

IINO LINES AND KOKKO

KAIUN KAISHA

Some Random Notes on
Japanese Ships.

By Harold J. Tower, W.A.

- - - - -

Having observed the change in the funnel colors and painting out of Iino Lines on the hulls of the Japanese ships regularly calling at Fremantle, along with the appearance of additional vessels, I was most interested in the paragraph in THE LOG (V.XI, p69).

However, I would like to see the reference to the "K" Line fully explained. Did the Iino Lines (full name Iino Kaiun Kaisha) merge with Kokko Kaiun Kaisha?

The latter company were the owners of the three vessels so well known at Fremantle, and on time charter to Iino Lines, TAMASHIMA MARU (7,689 T. D.W.) IKUSHIMA MARU (7,721 T.D.W.) and SHIGESHIMA MARU (7,530 T.D.W.).

The reference to "K" Line could be confusing, as the letter "K" appears in the initials of so many Japanese shipping lines, such as I.K.K., K.K.K., N.Y.K., and O.S.K., just to name a few.

Iino Kaiun Kaisha was founded in 1899, and a descendant of the founders, Mr. Yuji Iino (graduate engineering, Osaka University, 1934), Senior Managing Director of the company, travelled to Fremantle aboard the M.V. SHIGESHIMA MARU on her maiden voyage in 1960.

The IKUSHIMA MARU had gone into dock at Hiroshima and the engineers remained with the ship, but the deck officers had transferred to the new SHIGESHIMA MARU.

The Iino Lines in 1960 consisted of 12 tankers and 21 freighters, and also employed on time charter one tanker, 15 freighters, six coastal vessels and one tanker under construction to be taken up on time charter.

Iino tankers, including the super tanker GOHO MARU, FUJISAN MARU and TAIHO MARU frequently bypass Fremantle en route to Sydney from the Persian Gulf.

All except two Iino tankers have 'ho' in their names, meaning 'land', i.e., GOHO MARU and TAIHO MARU. The freighters have "shima", which means island.

Shortly after the service to Western Australia was inaugurated some of Iino's own fleet vessels made the run, but later the service was maintained by the three chartered K.K.K. ships. However during the last seven years at times some of the larger ships of the Iino Line have loaded cargoes in W.A. ports.

Iino ships cover many of the World's shipping lanes and call at ports in the following countries: Formosa, Hongkong, Philippines, New Caledonia, New Zealand, Australia, Malaysia, Borneo, China, Thailand, India, Aden, Egypt, South Africa,

and ports on the East Coast of the African continent, Holland, United Kingdom, Peru, Argentina, U.S.A., Panama, Canada and Hawaii.

For several years I had some very good friends among the officers of the three K.K.K. ships previously mentioned on the Fremantle run, unfortunately none visit W.A. now, as two have left the company, one has a shore job, and the others are on runs to other parts of the world.

Towards the middle of 1960, I was a guest aboard the SHIGESHIMA MARU at Fremantle, and received many good wishes, and farewell handshakes from my Japanese friends as I was to shortly leave for Japan via the Eastern States.

By a strange coincidence, in August of that year, on my departure from Kobe, Japan, aboard the ARCADIA, we were anchored for 14½ hours amid an armada of ships in the huge bay between Kobe and Osaka to ride out the onslaught of typhoon "Virginia", and there a quarter of a mile to starboard was the m.v. SHIGESHIMA MARU.

A few days after my arrival home in September the SHIGESHIMA MARU berthed at Fremantle and so I was able to have a reunion with my friends, compare notes, and have many pleasant discussions on Japan, a very beautiful country indeed, over cups of excellent tea, such as only the Japanese can make.

The following is the Fleet List of I.K.K. at the time of my visit to Japan during July and August 1960, at which time I.K.K. owned Japan's largest tanker, the GOHO MARU (46,501 tons). This tanker has since been dwarfed by tankers of 136,000 tons belonging to another company.

I regret that I have no information of any alteration or addition to the fleet since 1960.

I.K.K. TANKERS

| Name | D.W.T. | Speed loaded | Engines | Built |
|---------------|--------|--------------|------------------|-------|
| GOHO MARU * | 46,501 | 16.4 Knots | Turbs. 17,600 hp | 1958 |
| TAIHO MARU | 33,003 | 16 knots | Turbs. 15,000 hp | 1957 |
| KOHO MARU | 32,905 | 16 knots | Turbs. 15,000 hp | 1956 |
| YUHO MARU | 27,798 | 16 knots | Turbs. 14,000 hp | 1953 |
| SEIHO MARU | 27,764 | 16 knots | Turbs. 14,000 hp | 1953 |
| YOHO MARU | 20,034 | 14½ knots | Diesel 8,000 hp | 1952 |
| SHUHO MARU | 20,224 | 14¾ knots | Turbs. 8,500 hp | 1953 |
| SHUHO MARU | 17,618 | 14¾ knots | Turbs. 8,500 hp | 1954 |
| EIHO MARU | 18,051 | 14 knots | Diesel 8,000 hp | 1951 |
| RYUHO MARU | 14,699 | 13¾ knots | Turbs. 6,000 hp | 1950 |
| NECHINAN MARU | 7,212 | 12 knots | Turbs. 3,500 hp | 1942 |

(* FUJISAN MARU)

I.K.K. FREIGHTERS

| | | | | |
|-----------------|--------|------------|------------------|------|
| YASUSHIMA MARU | 12,227 | 18 knots | Turbs. 12,000 hp | 1954 |
| HISASHIMA MARU | 14,390 | 13.4 knots | Diesel 5,300 hp | 1958 |
| TSUNESHIMA MARU | 11,495 | 18 knots | Turbs. 12,000 hp | 1953 |
| NAOSHIMA MARU | 14,418 | 13.4 knots | Diesel 5,300 hp | 1957 |
| MUNESHIMA MARU | 11,902 | 17.5 knots | Diesel 12,000 hp | 1958 |

| | | | | |
|----------------|--------|-------------|------------------|------|
| MOTOSHIMA MARU | 13,495 | 13 knots | Diesel 5,000 hp | 1956 |
| KANESHIMA MARU | 13,539 | 13 knots | Diesel 5,000 hp | 1957 |
| HIDESHIMA MARU | 12,889 | 10.5 knots | Turbs. 3,360 hp | 1955 |
| SADASHIMA MARU | 12,939 | 10.5 knots | Turbs. 3,360 hp | 1956 |
| TAKESHIMA MARU | 11,880 | 17 knots | Turbs. 10,000 hp | 1952 |
| KAZUSHIMA MARU | 12,918 | 10.5 knots | Turbs. 3,360 hp | 1955 |
| MASASHIMA MARU | 10,348 | 15.5 knots | Diesel 8,300 hp | 1952 |
| MISHIMA MARU | 11,212 | 13.5 knots | Diesel 5,000 hp | 1958 |
| SAKISHIMA MARU | 11,215 | 13.5 knots | Diesel 5,000 hp | 1958 |
| TOMISHIMA MARU | 9,762 | 16 knots | Diesel 8,600 hp | 1952 |
| KUNISHIMA MARU | 10,229 | 15 knots | Turbs. 6,000 hp | 1951 |
| AWOSHIMA MARU | 9,986 | 14.5 knots | Turbs. 5,000 hp | 1953 |
| WAKASHIMA MARU | 9,571 | 12.5 knots | Turbs. 3,600 hp | 1950 |
| NAGASHIMA MARU | 5,464 | 12.75 knots | Diesel 3,000 hp | 1954 |
| MINESHIMA MARU | 5,201 | 12.5 knots | Diesel 2,400 hp | 1958 |
| TOHO MARU | 3,061 | 9 knots | Recip. 1,100 hp | 1948 |

