

THE LOG

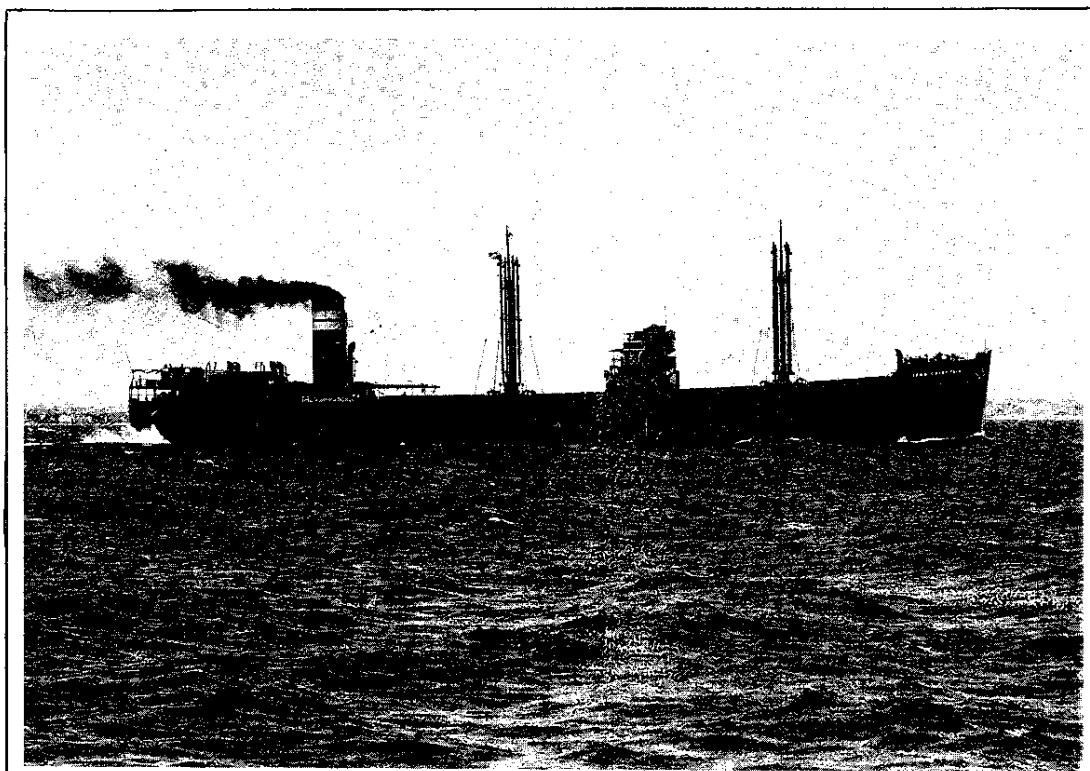


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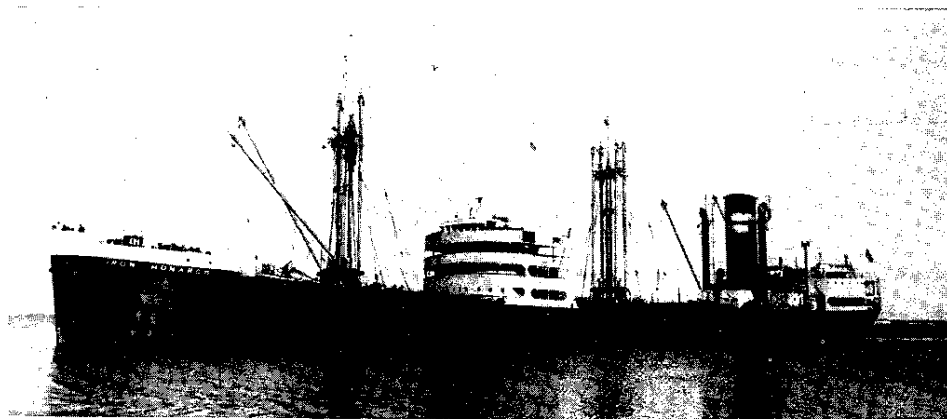
IRON CHIEFTAIN

1937 - 42

Name ship of BHP's Chieftain class.

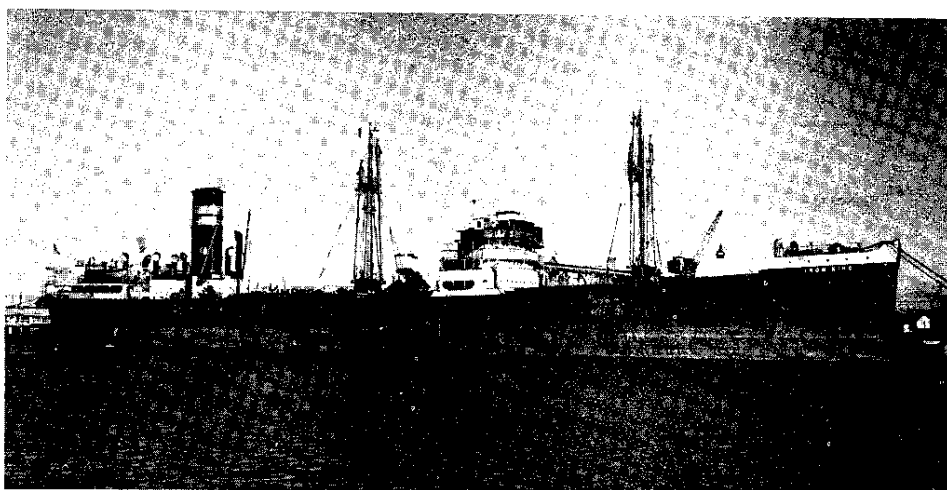
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IRON MONARCH at Geelong 1965

(W.G.Volum)



IRON KING at Melbourne July 1960

(W.G.Volum)



IRON MONARCH after collision with EMPIRE STRENGTH.

(BHP)

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BHP ships-

The Chieftain Class

from R.K. Willson.

Introduction

In 1935 the fleet of ships owned by The Broken Hill Proprietary Company Limited, Melbourne (subsequently referred to as "the Company") comprised the following four steamers of the shelter deck type which had been constructed in local yards for the Commonwealth Government Line of Steamers:-

<u>Name</u>	<u>Built by</u>	<u>Launched</u>	<u>Completed</u>	<u>In BHP Fleet</u>
<u>Iron Knob</u> (ex Euwarra)	Poole & Steele, Port Adelaide	17/12/21	6/1922	1924 - 1955
<u>Iron Master</u> (ex Eurimbla)	Poole & Steele, Port Adelaide	20/4/21	10/1921	1924 - 1958
<u>Iron Prince</u> (ex Elouera)	Cwealth. Ship Const.Branch, Williamstown	2/3/22	7/1923	1924 - 1956
<u>Iron Warrior</u> (ex Eugowra, launched as Erina)	Poole & Steele, Port Adelaide	4/11/22	3/1923	1925 - 1957

The original deadweight capacity of these steamers was approximately 6170 tons, while their gross and net tonnages were (respectively) 3349/1907; 3351/1916; 3352/1916 and 3345/1909. They were powered by triple expansion engines manufactured by the shipbuilders with the exception of those for Elouera which came from Thompson & Co. (Castlemaine) Pty. Ltd.. They were built according to the Isherwood system of construction with heavy longitudinal framing. A vessel of this type was capable of making the Whyalla/Newcastle round trip laden with 5500 tons of iron ore for Newcastle in about 21 days.

The Lithgow ships

Having determined the need for substantial additions to its fleet, the Company placed an order with a Scottish firm, Lithgows Ltd. of Port Glasgow, for two vessels. This decision evoked a hostile reaction from those with a mistaken antipathy to the Company, and attracted considerable political interest. On 2 October 1935 the House of Representatives in Canberra was regaled with an attack on the policies of BHP, initiated by the Member for West Sydney,

Mr. J. A. Beasley (Labor). The placing of the order with an overseas yard formed only part of the diatribe. On 28 November 1935 the Minister for External Affairs furnished, on behalf of the Prime Minister, the following statement supplied by the managing director of the Company:-

"The Australian tender for construction of one or alternatively two ore-carrying steamers was found to be very considerably in excess of comparative British tenders. A conference was held with representatives of the Cockatoo Docks and Engineering Company, and an opportunity offered to review prices with the object of reducing the margin of difference. The costs of steel prices and sectional materials were found to be quite in line with British prices, but the combined effect of the costs of other materials and of various uncontrollable items left the margin so great that we were not able to reach common ground, on which the building of these vessels in Australia could be made an economically sound proposition."

In this connection it should be noted that the last vessels of any size to be constructed in local yards had been Fordsdale and Ferndale, two cargo steamers of some 9500 tons gross constructed at Cockatoo Island for the Commonwealth and completed in 1924, and the seaplane carrier Albatross completed in 1928.

The original order for two vessels was followed by one for a further two. They were all built at the Duncan's Yard at Port Glasgow and were completed and delivered as follows, all being registered at Melbourne:-

Name <u>Official No.</u>	Tonnages- <u>Gross/Net</u>	Yard <u>No.</u>	Signal <u>letters</u>	<u>Launched</u>	<u>Trials</u>	<u>Arrived Australia</u>
<u>Iron Baron</u> 159561	4584/2634	889	VLGK	24/6/36	7/9/36	25/10/36
<u>Iron King</u> 159562	4584/2634	890	VLGL	31/8/36	23/10/36	11/12/36
<u>Iron Knight</u> 159568	4812/2737	902	VLJZ	26/8/37	21/10/37	22/12/37
<u>Iron Chieftain</u> 159570	4812/2737	903	VLJY	22/10/37	22/12/37	10/3/38

The hulls were constructed according to the designs of Sir Joseph W. Isherwood & Co. Ltd. and involved the use of a composite system of longitudinal and transverse framing. There were seven bulkheads. The vessels were of the shelter deck type with raised forecastle, two-deck erection with bridge amidships and a large deck erection aft. Appearance was enhanced by the cruiser stern and large funnel.

The hull design had been tested in the National Physical Laboratory at Teddington in order to ensure maximum operating efficiency and economy. The total deadweight capacity of the two earlier vessels was 7950 tons; after making allowance for bunkers and stores, etc., it was anticipated that 7500 tons of ore could be

lifted out of Whyalla on a mean loaded draught of 23'10". There were four holds (53', 67', 105' and 18' in length) while the lengths of hatches Nos.1, 2 and 3 were 36'; No.4 was 30' and No.5 was 15'. The width in each case was 28'. The deck equipment included one 25-ton, two 7½-ton and eight 5-ton derricks.

The leading particulars, in addition to those set out above, were as follows:-

Information from-	<u>Iron Baron & Iron King</u>		<u>Iron Knight and Iron Chieftain</u>
	LR 1939/40	LR 1966/67	LR 1939/40
Deadweight tonnage	(7900 approx.)		(8000 approx.)
Under deck tonnage	4104		4236
Length overall	407.8'	407'0" (IB) 407'4" (IK)	419.0'
Length BP	393.2'	390'0"	404.5'
Breadth extreme	56.2'	56'2"	56.2'
Breadth moulded		56'0"	
Draught maximum	23.2'	23'10"	23.2'
Depth moulded	(34'6.6")	34'6"	(34'6")

The ships were powered by quadruple-expansion steam engines placed aft, which were manufactured by David Rowan & Co.Ltd., Glasgow. The cylinders measured 24", 34½", 50" and 71" (bore) and 48" (stroke); the operating pressure was 250 lbs. per square inch. There were three Babcock and Wilcox water tube boilers with superheaters and forced draught. Grate area was 183 square feet (1936 ships); total heating surface was 6213 sq.ft. (1936 ships) and 6612 sq.ft. (1937 ships); net (register) horse-power ratings were 535 (1936 ships) and 553 (1937 ships). The equipment also included a Rowan-Gotaverken exhaust turbine driving steam compressor. These engines, together with separately-driven auxiliary engines, developed 3860 indicated horse-power. The normal sea speed was 12½ knots which involved the burning of 36 tons of coal every 24 hours.

At that time the town of Whyalla had no water supply system. The construction of a pipeline between Morgan and Whyalla was sanctioned by an agreement of 19 August 1940 between the Company and the Commissioner of Waterworks, South Australia, and by an agreement dated 20 November 1940 involving the Commonwealth. Until the completion of the pipeline, provision was made for the transport of fresh water from Port Kembla and Newcastle to Whyalla. The new ships had a water ballast capacity of 2530 tons, including 230 tons of fresh water for the boilers. The ballast was carried in the double bottom, fore and aft peak tanks, a deep tank forward and in six topside cantilever tanks placed under the main deck. Pumps enabled the discharge of 2300 tons of ballast while the ships were loading ironstone at Whyalla. Electric lighting to facilitate the working of cargo at night was provided in the holds and on the masts.

