

# THE LOG



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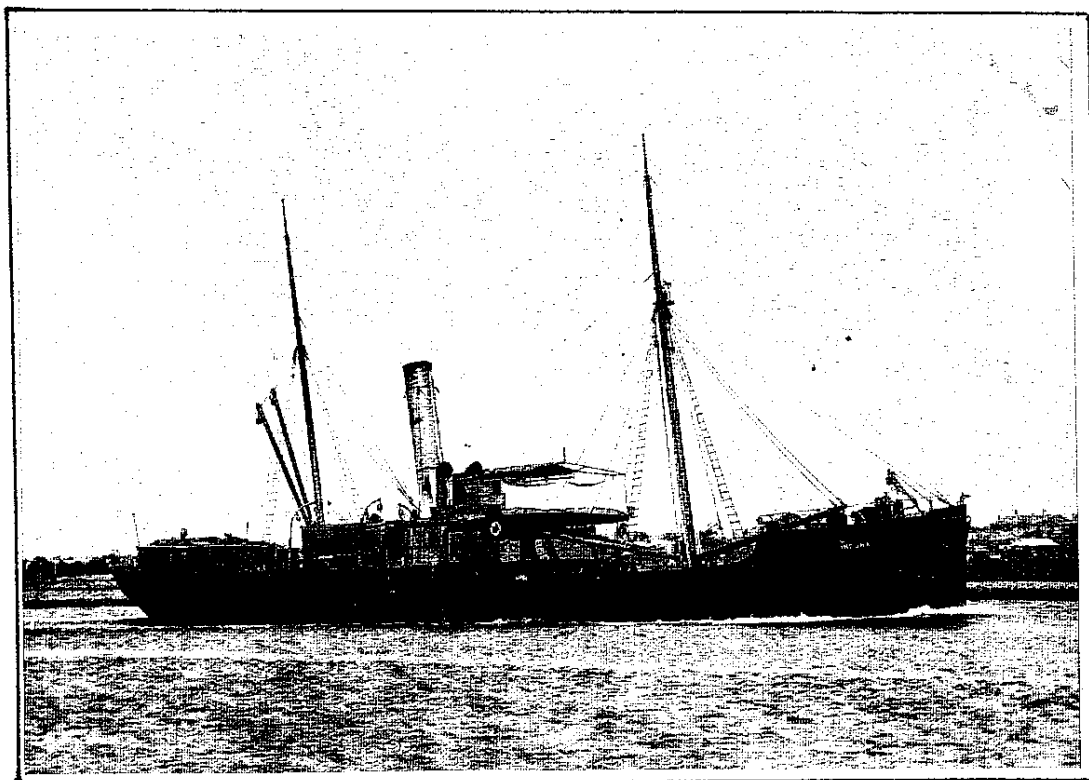
QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.

Vol 10 No 4  
New Series

26 NOVEMBER 1977

Price \$1.00  
Australian

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INDUNA

699t/1891 Photographed at Melbourne in 1921 in colours  
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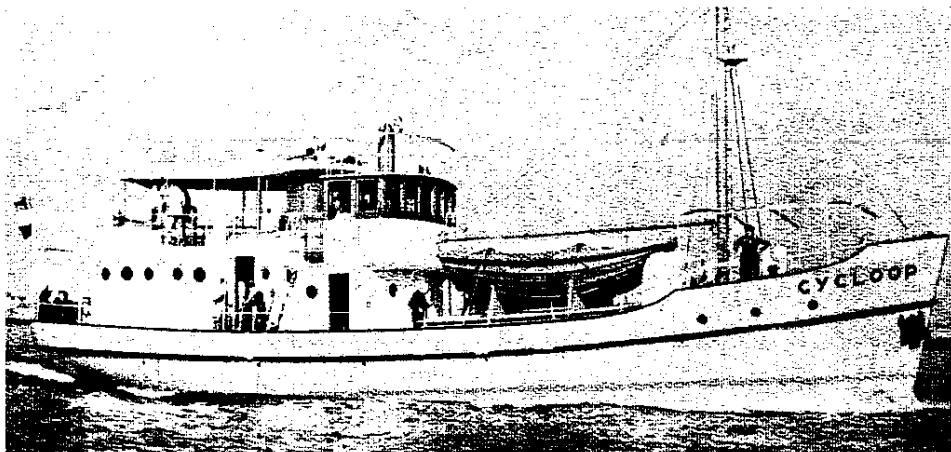
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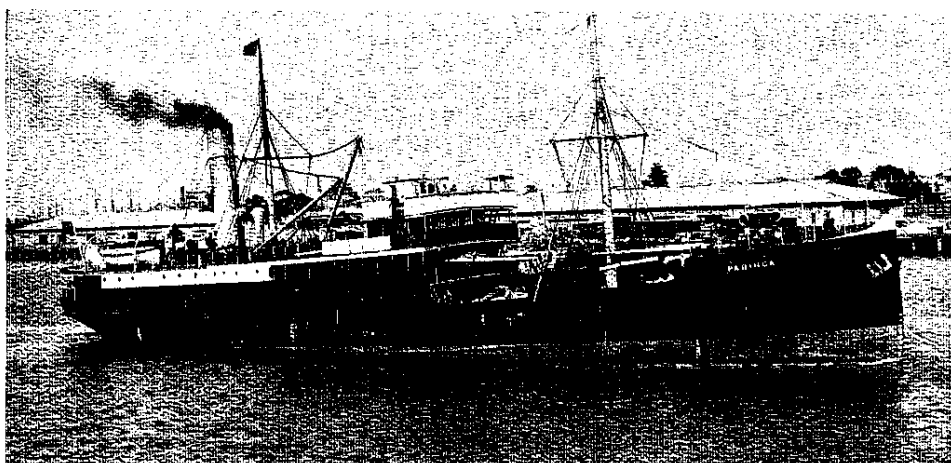
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CYLOOP Photographed in Holland during trials (Vandersar)



PARINGA 1336t/1908

(Walter Burch)



Tramps idle at Stockton, Newcastle, before the First World War. Nearest to camera: Romford, Lord Derby, Dalblair.

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THE LOG is printed and published every third month for the Nautical Association of Australia Inc., by W.G.Volum of 132 Noble St, Geelong, Victoria. Postal address is P.O. Box 4114 Melbourne 3001.

T H E L O G

quarterly journal of the

NAUTICAL ASSOCIATION OF AUSTRALIA INC.

Volume 10, Number 4, Issue 50 - New Series

1977

26 November, 1977.

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Jungle sailing-

Nautical Notes on Dutch New Guinea.

from R.Vandersar.

In the years after World War 2 and up to 1962, shipping in and around Netherlands New Guinea (now called West Irian, an Indonesian province) was handled by the Dutch KPM Line (Royal Packet Navigation Company) who maintained a regular service between Singapore, Portugese Timor and most ports in Dutch New Guinea. Vessels used on this service were about 2000 tonnes, cargo ships with passenger accommodation in cabins and on deck. But there were other places, deep inland up the rivers, which were connected with the bigger ports by means of a few small coastal vessels.

One of these coasters was Cycloop, a shallow water vessel of about 125 tons and 40 metres length. Her top speed was 7 knots and maximum draft 7 feet. She was built in Holland in the early fifties for a certain Mr. Van Den Bos, who hoped to develop a trade with the natives and tried to carry cargo (rattan, logs, copra, etc.,) to bigger ports for transshipment to deep sea vessels. The venture was unsuccessful, however, and the ship was taken over by the Government and chartered to KPM on the condition that the company should try to maintain and develop trade with the natives. When Dutch New Guinea became West Irian, the ship was handed over to the Indonesian Government.

When Cycloop was chartered to KPM she was lengthened by 30'. She was to ply between her home port Merauke and various settlements along the rivers of the south coast. The following story is an account of one of the many typical voyages of Cycloop while I served on board the ship in 1961 and 1962.

Merauke was the "capital" of the southern province, and was inhabited by about 500 Europeans (mainly public service) and a few thousand Papuans, Chinese and Indonesians. The town had a hotel, an airstrip, two movie theatres and a couple of Chinese shops. It was the port of transshipment for the surrounding area. Departure time from Merauke was fixed at approximately 14 hours before the daytime high water at the southern entrance

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of Prinses Marianne Strait, this being the time required to cross the Arafura Sea and reach the entrance. It was extremely important to arrive at the Strait with high water and incoming tide, because the ebb tide was too strong to negotiate and the depth at the bar would drop within a very short time to only a few feet. A delay of one hour could cause the ship to run aground.

Once through the Strait, we were not far from the 17 mile wide entrance to the Digoel River. Here we encountered another problem- a huge island, about one mile long and half a mile wide with fully grown vegetation, had formed right in the middle of the river! What's more, this island was not even charted! By keeping close to the starboard bank, the river was entered without trouble.

The charts we used for our navigation of this river were full of written notes and sketches of landmarks and other conspicuous objects, to enable us to plot our position, especially in the dark. The information of this practical written "pilot" had been collected over the years of Digoel running, and was constantly being updated on every trip. This information was priceless to those who had to negotiate the river. Thus the island referred to above was plotted with great accuracy.

Hydrographic survey of the Digoel commenced in 1929. At that time the tidal movements were unknown, and to start with, tide gauges were placed which had to be read every hour on the hour for 29 consecutive days. The banks of the Digoel at the entrance are very muddy and soggy, and the men who had to read the tidal gauges were accommodated on board a life boat, anchored near the gauge. They had everything; food, water and a tent with mosquito screens. In those days the river was infested with crocodiles and it happened quite often that the observers had to abandon their posts and row away because at night the crocs tried to climb aboard! The area here was completely uninhabited and the crocs were only inquisitive and curious. Of course the whole project had to be started again, but this is just an example of the many problems encountered in those days. Nowadays, due to relentless hunting, the crocs have been decimated to such an extent that they may be found only high up the rivers. In 1961 a hydrographic survey was carried out with the aid of Decca stations and specially equipped ships.

About 94 miles upstream from the entrance, on the left river-bank was a district post called Badé, consisting of a few houses and a native village. There was a Dutch agricultural officer with wife and child, a missionary, a Chinese merchant and about 60 Papuans living in a cluster of huts. We used to arrive at sundown and have dinner with the Dutch family. The latest gossip and news from Merauke was discussed and the overseas airmail delivered. We always stayed very late and the family was delighted to have visitors to talk to.

The next morning, after completion of discharge of the cargo which would take about one hour, we cast off to continue our journey up the Digoel. By keeping to the outer sides of the bends which would obviously be the deepest parts, we could normally stay away from navigational hazards. Now the jungle became denser, higher and thicker, the river narrower, and often one could spot a sleeping crocodile on the riverbank, or beautiful coloured birds of paradise flying gracefully through the jungle.

The current would become stronger until we passed a Papuan village on the left bank called Asike, about 95 miles from Badé. Upstream of Asike the current flows only in a downstream direction, as there is no ingoing tide, although there is still a difference in water height between high and low water. During the wet monsoon it can become almost impossible to run upstream and low powered vessels usually sail as close to the banks as possible to avoid the strong current. This strong current would sometimes cause a breakthrough in a sharp bend of the river, and the mass of uprooted trees and dead trunks swirling downstream is not a pretty sight for a tiny ship the size of Cycloop. The cut off bend would fill up rapidly with soil and debris so that in a few months time nothing could be seen of it and the river had assumed a different course.

