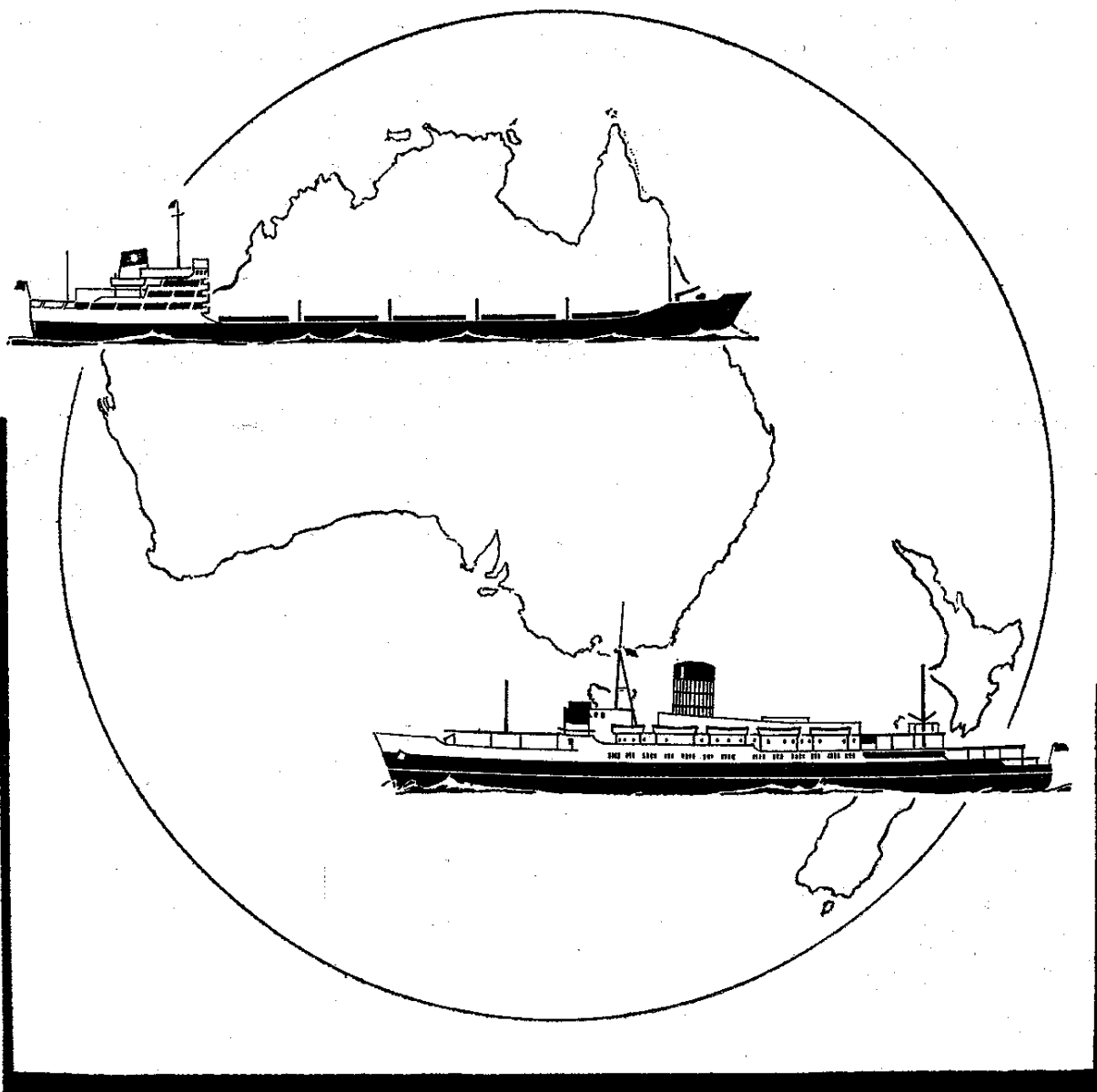
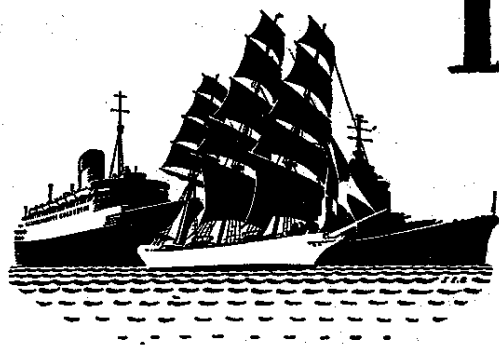


WORLD SHIP SOCIETY

# THE LOG



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JOURNAL OF THE AUSTRALIAN & NEW ZEALAND SECTIONS OF THE WORLD SHIP SOCIETY

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## THE LOG

Published third Thursday of every second month by the Australian & New Zealand Sections of the World Ship Society.

Editor: Charles (Harry) Bateson.

The Editor welcomes contributions in the form of articles, histories, fleet lists, notes, comments and paragraphs, and will willingly sub-edit into presentable form those that have not been prepared for immediate publication. Questions and answers to questions especially wanted.

PLEASE write legibly, print ships' names in capitals, and be accurate.

Editorial correspondence to:

BOX 4922, G.P.O., SYDNEY, N.S.W.

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BOX 89, P.O., LOBETHAL, South Australia

Application for membership of World Ship Society may be made to any Branch Secretary listed on back cover or to addresses shown above.

CHANGE IN MONTHSOF PUBLICATION

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## Announcement about THE LOG

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Because of the difficulty of preparing and publishing THE LOG in the middle of the Christmas-New Year holiday rush it has been decided that beginning this year THE LOG will be published in the months of February, April, June, August, October and December instead of every second month starting with January.

It is regretted that this decision was not made in time for this announcement to be made in the last issue of THE LOG.

Normally the stencils of the January issue have to be cut in the last week of December, at the height of the Christmas holidays, and the issue roneoed in the first fortnight of January. It has not been found possible to adhere to this schedule because of the holidays. This has meant that the January issue is often late.

Moreover, a January issue is always difficult to produce because members are so busy during December that few articles and little news reaches the Editor in December, with the result that he is nearly always short of material for the January issue.

It is believed these difficulties will be remedied if the first issue of each year is not published until the third Thursday of February. The covers for the current year, however, were prepared in advance and consequently the old dates of issue had already been printed on them before the change of publication date was decided. Therefore, this year the issues will all be dated a month ahead of actual publication date.

At the same time, because of the introduction of decimal currency in Australia as from February 14, the price of THE LOG has been fixed as from this issue at one dollar Australian per annum or 20 cents per copy.

This alteration of price does not foreshadow a change in membership rates, but is simply an administrative move to enable the increasing number of requests from people overseas to become subscribers to be dealt with efficiently.

\*\*\*Second of ....

.... two parts.

THE STATE SHIPPING  
SERVICE OF  
WESTERN AUSTRALIA.

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Details and History of Individual Ships

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By A. E. Slevin (Tas.)

(The first part of this article, dealing with the history of the State Shipping Service of Western Australia, was published in the last issue of THE LOG.-Editor.)

Below are given the details and histories of the individual ships in the fleet of the State Shipping Service of Western Australia. If members can add further particulars it will be appreciated if they would send their additions to The Editor of THE LOG, so that they may be published in later issues.

UNA: Purchased in 1912 to begin the first freight service of the newly-formed WASSS. She made her first run to ports on the south coast of WA and before she returned from this voyage, a second ship had been bought to replace her. The price paid for the UNA -- £2000 -- was low, even for 1912. She was nicknamed "The Submarine" because of the way she ploughed through the seas instead of riding over them. The UNA was sold to a Capetown company after World War I.

EUCLA: Formerly the WEXFORD, the EUCLA was the second ship purchased for the south coast service. She traded as far east as the town of the same name, with calls at Esperance, Albany and ports in the Bunbury area. As land transport developed, the EUCLA made more frequent voyages to the NW.

