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Naval Section:

*First of two parts.

EARLY TORPEDOES AND TORPEDO CRAFT.

By Doug Robertson (Vic.)

I.

With the gun the only weapon, navies a century ago comprised very different ship types to those of today. There were only three main types -- battleships, frigates (cruisers) and sloops. Steam power was regarded rather as an auxiliary to sail than as the main form of propulsion. Paddlewheelers were about as numerous as screw steamers and all vessels, large and small, carried a full suit of sails. Armour was just beginning to make its appearance.

The American Civil War, which began in 1861, saw the introduction of a number of new weapons, among them the torpedo. The latter was not the locomotive fish torpedo of today, but the spar torpedo, and it must be remembered that at this early period all underwater weapons were called torpedoes. Mines ranked as such, and it was some years before a distinction was drawn between the two weapons.

The first navy to employ the torpedo, as distinct from the mine, was the Confederate Navy in 1862, and its first effort with surface craft was made the following year. This spar torpedo attack against USS NEW IRONSIDES failed, but in 1864 another boat sank USS HOUSTON. The attacker was dragged down with the victim and the crew

lost. The Federal Navy had its first and only success in October, 1864, when a steam launch, 28ft. long, sank the Confederate ironclad ALBEMARLE. All these actions involved surface draft and spar torpedoes: we are not concerned here with the Confederate attempts to sink Federal vessels by submarine attack.

How was the spar torpedo used? A small, fast boat was fitted with a boom or spar projecting ahead at deck level for about 15ft. At the end of the spar was an explosive charge of anything from 30 to 100 lb. in weight. The boat charged its target, and when the spar made contact, the charge would be exploded by contact or mechanically from the boat. Under cover of the smoke and aided by the confusion of the enemy, the attacker would withdraw and race off. At least that was the theory; in practice the attacker was usually sunk. The spar used against the ALBEMARLE was different to the usual type in that it could be raised or lowered from the horizontal by means of a topping lift and tackle. It was lowered below the surface so as to puncture the enemy's hull below the waterline.

The locomotive torpedo originated about 1860, when an officer of the Austrian Marine Artillery designed a small boat to be driven on the surface by a steam or hot air engine and controlled by ropes from the shore. In the bows was a charge of gun-cotton, which was fired by contact. After the officer's death his plans came into the possession of Captain Luppis; of the Austrian Navy, who made a clock-work model from the drawings.

In 1864 Captain Luppis interested Robert Whitehead, an Englishman working in Austria, in the idea, and the result was the completion in 1866 of the first "fish" torpedo. Made of boiler plate, it carried 181lb. of dynamite and could make six knots for a short distance. In appearance this torpedo resembled the modern weapon, except that it had a pointed instead of a rounded nose. The engine of this first torpedo, as is still the case, was driven by compressed air.

Further work produced two new models, of 14" and 16" diameter, and these were tested by the Austrian Navy in 1868. They were fired from an underwater tube fitted to the gunboat GENESE. By purchasing the secret of the Luppis-Whitehead torpedo, the Austrian Navy became the first to be equipped with the locomotive fish torpedo.

Elsewhere experiments were being carried out with other types of torpedo and these continued. They included one propelled by rockets and several which were steam propelled. With the latter superheated steam and boiling water was pumped into the torpedo straight from the firing vessel's own boilers, and, fired immediately, the pressure of steam was sufficient to speed the torpedo over what was a fair range for those days. It is interesting to note in passing that since World War II the Americans have destroyed a captured U-boat with a steam torpedo, which, unlike the conventional

compressed air version, leaves no tell-tale track of bubbles.

One torpedo adopted in the early days was the invention of a Melbourne man, Mr. Brennan. Adopted by the British Government in 1881, the Brennan was essentially a defensive weapon. It was connected to its shore base by long thin wires which were unwound from drums inside the torpedo itself by a steam engine ashore. The faster the wires unwound the faster the weapon travelled. This was achieved through the drums being connected to the propellers. A speed of 20 mph was possible and in later models a range of up to one and a half miles was obtained. This was satisfactory in the '80's, when the range of guns was limited and to secure any results bombarding ships had to stand close in shore. Because it could not be operated from shipboard, the Brennan, which had not been considered by the navy, was soon dropped by the army.

Eventually the Whitehead torpedo was universally adopted. The Schwartzkopff, employed by the German Navy, was actually a Whitehead, but built of phosphor-bronze instead of steel; the German Government had purchased the secret of the Whitehead.

The next problem was that of delivery of the torpedo to the target. We have seen that the first vessel fitted with a submerged tube was the Austrian gunboat GENESE. Her tube was fitted three feet below her waterline, which created problems, as the weapon was intended to run at 12 ft. However, these difficulties were overcome.

When the British tested the Luppis-Whitehead torpedo they used the old paddle sloop OBERON, which had a submerged tube, a frame attached to the keel, and some apparatus, possibly a tube, to fire torpedoes from the surface. Another surface "despatcher" was an apparatus on the side of the vessel at the waterline, the torpedo being lowered over the side and fired from this position.

The bow tube was the most popular at first, since it was only necessary to point the vessel at the target, get close enough and then fire. While torpedoes had but a short range, this was a very hazardous operation, as machine-guns and small quick-firers were coming on the scene. The earliest torpedo craft all had bow tubes, above water, as well as launching carriages on their sides. As time went by, revolving tubes were mounted on the deck amidships and further aft, at first singly but soon in pairs. One problem with the bow tubes in the early days was that the boats were faster than their torpedoes, and several times it happened that a boat overran her missile. This was rectified when the speed of torpedoes was improved.

(TO BE CONTINUED.)

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COMMISSIONED: HMAS VENDETTA was commissioned on 26/11/1958, her commander being Capt. R. J. Robertson, who was in charge when she rammed the dockward gates when she went the wrong way on July 18 last.

By N. L. McKeller.Second part.CORVETTE CONVERSIONS

(The first part of this list of conversions of Flower and Modified Flower class corvettes for purely commercial purposes appeared in vol. 5 no. 5 issue of THE LOG, published on 20 Nov. 1958.-Editor.)

CARNATION: (K 00) Became SOUTHERN LAUREL (South Georgia Co, Leith, 1949); still such. Whaling ship.

CHAMBLY (K 116): Became SONJA VINKE (N.V. Mij voor Waalvischvaart, Amsterdam, 8/1952); still such. Whaling ship.

CHRYSANTHEMUM (K ~~195~~ 195): Became TERJE 10 (United Whalers Ltd, London, 1948); still such. Whaling ship.

CLOVER (K 134): Became CLOVERLOCK (Wheelock Marden & Co, London, 1947); reported in Chinese communist hands as KAI FENG or KAI FONG, and may have been rearmed.

COBALT (K 124): Became JOHANNA W. VINKE (N.V. Mij voor de Waalvischvaart, Amsterdam, 1953); still such; whaling ship.

COBURG (K 333): Became CAMCO (owner wanted); then DUNDAS KENT (Kent Line Ltd, St John, N.B., 1948); ownership transferred to Dundas Kent Ltd, 1/1949; sold 1951 to Sun Harbour Packing Co, San Diego, renamed PUERTO DEL SOL; sold to Sun Pacific Inc., Panama, 1953, without name change, then to National MARITIME Terminal Inc., 1956; still such.

COLTSFOOT (K 140): Became ALEXANDRA (M. Piangos, Piraeus, 1947); sold 1953 without name change to Cia Divisa de Vap, Piraeus, later changed to Panama registry; sold to Foustanos Bros, Piraeus, 1953, renamed HERMOUPOLIS; total loss after stranding near Syra, 20/11/1954.

COLUMBINE (K 94): Became LEIF WELDING (Anders Jahre & Co, Sandefjord, 1949); still such. Whaling ship.

COMFREY (K 277): (ACTION--USN). Sold 1949 for conversion, but remained as sold until 1952, when became ARNE PRESTHUS (J. Presthus, Bergen); still such. Whaling ship.

CROCUS (K 49): Became ANN LOCK (Wheelock Marden & Co, London, later Hong Kong); scrapped at Hong Kong, 1951.

CYCLAMEN (K 83): Became SOUTHERN BRIAR (C. Salvesen & Co, Leith, 1948); still such. Whaling ship.

DIANTHUS (K 95): Became THORSLEP (A/S Thor Dahl, Sandefjord, 1950); still such. Whaling ship.

DAUPHIN (K 157): Became CORTES (Tropical Nav. Co, La Ceiba, 1949, later registered Guayaquil); sold 11/1954 to Tampa Ship Repair Nav Co, Panama, without name change; then SAN ANTONIO (Ingul Fruit Co, Guayaquil, 1955); still such.

EDMONDSTON (K 106): Became AMAPALA (Tropical Fruit Co, La Ceiba, 1948, registered Guayaquil from 1951); sold to Ganda Inc. Monrovia, 1956, without name change.

EYEBRIGHT (K 150): Became ALBERT W. VINKE (N.V. Mij voor de Waalvischvaart, Amsterdam, 1950); still such; whaling ship.