A refrigerated chamber was provided for foodstuffs and a cool chamber for fruit and vegetables. Electric cooking apparatus was

provided, with a coal stove for emergency use. The accommodation for the officers and engineers was located in the 'midships house and that for the seamen and firemen was located aft. Separate sleeping accommodation was provided for petty officers and for the ships' boys. Seamen and firemen had separate mess rooms. Central heating was installed while the cabins located beneath the main deck had what was described as a system of "air conditioning".

The complement (as at 1951) comprised a master; first, second and third officers; 2 apprentices; chief and 5 other engineers; one radio officer; one carpenter; one bosun; 10 able and one ordinary seamen; 16 engine room and stokehold hands; 3 stewards; 3 cooks and 2 boys; in all a crew of 50.

Iron Baron, the first of the new ships, left Glasgow on 9 September 1936 and reached Whyalla on 25 October 1936, being under the command of Captain A.B.McRuvie, then the Company's Commodore. She left Whyalla on 27 October 1936 and arrived at Newcastle on 30 October 1936. After discharging her cargo of iron ore she was taken to the floating dock for cleaning and painting. During her stay at Newcastle, the new ship was visited by senior officers of the BHP steelworks. She was followed into service successively by Iron King under the command of Captain J.McLeod, Iron Knight under Captain D.Ross and Iron Chieftain with Captain L.Haddelsey as master. The new ships were then the largest interstate cargo ships on the Australian coast. The normal pattern of employment, as with the older ships in the Company's fleet, was the carriage of iron ore from Whyalla to Newcastle and Port Kembla, returning with steel products (for Melbourne or Adelaide) and/or coal.

With the outbreak of war in 1939 the Company's ships were painted naval grey, and were provided with a 4" gun mounted at the stern and anti-aircraft machine guns; bridges were sand-bagged and armoured. In the early days of the war the Company's ships sailed unescorted, but on the outbreak of war in the Pacific the convoy system was instituted for Australian coastal shipping. Due to the dense nature of the cargoes carried, the Company's ships were at great risk should they be the victim of enemy action.

The two newer ships were destined to be torpedoed by Japanese submarines. On 3 June 1942 Iron Chieftain was torpedoed and sunk 35 miles east of Sydney (33.55S, 151.50E), while on passage from Newcastle to Whyalla with a cargo of coke and materials required by the newly established shipyard. The submarine was sighted off the steamer's port side, but (apparently) before she could be swung to starboard, the torpedo struck the vessel on the port side amidships. She sank in about five minutes with the loss of her master (Captain Haddelsey) and 11 other crew members. One of the 25 survivors was later to lose his life when Iron Knight was sunk.

Eight months later Iron Knight was lost. She was torpedoed 21 miles from Montague Island in position 36.51S, 150.38E at 2.25am on 8 February 1943 while on passage from Whyalla to Newcastle with a cargo of iron ore, and sank within two minutes with the

loss of 36 lives including the master, Captain Ross. There were only 14 survivors. Iron Knight was the leading ship in the star-board column of a convoy of 10 ships ("OC68"); the torpedo from the Japanese submarine I 21 (which had possibly been responsible for the destruction of Iron Chieftain) passed beneath HMAS Townsville, one of the two accompanying escorts, and struck Iron Knight beneath the bridge. An account of this sinking may be found in J.H.Adams' "Ships in Battledress" (1947(?)) at pp.134/6. A memorial to the BHP casualties was erected on the Newcastle Steel Works' wharf in 1950.

The two survivors continued in BHP service; both were converted from coal- to oil-firing in 1955. Their service appears to have been relatively uneventful, although Iron King was in dry dock at Brisbane on 27 October 1955 when the dock flooded, as a result of which her engine room was partially flooded. Then in January 1963 Iron Baron suffered a fire while off the South Australian coast; the crew were later congratulated by the Minister for Shipping for their efforts in jettisoning inflammables.

Iron Baron, which had undergone a special survey in September 1963 and so was still in class, was sold in 1966 to Australia Pacific Shipping Co.(Hong Kong) Ltd.. She was delivered at Newcastle on 29 August 1966 and renamed Pacific Queen under the Panamanian flag. Three years later the old ship was sold to breakers, and she arrived at Hong Kong on 20 October 1969 for demolition by Ming Hing & Company.

Iron King had undergone a special survey in November 1963, and in 1967 was sold to Golden Star Shipping Co. S.A., of Panama. She was delivered on 15 March 1967 and renamed Golden Star; she cleared Sydney on 23 March and Geelong on 30 March 1967. She also went to Hong Kong breakers, arriving there on 1 July 1970 for demolition by Leung Yau Shipbreaking Co.Ltd..

The Whyalla ships

The exigencies of war were responsible for the establishment of a shipyard at Whyalla by the Company, with the initial intention of building ships there for the British Admiralty. In addition, however, the Company's directors had foreseen the need for additional tonnage, and arrangements were made before the loss of Iron Chieftain and Iron Knight for two ore steamers of generally similar design to the earlier "Chieftains" to be built at Whyalla.

The new vessels were allotted yard numbers 1 and 2, although four minesweepers preceeded them, the latter having been completed in 1942 for the Royal Australian Navy. The keels of the new BHP steamers were laid on 1 July 1941 and 1 August 1941 on building berths Nos. 1 and 2 respectively. The first was launched as Iron Monarch (Yard No.1) on 8 October 1942 by Mrs.Essington Lewis, wife of the Chief General Manager of BHP who then occupied the position of Director-General of Munitions and Aircraft Production. Among those present at the launching was the Premier of South Australia. Iron Monarch was completed on 12 April 1943.

The second Whyalla ship was named Iron Duke (Yard No.2). She was launched on 3 May 1943 by Lady Gowrie, wife of the Governor-General, Baron Gowrie. Iron Duke was completed on 1 August 1943. The new ships were registered at Melbourne. Official number and signal letters for Iron Monarch were 159582 and VLKG, and for Iron Duke they were 159583 and VLQY. The latter ship was initially registered under the name Iron Duke II, but in 1946 the registered name was changed to Iron Duke. Particulars common to both ships were as follows:-

Tonnages- gross/net/deadweight	4812/2737/8158.48
Length- overall/BP	419'0"/400'0"
Breadth- extreme/moulded	56'2"/56'0"
Draught maximum	23'9"
Depth moulded	34'6"
Number of bulkheads	6
No. and length of holds	4 - 53', 67', 105', 18'
No. and dimensions of hatches	5 - 36' (3), 30', 15' x 28'
No. and capacity of derricks	1 x 30-ton, 2 x 10-ton, 8 x 5-ton.
Water ballast capacity	2712 tons, including deep tanks (118 tons) and topside tanks (1050 tons)

The vessels were powered by quadruple expansion steam reciprocating engines developing 2560 (indicated) horse-power. The engines were manufactured by BHP at Newcastle and completed at Whyalla. The cylinders measured 24", 34½", 50" and 71" (bore) x 48" (stroke). There were three water-tube boilers manufactured by Babcock and Wilcox; these were of the superheated type with forced draught working at a pressure of 250 lbs. per square inch. The total heating surface was 6612 square feet. Designed speed was 11.5 knots and Iron Duke attained 12.7 knots during trials. The normal operating speed was quoted as 10½ knots.

Upon entering service, the pattern of operations was similar to that of the earlier "Chieftains". Within days of entering service, however, Iron Monarch was involved in a serious collision. Iron Monarch was in Port Phillip Bay on 17 April 1943, inward bound from Newcastle to Melbourne with a full cargo of coal when at 11.03pm she collided with the motor vessel Empire Strength in the South Channel near the Fort Beacon. Empire Strength was outward bound in ballast and suffered appreciable damage which took many months to repair. Iron Monarch sustained damage to her bows and forecabin; after temporary repairs were carried out at Melbourne she sailed for Whyalla where permanent repairs were completed afloat in a period of 20 days. At the ensuing Court of Marine Inquiry Iron Monarch was held to blame for the collision.

Apart from this, the careers of the two ships appear to have been relatively uneventful. Iron Duke grounded at Dyke End, Newcastle, on 20 August 1952, and was refloated the next day. Iron Duke was converted from coal- to oil-firing in 1953, and Iron Monarch was similarly converted in 1957. The last special surveys prior to sale were undergone in May 1965 (Iron Monarch) and August 1966 (Iron Duke).

The first of the two ships to be sold was Iron Duke, which in 1970 went to Pac-Trade Navigation Co. (a subsidiary of Madrigal Shipping Co., Manila) who renamed her Exmouth under the Panamanian flag. She was delivered to her new owners on 15 July 1970. A year later the ship was sold to Taiwan breakers, arriving at Kaohsiung on 11 September 1971 for demolition.

Iron Monarch, last of the "Chieftains", was sold in 1972 to Great Far Eastern Ltd., a Hong Kong-based concern, and was resold by them to China Steel Enterprise Co.Ltd. of Taiwan, for demolition. She was handed over by BHP on 31 August 1972 and left Newcastle on 13 September in tow of the tug Sakura Maru. The vessel reached Kaohsiung on 24 October 1972 and demolition commenced ten days later.

Acknowledgements

Mr.P.White, Central Records, World Ship Society; Mr.I.G.Cóoper; Mr.W.G.Volum; "Royal Australian Navy 1942-1945" by C.Hermon Gill; "B.H.P.Review"; "Official Yearbook of the Commonwealth of Australia"(No.16, 1923); "Lloyd's Register of Shipping"; "Commonwealth Parliamentary Debates"; "The Log"Vol.1, No.5 (Sept. 1968)-fleet list by R.E.Wright.

Visitors to Lyttelton

from N.J.Kirby.

Some unusual ships have visited Lyttelton during the first quarter of 1981, and photographs of two are reproduced in this issue. A few details of the ships illustrated follow.

Benjamin Bowring (photographed at Lyttelton 7 January 1981)

This ship was dealt with in some detail in THE LOG Vol.12, No.3, P.87, and was last mentioned at P.30 in our last issue. Built by Aalborg in 1952 as Kista Dan for J.Lauritzen, she was sold in 1967 to Martin Karlsen A/S, Alesund and renamed Martin Karlsen. In 1968 she passed from the Norwegian flag to Karlsen Shipping Co.Ltd. of Halifax, N.S., without change of name. Under this ownership she was engaged in sealing as well as general cargo trading. In 1979 she became Benjamin Bowring owned by C.T.Bowring & Co.Ltd., London, for service with the Transglobe Expedition. While awaiting the Expedition, the ship was chartered to Pacific Forum Line from 4 May 1980 to 15 November 1980 to operate a feeder service out of Suva. After leaving Lyttelton on 7 January 1981 for the Antarctic, Benjamin Bowring has returned with the Expedition party and conducted trade exhibitions at Auckland and Sydney.

Lindblad Explorer (photographed at Lyttelton 6 March 1981)

Called for stores and drydocking, during a cruise which included the Antarctic. Built 1969 by Nystads Varv., owned by Kommanditt-selskapet A/S Explorer & Co.(L.Usterud-Svendsen & Co.,Oslo)1969/72; United Cruising Co.Ltd. & Lindblad Explorer S.A. (Brostrom Group, regd. Panama) 1972/80; sold to China Navigation Co.Ltd. in 1980.

Shipowners-

Tasmania's Transport Commission Shipping Services

from I.G.Cooper.

(continued from page 21)

The collapse of the bridge had extraordinary social and economic effects on the population of the eastern shore - effects probably no other community in Australia has ever had to endure. Clarence is a dormitory suburban area of Hobart; few local employment opportunities existed. There was virtually no industrial employment and the workforce had to cross the river to the western shore. Not only did the workforce have to cross the river, Hobart's well-established central business district dominated retailing in the metropolitan area, and only small shops existed on the eastern shore. There were virtually no government offices, no hospitals and few medical facilities, few banks, and no tertiary education. The sole entertainment facility was a drive-in theatre.

As a result of this imbalance between the east and west shores, almost one third of Hobart's population had to travel from east to west for personal business, shopping, entertainment and, in many cases, education. A very large proportion of these trips were made by private car. In the morning peak period prior to the collapse of the bridge, 13,000 persons made the Derwent crossing. Of these only 150 had previously used the ferries. Now all trips had to be made by ferry or not at all. The road journey via Bridgewater was not a viable alternative.

Matthew Brady and James McCabe, both relatively small ferries, had little prospect of coping with the traffic offering. Cartela (194/1912), a rebuilt river steamer used for excursion work with a capacity of 497 passengers, was placed in service across the Derwent on Monday morning, 6 January 1975, along with Mangana (355/1930) carrying up to 1000 passengers. Mangana had sailed to Hobart from Kettering, the base of the Bruny Island ferry service of the Transport Commission.