Details: Steel steamship, 564g, 292n, 187.9' x 28.0' x 12.9', 91 hp. Regd. Fremantle 1912. Built Ayr 1901. Signal letters TCSG.

WESTERN AUSTRALIA ex Mongolia: Built in 1901 for Italian owners, this vessel later saw service as a transport during the Russo-Japanese War. She was the first passenger vessel of any size in the fleet of the WASSS and took over the NW service after the loss of the Adelaide S.S. Co's KOOMBANA in March 1912.

The WESTERN AUSTRALIA was not suited to the rugged conditions on the WA coast and was sold in 1915. She later saw service in World War I as a hospital ship under the same name and on the Australian register.

Details: Steel steamship, twin screw, 2937g, 1628n, 344.0' x 43.0' x 24.2', 712 hp. Regd Fremantle 1913. Built Trieste 1901.

KWINANA: This vessel was built in 1892 as the DARMUS for the Archibald Currie Line, of Melbourne and for many years she traded overseas to India and other Asian ports. She was the fourth of the Currie fleet, the names of whose ships began with consecutive letters of the alphabet and ended in "us."

Purchased in 1912 by the WASSS, she was renamed KWINANA and placed on the NW coast run, where she traded regularly until 1920. On Christmas Day that year, while at Carnarvon, north of Fremantle, she caught fire and was seriously damaged. The KWINANA was later towed to Fremantle and laid up after a survey showed she was not worth repairing. Soon after, during a heavy gale, she broke loose from her moorings and drifted out to sea, eventually grounding several miles south of the port. She remained fast on the shore and began to break up in the seas, a process which was later speeded up by wreckers.

The ship gave her name to that stretch of coast which now is the site of a large oil refinery.

Details: Steel steamship, 3295g, 2130n, 340.2' x 43.0' x 25.0', 260 hp. Regd Fremantle 1912. Built Sunderland 1892. Signal letters VBTW.

BAMBRA: This ship was built as the PRINZ SIGISMUND for German owners in 1903, and was captured at the outbreak of World War I while lying at Brisbane. For a short time she was operated by the Commonwealth Government, but in 1915 was handed over to the WASSS and renamed BAMBRA. She ran with the KANGAROO from Fremantle to Java and Singapore from 1921 till 1926, when both vessels were sold.

Details: Steel steamship, twin screw, 3302g, 2578n, 327.1' x 42.2' x 24.3', 298 hp. Regd. London. Built Bremen 1903.

KANGAROO: In 1915 this vessel was under construction at Irvine, UK, when purchased by the WASSS and given her typically Australian name. She had been ordered by a Scandinavian company and was very similar to the early motorships built for Danish, Norwegian and Swedish owners in the early part of this century. The KANGAROO was a most distinctive vessel on the Australian coast in later years, having three masts and no funnel, but twin exhaust pipes on either side of the centre mast.

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For the first six years of her Australian ownership the KANGAROO traded on overseas routes, making very few calls at her home port. During the 1914-1918 war she rammed and sank a German U-boat. In 1921 she returned to Fremantle for an extensive refit. She then took up running to NW ports and with the Bambra maintained a regular service to Java and Singapore.

WITH the KANGAROO'S sale to Eastern buyers in 1938 the Far East service was discontinued and Australia lost a unique ship from her coastal fleet. She was the largest vessel to fly the WASSS house flag.

Details: Steel motorship, twin screw, 4348g, 2777n, 365.2' x 50.1' x 26.5', 398 hp. Regd Fremantle 1916. Built Irvine, UK, 1915. Signal letters: JCVW.

KYBRA: This was the first vessel built to the order of the WASSS. She was designed for the south coast trade, but later was employed on the NW run. The KYBRA had accommodation for twelve passengers.

In 1940 she was taken over by the RAN for service as a submarine training ship in eastern ports, a role she fulfilled until 1946, when she was returned to the WASSS and resumed running on the NW run.

After 32 years' service the KYBRA was sold in 1958 to Cia Naviera Lanena Ltd, of Hongkong, and renamed FLORETA, flying the Panamanian flag.

Details: Steel motorship, 440g, 204.2' x 31.1' x 12.0', 235 hp. Regd Fremantle 1926. Built Montrose 1926.

KOOLINDA: Built in 1926 to replace the BAMBRA in the passenger trade to the NW and Java/Singapore services, the KOOLINDA was a motorship of 4372 tons gross and when built had accommodation for 130 first-class and 32 second-class passengers. Later this was altered to 80 one class.

In 1938, when the new KOOLAMA arrived, the KOOLINDA was withdrawn from the overseas run and with the new ship operated a regular round trip to Darwin, a service that was maintained throughout World War II. She played a vital role running the gauntlet of enemy attacks along the NW coast when carrying essential supplies to Darwin.

After a refit at the end of the war the KOOLINDA resumed her peacetime running with the KYBRA and chartered tonnage. When repainted in peacetime colors, it was with a different colour scheme to that of pre-war years. Her new colours were a black hull, which replaced the earlier grey, and a pale cream funnel with a narrow black top instead of the former all buff. In January 1958, after 32 years' service, the KOOLINDA was sold to the Australian Pacific Shipping Co. and after the removal of all her fittings at Fremantle she was used as a transport for live sheep.

Details: Steel motorship, 4372g, 2281n, 330.0' x 50.2' x 25.4'.

Regd Fremantle 1926. Built Govan 1926.

KOOLAMA: Ordered in 1936, the KOOLAMA entered service in 1938 as a replacement for the KANGAROO, which had been sold overseas. She was a very fine-looking vessel and was claimed to be the best designed and fitted out ship on the coast at the time of her arrival. She spent all of her few years in service trading from Fremantle to NW ports and Darwin. In 1942 the KOOLAMA was sunk by Japanese bombers off Cape Londonderry while on normal service.

Details: Steel motorship, 4026g, 2113n, 348.08' x 54.2' x 22.7'. Regd. Fremantle 1938. Built Glasgow 1938.

KABBARLI: This vessel was building at the State Dockyard, Newcastle, in 1950 when she was purchased by the WASSS. Originally she was designed as a "D" class freighter for the Commonwealth Government Line, but was altered to carry 37 passengers, thus increasing her tonnage to 2707 gross. She was named KABBARLI in honour of Daisy Bates, who had spent her life working for the aborigines and was known to them by this name.

The KABBARLI was the first large passenger-carrying ship (with the exception of ferries) built in Australia since the GOVERNOR BLACKALL in 1872, a sad reflection on the Australian shipbuilding industry in the earlier half of this century.

Of the nine ships at present in the WASSS fleet, the KABBARLI is the most economical to operate, having a low fuel consumption and cheap running costs. The first passenger ship to join the fleet after World War II, the KABBARLI maintained the service with the KOOLINDA until the arrival of the passenger/cargo m.v. KOOJARA in 1956.

Details: Steel motorship, 2692g, 1359n, 279.0' x 46.0' x 21.6'. Regd Fremantle 1951. Built Newcastle, NSW, 1951.

DORRIGO: Built in 1946, the DORRIGO differed from other "D" class freighters by having only a single mast to serve the forward hatches instead of the two masts and one pair of derricks built in the other eight vessels of the same class. Shortly after completion she was chartered to the WASSS to help cope with the rapidly increasing post-war trade. She was most successful in the WA coastal service and was purchased by the WASSS in 1954.

Details: Steel steamship, 2457g, 1144n, 279.0' x 46.1' x 21.6'. Regd Fremantle. Built Newcastle, NSW, 1946. Signal letters VMWB.

DULVERTON: Built for the Commonwealth Government in 1948 by Evans Deakin & Co Ltd, of Brisbane, the DULVERTON was almost

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immediately chartered to the WASSS for their coastal service and was purchased from the government in 1954.