All the sailing directions and pilots indicate that the Digoel is not navigable at night. There are numerous gravel banks and as Cycloop had no double bottom these banks were really something to avoid. Fortunately they were all more or less plotted on the charts through previous observations and experiences. Always timepressed and trying to keep the turnaround of the ship as short as possible, we sailed the river by night, very often assisted by the moon. And when it really became tricky, a man was stationed in the bows with an Aldis lamp, to play his light on both sides of the river to indicate distance from the banks. And so we sailed on.

At last Tanah Merah, our final destination, came in sight. This settlement, situated about 248 nautical miles from the mouth of the river, was established in 1927 by the Netherlands Indies Government to serve as an isolation and penal colony for political troublemakers. At that time the Indonesian Nationalist Movement gathered momentum, and many prominent Indonesian leaders and political figures were sentenced to be confined here. The site was chosen because there was no need to build a barbed wire camp. Escapees were sure to be either killed with bow and arrow by headhunting Papuans or, if they attempted to cross the river, eaten by one of the numerous crocodiles.

Nowadays the population of Tanah Merah (the name means "red earth", because the soil consists of red clay) comprised 45 Europeans, a few hundred Papuans, a prison containing about 60 convicted headhunters, and a 16-man native police constabulary.

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Upon arrival the Chief of Police would come on board to discuss the number of men required to handle the cargo. There was no wharf labour, and cargo was handled by prisoners. It was all quite legal and the men were paid out of the ship's petty cash at an agreed rate. Supervision was by ship's staff and police. However, the gang foreman was himself a prisoner, being the one with the highest seniority (i.e., the longest prison term), and a triple murderer!

Cargo for Tanah Merah consisted of canned food, rice, sugar, salt, kerosene, petrol, tobacco and building materials. The jetty was a wooden structure 6 metres long, enough to land a sling of cargo on, and built only a few feet above high water level. But that was on the average. I have personally moored the ship alongside the riverbank above the jetty, which was completely submerged in the wet monsoon. And we still had a few feet to spare under the keel! Even under normal conditions the range between high and low water can be as much as 9 metres.

On the return journey from Tanah Merah to Merauke we also had to call at Kepi, situated on the banks of the Obaa River. After leaving Tanah Merah we would sail downstream and turn into the Kawanga River, about 25 miles downstream from Badé. The peculiar thing about this river is that shortly before and after full and new moon during spring tide a tidal wave occurs with the local name of "Kepala Arus". It is not very high (about 7 to 9 feet) and would normally pose no problem for Cycloop. However, the amount of dead trees and lumps of vegetation that it carries can damage a ship's hull quite seriously. I have struck this "Kepala Arus" two or three times, mostly at night, and the sight of a wall of water thundering down the river and carrying all sorts of debris is impressive.

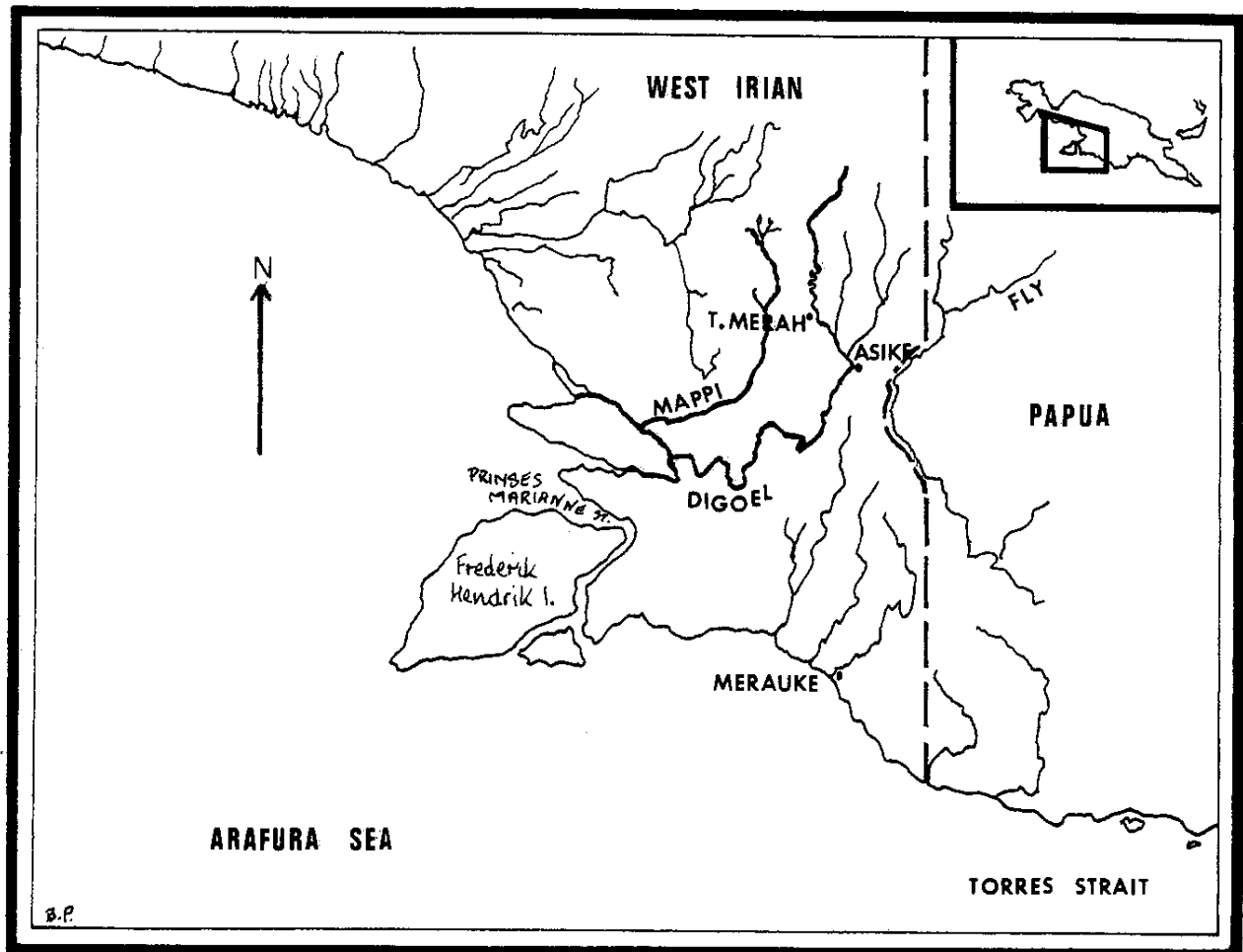
Once through the Kawanga, we then entered the Mappi River. From here on we had no nautical charts, but were relying on land survey maps published by the Land Registry Office. To navigate with land survey maps when you have been "brought up" with nautical charts gives you a strange feeling, as if you are steaming in a mist. There are absolutely no nautical details and the river on the map is coloured a beautiful blue! Fortunately the rivers in this area are deep and predominantly clean, otherwise no seaman would venture into these waters.

A tributary of the Mappi is the Obaa River, the narrow entrance of which is very difficult to locate. The jungle is very dense and you really have to search the riverbank with binoculars to find it. Once the ship has entered this river it cannot anchor or turn round. The river is too narrow and too deep. Besides, a ship riding at anchor would soon be skirting the banks. The only course is to keep going until Kepi is reached, about 34 miles upstream. Navigation of the Obaa does not pose any particular problems. Due to the narrowness of the river, ships have to proceed very slowly and keep to the middle. It is not unusual

for a ship to lose steerage way from time to time and run into the bank. On one occasion Cycloop hit the bank at a sharp hairpin bend. The helmsman at the time was a Papuan named Matheus, and thereafter the bend was aptly named "Matheus Passion"!

At sunset we would arrive at Kepi, and cargo discharge would commence next morning. Kepi was an outgrown native village with the usual population:- District Officer, Police Inspector, a few teachers, and missionaries assisted by a staff of nuns, who ran a convent and a clinic. Again we were assisted by prisoners discharging the cargo. Upon completion we had to depart immediately in order to be out of the Obaa before nightfall. And there is hardly any twilight at all.

Now that the hold was empty we could head back for Merauke at last; back to "civilisation" where we could buy a drink at the local hotel and go to the movies, often not realising that we had been away for only about 14 days!



Shipbuilding-

The NSW State Government Dockyard- Walsh Island.

from T.J.Callen.

Walsh Island was one of the many island-cum-mudflats forming a delta in the Hunter River about two miles upstream from Newcastle. In the early part of this century the area was partly reclaimed, built up, and named after an engineer in the Public Works Department.

In 1914 the NSW Government established a shipbuilding and engineering works on that section of the island facing the BHP steelworks. Three shipbuilding berths were laid down, each with a capacity to build vessels up to 6000 deadweight tons. Three ships could be built simultaneously, and in front of each berth was an area for the stockpiling of the various parts and fittings required.

After enlargement in the 1920's the works were also able to carry out the fabrication of bridges, steel pipes and rolling stock, together with general engineering work. A large number of steel carriages were built for the Sydney electric railway system. The works claimed that they could cope with any Australian engineering requirement.

The ship repair facilities consisted initially of two patent slips catering for ships of 300 and 600 tons respectively, with a maximum length of 230 feet. These were later supplemented by a 15,000 ton floating dock designed to be capable of docking "County" class cruisers. Built by the yard in three sections in 1928/29, the structure was planned to be self-docking; the two smaller sections would lift the larger section and the latter was capable of docking either of the small sections. This plan was, in fact, never carried out and for its entire lifetime the dock remained in the water, gathering barnacles and weed.

Location on an island presented the yard with some unusual logistics problems. A barge fitted with rails completed a rail link with the Dyke on the mainland for the movement of rolling stock. Other materials and finished products were conveyed by lighter, while workers travelled from the city and adjacent Stockton by special government ferries.

The dockyard built at least 40 vessels and at its busiest period employed about 2500 people. The large majority of these vessels were built on government account, the only notable exceptions being the three Sydney harbour ferries Koompartoo, Kuttatubul and Koorangabba, and the three Dorman Long coasters Dorlonco, Sir Arthur Dorman and Sir Dudley de Chair designed to carry materials for construction of the Sydney harbour bridge. The yard's largest ships were the six 3300 ton "D" and "E" class Delungra (Corio), Dinoga (Colac), Dilga, Enoggera (Mildura), Eurelia (Mungana), and Eromanga (Maranoa) built for the Common-



wealth between 1919 and 1921 - Enoggera was launched by the Prince of Wales. Aside from a customs launch for Victoria, all other vessels were completed to the order of the NSW Government. These included dredges, hoppers, river ferries, trawlers, tugs, barges, punts and a pilot vessel.

Shipbuilding ceased following completion of the dredge Pluto in November 1932 because of the absence of further orders in the depression. Much of the yard's valuable equipment was sold; some later found its way to the Dyke End to be used by the new State Dockyard. The slipways continued in use for some further time, however, and the floating dock continued to be operated at Walsh Island in two sections until joined in January 1942 and moved to its later site at Carrington in April 1943.