FENNEL (K 194): Became MILLIAM KIHLE (Anders Jahre & Co, Sandefjord, 1948); still such. Whaling ship.

FERGUS (K 686): Became CAMCO II (owner wanted); then HARCOURT KENT (Kent Line Ltd, St John, N.B.); wrecked Cape Pine, Newfoundland, 22/11/1949.

FLAX (K 284): (BRISK--USN). Sold 1947 to Tuxman & Hageman, Copenhagen; no name change; re-engined (diesels) 1949; then became ARIANA (International Tdg Corp, Monrovia, 1951); then ARVIDA BAY (Three Bays Corp, Monrovia, 1955); still such.

FREESIA (K 43): Became FREELOCK (Wheelock Marden & Co, London, 1946) while still not fully converted was being towed to Shanghai when went ashore San Jorge, near Cape Prior, 1/4/1947 and became total loss.

FRITILLARY (K 199): Became ANDRIA (Cia M'tima Mensabe, Panama, 1947) then V.O.CHIDABARAM (Air, Steamer & General Agencies, Bombay, 1949); sold to Swadeshi SS, Bombay, 1950; then to S. Jaswala & CO, Bombay, 1954, without further name change; scrapped in India '55.

GUELPH (K 687): Sold to West India Importing Co, Panama, 7/1946, name retained; resold to Lanasa SS & Importing Co, Panama, 12/1948; no name change until 1955, when reverted to West India Importing Co and renamed JOSEPHINE LANASA (obviously there is some connection between these two firms); then became BURFIN (American Fruit Despatch Inc., Panama, 1956); still such.

HAWKESBURY (K 415): Became CAMPUCHEA (Tan Pa, Saigon, 1950); scrapped at Hong Kong, 1956.

HELIOTROPE (K 03): Became HELIOLOCK (Wheelock Marden & Co, Hong Kong, 12/1946); reported sold to China 6/1947 and to have been renamed ZIANG TEH; later reported in Chinese communist hands and renamed LIN I and to have been rearmed.

HIBISCUS (K 24): (SPRY--USN). Became MADONNA; owned successively by Cia Panamena Monagre, Panama, from 1947, then Borealis Transport A/S, Copenhagen, from 7/1949; transferred to Thorshavn registry, 9/1950; then P. W. Sutton, Yarmouth, 8/1952; then Middle East Herrings Trdg Co, Yarmouth, ~~2/1953~~ 1953; then Southern Marine & Mercantile Co, Yarmouth, 8/1954; came out to Australia and NZ in effort to sell, 1955; then to Hong Kong, where sold for scrap 1955; retained name MADONNA throughout.

HYDRANGEA (K 39): Became HYDRALOCK (Wheelock Marden & Co, 1948, but conversion not completed until early 1950); ashore and abandoned in Formosa Strait, 25/2/1957, bound Hong Kong-Foochow.

IRIS (K 183): (CORIANDER). Became ALEXANDROUPOLIS (Greek Govt, 1948); wrecked off Lemos, 30/11/1948.

JONQUIL (K 68): Became LEMNOS (Greek Govt, 1948); then OLYMPIC RIDER (Balleneros Ltd, Puerto Cortes, 1951); whaling ship; sunk in collision, 1/12/1955, in 57.12 S, 8.46 E.

KINGCUP (K 33): Became RUBIS (J. Cockerill, Antwerp, 6/1947); then SEISLIM (Seismographic Services (Bahamas) Ltd, London, 1954); still such.

LARKSPUR (K 82): Became LARKSLOCK (Wheelock Marden & Co, 3/1947); scrapped Hong Kong, 1953.

LAVENDER (K 60): Became EUGENE VINKE (N.V. Ned Mij voor de Waalvischvaart, Amsterdam, 1948); still such; whaling ship.

(TO BE CONTINUED)

Tugs and Harbour
Craft Section:TUGS OF THE BRISBANE RIVER***By A. A.
Jordan.

Part Two.

The first detailed information regarding Brisbane tugs appears when the paddlewheeler tug BOKO arrived on the river. She was owned by the then Messrs. Bright Bros. The following information has been supplied by Captain J. S. Gibson, for many years master of the BEAVER, and Gibbs, Bright & Co.

The BOKO was built at Newcastle-on-Tyne in 1877 by A. Leslie & Co, and took six months to reach Brisbane, due to the fact that she sailed the full distance and did not use her engines. She was of 203 gross tons on dimensions of 125x21x10, her net tonnage being 70. Her engines were of 99 nhp, steam being supplied by two boilers working on a pressure of 35lb. Salt water was used in the boilers. Her first master was Captain James Davis, formerly of the FRANCIS CADELL. He was succeeded by Captain Farmer for five years and then Captain J.S. Gibson, 1909-1912.

In 1903, when the Brisbane Tug Co. was formed, the BOKO was bought by this company from Gibbs, Bright & Co. During the general strike of 1912 she was laid up and apart from a short commission in 1913, when she relieved the BEAVER, she did not see further service. In 1917 she was purchased by H. Peters, of Peters' Slip, Kangaroo Pt. The BOKO was stripped and purchased by a syndicate which proposed to use her hull as a lighter, but this was never carried out and the hull was abandoned in Doboy Creek. Her remains can be seen there today.

The Brisbane Tug Co. was registered on 28 Aug. 1903. Its fleet consisted of the BEAVER, ex Webster & Co; BOKO, ex Gibbs, Bright & Co, and GREYHOUND, ex James Campbell & Co. The GREYHOUND was built at Balmain, Sydney, in 1898 by Allan & Hunter, and was of 76.71 gross and 52.16 net tons on dimensions of 96.2x21.4x8.6. Her compound condensing engine of 30 nhp was by McKay and Baster, with cylinders of 14in and 28in and piston stroke of 20in. She was a pretty model with beautiful scroll work around her bow. Captain Bedford, a wellknown Kangaroo Pt resident, was for many years her master.

When coming up the river on the night of 18 May 1920 the GREYHOUND collided with the dredge HYDRA, anchored in the Lytton Reach, and sank. She was later salvaged and the forward part rebuilt. She was employed on the Brisbane River until 1935, when she was purchased by the Geelong Harbour Trust. She proceeded under her own steam to Geelong, where she was used for towing and general port work. In 1943 she was sold to the Allied Works Council, and early in 1944 she proceeded under tow for port construction work in NSW, but sank soon after leaving Pt Phillip Heads. She was not salvaged this time.

The BEAVER was built for Webster & Co by Ramage & Fergusson, of Leith, in March, 1886, and arrived in Moreton Bay on 25 June 1886, after a passage of 77 days. She had been ordered to replace the OTTER, which had been taken into the Queensland Naval Brigade at the time of the Russian scare of 1885 and had been employed as a gunboat.

When the BEAVER arrived in Brisbane she had two raking masts and a spacious bridge deck, the tow hook being well aft. After some experience the mainmast was removed and the bridge deck shortened by some 16ft to bring the tow hook forward to a better towing position. In later years the funnel was lengthened and a wireless cabin constructed on the forward end of the bridge deck, with an enclosed wheelhouse above. The BEAVER was the first vessel in Brisbane to have a siren whistle; its use was discontinued in World War II because it was often taken for an airraid alarm.

Of 222 gross tons, the BEAVER'S dimensions were 135.2x21.6x 10.6. Her draught was 8ft, and she had compound engines of 96 nhp. She was brought out from England by Captain Alexander Watson, but during her first three years in Brisbane was commanded by Captain John Mitchell, who had made the voyage out in her as bos'n. After he returned to Liverpool, Mitchell became master of the paddle tugs CRUISER and KINGFISHER and later of the famous screw tug BLAZER. Captains McGaw, Rawlston, W. Bruce, and J. S. Gibson, who at present lives in retirement at Southport, commanded the BEAVER after Mitchell.

The BEAVER had a proud record of ocean towage, including the salvage of the Jap freighter UJIMA MARU when she carried away her rudder in North Queensland waters. Captain R.G. Ledley was Captain Gibson's navigation officer on that occasion. On 1 Oct 1940 MacDonald Hamilton purchased the BEAVER to replace their tug CORINGA, which had left to join the RN. In company with the CARLOCK, the BEAVER towed a 2000-ton floating dock to Darwin, and in July 1942, with the ST. GILES, towed the war-damaged American steamer PORTMAN from Thursday Island to Brisbane. The BEAVER was sold in 1948 and finally broken up. During the last two years of her service the BEAVER'S master was Captain Owen Tuesley.

(Part Three of Mr. Jordan's article, dealing with the tugs of Macdonald Hamilton & Co, will appear in the next issue of THE LOG. The editor again thanks Mr. Jordan and the Council of the Queensland Historical Society for having granted permission to THE LOG to reprint Mr. Jordan's paper, which was read to the Historical Society of Queensland at one of its recent meetings.)