- On 1 January 1955 the DULVERTON was blown ashore on Lewis Island, WA. The crew landed safely on the island, but all efforts to refloat the ship failed. A lifeboat from the Dulverton rescued six fishermen who were stranded on nearby Eagle Hawk Island, their fishing boat having been wrecked. The DULVERTON was later refloated on a high tide and proceeded to Fremantle, with no serious damage.

Details: Steel steamship, 2411g, 1134n, 278.9' x 46.3' x 21.5'. Regd. Fremantle. Built Brisbane 1948.

KOOJARRA: This vessel, the second passenger ship built to the order of the WASSS in an Australian yard, is similar to the KABBARLI in design, but is 250 tons larger and carries 61 passengers. The KOOJARRA operates over the same services as the other ships of the fleet, carrying supplies and machinery to the norther ports and returning with frozen meat and other produce. All her passenger and crew accomodation is air-conditioned, a necessary amenity in the high temperatures of the far north.

Details: Steel motorship, 2958g, 1656n, 282.3' x 46.0' x 21.0'. Regd Fremantle 1956. Built Newcastle, NSW, 1956.

DELAMERE: Another of the Commonwealth-owned freighters taken on charter by the WASSS, the DELAMERE was purchased outright in 1957. She operates with the other "D" class vessels on the service between Fremantle and Darwin, making calls at the ports in northern WA en route.

Details: Steel steamship, 2835g, 1424n, 278.9' x 46.3' x 21.6'. Regd Fremantle 1957. Built by BHP, Whyalla, 1946. Signal letters VMWL.

KOOLAMA: The second ship of this name to be built to the order of the WASSS, the KOOLAMA arrived at Fremantle on 3 July 1958 after a passage of 33 days from Liverpool. She was the first vessel to be built outside Australia since her earlier namesake in 1938.

Designed to carry 60 passengers, the KOOLAMA also carries 300 head of cattle in specially designed pens. Her diesel engines give her a service speed of 13 knots.

Last year the WASSS considered having the KOOLAMA lengthened by 40 feet to accomodate an additional 30 or more passengers and extra cargo. This would have made her similar in size and capacity to the later KANGAROO, with which ship she was to operate on a new round Australia service. However, the cost of altering the KOOLAMA proved too great and the plan was dropped.

Details: Steel motorship, 3777g, 1942n, 285.0' x 49.0' x 30.0'. Regd Fremantle 1958. Built Dumbarton, UK, 1958/ Sig-



nal letters VLBY.

DAYLESFORD: The fourth "D" class freighter chartered from the Commonwealth Government, the DAYLESFORD was eventually purchased by the WASSS to help handle the increased freight traffic to the north. Originally a coal burner she was converted to oil fuel in 1955.

Details: Steel steamship, 2439g, 1131n, 278.9' x 46.3' x 21.6'. Regd Port Adelaide 1946, later at Fremantle. Built Whyalla, SA, 1946.

DENMAN: The fifth "D" class vessel chartered and later purchased by the WASSS to operate with the other "D" class freighters on the WA coast and to Darwin.

Details: Steel steamship, 2265g, 1100n, 279.0' x 46.0' x 21.6'. Regd Newcastle, NSW, 1949, later at Fremantle. Built Newcastle, NSW, 1949. Signal letters VMSL.

KANGAROO: The largest ship built in Australia for the WASSS, the second KANGAROO carries 94 passengers and has a complement of 66 officers and crew. She has a cargo capacity of 2200 tons and carries up to 300 head of cattle and 200 tons of freezer cargo. All passenger and crew accommodations are air-conditioned, and the decorations and furnishings of the public rooms and cabins attain a high standard.

In 1964 and 1965 the KANGAROO made several successful round Australia trips, leaving Darwin after her usual run north from Fremantle and proceeding eastward past Thursday Is. and then south along the Queensland coast and eventually, after calls at Melbourne and Devonport, heading west to Fremantle.

Details: Steel motorship, 4129g, 2552n, 332'10" x 50'5" x 18'1 1/2". Regd Fremantle 1962. Built Brisbane, Q, 1962. Signal letters VJVD.

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TONNAGE CONFERENCE: Lloyd's Register of Shipping Bulletin (100 A 1, No. 15) reports that IMCO, a United Nations specialised agency, is pressing for a conference on tonnage measurement to be held in 1968. There is already a move afoot in some countries to introduce a "tonnage mark" which will have the effect of abolishing the convertible type vessel. Thus, the "open shelter deck/closed shelter deck" type of vessel could ultimately disappear.

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MUSEUM: The AUSTBUILT Museum and Record of Australian built merchant shipping was opened in Fletcher Road, Port Adelaide, on 10 November 1965. Built and financed by Mr. E. Le Leu it is restricted to Australian built ships.

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AUSTRALIAN SHIPPING STATISTICS

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Fewer Vessels but

Freater Tonnage

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The Department of Shipping and Transport publication "Australian Shipping and Shipbuilding Statistics," which covers the twelve months to 30 June 1965, has now been published.

It shows that while the number of vessels has declined since the twelve months ended 30 June 1960, larger vessels are now operating and overall tonnage is up.

Here is a comparison of the basic statistics for 1960 and 1965:

	<u>At 30.6.60</u>			<u>At 30.6.65</u>		
	<u>Ships</u>	<u>Tons</u>	<u>Dwt.</u>	<u>Ships</u>	<u>Tons</u>	<u>Dwt.</u>
Trading vessels over 200 tons	126	640,202		114	844,224	
Interstate						
Intrastate	31	30,148		19	26,374	
Reg. Aust. trading overseas	7	27,243		7	21,842	
Totals	<u>164</u>	<u>697,593</u>		<u>140</u>	<u>892,440</u>	
Coastal vessels over 25 years old	<u>22</u>			<u>19</u>		
Fuel:						
Coal	28			15		
Oil	39			30		
Diesel	91			90		
Auxiliary	<u>6</u>			<u>5</u>		
Totals	<u>164</u>			<u>140</u>		
Shipowners	<u>48</u>			<u>40</u>		

POSITION IN NEW ZEALAND

Figures for New Zealand are contained in the "Report of the Marine Department for the Year Ended 31 March 1965."

This report discloses that at 31 December 1964 there were 574 ships on the New Zealand Register as compared with 533 ships at 31 December 1960, an increase of 41. Net tonnage only is recorded in these figures. At 31 December 1964 total net tonnage stood at 126,456

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compared with a total of 124,662 at 31 December 1960, an increase of 1794 net tons.

Details of vessels on the New Zealand Register which may be of interest to shiplovers are as follows:

	<u>1920</u>	<u>1930</u>	<u>1940</u>	<u>1950</u>	<u>1960</u>	<u>1964</u>
Sail	163	65	47	44	42	53
Steam	384	242	144	116	67	54
Motor	-	224	305	339	424	467

The Marine Department's report lists five new ships added to the New Zealand merchant fleet during 1964 -- the cargo ships GUARDIAN CARRIER, 1538g; LIGAR BAY, 1330g; KAREPO, 3221g; and KARETU, 3221g, and the oil tanker MAUREA, 2928g.

Two old ships -- the KARU, 1057g, and WAIPORI, 4281g -- were sold to Hongkong buyers during 1964, while the tug DUNEDIN, 345g, was towed out by the U.S.S. MILLS and sunk off Cape Saunders, and the HOLMBANK ex Turihaua was wrecked off Akaroa.

A total of 16 fishing boats and small passenger and cargo-carrying launches were built during the year under Marine Department survey.

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\* THE 47,000 TON ORE CARRIERS \*  
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(The following are extracts from an article entitled "Building the Big Ships," which was published in The B.H.P. Review for October 1965 and which will be of interest to members.--Editor)

Although officially known as 47,000 ton vessels, the new ships will have a deadweight capacity slightly in excess of 49,000 tons of iron ore. The forerunner of the series was the IRON FLINDERS, built in 1959, but since then the size of ships has grown very rapidly.

