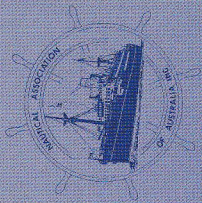


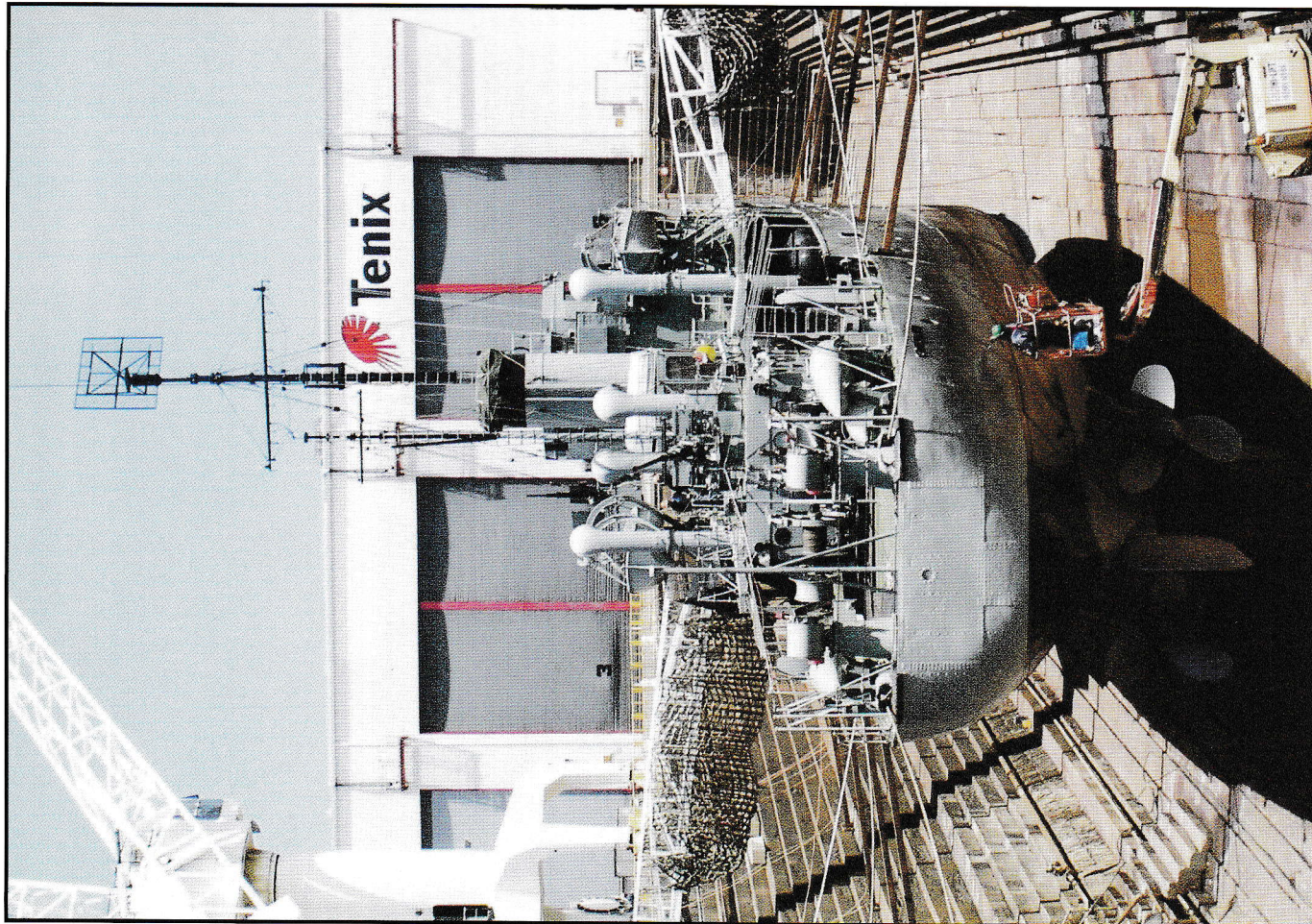
THE LOG



QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.
VOL. 37, NO. 4, ISSUE 158 - NEW SERIES
NOVEMBER 2004



Mobil's Australian-flag tanker **Flinders** in the Delaware River (see p. 184)
(J.Curdy)



The Museum ship **Castlemaine** in the Alfred Graving Dock, Williamstown (see p. 215) (N. Pollard)

THE LOG

quarterly journal of the

NAUTICAL ASSOCIATION OF AUSTRALIA INC.