Today Walsh Island's isolation has ended; it is now joined to other islands to form "Kooragang", a new industrial complex joined to the mainland by two bridges. A fertiliser plant occupies what is now known as Walsh Point.

#### Yard list.

This list is from a schedule supplied by the NSW State Dockyard. The schedule indicates that all named vessels up to No. 63 were steamers. Birubi was also a steamer. Order of information is as follows:- Yard No.; Name (where applicable); Type of vessel (and owners where appropriate); Gross tonnage; Year completed. Information for some vessels is incomplete, and readers able to supply further details are urged to do so.

- |                      |                                       |                 |
|----------------------|---------------------------------------|-----------------|
| 1. <u>Mildred</u>    | Stockton vehicular ferry.             | 215/1914        |
| 2. -                 | Ryde ferry.                           |                 |
| 4. <u>Vulcan</u>     | Rock drill for Newcastle harbour.     |                 |
| 5. <u>Hunter</u>     | 1500 ton bucket dredge for Newcastle. |                 |
| 7. <u>Grafton</u>    | 1500 ton hopper barge for Newcastle.  | 959/1917        |
| 8. <u>Lismore</u>    | 1500 " " " " "                        | 959/1917        |
| 9. <u>Tempe</u>      | Cooks River dredge.                   |                 |
| 14. <u>Goonambee</u> | Trawler for state fisheries.          | 222/1919        |
| 15. <u>Goorangai</u> | " " " "                               | 223/1919        |
| 16. <u>Dibbiu</u>    | " " " "                               | 223/1919        |
| 17. <u>Dureenbee</u> | " " " "                               | 223/1919        |
| 19. <u>Wallsend</u>  | Grab dredge for Newcastle.            |                 |
| 21. <u>Moruya</u>    | Tug for Newcastle.                    |                 |
| 22. <u>Eden</u>      | " " "                                 |                 |
| 38. <u>Delungra</u>  | Freighter- well deck type.            | 3346/(Sept)1919 |

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39.	<u>Dinoga</u>	Freighter- well deck type.	3339/(Feb)1920
40.	<u>Dilga</u>	" " " "	3308/(May)1920
41.	<u>Eurelia</u>	" shelter deck type.	3351/(Oct)1920
42.	<u>Enoggera</u>	" " " "	3359/(Dec)1920
43.	<u>Eromanga</u>	" " " "	3359/(Apr)1921
44.	-	Relief punt for Georges River.	
50.	<u>Minmi</u>	Grab dredge for Newcastle.	
52.	<u>Neptune</u>	Suction dredge for NSW ports & rivers.	781/1923
53.	<u>Koompartoo</u>	Ferry for Sydney.	448/1922
54.	<u>Kuttabul</u>	" " "	445/1922
55.	<u>Koorangabba</u>	Vehicular ferry for Sydney.	313/1921
56.	-	Georges River ferry.	
58.	-	Barge for dredge service.	
59.	-	" " " "	
60.	<u>Dorlonco</u>	Lighter for Dorman Long & Co.	418/1925
61.	<u>Sir Arthur Dorman</u>	"	414/1925
62.	<u>Sir Dudley de Chair</u>	"	420/1925
63.	<u>Antleon</u>	New hull for dredge <u>Antleon</u> (Blt.1898)	460/
64.	-	Clarence River ferry.	
65.	<u>Dart</u>	Launch for Walsh Island.	
66.	-	Oil barge.	
67.	-	" "	
68.	<u>Birubi</u>	Pilot steamer for Newcastle.	427/1927
69,70,71.		15,000 ton floating dock (centre section launched 10/1928, bow section 3/1929, stern 8/29)	
72.	-	Georges River ferry.	
73.	<u>Zeno</u>	Cooks River dredge.	
74.	-	Launch for Customs, Victoria.	
75.	<u>Vogo</u>	Diesel lighter for Vacuum Oil Co.	
76.	-	Silt barge for Public Works Dept.	
77.	-	" " " " " "	
78.	<u>Hermes</u>	Suction dredge for dredge service.	649/1931
79.	<u>Pluto</u>	Bucket dredge for dredge service.	512/1932
80.	-	Store punt for dredge service.	

## Wreck at Norah Head-

GWYDIR- The First Salvage Attempt.

from C.Dean.

The interesting article on the Gwydir wreck, by R.J.F. McDonell (The Log, Aug.1976), contains some misconceptions, contradictions and errors due to sloppy, over-imaginative newspaper reporting at the time and, apparently, to some lack of knowledge in official circles. As a crew member on that last, fatal voyage (which began in Newcastle at 11pm on, appropriately enough, Friday 13/2/1942) and also as a member of the first salvage party, I would like to set the record straight so far as I am able. That is, as far as memory and a few letters and photographs will allow.

To begin with, there was no rainstorm at the time of the collision, although we had rain later in the day. It was a dark (overcast I think), moonless but clear night, and visibility was good. After the collision the ship did drift ashore, but only after she had been "nursed" carefully some six or seven miles in from the open sea to within about fifty yards of where she grounded, in an effort to save her. She was then abandoned because of the danger of capsize, due to her extreme list, and because of the difficulty in judging the distance from the shore. The land was a black silhouette pasted on to an only slightly paler background of sky, merging at its base into the equally dark, calm sea. Only occasional tiny flashes of white betrayed the presence of reef, shoal or shoreline.

With the eastern sky beginning to pale, we lay to in the lifeboat a short distance away, watching Gwydir take the ground forward. "Look at her", Captain Tinkler remarked to the Chief Engineer with some emotion, referring to the spectacular list, "and they said she was top-heavy." The ship swung slowly around until she pointed seawards, then she slid off and drifted stern first into her grave. Captain Tinkler had been in Gwydir for twenty years, since the ship commenced service with the Newcastle & Hunter River SS Co.Ltd. The Chief Engineer had been in her for seventeen years. The Bosun, old Jack Auston, reputed at that time to be over seventy, and still a fine seaman, had also been in her for many years. She was that kind of ship.

Neither propellers nor rudder were damaged or lost in the collision. Except for the gaping hole in her side she was still a complete going concern when she stranded. From the moment we got under way after the accident, she became increasingly difficult to steer. Down by the head and getting lower, and with an extreme list to starboard, the port propeller was churning nearly as much air as water. The other wasn't much better, but the varying difference between them kept the helms-

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man busy. And, being wartime, the paravanes were rigged and still planing along several feet below the surface. They were suspended from cargo winch runners, for which purpose No.2 derricks were swung outboard. It was no wonder we came close to hitting the reef known locally as Bull Rock, on our crazy way in. I say starboard list because after the collision all port tanks were emptied and starboard tanks flooded, in an effort to bring the damage above water. The seawater cargo did the rest; she wallowed along like an inebriated hippopotamus, twice teetering over on to her damaged side just before we abandoned. It was fortunate that the sea was calm.

The first boat lowered was sent away to pick up the steward, Edgar Hannel. His cabin was close to the point of impact, which was immediately below the bridge. The stem of the French ship bit through the rails into the narrow strip of maindeck, six feet forward of the big double doors of the passenger entrance. An anchor from Neo Hebridaïs was later found dangling on a length of cable from the hole. Edgar Hannel rushed up the passenger companionway, through the door out on to the damaged deck, lost his footing in the dark and fell overboard.

The passengers (no women or children, fortunately; mostly soldiers on leave, and the Mate's teen-age son) were loaded into the second boat, in charge of the Chief Steward. Mistakenly he steered south of the lighthouse along a difficult coast, to find a landing place in the dark, instead of following the ship in. His crew had a long hard row back to the small sheltered beach, a mile south of the wreck. This beach is set in the angle where the land turns eastward from the north/south coastline, forming the northern side of the headland's base. It was where we in the skipper's boat came ashore at dawn, after abandoning the ship.

No anchors were dropped when she was abandoned. Shortly after she grounded we pulled alongside to drop them but found it impossible. Both windlass gipsies were in gear, in the "heave up" position. Steam was necessary to free them, to put them "on the brake"- the "let go" position. We had no steam on deck. The anchors were probably dropped later in the day, when we re-boarded the ship. I don't think the cables mentioned, leading south, were those set by the first salvage party, because all salvage gear was collected later, after final abandonment. In any case, the ship was well settled on the bottom before any anchors were let go.

We re-boarded to inspect the ship about seven. All personal belongings were collected and sent off with most of the crew and passengers, to Wyong and the Sydney train. Then we rowed back to Gwydir, watched by sightseeing crowds lining the cliff-tops. At about 4pm we left the ship's boats at the beach and hitched a ride in a fisherman's launch out to the minesweeper

Cessnock, standing by in the bay. She took us and the last of the passengers back to Newcastle, where the only "beds" available were straw palliasses on the floor of the Seamen's Mission. Next day, still in dirty working gear (and it was dirty after the previous day's events), we caught the Newcastle Flyer to Sydney.

The Company did not abandon the vessel to the underwriters on the Monday following the wreck, as the Melbourne "Argus" stated, because a week later I was aboard again with the first salvage crew, employed by the Newcastle & Hunter River SS Company. Headed by Captain Gibson, this crew consisted of the former Master of Gwydir - Captain Tinkler, Chief Mate Grant, the Bosun and other deck crew members (of which I was one), the Chief and Second Engineers, the Donkeyman and other Engine Dept. members, several of the Company's shore based Shipwrights and other tradesmen, a diver and his mate, and a few local men. We were quartered in Hibbard's Guest House close to Canton Beach, Toukley, on Tuggerah Lake. Each morning we piled on to the back of a truck, which took us to the beach, then into a lifeboat and towed by launch to Gwydir. The wooden trawler Hawk, based I think at Port Macquarie, stood by as tender during the work. She brought most of the material and equipment, including two big motor pumps, up from Sydney.

Our diver's report stated that the ship was resting on a gravel bottom, not a rocky ledge. However, due to the ship's weight and sea action, that could have changed. After the diver's inspection, a wooden coffer dam was constructed over the hole in the ship's side, and when it was caulked and sealed, wooden catwalks were built on both sides of the foredeck. These bridged the foredeck from fo'c'slehead to winch island deckhouse (under which was the seamen's fo'c'sle), then across to the break of the boatdeck, below the bridge. Each catwalk was about four feet wide. All of the ship's decks were wooden (even the fo'c'slehead, winch island and after shelterdeck), so these catwalks completed a single continuous path from stem to stern, along both sides of the ship.

On each side of the fo'c'slehead and the afterdeck's No.3 hold, large wooden double-sheave blocks were placed, and between each pair heavy manila rope was rove from bow to after deck, forming two 4-purchase tackles lying along the wooden path. The after blocks were fixed. The two hauling parts were taken to the after steam cargo winch drum-ends. Hawk carried anchors seaward and dropped them at the limit of their cables, spread perhaps fifty feet apart. It's possible that more cable was brought from Sydney for greater length. More likely, heavy wire was used, which would run more easily through fairleads or hawsepipes, but- it's a long time ago! The fo'c'slehead tackle blocks were then made fast to the anchor cables, the slack taken up, and we were ready to go to sea. Ready to pump her dry, raise steam,

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and pull the ship into deep water with her own winches.

The idea, I suppose, was a good one. But the obvious weak point was getting steam to the after winches before she could damage herself on the bottom; impossible if the bottom was rock. Other weaknesses were not so obvious.