The new class, of which the DARLING RIVER is the first, has a length overall of 741' 6", a beam of 104', and if placed on the Melbourne Cricket Ground it would extend almost 75' past the goal posts at either end. If stood on end it would be as high as a 70 storey building. When fully loaded, the class will weigh 63,000 tons, almost half as much again as the battle cruiser HOOD and almost as much as the UNITED STATES.

The ship itself will weigh something over 13,000 tons, includ-

ing about 11,000 tons of structural steel. There are nine cargo holds with a total cubic capacity of 1,700,000 cubic feet. If these holds were filled with water, they would hold over ten million gallons, enough to supply Whyalla for almost a week. When sailing in ballast the vessel carries as ballast 28,000 tons of salt water.

It is interesting to note that the four Yampi class vessels built in 1947-50 for the original Yampi trade could carry a collective total of 45,000 tons whereas the DARLING RIVER alone will carry more ore than this.

#### POWER

The main machinery will be steam turbines of an advanced design and the steam pressures and temperatures of 859 lb to the square inch and 950° F. are higher than those previously used on Australian flag vessels.

The service power will be 16,500 shp, giving a speed of just under 17 knots. Automation in both engine room and on deck has been extensively introduced.

The hull form, which was developed in conjunction with a Japanese shipyard, features a bulbous bow.

The DARLING RIVER has been launched and the keel of the second of the class, the BOGONG for Bulkships Ltd., has been laid. Thereafter follows one for B.H.P. and the fourth will probably be for A.N.L.

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Leaves from  
an old log

Seventh part  
of a series

#### THE LORD LYNDON'S JOURNAL

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Voyage from Valparaiso towards India in 1819

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(THE LOG began publication of this journal, which was supplied by Mr. John Morris, formerly of Hobart and now of Sydney, in its issue of vol. 12, p. 13.-Editor.)

Thursday 16 December 1819: First part, moderate breeze at NE and fine weather. All sail set. New moon at 6 p.m. At 5 p.m. observed a squally, rainy appearance to windward. Piped ye hammocks down and took in royals and topgallant studding sails. At 6 squally with rain, dying to a calm, with a sudden heavy confused swell. Let run the lower studding sail haaliards and took ye

sail in. From this time to 8 p.m. an increasing breeze at NNE with passing squalls and rain. In taking ye second reef into ye mizen topsail tore ye sail, close reefed it in consequence. Furlled mizen topgallant sail and spanker. Took in fore topmast studding sail, which split in hauling down from leach to leach. In fore topgallant sail. At 8 p.m. ship under ye three topsails (fore and main single reefed), foresail and mainsail, main topgallant sail and jib; an increasing breeze and heavy sea.

### ROLLED DEEP

From this time till midnight I think I never felt a ship roll so terrible deep as we did. The following is what occurred during ye watch: Down royal yards & struck royal masts. Shipping seas overall. The lower studding sail boom guy gave way; boom flew forward; ship rolled it in & snapped it in two; after this, ye jib stay gave way & about one third of ye jib was hauled in at the gangway. Carried away one of ye standing fore topmast backstays, lashed it to ye mast head & set it up again. About 10 p.m. observed ye fore topsail to quit the bolt rope & to take a birth before ye foresail hanging by ye foot rope, lowered ye foresail yard on ye cap. Lowered ye main topsail down also. In clewing up yet main topgallant sail split it, also in consequence of ye clewline giving way.

During ye middle watch I certainly expected some of her masts to go, as I never witnessed such a confused swell. We shipped a great deal of water overall and rolled ye lee ports in.

At daylight a strong breeze about NE & rather less sea. Down royal masts; in flying jibboom. Took another reef in ye main topsail and hoisted it up; down topgallant yards & struck topgallant masts; unbent ye remains of ye fore topsail & bent the best one. Got rolling tackles on ye yards, secured ye boats & made everything snug.

### BAD SAILS

A.m. We had rather fine weather and had our sails & rigging been good we might have carried more sail, which would have prevented ye ship from taking such heavy lurches to windward.

I saw never such bad sails bent. I forgot to mention that ye mainsail also was split in ye first watch & that we unbent it this morning. Course steered W&S, W. Distance 174 miles. Lat. obs. 19.7.25, DR 19.19 N. Long Chr 164.30 W, DR 165.35 W. Very little attention has been paid to ye Log during these 24 hours.

17 December: Strong breezes from NbyE to NEbyE & fair weather, occasional squally appearances in ye NE quarter and a heavy sea running. Course steered W. Dist. 174 miles. Lat obs 19.24, DR 19.28 N. Long Chr 167.10, DR 168.38 W. a.m. Bent the best main-

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sail & set it.

18 December: First part fresh breezes at NE, passing squalls & rain. Out third reef fore topsail & bent ye jib. Heavy swell. Middle parts, fresh breezes & fair weather. Latterly, moderate breezes at ENE & gloomy weather with a heavy swell. Daylight, fiddled topgallant masts. Found ye foremast iron of ye dead of ye fore rigging broke, shifted it with a spare one & set it up again. Employed bending ye best sails. Co. steered West. Dist. 151 miles. Lat obs 19.42 N, DR 19.46. Long Chr 169.10 W, DR 171.15.

19 December: Moderate breezes, variable from NNE to ENE, gloomy weather & a heavy swell. P.m. Out 3rd reef of ye main & mizen topsails & set ye lower topmast studding sails & crossed main topgallant yard & set ye sail. A.m. Crossed fore & mizen topgallant yards & set ye sails. Carpenter scarfing ye spanker boom which was carried away at 6 p.m. by ye weather guy not being hauled taut with ye boom sheet in a heavy lee lurch. Co. steered West. Dist. 155 miles. Lat obs 19.49 N, DR 20.05 N. Long. Chr 171.54 W, DR 173.57. Remains of water 19 butts.

20 December: During this log have had generally fresh breezes from NNE to NE by E, with passing light squalls & rain. Sunset var. per Ample. 9.50 E. Doubled reefed fore & mizen topsails. Daylight, out 2nd reefs of do. & set topgallant studding sails. A.m. Finished ye spanker boom & shipped it. Asit broke short off about two feet outside ye taffrail we tongued it in that place, shifted it end for end & lashed part of ye lower studding sail on ye upper side of it, the tongue being well bolted & woolded. Co. steered West & W $\frac{1}{2}$ N. Dist 175 miles. Lat obs 20.6 N, DR 20.23. Long Chr 174.35 W, DR 177.00.

21 December: Winds & weather as yesterday, with a heavy swell from ye northeastward. Reefed topsails etc etc as yesterday. Co steered W $\frac{1}{2}$ S. Dist 177 miles. Lat obs 20.11 N, DR 20.13. Long Chr 177.14 W, DR. 180.00. Long O & D 178.00 W.

22 December: First part, fresh breezes & cloudy weather. In 2nd reefs of ye fore & mizen topsails at sunset. Middle parts, steady breezes & hazy weather. Daylight, out 2nd reefs of ye fore & mizen topsails. Latterly, moderate breezes & hazy weather. Wind EbyN throughout, with a heavy confused swell. Co steered W $\frac{1}{2}$ S. Dist 172 miles. Lat obs 20.31 N, DR 20.19. Long Chr 179.56, DR 181.3 W. O & D 180.25. Ship generally gained to ye northward of her course. Found ye Log glass three seconds too long.

23 December: Moderate breezes at Eby N with fair weather for ye most part, occasional light squalls & drizzling rain passing. Much less swell. Co steered Wby S, Dist 130 miles/ Lat obs 20.25 N, DR 20.25. Long Chr 182.15 W, DR 182.43 W. O & D 183.5. Removed ye chain cable from aft forward, to trim ship.

24 December: Moderate breezes from ye eastward & fair weather, with occasional passing light squalls & rain. Heavy NE swell throughout. Co steered WbyS. Dist 130 miles. Lat obs 20.28 DR 20.19 N. Long Chr 184.39 W, DR 185.23. Var 10" Ely. O & D 185. 10. W.

