaged from Holyman's auxiliary ketch **Lady Flinders** (131/1936) which had been wrecked on Three Hummock Island, Bass Strait, on 30 (or 26) August 1938. **Coomonderry** had in 1921 been converted from a steamship to an auxiliary schooner and fitted with a 23 nhp Bolinders oil engine made in 1900; this was replaced in 1929 by a new Bolinders oil engine of 59 nhp.

Doepel (389/1919): a wooden twin screw steamer built at Brisbane Water, NSW. Her two sets of compound engines were salvaged from the wooden twin screw steamer **Bellinger** (240/1915), built at Coopernook, NSW and wrecked at Macleay Heads, NSW, in September 1918. For history of **Doepel** see pp.2, 10 and 11, 1986.

Dorrigo (302/1902): a wooden screw steamer built at Balmain, Sydney, NSW. The engines, a compound surface condensing set of 48 hp made by Gourlay Bros., Dundee; the boiler of 130 lbs psi pressure, the donkey boiler, electric light plant and a crankshaft were all salvaged from the wreck of **Orara** (298/1898), a wooden steamer built at Jervis Bay and lost at Tweed Heads, NSW, on 10 February 1899. **Dorrigo** was built for G.W. Nicoll of Sydney and he sold the vessel to North Coast SN Co. Ltd. in 1904. In 1910 **Dorrigo** was sold to Burns, Philp & Co. Ltd. and renamed **Misima**, and the ship was wrecked in New Guinea in 1917.

Dumaresq (55/1910): a wooden screw tug built at Wollongong, NSW. Her compound engine (14 hp) and boiler (10 lbs psi) were salvaged from **Kincumber** (137/1898), a wooden steamer built at Kincumber, NSW, and wrecked at Manning Heads, NSW, on 22 October 1908. **Dumaresq** was dismantled and then sunk off Mackay, Qld., in February 1929.

Eagle (216/1849): a wooden paddle steamer built at Pymont, NSW, and fitted with the 80 hp steam engine from the wooden paddle steamer **James Watt** (built at Liverpool, UK, in 1824). **Eagle** was converted to a screw steamer in 1858 and fitted with the 80 hp engine from the steamship **City of Melbourne** (built at Melbourne in 1851). **Eagle** was made into a wharf in 1890 and later used as a coal hulk at Sydney (Parsons).

Gartmore (339/1923): a steel screw steamship built by Poole and Steel Ltd. at Balmain, NSW. The ship was fitted with a triple expansion engine built by J. Scott & Co., Kinghorn, Scotland, for the steamship **Queensland** (461/1894). **Gartmore** was acquired by The Adelaide Steamship Co. Ltd. in 1926 and renamed **Goondi**, and after sale in 1955 to Queensland owners became **Goort**; see p.33, 1992.

Glenreagh (498/1919): a wooden twin screw steamer built at Tuncurry, NSW. She was fitted with two sets of triple expansion engines and two boilers removed from the old tug **G.F. Holden** (222/1898; built by Fleming & Ferguson, Paisley, Scotland) which had been bought the previous year by Allen Taylor & Co. Ltd. from the Geelong Harbor Trust Commissioners. **Glenreagh** was

fitted with two funnels athwartships of one another, whereas **G.F. Holden** had two funnels one abaft the other. **G.F. Holden** was then fitted with machinery from the North Coast SN Company lighter **Augusta**, renamed **Holden** and employed as a lighter at Sydney; see pp.100 and 129, 1988. **Glenreagh** was dismantled at Sydney in 1935.

Idant (121/1918): a wooden screw steamer built at Stockton, NSW. She was fitted with a 24 rhp compound engine salvaged from the wooden steamer **Corra Lynn** (151/1902), built at Narooma, NSW, and wrecked at Port Stephens on 16 November 1914. **Idant** was wrecked on 13 March 1940. **Koomeela** (191/1912): a wooden screw steamer built at Balmain, NSW. She was fitted with the 35 rhp compound engine from the wooden steamer **Peterborough** (see p.13).

Maianbar (487/1910): a steel twin screw steamer built at Ardrrossan, Scotland, for North Coast SN Co. Ltd., she was fitted with the engines and boiler salvaged from the North Coast Company's **Minimbah** (460/1909) which had been wrecked at Manning Heads on 13 April 1910 while on her fourth voyage to the Manning River. The engines were two sets of compound, built by D. Rowan & Company, Glasgow. **Minimbah** had been built at Port Glasgow by Murdoch & Murray, and when the ship was lost the North Coast Company immediately placed an order for a replacement, which was built by Ardrrossan DD & SB Co. Ltd. as **Maianbar** with the machinery from the wrecked ship which had been sent back to Scotland. **Maianbar** was wrecked on Nobby's Beach, Newcastle, on 5 May 1940.

Lady Norman (176/1884): an iron screw steamer built at Maryborough, Qld., as the paddle tug **Sea Horse** (see p.28, 1995). On conversion to a screw steamer in 1895, when she was renamed **Lady Norman**, the vessel was fitted with the 30 rhp compound engine and the boiler from the steamer **Dicky** (226/1883) which had been built at Kiel, Germany, and was wrecked near Caloundra Head, Qld., on 12 February 1893. **Lady Norman** was converted to a gravel lighter c.1918 and scuttled off Cowan, Moreton Island, c.1968.

Madal (797/1920; reconstructed at Slidrecht, Holland, from a vessel built in 1914 at Zaltbommel, Holland; see p.7, 1971): a steel single screw motor ship. When bought by W.R. Carpenter & Co. Ltd. in 1926 the ship was converted to a steamer by the fitting of the triple expansion engine (72 rhp), boiler and even the funnel from the old ferry **Manly** (229/1896) which had been built at Balmain. The engine from **Manly** had been built in 1896 by Fawcett, Preston & Co., Liverpool, UK. The gross tonnage of **Madal** was then increased to 820. Upon completion of conversion, **Madal** was renamed **Durour** in September 1926 and registered at Tulagi. For the next decade **Durour** traded in New Guinea and islands waters until in 1937 she was driven ashore at Rabaul by tidal wave caused by an earthquake, covered by lava and lost.

Nambucca (489/1936): a wooden twin screw steamer built at Tuncurry, NSW, for North Coast SN Co. Ltd. The ship was fitted with the two sets of compound steam engines (48 rhp) and boiler from **Kinchela** (370/1914), a wooden twin screw steamer built at Sydney as **Tamban** and subsequently acquired by North Coast SN Company. **Kinchela** was hulked at Sydney in 1936 and employed as a lighter. **Nambucca** was lost by fire in 1944 while serving with the US Army in the Pacific Islands.

Phoenix (108 tons burthen/1846): a wooden paddle steamer built at Pymont and fitted with the 50 hp steam engine from the wooden paddle steamer **Sophia Jane** (153 tons builders measure/1826) which had been built at Rotherhithe, UK. **Phoenix** was lost on 14 April 1852 while crossing the Clarence River bar.

Sovereign (119 tons burthen/1841): a wooden paddle steamer built at Sydney, was fitted with the engines salvaged from the paddle steamer **William the Fourth** (81 tons burthen/1830; frequently referred to as **King William the Fourth**) which had been built at Blackwall, London, and was wrecked on the Oyster Bank, off Newcastle, in 1839. **Sovereign** was lost in Moreton Bay, Qld., on 17 March 1847.

Tweed (285/1889): a wooden screw steamer built at Terrigal, NSW. The ship was fitted with the compound surface condensing engine (50 hp) that had been salvaged from an earlier **Tweed** (240/1885) which was a single screw steel steamer built at Newcastle-on-Tyne, UK. The first **Tweed** had been wrecked at Tweed Heads on 19 April 1888. The second **Tweed** was wrecked at

Byron Bay on 23 (or 21) January 1893.

Uralba (603/1942): a wooden screw steamer built at Tuncurry, this was the last vessel to be built for North Coast SN Co. Ltd. The triple expansion engine came from the Sydney ferry **Kuramia** (335/1914), which was built at Balmain by David Drake; the 69 hp engine was built by Mort's Dock. The boiler came from the old collier **Malachite** (605/1894), which was owned by Howard Smith when she capsized and sank at moorings on 17 July 1928; when refloated, four weeks later, the vessel was sold and converted to a hulk. **Uralba** passed to several owners in Victoria during the postwar years; the engines were removed in 1964 and the hulk was scuttled in Port Phillip Bay on 5 November 1971 (see p.52, 1982).

Wallamba (331/1917): a wooden twin screw steamer built at Tuncurry, NSW. The ship was fitted with the twin compound engines (50 rhp) salvaged from **Ellerslie** (252/1906), a wooden twin screw steamer built on the Manning River and wrecked on 22 May 1913 while leaving the Bellinger River, NSW. **Wallamba** was wrecked at Morna Point, NSW, on 11 July 1923.

Wollumbin (231/1893): a wooden screw steamer built at Jervis Bay. The ship was fitted with the compound surface condensing engine (45 hp) and the boiler (90 lbs psi) from **Karuah**, which was built in 1882 and broken up at Jervis Bay about the time **Wollumbin** was being built. **Wollumbin** was wrecked near the Bellinger River, NSW, on 10 November 1905; see p.61, 1992.

EXPLOSION AT HALIFAX

from T.S. Stevens

Before the atomic bomb, the greatest man-made explosion is claimed to have occurred eighty years ago at Halifax, Nova Scotia, Canada, when on a fine clear winter morning, the inward bound French ship **Mont Blanc** (3,121/1899) and the outward bound Norwegian ship **Imo** (5,043/1889) came into collision in the Narrows, a 1.61 kilometre (1 mile) long channel, 460 metres (500 yards) wide, connecting Halifax Harbour with Bedford Basin where, in two wars, ships joining North Atlantic convoys assembled. On the north east side of the Narrows lies Dartmouth, opposite Halifax.

Mont Blanc was owned by Cie Generale Transatlantique (French Line), having been acquired in 1915 from E. Anquetil of Rouen. It was operating under the direction of the French naval authorities, and had loaded a cargo of explosives at New York for Bordeaux, after extensive fitting out of compartments. On board were 2,300 tons of picric acid (carbazotic acid) - a powerful military explosive, 200 tons of TNT (in number two tween deck), 10 tons (in cases) of guncotton and 35 tons of benzene (benzol) in drums on deck. There was no other cargo.

As the vessel was capable of only 7/8 knots, it was too slow for the convoy from New York and was despatched to Halifax on 1 December 1917. Aime Le Medec was Master, and the complement about 40 including gunners for the armament. The ship arrived off Halifax too late to enter on 5 December and anchored. A pilot boarded and a RCN Examining Officer examined the manifest and reported details to the Chief Examining Officer (CXO).

Meantime **Imo** was at Halifax to take a small quantity of bunkers in order to complete the voyage from Europe to New York, in ballast, under charter to the Belgian Relief Committee; 'Belgian Relief' was painted in large letters along each side. **Imo** was owned by South Pacific Whaling Co., A/S, registered at Christiana (now Oslo, Norway) and managed by Rich. Osmundsen. The Master was Haakon From. The ship had been built at Belfast for the White Star Line as **Runic** (1) and sold in 1895 to West India & Pacific Steamship Co. Ltd., who renamed it **Tampican**. This company was acquired by Frederick Leyland & Company at the end of 1899. In 1912 **Tampican** was sold by Leyland to H.E. Moss & Company, Liverpool, who immediately resold the ship to South Pacific Whaling, for whom it was modified for the carriage of whale oil and renamed **Imo**.

On the morning of Thursday 6 December 1917, **Mont Blanc** was instructed to follow a United States steamer, and proceed to Bedford Basin, where at this time **Imo**, having been delayed overnight due to the tardy arrival of the bunker barge, was getting underway. **Imo** first encountered the US

steamer, then a tug and barges, which reversed course, and finally sighted **Mont Blanc** well over to the Dartmouth side, as was appropriate. The movement of **Imo** was said to have been a little erratic due to the aforementioned factors, with some confusion arising. Notwithstanding exchanges of whistle signals a collision became inevitable and at 0845 hours **Imo** struck **Mont Blanc** on the starboard side abreast of number one hold, and dislodged drums of benzene, the contents of which were ignited by sparks created as the bow of the Norwegian withdrew from the gash. The foredeck became a mass of flame, cutting off the foremast, and the blazing liquid found its way below.

At this point it must be remembered that apart from the complement of **Mont Blanc** and the Pilot, only the Examining Officers, the Port Convoy Officer, who was also the Senior British Naval Officer at Halifax, and his Liaison Officer, knew that the French ship was packed with explosives. The ship was not even flying a red flag.

There being nothing they could do, the crew abandoned **Mont Blanc** in the lifeboats and landed on the Dartmouth shore, where they took shelter in a small wooded area. The ship drifted and eventually came alongside Pier Six on the Halifax side, setting the wharf and shed afire. Meantime a tug, with the assistance of naval ratings, secured a line to the stern of the blazing ship, but the first attempt to tow it away from the wharf failed as the hawser was too light. It was being replaced when, at 0906 hours, **Mont Blanc** disintegrated in a stupendous explosion.

The blast demolished the working class residential area of Richmond, situated upon the side of the hill adjacent to the explosion, leaving 2.59 square kilometres of wreckage which took fire; many were trapped and burnt to death in collapsed houses. The Dartmouth side, as well as the rest of Halifax, received damage and the subsequent tidal wave completed the devastation on the waterfront. **Imo** had been adrift in the channel and was one of the ships swept ashore on the Dartmouth side. The explosion killed the Master, Pilot and five of the complement of 39 of **Imo**.

With a strong naval presence and the local Militia, order was maintained. Active rescue efforts were hampered later in the day by the development of a blizzard. Immediate relief was organised by the USA, particularly from Boston, Mass., whence trains and ships were despatched, joined by several USN vessels. Subsequently many countries made financial grants to assist with relief. \$250,000 (today about \$6 million) was sent from Australia.

Estimates of casualties varied, with those immediately killed given as 1,650 persons, including about one thousand children. The final official death toll was stated as 1,963. The number injured varied between 8,000/9,000, and 200 were blinded by flying glass; 6,000 persons were homeless; 25,000 were without adequate shelter; 1,630 buildings were destroyed, including, houses, factories, churches and schools; 12,000 buildings were damaged; railway track and railway rolling stock were destroyed and damaged. Seven ships were lost and all those in the vicinity of the Narrows suffered damage to superstructure and rigging.

Naturally there was an outcry that a vessel laden with explosives should ever have been permitted to enter port. On 13 December an investigation of the incident commenced before the Wreck Commissioners. The crews from the two ships had been kept on board a naval vessel in the interim. The outcome, handed down on 4 February 1918, found the Master and Pilot of **Mont Blanc** wholly responsible due to various actions and omissions, and also that the Chief Examining Officer (CXO) had been negligent. Immediately after the findings were announced, warrants were issued against the Master, Pilot and CXO on charges of manslaughter of the Pilot of **Imo**. All were arrested and bailed. Later the cases against the Master and Pilot were withdrawn, and the CXO, although cleared, was transferred away from Halifax. The French authorities took no action against Le Medec despite agitation by the Canadians.

This was not the end of the matter. The owners of **Mont Blanc** issued a writ in the Canadian Admiralty Court against the owners of **Imo** for \$2 million damages, and the latter counter claimed. By award, appeal etc., the matter found its way to the Privy Council in London, which concluded that both ships were to blame.

Finally **Imo**, wrecked on the Dartmouth shore, was refloated and in July 1918 taken to New York for refit and return to service as a whale oil tanker, being renamed **Gubernur**, and as such was wrecked on 30 November 1921 some twenty miles from Port Stanley, Falkland Islands.

References: Michael J. Bird, The Town that Died. (Nimbus Publishing Ltd, Halifax, NS, 1995 - originally published 1967); Charles Hocking, Dictionary of Disasters at Sea During the Age of Steam, (Lloyd's Register of Shipping, London, 1969), Tom Hartman, The Guinness Book of Ships and Shipping Facts & Feats (Guinness Superlatives Ltd., Enfield, UK, 1983); Maritime Museum of the Atlantic, Halifax, NS.

SYDNEY AND THE ABERDEEN LINE PART 2: 1892 - 1900

from D.W. Finch

1892

Thermopylae arrived in Sydney for the first time on 15 January 1892. Two days before the Sydney Morning Herald carried a comprehensive description of the new liner:

"The **Thermopylae** is the largest steamer ever built at Aberdeen. In point of speed and as a weight carrier, and in passenger accommodation, this vessel ranks as one of the finest liners in the Anglo-Australian trade not flying the mail pennant.