The salvage pumps, bolted securely to No.2 hatch, were started, and water poured out on to the decks. For a time the foredeck resembled a section of Manly Beach in a gale, as tons of water cascaded overside. After an hour she was buoyant enough for the larger swells to move her. With the stokehold at last dry, the fires were lit and steam raised. By then she was bumping more heavily, jolting masts and rigging and everything else not welded down. But she was afloat, and we were jubilant. It looked like we'd have her in Sydney by sunset. All we had to do was heave her out into the bay.

Then- calamity! It was discovered that the main steam pipe was cracked; it was impossible to get steam to the after winches. Captain Gibson, concerned that the pounding would do more damage, ordered final abandonment. She was allowed to settle back on to the bottom. The crew, stunned by the suddenness and finality of the announcement, went silently about their work. Even though we started then and there to strip her of all salvage gear including the pumps, and began to load it back onto Hawk, I don't think any of us doubted that another attempt at salvage would be made- and soon!

We had been so near to success. I think it could be said that Gwydir was lost for lack of a couple of motor winches; or even an air compressor to feed compressed air to the after winches in place of steam. She had actually been afloat. A line brought in from a tug by Hawk might have been sufficient to drag her clear. But no tug was standing by. As far as I know, no tug was ever ordered; which was perhaps a little surprising under the circumstances. Even if we'd succeeded in getting her into deep water, she was expected to cover the 34 miles to Sydney Heads under her own steam- alone! I think someone was a little short-sighted.

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Two points of historical interest:- A pier running east/west once stood fifty yards out from, and parallel to, the beach we used. The cargo loaded was gravel. It was dredged up, I believe, with grabs from the sea bed. A few piles were still standing at the time of the wreck.

And finally:- The first Gwydir owned by N&HRSS Co., a steel steamship of 518 gross tons built 1886, was also wrecked there on 29/11/1894. All hands were saved. Locals told us her anchor was found a few yards south of Gwydir (2) resting place. However, after some tentative research, I doubt it. Newspaper reports say "south of the light".

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Gwydir (continued)

Photographs of the ship have been published in "The Log" in November 1972 (as Gwydir) and August 1976 (as Morialta). It is interesting to compare these two photos. Apart from the different general impression (the "tubby" Morialta and the "stately" Gwydir!), particular points of difference are the raised fo'c'sle of Gwydir and the different bridge levels. Mr. Dean has provided some interesting details of life aboard Gwydir, and this further information is given below. (Editor).

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The fo'c'slehead was fitted by the N&HRSS Co. before Gwydir entered the Newcastle-Sydney service. It housed the deck store, seamen's toilets and washrooms. When I joined her, the seamen's fo'c'sle was below it, down a broad but steep, centrally placed companionway. It was like going down a well. Single berth cabins for the crew were still a long way in the future when she was built, so it was an open fo'c'sle- one large stuffy cabin abaft the chain lockers, too low in the water to have portholes open in any kind of seaway. Mostly they were deadlighted at sea, especially in winter.

But, open or closed, the atmosphere was the same. The stale odours of damp seaboots and oilskins, dirty working gear, soogeed paintwork, softsoap, sandsoap, tobacco smoke, sweat, in spite of daily scrubbing. Neither deckheads nor bulkheads were lined. As most fo'c'sles were in those days, they were white enamel-painted steel. The side bulkheads were simply the white painted steel plates and ribs of the bow itself, curving from a point twelve to eighteen inches out from the top bunk, inwards to the back legs of the lower one. The heavy angle-iron deck frames, extending some six inches below the rest of the deckhead, were always a trap for unwary heads popping up too suddenly from the upper bunk pillow.

There was nothing unusual about this. Most seamen's fo'c'sles were under the fo'c'slehead, unlined, and prone to periodic flooding in heavy seas. In bad weather it was like living under Niagara Falls, with tons of water cascading over the break of the fo'c'slehead on to the foredeck, every time she threw her head skyward after crashing through a big one; and a seawater lake sloshing about under your bunk, in which drifted your towel, or your best shirt, like a soggy grey island; or two foundering, waterlogged little vessels, each laden with a sodden sock.

Up on deck, beneath the forward winch island, were a number of long disused passenger cabins. For several years the Gwydir seamen had negotiated with the Company to have these cabins replace the old fo'c'sle. The Company finally agreed, and we moved into our new quarters only two or three months before the ship was lost. At least it simplified the final collection of our gear!

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Burns Philp steamer-

S.S.INDUNA.

from B.A.Wilkinson.

The firm of John T.Rennie, Son & Co. of Aberdeen, Scotland, operated a shipping line in the late nineteenth century between UK ports and South Africa, and for many years a joint service was maintained with Bullard, King & Co.. The service terminated at Durban although there were connections with Madagascar. Towards the end of the century Rennies decided to extend the service beyond Durban to other ports in East Africa by means of coastal ships, and for this purpose they ordered a small steamer, to be named Induna, from Hall, Russell & Co. of Aberdeen.

The vessel was of 699 gross tons, 190.6 ft. in length with a beam of 28.5 ft. A triple expansion engine having cylinder diameters 15", 24" and 39" with a stroke of 30", supplied with steam at 160 psi from one single ended boiler gave a sea speed of 8 to 9 knots. Induna was completed in July 1891.

One of the smaller main line vessels named Matabele was transferred to the coastal service to operate with Induna. It was on board Induna that Mr.Winston Churchill travelled from Lourenco Marques to Durban after his escape from Pretoria during the Boer War. The coastal service continued until the company decided to extend the terminal port for the main line vessels to Beira, after which the two coasters were no longer required. Induna proceeded to Glasgow and was offered for sale.

At that time Burns Philp & Co. had Tambo operating in the Lord Howe Is., Norfolk Is., New Hebrides trade, which was becoming too much for one ship to handle. Inquiries resulted in the purchase of Induna late in 1904, and the vessel arrived in Sydney, via Suez, on 7/12/1904. Following minor work at Morrison & Sinclair's works at Balmain, and drydocking at Morts, Induna without change of name left Federal Wharf on 31/12/1904 under Captain Bayldon for Lord Howe Is., Norfolk Is., and the New Hebrides. The public rooms and companionways were decorated with Lord Howe Island palms and tassel ferns, and a stewardess was carried for the convenience of passengers- particularly children.

When the AUSN Co's. Pilbarra lost her propeller blades in heavy weather on 4/3/1905 between Noumea and Suva, Induna then in the vicinity found the drifting vessel and towed her into Vila on 21/3/1905. Pilbarra was then taken over by the AUSN Warrego for towing to Suva and back to Brisbane.

Trade was increasing and Burns Philp & Co. found it necessary to charter Wallsend for one voyage to the New Hebrides and Gilbert Islands. It soon became apparent that further improve-



ments in the shipping service to the New Hebrides were necessary. Inquiries for a suitable ship resulted in the purchase of Antilla, which had been employed in the West Indies trade but at that time was laid up in New York. This vessel arrived in Sydney on 23/6/1905, the same day as Induna arrived from the New Hebrides on her last voyage in that trade. Antilla was renamed Malaita and sailed from Sydney 1/9/1905 in place of Induna.

It was decided to place Induna in the Gilbert, Ellice and Marshall Islands trade and her first voyage commenced on 26/6/1905 under Captain Voy. The entry of Muniara into this trade in February 1908 increased the number of sailings and this service was maintained until July 1910 when a further improvement was made by the addition of Tambo, so that three vessels then provided a bi-monthly service from Sydney. Shortly after Muniara stranded at Ebon Island in the Marshall Group in November 1913, Induna called at the wreck to dismantle the chart room. This was floated off panel by panel to be re-erected on Induna, becoming the Master's cabin at the after end of the bridge.

In August 1914 Induna, without wireless, was bound for Jaluit in the Marshall Islands- which were then German territory. On arrival, Von Spee's Pacific Squadron of warships and many German cargo ships were seen to be at anchor. It was thought by Captain Webster and the Chief Engineer, Mr. Walford, that celebrations of some kind were in progress, but on anchoring in the lagoon these thoughts were soon dispelled by the arrival of a German armed boarding party, the commander of which announced that war had been declared and the ship would be held indefinitely. The Germans took all the coal from Induna and offered the Supercargo two gold sovereigns per ton, to be paid either immediately or settled after the war. The former offer was accepted. The crew was confined to the ship, but Captain Webster, Mr. Walford and the Supercargo were free to go ashore. They were provided with fishing tackle and all were treated well by the Germans. Induna lay in Jaluit lagoon for about three months until rescued by the Japanese who provided coal to enable the ship to return to Sydney, where payment for the coal taken by the Germans was made to the company.

Induna continued in the island trades, but in later years was confined to interisland work until laid up in Rabaul. In 1920 she was sold to the Patrick SS Co., which was endeavouring to establish services between Sydney, Brisbane, Hobart, Melbourne and Adelaide. This venture was short-lived and in 1925 Induna was sold to the NSW Govt. for use, with the ex-SHT vessel Swallow, as a train ferry across the Clarence River at Grafton. After the building of the rail bridge about 1932, Induna lay derelict for some years until cut up for scrap in 1957.

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The DUFTY collection of ship photographs:

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Offer No. D 42: closing date 31/1/1978

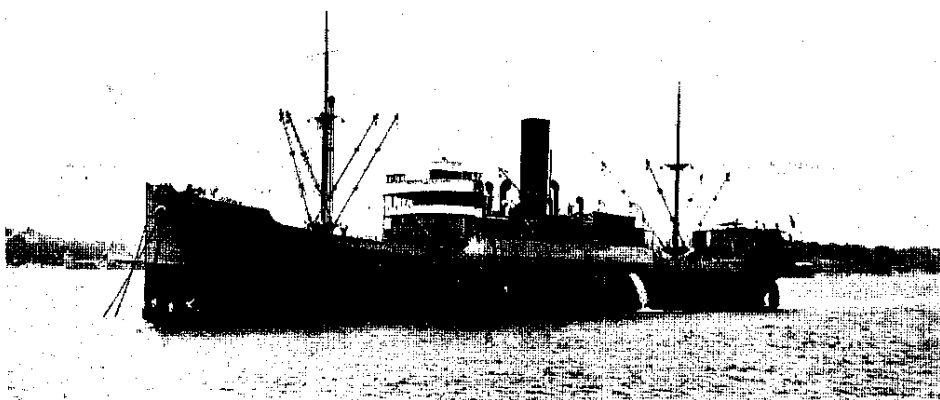
- 1. Canonbar	North Coast SN Co.	708/10
2. Cobaki	Langley Bros.	257/18
3. Inverclyde (3-mst.bqe)	Milne	1634/98
4. Kilnsea	Brown Atkinson & Co.	5415/23
5. Kuramia	Sydney Ferries Ltd.	335/14
6. Mongolia	P & O	16504/23
- 7. Northumberland	Federal	11573/15
- 8. Port Wellington	C/wealth & Dominion	7868/24
- 9. Riverina	Huddart Parker	4793/05
10. Senorita (3-mst.bknt)	Mitchelson Timber(NZ)	350/93
11. Tredinnick	Hain	4597/21
12. Waterloo (4-mst.bqe)	J. Edgar & Co.	1976/78