ON TIME CHARTERTANKER

| | | | | |
|----------|--------|------------|-----------------|------|
| TOA MARU | 15,329 | 11.5 knots | Turbs. 6,000 hp | 1944 |
|----------|--------|------------|-----------------|------|

FREIGHTERS

| | | | | |
|-----------------|--------|------------|-----------------|------|
| AKISHIMA MARU | 11,217 | 13.5 knots | Diesel 5,000 hp | 1957 |
| IKUSHIMA MARU | 7,721 | 12.5 knots | Diesel 3,360 hp | 1957 |
| TAMASHIMA MARU | 7,689 | 12.5 knots | Diesel 3,450 hp | 1957 |
| KAISHO MARU | 6,679 | 12 knots | Diesel 2,650 hp | 1957 |
| MIYAJIMA MARU | 5,624 | 12.5 knots | Diesel 2,800 hp | 1949 |
| HIRASHIMA MARU | 5,202 | 13 knots | Diesel 2,500 hp | 1958 |
| KASASHIMA MARU | 5,176 | 12 knots | Diesel 2,500 hp | 1958 |
| KAIEI MARU | 4,496 | 10 knots | Diesel 1,600 hp | 1945 |
| KOSHO MARU | 4,390 | 9 knots | Turbs. 1,100 hp | 1946 |
| MEIJI MARU | 3,836 | 10 knots | Diesel 1,300 hp | 1945 |
| KAMISHIMA MARU | 3,055 | 12 knots | Diesel 1,700 hp | 1959 |
| A KESHIMA MARU | 3,039 | 11.5 knots | Diesel 1,500 hp | 1943 |
| NAMISHIMA MARU | 3,019 | 10.5 knots | Diesel 1,500 hp | 1948 |
| YUMISHIMA MARU | 2,964 | 10.5 knots | Diesel 1,500 hp | 1959 |
| SHIGESHIMA MARU | 7,530 | 13.1 knots | Diesel 4,000 hp | 1960 |

One newly constructed tramp, name not given, other details as follows

| | | | |
|-------|----------|--------------|------|
| 6,954 | 15 knots | Diesel 3,450 | 1960 |
|-------|----------|--------------|------|

Six coastal vessels, no details available.

The I.K.K. has rapidly expanded its services around the entire world, both with its tanker fleet and freighters, and the majority of its ships are of post-war construction. Apart from the activities of its tankers, tramps, and ore-carriers some idea of the expansion may be gauged by some of its regular services established in recent years and shown as follows:

JAPAN/NEW YORK/EASTERN CANADA LINE: This service began in August 1959, connecting

five major Japanese ports with ports on both the West and East coast of U.S.A., Mexico, Panama and East Canadian ports.

Fleet: MUNESHIMA MARU, YASUSHIMA MARU, TSUNESHIMA MARU, TAKESHIMA MARU.

BARON IINO LINE: Established January 1959 and maintaining services between major Japanese ports, which are Yokohama, Nagoya, Osaka, Kobe and Moji, and nine East Coast of U.S.A. ports, Mexican and South African Ports.

Fleet: TOMISHIMA MARU, MASASHIMA MARU, MISHIMA MARU, SAKISHIMA MARU, OKISHIMA MARU, KUNISHIMA MARU.

JAPAN/INDIA, PAKISTAN & PERSIAN GULF LINE: First established in April 1951 under the name of KOKUSAI LINE and since 1954 shared with three other companies. Calls are made at Hongkong, three Malayasian ports, Colombo and then all major ports en route to the head of the Persian Gulf. The Iino vessel on the run is the WAKASHIMA MARU.

JAPAN/COLOMBO LINE: Established January 1958 and three round voyages are made per year.

JAPAN/WESTERN AUSTRALIA LINE: Established September 1957 and sailing from the five major Japanese ports via Manila, North Borneo, Singapore and Malayasian ports to Fremantle and Bunbury, also calling at Albany if cargo is offering.

Fleet: IKUSHIMI MARU, TAMASHIMA MARU, SHIGESHIMA MARU

JAPAN/BANGKOK LINE: Established 1951, calling at Hongkong en route; in 1958 the service was extended to Singapore every second voyage.

Fleet: NAGASHIMA MARU, MINESHIMA MARU, MIYAJIMA MARU

JAPAN/NAHODKA LINE: As a result of a Japan/U.S.S.R Trade Agreement in 1958 this line was inaugurated jointly with two other companies. Iino makes four annual voyages with MEIJI MARU and KATEI MARU.

JAPAN/FORMOSA LINE: This regular service began in November 1959 utilising the AKESHIMA MARU, YUMISHIMA MARU, KAMISHIMA MARU and other vessels as required.

JAPAN/KOREA LINE: Established 1959 using Charter ships.

The rate of expansion of the Iino Kaiun Kaisha will be appreciated by the fact that these details were made available to me in 1960, so it can be seen that the preceeding three years were notable for the progress by this company. Moreover, during this time its tankers, ore carriers and tramps were encircling the world but unfortunately I have not all the details embracing these sections of the Iino activity or of the expansion of the Company in this field.

Much of the information contained in this article was kindly supplied by Iino Kaiun Kaisha.

A 20 YEARS RECORDThe Wanaka Leaves Tasmania

By A.E.Slevin (Tas.)

After 20 years trading to Tasmania, the Union Steamship Company's motorship WANAKA sailed from Burnie for the last time on Sept. 18, in ballast for Melbourne.

Known along Tasmania's North-West Coast as the "potato ship", the WANAKA was built for the Tasmanian trade in 1938 by Alexander Stephen & Sons Ltd., of Glasgow. Contrary to the Union Company's policy of building most of their freighters in groups of three or four, the WANAKA was the only ship built to the new design, which featured the squat funnel and cruiser stern of the motorship of the mid-30's.

On her arrival in Australia, the WANAKA entered the service between the North-West coast and Sydney, and remained on this run until 1943, when she was requisitioned by the Royal Australian Air Force and refitted as an aircraft tender and supply ship.

Soon after assuming her wartime role in September 1943, the WANAKA almost came to the end of her days in a cyclone off the North Queensland coast. At the height of the storm every effort was made to prevent her from being blown onto a coral reef, but even with both anchors down and engines at full power, she grounded and capsized.

The WANAKA stayed on the reef for 13 weeks before she was refloated and towed in to Cairns for temporary repairs. These followed the long tow to Sydney, where the complete refit took 12 months. She returned to R.A.A.F. service, and came through the rest of the war without mishap. Her chief officer at the time was Mr. F. Bowman, who recently was appointed master of the SEAWAY QUEEN.

The WANAKA was released from war service in September 1946, and resumed her Tasmanian running in the same month. On her first call to Hobart she was still painted warship grey, but her funnel was repainted into the Union Company's colours. As other ships became available for normal service the WANAKA was diverted to the North-West Coast trade, and eventually stayed on this run full time.

For many years the WANAKA was the only ship in the potato trade from the North Coast ports, and the demand for potatoes in Sydney was so great, that on some trips she often carried no other freight, and would have on board as many as 30,000 bags, many of them lashed to fittings on her decks.