Special attention has been devoted to the finishing of the excellent passenger accommodation. On the main deck aft provision is made for 60 saloon passengers, and 'tween deck 350 voyagers can be housed. Large, airy staterooms, comfortably furnished, are in direct contrast to those provided on some of the weekly boats which cater for a purely passenger trade. The dining-saloon is a splendid apartment, and elaborately appointed.

The saloon is connected to the music saloon by a staircase. This apartment is one of the features of the steamer. In the centre there is a large opening. The ornamental plate-glass windows fitted in the skylight shed a soft light on the dining-saloon below. The smoking hall is a separate saloon aft of the music room." (etc.)

She had departed London on 26 November and after calls at Tenerife, Cape Town and Albany arrived in Melbourne on 11 January. On arrival in Sydney there were on board 13 saloon and 19 steerage passengers together with a large cargo. She then proceeded to Newcastle on the 21st, returned one week later and sailed for London on 1 February with 23 passengers in the saloon, 6,152 bales of wool, 2,970 ingots of tin and a quantity of general cargo.

There was only one other homeward sailing during the first half of the year, by **Australasian** from Sydney on 11 March. The commencement of her outward voyage from London on 26 December 1891 had been delayed three days because of fog in the Channel. Neither **Damascus** nor **Aberdeen** appeared between the departure of the latter on 1 December 1891 and her arrival on 10 July 1892. She was in port for eight weeks, going to Newcastle on 2 September, returning on the 11th and departing for London on the 17th. **Australasian** also had a very slow turn-around, arriving on 12 August and also spending eight weeks in Sydney. These protracted periods in port were dictated by the availability of the new season's wool. **Australasian** sailed on 5 October and both she and **Aberdeen** then made very fast passages home via Melbourne, Aden and Suez. **Australasian** reached London only 41 days out from Melbourne.

1893 - 1894

The four steamships now settled down to a regular routine, each making two voyages per annum for the next two years.

Australasian arrived in Sydney on 10 February 1893 with the addition of refrigerating machinery and when she departed for London on 3 March took the first cargo of frozen mutton from the port in an Aberdeen Line steamer. Nine months later **Thermopylae** arrived, having been similarly equipped, and sailed on 24 November with her first load of frozen carcasses.

Damascus and **Aberdeen** had cargo spaces insulated and refrigeration equipment fitted in 1894. The service was still irregular in that there were large gaps in the sailing schedule - in 1893 after 5 May (**Thermopylae**) the next homeward voyage was **Aberdeen** on 8 September, while in the

following year the 21 April sailing of **Thermopylae** was followed by **Australasian** on 16 July.

"THE THERMOPYLAE AND DAMASCUS"

The **Thermopylae** from London arrived on Saturday in command of Captain Simpson, with a large number of passengers and general cargo. On Saturday the **Damascus**, another Aberdeen White Star Liner, left the harbour for London, and she was going out in way of the south channel when the same company's steamer **Thermopylae** entered the Heads from London, via ports. The **Damascus** saluted her sister ship with four long whistles, followed by three short ones, the **Thermopylae** replying with several long shrieks. Flags and ensigns were dipped, and the homeward-bound vessel passed on, looking in splendid trim." (SMH, 10/9/1894).

During this period most steamers arriving in Sydney between August and year end extended to Newcastle, giving the Hunter River port about half of all arrivals.

But all this was about to change.

1895 - 1897

Nineveh commenced her maiden voyage from London on 1 November 1894. The Line's fifth steamer, she was the first to be fitted with refrigerating machinery during construction. Her arrival was duly reported in the local newspapers:

"THE NINEVEH THE HANDSOME STEAMER ADDED TO THE ABERDEEN LINE"

(Following particulars of the vessel's dimensions the report continues):

The dining-room is a handsome apartment. It is fitted with selected birds-eye maple with fluted mahogany columns, gilt cornices and capitals. The furniture, also, is of mahogany, upholstered in blue and old gold, and the windows are draped with beautiful tapestry curtains. Above the dining-saloon is the social hall, also splendidly appointed. Aft the social hall is a commodious smoking-room done up in polished mahogany sofas which are upholstered in dark green morocco, maple top tables, and india rubber floor-cloth. The entrance hall is in polished teak and a double stair with handsome balustrade leads to the staterooms which compare favourably with the sometimes limited space afforded in mail steamers. The furnishings are elaborate. Spacious accommodation is provided 'tween decks for a large number of third class passengers." (etc) (SMH, 20/12/1894).

The introduction of this new steamer to the fleet allowed the commencement of a regular monthly timetable, which was instituted with the departure of **Thermopylae** from London on 21 July 1894 and the corresponding return departure from Newcastle and Sydney on 23 and 26 September respectively.

Nineveh took her place in the roster upon completion. Departures were normally during the last week of each month from both London and Sydney. At the same time calls to Newcastle were substantially curtailed and during 1895, 1896 and up to August 1897 only two ships proceeded beyond Sydney, **Aberdeen** in August 1895 and **Nineveh** three months later.

It was not only outward bound voyages which were subjected to extremes of weather. **Aberdeen** left Sydney on 22 March 1895 and, after calling at Hobart and Melbourne, cleared Albany on 5 April. On the 23rd she ran into a very heavy gale from the WSW, one lifeboat was swept away, the engine room skylight stove in, the main boom, ventilators and davits twisted, damage sustained to cabins fore and aft and several crew injured. (SMH, 12/6/1895).

In 1895 the Aberdeen Line made its first incursion into the transportation of Tasmanian fruit. February, March and April saw **Thermopylae**, **Aberdeen** and **Australasian** respectively visit Hobart after departure from Sydney. It can only be assumed that the results were not all that could have been hoped for, as it was to be five years before another of the Company's steamers visited the Apple Isle.

The voyage reports, which were published in the daily press at a time when shipping news was still an integral part of the life of the Colony, make interesting reading a century or more later. When **Damascus** arrived in Sydney on 13 August 1896 she reported sighting 26 large icebergs in one day (26 July) when in the vicinity of the Crozet Islands. On 26 October **Aberdeen** passed between Hog

Island and the Apostle Group and observed a very large berg aground on Hog Island with many sea lions, sea elephants and swarms of penguins visible, and a large number of icebergs in view. She arrived in Sydney on 14 November. On her next outward passage between 26 and 29 December **Damascus** encountered 264 large icebergs and innumerable smaller ones, the largest being estimated at half a mile long and 600 feet high, during what the master described as a "very rough passage". **Damascus** arrived in Sydney on 15 January 1897. **Thermopylae** upon arrival in Sydney on 13 August 1897 reported that she had been hove to in the Channel on several occasions due to fog and was prevented from entering Cape Town Harbour for over twelve hours because of very heavy weather.

Commencing with **Australasian** in September 1897, seasonal visits to Newcastle were reintroduced and the next three ships also terminated there.

1898

The schedule continued uninterrupted with one minor programming change. Commencing with **Australasian** from London on 4 January and her return from Sydney on 4 March, sailings were every four weeks instead of monthly, giving one extra voyage per year. Newcastle was again included during the last quarter of 1898.

1899

With two new ships about to join the fleet the departure of **Nineveh** from London on 4 January and return from Sydney on 3 March heralded the introduction of sailings at three weekly intervals.

The maiden voyage of **Moravian** commenced from London on 14 February with arrival in Sydney on 5 April. The new ship, somewhat larger than her predecessors, received the usual treatment at the hands of the Sydney Morning Herald:

1 April 1899:

"She left London on February 14, and on the 20th arrived at Teneriffe, where the opportunity was taken to overhaul the main condenser and remedy some defects. It was found that the tubes were leaking very badly, and no option was left but to repair the whole of them. This operation occupied upward of two days."

4 April 1899:

"A large and complete installation of refrigerating machinery is supplied to meet the certain demands of the frozen meat and produce trade between London and the colonies. The comfort of passengers has been studied to an extreme degree and must be personally inspected to be adequately appreciated, while the officers' quarters and accommodation for the crew are on an elaborate scale."

6 April 1899:

"On board the **Moravian** now a trial shipment of preserved lobsters has been made, and it will depend very much on how this is received by the Australian colonies whether the shipment will be repeated. Australia cannot expect their produce to enter South Africa free when they tax the produce of that country so heavily.

The passenger cabins are placed around the fore and after part of the saloon, and every cabin in the ship has either one or two 14in. side ports to light and ventilate it. Passengers generally object to inside cabins, and here they have been considered, for there is not one inside cabin in the ship. All the cabins are fitted for two passengers each, except four four-berth for families, all in the most modern style.

In the long poop exceptionally good quarters are provided for 60 third-class passengers.

With the cut-water bow, figurehead, and smart three-masted schooner rig, the **Moravian** has a very handsome and symmetrical appearance, and looks more like a yacht than a merchant steamer."

She was followed by sister **Salamis**, departing London 8 August, arriving Sydney 23 September and departing 13 October with a Newcastle visit between 30 September and 3 October. Referring to **Salamis**, the Sydney Morning Herald of 21 September reported:

"Sir William Henderson, speaking at the launch, said 'Frozen butter, mutton, and meat brought from Australia in the beautiful white liner in which it was wrapped before being shipped was much cleaner and sweeter than much of what they got at home.' As regards the passenger accommodation, both for first and third class, he did not think the **Salamis** could be surpassed by any steamer afloat."

The new timetable had only just got into its stride when disaster struck. **Thermopylae** left London on 6 June and commenced her return voyage from Sydney on 11 August. She left Melbourne on the 16th, Albany on the 21st and Durban on 8th September. When she left Melbourne there were on board 21 first class, 46 steerage passengers and a large cargo, the ship being under the command of Captain W. Philip, Jnr.

Late on the evening of 11 September the steamer went ashore on Green Point near Cape Town. The forehold, mainhold and engine room flooded almost immediately. Morning saw large seas breaking over the vessel, all passengers and crew safe, and £100,000 in specie landed. (London Times, 13/9/1899). Two valuable racehorses in transit Australia to England rescued. Ship breaking up. (London Times, 14/9/1899).

Captain Philip served his apprenticeship under his father, another master in the Aberdeen Line and still in command in sail. Captain Philip, Jnr. was married and lived in Melbourne. Cargo value estimated as between £80,000 and £100,000, ship valued at £60,000. (SMH, 14/9/1899). All mails saved, weather continues unfavourable, cargo being washed ashore. (SMH, 15/9/1899).

The Marine Inquiry held in Cape Town suspended Captain Philip's certificate for six months. (SMH, 22/9/1899).

The news of the loss of **Thermopylae** received somewhat less attention than it may otherwise have owing to the amount of coverage being devoted to the worsening situation in South Africa.

Aberdeen arrived in Melbourne on 18 October and reported that she departed Cape Town on 22 September and flares were sighted at 0200 on the 25th. After daybreak **Gulf Of Genoa** with a broken shaft was taken in tow and a course set for Algoa Bay which was reached on the 29th, the tow being conducted in very heavy weather.

1900

The South African war does not seem to have affected the scheduling of the Aberdeen Line steamers. Apart from the disruption caused by the requisitioning of **Salamis** (see below), the timetable was maintained throughout this year.

When **Moravian** arrived in Sydney on 29 May she brought home the first contingent of sick and wounded men from the South African battlefields. Of the 49 men who joined the vessel at Cape Town on 5 May, 14 from Victoria, four from South Australia, two from Western Australia and one New Zealander had previously disembarked in Melbourne. The remaining 27 (17 from New South Wales and five each from Queensland and New Zealand) received a great welcome as the liner came up the Harbour. The next ship to arrive, **Australasian** on 28 June, brought home the second contingent of 20 men to Sydney. Thereafter outward bound Aberdeen Liners frequently had men returning from the South African war in their steerage class passenger lists.

Salamis arrived in Sydney on 15 July from London and was advertised to leave on her return voyage on 3 August. On 19 July she was chartered as a troopship, as reported in the Sydney Morning Herald the following day:

"A cable was yesterday received from London by Messrs. Dalgety & Co. to the effect that the Imperial Government has taken up the steamer **Salamis** to carry troops from Australia to China. There had been rumours that a steamer to convey the Victorian naval men to the seat of the war had been chartered, but until the message to the managing agents came to hand the identity of the steamer was unknown. So secret are the affairs of the Admiralty that Messrs. Dalgety & Co. as representing the George Thompson Line, to which the **Salamis** belongs, were booking passengers to London and Cape Town by the steamer."

Although federation was less than six months away the division of Australia into self-governing colonies was emphasised with the Herald on the same day reporting a debate in the New South Wales Parliament as to whether or not NSW personnel should also be sent. The matter was

decided some days later in the affirmative and a naval contingent of 252 men from NSW joined their Victorian counterparts. **Salamis** went down to Melbourne on 28 July and was back on 3 August, as reported in the Herald of the 4th:

"The **Salamis** looked very handsome as she emerged yesterday morning from the fog and came up the harbour. With the sun shining upon her shapely green-painted hull the troopship formed a striking picture when she rounded to and shackled to the flagship buoy off Farm Cove. There she was at once surrounded by steam launches and smaller boats, and later the colliers ranged alongside and commenced transferring their cargoes of fuel. She takes some 3,000 tons of coal, and as her daily consumption is but about 50 tons per day there will be an ample supply on board to enable her to steam to Hong Kong and back to Sydney without stopping at any of the intermediate ports."

Salamis sailed for China on 8 August. Her subsequent movements saw her leave Taku on 26 October with 500 officers and men of the Welsh Fusiliers on board. She arrived Chefoo the next day and from there to Wei-Hai-Wei where nine invalids were taken on board. **Salamis** arrived at Hong Kong on 2 November and disembarked the troops, then sailed for Sydney on the 18th, arriving back on 6 December. She departed for London on 22 December.

As the year drew to a close **Sophocles** arrived in Sydney on her maiden Aberdeen Line voyage. Acquired to replace the lost **Thermopylae**, she was the only second-hand steamer ever in the fleet. She had sailed from London on 23 October, arriving in Sydney on 11 December and departing on her return passage on Christmas Eve. The Sydney Daily Telegraph of 10 December said:

"THE ABERDEEN LINE - THE S.S. SOPHOCLES

The steamer **Sophocles** of the Aberdeen Line is expected to arrive to-day from London via the Cape. She will take up a discharging berth at Smith's Wharf on arrival. The **Sophocles** was recently acquired by the proprietors of the Aberdeen Line from Messrs. Ismay, Imrie & Co. of Liverpool. The vessel, which was previously known as the **Ionie**, ran for a long time between London and New Zealand, where she established a high reputation for speed and comfort. She is a fine looking vessel, with a splendid accommodation for 80 saloon and 450 steerage passengers. She is of 4,673 gross tonnage, and has a length of 440 feet, by a breadth of 44 feet. When required the **Sophocles** can develop a speed of 15 knots but on her present voyage she was not driven, and averaged approximately 12 knots throughout. The vessel is under the command of Captain H.A. Schlemann, whose many friends in the colonies will be pleased to see him in command of such a fine vessel." (etc.)

Thermopylae : steel screw barquentine; 3,711G; built Hall, Russell & Co., Aberdeen 11/1891; 362.1 x 44.4 x 23.6 feet; port of registry Aberdeen; machinery triple expansion.