25 December (Xmas Day): Light breezes at EbyN and fine weather throughout with less swell. P.m. Up short main royal mast & crossed ye yard & set ye sail. Co steered WbyS. Dist 120 miles Lat obs 20.27 N, DR 20.22. Long Chr 187.08 W, DR 187.18. As ye lunars have invariably been 30 or 40 miles to ye westward of ye Chr, in pricking off on ye chart I add 30 miles to ye latter & consider the result as ye true longitude.

### SAILING WORSE

During these last eight or 10 days the swell has risen & fallen in quicker succession than I ever recollect to have seen it. The ship, too, appears to sail worse every day and to be more inclined to roll, which I account for by the copper settling in ye hold.

26 December: First part, steady moderate breezes from ENE to NEbyE and fair weather. Latterly, squally. In 2nd reefs. Co steered WbyS. Dist 136 miles. Lat obs 20.27 N, DR 20.27. Long Chr 189.51W DR 189.44.

27 December: First & middle parts, fresh breezes from NE to EbyN with fair weather & a heavy confused swell. Latterly, light breezes. Ship very uneasy. Co steered WbyS. Dist 139 miles. Lat obs 20.28 N, DR 20.28. Long Chr 192.33 W, DR 192.13.

A.m. Employed in breaking out ye ground tier of water to get ye copper from under it, about 300 slabs, stowed in three heights dead, from ye after part of ye fore hatchway to ye step of ye foremast. This we take from ye wings etc & raise it in ye square of ye fore hatchway with wood, blocking it up with the water casks to endeavour to ease ye ship in rolling. This ship is so flat that a little water that remained forward rushed with such force (when ye ship rolled) against ye side that I am convinced she would have damaged any dry cargo at ye floorheads, with only 12 inches in ye well.

28 December: Fresh breezes from NE to ENE & fine weather throughout, with less swell. Daylight, out 2nd reefs of ye fore & mizen topsails. Co steered WhyS. Dist 150 miles. Lat obs 20.29 N, DR 20.20. Long Chr 195.17 W, DR 194.54. As ye Chr is now considerably ahead of ye Reckoning and she, we suppose, at least 30 miles too far to ye eastward I conclude we have again a current in our favor. A.m. Employed as yesterday, which already appears to have eased ye ship. Ther 79. Hot sultry weather. These last two days have kept a lookout for Lamira Jobu (?) which we have been running directly for. It is said to be in Lat 20.25 N & Long 166.45E.

(TO BE CONTINUED IN NEXT ISSUE)

20 January 1966

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\* W.S.S. NEWS AND NOTES

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++ At the November meeting of the NSW branch two films -- Parts of Paradise and Superkiner United States

Writes Headlines -- were shown by courtesy of the Matson Line and a third -- The Story of the Elizabeth -- by courtesy of the Cunard Line. In addition, John Burne gave his popular "Waterfront Roundup."

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++Mr. Ralph Varns gave an address to the Melbourne branch at its November meeting on recent developments in roll on/roll off vessels. On 14 December the branch held its first dinner, enjoying a good meal and a diverting floor show at a city hotel. Mr. Bill Volum, from Geelong, was among those who attended.

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++Films were the feature of the Hobart branch's meeting in December. They were Across the Pacific, telling of a cruise from Vancouver to Sydney in the ORSOVA, Yachting -- Dragon Class, Course Set for Tomorrow, a naval documentary, and Special Ships, dealing with British shipbuilding. Mr. L. Rex presented Waterfront Roundup and Mr. A. E. Slevin, Shipping News of the World.

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++New members welcomed aboard include Messrs. J. Claessens, 2 Elma Rd, Sandy Bay, Tas, D. Green, 31 Stoke St, New Town, Tas., Ron Riley, 29 Payne St, Hillcrest, Burnie, Tas. (currently at sea as a cadet in s.s. IRON MONARCH), A. Hamilton, 75 Main Rd, Moonah, Tas., J. Millar, 16 Heathorn Ave, Sandy Bay, Tas., and J. Tomes, 193 Brisbane St, West Hobart; and Miss L. Denning, c/o Social Works Dept, Royal Hobart Hospital.

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++The Adelaide branch, which now holds regular meetings, welcomed as new members Ian Hill, Colin Lovering and Ern Ranford at its meeting in December. By courtesy of Mr. Keith Le Leu, proprietor of AUSTBUILT Museum, 95 Fletcher Road, Birkenhead, the meetings are now held in the museum on the second Wednesday of each month. Visitors to South Australia are always welcome.

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++Resigned from the WSS: Alfred Griffard, of Springwood, and John Prescott, of Parramatta North.

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++Melbourne branch meets on 16 February and will hold its annual general meeting on 16 March.

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++Transparencies of shipping at Sydney were screened, having been loaned by NSW member Nick A. Hedley to Mr. F. Flintoft, of York, U.K., at the West Riding, Yorkshire, branch of the WSS held at Leeds on January 21. This was the first occasion when the programme has included an item from "Down Under." Mr. Flintoft gave a commentary on the slides, with comments from Mr. E. Wanless, of Leeds, who traded to Sydney many years ago when chief engineer of the s.s. MONGOLIA. Colour views of Sydney were also shown.



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SHIPPING AROUND THE  
COAST AND THE WORLD

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THE LOG'S GENERAL NEWS SECTION

\*\*Articles and news, notes and comments, which are still in short supply, should be forwarded to reach The Editor at Box 4922, GPO, Sydney, NSW, by Thursday March 31 1966 for the next issue of THE LOG, which, as announced on page 3, will not reach members until April. The editor particularly requests articles on all subjects of shipping interest, present day as well as historical.

+ + +  
\*\*A bulk limestone carrier of 3280 tons dwt, the m.v. ACCOLADE was launched at Brisbane on 9 November 1965 for Acco Transport Ltd.

+ + +  
\*\*The RIVER BURNETT has been renamed IONIC COAST by Australine Shipping Co. Inc., of Liberia.

+ + +  
\*\*The Napier, NZ, trawler PROTON, formerly of Fremantle (see THE LOG, v. 12, p. 128), went ashore at Castlepoint, south of Napier on August 26 and was relocated on September 20 1965. The 60-foot, 40-ton vessel is owned by Proton Fisheries Ltd., Napier.

+ + +  
x \*\*The Australind SS Co's ARALUEN (8485g, 1958) is to be lengthened by 54 feet at Belfast next May and June.

+ + +  
+ \*\*The RNZN's Loch class frigates PUKAKI and HAWEA, which were sold for scrap to Hong Kong Rolling Mills Ltd for £12,500, sailed from Auckland completely stripped on 15 November last under tow of the 582-ton tug ATLAS. The voyage was scheduled to last six weeks. The ATLAS is the same tug as left Auckland on 18 October 1961 with the frigates TAUPO and TUTIRA in tow for the same destination. The ROTOITI is to follow early this year. The KANIERE is moored at Devonport as an alongside training vessel.

+ + +  
+ \*\*The MYALLA, a tug for the Marine Board of Burnie, was launched at Brisbane on 23 September last and left for Burnie on 12 November 1965.

+ + +  
\*\*After having been laid up for some months at Nelson, NZ, the scow VESPER (47g, 1902), owned by the Karamea Sg. Co. Ltd., was sold last September to a milling contractor in Pelorus Sound for dismantling. Her machinery will be used in a timber mill, her hull as a punt.

20 January 1966

\*\*For the record: Official statistics of the EMPRESS OF AUSTRALIA, registered at Hobart -- 12,037g, 6657n, O/N 327553, 445' OA x 70'7, 250 passengers.

\*\*The IRON DERBY (9522g, 1951) collided with and seriously damaged the steel works jetty at Kwinana, WA, on 14 December 1965.

\*\*Due to a serious defect in her original boilers, the BARWON (43)4g, 1939) will not be recommissioned until March. Her boilers are to be removed and replaced by two units from HMAS WARREGO.