In recent years the roll-on, roll-off and container ships, with large holds for bulk cargoes, have provided a faster service from Tasmania, and the WANAKA, with older cargo handling gear and 'tween decks, is now no longer suited to her old trade. Her owners have withdrawn her from this service, and transferred her to the Pacific islands run, which is not yet as specialised as the Bass Strait run.

Many shiplovers in Burnie were at the wharf to watch the WANAKA leave for the last time, and no doubt they felt they were bidding farewell to an old friend.

However, she has a few years' work left in her, and we hope she will carry on with her reputation for good service.

Details of the WANAKA are:- 2,259 tons gross, 1,113 nett. Motorship, built by Alexander Stephen & Sons Ltd., Glasgow in 1938. Registered at Sydney. Signal letters V L K F, Length b.p. 154 ft. x 45.2 ft. x 21.5 ft. depth mld. Poop and bridge 154 ft., Forecastle 37 ft. Four Bulkheads. Engines: two-stroke cycle, single acting. 6 cylinders, machinery by Sulzer Bros.Ltd., Winterthur.

+++++

* A GRAND OLD SAILING *
* SHIP LIVES ON *
* * *

THE EDWIN FOX

By Marjory McDonald (N.Z.)

On the Picton harbour front, just below the Freezing Works, lies the hulk of one of the oldest ships still in use. She is no more than a coal bunker, but she was once a sturdy full rigged ship of 834 tons and saw service in many parts of the world and her name is the EDWIN FOX.

Launched in 1863 from a native shipyard at Sulkeali, Bengal, the EDWIN FOX was among the last of many hundreds of ships built for the great East India Company and in her construction went massive six-inch-square planking of virtually indestructible teak. Her timber still is sound today, although she has been stripped by souvenir hunters for pieces of teak.

She was built, so it is said, regardless of cost. But while still on the stocks she was sold to Sir George Edmond Hodgkinson, of London. After just one voyage under her new owners, the smart full rigged ship was offered for sale in London.

Obviously this was not because she was a failure; for the auction produced sensational competition from three of the biggest shipowners in Britain at the time -- a contest that had a dramatic story book sequel. With one bidder out at £25,000 James Baines, of the Black Ball Line, raised the bid at one jump to £28,000, with the challenge to his remaining rival, Duncan Dunbar: "Beat that if you can, and be damned to you!"

"£30,000 and the same to you," came the unperturbable response; and the EDWIN FOX began a career under the flag of the house of Dunbar that soon won her a great reputation in the company of notable ships, and yielded her owner a handsome profit on an investment that at the time frankly astonished shipping circles.

She was chartered by the British Government in 1854 and for 18 months transported troops to the Crimea War while at Sebastapol a fierce gale struck and caused no fewer than 23 wrecks. The EDWIN FOX was the only vessel not damaged.

For four years the EDWIN FOX was in the East India trade and then used under

government charter as a convict ship. Even in this trade she retained her dignity, as the 280 female convicts were said to be a superior type. The voyage took 89 days from London.

In 1861 she was chartered and sailed from Cork in Ireland under Captain Ferguson with 140 soldiers for Bombay.

When Duncan Dunbar died in 1862, the EDWIN FOX passed to Gellatly, Hanly & Company. She traded from India and the Far East until 1873, when she was chartered by the Shaw Savill Company.

She arrived at Lyttelton, N.Z., on June 27 1873 with 140 passengers, having taken 114 days from Brest. On this voyage there were six deaths.

Next time she sailed from London on December 23 1874 with 259 immigrants and arrived in Wellington on April 28 1875.

In 1885 the EDWIN FOX was withdrawn from overseas service and fitted out with refrigerating machinery. She sailed to Port Chalmers and was turned into a floating freezer and store ship. Later she was at Gisborne, Lyttelton and Bluff in that role, stripped of her rigging, but with lower masts still standing and with boiler house and two ugly funnels on deck. She served as a freezing hulk for many years.

Finally she was towed to Picton in 1897 under engagement to freeze for Wairua Freezing Company. In 1899 the Company was sold to the Christchurch Meat Co., which built new works at Picton and they bought the EDWIN FOX.

Today little is left of this historic vessel apart from the hulk of a grand old ship, which survived many gales, mutiny and shipwreck. The Marlborough Regional Committee of the New Zealand Historic Places Trust have bought the ship for 1/- and are endeavouring to have the vessel repaired and moved to a more suitable position to be on view as a tourist attraction at Picton.

(Lloyds 1884 gives following particulars of EDWIN FOX: Official number 4673, Signal letters L D M N, barque rigged, 144.8 x 29.8 x 23.6, poop 54 ft, fore-castle 22 ft. - Editor)

+++++

TRAVELS OF A W.S.S. MEMBER

=====

South Australian Tells of His

Adventures Afloat

By N.R. Wanklyn, jnr.

s.s. PYRRHUS, in the Red Sea 25/8/1964

(to The Editor)

Sir. -- I have just discovered that my last news report was sufficiently

interesting for you to use. I have since gained some more material which may interest members.

In Rotterdam we were in the news twice. On Tuesday Aug. 9 the ship gave lunch to some thirty top brass including representatives from the Olympic selection team (Dutch) and the Rowing and Sailing committees. Later the first of the 36 boats destined for Tokyo arrived and the T.V. cameras rolled as we loaded a Flying Dutchman class sail boat called DAISY.

I noticed a young well dressed man who seemed to be in the limelight and after the first cram of reporters and cameras I asked him what his connection was with the boat, in reasonably good English (everyone seems to have mastered it everywhere -- we who speak it as our tongue are lazy) replied that he was the Coxswain. I asked him how much training he was getting and he admitted that owing to the pressure of his work he got but a few hours a week and as he would only have ten days before the Olympics started after his arrival in Tokyo he would not get much chance to polish up. It all seemed rather lax to me but he seemed well known and must have some prowess in the boat. The man's name was Heer G. Verhagen.

We eventually loaded a Dragon Class yachty called the BARCO DELORO, owned by, I think, Jongkin Alsmeer. A beautiful boat. We also loaded skiffs and canoes owned by countries including Belgium, Finland, Rumania, Uruguay, Sweden, Norway, Austria Germany and U.S.A. There was also one from Italy and eight from the Netherlands Olympic team. All had been competing in the European games. The largest boat was a rowing eight of 70 ft which we could easily accommodate in our centercastle wings. When we sailed on Aug. 14 we were again under the scrutiny of the T.V. camera crews, as we were joined by two wives of members of the selection committee. They are passengers to Yokohama. I will miss the Games.

On Aug. 25 at 1220 hours heading for Aden from Suez, 36 hours out, we received a call for medical assistance and turned North to intercept the vessel, said to be a Polish ship of the state-owned line. We closed to her at 1445 hours and we saw that a Russian was also sending assistance. At 1455 approximately the emergency boat was lowered and cast off, I was aboard and we were escorted to the Pole, the PADERBURI, by one of her boats, which had actually come over to pick up our doctor, Mr. Hrbacek, himself a Czechoslovakian who is quite a linguist able to speak Polish among other languages. We put our boat away, as Capt. E.A. Rae said, having got it ready and swung out we might as well get it down so as to dispense with the emergency boat drill which is conducted each voyage.

The doctor and second mate went aboard by pilot ladder and we lay in the lee under the curious stares of a rough looking group of sailors.

After half an hour we cast off to send a message to the PYRRHUS that we were returning shortly. This was sent on a lifeboat radio powered by two handles, worked by sweating A.B.'s.