Offer No. D 43: closing date 28/2/1978

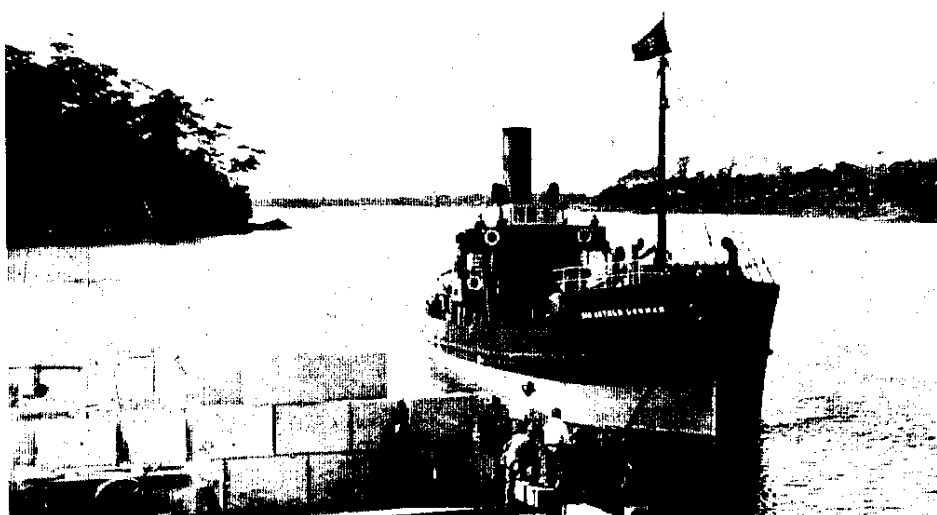
1. Achnashie (4-mst.bqe)	Thom & Cameron(Glasgow)	2476/92
2. Alumna (4-mst.sch)	Simpson Lumber (USA)	696/01
3. Balls Head (ex Hilde-Hugo Stinnes 10)	Joal & Bunkering Co.	1658/11
4. Bandoeng	Rotterdam Lloyd	5672/07
- 5. Banffshire	Scottish Shire	6485/12
- 6. Barambah (ex Hobart)	Commonwealth Line	6016/12
- 7. Beltana	P & O	11167/12
8. Beltana (dazzle)	P & O	11167/12
9. Celtic Glen (ship)	Celtic Glen Co.Ltd.	1941/92
10. Estelle	N.D.Hegarty	85/27
11. Gwydir (ex Morialta)	Newcastle & Hunter R.	1929/11
12. Kulumbangra	Levers Pacific Plantns.	2005/10

Offer No. D 44: closing date 31/3/1978

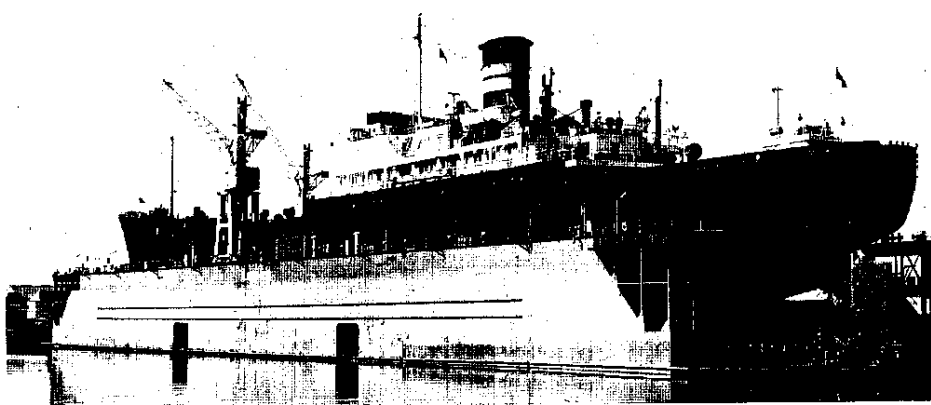
1. Bellands (4-mst.bqe., ex Forteviot)	Bell & Co.	3145/91
2. Canadian Inventor	Canadian Line	5437/20
- 3. Dunvegan Castle	Union Castle	5958/96
- 4. Snoggera (later Mildura)	Commonwealth Line	3359/20
5. Esturia (tanker)	British Burmah Petroleum	2143/10
6. Hannah Nicholson (3-mst.bknt)	B. Byrnes	266/58
7. Hatkhola	British India	5852/17
- 8. Kanimbla	McIlwraith McEacharn	10985/36
9. Iron Monarch (ex Koolonga)	Interstate Steamships	4260/14
10. Knygen (3-mst.bqe., ex Saint Anne)	Petersen & Mosvold (Norw)	1629/99
11. Kulgoa	Sydney Ferries Ltd.	338/05
12. Prinz Waldemar	Norddeutscher Lloyd	3227/03



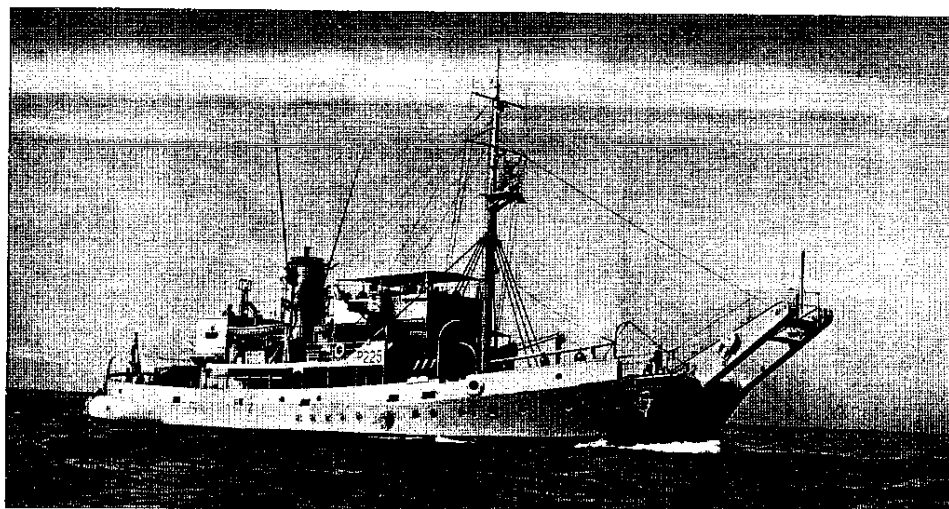
DELUNGRA 3346t/1919



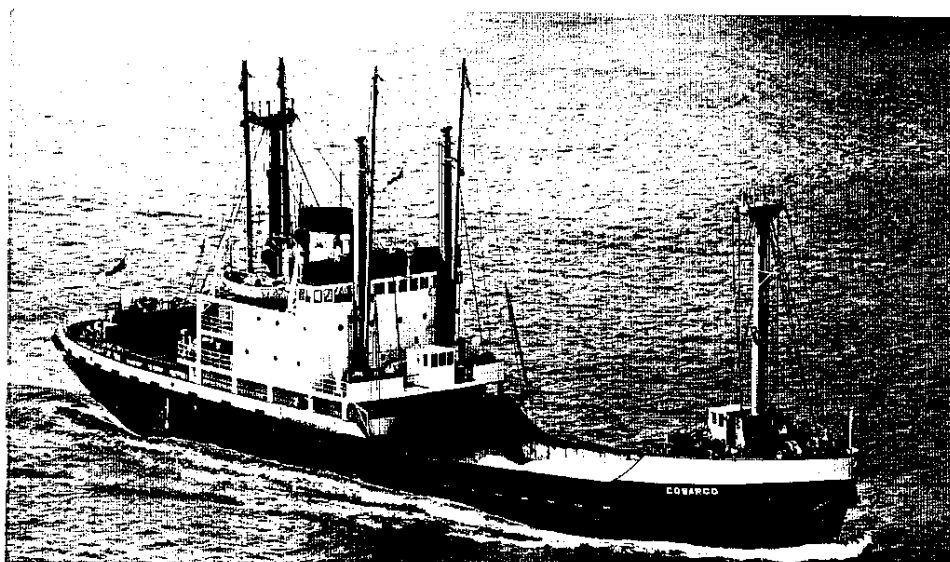
SIR ARTHUR DORMAN Built at Walsh I. Subsequently owned by  
Adelaide Steamship Co, renamed Toorie (Dufty Colln)



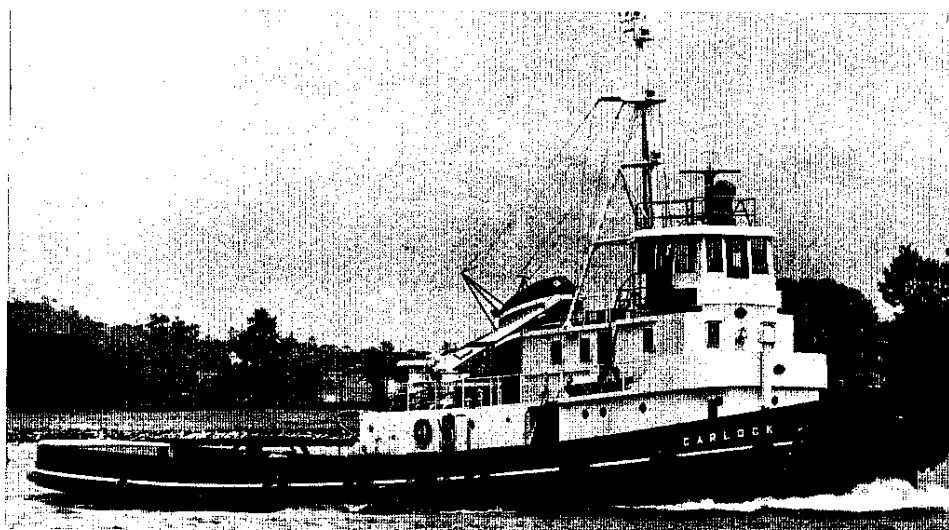
IRON SPENCER 7837t/1957 repainting in black and white  
livery in Melbourne floating dock. (W.G.Volum)



KIMBLA Prior to fitting new bridge (J.Y.Freeman)



COBARGO 1865t/1957 Withdrawn from sugar trade. (J.Y.Freeman)



CARLOCK has left the coast after 48 years service (M.Dippy)

Book reviews:

From Derby Round to Burketown: The A.U.S.N. Story by N.L. McKellar; Univ. of Queensland Press; 692 pages; 77 illustrations; detailed fleet list; bibliography; index of ships; general index; recommended price \$35:00.

This monumental work is what it claims to be- and more. Written by our member N.L. McKellar (who was one of the founders of "The Log" in 1954), it is the result of many years' research and unrestricted use of the Company's records.

Since the AUSN Co. was the successor to the Australasian SN Co. and the Hunter's River SN Co., the story begins in the 1830s and thus covers the history of steam shipping in Australia from its commencement in that decade. Since, also, the ASN/AUSN had the largest fleet on the coast for many years, with operations extending to all states and the South Pacific, the book is equally broad in its scope.

McKellar capitalises on the natural scope of his subject by presenting a broad and balanced history. Not only is the development of trades and the fleet described, it is done within the context of political, social and economic conditions prevailing. In particular, the activities of competitors are described, as are the various agreements and arrangements such as the "Collins" pool agreement, the Coal Vend and the Associated Steamship Owners. Financial results, associated shipping interests and industrial matters are all dealt with extensively.