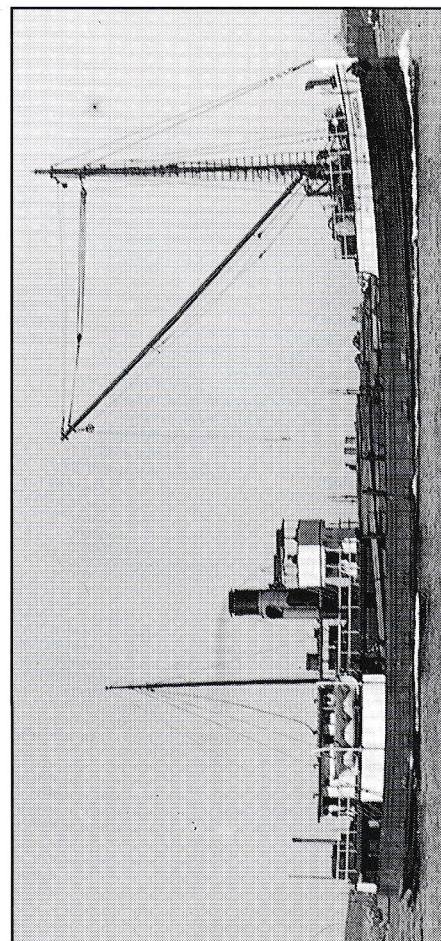
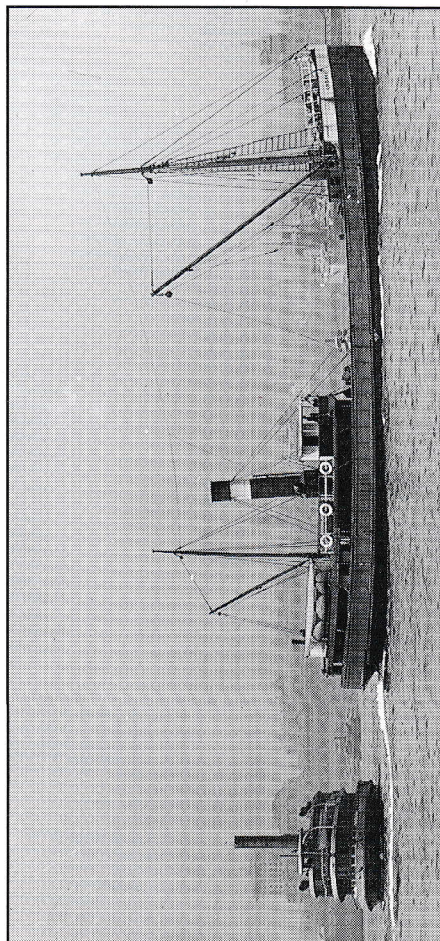
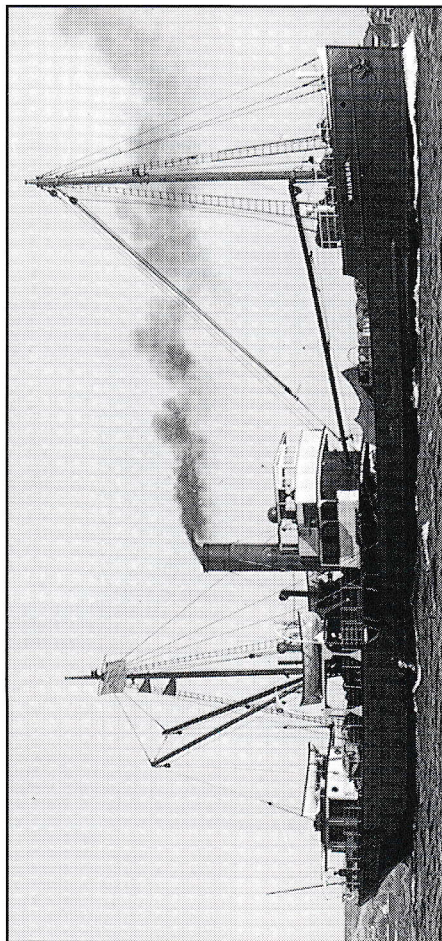
Nineveh : steel screw barquentine; 3,808G; built R. Napier & Sons, Glasgow 10/1894; 365.0 x 45.1 x 28.5 feet; port of registry Aberdeen; machinery triple expansion.

Moravian : steel screw barquentine; 4,573G; built R. Napier & Sons Ltd., Glasgow 1/1899; 390.4 x 47.0 x 29.5 feet; port of registry Aberdeen; machinery triple expansion.

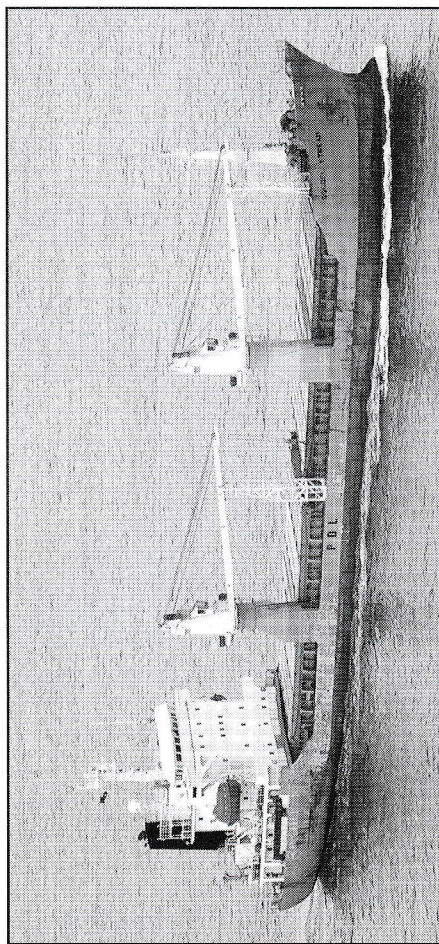
Salamis : steel screw barquentine; 4,508G; built Hall, Russell & Co., Aberdeen 7/1899; 392.7 x 47.2 x 29.5 feet; port of registry Aberdeen; machinery triple expansion.

Sophocles : (ex **Ionie**) - steel screw steamer; 4,673G; built Harland & Wolff, Belfast 1/1883; 439.9 x 44.2 x 28.9 feet; port of registry Aberdeen; machinery quadruple expansion (re-engined 1894).

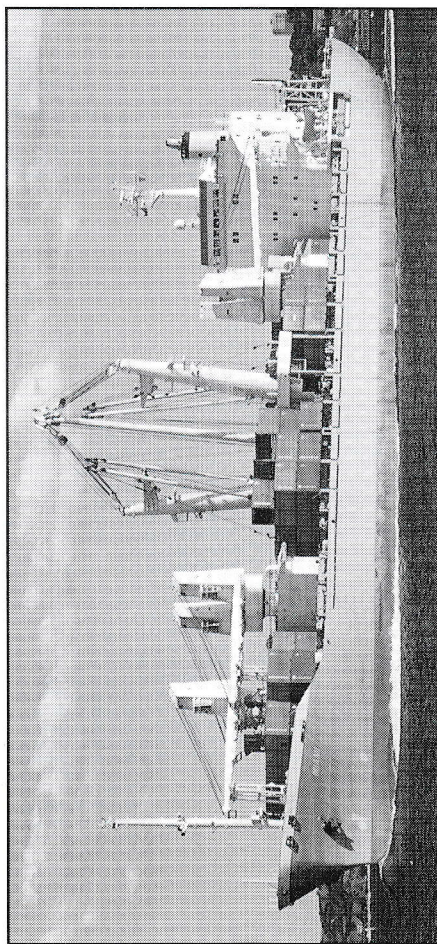
(to be continued)



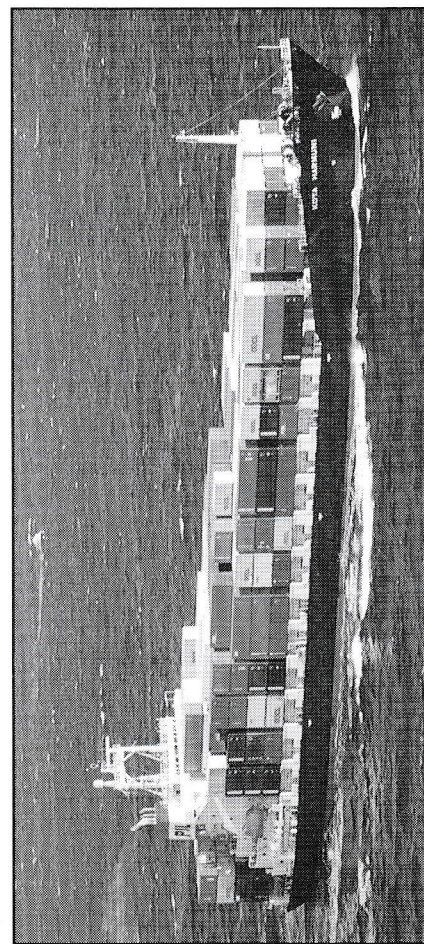
Recipients of recycled machinery, from top: **MAJANBAR**, **COBAKI** and **NAMBUCCA**. (Duffy)



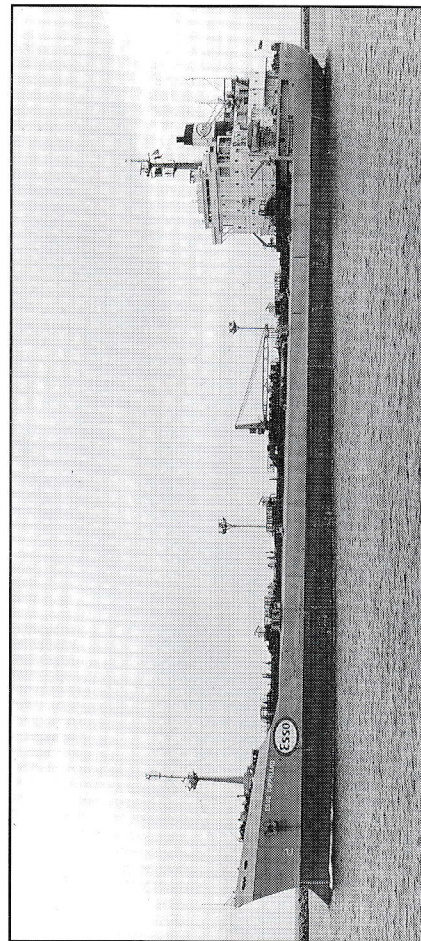
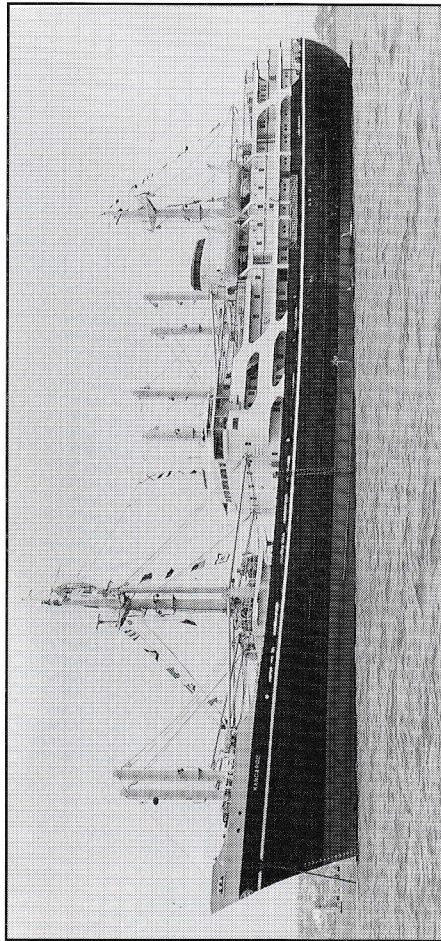
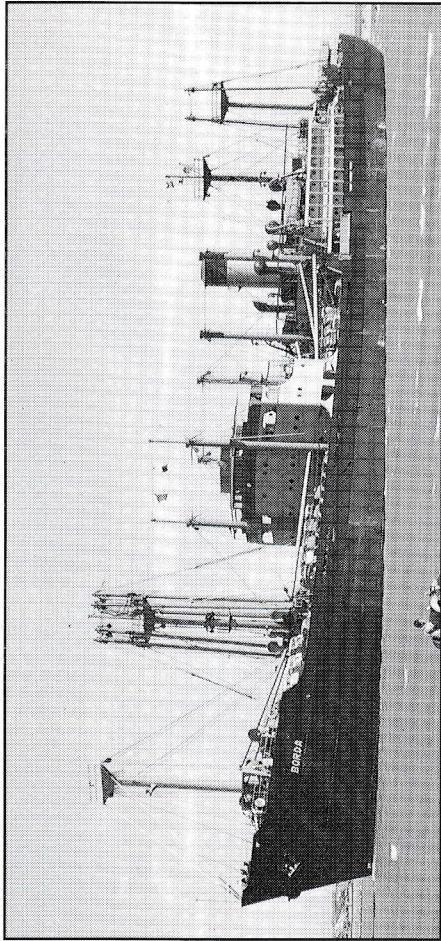
SOCOFL STREAM arriving Sydney 3 June 1997. See page 135. (J.Y. Freeman)



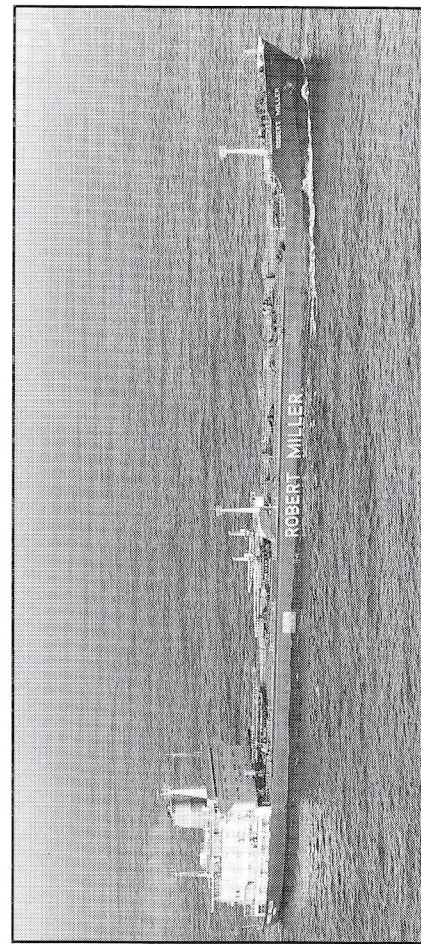
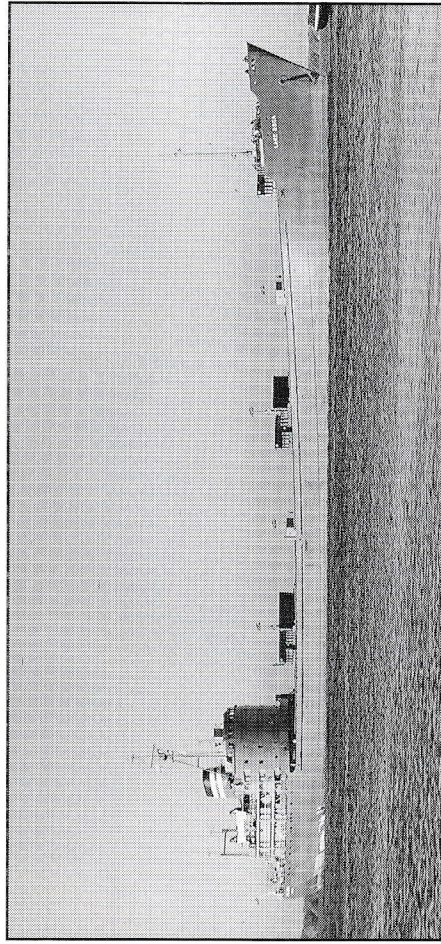
MIAMI at Sydney 15 September 1997. See page 138. (J.Y. Freeman)



KOTA HARMUNI arriving Sydney 11 September 1997. See page 138. (J.Y. Freeman)



Built by Evans Deakin, from top: **BORDA**, **KANGAROO** and **ESSO GIPPSLAND**.
(J.Y. Freeman, J.Y. Freeman and M.R. Dippy)



Built by Evans Deakin, from top: **LAKE BOGA**, **BRISBANE TRADER** and **ROBERT MILLER**.
(J.Y. Freeman, J.Y. Freeman and B.J. Browne)

EVANS DEAKIN - SHIPBUILDERS

from B.J. Browne

Yard List (continued from page 129)

21. Dumb dock caisson.
125'1 x 36'0 x 49'0.
LD 1/7/1943 & C 24/5/1944 for the Queensland Public Works Department; caisson for the Cairncross graving dock, Brisbane.
1/1996 reported under demolition at Brisbane.
22. **Karpoint** As 1.
LD 3/11/1944, L 22/9/1945 & C 15/11/1945 for the Royal Australian Navy (OFL 1208).
Towed from Sydney 23/2/1987 by HMAS **Curlew** to be expended as a target.
23. **Dalby** Is D Class steam general cargo vessel. 2,348 grt.
290'9 x 46'0 x 21'6. cmp 1,850 ihp. Coal fired.
LD 20/6/1945 & C 24/5/1947 for the Commonwealth of Australia, Brisbane.
Lost 11/1971 by stranding north of Keelung as motor vessel **Hualien**.
24. **Dulverton** As 23. 2,280 grt.
LD 1/10/1945 & C 7/6/1948 for the Commonwealth of Australia, Brisbane.
Lost 6/1975 on passage Penang to Khorramshahr as **Liengkiau**.
25. **Bilkurra** Is B Class steam general cargo vessel. 3,952 grt.
405'5 x 53'0 x 24'3. tx 3,000 ihp.
LD 1/10/1947, L 2/7/1949 & C 22/9/1949 for the Commonwealth of Australia, Brisbane.
Broken up 1974/75 at Hsinkang as **Santa Carina**.
26. **Binburra** As 25. 3,952 grt.
LD 23/1/1948, L 1/4/1950 & C 9/10/1950 for the Commonwealth of Australia, Brisbane.
Arrived 6/1974 at Kaohsiung for demolition as **Santa Rosa**.
27. **SD 1** Dumb side delivery hopper barge. 100 dwt.
85'0 x 18'0 x 6'0.
LD 24/4/1947 & C 25/7/1947 for the Queensland Department of Harbours & Marine.
28. **Bulwarra** Is B Class motor general cargo vessel. 3,921 grt.
405'3 x 53'0 x 24'3. CGEW-Doxford 2,450 bhp.
LD 25/6/1951, L 21/11/1953 & C 28/4/1954 for the Commonwealth of Australia, Melbourne.
Lost 10/1971 by stranding near Keelung as **Collin Five**.