SIRIUS COVE SAILS: Built at Gateshead, the 190-ton tug SIRIUS COVE left the Tyne on 19/12/1958 on the 12,500-mile voyage to Sydney, where this m.v. tug will operate in the fleet of J. Fenwick & Co. Pty Ltd. She was launched on Aug. 27 and has twin screws.

NEW ZEALAND*****By David W.
TUGS Johnson.

As a sequel to John Goldsworthy's articles on Australian and New Zealand tugs (THE LOG, vol. 5, pp. 48-50), a few more details about N.Z. tugs may be of interest. I shall begin at Auckland and work in the general direction of Bluff.

At Auckland the Harbour Board owns three tugs. The TE AWHINA, built for the Board at Paisley in 1908, is of 220 tons gross and 87 net on dimensions of 100x24.2x12.2. In 1912 she was lying at Queen's wharf with banked fires when fire broke out on board the USSCo's HAUROTO. TE AWHINA'S fire-fighting equipment was brought into action and played water on the flames for several hours. In 1920 she participated in the search for the Melbourne-owned four mast schooner CECILIA SUDDEN, eventually finding her ashore on Great Barrier Is. Seventeen years later she towed the disabled scow RANGI from Campbell's Bay to the mouth of the Waide and Ohura Rivers, where she was beached.

The other two tugs are the steel 346-ton WILLIAM C. DALDY and the new AUCKLANDER. The former, built at Renfrew in 1935, is of 261 nhp and has dimensions of 119x32.1x13.9. The AUCKLANDER, launched in Nov. 1957 by Fleming & Ferguson, of Paisley, is 420 tons gross and 118ft long.

In addition to these three large tugs, Mason Bros. Ltd. are building two smaller steel tugs for general harbour duties. They have been ordered by the Harbour Board, but several other tug-owners -- the Auckland Launch and Towboat Co Ltd, Auckland Water Transport Ltd and Parry Bros Ltd -- employ small tugs in towing scows and barges.

Auckland's Mason Bros Ltd have recently been awarded the contract for the construction of a £86,000 steel tug for the Tauranga Harbour Board. It will have dimensions of approximately 85x23x10 and a loaded displacement of 180 tons. Work is expected to start next month. (February).

At Wanganui is the KAHANUI, which has been laid up since 1949. Built at Dublin by Vickers for the Board in 1926, she has dimensions of 110.3x24.2x11.1, and is powered by two sets of Beardmore triple expansion engines. She is 237 tons gross with a net tonnage of nil. In 1928 the USSCo's tug TERAWHITI was sent to Wanganui to tow the GALE to Wellington, but the towrope broke and the KAHANUI was called in to finish the job.

At Wellington the USSCo has the TAIOMA (ex EMPIRE JANE) and the TAPUHI (ex EMPIRE SHIRLEY), both of which were built by A. Hall & Co Ltd at Aberdeen in 1944/5 for the British Ministry of Transport. The Union Co purchased them in 1947. Each is of 232 tons gross on dimen-

sions of 105.2x27.15x11.7 and is powered by 900 ihp triple expansion engine driving a single screw. Other Union tugs once wellknown at Wellington were the NATONE, 73g, built at Berry's Bay, NSW, in 1900 and the TERAWHITI, 236g, built at Leith in 1907. For many years the Harbour Board leased the TOIA (ex ST. FERDUS) from the Navy, but she was handed back in 1947 and sold to the shipbreakers in 1955.

The JAMES O'BRIEN, owned by the Marine Dept., is stationed at Westport. She was in the news last in Dec. 1951, when she was sent to the assistance of the Greek freighter THOULA CHANDRIS, but was forced back by heavy weather. The THOULA CHANDRIS was formerly the USSCo's WINGATUI and was towed to Nelson by the PAPANUI, then to Wellington by the TAIOHA.

At Greymouth is the KUMEA, bought by the Harbour Board from the Auckland Launch and Towboat Co Ltd to replace the paddle steamer WESTLAND. The KUMEA was built at Bowling, and rebuilt at Auckland in 1927. She is 63 tons gross and 4 net on dimensions of 73.3x16.1x7.4, and has a 300 ihp engine.

Since 1872 the port of Lyttelton has been served successively by the TITAN, LYTTTELTON, CANTERBURY (renamed LYTTTELTON in 1912), and LYTTTELTON II, with the PURAU doing some towing work until she was sold to A.G. Frankham, of Auckland, in 1920. The LYTTTELTON ex CANTERBURY and the LYTTTELTON II, which are fitted with fire-fighting equipment and wireless telephones, are both still active. LYTTTELTON was built at Glasgow in 1907 and is 292g on dimensions of 115.5x25.1x13.5; the LYTTTELTON II was built by Lobnitz & Co at Renfrew in 1939. Powered by two reciprocating triple expansion direct acting vertical engines developing 1250 ihp and giving a speed of 13k, she is 301g on dimensions of 114.75x29.15x13.

At Dunedin the Harbour Board owns the DUNEDIN and the OTAGO. Built by Stevenson & Cook Eng. Co Ltd at Port Chalmers in 1914, the DUNEDIN is 345g and 125n and can carry 50 tons of cargo if necessary. She has accommodation for a crew of 15, and has dimensions of 125.7x25x12.3. She has inverted vertical reciprocating engines developing 1100 ihp. At time of writing she is at Port Chalmers awaiting a buyer. The OTAGO, 502g, was built at Renfrew by Lobnitz & Co in 1956. With a length of 135ft, she is the largest tug in N.Z.

In Nov. 1957 the Holm Shipping Co's coaster HOLMLEA struck a reef about 10 miles north of Otago Heads, but pulled herself clear before having to shut down power because of water in the engine room. The OTAGO, guided by radar, arrived four hours later when the HOLMLEA was wallowing helpless in a heavy swell and in danger of sinking. Once inside Otago Heads the two ships were lashed together while the Otago's pumps cleared the HOLMLEA'S engine room of seven feet of water. On 25 Oct 1958 the OTAGO was sent to the rescue of another helpless coaster, the Northern SS Co's MAUNGANUI, which had hove to five miles from Oamaru after an engine failure.

(Continued on Page 23.)

Merchant Ship
Section:

DISASTER STRIKES AUXILIARY

**By Ronald
Parsons

SAILING VESSELS.

Tragic toll was levied of Australia's auxiliary sailing fleet in the last two months of 1958.

The most widely discussed and baffling was the complete disappearance of the aux. schooner IAN CROUCH and her crew on her delivery voyage from Hong Kong. She sailed from there on Sept. 22, but in spite of an intensive search, which caused the loss of an aircraft and her crew, no trace of her has been found. At time of writing no elucidation has been received of reports of a party of 13 men picked up off an atoll by a junk-like ship which has also disappeared. The IAN CROUCH had a crew of 12. A note M. B. Crouch & Co, owners of the IAN CROUCH, appears elsewhere in this issue.

The second loss was that of the aux. schooner MERILYN on Nov. 24, when she ran aground on an island in Bass Strait in a fog. No loss of life occurred, but the MERILYN, which was loaded with explosives, could not be got off and for safety's sake had to be blown up with demolition charges.

The third loss, that of the WILLWATCH on the morning of Dec. 17, was attended with the loss of her crew of five. A dramatic radio message announced that the ship was sinking and breaking up in heavy seas off the North West Tasmanian coast, following springing a leak. Bad weather, with poor visibility, hampered the sea and air search.

Details of these three vessels are:

IAN CROUCH, Aux. Sch., steel hull, 3 masts, 500 tons g, blt 1958 by Cheoy Lee, Hong Kong, 160 overallx30.9x10.7; 5 cy. diesel eng; owner, R.M.Crouch; reg. Port Adelaide.

MERILYN (ex NARABEEN, 1948), Aux. Sch., wooden hull, off. no. 150164, 239g, blt 1921 by Drake Ltd, Sydney 110BPx26.10; owners, Freighters Ltd; reg. Port Adelaide.

WILLWATCH, Aux. Sch., wooden hull; 95g, blt 1895 at Blackwall, NSW, off. no. 101141; 84x21.5x7.3; owner, A. Kimberley, of Ulverstone, Tas.

IN THE NEWS BEFORE

Ian Cooper (Tas.) writes: Both the MERILYN and the WILLWATCH have been in the news before. The MERILYN sank in 1/1951 in Victoria Dock, Melbourne, after colliding with the 5000-ton LANGLEYVALE. The WILLWATCH sank a couple of years ago in Currie Harbour, King Is, having just made port after springing a leak, and broke down several

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times before being reconditioned in 6/1951. Once the 115-ton JOHN FRANKLIN towed the WILLWATCH from King Is. to Wlverstone (about 150 miles) for engine repairs.

The editor's own notes indicate the WILLWATCH was built originally for the NZ timber trade, in which she remained for several years. The US authorities commandeered her during World War II for service in the Pacific Islands. Can any member furnish details of her wartime career?

Ronald Parsons on....

M. B. CROUCH & COMPANY

...ketch owners.