The book is divided into 42 chapters and the volume of detailed information is enormous. There are extensive notes appended to each chapter. Management decisions and alternative proposals considered by the AUSN managers are discussed and analysed, as are the underlying reasons for the Company's successes and setbacks, and in particular the Company's ultimate decline and withdrawal from trading in 1961. The illustrations provide a comprehensive record of the Company's fleet, although the quality of reproduction is generally disappointing.

This book is a "must" for anyone seriously interested in Australian merchant shipping. It is not only a balanced and informative history of the AUSN Co. and its predecessors, but also to a large extent a history of Australian interstate and Queensland intrastate shipping from early days to recent times.

WGV

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Availability to members- We are pleased to be able to offer this book at the special price of \$30:00, postage included. Orders with remittance to- Mr. R.E. Wright, Hon. Secretary- Nautical Association of Australia Inc., 12 Schwarz Place, Flynn, ACT, 2615.

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Reviews (cont.):

Warship - A quarterly journal of warship history. Conway Maritime Press, 2 Nelson Road, Greenwich, London, SE 10.

Naval enthusiasts will be delighted to learn that "Warship" is not a rehash of those tired old battleship articles which fill some maritime publications. Rather it is 64 pages of well written and well illustrated articles which fill the market gap between general publications like "Ships Monthly" and the highly technically detailed "Warship International".

The wide variety of subject matter can be seen from the second issue, which covers "Littorio" class battleships, aspects of Japanese warship design, cancelled British capital ships, changes in British WW1 destroyer appearance, the armouring of USS Nevada ("all or nothing"), the design of HMS Ark Royal, German destroyer design 1939-45, and WW1 "Town" class cruisers-including the Australian ships. Force "H" is the subject of a pictorial display, and most of the photos throughout the issue are previously unpublished. Most of the articles will be published in two or more parts, so that no one issue can be crowded out by a subject which may not interest everyone.

The style of writing is such that the layman is quickly absorbed into the historical and technical points. Only one thing can be held against "Warship"- its price. At present it is available to Australian and NZ residents directly from the publishers for \$18:00 per annum (believed to be US dollars), including postage. The publishers hope to have an Australian distributor shortly, and when this occurs the price may be even higher. Despite its price, "Warship" should have an assured future. Its early issues will probably become like those of "Warship International"- eagerly sought and virtually unobtainable at any price. REW

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The Great Liners. by T.K.Fitchett; Rigby; 80 pages; \$10:95.

After the fine standard of Mr.Fitchett's first two books, this companion volume is somewhat disappointing. As a work of nostalgia it probably deserves bookshelf space on equal merits, but it contains only half the number of illustrations as "The Vanished Fleet", and unlike both of the previous volumes, contains none of Mr.Fitchett's fine quality full water colours- except for the attractive cover illustration. Within the book, 30 of the 32 pictures are small format.

As usual, however, the colours presented are authentic. As a book of reference it should be treated with care; there are a few mistakes with names and details, and allowance should be made for artistic licence in some of the smaller pictures. BMP

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Books published- or due shortly:

Warships of Australia by R.Gillett, illustrations by C.Graham; Rigby; 344 pages; large format 285 x 240 mm; over 350 illust., incl. 48 pages in colour and 20 plan/elevation drawings; covers RN ships on Australian Station, Colonial navies and RAN; information includes technical data, general notes and careers; Price \$39:95.

Cockatoo Island, A History by R.G.Parker (Capt.,RAN,ret.; former Managing Director, Vickers Cockatoo Dockyard Pty.Ltd.); Thomas Nelson Australia; 80 pages, 128 black & white photos; Price \$9:95. Covers history of island since 1838- stone quarry, ship repairing, shipbuilding, engineering, graving docks, Commonwealth Dockyard 1913, leased to private enterprise 1933, etc..

The North Coast Run by M.Richards; revised and expanded edition of work first published 1967; new edition has double the number of illustrations of first edn.; Price \$7:95.

THE LOG- last issue- errata:

The heading on page 67 should have read- Vol.10, No.3, Issue 49.

Illustrations- credits should be as follows-

<u>Burwah</u>	Green Collection, Latrobe Library, Victoria.
<u>Beroona</u>	R.McKenna )
<u>Musgrave Range</u>	B.Browne ) prints supplied by M.R.Dippy.
<u>Klias</u>	R.A.P.Foxley ("Airfoto", Malacca).

M.R.Dippy- Many of the ships illustrated in THE LOG are from prints supplied by Mr.Dippy. Photo offers are circulated every two months by him, and these contain a wide variety of good quality post card size photos from his own and other photographers' negatives. His address is 40 Hannay St., Largs Bay, SA, 5016.

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MARITIME MISCELLANY:

Closing date for items for the next issue- 2/2/1978.

For assistance in compiling this section the Editor expresses particular thanks to Messrs. J. Burne, S. Welch, H. Dick, J. Freeman (NSW), R. Wright (ACT), K. LeLeu, N. Wanklyn (SA), R. McKenna (WA), T. Ryan, R. Varns (Vic) and R. McDougall (NZ).

Coastal and South Pacific:

Union Auckland laid up at Auckland and Karetu at Whangarei, both in 9/77. Luhesand ends Govt.-subsidised charter late 11/77.

Marama arrived Auckland 24/9 on last Trans Tasman voyage and laid up for alterations, including fitting of stern ramp, to suit her for Pacific Islands trade. To operate Auckland/Fiji/both Samoas/Tonga from 12/77, she will replace Union South Pacific whose charter expires 4/78. Marama is herself chartered, from Ascot Shipping Co. Ltd. (ref. P.83, 1976).

Union Australia was returned to Maritime Jarriers (NZ) Ltd. at Hobart on 7/10, upon expiry of charter. Then sailed to Japan on a BHP charter. After modifications she will return to NZ about 1/78 for coastal service serving smaller ports (Bluff, Timaru, Napier, Gisborne, Auckland, and possibly Tauranga and Nelson) under charter to Waitaki N.Z. Refrigerating Co. Ltd, Christchurch (freezing works owners & operators). Will be joined by Union New Zealand when her Union Co. charter expires in 1/78. Waitaki NZR has bought a 55% shareholding in Maritime Carriers (NZ) Ltd. from T.V. Rosenfeld of Belgium (Oceaan Handel Belgie), and the ships will be renamed before entering service.

Tasman Enterprise delivered 8/77, arrived Tauranga 4/9 from Japan. Tasman Venture launched Kagoshima 2/7, delivered 10/77. (see Accidents section). TPP Co. originally planned 3 ships.

Selwyn Range sailed Newcastle 12/9 for Sydney, for docking by Vickers Cockatoo, and returned 19/9. Ran trials 22/9, then joined Flinders Range in lay up.

Iranda sold by ANL to Jollyboat S.A., Panama. Delivered at Fremantle 26/10, having been on charter to CSR. Believed will be used in Mediterranean bulk trades.

Iron Spencer emerged from Melbourne floating dock early 9/77 with black hull and white superstructure. Iron Flinders is for sale, although still trading at present.

The 3000 dwt collier building Japan for CAIL is to be named Conara. Will probably be a replacement for Stephen Brown, rather than an extra ship.

Rah (ref. P.56) renamed Aegean Mark, left Launceston 23/5 for Singapore. Intended for Greek Islands service.



Gerringong renamed Iron Gerringong 5/8, Mittagong renamed Iron Mittagong 26/8, and Bogong renamed Iron Bogong 29/8. These ships have been owned by Bulkships Container Pty. Ltd. since 1976, when they were transferred from Bulkships Ltd. Also owned by Bulkships Container Pty. Ltd. are Poolta (transferred from Union SS Co. of NZ Ltd. in 1976) and Seaway Queen (transferred from Trucape Pty. Ltd. in 1976).

Zincmaster is owned by Bulkships Ltd., and Meringa is the only ship remaining in the ownership of Associated Steamships Pty. Ltd.

Goliath was launched sideways 17/9. For 10 year charter to Goliath Portland Cement Ltd., she will operate between Launceston and Sydney/Melbourne, replacing Burwah.

Cobargo (ex Kumalla) the only ship owned by Hethking Steamships Pty. Ltd., is idle at Sydney. The only ship now operating for H & K in the Richmond and Clarence Rivers sugar and molasses trade is the chartered Poolta.

Howard Smith worked 69 days and was idle for 112 days during six months to 30/6/77. Still operating on a spot charter basis, the future of the ship remains unresolved (ref.P.56). The owners wish to replace Howard Smith with a 100,000 dwt tanker (possibly chartered) suitable for overseas trading. Howard Smith are also reported to be planning to order a 32,000 dwt tanker early 1978 for delivery 1979 to replace Nancy Heath. Ampol are reported to be planning to replace P.J. Adams by 1980/81 with a vessel 80,000 dwt suitable for coastal and Indonesian trading.

Tasmanian Tiger (ref.P.95) IPEC propose crew of four (master, two mates, engineer), no accommodation except reclining chairs, and aircraft type meals. This is on the basis of fast passages, and the vessel amounting to an "aircraft on waves". Negotiations with unions re manning are proving difficult! A decision on the project is expected by end of the year.

The Golden Bay Cement Co. has ordered a 4350 dwt bulk cement carrier from Robb Caledon, to be built at Dundee. Delivery early 1979, to be operated by Tarakohe Shipping Co. Ltd., and will replace John Wilson and Ligar Bay.

Aramoana due to re-enter Cook Strait service 12/77. Changes include a larger funnel and enclosure of open promenade deck aft. Aranui is to have a smaller refit late 1978.

N.Z. Shipping Corp. has bought two sister ships in Norway for Pacific Islands trade, as replacements for Luhesand, Lorena and Toa Moana. Both are side loaders, built Tonsberg:- Nordkyn (1337/1967) due Auckland late 11/77, to be renamed Tiare Moana; and Vagan (1337/1966) due 1/78, to be renamed Feta Moana. They will carry the NZ Shipping Corp. new hull colours of "international orange".

Ta Aroha (ref.P.89) to resume Wellington harbour cruises 12/11.

United Sailor, previously operating on charter between Australia and Marshall Lagoon, has joined the fleet of Seafreight Pty. Ltd., Port Moresby, for PNG coastal service. Replaces Maluka and Akama (sic.- should probably be Akana, ex Towai, ex Purple Emperor, ex Goldhind).

Akuna seen at Brisbane 8/77, some work being done on board.

Sprightly (ref.P.88) owned by T.Korevaar & Sons Pty.Ltd. has been rechartered to CSIRO for two years from 1/1/1978 for oceanographic research off the east coast of Australia, and will be based on Sydney. Is being repainted with white hull, cream uppers, pale blue funnel with CSIRO symbol thereon.