We then wallowed in the swell, getting hotter and hotter and visualizing cans of iced beer. It was some time before we actually picked up our boarders and sailed back to the PYRRHUS, which looked large and clean and rather impressive even though I, as a crew member, say it.

Going back, the Doc briefly explained that four men on the Pole had been working in an after peak tank containing stale water. This had deprived them of sufficient

oxygen and they had collapsed. Three were rescued and until one regained consciousness it was not discovered that a fourth was still below. When we got the call from the PADERWSKI he had but a faint pulse. The doctor tried various resperatory methods unsuccessfully but the man must have been dead some time. He was the Chief Officer. The other three will be O.K. The Russian woman doctor left soon after our arrival and her ship sailed, although we later overtook her. The Pole lay silent in the blue swell and we steamed off, our ensign at half mast. They will bury the victim in Port Sudan.

Our position during the episode was, I think, 21 19 N. 38.10 E. As the log is official it is hard to get certain detail owing to red tape.

Nearer Aden is a ship requiring a tow. On this ship I think I have only done one trip without something happening.

.

s.s. PYRRHUS, at Singapore, 15/10/1964.

Sir; -- This trip on the PYRRHUS has been quiet and uneventful. We arrived at Singapore outward on Friday S pt 4 and were much delayed by the curfew imposed owing to the Indonesian paratroop landings and racial riots. Over the weekend, 14 or so people were killed in riots and hundreds injured or arrested.

We sailed to Manila and on to Hongkong. In the South China Sea we had to dodge typhoon "Tilden" and arrived Hongkong two and a half days late. From there we sailed to Kobe on a Monday for a three day run. Arrived, however, on Saturday, again after avoiding a typhoon. This time "Wilder", which struck Kobe and Osaka hard the previous day, September 25.

When we arrived ships were beginning to return to port after riding the onslaught of Wilder in the bay. Casualties on the waterfront of Kobe were as follows: six vessels over 5,000 tons were grounded in this tropical storm, two dozen small boats up to 300 tons sank and many other ships were damaged to a varying degree. Aground were TARUKAWA MARU (8,233 tons) of Kawasaki Kisen; SANCHI (5,469) of India; SURNA (9,776) of Norway; GOMEI MARU (6,387) of Kawasaki Kisen; MEITAI MARU (12,983) of Meiji Kaiun and ADLI 14.

An Indonesian freighter which was anchored off Maya Pier was wrecked in the high swelling waves causing her to careen. Twentytwo crewmen jumped into the sea and luckily made shore, 100 meters from the scene of the wreck. A further thirtysix were later rescued.

She lay on her side nearly capsized after the passing of Typhoon No.20. She belongs to the Indonesian Army, but it is emphatically stated she is only carrying copra to Japan and was going to undergo a few repairs in Osaka.

During the typhoon three chinese crewmen swam ashore at Kominto beach in Koseda City in Kuchinkino on Saturday morning. They came from a ship which had been earlier sighted sending distress signals from a position about 450 meters off the beach. It turned out the vessel, named ORIENTAL, of about 4,000 tons was aground. She had a cargo of iron ore from Dairen to Japan. Engine trouble left her at the mercy of the wind. The fortyseven men aboard were reported to have been without food for three days. In general Wilder caused a

a lot of damage.

In Hongkong on Friday midday we noticed smoke rising from a Polish ship near by. We later discovered that there was a fire in her No.4 hold, containing jute and mixed chemicals. The hold was sealed off and carbon dioxide pumped in.

At 4 pm the hatch was re-opened but the fire flared up and it was sealed again. Two fire boats poured water on the ships side in an endeavour to cool the interior of No.4. One was the ALEXANDER GRANTHAM. Small craft stood by to take off cargo.

The ship, the PEKIN, arrived from Gdynia via Bangkok on thursday with a total of 4,500 tons of cargo for Hongkong, Japan and other ports. The cause was unknown and I didn't know the final result as we sailed on sunday. The ship was built in 1960.

In Japan I noticed that coastal trade is thriving and that ships are very modern in design. Its quite a startling impression. They are forging ahead. Nagoya's land reclamation continues. When the new port is completed it will be the largest in Japan.

I took a few feet of film with my new movie camera, including a few shots of a couple of coastal vessels wrecked on a quay.

+++++

Shipwrecks off the West

Australian Coast

By Bob Johnson (W.A.) -- Continued

from last issue

oOoO

- KOOMBANA: 2,182 tons. En route Port Hedland-Broome. Left on March 20 1912; is believed to have foundered in a cyclone 80 miles from Port Hedland. 138 lives lost.
- MILDURA: 1,394 tons. Registered Brisbane. En route Wyndham-Fremantle with cattle. Ran aground North West Cape March 12 1907; No lives lost; all the catttle lost. Several attempts to free her failed.
- NINGCHOW: 9,029 tons. Launched in 1902 b y Henderson Coulburn & Co. Glasgow. Caught fire in the Australian Bight Feb. 24 1930 and blazed and smouldered for a week. Eventually sold two years later to Japan for scrap.
- ORIZABA: An Orient Line mail boat of 6,000 tons. Struck shoals off Garden Island W.A., Feb 17 1905 while arriving from London in a thick haze from Bush fires. Total wreck. No lives lost.
- PASTIME; Yacht. Left Rottnest Is. WA for Geraldton Dec 1934 and vanished. Five lost.

PERICLES: 11,400 tons. An Aberdeen White Star steamship. Bound for London struck reefs off Cape Leeuwin, W.A., and sank on a fine afternoon Oct. 30, 1910. No loss of life. In recent years skindivers have recovered some lead cargo from the wreck.

WAIKATO: A steamship. En-route London- New Zealand. Broke tailshaft south of Cape Aguilas, South Africa, June 1899. Drifted 4,000 miles to the east until taken in tow by ASLOUN which towed her nearly 3,000 miles to Fremantle.

- - - -

R.W.McKenna, (WA) sends the following additional particulars of the wrecks recorded in the first part of Mr. Johnson's article (The LOG, V.XI, p118):

s/v CARLISLE CASTLE; Wrecked on Coventry Reef, North West of Rockingham, and S/W of Garden Island, W.A. during the night of 12/7/1899 during a severe gale. She was inbound from Glasgow to Fremantle, with general cargo valued at £50,000. The CARLISLE CASTLE's entire crew of 22, including the Master were lost. When she failed to arrive at Fremantle the government steamer PENGUIN put out to search for her on July 13 and later that day found the tops of her masts protruding above water at Coventry Reef. Sails could still be seen set below water and her decks were later discovered to be extensively buckled and torn about, which gave rise to the theory of the ship having been driven at considerable speed headlong onto the reef and so to such a quick doom with no chance of survival of the 22 crew members.

CARNARVON CASTLE: Only one of the two lifeboats reached Fremantle, 24 days after the disaster. The second lifeboat, containing the captain, reached Cape Naturaliste, on the same day as the first boat reached Fremantle. All survived in the first lifeboat, but two men died in the second boat and the captain was landed seriously ill. The first lifeboat sighted the interstate passenger ship GRANTALA, three days out of Fremantle, but all signals to her went unnoticed.

KWINANA: The fire occurred on Xmas Day, 1920.