ABN: 18 382 946 943

Vol. 37, No. 4, Issue 158 - New Series

November 2004

Contents

Obituary, W.A. Laxon.....	168
A Forgotten Coaster, Shirley Hassell/Kotare	168
John Frazer/Australasian Steam Nav.Co.Ltd./F.W. Jackson.....	169
Interesting Ships of the Australian Coast, No.12, Kini	174
Paddy, Is Coal Still Black?.....	176
Correspondence.....	180
Dunmore & the Blue-Metal Trade.....	183
Mobil Flinders	184
Bellinger - A Small Steamer's Varied Career.....	185
Malaita	188
New Books	194
A Voyage Report MV Kolle D , Nauru/Majuro 1980.....	196
Pacific International Lines (Fleet List continued).....	197
From the President.....	201
Maritime Miscellany.....	204

OBITUARY

William Allan Laxon

New Zealand's most prolific maritime researcher and writer has died. Bill Laxon of Whangateau, north of Auckland, passed away on 15 October after a long illness. He was 68. Admitted to the Auckland bar in 1959 he had a distinguished law career and retired as one of the senior partners in Brookfields in 1997. He remained a consultant until 2003. He was well respected in Auckland legal circles and was awarded an MBE in 1988 for his work for Presbyterian Support, the social service arm of the Presbyterian Church. His interest in ships and shipping history was generated by his grandfather, who was an engineer with the Northern Steam Ship Company, and often took his grandson down to his coastal steamer at the Auckland wharves. Bill soon developed an intense interest in ships and at the age of 17 he contributed his first article to *New Zealand Marine News*, and has been a continuous writer for the journal ever since. He also wrote the occasional article for *Sea Breezes* and also for the first and second series of *The Log*. His publications include *Asiatic Steam Navigation Co. Ltd. 1878-1963* (1963), *Steamers Down the Firth* (1966), *Steam on the Manukau* (1966), *The Shire Line* (1972), *The Straits Steamship Fleet 1890-1975* (with R.K. Tyers) (1975), *Nourse Line* (with Fred Perry) 1991, *B.I. The British India Steam Navigation Co. Ltd.* (with Fred Perry) (1994), *Davey of the Awatea* (1997), *Crossed Flags – New Zealand. Shipping Company and Federal Steam Navigation Company and their subsidiaries* (with Ian Farquhar, Nigel Kirby and Fred Perry) (1997), *The Currie Line of Melbourne* (2003) and *The Straits Steamship Fleets* (2004). An updated and expanded history of his Shire Line history is being published early in 2005. In addition he has helped many other writers with their own publications and exchanged information with a network of correspondents around the world. He was one of the founders of the Auckland Maritime Society in 1957, an Honorary Vice President of the N.Z. Ship and Marine Society for 46 years and was a member of the World Ship Society for over 50 years. A founding Trustee of the Auckland Maritime Museum in 1981 he played a significant role in the development of the Museum which in recent years has become the New Zealand National Maritime Museum and has also achieved a measure of financial viability. The Auckland Branch of the Company of Master Mariners made him an Honorary member and his long time involvement with the Auckland War Memorial Museum saw him being made a Companion of the Museum in 2003. A stickler for detail and accuracy, he was often critical of those who were careless with the facts, but the high standards he set encouraged others to do likewise. His extensive knowledge of shipping history will be sorely missed.

Editor's note: Only two weeks before Bill passed away, he sent *The Log* the short article published below. His accompanying note said he was ailing and surviving day by day. The piece was written under difficult circumstances and we presume it to be Bill's final work.