By notice in the Commonwealth Gazette 8/9/1977, the Cwealth. Govt. declared the remains of 38 vessels wrecked in Western Australian waters between 1622 and 1899 to be historic shipwrecks pursuant to the Historic Shipwrecks Act 1976. Three other unidentified wrecks were the subject of a provisional declaration. Among the 38 named wrecks is the former Howard Smith coaster Macedon, described as "remains of hull and boiler of 876 ton steamship" wrecked 1883, position 31' 59.3'S, 115' 33.3'E.. Marine archaeologists from the WA Museum will begin 12/77 a three year programme investigating the early whaling industry around Albany. This study will centre on the wrecks of Arpenteur (wrecked 1849), Lady Lyttleton (wrecked 1867) and Runnymede. In recent years work has been done on the wrecks of Elizabeth, Eglinton and James Matthews near Perth. The last named was a former slaver, wrecked in 1841.

Ferries: Queen Salamasina (ref.P.89) due to leave Fremantle 18/10. Rottnest Islander II launched 6/8 by Australian Shipbuilding Industries, Cockburn Sound, WA. (ref.P.57). Reported passenger capacity 900, 3 decks, 100 seat restaurant, 180 seat cocktail bar, cafeteria, sick bay. To enter service 10/77.

Lady Wakehurst- last Derwent service 6/10, Tasman Bridge re-opened 8/10, left Hobart 22/10 in tow of Sydney Cove for Sydney. Kosciusko to be auctioned at Hobart 22/11 for the Tasmanian Transport Commission. Jeremiah Ryan launched at Hobart 8/9 for Sullivan Cove Ferry Co. for Kangaroo Bay/Hobart service- twin hulls, twin engines, 27 knots, 142 passengers.

Juno Head (ex Nicholson Bros. Protend) and Challenger Head (ex Stannard Nowra) operate on Hawkesbury River and nearby waters.

Ngoiro (ref.P.89) sale in 6/77 was subject to survey, which she passed 10/77. To be restored at Auckland, then towed to Tairua Harbour, north of Tauranga.

Leighton-Christiani 3 (ref.P.88) rock-spreading barge launched by State Dockyard Newcastle 23/9 and delivered 26/9.

Pymont 2 hopper barge scuttled off Collaroy 5/7 as part of artificial reef.

P & O Australia Ltd. The offshore supply vessels are registered in this ownership instead of under Australian Offshore Services Pty. Ltd. Disposition of the fleet is as follows:- Lady Sarah was sold 31/3/77 and renamed Enad; Lady Vera assisted Photinia with repair of Cook Strait No.1 power cable May/Aug/77, then to WA for charter to Philips Petroleum to service Ocean Digger 40 miles SW of Perth; Lady Rachel and Lady Gay on charter to WAPET to service the jack-up rig Maersk Endurer near Barrow Island; Lady Ann and Lady Cynthia on charter to Woodside for servicing Regional Endeavour on the North West Shelf; Lady Jane servicing Ocean Endeavour for Esso/BHP in Bass Strait; and Lady Vilma has been working for Exxon off Malaysia, returns to Australia 12/77 for charter to ARCO for servicing Southern Cross in the Timor Sea off Darwin. In addition, P & O have two or three vessels chartered in. (Note- the ARCO contract will be the first employment for Southern Cross, which has been idle in Moreton Bay since completion).

BP Sydney (ref.P.57) arrived Newcastle 27/10 for 6 weeks refit prior to replacing BP Newcastle, whose name she will take. Shell 45 (ref.P.57) sold and renamed Diver II, still at Melb..

Jack Spry (ex Vernon Sturdee, ref.P.58) 1100dwt/1944. Served briefly in Korean War before laid up Yokosuka. Transferred to Australian Army with delivery 7/1960 after refitting at Y/suka. With Clive Steel was in the second pair to be delivered. First sold by Army about 1973; present owners Capco Pty.Ltd., Hong Kong. Drydocked early 1977 at Riley's Hill, Richmond River, after which refitted downstream at Broadwater, near CSR mill. After completion late 9/77, was due to sail for SE Asia, where will carry heavy machinery. Auxiliary engine has been removed, workshops have been refitted as crew accommodation, and has been fitted with a new bridge and mast spanning the former tank well.

Melbourne Harbor Trust is planning the following replacements of floating plant:- two 500 cu. metre split-hulled hopper barges to replace the dumb hoppers No.10, No.11, and No.18, which are more than 90 years old; an anchor tender to replace the tug Valiant (built 1945); and a replacement for the self-propelled steam hopper barge J.P.Webb, for service in 1980.

The Marine Board of Queensland has advertised for sale the bucket dredge Groper II (sic) (738/1954) and the diesel hopper barges Cowrie, Nautilus and Trochus.

The stern trawler Othello (ref.P.95) is due in WA 10/77, and the others at three monthly intervals. The three "Saxon" side trawlers are to be re-activated.

Markwell Fisheries Pty.Ltd. have sold Markwell Freighter (ex Nandjiwarra, ex Carbir- 213/1946) for freight service to Lord Howe Island, and Ross Endeavour (ex Laakanuki- 272/1944) for fishing service. Both refitting at Harwood 8/77.

Tugs:

ABHO Pty.Ltd. has been formed with The Adelaide SS Co.Ltd., Brambles Industries Ltd. and Howard Smith Industries Pty.Ltd. as equal shareholders, to carry on business of the sale, charter or operation of surplus tugs outside Australia to companies not resident in Australia. Funnel colours (which have been applied to Carlock and Gabo, if not to others) are green base, white band and black top in equal proportions, with ABHO in black capital letters on the white band. Eight tugs were acquired after 1/7/77, as follows:-

Carlock left Sydney 20/9 for Singapore, with Castle Cove and Warilla in tow. Heavy weather forced a return to Sydney, and the group left again on 21/9. Castle Cove had transferred Newcastle to Sydney 17/8 and laid up.

Gabo left Melbourne 14/10, and Sydney 18/10 for Singapore with Camp Cove and Kurnell in tow.

Tusker left Adelaide 15/10 for Fremantle, arriving 21/10, thence to Singapore with Walana in tow.

Brigand is owned by Queensland Tug Co.Pty.Ltd. Wangaree is at Port Kembla and owned by Wallace Tugs Pty.Ltd. Wooree has been sold for conversion to a fishing vessel, and went to South Australia 9/77, is now at Adelaide.

Iron Cove sold 19/8 to Charter Craft and Marine Services, Eden; left Sydney 23/8, for conversion to fishing vessel at Eden. Sydney Cove (also owned by CC & MS) is to be renamed E.H.Cain.

Barrier Cove and Reef Cove are to be renamed Sydney Cove and Farm Cove, and registry transferred from Cairns to Sydney. (This amends entry P.58).

Himma scuttled 30/8 off Collaroy Beach, joining Dee Why, Doomba and Pymont 2 as part of an artificial reef. Himma served Fenwicks until 1973, then was sold for conversion to a cargo ship for New Guinea, and was registered at Port Moresby. The owner died and Himma remained derelict.

Empire Peggy (formerly Coringa of Brisbane)- scrapped at Cairns.

Steam tug Waratah (Sydney Cove Waterfront Museum) is to be restored to original condition in a dry dock being constructed in Blackwattle Bay. Apollo (65/1936- ex Dept.Public Works,NSW) at Wollongong July/Aug. fitting out as a fishing boat. Moree (Stannard) with superstructure removed, transported from Whyalla to Newcastle by road 8/77..

Fury (ref.P.58) sold to T.Korevaar & Sons Pty.Ltd. to assist Condor with "lash" barge and bunker barge work at Melbourne.. Virile and Vigorous sold by Melbourne Harbor Trust to Rollem Ltd. (Mr.R.Mellor) of Indooroopilly, Qld. Virile to Tonga for service as tug, and Vigorous to Queensland for resale.

Kaimai launched Whangarei 17/9, for delivery Tauranga 11/77.  
Ngahue launched Whangarei 15/10, delivery Wellington 12/77.  
Wellington tug Kupe sustained broken crankshaft 21/9, and was out of service for 3 weeks.

Wooden tug Hikurangi (57', built 1961) sold by Gisborne Harbour Board 8/77 to J.H.Bradney (1974) Ltd. (Mr.H.L.Julian), Auckland, and arrived Auckland 26/8.

William C.Dalby (coal fired) was offered for sale 8/77, but Auckland Harbour Board declined offers received (incl. for scrap, and preservation by an Australian group), and is now considering local preservation by the Board.

#### Overseas:

ANL plan to lengthen Australian Enterprise and Australian Exporter, to increase their capacity from 640 to 950 TEUs. The work is expected to be done by early 1978. In the same service (Australia/Hong Kong/Taiwan/South Korea), AAE (Swire/Nedlloyd) are considering two new ships of similar capacity to the lengthened ANLs to replace Asian Renown and Asian Reward whose charters expire 1978, and OOCL are also considering two new ships.

Anro Australia (ANL) arrived Australia 10/77 on delivery voyage. Anro Temasek (Neptune Orient- ref.P.90)- the name is Malayan for "sea town", and is an ancient name for Singapore. The third ship (for Nedlloyd/ASCL) will be named Anro Asia.

A press report 10/77 indicates that up to four Australian flag tankers may be possible for Australia/Indonesia and Persian Gulf. (ref. ps.91 and 119).

Bulkships Ltd. The TNT annual report for 1977 implies that Trans America (ex Manoora) and Trans Europa (ex Kanimbla) are now owned by Timur Carriers Pte.Ltd. Confirmation of this is sought. (Note correct rendition of ships' names and Company name). Seaway King was transferred from Union SS Co.of NZ Ltd. to Best Shipping Pte.Ltd. 31/12/76, and renamed Sentosa Trader 7/2/77. Ship is still idle at Singapore. Timur and Best are both wholly owned subsidiaries of Bulkships Ltd., and both are incorporated in Singapore.

Incorporated in Panama during 1976/77 as wholly owned subsidiaries of TNT were Am Arbor Shipping Corporation and Key Boothby Shipping Corporation.

Nimos (ref.P.91) arrived Sydney 29/9 from Japan. NGAL ships New Guinea Chief (ex Kwangsi) sold to Hallsbury Shipping Co. Ltd., Singapore; Coral Chief 1 (Chekiang) sold to Far Eastern buyers; Island Chief (Chefoo) makes last sailing from Australia 12/77.

Pacific Princess (sister to Fiji Maru- ref.P.92) due Australia 11/77 for Daiwa Line service.

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Resolution Bay- 42,000 dwt container ship for OCL launched Bremen 22/9, sailed from Rotterdam 26/10, due Australia 11/77. The first of two sisters for Europe/Australia/NZ service, the second ship, Mairangi Bay, is due for delivery 3/78. A further sister, Table Bay, is for UK/South Africa trade.

Nedlloyd Houtman (ref.P.92)- 48,000 dwt., the forward section was built in Amsterdam and the after section was built near Rotterdam. They were joined 3/77.

Columbus Lines have chartered two 230-container/cargo ships from Reith & Co., Hamburg:- Columbus Tahiti ex Meta Reith (5478/1968) due NZ late 11/77; Columbus Noumea ex Willi Reith (5478/1969) was due 10/77, but is reported to have struck a rock off Cape Gris Nez, Dover Strait, on outward voyage.

Photinia (ref.P.92) left Wellington 20/8 for UK after completing cable repairs earlier that month.