CITY OF YORK: Wrecked about 8 pm on the evening of July 12 1899, during the same gale which claimed the CARLISLE CASTLE at Coventry Reef, about 20 miles or so to the south. The CITY OF YORK was in bound, from Puget Sound and San Francisco to Fremantle with timber under command of Capt. P.H. Jones. Tremendous seas were running. The vessel had asked for a pilot, but the flare sent up from the base of the lighthouse lead to the vessel's loss. For the captain mistook it to come from the pilot boat and steered directly for it. Next morning showed her firmly upon a reef outside a bay which now bears her name -- eleven of her crew, including her Master, lost their lives, but fifteen other crew men were saved.

CURLEW: O/n 101,614, registered Fremantle. Built 4/1892, at Fremantle, 35.5' x 11.0' x 5.0', 11.33 g.t; 2 mast schooner. CURLEW was wrecked in a cyclone at Onslow, N.W.Coast of W.A., on Feb. 6 1911

JAMES SERVICE: Iron barque of Melbourne. Built 1869 by Dobie & Co, Glasgow

441 tons, 153' length; owned by James Service & Co., Melbourne, Vic. The JAMES SERVICE left Calcutta for Melbourne, via ports, on April 23, 1878. In the Bay of Bengal, she became becalmed for 16 days and the heat being very intense, her Master, Captain Young, sustained severe sunstroke, later suffering from fever and delirium. After the vessel reached Penang, Capt. Young was taken ashore, and the services of Capt. Sievwright, were engaged to take the barque to Melbourne. The JAMES SERVICE, departed Penang for Melbourne on June 7. Her cargo was insured for £25,000 and included approximately 3,000 cases of castor oil and 1,000 bales of bags. She carried ten passengers from Calcutta for Melbourne including some members of a theatrical company about to open a season in Australia.

First news of the wreck of the JAMES SERVICE was published in "The W.A. Times" on July 26 1878, by a dispatch sent from Pinjarra (then spelt with a 'H' after last 'a') some 16 miles inland from Mandurah. The local policeman, Constable Robert Holmes, reported to his superiors in Perth, upon July 24 1878 "that he had been informed the previous day that a vessel was upon the south end of Murray Reef (visible from Mandurah.) Constable Holmes, stated he could see the ship receiving considerable pounding and it appeared to be breaking up on the reef which was about six or seven miles out. He then, with other helpers from the town, organised a beach searching party. Mr. C. Tuckey, a local shipowner acted for the Customs.

Considerable wreckage was found on the beach, including the after portion of a lifeboat bearing the marks JAMES SERVICE - Melbourne. In the days that followed some ten or eleven bodies were found washed ashore along the coast line, including the body of a woman.

+++++

*** NOTES ON TANKERS ***

TWENTYSEVEN seamen signed on at Fremantle on October 20 to be flown to London in November to bring out the 11,114 ton tanker BRITISH CYGNET, which will be renamed B P ENDEAVOUR. She will be used on the coast of Australia till B.P.'s proposed Australian built tankers are completed in 1967 and 1968.

*

*

B.P. Tankers' second tanker a 19,000-ton coaster will be built at the Newcastle State Dockyard and will be delivered in 1968. The company's first tanker for the Australian coast is being built at the same yard and is scheduled for delivery in April 1967.

*

*

It is reported that Esso have purchased the motor tanker LUSTROUS (11,301 g 1953) from H.E. Moss & Co. Tankers Ltd., Liverpool, and intend converting her for use on the Australian coast.

*

*

The CALTEX LIVERPOOL has completed conversion at Balmain and began operating at the end of September.

*

*

The CALTEX MANCHESTER is to join the coastal fleet.

*

*

The WILLIAM G. WALKELY is to undergo refit at Balmain and at time of writing was to commission at the end of November.

*

*

The HEMIPLECTA was expected to arrive in Japan for conversion and fitting out for the Australian trade at the end of November.

*

*

The AUSTRALIAN PROGRESS, ex MOBIL PROGRESS ex STANVAC PROGRESS was expected at date of writing to commission in Japan at the end of November.

*

*

Plans are being prepared in Germany for a giant tanker with a deadweight of about 200,000 tons. If built, this would be the biggest ship in the world. Largest tanker presently in commission is NISSHO MARU, with 132,334 tons deadweight (74,868 g.)

*

*

Wilhelmsen's have recently taken delivery of a new 60,000 ton tanker. She is named TIBETAN. She is equipped with 20,000 hp engines which can be controlled from the bridge.

+++++

IN VIEW of the overhaul and modernisation scheduled for HMS MELBOURNE as a result of the defence decisions of the Federal Government, it is interesting to note that the Royal Navy's aircraft carrier HMS EAGLE has just had £31,000,000 sterling spent on her in a modernisation programme. This is about double the initial cost of the carrier. New equipment, largely due to radar and automation developments, was responsible for about half the modernisation cost, and to house much of this equipment a new island of nearly 400 tons had to be installed. Two very powerful steam catapults have been added on the extended flag deck to enable aircraft to be launched irrespective of natural wind.

*

*

The Royal Navy's two biggest ships are to be based on Singapore. Both HMS ARK ROYAL (43,340), which was commissioned at Devonport on November 12 last, and HMS EAGLE (50,000), which has been modernised, are aircraft carriers and will join the Far East fleet. No decision has been made as to the fate of HMS CENTAUR (22,000), which will be relieved by the ARK ROYAL, but her sister ships, the ALBION and the BULWARK, have been converted into commando ships.

S H I P P I N G A R O U N D

T H E W O R L D

The LOG'S General News Section

oOo

CLOSING DATE for articles and general news for the next issue of THE LOG will be Friday December 18, with late news up to Friday January 1, 1965. Because of the Christmas and New Year holidays all members are asked to assist THE LOG staff by sending material in as early as possible.

*

*

THE LOG editor and staff wish all members a bright and happy Christmas and a prosperous New Year.

*

*

JOHN BURKE Ltd. have sold the WAIBEN ex MORIALTA (1379g/1940) to Societe Maritime Vate, a New Hebrides trading company with headquarters at Vila. The vessel will be renamed JACQUES DEL MAR and will be employed in the South Pacific island trade.

*

*

THE B.I.S.N.'s WARORA (3668g/1948) has been sold to Marsana Compania Naviera SA, of Panama, and has been renamed the FRANCESCA MARIS.

*

*

THE PORT Line's reefer PORT ALMA (8419g/1928) has been sold to Japanese shipbreakers.

*

*

FRIGATES THAT will replace the Leander class in the Royal Navy, and which will carry Sea Dart anti-aircraft guided missiles, may be powered by a combined diesel and gas turbine plant, Codag. At present Tribal frigates and the Country guided missile ships are powered by combined steam and gas turbine engines, Cosag, but experience has caused the RN to consider Codag as offering greater possibilities.

*

*

THE EMPRESS OF AUSTRALIA, the passenger-vehicular ferry being built at Cockatoo Dock for the Sydney-Tasmania run, will not now make her maiden run from Sydney on December 5, as originally planned. Her initial run will be delayed until January next.

*

*

NORSE ORIENTAL Line's THORSORIENT (9250g) is due to enter the Australia-

Indonesia-Malaysia service in the latter part of next January.

*

*

THE PHOTINIA (Stag Line) arrived in Wellington NZ, on October 4 last to prepare to lay the power cable across Cook Strait which will bring power to the North Island from the major power stations (hydro) under construction in the south of the South Island. Preparatory work for the laying of this cable, especially at the shore ends, has been completed by the ARRAN FIRTH. Unfortunately no visitors were allowed on board the PHOTINIA: an officer was stationed at the gangway at all times to see that no person without special authority got aboard. From the wharf she looked to be covered in all sorts of machinery so she hardly resembled a bulk carrier.