A FORGOTTEN COASTER, SHIRLEY HASELL/KOTARE

from W.A. Laxon

This small steamer, which was known for most her life as **Kotare**, the Maori name for that beautifully coloured bird, the New Zealand kingfisher, was originally entirely an Australian product, having been built at Jervis Bay in 1904 by Moore & Whatmore for A.M. Hasell of Adelaide as **Shirley Hasell** for trading in the Spencer Gulf.

She was a wooden vessel of 141 tons gross with a length of 105.3 feet, a beam of 24.6 feet and a depth of 6.6 feet, propelled at nine knots by a compound steam engine of 150 ihp built by Plenty & Son Ltd of Newbury. She was a typical small coaster of her day with one large hatch amidships, served by a single derrick from the foremast. Initially registered at Sydney for the delivery voyage from the builders, she was re-registered at Port Adelaide in 1905 in keeping with her destined sphere of operations. **Shirley Hasell** lasted less than a year with her original owners, being sold in October 1905 when she crossed the Tasman to Gisborne, having been purchased by the Gisborne Sheepfarmers Frozen Meat Company Ltd. for lightering and coastal work out of that port. She was shipped at Gisborne on arrival to adapt her for that work, and after re-registration at Auckland in December was renamed **Kotare** in January 1906.

(continued p.201)

JOHN FRAZER & CO. THE AUSTRALASIAN STEAM NAVIGATION COMPANY LTD. F. W. JACKSON

Australia to Hong Kong

from D. Finch

In the years before the advent of containerisation the shipping trade between the east coast of Australia and China was dominated by two companies. These were the Eastern and Australian Steamship Company Limited and the China Navigation Company Limited. The Eastern and Australian Company commenced a mail, passenger and cargo service between the east-coast ports of Australia, Singapore and Hong Kong in 1873 under contract with the Government of Queensland. Ten years later the China Navigation Company entered the trade between Hong Kong and Australia. Between 1878 and 1890 a monthly service was operated by a succession of companies along the same route as that worked by the two lines detailed above. This article will look at this service and the various companies and managers which maintained it. The final stage, operated under the title, The Gibb Line of China Steamers (Gibb, Livingston and Company, managers) has already appeared in *The Log* (Vol. 36, No. 4, November 2003, pp168-175).

1877/1878

As stated by Ian Farquhar in *The Log*, September 30, 1970 **Ly-ee-Moon** (753/59) made a number of voyages between Australia and the Far East prior to her purchase by The Australasian Steam Navigation Company. She had been advertised in the Sydney papers in December 1876 to make another voyage but her sale to the Australian Company in that month caused the cancellation of this proposal.

John Frazer and Company.

To this Company's agency **Ocean** departed Hong Kong 27 December 1877 and arrived Sydney on 22 January. The first advertisement appeared on 4 February 1878 and **Ocean** departed three days later. The southbound voyage was reported as thus:- "The A. S. N. Co's chartered steamer Ocean left Hongkong on 27th December, arrived at Cooktown on the 13th January, sailed thence on the 16th. Experienced fine weather to Booby Island and from thence to Cooktown had strong S. E. winds and heavy rain; had to anchor four nights. From Cooktown had fine weather to Cape Moreton, and from thence to port had strong S. E. gales and terrific head sea." (*S.M.H.*, 23/ 1/78).

The original advertisement read as follows:

"FOR HONGKONG

OCEAN,

The steamship

971 tons register, J.C. Jacques, commander, being under charter, will be despatched from SYDNEY for HONGKONG, via NEWCASTLE, on WEDNESDAY, 6th February, sailing from NEWCASTLE on MONDAY, 11th February. For LIGHT FREIGHT, or PASSAGE, for which immediate application is necessary, apply to

JOHN FRAZER and CO."

The Australasian Steam Navigation Company Limited.

Ocean was followed on 1 April by **Gunga**, which after loading 1200 tons coal at Newcastle, left there on the 6th arriving Hong Kong on 25 April the same day **Ocean** returned to Sydney with a large cargo and over 500 passengers, 484 of which were Chinese in the steerage. Next ship to Australia was **Thales** from Hong Kong 24 April 1878 arriving Sydney exactly one month later. Apart from a large cargo of tea and eastern produce she carried 7 saloon passengers and in the steerage two Europeans and 304 Chinese. She commenced her return to Hong Kong on 5 June.

