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*First of two parts

**By Ian G. Cooper (Tas)

THE VANISHING MOSQUITO FLEET

OF TASMANIA.

The decline in intrastate and coastal shipping in Australia is due almost wholly to the growth of road, rail and air transport. In this respect, Tasmania is no exception. Water transport in the Derwent and Tamar estuaries has probably suffered most, but other areas, such as the east coast, have also been greatly affected.

Once a very large fleet of ketches, schooners, auxiliaries and steamers, the Hobart fleet of estuary and local coastal vessels has dwindled to three ketches, and at time of writing only one of these is in commission. But she is the oldest trader of the Tasmanian-owned mosquito fleet, and she deserves pride of place in any survey of these gallant and interesting little craft.

The ketch MAY QUEEN is 92 years old. She is no longer fully rigged, but is still carrying timber from the Derwent and Huon estuary ports for her owners, Chesterman & Co Pty Ltd, of Hobart. Of 37 tons gross the MAY QUEEN was built at Hobart in 1867 and has dimensions of 66'x18'x5'. Her official number is 32164.

The last fully rigged sailing vessel running out of Hobart was the 41-ton ketch LENNA. Since September of last year she has been laid up in Victoria Dock, Hobart, awaiting new owners. Her present owners, H. Jones & Co, used her on the timber run from St Helens to Hobart. The LENNA completed 390 round trips between these two ports -- a very fine record. The LENNA (65'x20'x5) was built in 1903 by Wilson Bros, of Port Cygnet, for Risby Bros, of Hobart, who used her for a few years in the southern timber trade.

But the "grand old lady" of all estuary and river traders is the auxiliary ketch HUON CHIEF. She was built as far back as 1849. Until April 1956 the HUON CHIEF was still afloat, but since that date she has been on a slipway at Prince of Wales Bay, in a decrepit state of repair. Of 28 tons gross on dimensions of 61.5x16.8x4.4, the HUON CHIEF until 1956 was believed to be the oldest vessel still afloat in the Southern Hemisphere.

The small traders similarly have diminished greatly in number, although the Bass Strait islands still provide the main trade routes for six of the Tasmanian trading vessels. The notorious coastline has taken toll of the sailers and auxiliaries, and despite modern navigational aids, the headlines in the past fifteen months have given the news of the loss of three Bass Strait traders. It is ironical that of the very few small vessels newly built for the Straits trade, one of them, which was to have been the largest of the auxiliaries, vanished on her maiden voyage. She was, of course, the IAN CROUCH, designed for the Hobart-Adelaide run.

In the twenty years from 1938 to 1958, four small traders were lost in Bass Strait or on the Tasmanian coast, and in the preceeding 20 years -- 1918 to 1938 -- twenty small trading vessels were lost around Tasmania. Holyman's new 131-ton auxiliary ketch LADY FLINDERS was wrecked on Three Hummock Island in August 1938, and from then until September 1957 there was a clean sheet. On the night of Sept. 6 1957 the last four mast vessel in the Southern Hemisphere, the KERMANDIE, was wrecked near Stanley.

The KERMANDIE was an auxiliary schooner of 343 tons gross; her dimensions were 141.9x34.5x10.3. She was built on the Huon River in 1920 by C. McKay. Owned by the Lune Timber & Trading Co, Tasmania, she was sold in 1930 to the Kermandia Shipping Co Pty Ltd, and in 1949 was purchased by the Kauri Timber Co, who had her redecked and fitted with a new G.M. diesel engine at St Helens, Tas, still retaining an older diesel engine. Until placed on the Melbourne-Stanley and North West coast run in 1949, the KERMANDIE, with the ALMA DOEPEL, was the sole survivor of Hobart's fleet of ocean sailers. The ALMA DOEPEL was flagship at the Royal Hobart regatta in 1934 and 1941, and the KERMANDIE in 1942.

Most disastrous of recent losses in Bass Strait was on Dec 17 1958, when the oldest of the Bass Strait traders, the 95-ton auxil-

ary ketch WILLWATCH, sprang a leak and sank 20 miles east of King Island with the loss of her crew of five. The WILLWATCH (84x21.5x7.3) was owned by Island Shipping (A. Kimberley), of Ulverstone. She was built in 1895 at Blackwall, Brisbane Water, N.S.W., by R. Davis for the N.Z. timber trade, and was regarded in her early days as one of the fastest vessels of her class on the N.Z. coast. For some years before World War II the WILLWATCH was a fishing vessel. The Americans commandeered her during the war for service in the Pacific, but she reverted to the fishing trade in N.S.W. waters after the war.

Later she came to Tasmania, and after general trading from North West coast ports to Melbourne she transferred in 1951 to the Launceston-Flinders Island run under the ownership of the Flinders Shipping Co. In 1953 the WILLWATCH was sold to J. McDonald, who put her on the Devonport slips for a new stern. Later in the same year she was sold to Mr. A. Kimberley, who put her on the Coastal--King Island run. In June 1957 the WILLWATCH was completely overhauled and a new Rolls Royce marine engine installed.

Since R. W. Miller & Co Pty Ltd's CANOPUS (1337g, blt 1903) now ranks as a Sixty Miler, the ALMA DOEPEL, last Hobart-based ocean sailer, has the distinction of being the oldest Australian interstate trader. She has been sailing out of Hobart since 1917. Owned by Alma Doepel Pty Ltd, a subsidiary of H. Jones & Co, the ALMA DOEPEL ran from Hobart to Melbourne in 1935 in 58½ hours -- a record for sailing vessels. Her time gives an average of about eight knots. This three mast schooner was built by F. Doepel on the Bellinger River, N.S.W., in 1903, and is 151 tons gross on dimensions of 103x26.7x7.8.

The ALMA DOEPEL remained trading on the N.S.W. and Queensland coasts under her builder's ownership until 1917. She was then sold to H. Jones & Co, of Hobart, who operated her through a subsidiary, Rahra Co Ltd. In 1940 she was transferred to Alma Doepel Pty Ltd. Until 1937 the ALMA DOEPEL was the last square-rigger in the Tasmanian trade. In the middle of that year her topyards were removed and she was converted into a schooner. In service with the Americans during the war, she was given an auxiliary G.M. diesel.

The Bass Strait vessel which has had the greatest number of owners is the LEPRENA. This wooden auxiliary ketch of 105 tons gross operates the service to Smithton on Tasmania's far North West coast. She began her varied career in 1912, when P. B. Forbes launched her at Lake Macquarie, NSW, as the FORBES BROTHERS. She was then of 70 tons gross on dimensions of 75x22.5x6.8, and soon after her building was purchased by the Commonwealth Government from Forbes Bros. The government used her to instal beacons on the Great Barrier Reef, and on coming south again she was bought by Young Bros., of Hobart, who lengthened and considerably rebuilt her to her present dimensions of 92.8x22.8x6.6. H. Jones & Co then owned her for a short period, but in 1923 she was bought by V. V.

Webb and L.C. and G.N.W. Harvey, of Adelaide. Under this ownership the FORBES BROTHERS traded on the South Australian coast until she was commandeered for service in the Pacific during World War II. She had been renamed LEPRENA in 1938.

After the war the LEPRENA was purchased by Butterfield Pty Ltd, a Melbourne firm, and entered the Melbourne-Hobart general and timber trade. She changed hands again in March 1953, being bought by Ralph & Guy, of Launceston, on behalf of a Flinders Island syndicate. Soon after she was sold to Smith Bros (Brooklyn & Orbest) Pty Ltd, of Melbourne, who put her on the Melbourne-Launceston run. In 1955 the LEPRENA again found new owners and reverted to the Launceston-Flinders Island trade in the ownership of the Strait Shipping Co Pty Ltd. In August 1957 this company purchased for their Flinders Island run the 124-ton LEEDERRY, which previously had been on the Kauri Timber Co's Smithton-Melbourne service. The LEPRENA was now sold, the Smithton Shipping & Trading Co (M. Sampson and E.V. Jaeger) buying her for their Smithton-Melbourne service.

The twin screw wooden auxiliary ketch LEEDERRY (97.2x23x8x7.11) was built in 1943 as the ARGA by the Anson's Bay Timber Co, St Helens. However, the demands of war saw her pressed into service with the Americans and Australians in the Pacific. At the end of the war, the ARGA was purchased by the Kauri Timber Co and renamed the LEEDERRY. Today she is one of the three Tasmanian-owned vessels engaged solely in the Flinders Island trade.

Another vessel for the Bass Strait timber trade was built at St Helens, on the east coast of Tasmania, in 1947. This was the 178-ton wooden auxiliary ketch ARGONAUT II, built and owned by the Arga Shipping Co (W.E. Tucker, manager). The ARGONAUT II, which is 105ft long and has a beam of 26ft, is equipped with a 300 hp Lister diesel, giving her a speed of eight knots. She can carry 300 tons of cargo. In recent months the ARGONAUT II has been mainly carrying explosives from Melbourne, but the predominant cargo, as with many similar vessels, is timber. She often trades to King Island on her Strait voyages.

(To be concluded in the May issue of THE LOG)

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CORRECTION: Ian Cooper writes: In the last issue of THE LOG (pp. 10-11) there were two mistakes in the news paragraph I sent in. The WILLWATCH was reconditioned in June 1957, not 1951, and it was the MERILYN, not the WILLWATCH, that sank in Currie Harbour. You might also like to know that the MERILYN was rammed in Melbourne in July 1952 by Holyman's LUTANA, just 18 months after the MERILYN had been sunk in Victoria Dock, Melbourne, after another collision.