*

*

THE W.H.ORBELL, Timaru Harbour Board's bucket dredge, has completed the contract for deepening the approaches and berths at Clyde Quay wharf, scheduled at time of writing to come into operation at Wellington's passenger terminal on December 8th. While the dredge was in operation it upset the residents of nearby Oriental Bay both by the noise of the buckets and the smell of what they brought up.

*

*

+ THE DENMAN (2265g/1949) has been chartered by the W.A.State Shipping Service, commencing from September. She will operate between Fremantle and North West ports.

*

*

+ THE ADELAIDE¹₂Burnie/Brisbane service operated by Associated Steamships with WATAMURRA ex FRED OLSEON (1894g/7/1947) has been abandoned with effect from end of August. The WATAMURRA will now be operated with steel between Port Kembla and Adelaide.

*

*

THE TRAWLER, SOUTHERN ENDEAVOUR (514g/10/1952) owned by Southern Trawling Co. Pty.Ltd., Sydney has been chartered by the Geophysical Service Inc. of Dallas (USA) for scientific and exploratory operations off the N.S.W. and Queensland coasts for an initial period November/January but possibly longer.

*

*

+ THE KOORAWATHA, ex BARRIGUN (4054g/7/1947) was delivered to San Fernando Steam Ship Co. S.A., Panama, at Sydney early in September and sailed via ports for Hongkong, where she is to undergo refit.

*

*

AN ASTROLABE, recovered last year off the West Australian coast from the 334-year-old wreck of the Dutch vessel BATAVIA may be worth £11,000. It has been given to the W.A.Museum with other BATAVIA relics. Only nine other astrolabes have been recovered throughout the world and are in great demand by maritime museums.

*

*

BURNS PHILP and Co., has withdrawn the last of its vessels from the Australia-Malaysia service because of the political situation in the north. The move breaks a trading link which goes back 79 years. The last ship, the BRAESIDE (5867g/9/1949) has been switched to the Australia-Papua-New Guinea run.

*

*

AMATEUR DIVERS have located what is believed to be the wreck, in 70 ft of water off Mauritius, of the R.N. Vessel SIRIUS, sunk in action in 1810. The find followed within a week of the launching of the new Leander-class frigate SIRIUS.

*

*

FOR THE record, R.N.Z.N. frigate OTAGO collided with the U.S. Navy destroyers JENKINS and WALKER at Pearl Harbour, Kawaii, on August 31 last. The OTAGO ran bow-first between the sterns of the two ships, which were double berthed ahead of her, when getting under way to go on engine trials. Damage, above the water-line, was estimated at £12,000. The OTAGO returned to service about four weeks later.

*

*

THE ARANUI is the name chosen for the second rail/road ferry for the N.Z. Railways Cook Strait service. Building in the U.K. she is to arrive in N.Z. in December 1965. ~~XXX~~ ARANUI means "great pathway" and ARAMOANA means "pathway across the sea".

*

*

THE LIGAR BAY, the new bulk cement carrier built by Henry Robb at Leith, is to be delivered early in December. She will be operated by the Tarkohe Shipping Co. Ltd. for the Golden Bay Cement Co. Ltd., Wellington, in conjunction with the GOLDEN BAY, a twinscrew diesel electric vessel, she was launched on June 12 last, not June 13 as inadvertently stated earlier.

*

*

THE UNION S.S. Co. of N.Z. Ltd., is planning a replacement within five years for the 28-year-old Island trader MATUA (4250g). She is nearing the end of her economical life, according to a Union Co. report.

*

*

THE BULK ship HAFNIA left Brisbane recently with a cargo of 17,400 tons of rutile sand for U.S.A. The sand is from the N.S.W. Rutile Mining Co. Pty. Ltd, of Cudgen, to the Cabot Titania Corp. The company has contracted to supply a further 15,000 tons of rutile sand to Cabot next year. N.S.W. Rutile is a subsidiary of Murhyores Inc. Pty. Ltd.

*

*

WHEN THIS issue of THE LOG went to press tenders for the new 58,000-ton Cunarder express liner for the weekly service between Southampton and New York were expected to be submitted by the end of November. Five firms were asked in September last to submit tenders for the vessel, which will carry three

classes and have a service speed of $28\frac{1}{2}$ knots. The shipbuilders approached were John Brown & Co (Clydebank) Ltd., Swan, Hunter & Wigham Richardson Ltd. in association with Vickers-Armstrongs (Shipbuilders) Ltd., Cammell, Laird & Co. (Shipbuilders & Engineers) Ltd., of Birkenhead, Fairfield Shipbuilding & Engineering Co. Ltd. of Clydebank, and Harland & Wolff Ltd., of Belfast.

*

*

THE ZIM Israel Navigation Co. Ltd. is converting two Hamburg-built vessels, the twin-screw steamers JERUSALEM (9900g/1957) and THEODOR HERZL (9914g/1957) into cruise ships. Almost all cabins will be converted into two-berth units with their own bathrooms.

*

*

BUILT IN 1896 as the DUKE OF DEVONSHIRE (277g) by R. & H. Green Ltd., the paddle steamer CONSUL, which has been filmed and televised on many occasions, has been put up for sale. She served under the Admiralty during World War I and then returned to the Torquay service, but was sold to Ireland in 1934. Two years later she returned to Torquay and then, in 1938, went to Weymouth where she was owned until 1962. She saw service during World War II. THE LOG has not heard her fate since she was put up for sale.

*

*

THE 51-year-old schooner TIARE TAPORO has been sold to New Guinea Interests.

*

*

ORIGINALLY INTENDED for service in Indonesian rivers and estuaries, but sold to the Wanganui Shipping Co. in 1952, the RIVER CITY (391g/1951) has been sold to Holm & Co. and renamed the HOLMBRAE. She is a Dutch-built motor vessel.

*

*

THE scow KOHI (98g/1911) has been offered for sale as she lies at Waitapu, Golden Bay, in an unseaworthy condition. She was built as the CAED MILE FAITE by G.T. Niccol, well known Auckland shipbuilder.

*

*

ON NOVEMBER 6 the fishing trawler TRADER HORN which had left Cairns, Q., on October 10 on a six or seven weeks' fishing trip, ran aground off west New Guinea and partially sank. The ten men aboard were saved after a light aircraft from Daru had located the wrecked vessel.

*

*

+ AFTER having lain abandoned on Goat Island, Sydney Harbour, for more than 20 years, a 60-ft. spar from the U.S. square-rigger KAIULANI, which was built at Maine in 1899 and ended her days as a coal barge, is to be shipped to the United States. The KAIULANI is still afloat and has been acquired by the Washington Maritime Historical Society for preservation. As it was in Sydney that the 1571-ton ship was denasted and converted to a coal barge, it was here that the society sought relics of the old American sailing ship and the

spar was then located.

*

*

BOUND FROM N.Z. to Britain the British freighter TRENEGLOS went aground on Patiti Point Reef, 100 miles south of Lyttleton, N.Z., on November 12 and was pulled off the reef by two tugs four days later. She had to jettison 3000 bales of the 13,000 bales of wool she was carrying, but they were retrieved by smaller ships.

*

*

FINAL STAMP of the Navigator series, a five shilling stamp featuring William Dampier who reached shark Bay W.A., in the ROEBUCK in 1699, went on sale on November 25.