Gunga commenced the return passage of her only voyage on this service on 20 May. Captain Brown reported:

"After lying in port 24 days, taking in cargo and 280 Chinese passengers, left on 20th May, and proceeded on homeward voyage, everything going on well and pleasantly until the night of the 24th May, at 10.10, it being calm and hazy--one of those nights when the sky and water blend into one like a sheet of glass. I was on the bridge, and had been from 8.30 p.m., and at 10 o'clock swept the horizon with my glasses, but could see nothing, although about 11 o'clock I expected to see the island of Calusa. I had sent the officer of the watch to heave the log, and read the patent log to be perfectly correct as to my distance, but according to my chart there was no land near my track within 10 miles, and, as I had been steering through the Cuyos Group all day, taking sights and azimuths to adjust chronometers and compasses, and found them correct, at sunrise took a last cross-bearing and an amplitude, I had perfect confidence that all was safe, only having about 50 miles to the island steered for; but, at 10.10 p.m., the vessel with several tremendous thumps, shaking everything fore and aft, came to a dead stop, and heeled over to starboard, being hard and fast upon a coral reef (thrown out of her course by a strong unexpected current), with five feet water at her bows, and no bottom at twenty fathoms under her stern. The pumps were sounded, and she was found to be tight; the engines were turned astern, but to no effect; the boats were lowered in the water with provisions ready. Cargo, chains, and everything heavy were brought aft to try and lighten her, and when the tide was supposed to have made the engines were turned astern again, but to no effect. Two anchors were put out, one on the quarter and the other on the bow, but the strong current would scarcely allow two boats, one taking the other in tow, to take out warps and anchors. At daylight the spot on which the vessel had struck proved to be the reef extending to the N. W. of the Cagayannes Island, and a very ugly spot. Should the wind come in from S. W., which monsoon was due at that time, nothing could save the ship; so, as prompt action was required to decide either to lose ship, cargo, and lives, or cargo only, or save ship and lives, I decided at once to jettison the cargo, and all hands were told off for that work, but to select the roughest and heaviest kind first. One boat was sent away to the island at 11 miles distant, and a passenger volunteered with them to reconnoitre the island, and see what could be done in case she broke up. At different intervals the engines were being turned astern as the weight was being jettisoned. In the evening the boat returned from the shore, leaving Mr. Swire and the steward and two seamen with the natives; they appeared harmless, and in a very miserable state of existence, only living on roots, and no water within ten miles of the landing. During all this time, night and day, the jettison continued, and on Sunday morning, 26th May, a heavy swell set in, and she being relieved by this time of about 250 tons weight of cargo and coals, began to bump and surge heavily, so with a good head of steam, and hard heaving on the bow hawser, the engines were again turned astern, when she broke her ground, bumping, surging, and grinding off her coral bed slowly but effectually astern, amid the shouts and yells of joy of crew and passengers, the pumps were sounded, and ship found to be staunch and tight; sent a boat for the people on shore, and while they were away steamed off shore and hove-back towards the reef in a N.E. direction, about 2 1/2 knots per hour. I also took an observation and found the edge of the reef about 8 miles farther to westward than on chart. After boat returned to ship and everything ready consulted engineer, who said he had not sufficient coal to take us to any port in Australia, and Manila being the nearest deemed it most prudent to put back to that port, where I arrived on 28th May. After going through the forms and formalities customary to Spanish places, received my coals, &c., and with steam up was ready to start at 6 a.m. 30th May, when two subordinate officials of Customs came on board, and in broken English asked to see the cabin. They entered the saloon, and from different cabins selected a quantity of private effects, samples of cargo, and some cases of opium cargo. They continued their search through the ship, taking a few trifling things from the Chinese passengers, and leaving a number of things belonging to the crew similar to those they had taken still on board. They ordered the articles they had selected to be placed in their boat, and took them on shore. I, with the British Consul, who affirms it is illegal seizure, interviewed the authorities, but Spanish Government officials, not being easily moved in business matters, said it would take fifteen days to decide, as the subordinates had reported to the Governor they supposed we intended to smuggle the articles in question. The Governor intimated to the Consul the ship could go by a bond being given for smuggling. The British Consul has warmly taken up the case, declaring it an act of injustice. Not being able to keep my ship there in the excessive heat for fifteen days longer, with nearly 300 souls on board in case of sickness, for so many souls penned up in a ship for so long is likely to cause some infection,