Work on the East Devonport (Tas) ferry terminal will be finished on schedule -- by the first week in July next.

Naval Section:**Second and concluding part.EARLY TORPEDOES AND TORPEDO CRAFT

By Doug Robertson (Vic)

As the torpedo gained in popularity there was a rush to fit it to craft of all types, and a modern torpedo-man would laugh heartily if he could see some of the vessels so fitted. The type of vessel needed for the effective use of the torpedo was not realized in those early days.

Take the VESUVIUS, the first vessel built especially as a torpedo craft for the RN. Launched in 1874 ~~xxx~~ the VESUVIUS was of 245 tons, with a length of 90ft and a beam of 22ft. Built of iron, she in some ways resembled the famous flat-iron gunboats of the day, but she had no funnel, carried no guns, and could make but nine or ten knots. At a later date she was given a funnel, which could be lowered when it was desired to approach an enemy without too much smoke being visible. She burned coke instead of coal so as to lessen the quantity of smoke. The VESUVIUS had four torpedo tubes and carried ten torpedoes, her tubes being at the bows under the waterline, but later she had only two tubes -- one submerged forward and one on deck. When she had no funnel the smoke and fumes were carried through horizontal ducts to her sides and blown by fans into the air. The VESUVIUS was still afloat at the outbreak of World War I: she was even recommended for service as a torpedo boat.

The first true torpedo boats were built by Thornycroft for some of the smaller European navies from about 1874 onwards. In 1877 this firm built the RN's first real torpedo boat, HMS LIGHTNING, later known as TB No 1. Built of steel, with an overall length of 84ft and a beam of almost 11ft, the LIGHTNING was the first RN vessel fitted with forced draught to her furnace, and she made 19 knots on 460 ihp. With a single funnel, no masts and no guns, she was originally designed to carry a spar torpedo over her bows, but in 1879 was fitted with two above water tubes.

By the standards of those days the LIGHTNING was a success, and she was followed by a number of similar vessels between 1878 and 1880, these being numbered up to 20. In 1885 the Admiralty ordered 54 torpedo boats from various builders, who were allowed considerable freedom in designing their vessels. These ships varied in length from 113 up to 127ft and from 60 to 75 tons; they were armed with one- or three-pounder guns and had from three to five tubes. Their average speed was 20 knots. Some saw service in World War I, at least two being wrecked in the Mediterranean.

The popularity of the torpedo boat was by now reflected in the

world's navies. The French and Russians numbered their boats in hundreds, and even the navies of the Australian states contained several torpedo boats. They all looked very much alike. All had a turtle-backed fo'c'sle to help keep out the sea and at the after end of this was mounted the conning tower and what there was of a bridge. As the boats became larger a gun was mounted on this platform, generally the boat's largest gun. These boats had a very low freeboard; a sailor sitting on the deck could just about dangle his feet in the water. In most navies the boats were black.

In 1885 HMS SWIFT (125t, 150'x17'6"), renumbered No 81, appeared. With three torpedo tubes and six three-pounder guns, she was a great advance on earlier boats; she served in World War I and was broken up afterwards. Other batches of boats followed at intervals until, in 1903, we come to the last vessels built as torpedo boats, Nos 114-117, which were approximately of 200 tons, 165'x17'6", armed with three three-pounders and three tubes and having a speed of 25 knots. No 116, still in service in 1921 in a demilitarised role, was probably the last survivor.

In 1906 a class of small destroyers, which were given "fly" names, was built. They were classed as coastal destroyers; but soon were re-classed as torpedo boats and numbered from 1 to 12. They were 175'x17' and varied from 225 to 247 tons. Slightly larger -- 182'x18', with Nos 21, 22, 33 and 34, 189'x18'6" -- boats No 13-36 followed in 1907-8, the four largest being of 328 and the others about 290 tons. All carried two 12-pdrs. and three 18" tubes. These were the last first-class boats built.

The first oil burners in the RN, these boats were always known as "Oily Wads." They attained a speed of 26 knots by using a combination of Parsons turbines and oil fuel. They saw hard service in World War I and many were lost.

Second class torpedo boats date from 1878, when nine boats of 12 tons each were built. They were 56' long and carried launching carriages for Whitehead torpedoes. They could make 14.5 knots and might be hoisted aboard large warships. A batch of boats (16.5t, 60'x9½") which appeared in 1889 had one tube, could do 16.5 knots and carried one ton of coal fuel. Many more of these boats, varying little in size or armament, were built, the last being in service by 1890. Finding itself with torpedo boats ranging in size from 12 to about 200 tons, the RN effected a reclassification and these 60 footers became third-class boats and the older first-class vessels were relegated to second-class.

An interesting experimental boat was second-class (later third-class) TB 98, built in 1883. She was 66'4"x7'6", had two tubes and was hydraulically powered, being designed for 12.6 knots. Like the hydraulic gunboat WATERWITCH, of 1867, No 98 was not very successful but she represented a very early attempt at a water-jet type of pro-

pulsion. Another quaint vessel was HMS POLYPHEMUS (240'x40'), which was begun before HMS LIGHTNING, but taking four years to build was not launched until after that vessel.

The POLYPHEMUS, which displaced 2640 tons, was cigar-shaped and almost submerged. She was described as a "torpedo ram" having a 12' ram fitted at the bow, a rudder forward as well as aft, and five submerged torpedo tubes, of which one was immediately below the ram. She was armoured on the deck and could make 17-18 knots. She was anything but a success, yet was retained in the service until sold in 1902.

Such is the story of torpedo boats, forerunner of the destroyer.

***By N. L. McKellar (NSW).

+++Third 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 of THE LOG and the second in vol. 6 No. 1.--The Editor)

LETHBRIDGE (K160): Became NICOLAAS VINKE (NV Ned Mij voor de Waalvischvaart, Amsterdam, 8/1952); conversion not completed until 1955; still such; whaling vessel.
LINDSAY (K338): Became NORTH SHORE (Clarke SS, Montreal, 1946); still such.
LOBELIA (K05): Became THORGEIR (Bryde & Dahls Hval A/S, Sandefjord, 1949); still such; whaling vessel.
LOOSESTRIPE (K105): Became KALLSEVNI (P/F KIMBIL, Thorshavn, 1949); still such; fisheries vessel.
MANDRAKE (K287) (HASTE, USN): Became PORTO AZZURO (Carlo Cameli, Genoa, 1949, sold without name change to S.A. Nav Toscana, Leghorn, 1950); still such.
MEADOWSWEET (K144): Became GERRIT W. VINKE (NV Ned Mij voor de Waalvischvaart, Amsterdam, 1951); still such; whaling vessel.
MILFOIL (K288) (INTENSITY, USN): Became OLYMPIC PROMOTER (Balleneros Ltda, Puerto Cortes, 1950); then OTORI MARU NO 5 (Kyokuyo Hogei K.K., Tokio, 1956); still such; whaling vessel.
MONCTON (K139): Became WILLEM VINKE (Ned Mij voor de Waalvischvaart, Amsterdam, 1955); still such; whaling vessel.
MONSKHOOD (K207): Became W.R.STRANG (Union Whaling Co, London, 1948) still such; whaling vessel; reg. Durban from 1950.
MUSK (K289) (MIGHT, USN): Became OLYMPIC EXPLORER (Balleneros Ltda, 9/1950); then OTORI MARU NO. 3 (Kyokuyo Hogei KK, Tokio, 1956); then KYO MARU No 12 (renamed 1957); still such; whaling ves.
MYOSOTIS (K65): Became GRUNNINGUR (P/F Kimbil, Thorshavn, 1948 and conv. to trawler); then THORORN (A/S Ornen, Sandefjord, 1949; still such.
NANAIMO (K101): Became RENE W. VINKE (NV Ned Mij voor de Waalvisch-

vaart, 1953); still such; whaling vessel.

NARCISSUS (K74): Became ESTE (S.A.M'time & Commerciale, Panama, 1946, then sold without name change to Soc de Nav Rio Grandense, Porto Alegre, Brazil, 1952); still such.

NASTURTIUM (K107): Became CANIA (Greek Govt, 1948); still such.

NEPETA (K290) (PERT, USN): Became OLYMPIC LEADER (Balleneros Ltda, Panama, 9/50); then OTORI MARU No 1 (Kyokuyo Hogei K.K., Tokio, 1956); then KYO MARU No 15 (renamed 1957); still such; whal.v.

NEW WESTMINSTER (K288): Became ELISA (Tropical Nav Co, La Ceiba, 1950); then PORTOVIEJO (renamed 1952); then AZUA (McCor-mich SS, Panama, 1954); still such.

NIGELLA (K19): Became NIGELOCK (Wheelock Marden & Co, London, 1947); conversion completed 1950; stranded and sank off Foochow, 10/3/55.

NORTH BAY (K339): Became KENT COUNTY II (Kent Line, Nassau, later St John, N.B.); renamed GALLOWAY KENT, 1950; then became BED-FORD II (Chebucto SS, Halifax, 1951); still such.

OWEN SOUND (K340): Became CADIO (Cadio Cia de Nav, Panama, 1946); ownership trs. to Mrs. Cadio Sigalas, Piraeus, ? ; still such.