29. Inyula

Is motor bulk carrier. 4,887 grt.
386'5 x 52'0 x 28'0. CGEW-Doxford 2,450 bhp.
LD 11/2/1953, L 29/5/1954 & C 29/10/1954 for the Commonwealth of Australia, Melbourne.
Lost 12/1977 on passage Durres to Sulina as **Eurometal**.

30. HB 4

Dumb bottom delivery hopper barge.
105'0 x 20'0 x 8'0.
LD 3/12/1947 & C 1/9/1948 for the Queensland Department of Harbours & Marine.

31. HB 5

As 30.
LD 11/3/1948 & C 1/10/1948 for the Queensland Department of Harbours & Marine.

32. Borda

Is B Class steam general cargo vessel. 4,034 grt.
405'2 x 53'0 x 24'3. tx 3000 ihp. Coal fired.
LD 5/10/1949 for the Commonwealth of Australia, L 24/2/1951 & C 12/6/1951 for The Adelaide Steamship Co Ltd, Melbourne.
Broken up 1974 at Suao, Taiwan, as **Luk Chau**.

33. Woomera

As 32. 4,033 grt.
LD 2/10/1950 for the Commonwealth of Australia; L 8/3/1952 & C 7/7/1952 for Huddart Parker Ltd, Melbourne.
Broken up 1974 at Kaohsiung as **Blue Jade**.

34. Hexham Bank

Is motor collier. 1,616 grt.
262'11 x 37'0 x 17'6. Polar 960 bhp.
LD 20/3/1952, L 31/1/1953 & C 18/3/1953 for McIlwraith McEacham Ltd, Sydney.
Damaged by fire 6/1978 off Bass Point, NSW, and declared a constructive total loss. Sold 1978 to Malayan Towage & Salvage Corporation for conversion to barge, renamed **PO 2250**; towed from Sydney 14/11/1978 by **Pinoy** (292/1963; ex **Elton Griffin**) for Manila.

35. Lake Barrine

Is motor bulk carrier. 7,215 grt.
467'7 x 57'0 x 34'0. CGEW-Doxford 3,228 bhp.
LD 30/3/1954 & C 17/8/1956 for the Commonwealth of Australia, Melbourne.
Broken up 1983 as the offshore storage/supply vessel **Lacandon**.

36. Lake Boga

As 35. 7,327 grt.
LD 25/10/1954 & C 28/8/1957 for the Commonwealth of Australia (ANL), Melbourne.
Reported 11/1984 under demolition at La Spezia as **Socaruno**.

37. Lake Colac

As 35. 7,317 grt.
LD 5/3/1956 & C 19/8/1958 for the Commonwealth of Australia (ANL), Melbourne.
Broken up 1979 at Inchon as **Kimolos**.

44. **F 35**
Dumb oil fuel lighter. 1,000 dwt.
176'0 x 35'0 x 9'9.
LD 18/7/1961 & C 2/10/1961 for Vacuum Oil Co Ltd; later as Mobil Oil Australia Ltd.
45. **Jeparit**
Is motor bulk carrier. 6,341 grt.
435'6 x 56'0 x 32'0. CGEW-Sulzer 4,500 bhp.
LD 17/5/1962, L 5/10/1963 & C 4/2/1964 for the Commonwealth of Australia (ANL), Melbourne.
Broken up 1993 as **Sea Coral**.
46. **Merewether**
Dumb bottom delivery hopper barge. 500 dwt.
134'0 x 45'0 x 10'6.
LD 28/3/1962 & C 31/5/1962 for Dredging Industries (Australia) Pty. Ltd.
47. **Mud Crab**
Is motor work boat.
38'0 x 10'0 x 4'6.
LD 28/11/1962 & C 27/12/1962 for Westminster Dredging Australia Pty Ltd.
48. **Sir James Holt**
2s side-berthing Voith-propelled vehicular ferry. 741 grt.
169'0 x 54'0 x 15'0. Rolls-Royce 1,000 bhp.
LD 24/6/1964, L 4/11/1964 & C 24/3/1965 for the Brisbane City Council.
Sold 1986, on completion of the Gateway Bridge, to Breakfast Creek Wharf Pty. Ltd, renamed **The Island**, and adapted for river cruising.
49. **Otranto**
Is motor fishing vessel. 300 dwt.
59.9 x 17.6 x 7.9.
LD 20/11/1963 & C 23/4/1964 for S.L. Chaplin.
50. **Maggie**
2s motor pusher tug/workboat. 50 grt.
50'0 x 15'0 x 8.0. Rolls-Royce 524 bhp.
LD 7/2/1964, L 4/1964 & C 31/5/1964 for Standard Dredging Corporation of New York, as tender to the suction-cutter dredger **Jamaica Bay**; shipped from Brisbane to Vietnam at the completion of dredging contract.
51. **Myora**
2s motor vehicular ferry. 166 grt.
90'0 x 31'0 x 5'6. Rolls-Royce 660 bhp.
LD 20/4/1964 & C 31/6/1964 for Stradbroke Ferries Pty. Ltd. Brisbane.
52. **Accolade**
2s motor bulk limestone carrier. 2,241 grt.
298'9 x 55'0 x 19'6. Caterpillar 1,530 bhp.
LD 7/12/1964, L 9/11/1965 & C 14/4/1966 for Acco Transport Ltd, Port Adelaide.
Sold 12/1983 at Port Adelaide to Annmar Pty Ltd and re-offered for sale. Seized 15/1/1987 by SA Department of Marine & Harbours for unpaid dues. Reported sold 1987 to F. Franke of Primbee, NSW. Owners 1988/89 as L. Ryles Nominees Pty. Ltd. Arrested 23/10/1990 for unpaid port dues and offered for sale. Demolition commenced 29/7/1991 at Marine Industries yard, North Arm, Adelaide.

38. **Lake Sorell**
As 35. 7,317 grt.
LD 18/3/1957, L 29/11/1958 & C 11/6/1959 for the Commonwealth of Australia (ANL), Melbourne.
Broken up 1981 in Bangladesh as **Al-Toos**.
39. **Mundoora**
Is motor general cargo vessel. 4,116 grt.
340'10 x 52'0 x 34'6. CGEW-Doxford 3,000 bhp.
LD 14/3/1958, L 25/6/1959 & C 7/3/1960 for The Adelaide Steamship Company Ltd, Melbourne;
transferred 1964 to Associated Steamships Pty. Ltd.
Sold 1976 to Maldives Shipping Ltd, Male, renamed **Marina**. Sold 1977 to Zoe Navigation Corporation, Panama. Sold 1979 to Aghioi Anargyroi SA, Panama. Lost 9/1984 off Aden on passage Aqaba to India.
40. **BP Cockburn**
Is motor tug. 419 grt.
139'1 x 31'0 x 14'0. Crossley 1,410 bhp.
LD 4/12/1958, L 2/9/1959 & C 9/11/1959 for BP (Kwinana) Pty Ltd, Fremantle.
Sold 7/1975 to P & O Australia Ltd, Fremantle, renamed **Cockburn**. Sold 10/1982 to Charter Craft & Marine Services Pty. Ltd, Sydney, renamed **Tasman Hauler**. Broke moorings at Twofold Bay and stranded 6/7/1988 during a storm; refloated 9/7 and declared a constructive total loss; scuttled 1/10/1988 off Twofold Bay.
41. **BP Parmelia**
As 40. 419 grt.
LD 4/12/1958, L 3/10/1959 & C 22/12/1959 for BP (Kwinana) Pty Ltd, Fremantle.
Sold 7/1975 to P & O Australia Ltd, Fremantle, renamed **Parmelia**. Sold 9/1985 to Maritime Hire Pty. Ltd, renamed **Clarence Beach**. Sold 8/1987 to L.C. & B.J. Mitchell (Aquatic Time Share Pty. Ltd, managers). Sold 7/1988 to Fobipe Pty Ltd, Fremantle, converted 1988/89 at Yamba and Brisbane for fishing. Sold 8/1991 by Household Financial Services Pty. Ltd, under terms of mortgage, to Lakeside Developments Pty. Ltd, Fremantle; offered for sale 7/1992 by auction at Townsville by the Supreme Court of Qld; 2/1993 renamed **Provincial Trader**, also reported as **Susan B**. Left Port Adelaide 22/4/1993 for Cairns; reported as disabled 28/4/1994; sank 1/5/1994 in Twofold Bay under tow to Eden; salvage attempted 11/1994, lifted by barge 3/1995 and dumped offshore.
42. **Kangaroo**
Is motor passenger/general cargo vessel. 4,129 grt.
310'3 x 50'0 x 21'6. Polar 2,620 bhp.
LD 29/2/1960, L 3/2/1962 & C 2/11/1962 for the Government of Western Australia, Fremantle.
Sold 5/1973 to Compania de Navegacion Abeto SA, Panama, renamed **Hong Kong Fir**. Sold 1974 to Globe International Co. Ltd. (Hussein Mohamed Fayed & Sons), Jeddah, renamed **Yara**. Broken up c.1989.
43. **Troubridge**
2s motor vehicle deck passenger/cargo vessel. 1,995 grt.
300'1 x 50'0 x 15'0. Polar 4,410 bhp.
LD 16/3/1960, L 13/5/1961 & C 2/11/1961 for The Adelaide Steamship Company Ltd, Port Adelaide.
Sold 11/1971 to the Government of South Australia, (Highways Department), Port Adelaide. Sold 1987 to Gold Copper Exploration Ltd. Sold 1990 to Sunfish Maritime Company, Limassol, renamed **City of Famagusta**; resold 1990 to European Glory Ltd, Malta, renamed **European Glory**; 1990 to Jenny Shipping Inc, Panama, renamed **Sea Wave**. Sold 1995 to Karden Gemicilik ve Ticaret AS, Trabzon, renamed **Karden**.

53. **LCM No.1** 2s motor LCM6 type landing craft.
56'0 x 14'1 x 7'10. GM 450 bhp.
LD 7/1/1965 & C 7/7/1965 for the Commonwealth of Australia (Australian Army Water Transport).
54. **LCM No.2** As 53.
LD 26/2/1965 & C 12/8/1965 for the Commonwealth of Australia (Australian Army Water Transport).
55. **LCM No.3** As 53.
LD 26/2/1965 & C 12/8/1965 for the Commonwealth of Australia (Australian Army Water Transport).
56. **LCM No.4** As 53.
LD 1/4/1965 & C 12/8/1965 for the Commonwealth of Australia (Australian Army Water Transport).
57. **Tern** Dumb swim-ended barge.
70'0 x 24'0 x 6'0.
LD 9/1/1964 & C 7/12/1964 for (?)
58. **Myalla** 2s motor tug. 148 grt.
83'0 x 24'0 x 12'0. Lister Blackstone 990 bhp.
LD 30/4/1965, L 23/9/1965 & C 10/11/1966 for The Marine Board of Burnie, Brisbane; registered 5/8/1971 at Burnie. Sold 9/1979 to North Western Shipping & Towage Co Pty Ltd, Burnie.
59. **No. 262** Dumb derrick barge.
60'0 x 30'0 x 5'0.
LD 17/11/1964 & C 16/12/1964 for Standard Dredging Corporation of New York.
60. **Darra** 3s Schottel-propelled motor hopper barge. 2,417 grt.
263'5 x 50'0 x 18'6. Rolls-Royce 1,500 bhp.
LD 22/11/1965, L 10/8/1966 & C 7/2/1967 for Queensland Cement & Lime Co Ltd, Brisbane; from 2/1988 as Queensland Cement Ltd.
Sold 10/1987 to Frank Franke of Pimbee. Sold 9/1989 to Merg Pty Ltd, Brisbane and rebuilt at Murrarie.
61. **WDA Tradeway** 2s motor suction hopper dredger. 2,516 grt.
269'2 x 46'6 x 21'4. Mirrlees 3,150 bhp.
LD 6/6/1966 L 29/7/1967 as **WDA Tradeway**, C 19/12/1967 as **WDA Endeavour** for Westminster Dredging Co. Ltd. (Westminster Dredging Australia Pty. Ltd), London; 1976 to WestHam Dredging Co Pty Ltd, renamed **WH Endeavour**.
Sold 1983 to S. Massie & Company, and broken up in Canada Dock, Newcastle, UK.
62. **Attack** 2s Attack Class patrol boat; 146t displ.
107'6 x 20'0 x 13'5. Paxman 3,460 bhp.
LD 1/9/1966, L 8/4/1967 & C 16/11/1967 for the Royal Australian Navy (PTF90).
Transferred 24/5/1985 to Indonesia as KRI **Sikuda**.
63. **Samarai** As 62.
LD 12/12/1966, L 14/7/1967 & C 29/2/1968 for the Royal Australian Navy (PTF85).
Transferred 14/11/1974 to the Papua New Guinea Defence Force.
64. **Acute** As 62.
LD 21/3/1967, L 26/8/1967 & C 24/4/1968 for the Royal Australian Navy (PTF81).
Transferred 6/5/1983 to Indonesia as KRI **Silea**.
65. **Ardent** As 62.
LD 8/11/1966, L 27/4/1968 & C 24/10/1968 for the Royal Australian Navy (PTF87).
Paid off 7/1/1994 at Sydney; refitted 4-9/1995 at Newcastle as navigation training vessel.
66. **Aware** As 62.
LD 9/6/1967, L 7/10/1967 & C 20/6/1968 for the Royal Australian Navy (PTF91).
Sold 1994 at Port Adelaide to Robert White of Wilberforce, NSW.
67. **Assail** As 62.
LD 11/8/1967, L 18/11/1967 & C 11/7/1968 for the Royal Australian Navy (PTF89).
Transferred 30/1/1986 to Indonesia as KRI **Sigurot**.
68. **Buccaneer** As 62.
LD 13/7/1968, L 14/9/1968 & C 10/1/1969 for the Royal Australian Navy (PTF100).
Towed from Sydney 4/10/1988 by HMAS **Parramatta** to be expended as a target.
69. **LCM No.5** As 53.
LD 5/11/1965 & C 24/5/1966 for the Commonwealth of Australia (Australian Army Water Transport).
70. **VG Swanson** 2s Voith-propelled floating crane (250 tons lift). 1,053 grt.
151'4 x 64'11 x 15'6. Rolls-Royce 1,120 bhp.
LD 11/10/1966 & C 27/3/1969 for Melbourne Harbor Trust Commissioners, Melbourne.
Sold 1988 by the Port of Melbourne Authority; left Melbourne 14/8/1988 for Yugoslavia in tow of **Thomas de Gaudief** (495/1971).
71. **Brisbane Trader** 2s motor vehicle deck/general cargo vessel. 6,325 grt.
448'8 x 70'0 x 24'6. MAN 10,640 bhp.
LD 20/6/1967, L 8/2/1969 & C 3/10/1969 for the Commonwealth of Australia (ANL), Melbourne.
Sold 12/1986 to Sevilla Shipping Co Ltd, Limassol, renamed **Athens Express**; from 1989 as Grecia Shipping Co Ltd, Piraeus.
72. **Sydney Trader** As 71. 6,325 grt.
LD 8/8/1967, L 8/2/1969 & C 10/12/1969 for the Commonwealth of Australia (ANL), Melbourne.
Arrived 6/11/1984 at Kaohsiung for demolition.

82. **Southern Cross** Dumb twin-hulled, semi-submersible drilling rig.
260'0 x 158'0 x 116'9. GM 5,400 bhp.
LD 22/1/1974 & C 4/11/1976 for South Seas Drilling Company (Sante Fe International Corporation of Orange, USA).