The firm of M. B. Crouch & Co., who have come into the news as manager of the missing aux. Sch. IAN CROUCH, are wellknown in Port Adelaide as shipowners, managers and agents. They have been established in this port for over 30 years, and have always been associated with the small ship industry. I hope at some future date to furnish a detailed account of the firm's interesting history, with particulars of its vessels.

At present their fleet trades between Port Pirie and Port Lincoln carrying sulphuric acid, between Port Adelaide and Tasmanian ports with general cargo, and in the Adelaide-Melbourne-Sydney trade, carrying explosives one way and general cargo the other. The present manager of the firm, Mr. R. M. Crouch, is the son of the founder of the business.

The fleet at present managed by M. B. Crouch & Co is:

MILFORD CROUCH (ex LEILLATEAH), Aux Sch, steel hull, ON 178474, 165g; 101.6BPx19.2, blt 1957 by R.M.Crouch, Pt Adelaide; 8 cy. diesel eng, 3 masts. See THE LOG, vol. 5, p. 110. The LEILLATEAH, 43g, 77.7x19.3x5.5 was built at Port Cygnet, Tas, in 1891.

IAN CROUCH: See p. 10. She and the MILFORD CROUCH are owned by R. M. Crouch.

JILLIAN CROUCH: Aus sch, steel hull, 242g, ON156029; blt 1948 by R.M.Crouch, Pt Adelaide, 125.60Lx24.5x9.1 $\frac{1}{2}$, 4 cy. diesel eng, owners, Jillian Crouch Ltd, reg. Pt Adelaide.

CLAIRE CROUCH (ex ARGOSY LEMAL, 1949; ex AMETCO, 1949; ex ARGOSY LEMAL, 1946; ex DE LAUWERS), Aux. sch, steel hull, 256g, ON14488, blt 1917 by Gebr Van Diepen, Waterhuizen, 117.5 BPx24.6x10.3, owners, Claire Crouch Ltd, reg. Pt Adelaide. Fitted with tanks to carry sulphuric acid.

NELCEEBEE, Aux sch, iron hull, 168g, ON79347, blt 1883 by T. Cruickshank, Pt Adelaide, 107BPx18.10x8.1 $\frac{1}{2}$, 4 cy. diesel. Owner, Yvonne M. Crouch.

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The FIONA (see THE LOG, v. 5, p. 80 for her departure from Sydney 10/8/58) was bought by the Compania Naviera Lanena Ltd (SA) of Hong Kong.

***R. McKenna (W.A.)
dips into the past.

***W.A. State Shipping
Service's first ship

THE STORY OF THE UNA

The first vessel owned and operated by the W.A. State Shipping Service after its inauguration was the s.s. UNA. She was purchased on 1/5/1912, and was employed on the Fremantle to Eucla (Great Australian Bight) service, via ports. However, she did not prove satisfactory and in 1917 she was sold, being replaced by the WEXFORD, which was renamed EUCLA.

The iron steamer UNA was built at Beverly, England, in 1890 by Cochrane, Cooper & Schofield. Her first owners were the Grimsby Union Steam Fishing Co Ltd., of Grimsby, who employed her as a North Sea trawler. She was originally registered by this firm at Grimsby on 17/3/1890 as No 7/1890.

On 3/10/1901 she was sold to John Wesley Bateman, of Fremantle, WA, and coming out to Australia was registered at Fremantle as No. 24/1904. On 4/8/1906 she passed to the ownership of John Denny, James Leslie Denny and Robert J. Lynn, all of Fremantle, and 10 months later the last-named became her sole owner, becoming in 1908 Robert J. Lynn Ltd. It was this concern that sold the UNA to the State Shipping Service.

The UNA (ON96214) had a gross tonnage of 177.88 and a net tonnage of 86.56 on dimensions of 111x20.7x11, with a 19ft. forecastle and a 16ft quarterdeck. She was powered by a triple expansion direct acting vertical engine of 50 nhp driving a single screw, with three cylinder of 12½, 19½ and 31½in diameter and a piston stroke of 22½in. Her engine was supplied by C. B. Holmes & Co, of Hull.

The UNA was sold by the State Shipping Service to Irvin & Johnson Ltd, of Capetown, South Africa, on 11/7/1917, and remained in service until 1926, when she was declared unseaworthy and scuttled. Her registry was closed on 12/5/1926.

I have to thank the registrars of British Ships at Grimsby, Fremantle and Capetown, and the manager of the State Shipping Service, Mr. Owen, for kindly supplying information for this article.

MEMORIES OF THE KING GRUFFYDD.

Referring to the reply to Question No 8 (THE LOG, v. 5, p. 105) regarding the KING GRUFFYDD, ex AMBATIELOS, Mr. G. Griffiths (WA) writes:

Although I served for two years as third mate in this vessel, I only vaguely recollect the ship's wheelhouse bell with another ship's name inscribed upon it. This was, of course, the AMBATIELOS. At the outbreak of hostilities in 1939 she was taken over by the

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Admiralty and commissioned with a RN crew as a Q ship. She plied up and down the South Atlantic for many months, meeting with no success. Consequently she was handed back to the King Line.

I joined her shortly after this and served in her until being torpedoed on 17 Mar. 1943, right on midnight, with the tragic loss of over half her crew, including the master, two radio officers and the chief and third engineers. She was hit just on the break of the fo'c'sle head, thus killing or trapping all the watch below, there being no time for me to ring the alarm bells.

The survivors, all in one boat and a couple on a door, were picked up after a few hours by the rescue ship ZAMALEK, of Russian convoy fame. The ZAMALEK was originally the General Steam Navigation Co's HALCYON, and was renamed ZAMALEK in 1934 when sold to the Khedivial Mail Lines. She was sunk as a blockade ship in the Suez Canal by the Egyptian Government during the recent Suez crisis.

+*****+

RELIC OF A WRECK

Right opposite the church at Gisborne, N.Z., where USS member Jeremy Stein was recently married is a nautical-looking house. It is made of the upper decks of the STAR OF CANADA, a steel, twin-screw steamer of 7280 tons gross belonging to the Star Line Ltd. She was blown ashore on Kaiti Beach during a fierce southerly squall on 23/6/1912 and became a total wreck. Mr. W. Good, a manufacturing jeweller at Gisborne, made an offer to purchase the captain's cabin and the rest of the bridge immediately below.

The section was cut away and brought ashore by a lighter. Weighing many tons, it was transported through the town and was set up in its present position, complete with the ship's furniture, as a house. The rooms still bear the various inscriptions: "Certified for the use of ..." The house consists of six rooms -- galley, captain's cabin, dining-room, bathroom, lounge and hall. The port and starboard lights are in position and the gates are made of the ship's wheel -- half each side. There is no other trace of the STAR OF CANADA, except a protruding stick marking her graveyard. -- Ian Farquhar (N.Z.)

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STILL GOING STRONG.

Built at the Commonwealth Dockyard, Sydney, NSW, in 1924, the former Commonwealth Line's FORDSDALE is still going strong and once again has changed her name. She was sold by the Commonwealth in 1928, and in 1952 became the OCEAN NEPTUNE, owned by the Audax SS Co at Hong Kong. Previously she had been in the Aberdeen and Commonwealth Line and then with Shaw Savill. In 1954 she passed to Pacific Union Lines, being renamed PACIFIC TRADER, and in 1956, coming under the management of Atlantic Bulk Carriers Inc., was renamed ATLANTIC CONCORD. Now she has become the JUI YUNG of the Chinese Maritime Trust.

News and Activities of
the World Ship Society

NEW AUSTRALIAN BRANCHES .. ADMIRALTY BLUE
BOOK REPRINT .. NEW MEMBERS MOVE FOR
CENTRAL RECORDS .. WHEN ALL BRANCHES MEET

***The present year promises to be a memorable one in WSS history in Australia, with marked progress being recorded. Adelaide and Melbourne branches have now been established, and it is hoped that other branches will be formed in the coming months. The Investigating Committee, on which all members are represented, is drafting an Australian Constitution, so that an elective Australian Committee may begin to function.

ADELAIDE BRANCH: Members held a most successful Xmas party aboard the s.s. CYCLE on Dec. 23. The engine and boiler rooms were inspected under the guidance of the 2nd engineer and Ron Parsons and an "exhibition" of hand-firing the furnaces was given by a few volunteers. The 2nd Engineer of the m.v. KING MALCOLM, berthed astern of the CYCLE, was then visited, and presented a complete contrast. The branch's thanks are tendered to the CYCLE'S engineroom staff for their hospitality and to the 2nd Engineer of the KING MALCOLM. The branch's first regular monthly meeting was to be held on Jan. 13. Secretary is Mr. Jim Freeman, 22 Kingston Crescent, Kingston Park, SA.

MELBOURNE BRANCH: Initial meeting has been successfully held, and the next meeting takes place on Jan. 20. Thereafter the branch is to meet on the third Wednesday of alternate months in Room 10, Victorian Railways Institute. Secretary is Doug Robertson, 14 Storey Road, Reservoir, N19, Vic.