PANSY (K15) (COURAGE, USN): Became ROSKVA (Giertsen & Co, A/S, Bergen) 1951; sold 1955 to S. Bakke, Bergen, without name change; then DOUGLAS (Statius Jensen's Red A/S, Bergen, 1956); still such; whaling vessel.

PARRY SOUND (K341): Became OLYMPIC CHAMPION (Balleneros Ltda, Puerto Cortes, 1950); then OTORI MARU No 15 (Kyokuyo Hogei KK, Tokio, 1956); still such; whaling vessel.

PENTSTEMON (K61): Became GALAXIDI (Greek Govt, 1947); then ROSA VLAS-SI (G & A Vlassis, Piraeus, 1951); still such.

PERIWINKLE (K55): Became PERILOCK (Wheelock Marden & Co, London 1947) scrapped Hong Kong 1953.

PHLOX (?K) (LOTUS): Became SOUTHERN LOTUS (South Georgia Co, Leith, 1948); still such; whaling vessel.

PICTOU (K146): Became OLYMPIC CHASER (Balleneros Ltda, Puerto Cortes 1950); then OTORI MARU No 7 (Kyokuyo Hogei KK, Tokio, 1956); still such; whaling vessel.

POPPY (K213): Became RAMI (S.A.M'time, Geneva, 1946, later trs. to Panamanian reg.); sold to Cia Internacional Transportadora, Panama, 1952, then to Antonio Rocco, 1953; hulked 1955 without fur-ther name changes.

PRIMROSE (K91): Became NORFINN (Melsom & Melsom, Larvik, 1949); still such; whaling vessel.

PRIMULA (K14): Became MARYLOCK (Wheelock Marden & Co, London, 1947); scrapped Hong Kong 1953.

QUEBEC (K242) (VILLE DE QUEBEC): Became DISPINA (owner unknown, 1947) then DOROTHEA PAXOS (owner unknown, 1947); then TANYA (Tanya S Corp, Panama, 1948); then MEDEX (S.G. Economides, Panama, 1949); later sold to International S. Corp, Panama; present disposition wanted, as dropped from Lloyds 1952.

RANUNCULUS (K117): Became SOUTHERN LILY (South Georgia Co, Leith, 1947); still such; whaling vessel. (TO BE CONTINUED)

Tugs and Harbour
CRUISE Section:***By A. A.
Jordan

TUGS OF THE BRISBANE RIVER

Final Part

(The Editor thanks Mr. Jordan and the Council of the Historical Society of Queensland for permission to reprint Mr. Jordan's paper.)

The early tugs of Macdonald, Hamilton & Co were the MABEL and the VERA. They were mostly engaged towing coal lighters, although the MABEL frequently assisted to berth the ARRAWATTA, ARAMAC and other vessels of similar tonnage.

Macdonald, Hamilton & Co really started as a tug company in 1910, when the CHESTERFORD was built at the AUSN Co's Kangaroo Pt. workshops. The CHESTERFORD was sunk in the Hamilton Reach on Oct 23, 1913, when getting into position to take a tow line from the KYARRA. The engineer and fireman were drowned; the tug's master, Capt Tom Anderson, was rescued from the water by Mr. Rodney Macdonald, present Brisbane resident partner of the company.

The CHESTERFORD (128g, beam 19'8", depth 11'8") was sold in 1932 to Daley's, tug owners of Sydney, where she is still in service.

The original FEARLESS was built at Newcastle in 1895 and for some years was employed in towage between Sydney and Newcastle, not arriving at Brisbane until 1910. Of 120 tons gross on dimensions of 112x20x9.6, she was a wooden vessel and did good service until Oct. 7, 1952, when she was sold for breaking up. Her engines were of the compound condensing type built by Ross & Duncan, Glasgow.

In 1917 the company purchased from W.R. Black the CHAMPION II, SIR CHARLES COWPER and MYSTERY. These were small vessels and mostly engaged in towing lighters. The CHAMPION II, built by Evans, Anderson & Phelan, Kangaroo Pt, is now serving on the Tweed River as a sand and gravel barge.

The tug CORINGA (294g, 135x25, with a loaded draught of 15.8) arrived at Brisbane in May 1914, having been built for Macdonald, Hamilton's by Denny at Dumbarton. She had two funnels and at the time was the most powerful tug in Australia, with engines developing 1500 hp.

Soon after her arrival she towed the disabled steamer CARNHILL from New Ireland to Sydney -- 3500 miles. Her great record included these tows: ATONIC PADRE (Newcastle-Brisbane); MUTLAH (Brisbane-Sydney); JUANA (Townsville-Sydney); COQUITLAM CITY (Brisbane-Newcastle); FAIRLIGHT (Sydney-Brisbane); KINROSSHIRE (Townsville-Sydney), a dredge (Dundee to Malay States); ARRAWATTA (from reef off Mackay); SVEA-

JARL (off Central Bank, Moreton Bay); RIO CLARO (from Scotts Reef Cairns, 9/1926); HALLE (from Pelican Banks, 3/1927); KOWARRA (Venus Banks, Moreton Bay, 1928); TANGO MARU (from Ghibber Rock, near Thursday Is) and LARGS BAY (refloated Freeman's Channel, Moreton Bay, 1/1930). The CORINGA attempted to refloat the COOMA off North Reef, and with the FORCEFUL she attempted to refloat the PRUTH, ashore at Port Moresby, in July and February 1926 respectively.

The CORINGA was almost lost in 1929 during an attempt to salvage the E & A vessel ARAFURA, which, bound to Australia from Japan, was disabled during cyclonic weather off the Queensland coast. The CORINGA got a tow line on board, but her steering gear carried away after 24 hours of heavy weather and the tow line was cut. The tug's engine room was half flooded, her pump room full of water and she had a heavy list, but she survived the cyclone and returned to Brisbane. I well remember the CORINGA'S arrival: most of her forward deck fittings were missing, lifeboats and bridge badly damaged. The tug ~~FORCEFUL~~ FORCEFUL brought the ARAFURA to Brisbane and with the CORINGA later towed her to Sydney.

Some years ago the CORINGA assisted to put out a fire on the CITY OF KANSAS at Birt's Wharf, South Brisbane. She was loaded with case kerosene when a fire broke out in her lower holds. A hole was cut in her side, and with her powerful salvage pumps the CORINGA poured water into the CITY OF KANSAS, the decks of which were almost red hot. The plates buckled and it was almost a week before the fire was completely put out.

Returning to England in the early days of World War I, the CORINGA served for three years as a minesweeper and submarine destroyer. When World War II broke out she was again called into service with the RN. She left for England on 5/1/1939 in command of Captain W. J. Cowling, a wellknown ship master of the AUSN Co. As HM Tug CORINGA she was lost in the southern end of the Irish Sea, near the Bristol Channel, 23/6/1940, cause unknown. It is said the armament placed on board affected her stability, as she developed a sudden list and capsized.

The FORCEFUL (288g, 113.1x27.1x13.3, 1100 hp), which was built in 1925 by A. Stephen, Glasgow, arrived in Brisbane in 1926, and for many years was commanded by Captain Walter Mitchell, a son of Captain John Mitchell, who was master of the BEAVER after her arrival from Scotland, and a brother of Captain Harry Mitchell, of the CHESTERFORD.

Apart from bringing the ARAFURA into port, the FORCEFUL took part in many deep sea tows. She performed most of her war service at Darwin, serving until 1943 with the RAN. On 19/7/1932 she and a Customs launch collided off the Sugar Refinery Wharf, the launch sinking and a Customs officer being drowned.

A most successful tug has been the CARLOCK (301g, 121.1x27.1x13.2, 1100 hp), which reached Brisbane in 1929 and, like the FORCEFUL, was built by Alexander Stephen at Glasgow. She has many records to her credit, including her 750-mile dash to aid the 5000-ton hulk MOMBAH, which was cut adrift from the tug ST GILES when the latter broke down while towing the ship from Newcastle to Noumea. When the CARLOCK left Brisbane on June 14, 1948, the hulk was drifting 150 miles N.W. off Noumea.

The oil-burning tug CORINGA (259g, 105.9x30x12.4) was the former RN tug EMPIRE PEGGY. She arrived at Brisbane on March 10, 1949. Built by Cook, Wellington & Gemmell Ltd, the new CORINGA has the fine record of her namesake to live up to.

Another new oil burner, the FEARLESS, was also formerly an RN tug, the DUCKWING. Later she was taken over by the Arabian American Oil Co and renamed ABQAIQ III. She was built in Ontario, Canada, and was purchased by Macdonald, Hamilton in 1953, reaching Brisbane on December 23 of that year. She is equipped for modern ocean going towage and salvage work, and unsuccessfully attempted in October 1957 to refloat the Jap freighter EIFUKU MARU, ashore on Wreck Reef, some 344 miles north of Brisbane. After repairs by Jap salvage experts, the EIFUKU MARU was refloated. The FEARLESS returned to her on Dec. 29, 1957, and although experiencing adverse weather conditions towed the EIFUKU MARU to Moreton Bay, where she arrived on Jan. 4, 1958.

Such is the story of Brisbane's tugs, past and present.

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Merchant Ship
Section:

****LYLE SHIPPING COMPANY LTD.
AND ITS FLEET

The ships of the Lyle Shipping Co Ltd, of Glasgow, are well known in Australian and New Zealand ports, and although the present company was formed only 55 years ago, the Lyle family's association with ship-owning goes back much further than that. It begins, indeed, with Abram Lyle, a Greenock sugar refiner and the inventor of "Golden Syrup."