CORRESPONDENCE

Maitland

From Mr. J.W. Burton, Mooloolaba, Queensland.

The photo of **Maitland** on page 108 of the last issue was taken at Launceston, not Hobart. My father agrees and he has lived all his life, 84 years, at Bellerive. There are too many houses for it to be at Bellerive, the skyline is not right and Dad does not remember a wharf like that in Kangaroo Bay.
J.W. Burton

From Mr. L.D. Rex, Beaumaris, Victoria.

The upper photograph on page 108 in the last issue shows **Maitland** at Launceston, not Hobart. The bows of two of the Launceston Marine Board's dumb hopper barges are shown, Trevallyn is the suburb behind and I believe **Maitland** is at Town Pier.
Congratulations to Dr. Dick on a most interesting article.

L.D. Rex

From Mr. R.J. Silberberg, Beauty Point, Tasmania.

The photo of **Maitland** in the last issue was taken in the North Esk River, Launceston, with the suburb of Trevallyn beyond. Shown in the photo are the bows of two hopper barges belonging to the then Marine Board of Launceston that were used in conjunction with their bucket dredger **Ponrabbell II**. This type of barge was never used at Hobart. The barges were constructed of Lowmoor iron and the remains of two of them can still be seen in the marina breakwater at Beauty Point on Port Dalrymple, Tasmania.

R.J. Silberberg

Caradale

From Mr. R. Menzies, 26 Tabalum Road, Balgowlah, NSW, 2093.

I am looking for a photograph of the steamship **Caradale**. My father, Captain Robert Menzies, was in command when the ship was torpedoed by the Japanese submarine I 180 on 12 May 1943. The torpedo entered the hold but failed to explode. **Caradale** limped from Coffs Harbour to Sydney, finally sinking in Darling Harbour.

Can anyone help me with a photograph or negative? I will cover all costs.

Captain Menzies went on to become Operations Manager at ANL. He is now 84 years old, living in Merimbula, NSW.

R. Menzies

BEANCAKER TO BOXBOAT

Copies are available at A\$38.00 within Australia and A\$50.00 elsewhere. Orders and remittances to the Association, PO Box 142, Caulfield South, Vic., 3162.

73. **Townsville Trader** As 71. 6,325 grt.
LD 12/2/1969, L 22/11/1969 & C 20/5/1970 for the Commonwealth of Australia (ANL), Melbourne.
Arrived 18/10/1984 at Kaohsiung for demolition.

74. Adroit

As 62.

LD 15/11/1967, L 3/2/1968 & C 16/8/1968 for the Royal Australian Navy (PTF82).

Decommissioned 28/3/1992 in WA; scuttled 8/8/1994 in naval exercise off Rothenstein Island, WA.

75. Barricade

As 62.

LD 9/2/1968, L 29/6/1968 & C 25/10/1968 for the Royal Australian Navy (PTF98).

Transferred 22/4/1982 to Indonesia as KRI **Sigalu**.

76. Madang

As 62.

LD 14/5/1968, L 10/8/1968 & C 28/11/1968 for the Royal Australian Navy (PTF94).

Transferred 14/11/1974 to the Papua New Guinea Defence Force.

77. Derrick Barge No.7

Dumb offshore derrick barge. 10,228 grt.

401'0 x 100'0 x 28'8.

LD 19/8/1968, L 31/5/1969 C 5/7/1969 for Ingram Contractors Australia Pty. Ltd, Panama.

Sold 1972 to J. Ray McDermott (Australia) Pty. Ltd, Sydney, renamed **McDermott Derrick Barge No.21**.

78.

Allocated for 2s rig supply/anchor handling vessel for Smit-Lloyd (Australia) Pty. Ltd. but order not placed.

79. Ingram Offshore 107

Dumb offshore cargo barge. 2,651 grt.

240'0 x 72'0 x 17'2.

LD 14/8/1969 & C 12/11/1969 for Ingram Contractors Australia Pty. Ltd, Panama.

Sold 1972 to J. Ray McDermott (Australia) Pty Ltd, Sydney, renamed **Intermac 256**. Collided 16/3/1992 with crane barge **Balder** off Nelson, NZ, and subsequently declared a constructive total loss. Sold 1992 to Steel Mariner Shipping Ltd, renamed **Ocean Constructor**.

80. Esso Gippsland

Is motor oil products tanker. 15,579 grt.

560'6 x 80'0 x 43'3. IHI-Sulzer 10,000 bhp.

LD 10/2/1970, L 19/9/1971 & C 17/8/1972 for Esso Standard Eastern Tankers Ltd, Sydney; 1991 renamed **Mawson**, Mobil Oil Australia Ltd. Sold 1996 to International Oil Tanking Co. Ltd, Panama, renamed **Sea Mawson**.

81. Robert Miller

Is motor crude oil tanker. 37,675 grt.

785'0 x 105'8 x 57'6. IHI-Sulzer 17,500 bhp.

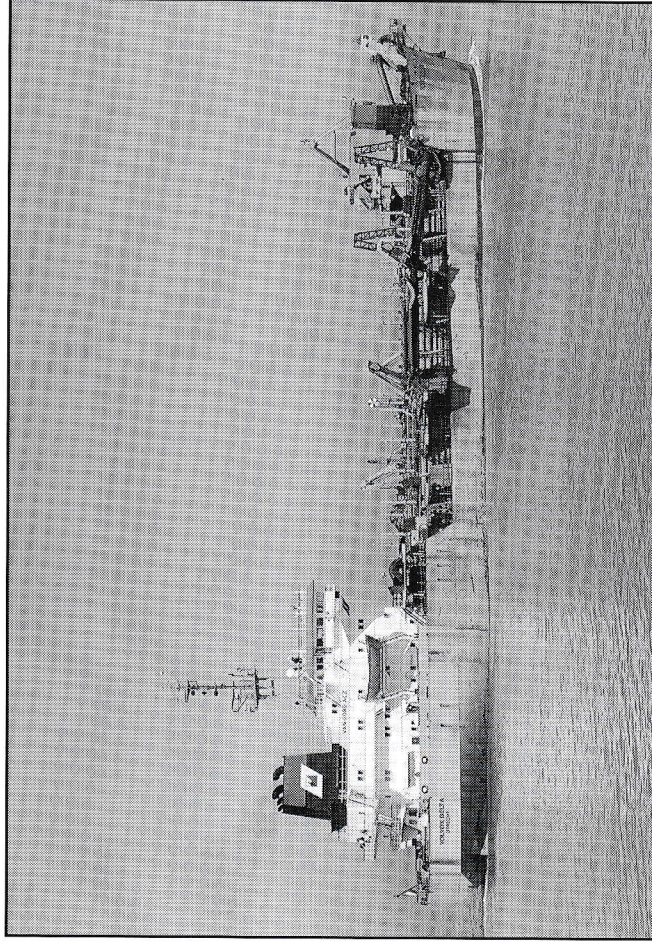
LD 2/6/1971, L 26/9/1973 & C 31/12/1974 for R.W. Miller & Co. Pty. Ltd, Sydney.

Sold 1986 to Amberpoint Co. Ltd, Gibraltar, renamed **Regent Star**. 1988 to Crown Marine Ltd, Valetta, renamed **Lisa**. 1989 to Misano di Navigazione SpA (Gera di Navigazione Srl, Pescara) Bari, renamed **Onda Azzura**.



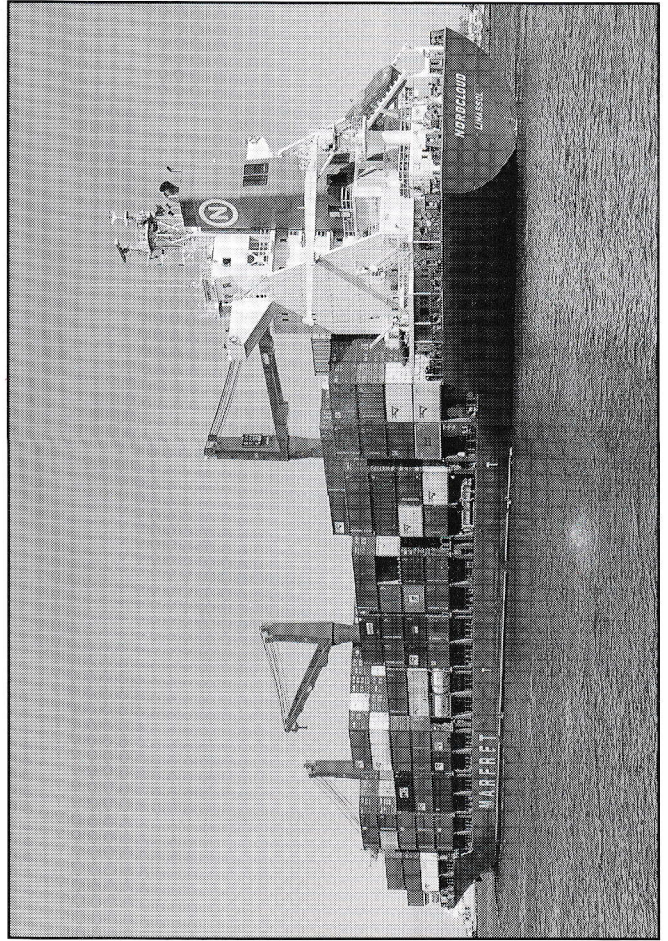
DOCK EXPRESS 10 Arriving Melbourne 19 September 1997.

(R. Priest)



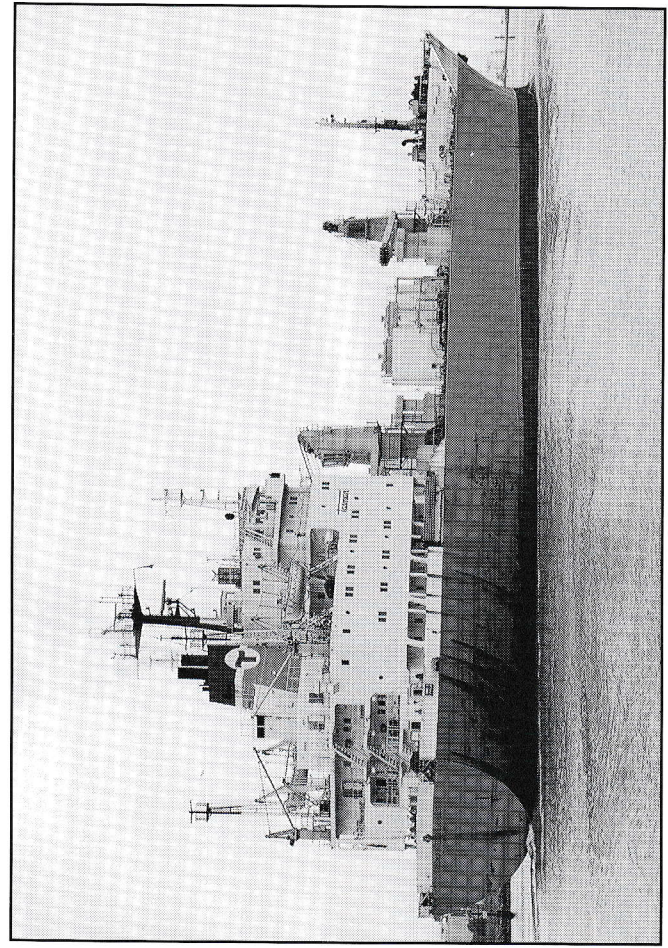
VOLVOX DELTA At Geelong 13 September 1997. See page 90.

(R. Priest)



NORDCLOUD Departing Melbourne 29 September 1997. See page 138.

(R. Priest)



TASMAN ENTERPRISE Final departure from Melbourne 30 August 1997.

(R. Priest)

MARITIME MISCELLANY

Closing date for the next issue - 30/1/1998

Please forward all contributions to Captain Iain Stevenson:

home postal address 9 Muneera Crescent, Aspley, Qld., 4034
home phone/fax 07 3263 2642 business fax 07 3839 5242
business e-mail address 4btorres@squirrel.com.au

For assistance in compiling this section the Editor thanks B.Browne, I.Edwards, J.Freeman, J.Mathieson (NSW); H.Dick, J.Labrum, A.Mackinnon, R.Priest, T.Stevens, H.Wilson (Vic); W.Barber (Qld); K.LeLeu (SA); C.Gee, M.Navarro (WA); and R.Cox (Tas).

Coastal and South Pacific

Union Shipping's bulk carrier **Union Auckland** (12,776/1970) has been sold to Indian breakers (see p.85). Renamed **Lars** and registered at Georgetown, St. Vincent and the Grenadines, the ship departed Wellington on 9/9 for Alang, but was diverted to Portland (arriving 14/9) to load chickpeas for Bangladesh.

The Cook Strait ferry building in Spain for Tranz Rail (see p.85) is to be named **Aratere** (Maori for "quick path"), and is due for delivery 10/98.

Tasman Pulp & Paper's **Tasman Enterprise** (see p.134) departed Melbourne 30/8 and laid up at Devonport. BHP Transport is to carry a significant proportion of TP & P's cargoes. **Tasman Enterprise** has been sold, renamed **Forest Enterprise** and registered in Panama, and called at Sydney on 26/10 for bunkering following delivery to new owners.

Announced 8/97 that Brambles has ordered two vehicle deck ships from Samsung, South Korea, as replacements for the Melbourne/Burnie service (see p.134). The new ships will be 7,200 dwt, 152m x 23.6m x 8.1m to main deck with draft 6.3m, twin screw, 20 knots, three cargo decks, 422 teu, accommodation for 18 crew and 12 drivers. Deliveries are due 7/99 and 9/99.

Helix, the new Shell Australia coastal products tanker (see p.182, 1995) was delivered by the Stocznia yard, Szczecin, Poland, on 27/6. **Helix** is understood to have departed from the shipyard on 7/8. After positioning voyages the ship arrived at Geelong on 29/10. The new ship is 40,500 dwt and replaces **Conus**, which will continue to be Australian-manned and is to be employed in South Pacific/international trading. The chartered **Oscro Star** returns to owners.

The newly completed oil/chemicals/bitumen carrier **Rathboyne** (4,406/1997) has been chartered by her owners, Dublin Shipping Ltd., Ireland, to Koppers Australia Pty. Ltd, to carry liquid pitch between Newcastle and Australian, NZ and Far Eastern ports. The same owner's **Rathrowan** (2,920/1991; see p.186, 1993) is also on charter to Koppers and they work in conjunction with **Seakap** (5,323/1982) which is owned by Koppers.

Century Zinc (Pasmenco) has commissioned naval architect Adsmar, Qld., to design a 5,000 dwt self-discharging, self-propelled vessel for operation out of Karumba to convey lead/zinc concentrate to bulk carriers anchored offshore. The vessel would be 110m x 21m x 3.7m draft and of similar configuration to **Aburri** (3,300 dwt) which was designed by Adsmar for the MacArthur River mine. Adelaide Brighton Cement Ltd. is considering a proposal for **Accolade II** (6,310/1982) to backload domestic garbage from Adelaide for dumping in a disused quarry at Klein Point. Adelaide Brighton is reported to be planning the replacement of **Accolade II** with purpose-built barges within ten years.

P & O Marine Services, Hobart, operator of the Antarctic supply vessel **Aurora Australis**, has established a subsidiary, Marine Science and Research Management, which has won a five-year contract to manage and crew the CSIRO research vessels **Franklin** (now managed by ISM, Sydney) and **Southern Surveyor** (now managed by ASP Ship Management, Melbourne).

Bass Reefer (see p.134) had been renamed **Coral Trader** and is in service between Townsville and PNG. **Baltimar Okeanos** (see p.134) was drydocked at ADI Garden Island, Sydney, before commencing the charter with Coral Sea Shipping.

Buyer of Sofrana's **Capitaine Tasman** (see p.135) was Kim Tat Seng Trading (Pte.) Ltd., Singapore, who renamed the ship **Nevada Merchant**.

Neptune Shipping Line (see p.135): **Mekhanik Kurako** was renamed **Capitaine Tasman** at Brisbane on 19/8 and then entered Neptune Shipping's Australia/Fiji service replacing **Jan Luiken**. **Capitaine Wallis** (ex **Penhir**, etc.) has replaced **Capitaine Fearn** in NZ/Fiji service. **Capitaine Cook** operates Australia/Norfolk Island and beyond.