Passengers had to queue for ferries for up to 1½ hours, and in the peak period up to 4000 persons were queued at one time. Many people attempted the long trip by road through Bridgewater, but because of the poor condition of the narrow road, it was a four hours return journey to Hobart from Bellerive. The Risdon punt Princess was used for priority vehicles such as ambulances, armoured cars, etc., and for passengers at peak hours; feeder buses were used at these times. Later the Army provided two landing barges to ferry these priority vehicles across the river.

The four ferries on the Bellerive run (the service to Lindisfarne had been discontinued in order to concentrate resources on the shorter Bellerive crossing) all had to use the old Bellerive ferry wharf. Mangana and Cartela operated from Brooke Street pier whilst James McCabe and Matthew Brady used the Sullivan's Cove Company's own jetty at Franklin Wharf. The MTT provided feeder buses from temporary facilities established in the streets sur-

rounding the Bellerive ferry wharf. Two thousand passengers per hour were carried by the four ferries, and on Tuesday 7 January 1975 23,000 persons were moved across the Derwent by the four ferries. In the peak periods on 6 and 7 January no fares were charged in order to speed up proceedings. The Transport Commission took over responsibility for fare collection and terminal operation on 8 January. The ferries operated continuously during daylight hours and it was not until 14 January that the Transport Commission published a timetable. One Sullivan's Cove ferry maintained a 24-hour service between Hobart and Bellerive.

Mangana operated on the Bellerive service for only one day - 6 January - and returned to Bruny Island on 7 January. Mangana had carried 1000 passengers per trip on the Vehicle deck. Another Transport Commission vehicular ferry, Melba (221/1921), arrived from Bruny Island on 7 January and carried 600 passengers on its first trip. When it was found that there were only 96 lifejackets on Melba, passenger numbers were reduced to 96, but by 8 January the ferry was re-licensed for the Bellerive service to carry 696 passengers on its open vehicle deck. Over the weekend 11/12 January a steel and wooden canopy was constructed over the deck of Melba to give passengers weather protection for the first time.

Melba operated only between the hours of 7.30am and 10.10am and between 3.55pm and 6.25pm, the most intense activity this vessel had experienced for over 15 years. But the Bellerive service had taken its toll. On the night of Thursday 27 March, after the evening peak period, Melba was withdrawn from Trans-Derwent service and returned to Bruny Island to assist Mangana move the heavy Easter holiday traffic. Melba was to return to Bellerive on the Tuesday after Easter. Unfortunately Melba suffered a serious crankshaft failure on 30 March and was towed from Kettering to the Commission's Prince of Wales Bay depot on 1 April for inspection. She was eventually re-engined but was not to return to the Bellerive run.

In the days following the bridge collapse the Transport Commission investigated the acquisition and hiring of all available vessels to assist in the Tans-Derwent ferry service. Various excursion vessels were licensed by the Commission for the Lindisfarne service to replace the Sullivan's Cove ferry. Ray Larsson (186/1970), a Macquarie Harbour tourist cruise vessel with a capacity of 196 passengers, was the first to arrive in Hobart, commencing an hourly service to Lindisfarne on 20 January. Ray Larsson used Waterman's Dock for the Hobart berth. O'Hara Booth (60/1974) from Port Arthur followed on 18 February. These two vessels then maintained the basic half-hourly Lindisfarne service, assisted by Commodore I (61/1975)(153 passengers). Commodore I was a new sightseeing ferry for the Derwent, and she commenced operation on 10 March. Later in the year, on 27 November, Bundeena (46/1946) was purchased by Mr. Ray Larsson from Cronulla Ferry Service, NSW, for his Lindisfarne run to assist Ray Larsson. (The passenger capacity of O'Hara Booth was 150 persons).

With a likely bridge reconstruction period of two to three years,

Sullivan's Cove Ferry Co. immediately set about to build more ferries. Martin Cash (85/1975) (311 passengers) was placed on the Bellerive service on 20 June 1975, followed by Lawrence Kavanagh (85/1975) (311 passengers) on 22 December 1975. In addition, the sidewall Hovermarine Blue Dolphin (32/1973) was chartered from Sydney and arrived in Hobart on Townsville Trader on 3 May 1975; she was renamed Michael Howe, and commenced operating to Bellerive on 9 May 1975.

Whilst the Transport Commission had been busily licensing small private ferries, it had also been seeking big passenger capacity for the Bellerive route. On 8 January 1975 it was announced that the Public Transport Commission of New South Wales would lend the almost new Sydney ferry Lady Wakehurst (366/1974) to the Transport Commission "for as long as it was needed". Lady Wakehurst was towed to Hobart by Sydney Cove, leaving Sydney on 18 January and arriving in Hobart on 22 January. She entered service on Monday 3 February using the original Bellerive ferry pier at Murray Street, a pier which the Marine Board of Hobart had re-converted for ferry use. For the first two days Lady Wakehurst used the old wharf at Bellerive, but on 5 February the new ferry terminal at Bellerive was available for use. Built in 21 days in a herculean effort by the Hydro Electric Commission, Marine Board of Hobart and the Clarence Council, under the direction of Sir Allan Knight (then Commissioner of the Hydro Electric Commission), the new pontoon wharf was an extension of the old Kangaroo Bay railway jetty. Two large ferries could load and unload simultaneously; Melba berthed end-on between the other vessels. The construction of the Bellerive terminal was not to be Sir Allan's last involvement with Trans-Derwent crossings; on 7 March 1975 he was appointed by both the Prime Minister and the Tasmanian Premier to head the Tasman Bridge Restoration Commission.

A PTC master and engineer initially crewed Lady Wakehurst until a Transport Commission crew took over later in February. In late January Sullivan's Cove Ferries offered to run all the Derwent ferries, including the projected Commission fleet, but the offer was rejected by the Government.

After Lady Wakehurst had been on loan for three months (for which a fee of \$1 was paid by the Commission), a charter agreement for three years was drawn up on 11 April 1975. Payment was to be \$3000 per week, subject to six-monthly reviews based on the ABS Consumer Price Index. Lady Wakehurst initially ran only Monday - Saturday during the day, with Sullivan's Cove continuing to operate the 24-hour service seven days a week. On 25 May Lady Wakehurst commenced running on Sundays.

Other ferries were sought by the Commission. On 17 January it was announced that the Commission intended to buy Lady Ferguson, Lady Denman and Kosciusko from the Public Transport Commission of New South Wales. Lady Ferguson (95/1914) and Kosciusko (165/1911) were sold to the Tasmanian Transport Commission in April 1975, but Lady Denman was found to be unsuitable. The Commonwealth

Government granted financial assistance to the Tasmanian Government for the purchase of these ferries, the charter of Lady Wakehurst and the construction of new wharves and associated roadworks.

Elizabeth Street Pier was converted to a major ferry wharf by the construction of four large pontoons on each side, providing capacity for six ferries to berth simultaneously - two Commission vessels at the outer berths on each side, Lindisfarne ferries at the inner berth north side and Sullivan's Cove ferries at the inner berth south side. Lady Wakehurst made a trial berthing on 23 April at Elizabeth Street and started operating from the new wharf on Friday 25 April.

Whilst the Commission was attempting to buy extra ferries for its own operation, all was not well in the sphere of TC licensed ferries. The Lindisfarne service again proved troublesome to the operators as it had to every other ferry owner who had placed vessels on this run in the previous 62 years. Except during peak periods patronage was very low. At other times of the day children and pensioners made up most of the loading. Lindisfarne vessels had to travel further than the Bellerive ferries (it was a 19-20 minute run to Lindisfarne compared with an 11 minute crossing to Bellerive) but operators were permitted to charge only 10 cents extra per passenger. Differences of opinion developed between the three operators and the Commission over these fare levels, which were set by the Commission. In April Ray Larsson and O'Hara Booth were offered for sale to the Commission. The Commission was interested and had the vessels valued, but later the same month the offers of sale were withdrawn. The Commission began paying a subsidy to the Lindisfarne operators from April 1975 for the carriage of children and pensioners.

Preparations were then made to tow the Commission's latest acquisitions to Hobart. Kosciusko left Sydney on 14 April under tow to Sydney Cove and Lady Ferguson departed on 24 April towed by Tarpan. Rough weather caused delays and each ferry had to seek shelter and undergo repairs at various ports. As a result Kosciusko did not reach Hobart until the evening of 3 May and Lady Ferguson arrived the following evening. Kosciusko was quickly refitted for service (its passenger capacity was reduced from 792 to 730 in Hobart) and entered the Bellerive route on 26 May 1975. On its first three trips Kosciusko carried 2200 passengers, and from this time on queuing became a thing of the past.

Lady Ferguson was not quite so fortunate. It was announced in "The Mercury" on 20 May 1975 that Lady Ferguson was unfit for passenger service. This ferry was an expensive purchase. She was bought for \$10,000 but cost \$128,925 for preparation in Sydney and towing to Hobart. After arrival in Hobart the Navigation and Survey Authority of Tasmania revealed that whilst undergoing full survey the hull was found to be in such poor repair that she could not be issued with a passenger certificate. Repairs to the hull were regarded as being uneconomic. Lady Ferguson was therefore stripped of parts for use as spares for Kosciusko, and was event-

usually offered for sale "as is" at Prince of Wales Bay. Tenders closed on 28 June 1976 but there were no satisfactory offers and Lady Ferguson was broken up at Prince of Wales Bay over a period of three months between June and August 1977.

The Commission still required additional passenger capacity on the Derwent and began seeking a replacement for Lady Ferguson. The two-deck vehicular ferry Man On (389/1951) was purchased from Hong Kong and Yaumati Ferry Co.Ltd., Hong Kong, on 12 June 1975 for \$159,284. A further \$112,938 was spent on modifying the vessel for passenger service on the Derwent. Both decks were converted to carry passengers. She was subsequently licensed to carry 954 passengers. Man On arrived in Hobart under tow of Sakura Maru on 9 August 1975 after leaving Hong Kong on 3 July. The towage bill was \$104,868. Man On was renamed Harry O'May in honour of the gentleman who developed the Bellerive ferry service in earlier years when it was conducted by the O'May family.

Family business - a flashback

There have been several references to the O'May family in this narrative, and it is pertinent at this point to summarise the family's background in the Derwent ferry business. Three brothers, Robert, Thomas and James O'May started a Bellerive - Hobart ferry service in 1864 by rowing passengers across the Derwent four times a day. Their first steamer was Enterprise in 1870 which was followed by another 12 steamers before the sale of the business to the Hobart Bridge Co.Ltd. in 1939. Captain Harry O'May, born in 1872, headed the firm at the time of the sale of the ferries to the Bridge Company; he retired from the ferry scene and began researching the history of Tasmanian shipping and the Royal Hobart Regatta, becoming well known for the publication of three books on the subjects.

The O'May family remained with the Bellerive ferries. When the Transport Commission service had ceased in 1963, a member of the third generation of the family, Captain David O'May (son of George O'May) was General Superintendent of the service, and another of that generation - Harry's son Robert O'May - was Superintendent Engineer. Harry O'May died in 1962 at the age of 90.

The Derwent service at its peak

After modifications to the piling at Hobart and Bellerive to accommodate Harry O'May, this large vessel entered service on 10 October 1975. Ten extra peak period trips were added to the Bellerive service. At long last there was sufficient capacity to carry out scheduled maintenance on the ferries, a task which had been extremely difficult earlier in the year.

In October 1975 a total of 725,612 passengers were carried by all ferries, the highest monthly total for the period the Tasman Bridge was closed. Of this number, Transport Commission ferries carried 228,120, Sullivan's Cove ferries 378,496, Roche Bros. carried 42,654 and the Lindisfarne ferries 76,342. It is appropriate to tabulate below the capacity offered by all ferries in that month for the timetable covering the peak period 6.30am to

9.00am on east-west crossings.

Vessel/service	Capacity (persons)	No.of Trips	Total Capacity
<u>Lindisfarne to Hobart</u>			
O'Hara Booth	150	3	450
Ray Larsson	196	4	784
Commodore I	153	2	306
<u>Total</u>		<u>9</u>	<u>1540</u>
<u>Bellerive to Hobart</u>			
Commission ferries:-			
Harry O'May	954	3	2862
Kosciusko	730	2	1460
Lady Wakehurst	811	4	3244
<u>Total</u>		<u>9</u>	<u>7566</u>
Sullivan's Cove ferries:-			
James McCabe	147	4	588
Matthew Brady	272	4	1088
Martin Cash	320	4	1280
Michael Howe	62	8	496
<u>Total</u>		<u>20</u>	<u>3452</u>
Roche Bros. ferry:-			
Cartela	550	<u>2</u>	<u>1110</u>
<u>Grand Total</u>		<u>40</u>	<u>13,668</u>

Source: Australian Road Research, Vol.6, No.2, June 1976, P.14.