Abram Lyle founded his business about 1820, and first owned ships to carry sugar to his Lyle Sugar Refining Co. These were small sailing vessels, but as his business grew and his activities developed they were replaced by larger ships. Even in those distant days Lyle named his ships after capes, and this system of nomenclature has become traditional, even to the present day.

In the middle of last century Abram Lyle was joined in partnership by his two sons and the firm was renamed Abram Lyle & Sons. When Abram died his second son, with another partner, began the operation of a fleet of steamers designed for general trading through-

out the world. This was in 1903, and since then the functions of the Lyle Shipping Co have been divorced, for the most part, from the refining and transport of sugar.

Since the end of World War II many of the company's ships have been chartered for voyages to Australia and New Zealand, almost all on "voyage" or "time" charters. Over the years the Lyle Co has built up many valuable connections. They handle all shipments of jarrah and karri from W.A. to N.Z., are prominent in the carriage of nickel and chrome ores from New Caledonia overseas, and during the last 12 months or more have been operating a continuous charter arrangement with the British Phosphate Commissioners for the transport of phosphate rock from Nauru and Ocean Islands to Australia and New Zealand.

Each year the company's ships find cargoes of grain and sugar from Australia, and some months ago the CAPE GRAFTON carried the first cargo of coal from Newcastle to the Argentine by way of Cape Horn. Since then Lyle vessels have made similar voyages.

Other units of the Lyle fleet are regularly chartered for grain cargoes from the Pacific coast of North America and for carrying bulk cargoes across the Atlantic. Between 1953 and 1956 the CAPE ORTEGAL called at over 90 ports throughout the world, carrying such cargoes as phosphate, concentrates, timber, nitrates, grain, sugar and flour and visiting 18 different countries.

STEAM AND MOTOR VESSELS OWNED BY
THE COMPANY, 1903-1958

- s.s. CAPE ANTIBES, 2549g, in fleet 1903 to 1915. Mined at entrance to White Sea, 21/10/15, while serving as R.F.A.
- s.s. CAPE BRETON, 3872g, 1904-1922. Sold 1922, became ROALD AMUNDSEN (Nor); converted to whaling depot ship; re-sold 1937, became LABOR (Nor); broken up Germany in 1939.
- s.s. CAPE CORSO, 3890g, 1905-1918. Sold to Wm Garthwaite, London, 1918, to Marine Nav Co, Montreal, 1921, to Greeks 1923 under same name; taken by Vichy Govt, 6/1940, renamed LIBERIA; torpedoed by RN submarine off Tunisia, 21/9/42.
- s.s. CAPE FINISTERRE, 4380g, 1907-1917. Torpedoed off Manacles, nr. Falmouth, 2/11/17.
- s.s. CAPE ORTEGAL, 4896g, 1911-1939. Broken up 1939 by Metal Industries Ltd, Rosyth.
- s.s. CAPE COMORIN, 5147g, 1924-1934. Sold to Italy for scrap, arrived ex ARAKAN, Venice 9/12/34 for breaking up.
- 3912 Rotterdam Lloyd.
- s.s. CAPE CORNWALL, ex Verbania, 1919-26, Cunard SS Co, ex TRAFALGAR, 1918-19, Lawrence Glen, Glasgow, 5021g, 1927-1934. Broken up at Shanghai 1934.

s.s. CAPE VERDE, ex BALFOUR, 1923/28, ex BEDWYN, 1923, ex MONTEZUMA 1918/22, all C.P.Rlys. 5038g, 1928-1935. Became SHANG HO, 1935/38, KIZAN MARU, 1938/43; sunk off Singapore 27/9/43 by British underground forces.

m.v. CAPE OF GOOD HOPE, 4963g, 1925-1942. Sunk by sub torpedo and gunfire, 11/5/42, 22° 48N-58° 43W, north of Virgin Islands.

m.v. CAPE YORK, 5027g, 1926-1940. Sunk by aerial torpedo 26/8/40, 45°10' from Kinnaird Head.

m.v. LYCIA (1924, T. & J. Brocklebank Ltd), 2338g, 1926-1940, Sunk by RN as blockship in 1940.

m.v. CAPE HORN, 5643g, 1929-1942. Lost by fire and explosion east of Ascension Island, 28/3/42.

s.s. CAPE HOWE, ex KNIGHT ALMONER, 1930/34 Pardoe-Thomas & Co. 4443g 1934-1940. Taken over by RN, converted to anti-submarine Q ship and renamed PRUNELLA. Torpedoed and sunk south of Iceland, 21/6/40.

s.s. CAPE CORSO, ex KNIGHT OF ST GEORGE, 1929/34, Pardoe-Thomas & Co. 3807g, 1934-1942. Sunk by aerial torpedo on 2/5/42, 73°02N, 19°46E; north west of North Cape.

s.s. CAPE NELSON, ex KNIGHT OF ST MICHAEL, 1929/34 Pardoe-Thomas & Co. 3807g, 1934-1941. Sunk by sub torpedo 23/2/41, 59°30N, 21°00W, south of Iceland.

s.s. CAPE RACE, ex KNIGHT OF ST JOHN, 1930/34 Pardoe-Thomas & Co. 3807g, 1934-1942. Sunk by sub torpedo 10/8/42, 56°45N, 22°50W, south of Iceland.

s.s. CAPE WRATH, ex CYCLE, 1921/36 Howard Smith Ltd. 4520g, 1936-1937. Became EVERELZA, 1937, owned by Mrs. E. Grauds, of Riga; torpedoed nr Windward Passage, 13/8/42.

s.s. CAPE SABLE, 4476g, 1936-1958. Became ? (Pan) 1958.

m.v. CAPE CLEAR, 5085g, 1939-1944. Lost in collision with HENRY DEARBORN (US) in Gulf of Suez, 21/8/44.

s.s. CAPE WRATH, 4512g, 1940-1958. Sold to Pakistan 1958, renamed MANSOOR.

s.s. CAPE RODNEY, 4512g, 1940-1941. Torpedoed 5/8/41, sank 9/8/41, 52°44N, 11°41W, west of Ireland, during attempted salvage.

m.v. CAPE HAWKE, 6884g, 1941-

m.v. CAPE VERDE, 6914g, 1941-1942. Torpedoed and sunk 9/7/42, 11° 32N, 60°17W, east of Grenada, B.W.I.

s.s. CAPE HOWE, 6997g, 1943-

m.v. CAPE ORTEGAL, 6909g, 1946-

m.v. CAPE RODNEY, 6939g, 1946-

s.s. CAPE CORSO, ex OCEAN TRAVELLER, 1942/47 MOWT (Lyle Shipping Co, mgrs.). 7178g, 1947-

s.s. CAPE VERDE, ex SAMTANA, 1944/47 MOWT (Lyle Shipping Co, mgrs). 7210g, 1947-1957. Became AFRICAN NIGHT, 1957, owned by West Africa Nav Ltd, Liberia.

s.s. CAPE YORK, ex SAMSPED, 1944/47, MOWT (Lyle Shipping Co, mgrs). 7210g, 1947-1952. Became PAESTUM (It.) 1952.

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(CONTINUED ON P. 44)

19 March 1959

W.S.S. ACTIVITIES --- *NEW MEMBERS **MONTHLY MEETINGS ***JOTTINGS
ABOUT MEMBERS ****INDEXING OF THE LOG.

**NSW Branch secretary Mrs. Kitty Dick goes abroad on a trip shortly. During her absence Mr. J. Boas will act as NSW secretary. He will take over on May 1, from which date letters relating to the NSW branch should be addressed to him at Headquarters Fire Station, Castlereagh Street, Sydney, NSW. Until May 1 correspondence should continue to be addressed to Mrs. K. Dick, 85 Seaview St, Balgowlah.

**NEW MEMBERS: Following new members are welcomed aboard: NSW: Terry Callen, 6 Eames Ave, North Stockton, Newcastle; Gordon Rees, Norfolk St, Killara; L. Webber, 6 Hooker St, Islington, Newcastle; G. Jaco-nelli, 17 Kingsway, Cronulla. SOUTH AUSTRALIA: A.N. Oldfield, 27 Shoreham Rd, S. Brighton; R. Isaachsen, 28 Shoreham Rd, S. Brighton; J. Brown, 20 Boothby St, Springbank; J. Connell, 36 Price Ave, Torrens Park; Miss M. Lakin, 23 Sunnyside Rd, St Georges; T. Wilson, 9 Young St, Exeter; S.S. Munro, 33 Willoughby St, Ferryden Park; E.F. Symons, Butterick St, Port Pirie; H.R. Cilento, 50 Miller St, North Unley (Associate). TASMANIA: B.H. Mann, 145 Nelson Rd, Sandy Bay; J.C.S. Bennett, 10 Channel Highway, Taroona; J.M.A. Williams, Redfern Place, Claremont; R.K. Morgan, 53 Riawena Rd, Montagu Bay; D.H. Jones, 6 Swan St, North Hobart; ~~xxxxxxxxxxxxxxxxxx~~ K.D. Pullen, 47 Cascade Rd, South Hobart; C. Johnston, 9 Faraday St, West Hobart; A.T. Cotton, "Kelvedon," Swansea. WEST AUSTRALIA: C. G. Jones, 198 Stock Rd, Melville Heights.