\*\*The two tugs building at the State Dockyard, Newcastle, for use at Westernport Bay are to be named HENRY BOLTE and MURRAY PORTER after the Premier and the Minister of Public Works in the Victorian Government.

\*\*The TAUPATA (268g, 1930), previously reported back in service after fire damage (see THE LOG, v. 12, p. 128), was still laid up at Nelson towards the end of December.

\*\*The ATHELVISCOUNT (12,778g, 1961), which arrived at Wellington on 28 August 1965, is under charter for six years to New Zealand oil companies to ship refined petroleum from Marsden Point to other N.Z. ports. Still registered at Liverpool, she is manned by New Zealanders. The familiar blue "Athel" on a white diamond on her funnel has been replaced by a silver fern on a black diamond. (See THE LOG, v. 12, p. 101).

\*\*The tug HEROINE (207g, 1909) did her last tow on 3 November 1965, when at 8 p.m. she berthed the NAGAOSAN MARU at Pyrmont. Next day, after a send-off from other Fenwick tugs, she was towed to Rozelle Bay, in Sydney, for scrapping. She has been replaced in the Fenwick fleet by the CAMP COVE.

\*\*Until recently owned by the Australian Army and named TARRA, the MILOS DEL MAR, owned by Societe Maritime Caledonien, sank 230 miles north of Sydney on 28 November 1965. By appearance she was one of the Hobart-built wooden vessels about which there has been recent correspondence in the Questions and Answers section of THE LOG.

\*\*At time of writing NZ's second hydrofoil passenger vessel, the METEOR III, built at Port Leven, Cornwall, for Wakatipu Water Taxis Ltd, of Queenstown, is due to reach NZ in February 1966. She is 38 ft long and is of four tons.

\*\*The VIRIA (584g, 1948), owned by Hethking Steamships Pty Ltd, has been sold to Madrigal Shipping Co Inc, Manila. She came on the Australian coast in 1957.

\*\*HMMZS INVERELL, which recently crossed the Tasman to pay Sydney a short visit, was commissioned on 16 August 1965 and since last

September has been employed on fishery patrol duties and training off the North Island coast. This March HMNZS KIAMA, which is being brought out of mothballs at Devonport, is expected to be ready to begin fisheries patrols, when the INVERELL will revert to sea training duties only. Both ships have had their minesweeping gear removed and extra accommodation built on deck. The KIAMA will be permanently attached to the Fishery Protection Squadron, assisting the SDMLs PAEA, MAKO, HAKU, MANGA and MARORO. It is unofficially reported that a sixth SDML, P 3553, is to be commissioned as the KAHAWAI in March. The other two Bathurst-class minesweepers, the ECHUCA and STAWELL, are to remain in mothballs and probably will go for scrap.

+ + +  
\*\*The BALARR (4053g, 1952) is to be converted to oil fuel.

+ + +  
\*\*The WOOMERA (4033g, 1952) was scheduled to begin reconstruction at Sydney early in January and will be out of service for six months.

+ + +  
\*\*The KAMONA (1785g, 1949) was purchased by San Jeronimo SS Co Ltd, Panama, but as it was decided to keep her on the coast the owners are now John Manners & Co (Aust) Pty Ltd.

+ + +  
\*\*The West German firm of Orenstein-Koppel & Lubecker Maschinenbau, Lubeck, who provided the Auckland Harbour Board's floating crane HIKINUI in 1963, are to build the board's new bucket dredge, with delivery early in 1967.

+ + +  
\*\*The first Farrell Lines vessel to reach Australia, arriving on October 31, was the AUSTRALIAN GALAXY ex Pioneer Star.

+ + +  
\*\*An order for a 60-foot steel, twin screw motor tug for the Auckland Harbour Board has been placed with Scholten & Brijs Ltd, of Auckland. To cost about £40,000, she will replace the launch MANUKAU at Onehunga.

+ + +  
\*\*HOLMPARK is the name of the Holm Sg. Co's new m.v. purchased last year. Built as the COMMANDANT MILLIASEAU for the French firm of C.G.T. by G. Renck Jr., of Hamburg, in 1953, she is 208'11" x 32'0" x 12'2" dr and 596g, 222n and 836dwt. An 8 cyl. Mirrlees diesel situated aft gives her a speed of 12 knots. An interesting feature of this vessel is that she is constructed as an open shelter decker, having a main deck and a shelter deck. She arrived and entered service in late December 1965.

+ + +  
\*\*The tug WOONDA (309g, 1915) has been broken up at Port Adelaide.

+ + +  
\*\*The NORFOLK WHALER (217g, 1954) has been purchased by the Papua-New Guinea Administration and will be used as a training ship for officers in the New Guinea area.

+ + +  
\*\*A. & G. Price Ltd, Auckland, launched a 600-ton barge, the 117-foot, all steel welded WHAKARIMA, on 14 Dec. for Parry Bros Ltd.

20 January 1966

\*\*The Brisbane-based tug CARLOCK, built in 1929, has been modernised and re-engined. Shortly after re-commissioning, she was sent to tow the RNZS ROYALIST, which on 1 November 1965, when off Bellona Island in the Solomons, was forced to shut down engines following severe seawater contamination of her boilers. Until she ran low on fuel, the HMS DAMPIER stood by the ROYALIST 80 miles south of Guadalcanal, but had to sail for Port Moresby on 3 November. The CARLOCK took the ROYALIST in tow on the 7th, heading for Auckland, and two days later HMNZS LACHLAN, which had left Auckland on the 4th, arrived to transfer stores, repair equipment and mail before refuelling at Noumea. The CARLOCK dropped the tow on the 12th to refuel at Noumea, but ROYALIST was by then able to make 10 knots using one cleared boiler. The tug returned then to Brisbane, leaving the LACHLAN to escort the ROYALIST, which berthed at Devonport on the 17th flying her paying-off pennant. As soon as stripping is complete tenders will be called for the ROYALIST'S hull. She was to have been paid off finally, if the mishap had not occurred, this March

+ + +  
\*\*The Adelaide Ship Construction Co are building two tugs for Mount Goldsworthy Mining Co Ltd. Each is of about 300 tons and 110 ft long. They should be delivered in August and September 1966 respectively and it is believed they will be named the STRELLEY and the RIDLEY.

+ + +  
\*\*The ketch HAWK, built about 1880, has been sold to owners in the Solomon Islands.

+ + +  
+ \*\*The Blue Funneller NELEUS (7802g, 1953) was under charter to the Blue Star Line when she reached Australia in January.

+ + +  
\*\*The MAORI arrived at Wellington on 5 December 1965 from Hongkong via Singapore. The 12 year old vessel replaces the RANGATIRA on the inter-Island run. The MAORI has been altered considerably by her conversion. Both sets of samson posts, winches and derricks have been removed, the after set having been replaced by a mainmast mounted on the additional accommodation built aft on the promenade and bridge decks to partially replace the accommodation lost through the converting of all of C deck to a vehicle deck. Access to this deck is through the completely remodelled stern and watertight door. Not visible is a vehicle hoist giving access to holds 3 and 4 from the garage deck. The MAORI has been fitted with a Pleuger lateral thrust bow propellor to aid berthing. She can carry 120 cars. The conversion was carried out by the Taikoo Dockyard & Eng. Co Ltd, of Hongkong. The MAORI made a trial trip to Lyttelton on 14-15 December and entered regular service on the 16th. The RANGATIRA (6152g, 1931) ended her last voyage at Wellington on 16 December and was then withdrawn pending sale. The HINEMOA (6911g, 1946) will also be sold when the new WAHINE enters service this coming April. Her builders, Fairfield SB & E Co, Glasgow, were placed in the hands of a receiver last October, but have been able to continue with a £1 m. loan advanced by the British Government.