HOBART BRANCH: The December meeting witnessed a programme of films presented by Mr. R. Breen, of the British Petroleum Aust. Ltd. The films included "British Sovereign, the story of a tanker" (which the NSW branch saw recently), "Ships come to Antwerp," "Journey from the East," and "We've come a Long Way." Mr. Tony Catt gave a brief review of latest shipping publications. Joint organisers John Craike and Reg Wilson announced branch membership almost stood at 80. Attention of members is drawn to the notice on the opposite page regarding the next meeting, as reminder notices will not in future be sent to members and details of meetings to be held will be given in each LOG.

N.S.W. BRANCH: At the November meeting member Roderick Glassford gave an interesting talk on Famous Hulks in Australia and NZ. The December meeting was a discussion and exchange of information night. The branch meets on the third Thursday of each month, in the North Sydney Council Chambers. Secretary is Mrs. Kitty Dick, 85 Seaview Street, Balgowlah, N.S.W.

SUBS DUE: Subscriptions of many members became due on Jan. 1. They are asked to pay promptly to help the WSS and local officials.

*****TO TASMANIAN MEMBERS*****
* In the past members have been advised of each meeting in Hobart *
* by circular. It is now felt that the branch's time and place *
* of meeting (8 p.m., first Friday in February, April, June, Aug- *
* ust, October and December, YMCA, Hobart) are sufficiently well *
* known to permit of the circulars being despatched. The Editor *
* of THE LOG has agreed to publish a notice of each meeting, and *
* those members who sometimes forget the right date are asked to *
* get into the habit of regularly looking on this page in each *
* issue of THE LOG as soon as it reaches them and to make a note *
* there and then of the actual date. Next month's meeting will *
* be held on Friday, February 6, so please come along. *
* J. Craike, 75 Doyle Avenue, Lenah Valley, Hobart. *

ADMIRALTY BLUE BOOK: The Australian Section is to be congratulated on its initiative in reprinting the Admiralty's "British Merchant Vessels Lost or Damaged by Enemy Action during the Second World War." This is a most valuable publication and should be on the shelves of every ship-lover, but has long been unobtainable. Don't miss the announcement on p. 19, and be sure to send in your order promptly. The edition is limited. So get out that pen!

NEW MEMBERS: We welcome aboard the following new members: NSW, Barry Davis, 2 Broughton Street, Ashfield; TAS., Kingsley I. Barr, 136 Davey St., Hobart; T. B. McAulay, 30 Dynnyrne Rd, Hobart.

CENTRAL RECORDS: The Australian Section is instituting a Central Record of Shipping Information, which will be available to anybody requiring information about ships, shipping companies, shipbuilders, or associated matters. At first it will concentrate on Australian data, including New Zealand and the Pacific Islands. But YOUR assistance is required. Would YOU be prepared to receive from five to ten sheets monthly containing the basic details of five to ten ships, to fill in any information you have about these ships which is additional to that on the sheets, listing your sources, and then return the sheets to the Central Record? If you are able to do this or otherwise help please write Ron Parsons, P.O. Box 16, Woodville, S.A. If you have any question about ships, shipping companies, shipbuilders, etc., please make your inquiries from the Central Record, because by your inquiries our records will grow. Possibly you would like to have the information as compiled by the Central Records, but cannot help by taking the information sheets. Well, if sufficient people are interested, it is proposed to start a subscribers' list, which means you would be supplied with a specified number of completed details for ships per quarter for a small subscription. These sheets would be duplicated, in a regular format, ready for binding should you desire. The subscription would be the smallest amount which would enable the WSS to cover the cost of production and postage. ANY DONATION OF EITHER MATERIAL TO BUILD UP THE RECORDS OR OF FINANCE WOULD BE APPRECIATED.

REGISTER OF SHIPPING.

Part Two

From time to time amendments were made by Act of Parliament in respect to the details to be recorded, and usually these called for additional detail or dealt with the method of computing tonnage. No major alteration took place, however, until 1855, when it became law that all vessels registered should have an official number cut into the main beam of the ship. These numbers were not to be duplicated and no vessel was to be allotted more than one during its life. If a ship left the British Register to return no matter how many years later, the number originally allotted her was revived. This still holds. Of course, sometimes it did happen that a ship had two different numbers at various times, but these cases are exceptional. They make interesting reading, but are another story.

The main reason behind the issuing of an official number was an effort to stamp out the many fraudulent practices then current. For instance, it was very difficult to prove that a person offering a ship for sale was the legal owner, and just as difficult to prove that he wasn't, especially in those days of poor communications. A much earlier Act of Parliament, by prohibiting the changing of the name of any British ship, sought to stamp out these abuses, but the official number system came nearest to success. That it was effective is beyond question, but that it could be circumvented is also true. I don't think I need go into the details of the stealing of the FERRET -- a classic example.

With the introduction of official numbers in 1855, the practice of re-registering the ship for each change in ownership ceased. From that time all changes in ownership, alterations in appearance, size, method of propulsion, rig, etc., have been noted on the original entry in the register. Of course, the owner may for any reason and at any time apply for re-registration.

The detail is growing more minute each year, but the main facts called for in 1855 are still demanded today. These are: Official number; rig; year and place of build (the name of shipbuilder was added about 1865); method of build; material used in the hull; h.p. of the engines (this was gradually expanded, so that it now includes a description of the engine and boilers); the previous place of registry, if any, and the name of the owners.

The law prohibiting the renaming of British ships was repealed in 1872. Prior to that, ingenious shipowners changed the names of their ships, if they thought it necessary, by the simple expedient of "selling foreign." Such sale was generally a legal fiction, and the ship never left her home port. The sale was made to a nominee of the true owner; he was, of course, a foreign national. The sale was then reported to the local Registrar of British Ships, and

supported by the document of sale. The ship was deleted from the register because it was no longer owned by a person entitled to register a British ship.

The new name was then painted on the ship, a bill of sale executed selling the vessel back to her original owner, showing that she was bought from a foreigner and that her foreign name was, and the owner sought re-registration, stating that he wished her to be known henceforth by her foreign name. So she was re-registered with her old official number but her new name! No doubt a lot of trouble for nothing, you will think, but a glance at the registers of any English port in the mid-1860's will show how prevalent was the practice.

There have been minor alterations since those days, but the basic idea is still observed. A duplicate of every entry is always sent to the Board of Trade in England, no matter in what part of the world the Register Book is kept. The pages in these volumes are unnumbered, but each year the new registrations begin with No. 1, so the registration of a vessel is always referred to as being folio number so-and-so of the year, i.e., No 12 of 1959 or simply 12/1959.

If a vessel is wrecked or comes to the end of her useful life, the details are noted in the register, but if this is not done the ship still lives officially until someone can produce evidence as to its fate, no matter how old the last entry may be. Many ships in British Registers are known not to exist, but still do so officially because no adequate evidence has been produced to show what has happened to them.

In passing, it may be a surprise to some Australians to learn that there is officially no such thing as an Australian ship. While Canada and NZ, among other Commonwealth nations, have enacted legislation to bring into being a national registration, Australia has not done so. The only way to truthfully describe a ship registered in Australia is: a British ship registered in Australia.-R. PARSONS.

What's In a Name?

SHAW SAVILL SHIPS.

From J.D.H. Stein.

CERAMIC: As defined in the Oxford Dictionary, "of the art of pottery". Originally borne by a triple screw, 18,713-ton steamer built in 1913 by the White Star Line and transferred to Shaw Savill in 1934, but kept on the Cape route to Australia. She was lost during the war. Present CERAMIC, one of the four GOTHIC class passenger ships, was built in 1948.

COPTIC: The Copts were early native Christians associated with the Egyptian town of Coptos. The first COPTIC, built in 1881 by the White Star Line, was a 14-knot, 4376-ton steamer, and was put on the joint service with Shaw Savill in 1884. Present COPTIC, one of the first four motorships built by Shaw Savill, was launched in 1928; two others, the KARAMEA and TARANAKI, are also still in service.

QUESTIONS AND ANSWERS

Replies.

Q.6: In addition to the vessels mentioned by Jim Clare as in this convoy (THE LOG, v, 78) there were also the TURAKINA (NZ 48), 10,960, Shaw Savill; PAKEHA (FO 1), 10,481, Shaw Savill, and TOFUA (NZ 83), 4345, USSCo. I am afraid your inquirer's estimate of 35 to 40 ships is wrong. Escorts were: HMAS ENCOUNTER, DORIS and PSYCHE, Jap cruisers NIITAKA and TSUSHIMA, and armed merchant cruisers ORAMA, 12,927, Orient, and MANTUA, 10,946, P & O. The DORIS and PSYCHE escorted the convoy to Fremantle; the ENCOUNTER to Port Louis, Mauritius; the Jap cruisers picked us up at Mauritius on June 5 and escorted the convoy to Capetown; at Capetown on June 22 the ORAMA took over escort duty as far as Freetown, Sierra Leone, and the MANTUA escorted us from Freetown to England, where the convoy arrived at Plymouth on July 19. On July 17 six British destroyers of the 780 ton L class (I do not know their names, but their numbers were 48,56,58,62,85 and 86) joined us to see us through the danger area.-Reg. N. Duffield, Great Yarmouth, Norfolk, England.