**CHANGES OF ADDRESS: R. MARTIN, now c/o s.s. IRON WYNDHAM, BHP Ltd, Box 196, P.O. Newcastle, NSW; Miss Y. Helberg, now Esplanade, Cygnet, Tas; Rev. E.W. Doncaster, now St George's Rectory, Bluff Point, Geraldton, WA.

ADELAIDE BRANCH: Members had a busy month in February with three ship visits and one launching. Latter was on Feb. 10, when Fen-wick's new tug WARILLA was launched from the newly formed Adelaide Ship Construction's yard at Port Adelaide. The WARILLA was named by Mrs. M.H.E. McKay, wife of Shipbuilders' chairman. Members saw the unorthodox methods used in building -- in the finished hull of the WARILLA and the half completed hull of her sister ship in the adjoining slipway. Ship visits were to the Nieuw Holland and the WESTRALIA, both on their last voyages to Pt Adelaide, and the IXION. The branch's thanks are extended to the owners and ships' personnel for making these visits so enjoyable.

LOG INDEXES: The editor thanks the many members who have offered help in indexing THE LOG, especially those who have made available their own index to particular volumes. In this way a complete index has become available from vol. 1 to date. The size of this and the number of vessels listed has surprised all, but it may be possible if there is the demand to eventually publish this index

*****THIS IS WHEN YOU*****
 * NEXT MEET. *

* **TASMANIA:** Next meeting is at the YMCA, Hobart, at 8 pm on Fri- *
 * day April 3. (Meetings are always on the first Friday in Febru- *
 * ary, April, June, August, October and December, the venue al- *
 * ways the YMCA.) Members are reminded that circulars announcing *
 * meetings are no longer sent out, but that the next meeting is *
 * announced here in each issue of the LOG. *
 * N.S.W.: North Sydney Council Chambers, 7.45 pm, Thursday April *
 * 17. Meetings are held every month, always on the third Thurs- *
 * day. *
 * **VICTORIA:** On third Wednesday in January, March, May, July, *
 * September and November in Room 10, Victorian Railways Insti- *
 * tute. *

 in roneoed form. Meanwhile, it is proposed to put in hand an in-
 dex to last year's volume. A start is being made in the cutting
 of a stencil, but as the effort is being done by voluntary labour
 and by individuals with limited spare time, it may take some little
 time to produce. Further announcements will be made in THE LOG.

W.S.S. JOURNALS: Latest copies of SHIP AHOY (Xmas 1958) and INTER-
 COM (Nov, 1958), respectively the journals of the South Wales and
 U.S. sections of the WSS, maintain their high standard. The lat-
 ter has an instructive article by Vernon J. Miller on the fate of
 the 50 US destroyers transferred to the RN in 1940. SHIP AHOY,
 naturally, has a mainly local content, but Donald Anderson continues
 his account of his travels in THE SEA, A STETHESCOPE AND ME. Aus-
 tralian members who wish to see these journals and FLOTSAM AND JET-
 SAM (South Africa) and OUTSIDER (Germany) should write Mr. D. Robert-
 son, 14 Storey Road, Reservoir, N.19, Vic, except NSW and TAS mem-
 bers, who should apply to their branch secretaries.

AUST. CENTRAL RECORDS: Send all correspondence to Ron Parsons, PO
 Box 16, Woodville, SA. Thanks are expressed to those members who
 have offered assistance. The response was most encouraging, but
 urgent assistance is needed with the older ships, especially sail-
 ing ships. We have plenty of basic information, such as date of
 building, dimensions, etc, but want such details as trade general-
 ly employed upon, events in the ship's life, accidents, dismastings,
 etc. Is it YOU who can help with this kind of data? Write Ron
 Parsons to see if your records can help. Remember if you have any
 questions regarding ships, shipping companies, shipbuilders, or any
 associated subject, don't hesitate to ask Central Records.

HOBART MEETING: The February meeting was very successful. Ian Coop-
 er gave a talk on small traders of Bass Strait, Lindsay Rex' roundup
 of Hobart shipping was read by Reg Wilson, Tony Catt reviewed sea
 and shipping books, John Craike gave interesting shipping facts and
 colour slides from Noel Brown's collection were projected by G Joseph

LYLE SHIPPING CO LTD---Continued from p. 41

- s.s. CAPE NELSON, ex OCEAN VULCAN (1942/48, MOWT, Idwal Williams, mgrs), 7174g, 1948--
 m.v. CAPE FRANKLIN, ex GRENVILLE, 7463g, 1949--
 s.s. CAPE FRANKLIN, ex FORT CUMBERLAND (1943/50, MOWT, Lyle Shipping Co, mgrs), 7134g, 1950-1957. Became AFRICAN SKY, 1957, owned by West African Nav Ltd, Liberia.
 m.v. CAPE GRAFTON (ex DERRYHEEN, (1947/51, McCowen & Gross Ltd, London), ex EMPIRE MACANDREW (1943/47, MOWT, Hain SS Co, mgrs), 5308g, 1951--
 m.v. CAPE CLEAR (ex DERRYCLARE, 1946/52 McCowen & Gross Ltd, London), 4810g, 1952--
 m.v. CAPE YORK, 8297g, 1955--
 m.v. CAPE HORN, 8484g, 1957--

Vessels managed by the Company, 1903-1958.Managed for Shipping Controller, between 1918-1920:

- s.s. WAR BRACKEN, 5812g, blt 1918
 s.s. LIPSOS, 3979g, 1902
 s.s. OEHRINGEN, 3390g, 1907
 s.s. WARTBURG, 4295g, 1905
 s.s. MARIE REPPPEL, 4549g, 1919

Managed for MOWT, between 1940-47

- s.s. EMPIRE BUFFALO, 6404g, 1919
 s.s. EMPIRE MERMAID, 6381g, 1919
 s.s. EMPIRE STEELHEAD, 7744g, 1920
 s.s. EMPIRE PUMA, 7777g, 1920
 s.s. EMPIRE FARMER, 7046g, 1943
 s.s. EMPIRE CLAYMORE, 7048g, 1943
 s.s. OCEAN TRAVELLER, 7178g, 1943
 m.v. EMPIRE DAY, 7242g, 1942
 s.s. EMPIRE NAIROBI, 7295g, 1945
 s.s. EMPIRE TEME, 3243g, 1923

Managed for MOWT on bareboat & charter from War Shipping Administration, between 1943-1950:

- s.s. FORT STEELE, 7133g, 1943
 s.s. FORT LAJOIE, 7134g, 1942
 s.s. FORT WEDDERBURN, 7134g, 1942
 s.s. FORT CUMBERLAND, 7134g, 1943
 s.s. SANTANA, 7210g, 1946
 s.s. SAMSPEED, 7210g, 1946
 s.s. FORT ANNE, 7134g, 1943
 s.s. FORT BEAUHARNOIS, 7223g, 1944

Managed for Western Canada SS Ltd & other Canadian interests between 1950-1958:

- s.s. TABLE BAY, 7161g, 1944
 s.s. DURBAN BAY, 7163g, 1944
 s.s. LAKE MINNEWANKA, 7147g, 1945
 m.v. LAKE PENNASK, 7829g, 1953
 s.s. CAPE ADAN, 7331g, 1945
 s.s. CAPE MELAN, 7214g, 1955

RELIC OF A WRECK: In my par under this head (THE LOG, v. 6, p. 13) I referred to the gates of the house being made from the wheel of the STAR OF CANADA, but Athol Kirk (Timaru, NZ) points out the wheel gate was actually made from the hand steering gear of the SAN FRANCISCO and the inter-colonial vessel MONOWAI. The latter was sunk near Gisborne as a breakwater.-Ian Farquhar (Dunedin, NZ).

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KALANG'S LAST: Sydney's Showboat, the KALANG, made her last trip on 1/3/1959. Dwindling support has put her out of business and she will now be sold.

Old Time Steamers THE STORY OF THE CYGNET. **By David W. Johnson
=====

The CYGNET was one of several hundred small steamers that traded around the Australian and New Zealand coasts many years ago.

Built at Abingdon, Berkshire, England, in 1885 by Davis & Clow for E. B. Tredman of Hobart, she was a two-mast schooner-rigged steamer of 124g and 66n and was powered by two compound, direct-acting surface condensing engines. She was registered at London for her delivery voyage, the port of registry then being altered to Hobart. In October 1886 she was sold to William J. Watchorn, another Hobart shipowner, who traded her to Macquarie Harbour under the command of Captain F. Marshall until 1895.

In that year she was sold to Henry and Edward Lane, who conducted a shipchandling business at Sydney. The following year Henry died; and his share was transferred to his brother, who died in 1897. The CYGNET then passed into the hands of George Richards and Alice Birch, and three years later became the property of the Union Bank of Australia.

It was then that she began her long connection with the port of Lyttelton. The bank transferred her registry from Sydney, where she had been registered in 1894, to Lyttelton and sold her to Pitcaithly, Wallace & Co. This firm, which later became Pitcaithly Bros when Thomas Wallace withdrew from the business, already had an interest in several small coastal vessels, including the steamer JOHN ANDERSON and the schooner LADY ST AUBIN. They traded the CYGNET from Lyttelton to Wellington and the West Coast, and during the cocksfoot season made regular trips to the Banks Peninsula bays with a crowd of passengers, who made ready money harvesting the grass seed. Her new owners painted her hull green with red boot-topping, her superstructure white, and her funnel red with a black top; this was to remain her colour scheme until the end of her career.