Rangikura (2,481/1979; ex **Northern Transporter** (1993), etc.) was renamed **Southern Queen** at Sydney on 27/8 and now operates to Pacific Islands for APCL and PDL in conjunction with **Socofi Stream**. The latter has APCL tunnel markings on the port side and PDL markings on the starboard side.

Hajnowka (809/1971), formerly operating the Norfolk Sealink service and also a Norfolk Island/Auckland service for Cook Islands National Line, has been renamed **Forum Tokelau** (see p.182, 1996).

Brambles announced 10/97 a new service, containers and break-bulk, from Gladstone/Brisbane/Sydney to South Pacific Islands with **Karin B**.

The old freighter **Cotswold Prince** (1,459/1970; see p.134, 1995), idle at Launceston for some years, was advertised 9/97 for sale. The ship is described as "a gift for someone" at A\$300,000.

The replica topsail schooner **Enterprise** (see p.135) was launched and commissioned at Williamstown on 30/8. The vessel is 16.1m deck length, 27m loa, 5.4m beam and 3m draft, and is fitted with a Cummins 180 hp engine. The original was built at Hobart in 1830 and on 30 August 1835 landed John Pascoe Fawkner's party just below the falls on the Yarra River.

A replica of the Dutch vessel **Duyfken** is being built at Fremantle. The original is the first European vessel known to have reached Australia; under Willem Jansz the ship explored the western coast of Cape York Peninsula in 1606.

Ferries and Harbour Craft

Incat, Hobart: **Incat 044** (86m; see p.136) has gone to Denmark for "demonstration purposes". Buyers are sought for hulls 048 (91m) and 049. **Incat 046** (91m) began trials on the weekend of 11-12/10, and during the southern summer is to operate on charter to TT-Line from 17/12/97 to 18/4/98 between Melbourne and George Town making one crossing daily on alternate days to **Spirit of Tasmania**. **Incat 046** can accommodate 900 passengers and 240 cars, operates at 43 knots and will make the Bass Strait crossing in under six hours. The vessel is referred to as "Devil Cat" and is painted brown overall with the eyes, ears, whiskers and paws of a cat superimposed forward. Following Bass Strait service, **Incat 046** is to be chartered to Bay Ferries, Canada, for service between Prince Edward Island and St. John, New Brunswick, for six months with an option to extend the charter or buy the vessel.

Austral, WA: the two 60m catamaran ferries built for Istanbul Deniz Otobusleri, Turkey, are named **Turgut Reis I** and **Cezayirli Hasan Pasa I** (correction, see p.87) and departed WA 8/97 on the dock ship **Developing Road**. The ferries are to operate in the Sea of Marmara on a 24 nautical mile route between Yenikapi and Yalova and can carry 450 passengers and 94 cars. Austral have now delivered six ferries to this owner. **Nan Hua** and **Tai Jian** (see p.136) departed Jervis Bay 2/97 on the heavy lift ship **Love Song** (5,400/1986) for delivery at Hong Kong to Chinese owners. Austral has received a further order from China, for a 42m catamaran ferry with a speed of 34 knots to operate Hong Kong/Guangdong (352 passengers); completion due 11/97. A 44m cruise catamaran is to be built for Bounty Cruises, Bali, (500 passengers, 28 knots) for delivery 7/98. The 82m SuperSeaCat **Star Express** was launched 10/97 for Star Cruises (Genting Group), Singapore, for operation between Langkawi Island and Butterworth, Malaysia (900 passengers, 175 cars, 40 knots).

Wavemaster, WA: **Asean Raider I** and **Asean Raider II** (see p.136) departed 6/97 on board **Edisongracht** (8,448/1994). Wavemaster is to build a 49m catamaran ferry (373 passengers, 10 containers, 40 knots) for Compagnie Maritime Des Iles, New Caledonia, for service Noumea/Loyalty Islands.

The catamaran ferry **Ok Ka Ferry 2**, built by Sabre Catamarans, WA, for Philippines owners (see p.87) departed Fremantle 24/6 on **Egmondgracht** (8,448/1994) for Manila.

SBF, Henderson, WA, has built a 21.7m aluminium catamaran ferry (144 passengers) for the WA Government for Swan River service. Named **Shelley Taylor-Smith** after the WA long-distance runner, the new ferry replaces **The Princess**.

The Manly ferry **Collaroy** is scheduled to make an excursion trip to Newcastle on 22/11 in conjunction with a steam train excursion. The State Transit Authority of NSW has invited tenders (closing 7/10) for purchase of the Sydney ferry **Lady Wakehurst** (366/1975; 692 passengers).

Blue Line Cruises, Sydney, (see p.141, 1996) has taken delivery of the catamaran **Majestic** for harbour cruising. Blue Line Cruises intends increasing its Sydney cruise fleet from three vessels to ten by 2000.

Kangaroo Island Sealink has ordered from Transfield, WA, a 49m high speed catamaran ferry for the Cape Jervis/Penneshaw (Kangaroo Island, SA) service. The new vessel will have accommodation for 354 passengers and 63 cars and is due for delivery in 9/98 when it will replace **Philanderer III** (150/1984). Travelling time will be halved to about 40 minutes. A new operator, KI Express Ferry, was due to commence a service Glenelg/Kangaroo Island in 11/97.

Williamstown Bay and River Cruises (Mr. Mark Davy) commenced a commuter service between Williamstown and Port Melbourne on 9/10 with **Little Gem** (73/1947; ex **West Head**; see pp. 87 and 90, 1995). The service offers morning and afternoon sailings at peak periods during weekdays, with departures at 30-minute intervals and a journey time of 15 minutes, connecting with light rail at Port Melbourne.

The 33.26m cruising catamaran **Roylen Endeavour** (built 1980 by Carrington Slipways; 42 passengers) was advertised 10/97 for sale.

The former Bruny Island, Tas., vehicular ferry **Harry O'May** (see p.135, 1995) was advertised 9/97 for sale by L.D. Shipping Pty. Ltd. (Mr. Les Dick), Launceston.

The aluminium catamaran ferry **Tamahine Moorea II** (496/1988; ex **Sea Flight**; built by International Catamarans, Hobart; see p.34, 1989) arrived Sydney 25/10 and entered ADI Garden Island dock the same day. The vessel is owned by Leprado Valere SA, French Polynesia.

Cougar Catamarans, Southport, Qld., is to build two aluminium-hulled catamaran ferries for Cook Strait Sea Cat Ferries. The first vessel will be 24m, 30 knots, 150 passengers, for delivery 1/98. The second will be 36m, 35-36 knots, 300 passengers, delivery for 1998 summer season. The buyer, owned by Mr. Bill Doak, intends operating from Mana, near Porirua, to Picton.

The suction-hopper dredger **WH Resolution** (5,427/1972) is at Singapore and not expected to return to Australia; the vessel had departed Newcastle 30/4 for Devonport, and proceeded to Singapore to lay up after working at Bunbury. The suction dredger **WH Kunara** (1,475/1971; ex **Ham 211**) has been idle at Kooragang since returning from Brisbane in 6/93. The grab dredger **WH Goomai** (725/1970) was taken from Newcastle 23/9 to Sydney by the tug **WH Reliance** (141/1979) for docking at ADI Garden Island, returning 16/10 to the WestHam stack at Kooragang Island (correction, see p.137). The split-hopper barges **WH 761** and **WH 762** (both 836/1971) left Newcastle 17/9 in tow of **Sea-Tow 22** for Auckland.

The Dutch dredgers were still at Geelong 10/97. The non-self-propelled **Noordzee** interrupted her work at Geelong to work briefly at Hampton Beach, Melbourne. The self-propelled **Volvox Delta** (see photo this issue) is scheduled to work at Port Adelaide after completing work at Geelong.

The crane barge **Hercules** (1,000/1945; ex **Silverwater V**), attended by the tug **Betts Bay**, made six trips during 8/97 on the Hunter River between Kooragang Island and Tomago carrying construction equipment from the defunct Transfield site to the new Forgacs shipyard (the former Carrington Slipways).

Tugs

Adsteam Marine has called tenders for the construction of six tugs over the next four years. Albany, Bunbury and Townsville will be the first ports to be upgraded.

Howard Smith's Geelong tug **Macedon** was shipped at Hobart 10/97 for overhaul; upon departure 12/10 for Geelong the tug was painted bright orange overall. Howard Smith's new tug for

Melbourne (see p.137) will be 32m long, "omnidirectional", 4,800 bhp and 60 tonnes bollard pull. Tenders were to be called 8/97 and delivery would be required late-1998; the commercial towage fleet at Melbourne (all Howard Smith) will be reduced from five to four vessels.

The former Stannard Bros. tug **Corowa** (42/1970), sold in 1996 to Starship Cruises of Gosford, was acquired 8/97 by Total Marine Services Pty. Ltd. for use as a lineboat at Barrow Island and Thesenard Island, WA.

Fern Bay (35/1971) and **BBT** (40/1970) were offered for sale 9/97 by Pioneer Concrete (Qld.) Pty. Ltd., due to the forthcoming restrictions on gravel dredging in the Brisbane River. **Fern Bay** was immediately sold to Polaris Marine Constructions & Recovery Pty. Ltd., Sydney.

The wooden-hulled **Mersey** (35/1945), one of the last World War II 45ft. towboats still in employment, was sold 9/97 by Port of Devonport Corporation, together with a dumb hopper barge, to McQuade Marine for use in a dredging contract on the Tweed River.

Biram Wood! Between 9/9 and 23/9 the tug **Tawe** made several tows between Tweed Heads and Sydney with a barge carrying mature fig trees for the Olympic Games site at Homebush Bay; see photo this issue. Ranging in height from 7m to 11m, the trees were too big to be carried by road. **Tawe** (41/1965) was built as **Palm Beach** by Stannard for its own use and for Gladstone Tug Co./Australian Towage Services/Moreton Tug & Lighter Co. until sold 8/1975 to Hobart Marine Board, which rebuilt the vessel c.1981 as the tug/navigation lights service vessel **Tawe**. Sold in 1993 to Lewis Marine of Taren Point, **Tawe** was used for construction of the Glebe Island bridge.

The sale of the former salvage tug **Tancred** for demolition (see p.137) was reported 10/97 to have failed, and Ports Corporation South Australia has reopened tenders for sale of the vessel.

L.D. Shipping Pty. Ltd., Launceston, advertised 9/97 the following vessels for sale: the decommissioned tug **Cape Bruny** (1948; ex **Wonga**), the stripped hull of the former tug **Cape Forestier** (1936; ex **Warang**) and the tug **Wybia** (1967) with barges **Dixie II** and **Dixie III** (former paper barges). Three other 42m barges (also former paper barges) were advertised separately.

Tuakana, built for Westgate Transport Ltd., New Plymouth, for service at Port Taranaki (see p.38), was built by Northport Engineering Ltd. at Whangarei. Northport was formed by the merger of Marine Steel (Northland) Ltd. and the Northland Port Corporation Engineering Division. **Tuakana** is a Voith Schneider tractor tug, 30.5m loa x 11m beam and 570 tonnes displacement, fitted with 2 x 2,000hp (1,450kw) Wartsila 9L20 diesels giving a bollard pull of 40.5 tonnes. A large funnel is placed forward of the wheelhouse. The tug is capable of speeds of 12.6 knots ahead and 12.4 knots astern.

Ship Constructors Ltd., Whangarei, has built the 35m tug **Sea-Tow 25** (491/1997; 4,630 bhp; registered Vanuatu) for Sea-Tow Ltd.

Ocean Towage & Salvage Group, NZ: **Frederick Brown** (557/1978; ex **Anglian Warrior**, ex **Schotland**; see pp.87 and 135) is owned by Ocean Bulk Ltd. Ocean Towing & Salvage Vanuatu Ltd. has purchased from Ministry of Defence, UK, the naval salvage tug **Rollicker** (1,037/1973) and renamed it **Joseph Brown**. The former Whangarei tug **Parahaki**, sold in 1988 to Ocean Towing & Salvage Cook Islands Ltd., Avatiu, has been renamed **Alfred Brown** and as such arrived at Newcastle 20/9 with the barge **LC 1** from Wellington.

Overseas

Anro Australia (see p.137) was renamed **Kevat** and registered in St. Vincent and the Grenadines. The bulk/containership **Sea Pride** (29,223/1984; ex **Martha II** (1996), ex **TNT Express** (1992)) has been sold by Commodium Inc., Liberia, to Sealift Inc., USA, without change of name (see p.139, 1996).

Introduced to the Australia Asia Express (AAX) consortium by NYK from 8/97 is the cellular containership **Kasuga 1** (57,587/1976), built as **Kasuga Maru** to be one of NYK's first generation containerships in the Japan/Europe service. Others of this group now to be seen in Australian ports are the former **Kurama Maru** (now **Aramac**; see pp.138 and 185, 1996) and **Kamakura Maru** (now **MSC Claudia**; see below). **Kasuga 1** is 289m loa x 32m beam with a teu capacity of 2,326 (loaded), and is noted as being the largest containership to enter some of her ports of call, including

Fremantle (arrived 29/8) and Hobart (arrived 11/9). The ship replaces NYK's **NYK Providence** in the AAX service; the latter transfers to the Australia/Persian Gulf service as **Providence** where she replaces **Prospect** (9,949/1989). **Prospect** made her final call at Fremantle on 30/8 and is reported to have been sold.

NYK withdrew from the WA/North Asia (WANA) consortium in 10/97, and will tranship its Fremantle cargo at Singapore, using the AAX ships on the Singapore/Fremantle sector. ANL also withdraws from WANA, which until now has employed three ships operated by Knutsen and K Line. The two remaining companies will maintain a WA/Japan service with five 1,000-teu ships which will call at Singapore, Port Kelang and Jakarta southbound. The three ships recently in the WANA service are **Hanne Bakke** (the last to carry NYK cargo), **Widar** and **Ratana Pailin**. The last-named departed Fremantle 13/8 on her last WANA voyage and has since been chartered to MSC (see below); K Line has chartered **Rotterdam Stadt** (12,721/1993; 1,050 teu) as a replacement and the ship was due Fremantle c.24/9.

Ratana Pailin (14,050/1978; built as **TFL Democracy**; see p.138 and photo this issue) reappeared as **MSC Chiwan** in Australian east coast ports in 9/97, the third ship in MSC's new Australia/Asia service.

Recent first arrivals in Australian ports of ships in the MSC Europe/Australia service are: **MSC Claudia** (50,303/1971; built for NYK as **Kamakura Maru**) in 8-9/97; **MSC Corinna** (32,703/1984; recently **Med Singapore** and built as **Verhaeren** for Cie.Maritime Belge, Antwerp) in 9-10/97; **MSC Monica** (unidentified) is due 11/97. **MSC Samia** was arrested at Sydney 15/9, apparently in connection with an accident off Antwerp on 7/7/95 resulting in the sinking of another vessel; **MSC Samia** sailed on 18/9.

P & O Nedlloyd has introduced **P & O Nedlloyd Brisbane** (37,814/1985; ex **Nedlloyd Tokyo** (1997), ex **Raleigh Bay** (1996), ex **Sea Cavalier** (1994), ex **Nedlloyd Tokyo** (1994), ex **Maersk Tokyo** (1990), ex **C.R. Tokyo** (1987)) to the AAX service from 10/97, replacing the chartered **Byron Bay** (see p.39). The replacement ship was, as **C.R. Tokyo**, built for Chargeurs Reunis, France.

The five newbuildings ordered by P & O Nedlloyd from Kvaerner Warnow Werft, Rostock, (see p.88) are to be named, all with the prefix **P & O Nedlloyd**: **Sydney**, **Kaohsiung**, **Durban**, **Jakarta** and **Shanghai** - delivery 4-12/98.

Blue Star Line changes: **Melbourne Star** (1971; ex **Act 4**) is to be transferred from West Coast North America to East Coast North America service from 11/97; **Argentina Star** (1979; ex **Churchill/New Zealand Star**) replaces **Melbourne Star** in WCNA service; **Singapore Star** (ex **Brisbane Star**, built 1978 as **La Fayette**) replaces **Fremantle Star** (1971; ex **Mulbera/California Star**) and **New Zealand Star** (1971; ex **Mandama/Columbia Star**) in the Australia/Persian Gulf service. **Fremantle Star** is to do one voyage in the WCNA service.

The seventh of fifteen large container ships building for A.P. Moller, Copenhagen, **Sovereign Maersk** (318m x 42m x 14m draft; 6,000 teu) was completed 9/97 by Odense shipyard for the Europe/Far East service.

OOCL Assurance (see p.138) has been renamed **CanMar Valour**.