Bailey Bridge reduces ferry traffic

The opening of a Bailey Bridge, constructed on fixed foundations between Dowsing Point and Cleburne Point, north of the Risdon punt, caused a substantial drop in ferry patronage, especially in off-peak periods and at week-ends. The 800m structure was constructed to restore a more direct road traffic link to serve industry, commerce and essential services, together with recreational and social journeys. It was opened to traffic on 16 December 1975. By March 1976 the number of passengers carried by the ferries on an average weekday had fallen from 28,000 to 20,000. The highest number of passengers carried by all vessels on one day was 31,970 on 5 December 1975.

The opening of the Bailey Bridge and the introduction, on 3 November 1975, of a new Risdon punt Bowen, caused the withdrawal of the landing barge Tasma which had run a half-hourly service between Geilston Bay and Self's Point carrying commercial vehicles. From Saturday 24 January 1976, the last ferry from Hobart departed at 12.40am. There were no all-night ferries on the Derwent after Friday 23 January. This reduction was a direct result of the open-

ing of the Bailey Bridge.

Next month, on 9 February, the Commission reduced its peak ferry fleet from three to two vessels. Although Sullivan's Cove Ferries then proposed the complete withdrawal of all Commission ferries, passenger statistics show that the Sullivan's Cove fleet could not have handled the total peak period movement on its own without recourse to queuing and unacceptable overcrowding. In June/July 1976 an average of 3032 passengers boarded ferries at Kangaroo Bay between 7.24am and 8.20am. The capacity of the Sullivan's Cove fleet was 2134 based on the fastest possible turnaround with a maximum capacity of 1067 between 8.00am and 8.20am. An average of 1733 passengers were carried on all Kangaroo Bay ferries in this 20-minute period. The Commission continued to operate its own ferries.

Sullivan's Cove Company discontinued its Sunday operation on 8 August 1976, claiming that there was hardly enough trade to warrant one ferry let alone a Commission ferry and a Sullivan's Cove ferry. Then in a move to stave off an increase in fares, the Commission and the Sullivan's Cove Company re-arranged their schedules to make the whole operation more economical. As from Saturday 30 April 1977 Sullivan's Cove took over 100 Commission trips including two weeknight runs and all weekend services. Sullivan's Cove handed over two early morning weekday trips to the Commission.

At the same time the Commission announced that it would withdraw from the Trans-Derwent service as soon as the bridge re-opened - it had no intention of remaining in the metropolitan ferry business. It was expected that the Tasman Bridge would be open for traffic in October 1977 and, in anticipation of that event, the Commission called tenders on 9 June 1977 for the re-conversion of Harry O'May to a vehicular ferry for use on the Bruny Island run. More information about the re-conversion and the new role of Harry O'May is given in Part 2. Harry O'May was withdrawn from the Bellerive service on 12 September 1977, although she had been in reserve at this time.

Operation of Commission vessels was not restricted entirely to the Kangaroo Bay - Hobart service. When Cartela was on the slip for overhaul in November 1976 and on another occasion in January/February 1976 when Cartela was involved in an accident, Kosciusko replaced her on Roche Bros. service from the old Bellerive wharf.

Commission vessels engaged in general charter work; the first such trip during the 1975/77 era was on 19 March 1976 when Harry O'May was chartered by the Clarence Lions Club. Lady Wakehurst sailed to Dennes Point, Bruny Island on a charter on 8 September 1976 carrying 508 passengers; she was again used on charter from 29 October to 5 November 1976 carrying 3000 passengers on nine sightseeing trips to see USS Enterprise moored in the Derwent. Other more routine charters were also undertaken.

The Bridge re-opens

The Tasman Bridge re-opened for traffic on 8 October 1977 and Lady Wakehurst and Kosciusko made their last crossings to Bellerive in the afternoon peak period on 7 October. The last run for Lady Wakehurst was ex Hobart at 5.25pm and ex Bellerive at 5.44pm while Kosciusko left Hobart for the last time at 5.44pm and departed Bellerive at 6.00pm. Both vessels then sailed from Elizabeth Street Pier to the Prince of Wales Bay depot.

Lady Wakehurst left Hobart on 22 October under tow of E.B.Cane for Sydney, arriving there on 26 October. E.B.Cane was the former Sydney Cove which brought Lady Wakehurst to Hobart in 1975. After unsuccessfully attempting to auction Kosciusko on 22 November 1977 the Commission sold her privately to Mr. Jim Paine of New Town in December 1977 for use as an anchor point in New Town Bay for a line of linked pontoons forming a marina for small boats.

So ended the third phase of the Transport Commission's ownership of Trans-Derwent ferries. The Commission remains the licensing authority for private ferries although the magnitude of that task has diminished. After the bridge re-opened some private ferries continued operating in the hope that former car commuters would remain customers. Sullivan's Cove Co. introduced a fast catamaran ferry Jeremiah Ryan to the run on 26 September 1977, hoping that a halving of the crossing time would woo people out of their cars. From 14 October 1977 the private operators became responsible for cleaning, lighting and maintenance of the terminals following cessation of the Commission's ferry service. The Elizabeth Street pier pontoons were dismantled between 10 February and 21 February 1978 with the Bellerive ferry transferring to the Franklin Street pier.

Unfortunately for the ferry operators, Hobart's commuters proved to be car-orientated and gradually, one by one, the ferries were withdrawn. Bundeena came off the run on 17 October 1977, Cartela on 4 November and Ray Larsson on 9 November. James McCabe went back on the Lindisfarne service from 10 November for about six unsuccessful weeks making one peak period run each way. Then Sullivan's Cove started withdrawing their ferries, leaving only two ferries to maintain the service - a return to the 1974 scene. Sullivan's Cove Ferries chartered its vessels to O'May Ferry and Charter Services on 1 September 1978. Regrettably patronage continued to dwindle and, with the withdrawal of a State Government subsidy, the Sullivan's Cove service terminated on 30 August 1980.

Appendix: Bellerive ferry service passenger statistics

Year/No. of passengers carried		Remarks
1950/51	801,346	
1951/52	760,129	- All through buses converted to feeders 4/52
1952/53	913,000	- First full year of all feeder bus operation
1953/54	1,005,235	

Appendix: Bellerive ferry service passenger statistics (cont)

<u>Year/No. of passengers</u> <u>carried</u>	<u>Remarks</u>
1954/55 1,077,216	- Limited No. of through buses to city 12/54
1955/56 766,135	- Direct buses Warrane/city 12/55 and first full year of off-peak direct buses from Bellerive and Howrah
1956/57 482,956	- First full year of direct Warrane buses and introduction of peak period only ferry 4/57
1957/58 277,698	- First full year of peak period only ferry
1958/59 266,725	
1959/60 245,706	
1960/61 225,860	
1961/62 212,456	
1962/63 219,304	- Transport Commission ferry ceased 30/6/63
1963/64 to 1971/72	- no service
1972/73 74,400	- Sullivan's Cove ferry commenced operation
1973/74 163,400	
1974/75 4,666,000	- Tasman Bridge collapsed 5/1/75
1975/76 6,706,000	
1976/77 4,752,000	- Bailey Bridge opened 16/12/75
1977/78 1,815,000	- Tasman Bridge re-opened 8/10/77

Part 2

Bruny Island Ferry Service

Nine years after the Tasmanian Transport Commission had sold the Bellerive vehicular ferry Lurgurena the Commission was back in the vehicular ferry business - this time with a "rural service" to Bruny Island.

Although the Bruny Island vehicular ferry commenced on 13 December 1954, several Parliamentary Inquiries and many years of investigations preceded the inauguration of the service. The provision of a vehicular ferry to Bruny Island was the subject of investigation by Parliamentary Standing Committees on Public Works in 1936 (Pp.22/1936), 1948 (Pp.11/1948) and 1953 (Pp.27/1953) and a Parliamentary Committee of Inquiry in 1952 (Pp.2/52).

Bruny Island is 50 Km in length, situated 19 Km south of Hobart and separated from the mainland of Tasmania by D'Entrecasteaux Channel. Before the Commission started its service, the Island had been served by cargo/passenger steamers operated from Hobart by Roche Bros. and a passenger launch service run by Grants Channel Services.

George Grant operated a fleet of buses from Hobart to all ports in the Channel District and on Bruny Island, and had the passenger ferries Gayclite and Taruna on two routes - Middleton to Simpsons Bay and Tinderbox to Dennes Point. Roche Bros. had taken over the Bruny Island cargo/passenger service from Huon Transport Pty.Ltd. in 1950 and maintained a bi-weekly service between Hobart, Dennes Point, Killora, Simpsons Bay, Alonnah and Lunawanna with

the steamers Cartela (194/1912) and Excella (174/1912). Maintenance of the jetties at these locations was the responsibility of the Transport Commission. Roche Bros. vessels carried about 25 tons of cargo to Bruny and 15 tons to Hobart each week. Most timber was exported direct to Melbourne by trading ketch or to Hobart by river ketch and barge. Demand for a vehicular ferry came from island farmers, sawmillers and firewood merchants.

The 1936 Inquiry

The 1936 report of the Parliamentary Standing Committee on Public Works proposed that a vehicular ferry crossing be established between Tinderbox and Dennes Point (following Grant's passenger ferry route). This was the shortest crossing, although it was hazardous because of bad weather and tides.

However, most of the residents of Bruny Island (who numbered 580 at the 1933 Census) lived in the southern half of the island which was not connected by road to the northern half. A road across the narrow isthmus was necessary before a vehicular ferry could serve the entire island from a terminal at Dennes Point. As road construction could take four years, it was recommended that the establishment of the ferry be held over until the road was finished.

Apart from intervening agitation from residents of Bruny Island, nothing happened. The islanders had wanted Lurgurena to operate across the Channel after the Hobart Bridge had been completed in 1943, but again nothing happened.

The 1948 Inquiry

The 1948 Parliamentary Committee again recommended the Tinderbox to Dennes Point route, after deciding that breakwaters at each terminal would provide adequate protection for the ferry. Construction of breakwaters commenced, and in 1948 the Commission purchased from Commonwealth Disposals a 53-foot "ramp cargo lighter" with a capacity of six cars to operate the ferry service. Construction of a road linking the north and south parts of the island also commenced, and when the road was completed in 1950 the Simpsons Bay - Middleton ferry ceased operations.

Nature and the Marine Board of Hobart had other ideas about the North Bruny ferry, and the breakwaters at both Dennes Point and Tinderbox were severely damaged by storms in October 1951 while still under construction. The Marine Board would not grant a certificate to the Commission's landing craft (which had been named Beagle) owing to insufficiency of draft for such an exposed crossing. The Board suggested that a much larger vessel be purchased - larger even than had been recommended in the 1948 report which was 85' x 25' x 6'6". In March 1951 the Commission bought Melba (221/1921), a steamer which had been out of service in Hobart, from Huon Transport Pty.Ltd..

Nature won its way with the location of the terminals; in November 1951, and after £32,000 had been spent, the project was abandoned.

(To be continued).

South Pacific Shipping-

A Report from Fiji

from C.E.Ellwood.

For anybody interested in ships of all types, from giant container ships and vehicle deck ships to tiny inter-island traders and ferries, one could not do better than visit the Fiji Islands group. This is an account of a visit made during December 1980/January 1981.

Nadi airport, Viti Levu, is the stepping off point if arriving by air, and it is conveniently located to the nearby island resorts of the Malolo and Mamanuca groups. These groups are served by two interesting older vessels which make daily trips to nearby Plantation and Castaway Islands. One is the schooner Sea Spray, still around after 53 years of service. Built in Fife, Scotland, this vessel has experienced many adventures including a battering by cyclones during an attempt to evacuate neighbouring islands when "Wanda" struck with so much devastation in mid-1980. Another vessel serving these islands is Star Mist, a former naval "Fair-mile" which once cruised on Sydney Harbour as Captain Cook (1).

Further north the sugar port of Lautoka was busy with more than eighteen vessels due to berth during late December 1980 and January 1981, including Oriana, Ming Hua and Fairstar. It is a vehement talking point among the Indian traders and tourist resorts that the Australian embargo on Russian cruising ships has badly affected the local economy.