The CYGNET hit the headlines in August 1901, when she towed the topsail schooner JESSIE NICCOL, owned by Cook Bros, to Lyttelton after she had struck a reef off Cape Campbell. Five years later she was in the news again. On March 30, 1906, when bound from Lyttelton to Pelorus Sound, her tailshaft broke four inches inside the propeller casing and she anchored in Guards Bay, Cook Strait, until the Anchor Shipping & Foundry Co's steamer KENNEDY arrived on the scene and towed her to Nelson, where the damage was repaired.

In 1910 the CYGNET changed hands again, her purchasers being George L. Stevenson and Douglas M. Stewart, of Christchurch, who employed her in their service from Lyttelton to Akaroa and Le Bons Bay in conjunction with the 52-ton JOHN ANDERSON, which they bought from Pitcaithly Bros at the same time.

The CYGNET had a lucky escape on April 28, 1914. She was proceeding up Akaroa Harbour in charge of the mate, with an AB at the wheel, when the master (Captain A. J. Murray) instructed the mate to go to tea. The AB, thinking he was included in the instruction, left the bridge, assuming the captain would take the wheel. So the CYGNET steamed up the harbour with no one in charge. Shortly after, seeing the vessel heading straight for the shore, the AB ran to the wheel to find the master had taken over. He manoeuvred her off, but in doing so the propellor struck a rock, stripping three blades.

In 1915 Colonel Stewart was killed in action at the Dardanelles and Stevenson became sole owner. In 1922 the CYGNET left the Akaroa service and began to trade from Lyttelton to Kaikoura and Wellington for Edward Walker Pidgeon and Charles E. Cross, who later formed a company, Cygnet Ltd. On odd occasions, as a change from the Kaikoura service, she made trips to Nelson and Mapua for a cargo of apples.

From 1927 to 1930 a series of mishaps occurred. In 1927 she collided with the Ellerman Line steamer CITY OF DALHART in Cook Strait. At Wellington on Jan. 20, 1929, her funnel was damaged by the bowsprit of the scow KOHI, which was moving from Glasgow Wharf to a berth next the CYGNET. The latter's sailing for Kaikoura was delayed while her funnel was loaded into a motor-truck and taken to the patent slip at Evans Bay to be repaired. In December 1930 the CYGNET touched a rock off Kaikoura and had to be towed to Lyttelton by the KUKU (ex INVERCARGILL), another of Edward Pidgeon's steamers registered in the name of Cygnet Ltd.

Condemned as unseaworthy in 1932, the CYGNET was broken up on the patent slip at Lyttelton and the scrap metal exported to Japan. Her registry was closed in July 1933, thereby ending the story of yet another of the many little-known steamers which traded out of Lyttelton thirty years ago.

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+AN OLD-TIMER, THE URIBES.+
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Recently Mr. P. Barton, of Yorkshire, UK, asked if anyone could furnish a photo of the iron aux. screw schooner URIBES, built at Stockton in 1868 and owned on the Australian coast by the Cossack Lightering & Traders Ltd. He asked also if this company was still in existence. (THE LOG, v. 5, p. 78) The notes below have been compiled by the Editor from information supplied principally by Mr. R. McKenna (WA) but also by L.N.Inglis (WA) and Lindsay Rex (Tas)

The URIBES was built at Stockton-on-Tees, UK, in 1868 by M. Pearse & Co. She was originally an iron barque, her tonnages being recorded as 118g, 98 under deck and 81n. Her dimensions were then

104.125x24.1x6.57. In Australia she was first registered at Adelaide as No 23 of 1883 and later as No 1 of 1934. She then passed into the ownership of the Cossack Lightering & Traders Ltd, of Perth, WA, and was registered at Fremantle on 13/8/1934 as No 3 of 1934. Her aux engine, made by Thornycrofts in 1929, was a kero-petrol engine with a 6" bore and of 75 bhp, giving a speed of 4½ knots.

The Cossack Lightering & Traders Ltd is still in existence at Perth, WA, but some years ago relinquished active sea trading. Another auxiliary they owned, the KING BAY, was sold to Singapore, where she is still registered. The company still owns the aux NICOL BAY, but she is chartered to Senator Scot and employed on the North West coast of WA.

In 1939 the URIBES ran aground at Yanchep, about 40 miles N of Fremantle. She was later refloated by Mr. W. G. Davies, then Lloyds Surveyor at Fremantle, on behalf of Lloyds for the owners. WSS member R. McKenna has two photos of her ashore at Yanchep -- one taken from the shore, the other from the sea -- but no negatives.

According to Capt Courthope, of Mosman Park, WA, the URIBES, after trading between Australia and UK, became a coal hulk and served as such for many years at Adelaide. Her owners at Adelaide then cut her down to the 'tween decks and, making a three-mast schooner of her, gave her an aux. engine. Capt Coldstad bought her for the Cossack company about 1930 (actually 1933) to assist in the rebuilding of the Onslow jetty, destroyed by a cyclone.

Information from the RAN Area Archives Officer at Fremantle (J. Sherlock) discloses that in June or July 1942 the URIBES, laden with 150 six-in. shells, stores and a couple of motor vehicles, arrived at Thompson Bay jetty, Rottnest Fort, from Fremantle. A northerly breeze prevented her remaining at the jetty and the master decided to return to Fremantle. Near Phillip Rock her motor cut out and it was found her anchors would not hold. The URIBES drifted in a southerly direction and struck a reef about 300 yards from Natural Jetty. She was holed and sank and quickly filled with sand to deck level. The motor vehicles and some of the stores were salvaged, but the sand prevented the shells being recovered. She was surveyed as unfit for salvage and remains where she foundered. This information was supplied Mr. Sherlock by Mr. Gordon Humphries, of Tropical Traders, Pattersons Ltd, Fremantle.

WITH THE TANKERS

**By Bob Tompkins.

Recently seen at Sydney was the GIOVANNI FASSIO (16240 DW/1953) which, as noted on pp. 53-4, has a most colorful funnel and is included in this month's Photo Offer.

Another interesting arrival was the ABIDA (18000 DW/1958), of Shell Tankers N.V., first of the "new look" Shell tankers to be seen in Sydney. With single bridge mast, streamlined funnel and bridge

well rounded, she is a drastic change to the typical Shell tanker, with vertical masts and small vertical funnel. The ABIDA class was designed to have either steam or diesel engines.

Another arrival was noteworthy because it reached Botany to discharge spirit almost on the 171st anniversary of the arrival of its namesake at the same place. The ASTROLABE (18000 DW/1956), of Cie Navale des Petroles, was on its first visit to Sydney. The original ASTROLABE, flagship of the Perouse expedition, arrived on 26 Jan 1788. She was wrecked north of the New Hebrides after leaving Australia and was not located until 40 years later. The arrival of the tanker ASTROLABE was marked by a wreath-laying ceremony on the memorial to La Perouse.

The UNIVERSE APOLLO, launched recently at Kure, Japan, for Universe Tankships of Liberia, is the largest tanker yet built: 104,250 DW and 949'6" OAx 134'10".

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QUESTIONS AND ANSWERS

Q.11: Capt J.H. Isherwood, of Southampton, UK, who purchased a copy of the Blue Star liner ROYAL STAR from a recent Photo Offer, says that from her appearance she obviously is an ex-Clan liner and seeks further details of her history. Lloyds Reg says she was blt as EMPIRE WISDOM in 1942 by Greenock Dockyard. Her dimensions and engines are identical with the immediate pre-war and early wartime Clans blt at this yard. Was she in fact laid down for the Clan Line or did the MOWT simply go to the yard and order a repeat of a successful type on their own account? If the latter, are there any others?

Q.12: Wanted approx. dates of last passenger-carrying trips across Bass Strait of LOONGANA and of departure from Melb. for BU and ultimate fate.

Q.13: The Bg PRINCE EDWARD, which arrived at NZ from Prince Edward Island on 12/5/1859; was apparently sold to Melbourne interests in the early 1860's. She was lost 30/7/1869, bound from Newcastle to Timaru, the name of her owners being given as Pigott Bros, Melb. Wanted her movements from the time of her arrival in NZ to the that of her loss.-Watkin & Wallis Ltd., GPO Box 3696, Auckland, NZ.

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General News Section: AROUND THE COAST AND FROM THE SEVEN SEAS

***CLOSING DATE for next issue: FRIDAY, MAY 1, 1959, with late news up to May 8, 1959.

***The PATRICK HENRY, first of the 2714 Liberty ships built during World War II, has been broken up. She was of 7191g, blt 1941.

***** SHIP MODELS DISPLAY *****

* Tasmanian Branch of the WSS will hold a ship models evening on *
 * Oct. 2 1959. Models of all types are wanted. Those willing to *
 * display models please contact Mr. Reg Wilson, 47 Cascade Road, *
 * South Hobart (Tele. 2-3184). Transport will be provided for *
 * models, if required. 'Phone Reg now if you've a model. *

**The ILE DE FRANCE (44356g, 1926) left Le Havre 26/2/1959 on her last voyage -- to the breakers' yards.

**Seen in Albany on 25/1/1959, loading bulk grain for UK; was the MV SILS (5058g), one of the few Swiss-registered vessels.