*

*

SENT TO salvage the DOROTHIE (THE LOG v.xi, 106, 127), the FIJIAN TRADER went ashore on a reef in the Jomard Passage, 370 miles south-east of Port Moresby, in October. She went ashore almost alongside the DOROTHIE, formerly the U.S.S.Co.'s veteran m.v. KARU.

*

*

THE FIRST prefabricated section of the Union S.S.Co's new drive-on vehicular ferry WAHINE was laid on September 14, at the Govan yard of Fairfield Shipbuilding & Engineering Co.Ltd. She is to enter service in 12/65, and will carry 900 passengers and 220 cars.

*

*

THE OLD Islands trading schooner TIARE TAPORO is again up for sale. She was recently sold by A.B.Donald Ltd., Auckland, to W.B.Christophers of Rotorua, N.Z., and since then has traded in the New Hebrides region.

*

*

AUCKLAND IS to get a second hydrofoil ferry craft in the near future. To be larger than the MANU-WAI, she will be the P.T.50 type. Below is a comparison of the two types:

| | | | |
|--------|----------|-----------------|-------------------------|
| P.T.20 | MANU-WAI | 72 pass. | 40 knots, cost £100,000 |
| P.T.50 | | about 130 pass. | 50 + knots cost ? |

The MANU-WAI and the proposed P.T.50 type are owned by the Waiheke Shipping Co.Ltd. which is now controlled by Kerridge-Odeon Tourism Ltd., Auckland.

*

*

THE PORT AIMA has gone. She arrived at Auckland on July 24, with her port engine out of action and after examination, it was decided to scrap her instead of making engine repairs. Sold to Japanese shipbreakers at Onomichi, she left Auckland for Tokyo on August 10.

*

*

ON JULY 29, the Wanganui Harbour Board's dredge WANGANUI ran aground near the mouth of the Wanganui River, on the South Beach. The 283-ton WANGANUI was

eventually refloated on August 24. Damage was confined to the hopper doors on the bottom of the hull and repairs were made in Wellington.

*

*

NEW ZEALAND Fisheries Ltd., Wellington, has decided to scrap the trawler KAUTAPU, which was aground near Ward, Marlborough from 11/63 to 4/64, as she has been declared a constructive total loss.

*

*

No.350, the Timaru Harbour Board's veteran dredge replaced by W.H.ORBELL, has been stripped of all gear and the hull is to be sunk into the north mole reclamation, as part of Timaru's port development scheme.

*

*

WILSONS (N.Z.) Portland Cement Ltd., is planning to build another bulk cement carrier to run in conjunction with the 1675-ton JOHN WILSON, completed 4/61.

*

*

THE PORT Line has announced that the names of the two 19-knot 8900-ton cargo vessels now being built by the Caledon S.B. & E.Co. at Dundee, are to be PORT HUON and PORT ALBANY.

*

*

A THIRD tanker-handling tug is required for the Marsden Point Oil Refinery by the Whangarei Harbour Board. Already in commission are the two fire-fighting tugs PARAHAKI and RAUMANGA, and the small tugs MARSDEN and BUSBY.

*

*

THE COLUMBUS Line recently took delivery of cargo for the CAP BLANCO by an unusual method -- the cargo delivered itself. A Sikorsky helicopter which being shipped to Melbourne flew from the factory in Stratford, Connecticut to the port of New York where a heavy floating derrick lifted the copter into the ship.

*

*

THE DUTCH freighter VAN LINSCHOTEN (5921g) recently made her first visit to Australia. She discharged a cargo of refractory clay and other minerals from Lowrenco Marques at Newcastle.

*

*

THE QUEENSLAND State Government is not replacing the ageing pilot tender JOHN OXLEY but is going ahead with plans to construct a new shore-based pilot station, to cost £600,000, at Mooloolaba. It is expected that the new station will be completed early in 1967. The government has announced that two 16 knot, 70ft, launches will put the pilots aboard vessels. It was estimated that it would cost £450,000 to replace the JOHN OXLEY with a similiar type of vessel.

*

*

THE HOLLAND-Amerika liner RYNDAM, on a special voyage from Rotterdam via

Suez is due in Australia during December. She is usually employed in the company's trans Atlantic run, carrying mainly tourist class passengers. She has accommodation for 893 passengers and carries a crew of 290.

*

*

BY THE time this issue of THE LOG is published, the tug GABO (240g) should have been launched at Adelaide for Howard Smith & Co. Her launch is scheduled for November 23. She will operate in Melbourne.

*

*

FENWICK & Co., of Sydney, are to build a new tug which will be named IRON COVE. Presently Fenwick's operate the diesel tugs SYDNEY COVE, FARM COVE, MANLY COVE and SIRIUS COVE. Their steam tugs are HEROS, HEROIC, HEROINE and HIMMA.

*

*

MANZ Line's Joint Service this year completed twenty-eight years of service in the trade between Australia, U.S.A. and Canada. The service commenced in 1936 when it took over the Australasian trades previously operated by Canadian National Steamships. The Montreal, Australia and New Zealand Line, to give the full title of the service, owns no vessels but operates with ships of the member shipowners -- principally Port Line and City Line.

*

*

Following are some details of the KAREPO and the KARETU, built in Hongkong for the Union S.S.Co. of N.Z.Ltd., by the Taikoo Dock Yard and Engineering Co.(H.K.) Ltd. KAREPO, O/N 142930 completed 5/64. KARETU O/N 191851 completed 7/64. For each vessel; registered at Dunedin, 3222g, 1423 n. tons; 312.10 x 48.15 x 18.15, single-screw motor vessel powered by 1/6 cyl. British Polar diesel having a b.h.p. rating of 2880; speed 13.5 knots. Each is equipped with four 5-ton and one 10-ton cranes for cargo handling, and freezing chambers. Cargo is carried in three holds, two forward and one aft of the machinery space.

*

*

OTAGO'S VETERAN tug DUNEDIN has been stripped of engines, fittings and equipment, after being sold to a syndicate at Dunedin in June, for £500. It is planned to offer her for sale again, "as lies".

*

*

A FIFTH Fisheries Patrol vessel was commissioned into the Fishery Protection Squadron of the Royal New Zealand Navy at EDevonport, Auckland, on August 4. Named MARORO, she was formerly known as P.3554, a ferry launch attached to HMNZS TAMAKI on Motuihe Island. MARORO, (Flying Fish) is a 72ft S.D.M.L. built during the war.

*

*

THE EDWIN FOX, which was sold for a shilling recently (see page 142) will cost approximately £8,000 to refit, exclusive of labour.

*

*

TE AWHINA, the Auckland Harbour Board's veteran tug, is to be replaced by a 90 ft. steel diesel tug within the next two years. Also to be replaced is the launch MANUKAU, based on Onohunga.

*

*

ELEVEN TENDERS were submitted for the cutter suction dredger to be completed for the Auckland Harbour Board in 1966. To be 100' x 28' x 8 $\frac{1}{2}$ ' draught, she will be capable of moving 400 yards of mud, 250 yards of sand or 150 yards of clay per hour. Cost will be about £120,000.

*

*

MELBOURNE Harbour Trust has decided to carry out improvements to the Station Pier berths at Port Melbourne. These will cost approximately £75,000 and are intended as a stopgap until the new modern passenger terminal is constructed. No date has been set for commencement of reconstruction.

*

*

THE SOVIET has developed a new type of folding plastic tank which can be used for transport of petroleum products on specially constructed dry cargo vessels. The container is produced from polymid and weighs up to one ton per 100 cubic metres. It is claimed, that while the cost of specially built cargo vessels would be higher, the average transport costs would be reduced by between 24 and 40 per cent.