Another old vessel from the Australian register, operating cruises in the nearby Yasawa group, is the former Brisbane pilot vessel Matthew Flinders, resplendent in her new overall blue livery. Blue Lagoon Cruises operates four very smart steel cruising vessels on three-day cruises through the Yasawa group of islands. The larger Salamanda built by the Government shipyard in Suva in 1976 is driven by twin Detroit diesel engines. She operates a six-day voyage to Vanua Levu through Bligh Waters to Labasa, delivering freight and supplies along the way. Carrying around 40 passengers in air-conditioned comfort, she returns via the Yasawa group and finally Lautoka. Both trips are thoroughly recommended. Another distinctive vessel operating out of Lautoka serving Beachcomber Island is the twin-decked, three-masted staysail schooner Tui-Tai. Built by Carpenters Industries at Suva, she was the second largest vessel built in Fiji and is a very striking design -- practicality mixed with romanticism.

On the night of 24 December 1980 the 200 tonne Cook Island vessel Tokerau, on a voyage from Funafuti (Tuvalu) to Suva laden with copra, reported grounding on a reef 10 miles west of the Yasawa group. Her position proved to be wrong and an aerial search for her was fruitless. After many false positions, some over 60 miles apart, she was finally located by aircraft. The Government vessel Vuniwai from Labasa and the Marine Pacific tug Carlysle found her on 27 December hard aground on Great Sea reef, north-west of Yadua. The P & O vessel Oriana was put on full alert, as her course would

have put her in the vicinity of the stricken vessel; Oriana was bound for Lautoka. The crew of the stranded vessel reported sighting the lights of Oriana during the night, but on closer reflection next morning what was thought to be Oriana turned out to be a nearby island. Tokerau was refloated without much difficulty and towed to Suva, where dry-docking revealed extensive hull, rudder and propeller damage. The 43 year old vessel had only just arrived from Europe to serve the ports of Funafuti, Wallis and Futuna with the Cook islands.

The major port of the Fiji group, Suva, was reached after a short flight down the coast from Nadi. On the trip from Naurosi airport to Trade Winds Hotel, Bay of Islands, the major dock area was passed. The Daiwa Lines Pacific Princess was discharging containers and sailed on the evening tide for Pago Pago. Capitaine Cook (Sofrana) and the Bank Liner Corabank were also alongside. Duke Star (Karlander) was anchored in the stream awaiting a berth. At the deep water berth off the Bay of Islands Pacific Viking, owned by Pacific Navigation of Singapore and formerly the Union SS Co's Karepo, was discharging coal into barges for the nearby cement works. The tug Cumu (Howard Smith/Burns Philp, ref. THE LOG 1980, P.32) was standing by in the stream.

Our hotel room overlooked many cruising yachts and trimarans representing Australia, New Zealand, USA, Canada and Jersey (Channel Islands), with their rather lethargic crews sitting out the approaching cyclone season. Nearby, the tuna boat Ika No.1, registered in Suva, sailed on the high tide for the fishing grounds, and a similar vessel, Sunbird, returned from her stint at sea. She berthed alongside the Japanese-built Tui Ni Wasabula ("King of the High Seas"). This latter vessel was constructed by Yamaha to assist the local fishing industry, locate and understand the migrating patterns of tuna with the aid of the latest electronic gear, and is part of a F\$2.5 million programme of aid by Japan to Fiji.

Crossing Suva harbour by ferry next morning we passed the immaculate yacht-like cable vessel Retriever shining in the early tropic sun at her anchorage on the Fiji station. We discovered on entering the old Town Hall building, now fully refurbished, that it now offers the public the wonders of the tropical reefs as an aquarium. From early photographs also on display we learnt that Retriever was preceded by a vessel named Iris built in 1902 which laid and serviced cables in the area for many years. In 1929 Iris was renamed Recorder, and the ship was sold out of the Cable and Wireless fleet in 1952. Several cable ships have since been stationed at Suva, including a later Recorder, Edward Wilshaw and Retriever (4218 tons gross, built at Birkenhead in 1961). An interesting display sets out the work of the cable layers, and it was noticed that they have changed their house flag three times over the years, and now have a logo-style design, so common today.

It goes without saying that the Fijian group of islands, some 300 of them, is scattered with wrecks, and some of the more recent

were included in a photographic display in the Suva aquarium. They were Florida wrecked on Suva Point, October 1975; Maplebank stranded on Mokogai Island in December 1975; and Cenpac Rounder on Vatu Le Le Island in March 1979. A very spectacular wreck at the time was the stranding of Southbank on Washington Island in the Line Island group on 26 December 1964; with a large cargo of lead ingots from Broken Hill Associated Smelters, Port Pirie, she drove at full speed onto a reef. Understandably she sank quickly, but not in deep water. Salvage Pacific of Suva quickly had their tug Pacific Salvor out to the wreck with her gear, and much of the lead cargo was salvaged. There are countless numbers of Taiwanese, Korean and Japanese long-liners scattered around the reefs of Fiji and the south-west Pacific generally.

At the inter-island berth in Suva Belama and Broome were unloading copra and loading stores for Savu Savu, Taveuni, Laucala, Kanacea and Komu. Island Princess was anchored nearby awaiting a berth.

The Government of Fiji operates a fleet of more than 50 vessels, and over the next few years the emphasis will be on replacing older vessels. In the next five years they will spend F\$2,400,000 on new vessels. They will also build new lighthouses on major reefs and repair many of the older lighthouses. A major upgrading of the wharf at Lautoka is to start in 1984.

New Books

Australian Shipping and Shipbuilding (33rd Edition; as at 30 June 1980); Aust.Govt.Publishing Service, for Aust.Dept. of Transport; 68 pages; \$2:30. Latest edition of this most useful reference.

Heraldry in the Royal Australian Navy by A.N.Festberg; Silverleaf Publishing, 3/85 Nicholson St., McKinnon, Vic., 3204; 196 pages; 21 cm x 29 cm; numerous drawings of ships' badges, flags; a comprehensive and interesting book which also covers ships' mottoes, battle honours and histories. Recommended. (Soft cover)

HMAS Melbourne - 25 years by R.Gillett; Nautical Press, Sydney; (ref.P.118, 1980) this book now to hand - 128 pages; 27 cm x 21 cm; soft covers; \$10:00. A detailed and profusely illustrated account of the aircraft carrier's career to 1980. Recommended.

A Link with Tradition - The story of the Stephenson Clarke Shipping Group from 1730 to 1980; published by the Company; 74 pages. This is a most attractively produced history of the London-based Company, which has strong connections with the British coastal coal trade. Stephenson Clarke is part of the Powell Duffryn Group of the UK, which has chemical storage installations at Coode Island (Melbourne) and Matraville (Sydney).

I Remember the Tall Ships by F.Brookesmith; Dunmore Press, Palmerston North, NZ; 270 pages; illust.; NZ\$23:95. Autobiographical - life at sea in the twenties on board Orowaiti ("wasn't a happy ship"), William Mitchell and Kilmallie - colour and nostalgia !

The Dufty collection of ship photographs

Postcard prints of the following ships are offered at 45 cents per print with a postal surcharge of 20 cents on each offer. Closing dates are strictly observed, but a combined order for each group of three offers is accepted providing it is received before the closing date for the first offer in the group. Orders with remittances to:- "Photo Offer", PO Box 534, Strathfield, NSW, 2135. Cheques, etc., payable to "World Ship Society".

Offer No D84: closing date 31/7/1981

1. Alatheia	North Shore St. Ferry Co.	120/81
2. Australien	East Asiatic	6652/15
3. Cheparoa	USSB	6035/19
4. Gunvor (ex General Mellinet)	(wrecked) G.C. Brovig	1943/95
5. Malaita	Burns Philp	3310/33
6. Monkbarns (stl. ship)	D. Corsar & Sons, L/pool	1911/95
7. Rangatira	Shaw Savill	10118/10
8. Sardinia	P & O	6684/02
- 9. Talawa (ex Wotan) (turret)	Commonwealth Line	3834/07
10. Undine (tug)	C. Daley	54/84
11. Vellore (iron ship)	Skibs A/S Vellore, Nrwy	1672/76
- 12. Waikouaiti (ex Irmgard)	Union SS Co. of NZ	3926/14

Offer No D85: closing date 31/8/1981

1. Kamilaroi	Sydney Ferries Ltd.	328/01
- 2. Narkunda	P & O	16227/20
3. Niwaru	Tyser	6444/02
4. Pareora (ex Breeze)	Blackball Coal Co.	650/96
5. Perchim (stl. ship)	F. Laeisz	1808/89
6. Pruth	Mercantile SS, London	4698/16
7. Robbie Burns (tug)	E. Wallace	101/04
8. Rochambeau (stl. bqe)	Cie. de Nav. Francaise	2759/02
9. Schwarzenfels	Hansa	7894/25
10. Volga (ship)	James Nourse	?
11. Warilda	Adelaide SS Co.	7713/12
- 12. Waiotapu (ex Stolberg)	Union SS Co. of NZ	6035/13

Offer No D86: closing date 30/9/1981 (FINAL OFFER)

1. Australia (stl. ship)	P. Milesi, Genoa	1682/94
2. Bambra (ex Prinz Sigismund)	Commonwealth Line	3302/03
3. Helen B. Stirling (wood 4-mst. sch) (ex Tacoma) USA		1603/17
4. Imperator	HAPAG	52101/13
5. Killara	Sydney Ferries Ltd.	309/09
6. Knight of the Garter	Blue Funnel	6655/02
7. Maori	Union SS Co. of NZ	3488/07
8. Monterey	Matson	18017/32
W 9. Oronsay	Orient SN Co.	20001/25
10. Theodore Roosevelt	F. Olsen	7116/20
11. Torridon (iron ship)	A. Nicol & Co.	1564/85
12. War Earl	Shipping Controller	4328/18

The Committee of Management of the NSW Branch of the World Ship Society and the Trustees of the Dufty Collection thank all who have supported these offers during the past seven years. We trust that the photos will continue to give pleasure for years to come.

Addendum to-

W.R.Carpenter's MANAM

Mr.W.E.Thompson of Blackburn South, Vic., writes as follows:

Captain Hancox's article "W.R.Carpenter's Manam" in THE LOG Vol.12, No.4 (November 1979) aroused my interest and awakened some memories. I enclose two photographs of Hotsu Maru (one reproduced herewith) and one of Skilful lying up in Madang Harbour. Perhaps these are similar to the photographs taken "somewhere in New Guinea" seen by Captain Hancox.

At the time these pictures were taken (June 1945) I was Commanding Officer of HMAS Tolga, a photo of her lying near Ping Wo Steps is also enclosed (and reproduced here). I was also the Pilot for Madang Harbour, taking many ships up what we lightly referred to as the "Perilous Passage" linking Madang with Bostrem Bay.

Hotsu Maru and Skilful came down to us from, I think (I cannot be sure), Rabaul. They were lying up in Madang Harbour awaiting a decision as to their ultimate disposal. I had the pleasure of taking Skilful - I cannot recall her Japanese name - on trials into Astrolabe Bay through the Dallman Passage. She was the first ship I had commanded that had no wheel; just two buttons on a pedestal. The trials were only partly successful, one engine failing while in the trial area. I brought her back on one engine and had some fun berthing. Her propulsion was by diesel electric engines.

Tolga and her two sister ships Terka and Toorie joined the Navy as minesweepers. Originally they were built to assist with the construction of the Sydney Harbour bridge, after which they were sold to The Adelaide Steamship Co.Ltd. for service in Queensland waters as sugar lighters. (Refer THE LOG Vol.1, No.3 - May 1968 - P.64 for details). Poor Terka sank on the night of 26 March 1945 whilst coaling alongside Rona (now Polly Woodside).

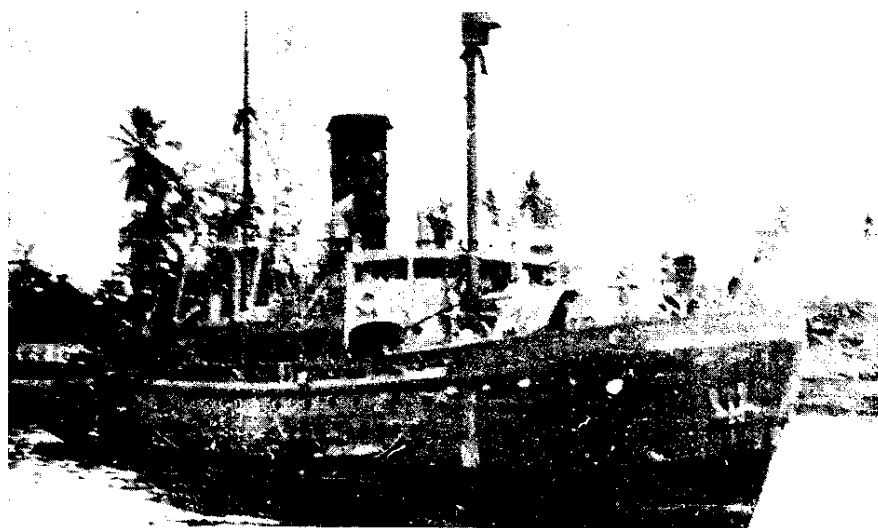
The duties of Tolga consisted of picking up water at the RAN's pumping plant in Bostrem Bay, returning to Madang to water visiting ships. During her frequent breakdowns I would pilot the thirsty visitors up the Passage. Her other main duty was towing the coal hulk Rona and the oil barge Rocklea as required to service ships and stations around the harbour. It is hard to believe but delightful to see how such a bedraggled, rusty coal hulk, as Rona was, can blossom into the beautiful Barque Polly Woodside now is.