Far Eastern Shipping Company (Fesco), Vladivostok, has purchased **Nordlight** (11,998/1990; ex **Nantai Queen/Nordlight**) from Klaus E. Oldendorff. The ship will be renamed **Mekhanik Kalyuzhnyi** and placed in the FANAL service from 11/97 as a replacement for **Anadyr** (see p.40), thus providing a fleet of six container ships.

Regional Container Lines, Singapore, has placed the newbuilding **Kama Bhum** (15,533/1997) in its Australian service, replacing the slightly smaller **Ganta Bhum** (see p.89) and joining its sister **Itha Bhum** (see p.185, 1996).

Some visitors to Fremantle: **Bremer Voyager** (16,075/1990; ex **Barbara L** (1997), ex **Kislovodsk** (1996); registered Liberia) arrived 21/8 to discharge steel and general cargo from South Africa, and is a multi-purpose vehicle deck/container ship of the Astrakhan Mark II class built for Baltic Shipping Company, Leningrad - the ship is still crewed by Russians. The Cyprus-registered container ship **Pax** (23,540/1995; ex **CMBT Melbourne** (1997), ex **Contship Melbourne** (1997), completed as

Pax arrived 25/8 on a single voyage charter to P & O Nedlloyd and subsequently proceeded to eastern states. Two multi-purpose/heavy lift ships bearing the improbable names **Love Song** (6,500/1986; ex **Nippon** (1997), ex **CPC Nippon** (1996), ex **Conti Nippon** (1987)) and **Love Letter** (6,500/1987; ex **Gallia** (1997), ex **CPC Gallia** (1995), ex **Conti Gallia** (1987)) have recently been purchased by NYK for joint operation with their former German owners (and remain registered in Antigua and Barbuda) and are being introduced into a general cargo service between WA and South East Asia - calls at Fremantle will be at approximately monthly intervals and **Love Song** arrived 29/6. The new Mammoet heavy lift ship **Happy River** (10,500/1997; first of four newbuildings) arrived 11/7 to lift prefabricated units for BHP's hot briquetted iron plant under construction at Port Hedland; modules are also being imported from the Philippines with **Happy River** scheduled to make eight voyages and **Happy Buccaneer** and **Splithoff's Eurogracht** one voyage each.

The heavy lift ship **Dock Express 10** (13,110/1979; ex **Dock Express France** (1994), ex **Dock Express 10** (1987); registered Netherlands Antilles) arrived Port Botany 4/9 with two container cranes built by Samsung, South Korea, for Patrick Stevedores. One was discharged at Port Botany and the ship proceeded to Melbourne, arriving 19/9, where the second crane was discharged at Swanson Dock.

Unusual flags at Melbourne: The Belize-registered cellular container ship **Sea Captain** (17,845/1985; ex **Bolshevik M. Tomas** (1997), built Warnemunde) was in port 8/97, and is of the former Soviet Kapitän Gavrilo type. The Slovakian multipurpose ship **Zilina** (6,425/1988; ex **Vitava** (1997); built at Tianjin, China) is registered at Bratislava and when built flew the Czechoslovak flag. The Turkish bulk carrier **Ahmet Bey** (12,905/1983; ex **Nego Breeze** (1995), ex **Ocean Breeze** (1994)) is registered at Istanbul, and was also seen at Sydney.

Hobart saw three Stolt parcel tankers in as many days, bringing sulphuric acid to Risdon. The Australian-registered **Stolt Australia** arrived and departed 17/10, **Stolt Azalea** arrived 17/10 passing the outward bound **Stolt Australia** then departed 18/10, and **Stolt Lily** arrived and departed on 19/10. Melbourne saw a newbuilding in the form of **Stolt Azami** (6,356/1997; registered Liberia) which arrived 14/10 and is the first of four being built by Fukuoka, Japan; **Stolt Botan** and one other are scheduled for completion this year.

The former Howard Smith tanker **Era**, sold to Greek owners associated with Liquimar Tankers and renamed **Frixos** in 1997, was at Port Botany 12/8. Her sister **Elli** (ex **Canopus**) is due for redelivery to owners (also Liquimar Tankers) in 11/97 at the conclusion of her twelve months charter (see p.36). The former coastal tanker **Sea Mawson** (14,358/1972; ex **Mawson** (1996), ex **Esso Gippsland** (1991)) has been sold by International Oil Tanking Co. Ltd., Panama, to Posidonia Maritime Co. Ltd., Cyprus, and renamed **Panagiotis D**.

The polar supply vessel **Polar Bird** (5,632/1984; ex **Icebird** (1994)) is chartered for general cargo work, and called at Sydney 17/8 and 12/10, discharging timber at Darling Harbour. The latest Wilhelmsen car carrier, **Takamine** (49,821/1997; capacity 6,000 cars; see p.138) visited Sydney and Melbourne 9/97. The Sea Containers Group's Boxer class vehicle deck/container ship **Boxer Captain Cook** (5,654/1979; ex **Eagle Cloud** (1997), ex **Kuo Kwang** (1991), ex **Caneel Bay** (1989), ex **Boxer Captain Cook** (1988)) was seen at Sydney. The Indonesian supply vessel **Pertamina Supply No.33** (1,052/1986) arrived at Port Botany 15/10 to load cable for Alcatel and sailed 24/10 after being detained by AMSA.

The Liberian flag tanker **Sanko Phoenix** (54,980/1989) was sold by Century Tankships Ltd. and delivered to Cypriot buyers while at Sydney. After discharging at Gore Bay, **Sanko Phoenix** moved to a buoy in Athol Bight and there on 24/10 was renamed **Kiomar** and registered at Limassol. The ship sailed on 25/10.

The Newcastle Herald newspaper of 11/7 reported 42 ships anchored off port, the majority waiting to load coal.

A ship to ship transfer of bulk cargo took place at Appleton Dock, Melbourne, during 7/97 when the Panamanian-flag bulk carrier **Hakufu** (26,682 dwt; 15,944 grt/1987) discharged 4,200 tonnes of muriate of potash into the coastal bulk carrier **Enterprise** (Jebsen/Pivot) for local distribution.

Hobart is to celebrate the Bass and Flinders bicentenary in 1-2/98, and during that period expects to receive a number of auxiliary sailing vessels including **Pallada**, **Nadezhda** and **Dewarutji**.

The replica of the bark **Endeavour** is visiting UK ports, and has called at Whitby, Captain Cook's home port, in 5/97 and 10/97. After the second visit the vessel undergoes a six-weeks refit and drydocking at Hull.

The P & O cruise ship **Canberra** arrived at Southampton on 30/9 at the conclusion of her last cruise, and is understood to have departed on 10/10 bound under her own power for a shipbreaker's yard in Pakistan.

Announced 9/9 that the Holland America Line cruise ship **Rotterdam** (38,645/1959) has been sold to Premier Cruises, and will be renamed **Rembrandt**.

Hapag-Lloyd has sold the cruise ship **Europa** (37,012/1981; see p.139) to Star Cruises, Malaysia, for delivery 4/98 and charter back to Hapag-Lloyd until a newbuilding is delivered in mid-1999.

The Japanese passenger ship **Orient Venus** (21,884/1990) called at Fremantle 26-28/8 on an educational cruise. The Russian research ship **Akademik Shokalskiy** (1,754/1982) calls at Fremantle 11/97; the ship carries 38 passengers and will make a 30-day cruise to the southern Indian Ocean, visiting Amsterdam and St. Paul Islands, Kerguelen and Heard Island. **Kapitan Khlebnikov**, the Russian icebreaker/cruise ship, returns to Australian waters during the summer of 1997/98.

Cruise ships due in Australian ports during the coming summer include P & O's **Arcadia** (Fremantle 17/2/98), **Sky Princess** and **Fair Princess**; Hapag-Lloyd's **Europa** and **Columbus**; **Seabourn Legend**, **Delphin**, **Royal Viking Sun**, **Astor** (ex **Gripsholm**), **Marco Polo**, **Silver Wind** and **Italia Prima**. **Queen Elizabeth 2** calls at Hobart 10/2/98. On 14/2/98 four cruise ships are scheduled to be at Hobart during the Bass and Flinders bicentenary celebrations.

Accidents and Mishaps

The Cypriot-flag cruise ship **Romantica** (7,538/1939), operated by New Paradise Cruises, was returning to Limassol from Port Said when a fire broke out in the engine room on 4/10 when the ship was about 100 kilometres south of Cyprus. The fire spread throughout the ship and all on board, 487 passengers and 186 crew, were evacuated without casualty. The ship, with a list of about 20 degrees, was towed to shallow water outside the harbour of Limassol, where shore-based firefighters eventually extinguished the fire. The ship is almost certain to be declared a CTL. **Romantica** was well known in Australia as the migrant ship **Aurelia** between 1955 and 1968; see p.143, 1985. Built for Hapag as the passenger/cargo liner **Huascaran**, the ship made only one commercial voyage to the west coast of South America, and then served the German Navy as a submarine depot ship during World War II. Postwar, the ship passed to Canadian Pacific to become the migrant ship **Beaverbrae**, before sale to Cogedair Line in 1954 and refit as **Aurelia** for Australian service. Purchased by Chandris in 1970, **Aurelia** became their cruise ship **Romanza** and continued as such until sale to Cypriot interests in 1991 and renaming to **Romantica**.

The Panamanian-flag bulk carrier **Goodwill** (75,277/1992), owned by Keoyang Shipping Co. Ltd., Seoul, grounded 60 nautical miles SSW of Cocos Islands on 31/7 while on passage Dampier to Dunkirk via Suez with a cargo of 145,502 tonnes of iron ore. The grounding was on Muirfield Seamount in position 13.10.8S, 96.09.3E. The crew abandoned ship and were picked up from a lifeboat by the BP tanker **British Skill**. **Goodwill** was attended by the tug **Smit London** and the tug/supply vessel **Smit Lloyd 111**, and was towed to Sunda Strait (due 25/8) and then Singapore (due c.10/9).

The Taiwanese-flag bulk carrier **Ming Mercy** (36,303/1984), owned by Yangming Marine Transport Corp., suffered a fire in the accommodation on 7/8 while anchored off Port Kembla. The two upper accommodation decks and the bridge were badly damaged, the fire taking eight hours to extinguish with assistance from local firefighters and the tug **Korimul**. On 13/8 **Ming Mercy** was towed to Sydney by the tug **Woona** and berthed at ADI Garden Island for inspection and quotations for repairs. The ship will be repaired at Singapore, and departed Sydney 7/9 in tow of **Pacific Salvor**.

The Singaporean containership **NOL Crystal** (33,113/1980) grounded about three miles east of Bribie Island, near Brisbane, on 26/9. The ship refloated at high tide several hours later on the same day and proceeded to Sydney, where divers found no damage.

The Panamanian-flag bulk carrier **Pine Trust** (13,519/1979; ex **Olympia** (1982)) was departing Useless Loop, Denham Sound, WA, with a cargo of 21,000 tonnes of salt for Japan when it grounded on a sandy bottom to the east of Denham Channel in Shark Bay on 14/10. The tug **Wambiri** was despatched from Fremantle. **Pine Trust** was refloated on high tide 16/10 with the aid of **Wambiri**, and anchored for inspection.

The coastal bulk carrier **Enterprise** (6,389/1985) suffered a main engine breakdown on 12/9 in position 38.38S, 148.29E while bound for Port Kembla. A tug arrived 14/2, and **Enterprise** arrived at Port Kembla under tow 16/9.

California Current (17,109/1982; see p.185, 1994) departed Newcastle 6/10 but returned the same day under tow because of machinery failure. On 20/10 part of the cargo was discharged, but the ship was still idle at Newcastle 27/10.

The dredger **Volvox Delta** (see p.140) sustained a holed hull 22/7 when in contact with an unknown object in the Point Richards Channel, Geelong. Following repairs at Brisbane, **Volvox Delta** was due back at Geelong 13/8.

Naval

The tug **Sea-Tow 25** and barge **Sea-Tow 4** departed Newcastle 14/8 with Anzac frigate modules for Williamstown. Forgacs Group has purchased the former Carrington Slipways site at Tomago from Australian Submarine Corporation and it will be known as Forgacs Shipbuilding. Forgacs has won a subcontract from Transfield Defence Systems to build modules for the sixth Anzac frigate (**Stuart**) and they will be built at Tomago. Modules for the first five Anzac frigates were built at Kooragang Island by Transfield Construction, but as that is now an independent organisation following the split of the Transfield conglomerate, Transfield Defence Systems has put the work out to tender. **Anzac**, first of the class, arrived at her new home port, Fleet Base West (HMAS Stirling) on 29/8.

The keel of the minehunter **Gascoyne** was laid at Newcastle on 13/9.

Tenders have been called for purchase of the survey/oceanographic ship **Moresby**, with the ship available for inspection at Fleet Base West on 17/11 and tenders closing on 10/12.

The Joint Standing Committee on Foreign Affairs, Defence and Trade (Parliament of the Commonwealth of Australia) has been asked by the Minister for Defence to conduct an investigation into the circumstances surrounding the sinking of HMAS **Sydney** off the West Australian coast on 19 November 1941. The Inquiry will be conducted by the Defence Sub-Committee, chaired by Senator D.J. MacGibbon. Written submissions are invited, to be forwarded by 5/12.

The NZ Government, which has options (expiring 11/97) to buy two more Anzac class frigates at the same price as the first two, was reported 2/9 to be considering buying two Oliver Hazard Perry class frigates (average age 15 years) from the US Navy. The USN is to dispose of all but twelve of its 50 OHP class frigates. The cost of c.NZ\$100 million each would be about one-fifth of the cost of a new vessel. The RNZN has three Leander class frigates, of which **Waikato** is to be decommissioned in 1998 and **Wellington** and **Canterbury** are expected to be decommissioned within the next five years.

The Cook Islands Police patrol boat **Te Kukupa** (see p.141) left Forgacs Engineering, Gladstone, on 22/8 upon completion of half-life refit. On the same day the PNG patrol boat **Basilisk** arrived for refit.

Visiting Fremantle 7/97 on their way home from service in the Persian Gulf were the USN ships **Ingraham** (frigate) and **Paul F. Foster** (destroyer) and the Canadian frigate **Regina**. The USN's nuclear-powered attack submarine **Cavalla** was at fleet Base West 8-16/7 and 24-28/7. Visiting Sydney 28/10 to 1/11 were the USN ships **Stethem** (destroyer) and **Rentz** (frigate).

The new UK Government confirmed 10/97 that HM Yacht **Britannia** will not be replaced. **Britannia** departed Portsmouth on 20/10 for a valedictory voyage around the UK, calling at eight ports before returning to Portsmouth on 22/11. **Britannia** will be decommissioned in 12/97. It is planned to preserve the vessel, and alternatives are under consideration.

The exhibition of the former Soviet Foxtrot class submarine **Scorpion** (see p.142, 1996) at Darling Harbour is to conclude on 1/4/98. In its place the Australian National Maritime Museum is expecting

an Oberon class submarine (possibly **Onslow**) from the RAN in due course. The RAN is unable to release the slave dock to the ANMM for the display of the submarine.

Company and General

A press report indicates that ANL made an operating loss of \$11 million for the year ended 30/6/97; after abnormal items (which presumably represent profits on sales of assets) a profit of \$16.4 million was recorded. The Annual Report for 1996/97 has not been released. The Minister for Workplace Relations, Mr. Reith, has said that the Government would sell ANL as soon as possible.

TT-Line, operator of the Bass Strait ferry **Spirit of Tasmania**, reported a profit of \$2.5 million for the year ended 30/6/97, compared with a loss of \$5.2 million in the previous year. Passenger numbers are up 20% and the number of cars carried increased by 28%, attributable largely to the Commonwealth Government's Bass Strait Passenger Vehicle Equalisation Scheme, which was introduced in 9/96. We have not seen an Annual Report.

Howard Smith reported a net profit of \$127.4 million for the year ended 30/6/97, compared with a profit of \$86.1 million in the previous year. Included in the 1996/97 result are abnormal profits of \$29.4 million, arising mainly from the sale of shipping businesses including the tankers **Canopus** and **Era**. In the previous year abnormal profits amounted to \$4.3 million.

Adsteam Marine reported a net profit of \$3.2 million for the four months to 30/6/97, on sales of \$11 million. On an annual basis this represents an increase in earnings before interest and tax of 13.9% and is slightly above the prospectus forecast. Adsteam Marine announced 8/97 that it has bought Barbican Marine (Agencies), which has offices in Brisbane, Sydney, Melbourne and Fremantle and whose agencies include Barbican Line, Lloyd Triestino and Coral Sea Shipping. The acquisition doubles the size of Adsteam Marine's agency business.