Q. 9: No photograph of the URIBES has been supplied. The company is believed to be defunct. Interesting details regarding the URIBES and her history have been supplied by various correspondents. It had been hoped to combine this information into an article in the current issue, but this has not been possible. The article will definitely appear in the next number of THE LOG.

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Late News

**By John Burne.

NEW MOTOR TUG WOOREE

Waratah Tug & Salvage Co Pty Ltd recently commissioned their new motor tug WOOREE in Sydney, for harbor and outside towage. Her name is aborigine for SEA. Built by T. Mitchison & Co at Gateshead-on-Tyne, UK, she is 106ft long, of 1145 hp, and gross tonnage of 210, with a displacement of 390 tons.

The WOOREE'S main engine is a National, developing 1145 BHP, which is controlled direct from the navigation bridge by Bloctube Control. Her speed on trial was 11.5k, with a sustained bollard pull of 18 tons. She is fitted with a Seebeck safety towing hook, electric windlass and capstan, and hydraulic steering gear. Her lifeboat is of glass fibre.

Accommodation is provided for master, mate and engineer in separate cabins, with double and single berth cabins for the crew.

The WOOREE proceeded from England to Australia via Trinidad, Panama, Manzanillo (Mexico), Tahiti and Auckland. The voyage occupied 76 days, and the WOOREE proved herself a very good sea boat. She is fitted, by the way, with VHF Radio.

WAR LOSSES.ADMIRALTY BLUE BOOK REPRINT

The Australian Section of the WSS is proud to announce that Her Majesty's Stationery Office has kindly given permission for us to reprint the major part of "British Merchant Vessels Lost or Damaged by Enemy Action during the Second World War."

The reprint will detail all British merchant ships lost during the war, the date of loss, gross tonnage, type of ship and how and where lost. There will also be an alphabetical index.

The book was originally published for the Admiralty in 1947, and it has long been out of print. Secondhand copies are very difficult to find and, when found, are available only at very high prices.

The Australian Section's action in obtaining permission to reprint the World War II British Merchant Losses provides members with a wonderful opportunity to obtain this most important reference book at a reasonable price.

It is anticipated that the reprint will be ready by March.

The edition is limited and orders will be dealt with in strict rotation, according to the date of their receipt. It is to be advertised throughout the world during January, and it is expected that orders will be heavy.

Members of the Australian and New Zealand sections, through the publication of this announcement in THE LOG, are being given the first opportunity of ordering, but if they are to take advantage of this it is essential that these orders should be lodged promptly. Make certain of getting a copy of this indispensable work -- order NOW.

All orders, accompanied by remittance, should be sent immediately to:

A. J. Starke, 21 Symonds Street, Port Pirie, S.A.

PRICE

Australian 10/-

Sterling 8/-

DON'T DELAY YOUR ORDER -- SEND IT IN RIGHT AWAY WITHOUT DELAY.

An appeal to

.....WSS Members.

CIRCULAR SAW LINE

Can you help with its history?

Wellknown Auckland travel and shipping agents Henderson & MacFarlane are preparing a history of their company which they hope to publish this year. They particularly wish to obtain information on the ships which operated in their Circular Saw Line. WSS members are asked to help, sending any information to the Manager, Henderson & MacFarlane Ltd, P.O. Box 1909, Auckland, N.Z. THE LOG would appreciate copies of any information sent.

Thomas Henderson, founder of the parent company, which was established at Auckland in 1842, became a leading citizen and business man and with John MacFarlane later founded a sawmill. It was through this connection that the ships ran as the Circular Saw Line. The schooners, brigs, barques and cutters carried general cargoes to and from California, Australia and the South Sea Islands.

During the Maori Wars the firm obtained a government contract to carry flour for the army from Chile, California and South Australia. Before the advent of steam it established the first regular line of packet vessels between Sydney and Auckland, a service maintained until the Panama Line took it over in 1865. When the Panama SS Co later went into liquidation, Henderson & MacFarlane purchased several of its steamers and employed them in the intercolonial trade until the USSCo took over the service.

Just prior to 1900 the firm sold its ships. It has maintained a shipping agency over the years, but has not returned to actual shipowning. The line's house flag was white with a blue circular saw design in the centre; funnels were black with a broad white band on which was painted the same circular saw design in blue.

The company would appreciate the opportunity to peruse photos or documents to learn of the fates of many of their ships.

General News Section

AROUND THE COAST AND FROM THE SEVEN SEAS.

***CLOSING DATE for next issue: Friday February 27, with late news up to March 6, 1959.

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***Holiday difficulties have compelled the holding over of some general news and other material. Thanks go to Jeremy Stein (NZ), Glen Joseph (Tas), G. Griffiths (WA), John Craike (Tas), John Burne (NSW) and Ian Cooper (Tas) for help with this section.

+ + + + +
***Two tugs of similar design to the WOOREE (see p. 18) are being built by Adelaide Ship Construction -- the WARILLA for Waratah Tug Co and the KURNELL for its associated company, Wallace Tugs Pty Ltd.

***When the Sydney ferry KANANGRA is converted to diesel engines this year, all Sydney Harbour Transport Board ferries will be diesel-driven.

***Whyalla holds orders for a 32,500-ton DW oil tanker for Ampol, two 14,000-ton ore carriers, and a sister ship to the IRON FLINDERS.

***Hobart Marine Board is now a centenarian. It was constituted on Jan. 8, 1858, and a plaque commemorating the 100th anniversary was unveiled on Nov. 18, 1958.

***Lloyd Triestino's NEPTUNIA is scheduled to visit Hobart on Mar. 22 and will remain in port 17 hours. She is due at Melbourne on Mar. 24 and Adelaide on Mar. 26. Date of departure from Sydney is scheduled for Mar. 20.

***The Costa Rican Liberty-type PLANET was the first vessel in Australian waters to be affected by the international ban on ships flying flags of convenience. This union-imposed ban caught her at Fremantle.

***The GALWAY, second vessel built for the Avenue Shipping Co of London, was launched at Middlesbrough by Smith's Dock Co on 16/9/1958. She is more or less a sister of Australind's ARALUEN, having the same dimensions and being built at the same yard. The Avenue Co. was formed four years ago by the NZSCo and Birt, Potter & Hughes. THE GALWAY will carry about 9800 tons DW and will have a service speed of 14½k. Her dimensions are 440BPx60.3x38.9. She has a 5cy. Doxford-type engine with an output of 5500 bhp.

****The Avenue Shipping Co operates the former NZSCo's K-class vessels ARMAGH exKAITUNA (4969g, blt 1938), ROSCOMMON exKAIPARA (6032g blt 1938), TYRONE exKAIKOURA (6067g, 1937), and WESTMEATH exKAI-PAKI (6013g, 1939), the LIMERICK ex Birt, Potter's ENTON (6443g, 1952), the DONEGAL (6327g, 3/1957), first vessel built for the coy, and, under long-term charter, the KILDARE ex Albyn Line's THISTLEDHU (5645g, 1955).

***First of the new season's wool left Hobart 9/12/1958 in the Blue Star Line's SOUTH AFRICA STAR (8529g, 1944). She lifted 5500 bales and a further 4500 bales at Beauty Point.

***ANL's Melbourne-Sydney-Brisbane-Darwin cargo service will be maintained by the WANGARA and WINDARRA, with the former making her first trip this month and the WINDARRA taking the February sailing.

***A decision is expected this month as to whether Cie. Generale Transatlantique's ÎLE DE FRANCE (44,356g, 1926) will be scrapped. The 32 years old vessel, which can carry 1160 passengers in comfort, is proving too expensive to run, due primarily to her age. She was built at St. Nazaire.

***HMNZS OTAGO, christened with a bottle of NZ wine, was launched on 11/12/1958 from the Woolston yards of Messrs. Thornycroft, Southampton. She is a Whitby type frigate, modified for NZ conditions.

***The P & O is expanding in the Pacific to link Australia with the west coast of Canada and the US, and the company's managing director expects eventually that five P & O vessels -- the ARCADIA, IBERIA and HIMALAYA, and the new CANBERRA and ORIANA -- will carry 40,000 American tourists a year to Australia. Pacific cruises will be made by the STRATHNAVER in 3/1959, the STRATHMORE in 8/1959, the ARCADIA in 11/1959 and the IBERIA in 1/1960.

***HMS ALBION, RN aircraft carrier, HMS CHICHESTER, RN aircraft direction frigate, HMAS WARRAMUNGA, and the Royal Fleet auxiliaries OLNA, a tanker, and RELIANT, an air stores issuing ship, will be in Australian waters from Feb. 7 to 18. All five vessels will attend the Royal Hobart Regatta next month.

***Although owned by the Johnston Warren Line, the m.v. MYSTIC, a general cargo ship of about 10,250 tons DW, will be operated by Shaw Savill in the Australian and NZ trades as occasion demands. She was launched at Burntisland, Scotland, on 12/11/1958.