Publications

The Main Line Fleet of Burns Philp (ref.P.25, last issue) Final proofs are with the printer and we expect delivery late June. Orders at A\$15:00 per copy plus \$1:25 postage are being accepted by Mr.I.G.Cooper, PO Box 1533, Canberra City, ACT, 2601.

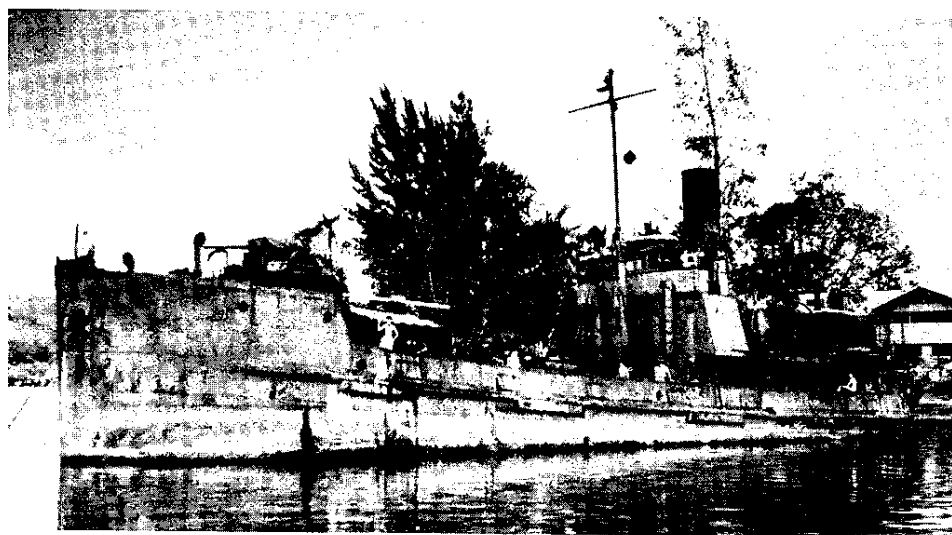
The Whalers of Tangalooma is still available, through Mr.Cooper, at A\$3:25 to members and A\$4:50 to others, postage included.

THE LOG



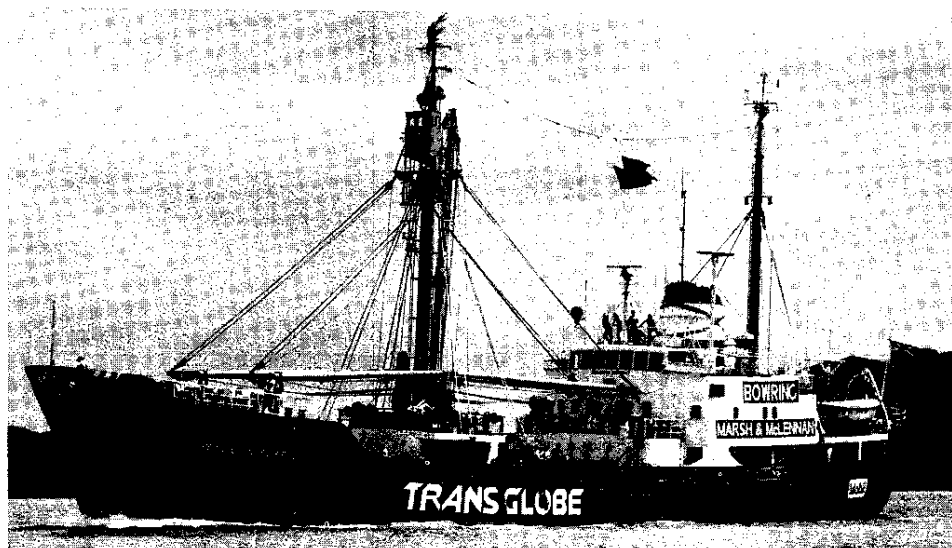
HOTSU MARU at Madang June 1945

(W.E.Thompson)



HMAS TOLGA at Madang June 1945

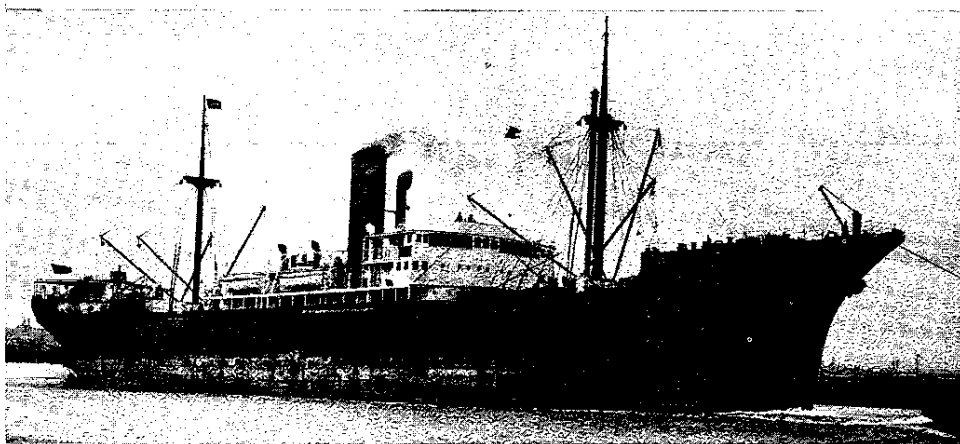
(W.E.Thompson)



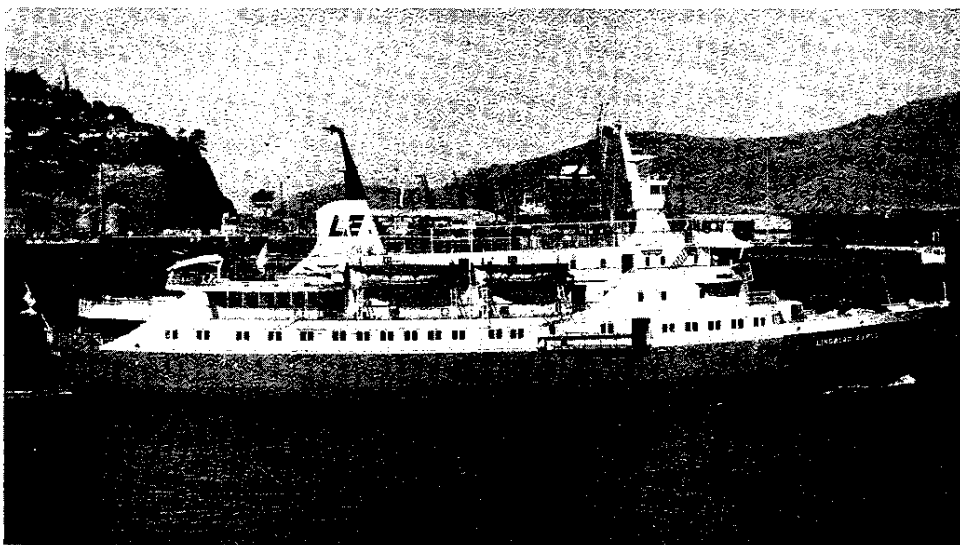
BENJAMIN BOWRING at Lyttelton 7 January 1981

(N.J.Kirby)

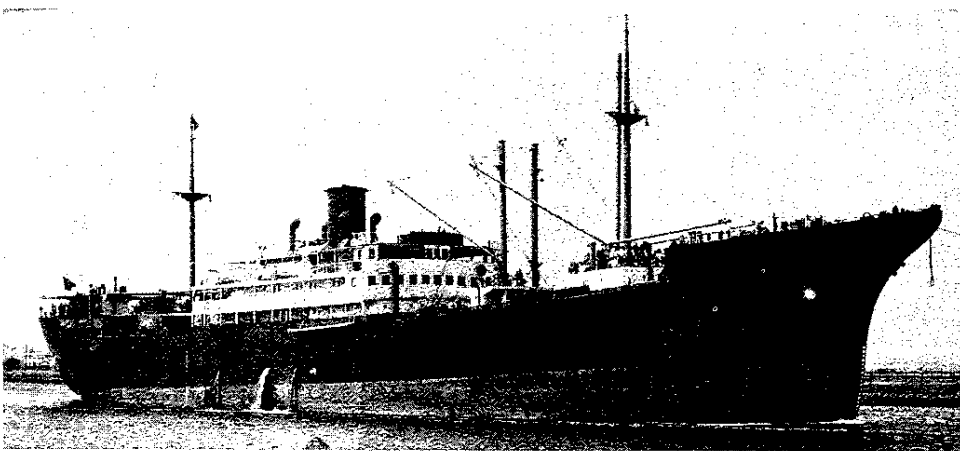
THE LOG



TRIONA (I) First ship built for BPC (Green collection)



LINDBLAD EXPLORER at Lyttelton 6 June 1981 (N.J.Kirby)



TRIASTER (I) passenger/phosphate ship for BPC (Green collection)

Commentary-

Quangos in retreat!

Following the Sweetland Enquiry and Report into the operation of the phosphate deposits on Christmas Island, and subsequent negotiations between the Governments of the UK, Australia and New Zealand, it has been announced that the British Phosphate Commissioners (BPC) and the Christmas Island Phosphate Commission (CIPC) are to cease operations on 30 June 1981 and be wound up. From the following day, phosphate mining operations on Christmas Island will be undertaken by a new Australian Government company, which may subsequently be established in the form of a statutory corporation. The purchasing and shipping of phosphatic rock, hitherto also the responsibility of the BPC, will be undertaken by an organisation to be called the Australian Phosphate Corporation, which is being formed by the Australian fertiliser manufacturers for this purpose.

Thus the end is in sight for the BPC and the CIPC after more than 60 and 30 years operations respectively. The BPC was formed in 1919 jointly by the Governments of the UK (42%), Australia (42%) and New Zealand (16%) for the purpose of taking over, from 1 July 1920, the undertaking of the Pacific Phosphate Co.Ltd., which worked the phosphate deposits on Nauru and Ocean Island. Over the years the BPC built up its own fleet of ships, and the "Tri-" names became familiar in many ports of Australia and New Zealand.

The CIPC was formed in 1949 by the Australian and New Zealand Governments (50% each) for the purpose of acquiring the business of the Christmas Island Phosphate Co.Ltd. with effect from 1 January 1949. The BPC was appointed Managing Agent and has so acted ever since. Among the assets taken over by the CIPC was the small steamer Islander, which continued in service until 1960.

With the independence of Nauru in 1967 and the consequent sale of the phosphate undertaking on that island to the Nauruan Government-owned Nauru Phosphate Corporation in 1970, and the termination of phosphate mining on Banaba (formerly Ocean Island) late in 1979, the BPC was left with Christmas Island as its only mining activity - and this as Managing Agent for the CIPC. The last of the BPC ships, the long-lived Triadic, had been sold in 1977, although the BPC has continued to operate ships through bare-boat chartering vessels from Scottish Ship Management.

Tenders were called on behalf of the proposed Australian Phosphate Corporation (see above) for the operation of shipping after 1 July 1981, and the contract has been won by ANL which tendered in competition with Bulkships Ltd. and Scottish Ship Management (Australia) Pty.Ltd., the latter being the representative of the owners of the three vessels which are on bare-boat charter to the BPC. Under the new contract the charters of these three ships (Baron Murray, Cape Otway and Cape Hawke) will be taken over by ANL which will continue to operate them in the Christmas Island/Australia trade in conjunction with ANL's own Flinders Range and Selwyn Range, and it is planned that the ships will back-load

cargoes such as sugar, wheat and alumina to South East Asia. The Christmas Island/Australia trade is regarded as "coastal trade", since the island is Australian territory, and therefore the preserve of Australian-manned ships; the Nauru trade is regarded as foreign and therefore open to foreign ships.