- \*\*P & O-Orient Lines' CHUSAN is scheduled to leave Sydney on 19 June, Melbourne on the 22nd, Adelaide on the 24th and Fremantle on the 27th on a cruise to Singapore, where she is due on 2 July. The HIMALAYA makes the return voyage, leaving Singapore on 6 July and arriving at Sydney via Fremantle, Adelaide and Melbourne on the 18th.
- \* + +
- \*\*During 1966 the RAN will conduct surveys with HMAS MORESBY, PALUMA and BASS.
- + + +
- \*\*The Editor thanks the following members for assistance in compiling this section: R. Parsons (SA), T. Stevens (Vic), S. Welch (NSW), John Burne (NSW), R. McDougall (NZ).
- + + +
- \*\*Following the failure of the Tiri Shipping Co's Auckland to Whangarei and Great Barrier Is. services, the TIRI (169g, 1931) was laid up in Auckland last September. She is owned by A. G. Frankham Ltd and had been on charter since December 1963 to the Tiri Co, which is to be wound up.
- + + +
- \*\*Two rollon/roll off ferries capable of carrying 700 passengers and over 250 cars or 60 trailers have been ordered for service between Southampton and Le Havre, to start in the European spring of 1967. The vessels have been ordered from Ateliers & Chantiers de Nantes (Bretagne-Loire) for Southern Ferries Ltd., a subsidiary of General Steam Navigation Co Ltd and for the Societe Anonyma de Gerance et D'Armement, of Paris. The General SN Co is a P & O subsidiary. The two ships, one under the British and the other under the French flag, will operate jointly under the name Normandy Ferries. They will be vessels of approximately 5600g, with a length of 436', a beam excluding fenders of 69'6" and an operating draught of 15'9". They will be powered by two Pielstick 12 cyl. type 12/PC 2V developing 5580 bhp each service output.
- + + +
- \*\*P & O-Orient Lines' ORCADES will be diverted to Piraeus on a voyage to Australia next April and will be followed by the ORONSAY and the CANBERRA. The ORCADES is due at Piraeus on April 5, the ORONSAY on May 6 and the CANBERRA on June 5.
- + + +
- \*\*Name of the new Fisheries patrol launch built by P. Vos Ltd, Auckland, for the N.Z. Marine Department is OHORERE, which means "Suprise from the Sea." She was launched on 27 November 1965, is 55 ft. long, and powered by twin Rolls-Royce diesels of 450 hp each, giving her a speed of 20 knots.
- + + +
- \*\*Taikoo Dockyard & Eng. Co Ltd, of Hongkong, expects to give delivery of the roll on/roll off cargo ferry it is building for the USSCo. at Hongkong in June 1967. The new ship, which will be employed on the proposed Auckland to Lyttelton and Dunedin service, will be of 2250 tons dwt. A 16½ knot, twin screw motor vessel, her dimensions will be 365 ft. x 56 ft. x 15 ft 9 ins dr.

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^ \*\*The ENFIELD (584g, 1949), of the ANL fleet, after having been laid up at Sydney since mid-July last, was sold recently and has been renamed HELEN J. She is now registered at Port Legaspi, in the Philippines.

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+ \*\*Shaw Savill's NORTHERN STAR now has a dark green funnel. The change was made because the company believes the new colour harmonises better with the ship's pale green hull. The SOUTHERN CROSS will have a similar coloured funnel. The green of their funnels will henceforth be known as Aberdeen green, the same colour as was used on the famous clipper ship THERMOPYLAE and on the hulls of the Bay steamers acquired by Shaw Savill in 1928.

+ \*\*THE LOG has received a circular advertising a new shipping monthly. It is to be called "Ships Monthly" and the first number was to be launched on January 7. THE LOG has not yet seen a copy, but its address is the Endlebury Publishing Co, Ltd, Grosvenor Road, London, E.10, U.K. It costs 3s. English a copy or 36s. English per annum.

+ \*\*The New Zealand Shipping Co has decided to adopt the funnel of its associated company, the Federal SN Co, which is red with a black top and has on each side a St. George's cross with a blue square in the centre. The NZSCo's buff funnels are now being replaced by the distinctive Federal colours. The TAUPO, now building and due for delivery shortly, will be the first NZ Co vessel to have the Federal funnel and the other ships of the line will have their funnels altered as opportunity offers during the present year.

+ \*\*The Commonwealth Government, according to a statement made in Parliament by the Minister for Shipping and Transport, is examining proposals to establish an Australian overseas shipping line to carry Australian coal to Japan and iron ore from Yampi Sound to the East coast.

+ \*\*Reported that Sydney's ex-VIP steam yacht LADY HOPE TOUN, built in 1902 by Watty Ford at Berry's Bay, North Sydney, at a cost of £4500, has been purchased from the NSW Maritime Services Board at public tender by a syndicate of enthusiasts known as Lady Hope-toun & Port Jackson Marine Steam Museum Ltd. The syndicate plans to restore the vessel and turn her into a museum.

+ \*\*The 60-year-old main Harland & Wolff yard at Belfast, which was renamed Queen's Yard during World War II, has closed. The last launch from it was of the 41,000 ton dwt. bulk carrier LA SIERRA for Buries Markes Ltd. on November 24 last. These shipbuilders are now concentrating all their work in the modernised Musgrave yard.

+ \*\*The passenger/car ferry NILI (6700g, 1965) has had an eventful if short history since she was completed at Glasgow six months ago. When built by Fairfield SB & Eng Co Ltd she was destined

for the Southampton-Algeciras service to be operated by Somerfin Lines, but before she could enter service the plans were cancelled and she was chartered to Finnish interests to operate a ferry service between Helsinki and Travemunde. Later, she went cruising in the Caribbean, and now this 20-knot ship, with accommodation for 524 passengers and garage space for 120 cars, is reported to have been sold to the French Line for £2½ m. stg.

- + \*\*The EASTERN ARGOSY (6907g, 1956) stranded on Clack Reef, 130 miles north of Cooktown, on 9 January. Attempts to refloat the vessel after jettisoning cargo and fuel failed until 4 February, when the Brisbane tug CARLOCK pulled her off the reef on the peak tide. She was not holed and was mechanically sound, and at time of writing, after refuelling at Cairns, she was to proceed to Sydney for examination.
- + \*\*Bound from London to Auckland, the m.v. IMPERIAL STAR (13181g, 1948) was struck by a trawler, GAI FLOREAL, in lat. 49.6 N, long 5.56 W, on 20 January, but neither vessel suffered any damage, and the trawler later reported she did not require any assistance.
- + \*\*The Liberian Government's ban on the registration of vessels constructed prior to 1942 is to be extended on 1 July next to all war-built tonnage, thus driving another nail into the coffin of the Liberty ship. The new Liberian decision, however, will only apply to new registrations, so that many Liberty ships at present trading under that flag will not be affected.
- + \*\*Ellerman & Bucknall Steamship Co Ltd propose to operate a new service from Australia to Mexico, the US east coast and Canada. The new service is scheduled to start with the sailing of the CITY OF CANBERRA (10543g, 1961) in March and will be maintained at regular intervals by modern, 18-knot cargo vessels, which will cater for all refrigerated and non-refrigerated cargoes.
- + \*\*P & O-Orient Lines' ORSOVA makes a Pacific cruise from Sydney on March 27 and will visit Nuku'alofa, Suva, Noumea and Hayman Island before returning to Sydney on April 12.
- + \*\*Thomas and John Brocklebank Ltd. are to order from Lindholmens Varv. A/B, Gothenburg, two 10,500-ton general cargo liners for delivery in 1968. The new vessels, which are designed as replacement tonnage for the company's services between the UK and USA and India, will cost over £3 m. sterling.
- + \*\*The USSCo's new motorship NGAPARA (5900 dwt) was due to be launched from the Caledon Yard at Dundee on 4 February. She is a sistership of the NGAHERE, which is scheduled to run trials at the end of February. Both ships will be equipped with deck cranes instead of derricks.
- + \*\*Launched last September, the WESTMORLAND (11,250g) was due to

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be handed over early in February to the Federal SN Co by her builders, Lithgows Ltd., of Port Glasgow. The WESTMORLAND is Lithgows' first "computerised" ship, the use of a computer for design calculations, wages, costs statistics and production control having helped towards quick building. She was started only in April 1965.