Holyman announced a net profit of \$204,000 for the half year ended 30/6/97, compared with a profit of \$15 million for the equivalent period last year. The decline was due mainly to losses incurred by Holyman Sally which operates a high speed ferry service across the English Channel. News of the Holyman Sally situation caused the Holyman share price to plunge from about \$3.12 to about \$1.70 during 8/97. In 10/97, news that the Jersey and Guernsey transport boards are to open the UK/Channel Islands passenger/car ferry service to tender (operated by Condor in which Holyman has a 50% interest) caused the Holyman share price to drop further; at 31/10 they were quoted at \$1.15. Towards the end of 1996 Holyman shares had traded as high as \$6.00. Holyman took over Union Shipping Group's Australian assets with effect from 3/9/97 (see p.141).

Wilh. Wilhelmsen has bought the Australian shipping agency WLB Shipping from BHP Transport, Lyntrade (the Lynn family) and Tudor Investments (Wilhelmsen family interests). The acquisition was announced 26/8. With the loss of the Nedlloyd agency following its merger with P & O Containers, WLB lost half of its revenue. Wilhelmsen will combine the acquisition with its existing Barwil to form WLB-Barwil, which will have 24 offices throughout Australia.

Announced 8/97 that the management of Tidewater Port Jackson (owned 50% each by Brambles and Tidewater Inc., USA), operator of offshore supply vessels, has been transferred from Brambles to Tidewater.

Announced 10/97 that P & O Maritime Services, Australia, and Sverre Farstad & Company A/S, Norway, have agreed to form a partnership for the operation of offshore supply vessels. Five of the eight supply vessels of Australian Offshore Services (AOS) will be reflagged to the Norwegian International Register but are expected to retain Australian manning: **Lady Cynthia**, **Lady Dawn** and **Lady Elaine** will transfer from the Australian register; **Lady Audrey** and **Lady Valisia** are registered in Singapore. The three AOS vessels remaining outside the partnership are **Shelf Ranger** (on long term bareboat charter to Woodside Petroleum), **Lady Caroline** and **Lady Lorraine** (Ulstein 704 types and at 7,040 bhp the least powerful in the fleet), and they will remain on the Australian register. Farstad, which operates over twenty vessels in the North Sea and Atlantic, will contribute **Far Sea** and **Far Minara**, and a chartered newbuilding to be added in 10/98. The venture will have its headquarters in Norway and is expected to be in operation by the end of 1997. Vessels operating in the North Sea and Atlantic will be managed by Farstad; those operating in the Asia/Pacific region will be managed by P & O Maritime Services, Melbourne.

Seahorse Ship Management, UK, is negotiating as preferred tenderer to purchase ASP Ship Management from ANL (60% shareholder) and McIlraith McEacharn (Cyprus Coal; 40% shareholder). ASP manages 23 vessels including the ANL fleet and some of the Australian-flag tankers. Seahorse is a subsidiary of Pan Gulf Group, a London-based private company established in 1975 and believed to be associated with the Shirke and Chowgule interests.

North Queensland Engineers & Agents, Cairns, is reported to again be for sale (see p.94).

Pioneer International has sold its 50% shareholding in Australian Petroleum Pty. Ltd. to the other shareholder, Caltex Australia, and in return becomes a major shareholder in Caltex Australia. See pp.44 and 93, 1995.

South Pacific Cruise Lines (see p.139) announced 9/97 that it had abandoned plans for the operation of a cruise ship from Brisbane. The matter was ventilated in Federal Parliament when it was revealed that the Department of Education, Employment, Training and Youth Affairs had failed to follow guidelines (including the making of proper enquiries) in advancing \$2.2 million for the training of 340 catering recruits for the proposed cruise ship. The matter was also raised in the Queensland Parliament where Opposition frontbencher Mr. Bob Gibbs made allegations of mismanagement and that South Pacific Cruise Lines was "a \$2 company run by former bankrupts who own no ship".

BHP announced 10/97 the sale of its 50% shareholding in Koppers Australia Pty.Ltd. to the other shareholder, Koppers International Inc., USA. BHP Transport will continue to manage Koppers Australia's **Seakap** (owned) and the time-chartered specialised tankers **Rathrowan** and **Rathboyne**.

The Wellington based fishing companies Harbour Inn Properties and Harbour Inn Seafoods (Petone) Ltd. have been placed in receivership. The companies own the fishing vessels **San Giovanni** (36m) and **San Giuseppe** (43m) respectively, and they are idle at Nelson.

With the construction of a bridge across the Yarra River above the entrance to Victoria Dock, that Dock has been closed to commercial shipping. Brambles moved operations from 5 Victoria Dock to 1 Webb Dock in 7/97, and Strang moved from 16-17 Victoria Dock to 22-24 Victoria Dock which, being river berths, continue in use. The last ship to occupy Victoria Dock was the Cypriot-flag freighter **Mekhanik Kurako** (see Coastal and South Pacific, above) which departed from No.4 berth on 3/8. Victoria Dock was opened to commercial shipping with the arrival of the Lund steamer **Hubbuck** (2,834/1886) in February 1893. It was, before the containership era, the main conduit for Victoria's international general cargo trade.

Announced 9/97 that the German mining and industrial group Preussag has purchased 69% of the capital of Hapag-Lloyd AG from the four largest shareholders in Hapag-Lloyd, i.e. Veba (18%), Gevaert (18%), Lufthansa (18%) and Metro (a trading and retail company; 15%). Negotiations were continuing for the purchase of the next three largest shareholdings, i.e. Deutsche Bank, Dresdner Bank and Veritas Vermogen (Allianz and Munich Re), each of which held 10%, which would deliver 99.2% of the Hapag-Lloyd capital to Preussag at a cost of US\$1.54 billion. Preussag may then float off 49% of Hapag-Lloyd. It was noted that Hapag-Lloyd owns 19 ships and charters in others, while the subsidiary Rickmers owns four ships and operates 14 others. In separate negotiations Preussag and Thyssen are discussing the merger of their three shipbuilders - Blohm & Voss, Howaldtswerke Deutsche Werft and Thyssen Nordseewerke.

Jacobs Holdings (John I. Jacobs) acquired the Ropner Group in 3/97 for £33.7 million. The last three ships owned by Ropner have since been sold, namely the bulk carriers **Deerpool** (37,340/1982), **Oakby** (35,603/1983) and **Otterpool** (35,750/1982). Since World War II Ropner has diversified into non-shipping activities such as engineering, property and insurance.

Canadian Pacific announced 13/8 that it had bought Contship Containerlines Ltd. from Contship Holdings. The purchase was expected to be finalised by end-9/97. Contship Containerlines operates a fleet of 19 chartered-in cellular containerships, and the acquisition gives Canadian Pacific a direct interest in the Europe/Australia liner trades. The renewed interest of CP in ocean shipping sees it now owning Canada Maritime, Cast and Lykes Lines. The headquarters of Contship will remain at Ipswich, England.

NEW BOOKS

Wrecks on the Reef (Editor: Charmian Brent); Heritage Council of Victoria, Level 22 Nauru House, 80 Collins Street, Melbourne, Vic, 3000; 88 pages, 175 x 260mm, illust. including some in colour, appendices, glossary, references, index; softback; \$19.95.

Subtitled A guide to the historic shipwrecks at Port Phillip Heads, this book gives a detailed account of each vessel, accompanied by many photographs, drawings, diagrams and plans of the ships, locations, relics, etc.. Also described is the present status of each wreck site and vessel remains.

Working on the Hawkesbury...a Memoir by Trevor Brown; Deerubbin Press, PO Box 158, Berowra Heights, NSW, 2082; 72 pages, 245 x 170mm, photo illust. with map at endpapers, index; softback; \$15.00 plus \$3.00 postage.

Trevor Brown's father established a slipway at Brooklyn in 1921. Trevor was born in 1926 and spent his working life in the family business, known as Brown's Slipways and still in existence. This oral history has been prepared with the collaboration of Dr. John Powell, who has also provided a Foreword. It records the various activities of this major river system, covering the vessels that worked the river and the people, the ferries and the bridges that replaced them, and the developments over more than half a century. The author, from his involvement at the Slipway, has been well placed to observe the affairs of the river, and this is an interesting and worthwhile account.

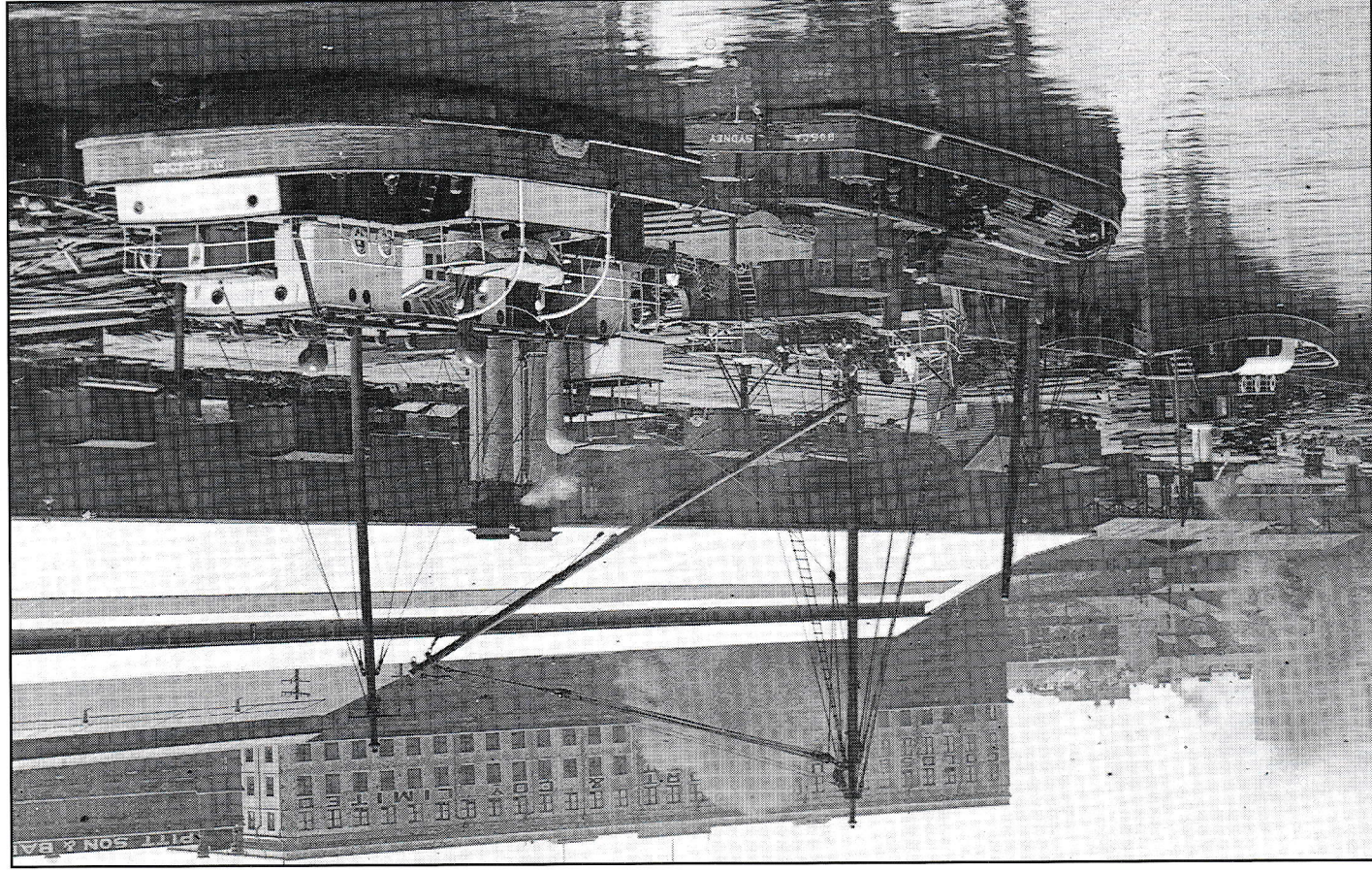
Navy 98 published by Topmill Pty. Ltd. and available at newsagents; \$7.95. This annual calendar is now on sale. The format is the same as in previous years, with a month to an opening. The selection of photographs is improved and includes several foreign warships that have visited Australian ports or have exercised with Australian warships.

Merchant Fleets 32 - Union Steamship Company of New Zealand by Duncan Haws; TCL Publications, 15 Coronation Road, East Grinstead, UK; 170 pages, 210 x 145mm, illust; softback; Stg.£16.00.

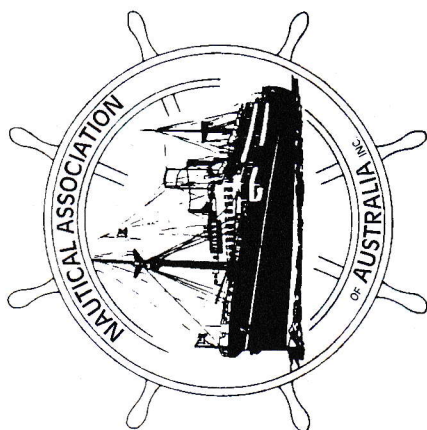
This book is a disappointment. We have previously had reservations as to the accuracy of Haws' historical data, and the same applies to this work. Two examples will suffice: he states (p.18) that the Union Company still trades to Indonesia, Malaysia and the western Pacific (ceased in 1974) and still operates a coastal ro-ro service Dunedin/Auckland (ceased 1973); and he has the Bass Strait ferries of Tasmanian Steamers Pty. Ltd. trading between Melbourne and Hobart. But more disappointing are the drawings, which we have always regarded as Haws' strong point and are generally of high standard. In this book there are too many errors. The following few examples are drawn from a brief perusal of the more recent ships, for which it is reasonable to expect that photographs or plans are readily available: **Talune** (1930) is depicted with a cruiser stern and only two hatches forward (No.1 should be on the forecastle); **Kauri** (1936) and **Kakapo** (1937) are depicted as sisters; **Kamona** (1949) appears out of proportion, and is said to have been built to carry "iron pyrites"; **Waimate** (1951) and **Waimea** (1953) are portrayed as identical in appearance; the gearless Robb-built **Kokiri** (1951) shares a drawing with the Australian-built **Karoon** and **Kootara**; **Kumalla** (1956) and **Koonya** (1957) are portrayed as identical in appearance; **Risdon** (1959) is portrayed without an after well deck; **Waitaki** (1954) and **Wainui** (1955) - the former NZS Co. **Whakatane** and **Whangaroa** respectively - are drawn with only two hatches forward. If you buy this book, compare the drawings with your photos; if you want an authoritative record of this once great company - wait for Farquhar's updated Union Fleet.

THE LOG - BACK NUMBERS

Copies of various issues are available at \$5.00 each for issues prior to 31/12/1982 and \$6.00 each for subsequent issues. The earliest issue available is August 1973, and from 1983 all but two issues are available. Some early issues are in short supply. Annual indexes from 1980 are available, price \$2.00 each. Details available from the Association, PO Box 142, Caulfield South, Vic., 3162.



ALLENWOOD - Another recipient of recycled machinery. The wooden steamship **Bosca** (64/1911) alongside. (T. Callen)



Membership and Fees

Membership of the Association is open to any person with an interest in ships and shipping. Applications together with first year's subscription should be addressed to the Treasurer. All members receive The Log upon publication.

Fees are payable annually on 1 January or 1 July, and prompt renewal is appreciated. Rates are A\$20.00 for individuals residing in Australia, A\$27.00 for companies and institutions, A\$22.50 for New Zealand and A\$25.00 for all others. Members dealing directly please write to the Treasurer, PO Box 142, Caulfield South, Vic., 3162 and overseas members please remit in Australian Currency.

This Journal is Copyright

Except for copying permitted under the Copyright Act, no part may be copied or reproduced by any process without written permission of the Nautical Association of Australia Inc., the address of which is PO Box 142, Caulfield South, Vic., 3162.

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

The Log is published on the last day of every third month by W. G. Volum of 11 Hutchison Ave., Beaumaris, Vic., 3193, for the Nautical Association of Australia Inc., PO Box 142, Caulfield South, Vic., 3162. It is typeset by Airways, 38-40 Sheehan Road, Heidelberg West, Vic., 3081 and printed by Oberon Printing, 8D Adina Court, Tullamarine, Vic., 3043.