Although New Zealand is not involved in the new organisations, that country retains the right to purchase up to half the phosphatic rock output of Christmas Island at the same "free on board" price as Australian buyers. In fact, about two-thirds of the phosphatic rock handled by the BPC in recent years has gone to Australia, and about one-third to New Zealand. It is estimated that reserves of A grade rock on Christmas Island will last about seven or eight years at present rates of extraction.

With changed circumstances, it was high time that the administration of phosphate production was rationalised - the retention of two Commissions responsible for only one deposit (Christmas Island) was obviously absurd. Nevertheless, although the BPC encountered increasing political and public criticism on account of its performance - it was seen as a "Colonial relic" -, several generations of Australian and New Zealand primary producers have reason to be thankful for the job it has done.

As a rather sad postscript, it was reported in April 1981 that the British Government has agreed to pay \$40 million to representatives of the Banabans in compensation for the destruction of their Ocean Island home - the islanders have lived on Rabi in the Fiji group since 1946. This agreement brings to an end many years of negotiations and legal proceedings.

(Note - The histories of the BPC and the CIPC have been covered in earlier issues of THE LOG. Readers are referred to New Series Vol.2, No.4, P.79; Vol.3, No.1, P.7; Vol.12, No.2, P.48.)

Fishing boat photographs

Mr.G.Kerr, PO Box 316, Portland, Vic., 3305, is collecting photographs of fishing boats with a view to compiling a pictorial history of the development of Australian fishing boats over the last one hundred years. He seeks photos of any boats, large and small, and anyone able to help is asked to kindly write to him. Great care will be taken with photos sent, which will be copied and returned without delay. Any particulars which can be supplied about the boats would also be appreciated. Mr.Kerr is the author of "Australian and New Zealand Sail Traders", published in 1974.

The Editor - change of address

Mr.W.G.Volum is moving from Geelong to 11 Hutchison Ave., Beaumaris, Vic., 3193. Private postal address after 1 July 1981 is PO Box 4940, Melbourne, Vic., 3001. All correspondence concerning THE LOG and the Nautical Association of Australia Inc. should continue to be addressed to PO Box 4114, Melbourne, Vic., 3001.

MARITIME MISCELLANY

Closing date for items for the next issue- 6/8/1981.

For assistance in compiling this section the Editor expresses particular thanks to Messrs. J.Burne, D.Finch, J.Freeman, H.Dick, (NSW), K.LeLeu (SA), R.McKenna (WA), R.Cox (Tas), I.Cooper (ACT), L.Rex (Vic), R.McDougall, B.Hanson, N.Kirby and A.McMillan (NZ).

Coastal and South Pacific

Union SS Co. has exercised its option to re-purchase Marama (with effect from 1/4/81) from Ascot Shipping Co.Ltd., to whom it had been sold in 1976 for financing reasons. Marama obtained single voyage permit to lift c.2700 tonnes newsprint from Hobart to Melbourne 4/81. Union SS Co. have dropped plans for conversion of Union Rotorua and Union Rotoiti to diesel (ref.P.62, 1980). Ngakuta laid up at Dunedin 16/12/80 and Ngahere arrived there 4/4 to lay up; both are expected to return to service; and are not for sale.

Charter of Alnwick Castle to ANL terminated mid-4/81, and she loaded coal at Port Kembla later that month for Korea. The Furness Withy Group has offered Mount Newman for sale; her charter to ANL also expires this year.

Iron Whyalla (140,000 dwt) launched at Kure 14/11/80; delivered 2/3 but did not sail until late 5/81 due to manning dispute. Official No. 385866; gross tonnage under provisional register is 77,399.87; ship is largest under Australian flag. Iron Spencer launched by IHI, Kure, on 6/3. Lloyd's Register is assisting BHP with specifications for lengthening and re-engining the gas turbine vessels Iron Monarch and Iron Duke.

The new ships for State Shipping Service of WA (sisters of Kimberley, ref. P.62, 1980) are due in service 7/81 and 9/81. The first is Hamlet Saudia (9867/1978), now undergoing modification by Hong Kong United Dockyard. The second is Hamlet Arabia (9867/1978), also destined for modification at Hong Kong UD..(*)

Accolade advertised for sale, delivery late 1981. Her replacement (ref.P.27) is expected to be named Accolade II.

NZ Cement Holdings Ltd. is to order a cement carrier for NZ coastal service based on Oamaru; would be larger than their Westport. The same owners' Milburn Carrier sailed from Westport 1/5 for dry-docking at Lyttelton and return to cement service for one voyage, although it is hoped the vessel will eventually return to full service. The ship has been laid up in Westport Lagoon for four years and nine months.

Conus (ref.P.120, 1980) was delivered 31/3, but has since been held up by manning dispute similar to the one which has delayed Iron Whyalla. Arthur Phillip (ref.P.27) left Sydney 13/4 after five months lay up for boiler re-tubing; had been docked in Captain Cook Graving Dock 3/81. Correct name of the latest Boral LPG tanker (ref.P.27) is Boral Gas.

(*) Hamlet Saudia to r/n Koolinda; Hamlet Arabia to r/n Pilbara.

An amending entry in the Melbourne Register reveals that Nancy Heath has always been owned by Howard Smith Ltd. since purchase by that Group in 1972; vessel has never been owned by Howard Smith Industries Pty.Ltd..

NZ Shipping Corp. and Union SS Co. are undertaking feasibility study of LPG tanker for NZ coastal service.

Regional Endeavour has been contracted to BP for two years from 5/82, upon termination of Woodside contract. BP have acquired Seltrust, which has a majority interest in the drilling rig.

International Offshore Maintenance Services (Australasia) Pty. Ltd. (ref.P.127, 1980) was, in the event, sold late in 1980 to Howard Smith Ltd.(50%) and P & O Australia Ltd.(50%), and renamed Offshore Maintenance Services Pty.Ltd.. The vendors were German interests. Gauntlet was renamed Lady Florence at Newcastle 9/2 by Mrs.Jean Florence Howard Smith, wife of the HS Chairman. Longbow was delivered at Newcastle on 13/3 to owners under the name Lady Diana, and a "naming" ceremony was subsequently held in Sydney. Both vessels are managed by AOS (P & O Australia) and are on charter to Esso/BHP for work in Bass Strait. The two offshore supply vessels ordered from Carrington by AOS (ref.P.121, 1980) are to be named Lady Kathleen and Lady Sonia.

The first of two offshore supply vessels building by Newcastle State Dockyard for the Atlas Offshore division of Bulkships Ltd. was launched 7/5 as Atlas Dampier; 64.65m loa; for Aust. service.

Supporters of Krait have launched an appeal for \$250,000, for restoration of the vessel, which is kept at Pittwater, north of Sydney. The former fishing vessel was used by Australian forces for a raid on Japanese shipping at Singapore in 1943.

To commemorate the 150th anniversary of the founding of South Australia, an Association has been incorporated in Adelaide for the purpose of building and operating a sail training vessel of 25.8m loa, ketch rigged; aux.diesel; accom. for 16 trainees.

The Solomon Islands passenger vessel Independence (264/1961) is advertised for sale at Honiara; 169 deck pass., 4 cabin pass.. Pacific Sky (ref.P.33) is 3266/1959, built as Manja Dan for Lauritzen, and has subsequently held the names Taina, Finnriver, Neni and Nassiouka, becoming Pacific Sky early 1981 regd. at Nukualofa; suffered much engine trouble on first two voyages in new service.

The non-propelled cutter suction dredger A.D.Australia (926/1976) was regd. Melbourne 13/3/81; owners Australian Dredging & General Works Pty.Ltd.. Geopotes V (1737/1959)(ref.P.93, 1980) was first regd. at Melbourne in 1967; reg. closed 7/10/80 - "broken up". The self-propelled hopper Emu Bay (348/1970) has been sold by Stannard Bros. to Point Seafoods of Karumba, and has recently been converted for new service by White's shipyard at Ballina. Emu Bay arrived at Burnie 2/1970 to carry sulphuric acid waste from Burnie to an offshore dump, but the plant ceased production in 1979. Thereafter Emu Bay was hired by The Marine Board of

Burnie to serve as hopper for Roger Rougier (ref.P.124, 1979) for harbour dredging; this charter ceased in 11/1980 and Emu Bay left Burnie in the same month.

The workboat Captain W.F.Baddams has been advertised for sale by the SA Dept. of Marine and Harbors. The registered ownership of J.P.Webb(ref.Pp.93, 1980 and 28, 1981) was transferred from the Melb. Harbor Trust Commissioners (now Port of Melbourne Authority) to Eric Beddome, Victor Lawson and Thomas Cleary jointly, all of Mt.Martha, Vic., on 28/1/81 (pursuant to Bill of Sale 1/10/80), and from those three to United Divers Australia Pty.Ltd. on 29/1/81 (B of S 23/1/81); vessel is still idle at Melbourne. The registers of the MHT dumb hoppers No.10 (357/1885), No.11 (357/1885) and No.18 (367/1890)(ref.P.121, 1977) were closed 11/11/80, the vessels having been broken up. The register of MHT dumb hopper No.15 (353/1890) was closed 12/1/81, the vessel having been scuttled 1969.

Mary Ann - River Murray tourist ferry - (ref.P.28) commissioned 12/5 at Goolwa. Kangaroo Island ferry Islander (ref.P.122, 1980) due in service 9/81. The Sydney ferry Kooleen has been out of service since 11/80 for overhaul and replacement of hull plates. The first of the new Manly ferries is understood to have been allocated the name Freshwater. The Stannard Bros. yard at Berrys Bay has launched a Ferry named Pittwater Princess.

The Port Phillip pilot launch Proserpine (ref.P.29, 1979) is recorded in the Melbourne Register as 19grt, built 1978 by Laurie Chivers & Co.,Melville, WA; date of registration is 12/9/80. The vessel was finished at the Blunt yard, Williamstown.

The Cwealth.Dept. of Transport now needs only two "Cape" vessels to service navigation aids; hence Cape Pillar is to be employed on bathymetric survey work - mapping the Australian continental shelf - at least until the end of 1982. The fisheries training vessel Bluefin (34.5m loa) is to be launched 6/81 by Tamar Steel Boats, Launceston, for the Australian Maritime College, Launceston.

The motor cargo/tank vessel Erema Chief (263 grt) was launched 27/11 at Singapore for Steamships Trading Co.Ltd.,PNG.

The Lombardo Group of WA is building small tug/work boats for service off the NW of WA; Mangrove Creek was completed early 1981, and Armstrong Creek is under construction. Of the three former Albany stern ramp trawlers bought by Lombardo and brought to Fremantle, Othello is undergoing extensive refit for fishing, while Cassio and Orsino remain at anchor.

The Albany trawlers Saxon Progress and Saxon Onward have been bought by Mr.S.Baker (and possibly others) for fishing service. Saxon Progress arrived Fremantle 20/3 under her own power and has commenced a major refit.

Four derelict Auckland ferries were scuttled 3/81 in a reclamation area at Westhaven, Auckland, as follows:- passenger ferries The Peregrine (245/1912) on 4/3, Takapuna (276/1924) and Makora (290/1921) on 12/3, and the vehicular ferry Korea (279/1937) on 12/3. A fifth ferry, Ngoiro (204/1913) is being restored as a static

display, and is to be taken to Tairua, north of Tauranga. Meanwhile the passenger ferries Kestrel, mv(245/1905), completed a very long refit 3/81 and Toroa, ss(309/1925) is out of service for refit. Dunedin dredger Otakou (ref.P.28) sold to Illman Jones Inc., San Francisco, 11/80; still laid up at Dunedin. The Timaru dredger W.H.Orbell is to be re-engined with Japanese Yanmar diesels 10/81 at Lyttelton. The 124' dumb grab dredger/hopper barge G.H.B.No.3, also known as "A.C." by the owners, Gisborne Harbour Board, was dismantled late 1980 and on 11/2/81 was sunk by explosives in a reclamation area at Kaiti, Gisborne. G.H.B.No.3 (260/1914) is the survivor of three barges and a dredger bought in 1924 from Melbourne; all four having been built in 1914 - the barges in Melbourne, the dredger in Sydney.

The fisheries research trawler building at Whangarei for NZ Min. of Agriculture & Fisheries is to be named Kaharoa (28m long), launch 10/7, delivery a month later; to replace Ikatere (1940). Noel H.Rudkin (ref.P.32) is to revert to her old name - Cecilia Troasca. Waipori (formerly the Taiwanese trawler Ever Glory I) is at Dunedin laid up, for sale by owners, Skeggs Foods Ltd..

Tugs

Brambles (Fenwick) have ordered three tugs from Carrington (ref. Pp.123, 1980 and 29, 1981); 32m long, 3600hp, "Z-peller", 12 knots, delivery between May and Sept. 1982.