\*\*H. Hogarth & Sons Ltd and the Lyle Shipping Co Ltd, Glasgow shipowners, have placed orders for five bulk carriers, each of about 19,000 tons, with Norwegian yards. The three ships for the Lyle Shipping Co will be used in their general cargo trade. First of the Lyle ships is to be delivered in 1967, the second in 1968 and the third early in 1969, while the two Hogarth vessels will be delivered respectively in October 1967 and January 1969.

\*\*The Zim Israel Navigation Co Ltd has sold its passenger liner ZION (9855g, 1956) to Portugese interests for about £820,000 sterling. Her sistership, the ISRAEL, built in 1955 and employed with the ZION on the company's service from Israel to the United States, is also to be sold by the Zim Company.

\*\*The Port Line took delivery in mid-January of its Glasgow-built fast cargo liner PORT BURNIE, which has a deadweight capacity of about 9300 tons.

\*\*The Leander-class frigate MINERVA, launched 13 months ago at the Walker naval yard of Vickers, began her trials on 17 January, but formal acceptance trials and commissioning are not due until the spring. The first Leander class frigate built at the Walker yard was the PENELOPE, which was handed over to the RN in November 1963.

\*\*A plan by the RNZ Navy to hire the frigate WHITBY from the RN has been abandoned because of the high cost of bringing her boilers and hull up to standard. Negotiations probably will take place to secure another vessel.

\*\*The NZ Marine Department has purchased a 92-foot stern ramp trawler from Norway for deep water fisheries research. At time of writing she was expected to arrive in NZ during February and was to be based on Auckland.

\*\*The Ethiopian Shipping Lines, of Addis Ababa, expects to begin a regular liner service in February between the Red Sea ports of Djibouti, Assab and Massowah to Genoa and London and to various ports in the Antwerp-Hamburg range. The service will initially employ the fast general cargo vessels LION OF JUDAH and QUEEN OF SHEBA, which at time of writing were fitting out in Holland and due for early delivery.

\*\*A fire in No 5 hold of the Islands passenger ship TOFUA (5299g, 1951) caused damage to cargo and hold at Auckland on 10 Sept.



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 \* YOUR WANTS -- YOUR QUESTIONS -- AND \*  
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 \* YOUR ANSWERS. \*  
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### Questions:

Mr. Nigel J. Kirby, of 18 London St., Lyttelton, N.Z., asks for the following information:

MONTORO (Burns Philp. 1911. Became Haven 1948--?). What was the final fate of this vessel? Did she undergo any further changes of name?

ALLARA (Adelaide SS Co. 1924). What was the fate of this vessel after leaving the Adelaide SS Co fleet?

IRON AGE (1923-24. Blt 1915 ex Australport). Who owned this vessel and what was her port of registry?

+ ISHIKARI MARU (ex Australrange 1924 ex Strathdee 1916). In what year did this vessel become the SHOKYU MARU?

### Answers:

Mr. R. McDougall, of Dunedin, N.Z., forwards the following information regarding USSCo vessels in reply to the questions asked in THE LOG v. 12 p. 144:

KEKERANGU (3146g, 1919). She was sold to Japanese shipbreakers during 8/1953, according to Marine News of 9/1953, v. 7 p. 141.

MAORI (3399g, 1907). Reported sunk in Hongkong harbour as HWA LIEN in 1947, by a typhoon, I understand, I cannot substantiate this and have been unable to ascertain whether the ship was raised and salvaged, raised and scrapped, or left as was.

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BULK CARRIER: The COTSWOLD, 43,000 tons dwt, the last of four bulk carriers ordered by the P & O group at a cost of about £E7,500,000, was launched at Haverton Hill, Durham, on 7 February. These bulk carriers will be managed by Hain-Nourse Ltd for the owners, British India SN Co Ltd. The ATHERSTONE, built in Japan, and the BUCCLEUCH, from the same builders, Furness Shipbuilding Co Ltd, as the COTSWOLD, are already trading, and the DUHALLOW, built at Govan by Fairfield (Glasgow) Ltd, is at time of writing due for delivery at the end of February.

Peeps from the PastSHIPPING NEWS OF 1880

The following news items are extracted from The Australasian Shipping News of 1880.

3 January: BRONZEWING, Sch, Camden Haven to Sydney, timber laden, put into Port Macquarie for shelter on 17th ult, and on 21st she attempted to beat out, but got ashore on the rocks near the bar and knocked several holes in her bottom. The cargo is coming ashore.

MARGARET, ketch, of Sydney, Kiama to that port, on 28th ult with timber went ashore near Kiama and became a total wreck. She has since gone to piece and her cargo is being washed ashore all along the beach.

FINGAL, s.s., a small steamer built for the trade between Auckland and the various harbours on the east coast of the North Island, was launched from the stocks in Messrs Nicol & Son's yards at North Shore on 15th ult. She registers about 40 tons and has a length of 70 ft by 13 ft and a depth of 6 ft.

10 January: SOUTHERN CROSS, bq, Adelaide to Newcastle, in ballast, went on the rocks at Port Douglas on 8th inst and now lies with holes in her bottom and full of water. The crew got ashore in safety.

17 January: TASSO, bq, of Newcastle, has been purchased by the Osborne Wallsend Coal Co and will be converted into a coal hulk. She registers 264 tons and was built at Rye in 1857.

24 January: FLEETWING, ship, 829 tons, of New York, built at Medford, Mass, which put into Melbourne leaky on October 30, was sold by public auction on 22nd inst and purchased by Mr. D. Blair for £450.

KNOWSLEY HALL, ship, London to Lyttelton. We are informed that this vessel was posted missing at Lloyds on 7th inst, being then 214 days out.

ORPHAN GIRL, steam lighter, and SOUTHERN CROSS, s.s., outward bound to Hobart Town, came into collision in Sydney on 20th inst. The lighter sank, no lives lost.

31 January: BRISBANE, s.s., E & AM SS, Sydney to eastern ports, got aground in Arafura Sea for 96 hours before getting off.

VISITORS ARE ALWAYS WELCOME at World Ship Society meetings, especially interstate and overseas members. To learn the latest information about time and place of meetings please contact:

SYDNEY: Stan Welch, 3 Zola Ave, Ryde.

MELBOURNE; Tom Stevens, 1 Melville Ave, Frankston.

HOBART: Alan Slevin, office telephone 342211, home 56182  
(Branch secretary G.B.Joseph, 95 Allumba S., Howrah)

ADELAIDE: Stewart Munro, telephone, home, 45-3652  
(also branch secretary, write 167 Ridley Grose,  
Ferryden Park)  
or

Ron Parsons, office telephone 31-9184, home Mt.Torrens 292

PERTH: R. (Mac) McKenna, 4, Harwood, St, Hilton Park.

WELLINGTON N.Z.: Laurie Philpott, telephone, office 63319,  
home, Wainuiomata 8317  
or

P.J.Leahy, telephone home 17792, office 43-070  
(write Box 19 Wainuiomata )

DUNEDIN N.Z. Ian Farquhar, C/- Box 385 PO, Dunedin.

\*\*\*\*\*  
NEW ZEALAND residents are requested to contact Mr.Farquhar in Dunedin regarding  
subs to THE LOG. Australian residents, non members of World Ship Society may  
subscribe at the rate of one dollar per annum. Overseas rates on application.  
Please contact THE LOG, Box 89, Postoffice LOBETHAL, SOUTH AUSTRALIA.  
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#### APPLICATION FOR MEMBERSHIP

to;

the Hon. Secretary

..... branch

World Ship Society

Dear sir,

Please forward full details of WORLD SHIP SOCIETY as I wish to join your  
branch of the Society. My name is ..... (Block letters)

address .....  
.....