Rosie D- 16,200 GRT bulk carrier for Nauru Pacific Line, was launched Imari, Japan, 6/77. Has since called at Australian ports. Fentress chartered by Nauru Pacific Line from US Dept. of Interior, Trust Territories of the Pacific, for service Australia/Saipan and Micronesia. Regd. at Ponape and chartered for two years, Fentress is a Cl-M-AV1 type built by Kaiser, Richmond, California, in 1945, and was the US Army vessel AK 180. Has also appeared in Jane's as a US Fleet supply ship. Was in Melbourne for repairs, still painted grey, 9/77.

Farrell Lines have ordered two 27,340 dwt container ships for Australia/NZ/US Atlantic and Gulf coasts service. Service speed 22.5 knots, capacity for 1708 containers. Keel of first laid at Bethlehem Steel's Sparrow Point shipyard, Baltimore, 6/9, and keel of second to be laid late 1977. Delivery in 15 months from keel laying.

Cie. Generale Maritime (created 1/3/77 by merger of Cie. Generale Transatlantique and Cie. des Messageries Maritimes) is to introduce three 21,000 tonne ro/ro ships with 1467 Teu capacity to Sydney/Pacific Islands service. This will be achieved by extending Europe/Pacific Islands schedules of Rodin (from 1/78), Rostand (2/78) and Rousseau (3/78) to Sydney. Since withdrawal of Polynesie in 1975 the MM interest in the trade has been maintained through South Pacific United Lines (MM-CGM/Karlander), which will now be discontinued. The "R" ships will not carry cargo for Europe.

Beaufort Gulf Service (ref.P.95)- ships to be employed, after an initial sailing with the chartered Asteri, will be Tekoa, Tongariro and Westmorland.

Courageous Colocotronis (38,616/1966) was under arrest at Kwinana for more than seven weeks due to an ownership dispute. Ship sailed 25/10, being released on US\$5 million bond.

Accidents and mishaps:

Kadina (ref.P.93) to be refloated and sold for scrap.

Fairsky (ref.P.93) refloated 29/6, flooded spaces dewatered and steel cement boxes fitted over holes; left Jakarta 3/7, arrived Singapore 5/7 escorted by salvage vessel Salviper; drydocked 8/7 for inspection and temporary repairs; undocked 11/7 and anchored in Roads. Still in Singapore Roads late 10/77.

Maluka (ref.P.93) refloated 21/6, arrived Lae 24/6. Sepik Energy (the former Australian tug H.F.Searl) was written off by underwriters 25/6. Hebe refloated 14/7 and arrived Bellasama near Samarai 15/7, where cargo to be transhipped and ship slipped for inspection.

Yue Hope (7096/1976) cargo shifted 14/7 during heavy weather while on passage Melbourne/Wewak; No.1 hold holed and flooded; put in to Port Kembla; 16 containers found damaged; cargo unloaded to assess damage.

Union Melbourne put in to Melbourne 4/9 after cargo shifted while on passage Adelaide/Wellington. Cargo restowed.

Seaway Prince delayed Hobart 12/9 with drive shaft seizure, to sail 16/9. Sydney Trader- bearing trouble 23/8, two days delay.

Tasman Venture- engine room fire 24/10, when two days out from Japan on delivery voyage. Oil pipe burst, oil sprayed on hot machinery, engine room caught fire; crew extinguished fire; took 24 hours to clean up, repair engines and restart main engine; ship returned to builders' yard at Kagoshima.

Australian Pioneer (on passage to Japan) stood by 24/10 until released 25/10 when Tasman Venture had regained power.

BP Endeavour in collision with 23 ft. boat off Diamond Bay, NSW, 14/8. Fisherman in boat died.

Wyong sustained severe propellor damage 7/8 while towing Consolidated Venture in White Bay, Sydney. To Newcastle for rprs.

Wu Zhou (Comm.China, 24,000 dwt bulk carrier) collided with Wallaroo grain berth 24/10 while berthing. Severe damage to wharf (out of commission for about two weeks) and to grain loader (about 9 to 12 months to repair). Damage est. at about \$1 million. Ship detained by SA Govt. pending posting of \$1 million deposit as bond against cost of damage.

Strathaird (ex Nigaristan) struck wharf at Nos.10-11 Pyrmont while berthing 27/9. Had too much way on during sudden squall; Hole punched in bulb bow; bow tug had to slip to avoid being crushed between Strathaird and Cape Grenville, stern tug damaged when it struck stern of ship as ship hit wharf.

Aegis Destiny Greek bulk carrier, 27,417 dwt.; engine room fire 12/9, 670 km. north of Dampier, while on passage Singapore to Geraldton to load mineral sands. Crew abandoned ship, later re-boarded and extinguished fire, proceeded to Geraldton.

Naval:

Australian Trader renamed Jervis Bay 25/8 at Garden Island. Three days engine and machinery trials commenced 26/9. To Storey & Keers (Ship Repairs) Pty. Ltd. 10/10 for 14 weeks \$750,000 conversion, including new navigating bridge over existing bridge and other structural alterations. First training cruise to commence late 1/78.

Duchess arrived Sydney 23/9, non-operational 26/9, decommissions Cook launched 27/8; to join fleet 1979; 2500 displ.. 24/10.

Derwent sailed from Melbourne 2/10 after 10 months refit (W/Twn).

Orion arrived Bremen 11/11 for 5-day visit- 1st RAN ship to Germany.

In a Defence Review in parliament 22/9 the Minister for Defence announced the following naval matters:-

- 15 Patrol craft of PCF 420 type (42m. length, 30 knots, 220 tonnes displacement) to be ordered. Lead craft from Brooke Marine Ltd., Lowestoft, UK, for delivery 1979. Other 14 to be built in Australia (by Nth. Qld., Cairns and/or Cockatoo) for delivery commencing 1980.
- Replacements for Melbourne, Supply & Kimbla are under study.
- Swan and Torrens to be modernised.
- a third guided missile frigate (FFG-7) may be acquired.
- Tobruk tenders are under examination (planned to enter service in 1980).
- HMAS Stirling base (ref.P.62)- initially only three vessels will be deployed there, not seven as previously announced.

Carrier Project investigations- interested organisations have been invited to register their interest with Navy Office by 23/12.

RAN to build four self propelled combined water/fuel lighters, 38 metres length, 1100 tonnes displ., swivelling propellers resembling outboard motors. First delivery from W/stown early '79.

North Queensland Engineers & Agents Pty. Ltd., Cairns, have contract to build 22 workboats for Army & Navy. 12 metres length, aluminium hulls, twin diesels.

Several RAN ships are being converted from furnace oil to diesel fuel consumption. No cost savings- being done to enable ships to be more readily operational outside Australian waters, since most other countries operate their ships on diesel fuel. Status of ships:- Swan and Torrens- conversion completed; Hobart and Yarra- converted, not yet recommissioned; Parramatta & Brisbane- being converted; Derwent & Stuart- to be converted soon; Supply, Melbourne, Vampire & Vendetta- will not be converted, due to life expectancies.

Waikato recommissioned Auckland 6/8, after refitting there since Monowai (ex Moana Roa) due to run trials Sept/Oct and 10/75. commission 10/77, after refit at Greenock as RNZN survey ship. To work up based at Portland, and reach NZ early 1978.



Inverell and Kiama offered for sale 10/77 on an "as is" basis at Devonport Navy Base, Auckland. Sale to be for either export "as is" or scrapping in NZ (i.e., no restoration attempts in NZ). An Australian group has expressed interest. Stripping of both ships started after Inverell paid off in 8/76.

RNZN 72 ft. SDMLs:- Paea (P.3552) transferred from survey duties to Wellington RNZNVR Division launch; Manga (P.3567) to spare launch, Auckland; Manga, Haku (P.3565), Takapu (P.3555), and Tarapunga (P.3566) all to restricted duties due to poor hull condition. The latter two are survey launches.

#### Company and General:

Howard Smith/CAIL are believed to be forming a company (jointly owned) to own three bulk carriers for Australia/Japan coal trade, one ship each under Aust. flag, Jap. flag & a flag of convenience.

Bass Strait jetfoils (ref.P.63)- The Tasmanian Govt. has agreed to licence two jetfoils. Each would carry 350 passengers, in two round trips a day in peak holiday season. Est. annual traffic 118,000 passengers. If Empress of Australia is withdrawn, a third jetfoil could be introduced. Melb./Launceston time would be about five hours. Expected that three to five days a year would be lost through bad weather. Companies interested in the scheme are ANL, P & O, H.C.Sleigh and TNT.

Coast Steamships Pty.Ltd. has been renamed Ritch & Smith Pty.Ltd., and the tugs of the Ritch & Smith Division of Adelaide SS Industries Pty.Ltd. transferred to the renamed company in 1977..

The Adelaide SS Co.Ltd. has in 1977 acquired from Howard Smith Ltd. a 50% interest in Cawby Pty.Ltd., which operates three tugs at Gladstone.

Following recent amendments to the Trade Practices Act, Waratah Towses Pty.Ltd. (a company jointly owned by The Adelaide SS Co. Ltd. and Howard Smith Ltd.) in July 1977 acquired the tugs previously operated by Adelaide SS Co. in Sydney and Newcastle. (ref.P.58 for background to these moves).

The new floating dock building in Japan (ref.P.63) for Newcastle will be named Muloobinba (the Aboriginal name for Carrington). (compare with the steamer Mulubinba of 1937).

Newcastle harbour dredging contract worth \$70 million has been awarded to WestHam Dredging Co.Pty.Ltd. Harbour entrance and channels to be deepened to 50 feet, allowing 120,000 dwt. bulk carriers to enter the port. Dredges used will be W.H.Resolution, W.H.Kunara and W.H.Goomai.

ANL expects to be operating in the Queensland intrastate trade by 12/77. The delay (ref.P.63) has been due to the need for legislation to be passed in the Q/ld. and Federal Parliaments.

TNT (ref.P.59) believed to have ordered two more container ships.

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Nautical Association of Australia Inc.- subscriptions.

Subscription rates for the year commencing 1/1/1978 are as follows-

Australian residents A\$4:00

New Zealand & other overseas

residents A\$4:50

The price for single issues (cover price) and any back numbers is A\$1:15.

An increase in subscription rates was foreshadowed in our announcement on page 64. The adjustment to New Zealand rates was also foreshadowed, and is due to the Australian Post Office having withdrawn the concessional rates which previously applied to registered periodicals posted to New Zealand.

This is the first increase in rates for two years, and it has been kept to such a low level by virtue of changes made in printing and production arrangements. Members will be aware that inflation is still a problem, and some increase was unavoidable.

Members whose subscriptions fall due on 1/1/1978 are asked to kindly renew promptly through their usual channel. Members dealing directly should send their renewal to the Treasurer, Nautical Association of Australia Inc., P.O.Box 4114, Melbourne, Vic., 3001.

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Walter Burch collection. Illustrated in this issue is the Adelaide SS Co. Ltd. passenger/cargo ship Paringa. The photo was taken by the late Walter Burch of Adelaide. Mr. Burch took many photographs of ships at Adelaide before World War 11, and these now form a valuable historical record. The collection is now in the care of Mr. Keith LeLeu, who kindly made available the print of Paringa.

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THE LOG is printed and published quarterly by W.G.Volum of 132 Noble Street, Geelong, Vic., 3220, for the Nautical Association of Australia Inc., P.O.Box 4114, Melbourne, Vic., 3001.

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