Waratah Towage has ordered three tugs, with an option for a fourth, from Tamar Steel Boats, Launceston.

Fearless is being lightened in preparation for placing in the Maritime Park at Port Adelaide. Edward J.Fairnie (ref.P.64, 1980) is still owned by Horton, Lakes Entrance, having been bought from the Geelong Harbor Trust in 9/1978 (ref.P.123, 1978); the former tug is regd. fishing boat "UX9", and was fitted with a stern ramp late 1980; further modifications planned. A.D.Yarra (88/1965) has been bought by the Lombardo Group, and was slipped at Fremantle early 2/81. The former Lombardo work boat/tug Stockton was sold by Mr.J.Baker late 1980 to Korevaar, Melbourne.

Otago (502/1956)(ref.P.93, 1980) - sale ordered by High Court, Auckland, 2/81. Lyttelton II (303/1939)(ref.P.29) sold 3/81 to the Pittwater and Broken Bay Steam Ship Preservation Group, Sydney, by Lyttelton Harbour Board; re-regd. Sydney, left Lyttelton 21/4, called at Westport for coal bunkers, arrived Sydney 3/5.

Overseas

Anro Australia lengthened by 31.6m by Kawasaki Heavy Industries, Kobe, 1/81. The new mid-section was built at the KHI new shipyard at Sakaide, 140 km south of Kobe, and towed to Kobe. Ship sailed from Kobe 2/2. Gross tonnage increased from 13,722 to 16,353. ANL has renewed charters of Australian Pioneer and Australian Purpose in Pilbara/Japan iron ore trade for 18 months.

Bulkships is considering 135,000 dwt coal-fired bulk carriers for international trading.

The TFL North Atlantic fleet, following acquisition of the Seatrain business, numbers 11 ships including charters. TFL has chartered two 1172 teu newbuildings from Ambrose Schiffs, West Germany, to be named TFL Washington and TFL Adams. Short term charters inherited from Seatrain were TFL Franklin, TFL Jefferson, Plata and Italy. Plata now operates on the NYK Australia/Persian Gulf service.

The bulk carrier Howard Smith (26,519/1981) arrived at Sydney 10/4 on maiden voyage, to enter Sydney/Japan coal trade. Was launched 28/11/80, delivered 27/3/81. Dimensions are 177.0m loa, 33.0m beam, 16.5m depth, draught is less than 10m; speed 14.8 knots, crew 34, six holds, 5 cranes. Registered at Melbourne 12/3/81 in ownership of Howard Smith Industries Pty.Ltd..

Akuna (the former Port Phillip pilot ship - ex HMAS Gladstone - ref.P.31, 1979) - Melbourne Register closed 21/4/80. Regd. Panama 4/2/80 as private yacht Akuna II; sold 14/4/80 by B.Barron to Food for the Hungry International, Arizona, USA. Seen as such at Singapore 8/80.

NZ Shipping Corp. sold New Zealand Pacific 3/81 to a consortium of financial and banking interests; ship leased back to NZSC. NZ interests are studying the feasibility of a 100,000 dwt tanker to handle crude oil imported to NZ. BP is studying the feasibility of a gas tanker for world-wide distribution of LPG from NZ.

Union Melbourne (ref.P.29) refitted on Tyne 11/80 to carry 60 passengers and increased cargo. Subsequently passed to ownership of Bovis Properties Southern Ltd. (P & O Group) and briefly r/n Union Trader. In 12/80 r/n Puma to continue Irish Sea service. Iniochos Express (the former Wanaka) has been sold to French owners and renamed Breizhlee for English Channel service.

P & O cruise ship Sea Princess to be withdrawn from Australia/Pacific Islands cruise market c.3/81, as she is too small; she will be allocated to Mediterranean cruising. Will be replaced in Australian waters by Oriana, which will cruise year-round ex Australia instead of only during peak season Dec./March. Canberra reportedly to be sold in 1982 and be replaced by either a new-building or lengthening of two existing ships. P & O thought to be close to ordering a cruise ship of c.24,000 grt.

The Yugoslav passenger ship Dalmacija (5651/1965) has been chartered by "Australian Ocean Line" for Australian cruising ex Fremantle 12/81 to 4/82, including two "round-Australia" cruises.

Discovery Bay and Moreton Bay due to enter Europe/Persian Gulf trade 4/81 & 6/81 respectively, after conversion to diesel. Farrell have sold Austral Endurance and Austral Ensign (both 21,150/1973) to United States Lines for North Atlantic service. The Australia to Europe Shipping Conference is scheduling cellular container ships to Adelaide, the first being Sydney Express 3/81. Papuan Chief (China Nav.) has been lengthened in Japan by insertion of a 40' mid section; left Sydney 20/2 prior to conversion, arrived Sydney 5/5 after; gross tonnage increased from 6373 to 7354. Korean Loader (ref.P.29) is ex Seatrain Lexington (13,293/1972), and was owned by Laeisz, West Germany.

Among reefers to visit Hobart/Port Huon during the current fruit season were the Cunard Andria and Alaunia, and the Honduran-flag United Fruit Group Rio Cuyamel and Rio Sulaco. The Blue Star/Austasia ships reported to be trapped in the Persian Gulf (ref. P.125, 1980) were in fact not trapped, all have since visited NZ or Australian ports.

Sofrana Unilines have transferred Capitaine Cook (ex Nedlloyd Clement) to NZ/Melanesia trade. Her place in Aust/Sth. Pacific trade is filled by the newly-acquired Capitaine Wallis (7832/1964; ex Polydora, ex Cypria); sister bought will be r/n Capitaine Tasman. A 5-weekly Aust/PNG service is to be started.

SSM has ordered three 40,000 dwt bulk carriers from Mitsui, Japan; two for Lyle - delivery 1983, and one for Hogarth. The Bowring fleet is to be sold, following the takeover of C.T. Bowring by the American insurance brokers Marsh & McLennan in 1980; SSM believed to be the likely buyer. The Bowring fleet consists of the handy-sized bulkers Capulet (1972), Trinculo (1977) and Desdemona (1978); Benjamin Bowring will be sold at conclusion of the Transglobe Expedition (ref. P.43).

Bank Line sold Fleetbank (1972), Cloverbank (1973) & Birchbank (1973) "en Bloc" to Middle East; reported 2/81. Furness Withy sold the tankers Edward Stevinson and Kayeson (both 1961). Pacific International Lines sold Kota Panjang (1949, ex China Nav. Changsha) to Pakistani breakers. Hupen (ref. P.30) is now Sun Opal (owners- Ragana Shipping Co., Hong Kong, regd. Panama) in Gulf Shipping Lines' Australia/Persian Gulf service.

Accidents and mishaps

Australian Venture grounded c. 8 cables east of Fawknor Beacon, Port Phillip Bay, 0622 5/4 inward bound, while avoiding small boats in the shipping channel. Refloated 1500 5/4 with aid of 8 tugs, after earlier attempt on falling tide failed. No damage.

The 29m fishing vessel Aurore sank 0130 4/3 5km off Margate, Tas., after striking a submerged object. Owners- N & G Harper. Vessel was built Sydney as the wooden steam yacht Ena (65/1901), and served in the RAN during and after WWI as HMAS Sleuth.

Kimberley grounded c. 2030 30/3 off South Mole, Fremantle, while avoiding an unlit pleasure craft; refloated an hour later with assistance of two tugs. Poolta grounded on Fraser Island, Qld., 3/81; plates & frames set up in No.8 double bottom tank; due Sydney 17/3. United Pioneer grounded Port Giles 1206 29/3; refloated with own power 1520 29/3; no apparent damage. Pacific Charger (Liberian regd., Japanese owned freighter on maiden voyage) stranded at Baring Head, at entrance to Wellington Harbour, in Force 12 gale 21/5; vessel holed, position serious. Vishva Kaumudi grounded 70 miles nw of Jakarta 9/4 while on first voyage India to Australia; refloated 18/4 with assistance from Smit Singapore and Mississippi; general average declared.

Stannard ferry Leura, on charter to Hegarty, caught fire 27/3 returning from Fort Denison to Circular Quay, Sydney; 50 pass. incl. schoolchildren aboard; 2 schoolboys & a deckhand injured; major damage.

Naval

Adelaide stranding (ref.P.32)- courts-martial found the commanding officer and the officer of the watch guilty of negligence, and they were dismissed their ship. Adelaide returned to service 20 days after grounding. Canberra delivered at Seattle 12/3 and commissioned 21/3.

Warrnambool commissioned at Cairns 14/3. Townsville launched 16/5. Tobruk handed over to RAN 11/4; commissioned 23/4 at Newcastle. Supply (ref.P.32) left Newcastle 1/4 for Sydney. Otway underwent trials 2/81 following 2½-years major refit; to rejoin fleet mid'81; refit was at Cockatoo. This yard is being considered for construction of conventional subs. for RAN. The museum ship Castlemaine was slipped at Geelong 5/81, following tow from Melbourne.

Exhaust fumes permeated Onslow, submerged off Sydney 1/3; all 70 crewmen were affected and one died. Snipe suffered fire in engine room switchboard at Balls Head 22/4. Torrens suffered fire at Garden Island 27/4; electrical malfunction; 8 seamen overcome by smoke.

Monowai (ref.P.32) returned to Auckland 26/3. Tui had main engine failure 12/2, towed into New Plymouth 13/2 by Austral Tide for temporary repairs. RNZN sold SDMLs Haku (P.3565) and Manga (P.3567) 3/81 to Takapuna Contractors Ltd., Auckland, stripped of machinery, etc.; probably for refit and resale.

Company and General

The Sydney-based McArthur Shipping & Agency Co.Pty.Ltd. was taken over in 3/81 by Brambles Industries Ltd. with a bid which values McArthur at \$7.68 million. This closed a takeover battle which lasted 15 months and involved bids by Mr.I.Macpherson of Moss Vale (through Dunblane Pty.Ltd.), Bayreuth Pty.Ltd. (part of the South African-based Anglo American Group), the Delta group, Neptune Shipping Line of Singapore, and Gulf South Shipping Co. Pty.Ltd.. The Company was founded in 1908 by H.G.Jefferson, and was still largely controlled by his son-in-law, E.A.Coghlan, and their families.

Shiptraco Sea Transport Services Pty.Ltd. was acquired by Seabridge Australia Pty.Ltd., effective 1/4/81. Shiptraco are managing agents in Australia for YS Line, and Seabridge are YS agents in Melbourne, H.C.Sleigh Ltd. sold the "Golden Fleece" Brisbane & Port Adelaide. petroleum business to Caltex, effective 1/5; but Sleight retains its interest in the oil tankers jointly owned with Caltex.

Howard Smith Ltd. is closing its offices in Melbourne and Adelaide, the work of those offices being transferred to the local offices of the subsidiary Jas.Patrick & Co.Pty.Ltd.. The Australian general agency for Bank & Savill Line Ltd. has passed from Howard Smith to Orient Shipping Services Pty.Ltd. (C.Y.Tung Group), due to Tung ownership of Shaw Savill through Furness Withy. In 1980 Patrick lost the China Ocean Shipping Co. agency to Burns Philp.

Australian shareholdings in ABC Containerline NV are 11.11% each by TNT, Bell Group,WA (each from 10/80) and Smorgon, Vic,(from 3/81).

Nautical Association of Australia Inc.

Balance Sheet as at 31 December, 1980

<u>Liabilities</u>		<u>Assets</u>	
Sundry creditors	8.00	Cash at bank	5158.65
Subs. unexpired	424.40	Sundry debtors	401.75
Loan - unsecured	550.00	Stocks on hand	1188.85
<u>Accumulated Funds</u>		Advance - BP book	480.00
Balance 1/1/80	4149.17		
surplus 1980	<u>733.79</u>		
	4882.96		
<u>Underwriting Fund</u>			
Balance 1/1/80	1124.22		
surplus 1980	<u>239.67</u>		
	1363.89		
	<u>\$7229.25</u>		
			<u>\$7229.25</u>

Subscriptions

These fall due for some members on 1/7/1981, and those concerned are asked to kindly renew promptly through their usual channel. Rates are A\$5.00 for residents of Australia, and A\$6.00 for all others, including New Zealand members. Overseas members remitting directly to Australia should do so in Australian currency. Members dealing directly should address their renewals to the Treasurer, Nautical Association of Australia Inc., PO Box 4114, Melbourne, Vic., 3001. Remittances should be made payable to the Association, and not to individual office bearers.

Help!!! Would the member who mailed a five dollar note from Queensland on 24 March 1981 please identify himself.

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Opinions expressed by contributors are not necessarily those held by the Editor or the Nautical Association of Australia Inc..

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