**WA Govt's. State Shipping Service is to order a new 2750-ton ship for its N/W run. She'll be built in Australia, cost around £1,150,000, carry 90/100 passengers, have a speed of 13 knots and be ready for service in approximately two years.

**The Jap salvage firm Nanyo Boeki Kaisha Ltd is shortly to begin salvage operations on five ships sunk in Darwin Harbour 2/1942 by Jap bombers.

**Latest addition to the BISN Co's fleet, the BANKURA (7500, 1959) is expected to reach Australia some time after next June. She was launched at Govan, Glasgow, on 22/1/1959 and is the second of five ships to be built primarily for the Australia-Asia-Persian Gulf trade. The first was the BULIMA, launched 9/1958.

**The newly-launched, 6500-ton m.v. KWEICHOW, latest addition to the fleet of the China Navigation Co, will go on the China-WA run in August. She was launched at Taikoo docks on 6/1/1959.

**J. Fenwick & Co's new twin screw tug SIRIUS COVE; launched at Gateshead on 27/8/1958, arrived at Sydney 5/3/1959. Her delivery voyage from the Tyne occupied 69 days.

**The RAN's anti-submarine frigate PARRAMATTA was launched at Cockatoo Is. dockyard on 28/2/1959. She's the third RAN vessel of that name. The first was a torpedo boat destroyer built in England in 1910 and dismantled at Cockatoo in 1929, and the second a naval sloop commissioned in 1940 and sunk by torpedoes off Tobruk 27/11/41.

**Travelling in ballast from Lae to Brisbane, the NATONE, ex WYATT EARP, foundered off Double Island Point, Q., on the night of 24/25 Jan. 1959. Built in Norway 40 years ago, she was originally named the FANEFJORD and was renamed WYATT EARP when purchased for the (1933) LINCOLN/ELLSWORTH Antarctic expedition. In Australian service during World War II she was named the WONGALA, but became the WYATT EARP again after the war and later the NATONE. She made her last Antarctic voyage in 1948.

FANEFJORD

19 March 1959

**Officially announced by the Adelaide SS Co and McIlwraith, McEacharn Ltd respectively that the MANOORA and the KANIMBLA are to remain in the Australian coastal service. The KANIMBLA is to make another cruise to Japan in May.

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**First German ship to call at Burnie since World War II berthed there on 18/1/1959. She was the BLUMENAU (6021g, 1952), ex VOSS-BROOK ('54); owned by Reeder-Union A.G. She just beat the DUSSELDORF (6973g, 1953) for the honour. The latter, owned by Partenreederei "Dusseldorf" and managed by Hamburg-Amerika, arrived at Hobart on her M/V to Australia on 27/1/1959.

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**The Australian Government has chartered the Danish polar vessel MAGGA DAN, sister to the KISTA DAN, for work in Antarctic exploration.

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*****HISTORY OF SOME OLDTIME *****
NEW ZEALAND SHIPOWNERS. *

* WSS Member David W. Johnson, of P.O. Box 686, Christchurch, N.Z. *
* proposes writing a history of the promoters and directors of the *
* N.Z. Shipping Co. Its founders were a colourful lot. Some were *
* trans-Tasman traders, others traded all over the world. Some *
* did not own any ships, some owned only one or two, and one owned *
* 26. The book will be printed, about 50 pages half foolscap size *
* with some 12 illustrations and a cardboard cover printed in two *
* colours. It will cost 10s. Australian, 8s. NZ currency -- provi- *
* ded the support forthcoming enables an edition of 500 copies to *
* be printed. If you're interested -- and a feature of the book *
* will be the individual fleet lists -- write Mr. Johnson at Box *
* 686, P.O., Christchurch, N.Z. *

**No trace of the Australian aux. schooner IAN CROUCH (THE LOG, v. 6 p. 10) has been found. A Marine Court at Hong Kong found that she probably sank in a storm when on her delivery voyage to Adelaide and exonerated builders, crew and owners.

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**The motorship YANDRA (918g, 1928), owned by Coast Steamships Ltd, ran aground on Neptune Island, Spencer Gulf, during heavy fog on 24/1/1959 and became a total loss. Her crew got ashore by breeches buoy and were taken to Port Adelaide by the tug TUSKEE.

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**The USSCo's TALUNE (2742g, 1930) is expected to continue in the Hobart-Sydney run until April. By then the POOLTA should have joined her sister, the PATEENA, and these two vessels will maintain the service. The TALUNE will be put up for sale when withdrawn.

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**NYK intends building two passenger liners to restore its pre-war Pacific passenger service. Each will be of 22,800 gross tons, will carry 950 passengers and have a speed of 25 knots. It is hoped the first of the pair will be launched next December. The Japanese Government is helping to finance their building.

**The WESTRALIA (8174g, 1929) was farewelled by 1000 people when she left Sydney on 20/2/1959 on her last voyage to Fremantle. At time of writing she is due back in Sydney on March 16, and probably will then be laid up.

**Red Funnel Trawlers Pty Ltd, of Sydney, announced early in February that it was closing down. The company was formed in 1933. At the time of its closure it had a fleet of four deep-sea trawlers -- the MATONG (284g, 1944), MULLOKA, ex WAIPU (284g, 1943), MALDANNA (284g, 1943) and MOONA (284g, 1944). All four were steam trawlers built at Port Chalmers, N.Z., by Stevenson & Cook Eng. Co Ltd.

**Two of the world's biggest tankers, each with a carrying capacity of 87,500 tons, are to join the Australian run for Vacuum Oil Co. Not yet built, the tankers have been chartered to supply crude oil to the new Adelaide 216 m. refinery, now being built, and to Melbourne's Altona refinery. Each will be 355x122, with a draught fully loaded of 47ft. They will not be able to get through the Pt Phillip Rip unless carrying half a load or less.

*****THIS IS FREE*****

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* Copies of BRITISH SHIPPING, issued at approximately three-
* monthly intervals, may be obtained free upon application to
* General Council of British Shipping, 3-6 Bury Court, St Mary
* Axe, London, E.C. 3, U.K. This worthwhile publication will
* be appreciated by all WSS members.

**The CATUSHA (6923g, 1924), which was chartered to carry the first shipment of beef "on the hoof" from N.Z. to the U.S.A. in 6/1958, has been sold to Hong Kong shipbreakers. Originally she was the CAVINO and as such was employed in the West Indies trade.

**The m.v. FLORETA (ex KYBRA) was overhauled and reconditioned at Singapore on arrival there after being towed from WA. She was sold to Panamanian owners by the W.A. State Shipping Service in 12/1957, but has been resold to a Singapore shipping company.

**Thanks are due to John Craike, Glen Joseph, and Ian Cooper (all Tas), R. McKenna, G. Griffiths and L.N. Inglis (all WA), and N.L. McKellar (NSW) for help in compiling the General News Section.

**The ill-fated WILLWATCH is to be replaced on the King Island service by a larger and faster motor vessel. It is understood the Kimberley family, which owned and operated the WILLWATCH, have purchased a vessel outside Australia, but its name has not yet been disclosed.

**The 20 knot, 595ft long SAVANNAH, at present being built by the New York Shipbuilding Co, will be the world's first nuclear-powered merchant ship and will cost over 216 m.

19 March 1959

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+	IMPORTANT NOTICE TO	Australian and Overseas photo clients	+
+	ALL PHOTO OFFER	are pleased asked to note that for	+
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+		commencement of section) orders should	+
+	be sent to Mr. Roger Radloff, 25 Fowlers Rd, Glenunga, South		+
+	Australia, and <u>not</u> to Mr. A. J. Starke, as stated on p. 55.		+
+	Money orders, etc, should be made payable to Mr. Radloff at		+
+	Hilton Post Office.		+

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**The old gunboat GAYUNDAH (The LOG, v. 5, p. 21), after stripping at Bulimba, Brisbane, Qm was taken to Picnic Point, Redcliffe, a seaside resort of Moreton Bay. At that spot the sea had been eroding a 60-foot high cliff, and the GAYUNDAH was sunk at the base of the cliff to prevent further erosion. While the tide was out workmen dug a five-foot deep excavation; the GAYUNDAH was sunk in this when the tide came in, and was then filled with concrete. Date of the old veteran's burial was 2/6/1958.

**Arrested at Fremantle, the m.v. KOOLINDA (4227g, 1926) was released when the owners paid an amount into court. It is understood they have also lodged counter-claims in the legal action. The vessel was refitted at Fremantle for the cattle trade from WA and the NT to the Philippines, all passenger accommodation on the main deck being knocked out for extra cattle space. She ran successful sea trials on 25/2/1959 and sailed from Fremantle next day with 298 head of cattle and some sheep for Geraldton, Darwin, Singapore, Manila and Hong Kong.

**After 25 years, WSS member A. T. Cotton has completed a model of the CUTTY SARK which has won high praise from those who have seen it. Incidentally, a resident of Swansea, he is the Tasmanian branch's first member on the East Coast, but it is hoped he will be by no means its last.

**At its February meeting the NSW branch of the WSS had a most enjoyable film evening.

**ANL's TALINGA, which has been laid up, is scheduled at time of writing to leave Sydney about March 15 to load coal at Newcastle.

**The WONIORA (823g, 1913) has been sold to Lenena Shipping Co and will be broken up at Hong Kong. Under the ownership of William Holyman & Sons, she has been in the Mainland-Tasmanian trade for many years, and only came off the run in 4/1958. She was built at Aberdeen by Hall, Russell & Co Ltd and was launched in 6/1913.