***Jim Clare (NSW) writes to say the first WAROONGA (THE LOG, v. 5, p. 106) was built in 1882, not 1899 as stated. She could have been on BISN's service terminating at Brisbane and later passed to the AUSN, being returned to BISN when the new ships PILBANA and PARROO came on to the service to Fremantle in 1898. Second WAROONGA, 2340 g, 1918, was sold to Jap scrappers in 1934, and the third was originally NZSCo's HORORATA (9177g, 1914).

***Following the launching at Quincy, Mass, USA, of the 70,700-ton tanker Princess Sophie on 16/11/1958, Greek shipowner Stavros Niarchos has renewed an order for the building of the world's biggest ship, a 106,500 tons DW oil tanker. The PRINCESS SOPHIE was built by the Bethlehem Steel Co for the World Brilliance Corp, one of the Niarchos companies, and is the largest commercial cargo vessel ever built in the US. The supertanker order was placed with the same shipbuilding company in 1/1957, but was postponed several months ago because of curtailments in the tanker business. In the same yard where the PRINCESS SOPHIE was built is being constructed USS LONG BEACH, America's first atomic powered cruiser.

***The m.v. WARRINGA (2716g, 1955) and KAROON (2437g, 1951) collided in heavy fog off Eddystone Point, Tas, on the morning of 23/11 last. Both vessels were damaged, but reached Hobart under their own power next day. After temporary repairs at Hobart both sailed for Newcastle on 3/12/58. The KOOTARA (2427g, 1952) has replaced her sister ship, the KAROON, on the Melbourne-Hobart run.

***Sydney's showboat KALANG may be sold shortly to Hong Kong.

***An oldtime NZ trader is to be restored as a maritime museum in San Diego, Cal., USA. The iron Bk. STAR OF INDIA, built in the Isle of Man in 1863, was formerly the S.S. & A. Co's ship EUTERPE. Shaw Savill acquired her about 1870 and put her into the NZ trade. This 1197-ton ship was a very slow sailer. On her first voyage to Dunedin in 1873 she took 117 days, and the best of her 18 passages to NZ during a period of 25 years was 100 days to Lyttelton in 1876. She eventually was purchased by the Alaska Packers' Assn of 'Frisco and renamed STAR OF INDIA. She made her last cruise to Alaska in 1926. The San Diego Maritime Museum Assn, 2727 Presidio Drive, San Diego 3, California, is now preparing to undertake her complete restoration and seeks contact with anyone having old photographs of the vessel, particularly deck views.

***With the departure of the TRIDENT, last of the chartered fleet of 22 ships will have been returned to her owners. These vessels were retained after World War II because of the shortage of Australian ships suitable for coal and iron ore transport. By late 1957 only the CEDAR HILL and the TRIDENT were still operating, and the CEDAR HILL was returned to her owners about 9/1958.

***Italy launched the 728ft long, 32,000-ton LEONARDO DA VINCI, her biggest trans-Atlantic liner since the end of World War II, on Dec. 7. She is reported to have cost about £11½ million.

***The Federal SN Co's first tanker was launched on the Clyde on 11/9/1958 by John Brown & Co. She is the 18,500 ton DW LINCOLN. She will have a gross tonnage of about 12,000 and has dimensions of 559ft OA, 530ft BP, 72ft moulded breadth and 39ft moulded depth.

***BHP's 19,000 ton DW ore carrier IRON FLINDERS, largest vessel built in Australia, and ANL's 10,400 ton LAKE SORELL, were both launched on 29/11/58, the former at Whyalla and the latter at Brisbane. It was the first time since 1944 that two large ships were launched in Australia on the same day. Previous occasion was on 22/4/44, when the RIVER LODDEN (4984g) and RIVER FITZROY (5001g) were launched at Williamstown and Brisbane respectively.

NEW ZEALAND TUGS (Continued from page 9)

The Southland Harbour Board (Bluff Harbour Board until it changed its name last year) owns the AWARUA, and formerly owned the SOUTHLAND, THERESA WARD, and an earlier AWARUA. The present AWARUA is 411 tons gross and 1 net on dimensions of 131.2x33.1x13.9. She was built at Renfrew in 1932 to replace the SOUTHLAND and the THERESA WARD, the former of which was sold to Moller & Co, of Hong Kong, in 1934 and the latter to James Wallace & Co, of Sydney, in August 1933.

McIlwraith, McEacharn's KOORINGA (3373g, 1938) has been sold to John Manners & Co Ltd, of Hong Kong. She was built at Dundee by the Caledon Shipbldg and Engineering Co Ltd.

Conducted by..

.. "Navigator"

* THE PHOTO COLLECTOR'S *

* *

**** SPECIAL SECTION ****

SHIP PHOTOGRAPHY IN ===== By Bill May.
SYDNEY HARBOUR.

Those who photograph ships in Sydney Harbour know the difficulties and problems they face. There are hazards in the shape of tugs, launches and ferries which sometimes prevent photos of good standard being taken, but the greatest problem to be surmounted arises from a wholly different cause.

Unlike some other Australian ports, Sydney has no narrow stretches through which the ships must pass, except for the area in the vicinity of the Harbour Bridge when vessels are berthing at wharves west of that area. Therefore, the big problem is: Where do I take that photograph?

A small jetty at Dawes Point, adjacent to No. 1 Walsh Bay, is perhaps the best position for photographing outgoing vessels that had berthed west of this position, although there are times during the afternoon when the sun is in an unfavourable position. However, a good bow view usually can be obtained from here.

Incoming vessels berthing west of Circular Quay are best photographed from the north side of the harbour, at Dawes Point beneath the bridge and also from Blue's Point. Vessels berthing at Gore Bay and Nos. 4 to 9, Glebe Island, however, usually have tugs "running along" on their starboard side, which puts these points at a disadvantage.

Mrs. Macquarie's Chair is usually a satisfactory spot from which to snap vessels leaving Woolloomooloo as well as ships berthing at wharves Nos. 6, 7 and 11. But when they are going to other wharves in that bay, the tugs again spoil the picture.

Circular Quay, of course, is one of the most difficult places to photograph ships either berthing or leaving its wharves.

I would be happy to answer any questions which members might ask and to hear readers' views on other spots in Sydney Harbour suitable for photographing the ships coming and going.

WILL YOU HELP? Members are invited to help the photo scheme, profits from which heavily subsidise THE LOG, by devoting a spare half hour to cutting up cardboard into pieces 4½"x6" and despatching approximately 50 pieces at a time to R.K.Cole, 369 The Terrace, Port Pirie, SA., for use in despatching cards so that they arrive in good order.

THE PHOTOS IN THIS
MONTH'S OFFER.

Rare Prints of Notable Ships

Each photo collector will have his own ideas as to what constitutes the star items in Photo Offer No. 12, listed on pages 27 and 28 of this issue of THE LOG, but the writer unhesitatingly nominates

- * The Keelung, an Ellerman ship built in 1914;
- * The Meissen, an old-timer launched in 1897, and
- * The Australia, an Oceanic SS Co vessel launched in 1875.

There must be very few photos of the Keelung in Ellerman colors, which makes this print decidedly a photographic rarity. Built in 1914, she disappeared from the Ellerman fleet before the end of World War I. Nor are there many photos about of the Meissen. A unit of the German Australia Line, she was sold to Hamburg shipowners just prior to the outbreak of World War I. She was renamed the Woglinde, and later was managed by F. C. Strick & Co Ltd. for the Shipping Controller.

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The Australia, of course, is of particular interest to Pacific ship enthusiasts. She was built by John Elder at Glasgow in 1875 and was a sister of the Zealandia. They were handsome ships, with four masts, with yards on the fore and main, and one funnel, and the pair's dimensions were 376x37x23. Chartered to the Pacific Mail SS Co, the Australia ran in the San Francisco-Sydney service from 1876 to 1885, as did the Zealandia also. Both ships were purchased by the Oceanic SS Co in 1886. After being in the 'Frisco-Honolulu run until 1901 and then in the 'Frisco-Tahiti service, the Australia was seized and confiscated by the Jap Government in 1905 at Yokohama. At the time she had been chartered as a transport by the Russians for the Russo-Japanese war.

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Another vessel I am glad to see included is the Omar, equally of interest to Pacific and Atlantic ship enthusiasts. Built by A. G. Vulkan, of Stettin, for Norddeutscher Lloyd in 1896, she was originally the Konigin Luise. When she came into service she ran from Bremen and Southampton to New York in summer and to Australia in winter, but ran from New York to the Mediterranean from 1904 to 1910. The Konigin Luise, which had two masts and two funnels, was renamed the Omar when taken over by the Orient Line in 1919. In 1924 she was renamed Edison and entered the Piraeus-New York service for the Byron Line, being transferred in 1929 to the National SN Co. She was scrapped in Italy in 1935.