*

*

A MAMMOTH building dock, capable of constructing a 160,000 deadweight tons tanker has been completed at the Negishi yard, near Yokohama, Japan.

*

*

A SHIPMENT of 10,000 tons of Australian exports went to South American and Caribbean ports during October in the 'K' Line freighter MEISEI MARU. She was the third vessel of the company to carry Australian cargo to South America since the Japanese line took over the service early this year. The first sailing took 5,000 tons and the second sailing 7,000. The service is subsidised by the Australian government.

*

*

A TOTAL of 10 new freighters, aggregating 93,458 tons deadweight, joined the Zim Israel Navigation Company's fleet between September 1963 and September 1964, as well as its flagship the 25,320 ton passenger liner SHALOM. Zim's fleet now numbers 58 vessels which is made up with six passenger ships, 43 freighters, five bulk carriers and four tankers. The company expects delivery during the next 12 months of a further seven vessels, including a tanker of 62,000 deadweight tons.

*

*

*

*

*

*

*

*

WSS NEWS AND NOTES

A very interesting visitor to Wellington recently was Peter Ashley, 9th engineer in m.v. MIDDLESEX. Peter is a keen member of the Tyneside branch of the W.S.S. and has a good collection of colour slides of ships to show.

*

*

A meeting of the Wellington, (N.Z.) branch was held on October 21 when colour slides of Pitcairn Island were shown by Mr. Chester Young with a comentary by his son, Victor. Mr. Chester Young is a direct descendant of one of the original inhabitants of the island and spent the early years of his life there. He went with his wife and son to the island for a year in 1956 and took the colour slides during his stay.

There is ample fishing off the island, tropical fruits grow in abundance and the soil is so rich that gardening is a pleasure, but there are no beaches, no telephones, no television, no noisy motor mowers, no vehicles except wheel barrows, so no traffic or parking problems, no shops so no sales for the housewife to queue up for, no cows, so no butter or milk. The population which now numbers about 80 is of the Ssvventh Day Adventist religion and the age of life expectancy is quite high. That the island is a very healthy place to live in is proved by the midwife who has just retired --- she delivered 700 babies and lost only one !

*

*

Hobart members at their meeting on October 2 were firstly entertained by slides of ships that had recently visited Hobart. Then two films were shown. The first showed travelling conditions aboard a P. & O. Lines ship on a Mediterranean Sea Cruise and the second was on the shipping activities of the Australian National Line.

*

*

Adelaide members held their last meeting on November 16th when a film evening was presented. The films were from the branch film library. This was the last meeting of the year. Regular monthly meetings will resume in February 1965.

*

*

Central R cords has for exchange two Lloyd's Registers. Volume 1 (the register book) for 1935-36, and Vol. I. & Vol. II, 1949-50. Some issues which we are seeking: 1953-4; 1961-2; 1962-3; 1947-8; 1940-1; 1941-2; 1942-3; 1944-5. Any one with duplicate copies who wishes to exchange is asked to contact us at Box 16, Postoffice, Woodville, S.A.

*

*

*

*

*

*

READERS QUESTIONS

WANTS

ANSWERS & COMMENT

QUESTIONS:

N.R.Wanklyn jnr (S.S.PYRRHUS, c/o A.Holt & Co.Ltd., India Buildings, Liverpool, U.K.) requests the names of companies with ships carrying white crews running between Australia and Japan. He would also like the names of their ships.

*

*

B.H.McNeill, (51 Nelson Quay, Cobden, Greymouth, N.Z.) seeks information on the square-rigger LANCING ex Pereire and asks for the fate of the BABINDA (655g/1936).

*

*

F.M.Gregory, 106 National Park Street, Hamilton, 2N, N.S.W., writes:
The LORD ASHLEY is said to have been wrecked at Terrigal, N.S.W., on September 9, 1877. Her master was Captain Macaulay and owner John Manning. She was chartered to Mr.G.R.Dibbs, to carry coal, and was a steamer of 246 tons. No lives were lost.

Volume 2 of Victoria and It's Metropolis refers to a LORD ASHLEY being wrecked, possibly off the coast of Queensland, about 1857. Seven men and eleven horses were lost.

Were their two ships of this name? Or could the ship wrecked off Innisfail have been the MARIA?

I have verified the information re the LORD ASHLEY wrecked off Terrigal, N.S.W. The other LORD ASHLEY is from information from Mrs. Ann Boyle, of 456 St.Kilda Road, Melbourne, who is inquiring about her grandfather, George Cooper who is said to have been on board this ship.

*

*

Ron Parsons, Box 16, Postoffice, Woodville, S.A. is seeking the following information; p.s.MARY ANN, O/N 83878, Built 1883 at Port Stephens, what was her fate? p.s.MAXWELL, Built 1882, 118g, her official register is closed with the remark 'no trace in over thirtyfive years'. Can anyone supply details of this vessel's fate? p.s.MORPETH, 527g tons, O/N 43226, built 1861. Some sources say that this ship was broken up in New Zealand. I have been unable to confirm this statement, can any reader assist with final disposal of this ship? A small ship, sometimes used as a tug, built in 1876 at Melbourne and named MOYNE (37g/1876) was last noted in 1881, what happened to her? Why did the N.S.W. Government buy the vessel MY IDEA, 37g/1883, in february 1887 and what use did they put her to?

19 November 1964

ANSWERS: LANCING was built as a steamer named PERIERE for C.G.T. and converted to a sailing vessel after being stranded in 1888 in Nova Scotia. After conversion she was entered in Lloyd's as follows: Iron 4 masted ship 2764 tons, built 1866 R.Napier & Sons, Glasgow, 356.0 x 33.8 x 27.3. After her near fatal accident as a trans Atlantic passenger steamer she was bought by G.A.Hadfield of Yarmouth, N.S. and converted to a four masted ship, as stated above. This owner put her under the management of Kinnear & Company of London. Three years later she was sold to Canadian owners and in 1901 was listed as owned by Aer Lancing (J.Johanson and Company) of Christiania. Eventually she was sold to S.Frassinetti of Genoa and broken up in 1925. The LANCING is mainly remembered for her world record as a sailing ship when she logged 18 knots for 72 consecutive hours. Two of her fastest passages were in 1908 when she sailed from Christiania to Melbourne in 75 days and Buenos Aires to New Caledonia in 42 Days.... Central Record.

+++++

WE HAVE AVAILABLE various publications for sale -- enquiries and orders to Box 16, PO, Woodville, South Australia.

Reprint of Volume 1 of THE LOG price 7/6 ea

Complete sets of volumes 7, 8 9, 10 and 11 of THE LOG 7/6 ea

Single copies of various issues of THE LOG are also available at 1/6d per copy

for those volumes listed above as well as volume 5, number 2, 4 and five, and volume 6 numbers 3 and six.

BRITISH WAR LOSSES, being a list of British Merchant vessels lost by enemy action during WW2 -- this is a reprint of the British Blue Book.

price ... 10/-

Also available are a few copies of the Marine News supplements for THE HUNTING FLEET and WILHELMSEN LINES.

The duplicated lists of SHIPS REGISTERED IN FREMANTLE PRIOR TO 1900,
STEAMSHIPS REGISTERED IN TASMANIA PRIOR TO 1900
STEAMSHIPS REGISTERED IN SYDNEY PRIOR TO 1900

are also still available.

+++++