**Send your LOG contribution to Harry Bateson, Box 4922, G.P.O., Sydney, N.S.W. Articles, notes, and general news are always welcome and always wanted, so do your bit for YOUR journal.

* THE PHOTO COLLECTOR'S *
* *
***** SPECIAL SECTION *****

ARRANGING YOUR
COLLECTION

By
Bill May

Don't just place your photos any old how in a book. Sit down and think out first how you are going to arrange them, so that they will be shown off to the best advantage and your collection made to look really attractive and pleasing. Work to a plan: it pays handsome dividends.

Each collector has his own idea on how to preserve and present his collection, although most will resort to mounting the prints in an album.

First problem is what method is to be followed. Should there be a separate volume for each company? Or should the photos be grouped according to the flags they fly or the type of vessel, such as tankers, liners, etc?

For the general collector of merchant ship photos, the wisest course is probably to arrange them according to the type of vessel, but to keep the ships of some of the larger companies, such as Blue Funnel, Shell or B.P. Tankers, in separate volumes. On the other hand, if one specialises in a particular type of vessel, such as tankers, the best plan is to group them under the flags they fly or to segregate the larger companies, keeping them in separate albums and placing the rest in miscellaneous albums, since many Scandinavian owners have only one or two tankers.

Be sure to make an index, either keeping it separately or in the front of each volume. Unless one requires all the data about a vessel to accompany her photo, it is best just to print the name next to the photo and underneath that the owner's name. Tonnage can be written on the left hand side, under the photo, year of build and perhaps place of build on the right hand side.

For easy replacement of prints, secure them in an album with photo corners.

**A Review

THIS MONTH'S OFFER

...by "Navigator."

Perhaps the most interesting vessel included in this month's photo offer is the tanker GIOVANNI FASSIO. I don't know whether the photo shows it, but she has a unique funnel, for it depicts the colors of two companies, not combined, but separately, one above the

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other. The top shows the Villain & Fassio funnel -- black top, a white band with two narrow blue bands on it, and then black again. Immediately below follows the Fassio colors -- orange, a narrow blue band, red, orange and, finally, black. Does any funnel enthusiast know of another instance in which the colors of two companies are thus recorded?

Of the vintage photos in Section 1, the most interesting are the two Union Castle mail steamers BALMORAL CASTLE and KENILWORTH CASTLE. The former, the first Union Castle ship to have radio installed and for 11 years until 1921 the largest vessel in the coy's fleet, was sold to shipbreakers in 1939. In 1919 the BALMORAL CASTLE made a voyage to Australia via the Cape under Federal and Shire Line management. The KENILWORTH CASTLE and her sister, the ARMADALE CASTLE, were the first two mail steamers ordered for the amalgamated Union Castle Line. They had two very tall funnels and two diely spaced masts, one forward of the bridge and the other well aft. The KENILWORTH CASTLE also visited Australia, bringing troops home after the Armistice of World War I.

The P & O's KARMALA was one of the 14-knot K-class which included the KHIVA, KHYBER, KALYAN, KASHGAR and KASHMIR. She was broken up in Japan in 1932.

The TALABOT, also in section one, is of interest because in two years' time Wilh Wilhelmsen celebrate their centenary and this vessel perpetuated the name of the coy's first steamer. The coy celebrates its centenary on 1/10/1961; its line from Scandinavia and Europe to Australia was started in 1911. The first TALABOT, of 1800 tons DW, was acquired in 1887. Its namesake was sunk in an air bombing attack near Malta on 26/3/1942.

The NARKUNDA, which was actually launched in 1918 but held up by Government order, and the NALDERA (15,825g, launched 1917 but also held up) were the first three-funnelled ships in the P & O service, which they entered in 1920. The NARKUNDA was sunk by bombs off Bougie, Africa, on 14/11/1942.

The PORT WAIKATO, in section 3, is unusual because she is shown in Holm & Co colors, under bare boat charter.

To New Zealanders the SAN ROBERTO, also in section 3, will be better known as the USSCo's WAIPIATA.

The IRON WARRIOR, in section 2, was formerly the EUGOWRA, and only recently was bought by the Caribbean & St Lawrence Nav Co, Panama, who have renamed her the ZEUS.

Section 1's THISTLEFORD is still in service. Sold in 1950 she became the ARCHON MICHAEL of Panamanian registry, but the CITY OF NEWCASTLE, sold in 1951 to become the MARINUCCI, was broken up in Italy in 1952.

P H O T O O F F E R N O . 1 3 .

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SECTION 1

10d. New Zealand.

<u>Vessel</u>	<u>Tons</u>	<u>Built</u>	<u>Position</u>	<u>Owners</u>
KING GRUFFYD	5063	1919	Br to B	Dodd Thomson (King L.)
BALMORAL CASTLE	13361	1910	Br	Union Castle
*BRITISH DUCHESS	5973	1924	Br	British Tankers
CITY OF NEWCASTLE	6921	1915	Br to B (A)	Ellerman
CITY OF YORK	7844	1904	Br to B	Ellerman
ELENGA	5196	1911	Br	British India
KARMALA	9098	1914	Br to B (A)	P & O
*KENILWORTH CASTLE	12975	1904	Br to B	Union Castle
LANGTON HALL	6537	1918	Br	Ellerman
NARKUNDA	16227	1920	Br to B (A)	P & O
STENTOR	6148	1926	Br	A. Holt
TAIJIN MARU	5155	1922	Br to B	Taiyo Kaiun
TALABOT	6798	1936	Br to B	Wilhelmsen
TALLEYRAND	6732	1927	Br to B	Wilhelmsen
TANIMBAR	8169	1930	Br to B	Nederland
TENNESSEE	5667	1922	Br to B	Wilhelmsen
THISTLEFORD	4764	1918	Br (A)	Allan Black
TREGANTLE	4324	1918	Br to B	Hain
WALTON HALL	4932	1907	Br to B	Ellerman

1s.3d. Australian

SECTION 2

1s. New Zealand.

*ANTARCTIC OCEAN	55 4030	1948	Br to B	Ocean Kompaniet
AUSTRALIA	58 12839	1951	Br to S	Lloyd Triestino
*CLEODORA	56 7996	1938	Br to B	La Corona
EASTERN	55 9896	1944	Br to B	Eastern & Aust.
*GIOVANNI FASSIO	58 11284	1953	Br to S	Internazionale Genova

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IRON WARRIOR	53	3389	1923	Br to B (A)	BHP
*ISANDA	58	20709	1955	Br to S	Soc Maritime Shell
LAKE COLAC	58	7317	1958	Br to B	Aust. National
LUDWIGSHAFEN	57	6753	1953	Br to B	Hamburg-Amerika
*MUNTTOREN	58	12461	1957	Br to B	NV Nederlands Tank.
NEWCASTLE STAR	58	8397	1956	Br to B	Blue Star
PORT VICTOR	58	10409	1943	Br to B	Port Line
SHILLONG	55	8934	1949	Br to B	P & O
TARN	53	6850	1933	Br to B	Wilhelmsen
*TORVANGER	56	12579	1955	Br to B	Westfal Larsen

Is. 3d. AustralianSECTION 3.Is. New Zealand.

		8181			
CITY OF AUCKLAND	58	1221	1958	Br to B	Ellerman
EASTBANK	58	5947	1947	Br to B	A. Weir
FLOWERGATE	57	4894	1952	Br to B	Turnbull Scott
HOLMBURN	58	841	1957	Br to B (R)	Holm
NARVIK, HMS	58	2300	194?	Br to B (R)	R.N.
NYANZA	57	8513	1956	Br to B	British India
PORT WAIKATO	58	679	1929	Br to B (R)	Union SS Co
SAN ROBERTO	57	2847	1926	Br to B (R)	Manners
SHORYU MARU	58	5602	1950	Br to B (E)	Matsuoka
TOKUWA MARU	58	3293	1958	Br to B (R)	Nitto Line
VILJA	57	5276	1947	Br to B (E)	Ditlev Simonsen
VINGROM	58	9477	1958	Br to B (E)	Ditlev Simonsen
WESTMEATH	57	6013	1939	Br to B (E)	Avenue

Abbreviations: Br=Broadside; Br to B=Broadside to bow; Br to S=Broadside to stern; A=Alongside; E=Elevated; R=Aerial. A * denotes a tanker.

READ WHERE AND HOW TO ORDER ON PREVIOUS PAGE BEFORE MAILING ORDERS.

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GENERAL NEWS.

***P. Cockton, 25 Ramsden Square, Cambridge, UK, wants photos of HMAS PERTH, HOBART, CANBERRA, SYDNEY (carrier), MELBOURNE (carrier), BATAAN, ARUNTA, WARRAMUNGA, ANZAC, TOBRUK, VOYAGER, VENDETTA, QUICKMATCH and QUIBERON, and any Australian River class frigates.

***John C. McKay, 5 Perry St., Gisborne, NZ, wants Lloyds Register, any year, 1951 or later. Write direct; state price.

***The WESTRALIA will make her last run to WA in March. No decision yet as to her future. Of 8174g, she was built Glasgow in 1929.

***The ROZELLE BREEZE (924g, 1923), ex ULMARRA, has been sold by CAMay Prince SS Co Ltd (John Manners & Co Ltd) to Cia de Nav Palomar SA, Panama, who have renamed her PAPAGAYO. (Please read Cabay above as Cambay.)