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When the loss of the Waratah in 1909 dealt a death blow to Lund's Blue Anchor Line, the latter's fleet was taken over by what became known as the P & O Branch service in January, 1910. The first new tonnage was added to this fleet in 1911 with the appearance of the Ballarat in November. Her sisters -- the Beltana, Berrima, Benalla and Borda -- followed. The Ballarat, a photo of which is

15 Jan. 1958

offered in Section 1, was torpedoed on 25/4/1917 as she was approaching Land's End. She had 1500 Australian troops aboard, but because of the perfect discipline there was not a single casualty.

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Don't miss the Tekoa in section 3; for until sold recently to Hector Whaling Ltd, of London, she was the oldest vessel in the NZSCo's fleet and the oldest vessel trading between the UK and NZ. The Tekoa is the only survivor of the six Kent class built for the NZ and Federal Lines between 1918 and 1923. Four -- the Somerset, Surrey, Middlesex and Turakina -- were World War II losses, and the fifth, the Kent, was broken up at Blyth in 1955. The Tekoa, which made 64 voyages in the UK-Australasian trade, was built at Hull by the now defunct Earles Co Ltd. in 1922.

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The Wildenfels, built in 1901 for the Hansa Line, was detained in a Victorian port when war broke out in 1914 and, taken over by the Naval Transport Branch, was renamed the Gilgai. She was handed over by the Transport Branch to the Commonwealth Govt. Line on 1/5/1918. From 1926 to 1937 she was under the Italian flag as the Sursum Corda and from 1938 to 1940 as the Manon. Taken over by the British she was still the Manon when torpedoed and sunk 7/10/1942.

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If you are interested in standard war vessels, you will be interested in the Section 1 photo of the War Soldier, a standard cargo steamer launched in 1917. The Union-Castle Line purchased her in 1919 and renamed her the Ripley Castle, selling her in 12/1931 to Italian shipbreakers.

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Two other Union-Castle ships are offered in this section. The Norman, built by Harland & Wolff at Belfast in 1894, was the coy's second vessel of that name and was a particularly handsome ship. She generally made the passage to the Cape in 16 days. She was put in reserve in 1910, but was brought back by World War I, first, as a transport and then in the Cape mail service. The Norman became a trooper in 1917, returned to the mail service in 1919 and later was on the Round Africa line begun in 1923. She was broken up in 1926. The Kildonan Castle, built by Fairfield at Glasgow in 1899, made her maiden voyage as a Boer War transport, and did not sail as a passenger ship until the end of 1901. An armed merchant cruiser during World War I, she became a trooper in 1919 and brought Australian troops home. She was not sold to Norwegian shipbreakers until 1931.

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The Georgic, a distinctive four-master of the White Star Line, was a victim of the German World War I raider Moewe, which captured and sunk her 590 miles from Cape Race on 10/12/1916.

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Huddart Parker's Miowera may be better known to you as the USSC Maitai. She was wrecked at Rarotonga in 1916.

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Blue Funnel's Ulysses survived World War I to be torpedoed and sunk on 11/4/1942. So did the Clan McArthur, which, transferred to the Shire Line, was torpedoed and sunk as the Berwickshire, 20/8/44.

PHOTO OFFER NO. 12

Made by the Australian and New Zealand Sections of the World Ship Society from negatives which are the property of individual members. Prices are in Australian currency -- 1s. per print for Section 1 (single weight paper) and 1s.3d. for Sections 2 and 3 (double weight paper), plus 6d. in each instance to cover postage, no matter how many prints you order. Australian and Overseas clients should make money orders, postal notes, etc., payable to A.J. Starke at Port Pirie P.O., South Australia. New Zealand members should get their orders to A. McMillan one week before closing date, so that he may get them to Mr. Starke before actual closing date.

CLOSING DATE: MARCH 15, 1959.

Australian and overseas orders to A.J. Starke, 21 Symonds St, Port Pirie, South Australia.
New Zealand orders to A. McMillan, 1 Highgate, Roslyn, Dunedin, NZ.

SECTION ONE.

<u>Vessel</u>	<u>Tons.</u>	<u>Built</u>	<u>Description</u>	<u>Owners</u>
BALLARAT	11120	1911	Br to B	P & O Branch
KHYBER	9014	1914	Br to S	P & O
OMAR	11103	1896	Br to B (A)	Blue Funnel Line Orient
ULYSSES	14626	1913	Br	Blue Funnel Line
KIOTO	4397	1918	Br to B	Ellerman and Bucknall
KEELUNG	6672	1914	Br to B	Ellerman and Bucknall
CITY OF NAPLES	5739	1908	Br to B (A)	Ellerman Lines
CLAN MCARTHUR	7382	1912	Br to B (A)	Clan Line
CLAN MONROE	5919	1918	Br to B	Clan Line
DUCHESSA d'AOSTA	7713	1921	Br to S	Navigazione Libera Tries- tina, Trieste.
MEISSEN	4487	1897	Br	Deutsch-Austral Line
WILDENFELS	5512	1901	Br to B (A)	Hansa Line
TREVAYLOR	4283	1912	Br to B	Hain SS Co.
WAR SOLDIER	7521	1917	Br	Shipping Controller
AUSTRALIA	2755	1875	Br	Oceanic SS Co (Matson)
MOWERA	3393	1892	Br to S	Huddart Parker
GEORGIC	10077	1895	Br to S	White Star Line
NORMAN	7596	1894	Br to B (A)	Union Castle Line
KILDONAN CASTLE	9688	1899	Br to B	Union Castle Line
TASMAN	4994	1921	Br to B	K.P.M.

SECTION TWO

ARABIC (58)	6497	1956	Br to B	Shaw Savill
CEDARBANK (58)	5671	1955	Br to B	Bank Line
COOPERATZIA (58)	3767	1929	Br to B	USSR
FLAMINIA (58)	8776	1922	Br to B	Cia Genovese Arm.

FLEETBANK (58)	5690	1953	Br to B	Bank Line
HINAKURA (51)	11272	1949	Br to B	NZSCO
KAURI (58)	2361	1936	Br to B	USSCO of NZ
LAUTOKA (50)	6676	1920	Br to S	Pacific Shipowners
NESTOR (55)	7802	1952	Br to B	Alfred Holt & Co.
ORKDAL (57)	8221	1951	Br to B	A/S Moltzau
WAREATEA (55)	1440	1952	Br to B	William Holyman
WYANGARIE (52)	1068	1938	Br to B	North Coast SN Co.

SECTION THREE

BRISBANE STAR (56)	11124	1937	Br to B (E)	Blue Star Line
CANADIAN STAR (57)	6291	1957	Br to B (E+)	Blue Star Line
CYMRIC (57)	11182	1953	Br to B (E)	Shaw Savill
ESSEX (56)	10936	1954	Br to B	Federal SN Co
PORT FAIRY (58)	8401	1928	Br to B	Port Line
RANGITIKI (56)	16984	1929	Br to B (E)	NZSCO
RANGITOTO (56)	21909	1949	Br to B (E)	NZSCO
RIVERBANK (57)	6318	1957	Br to B (E+)	Bank Line
SITHONIA (58)	7213	1942	Br to B (E)	Henry M. Thompson
SOUTH BREEZE (58)	2877	1929	Br to B (A)	Manners
TEKOA (57)	8810	1922	Br to B (E)	NZSCO
TRIONA (57)	7311	1943	Br to B (E)	BPC
VAN NOORT (58)	2845	1955	Br to B (A)	Royal InterOcean
WAIMEA (58)	3657	1953	Br to B (A)	USSCO of NZ

PRICES: Section 1--1s.; Sections 2 and 3--1s.3d.

ABBREVIATIONS: Br to B: Broadside to bow view; Br to S: Broadside to stern view; Br: Broadside view; (A) Alongside wharf; (E) Elevated; + Maiden voyage.

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THE VANS: The Van Noort, offered in Section 3 of this month's Photo Offer, with her sisters, the Van Cloon and the Van Neck, maintains a six weekly service from NZ ports to Malayan and Chinese ports. On 4/9/58 the Van Cloon reached Auckland, NZ, with the first cargo for NZ from communist China.

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CATALOGUE: If you have not received the Australian and NZ sections' first permanent Photo Catalogue send a stamped, addressed envelope to A. J. Starke, 21 Symonds St, Port Pirie, South Australia. It lists 103 cards which are generally available without any closing date restriction. Included in the catalogue are items which have not appeared in the numbered Photo Offers, including the following: ARTHUR STOVE (7243g, blt 1944), CHANDA (6921g, 1944), KING JAMES (7065g, 1943), KOREA (6820g, 1938), MARPESSA (7377g, 1927), ORANUS (10523g, 1950), PERTH (9550g, 1945), POONA (8607g, 1952), KLAUS SCHOKE (5891g, 1951), STRATHNAVER (22270g, 1931), ORCADES (28164g, 1948), PERTHSHIRE (10496g, 1936) and quite a few others.

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ERROR: P & O's MALOJA, given in Offer No 8 as built 1911, was print of MALOJA, built 1923. Our apologies for this mistake.