especially with Chinese--I deemed it most prudent to give the bond and leave the matter in the hands of the British Consul; so weighed anchor at 3.30 p.m., June 3rd, and proceeded on our voyage, which has been greatly retarded through head winds and currents, though the weather has been fine throughout; arrived at Cooktown 20th June." (S.M.H. 1/ 7/78).

The second half of 1878 saw two voyages each by Ocean and Charlton and one by Mecca. These voyages proceeded without any notable incidents although Mecca ran into the full force of a southerly gale on 10 October when approaching Sydney resulting in the fore yard and all awning stantions being blown away while Ocean sailed from Hong Kong on 7 September with over 250 Chinese for Australia. A second voyage by Mecca departed Hong Kong December 1878 ended in disaster when she was totally wrecked in Prince of Wales Channel on Christmas Eve. The reef upon which she struck is variously described as *Ifili* (S.M.H. 31/12/78), *Ippolite* (Australian Shipwrecks by Jack Loney) and *Ipiji* (Via Torres Strait by Ian Nicholson). All 379 Chinese passengers and 38 crew were taken off by the C.S.R. steamer Terranora and landed on Goode Island from whence they were transported to Cooktown by Ocean after Ocean herself had been refloated by Terranora from the north side of Ninian Bay on 29 December.

1879/1880

During the first ten months of 1879 seven ships were despatched from Hong Kong commencing with **Zamboanga** on New Year Day and ending with **Ocean** on 31 October. Between these were two round voyages by **Ocean** and one each by **Athol**, **Olaf** and **Thales**. Upon arrival in Sydney on 2 February **Zamboanga**, a Spanish vessel was chartered by the Union Steam Ship Company of New Zealand to take 750 tons coal from Newcastle to Wellington. She returned to Sydney on 11 March from Dunedin and departed nine days later for Hong Kong via Newcastle.

Ocean arrived Sydney 14 May.

"Her voyage since leaving this port has been attended with some mishaps, but only such as all vessels are liable to traversing the Coral Sea; but her commander has proved himself equal to the occasion, and has reached port in safety. Captain Monro, the company's marine superintendent, together with the efficient staff of engineers that were despatched to affix the new propeller and shaft, have carried out the work allotted most satisfactorily, and the good ship **Ocean** has arrived in first-class order, despite all mishaps. The damage to the ship's bottom in having struck the reef off Cape Direction was repaired by Mr. William Summers, who fortunately was at his station at Thursday Island, and being an experienced diver, and with all the necessary appliances at command, was enabled to carry out the work, which could not have been accomplished had Mr. Summers not have been at hand. The following is the ship's report as furnished by Captain Edmondson:

March 9th, 5.20 a.m., left Hongkong, with nearly 600 souls on board; crossed the China Sea with fine E.N.E. breezes and fair weather; on the 12th passed through the Mindoro Channel, carrying light easterly breezes through the Sulu Sea; cleared Basilan Straits at 9 a.m. 14th; had variable winds with hot sultry weather across Celebes Sea; cleared Manupa Straits at 11 a.m. 17th, weather very hot in Banda and Arafura Seas; anchored at Port Darwin at 9.40 a.m. 20th, discharged 240 Chinese passengers and 4000 packages of cargo, and left again at 6 a.m. next morning for Cooktown; passed through Clarence and Dundas Straits into Arafura Sea, carrying light variable winds and showery weather till 24th, when heavy rain was experienced.

Passed Booby Island at 1.25 p.m. same day, and anchored for the night under Cape York. 25th, 5 a.m. weighed anchor and proceeded through Albany Pass; 3.30 p.m. rounded Cape Grenville; 5.15 passed Piper Island Lightship, and at 6.30 anchored again for the night; light N.E. to S.E. winds. 26th, 4 a.m. up anchor and went ahead again; 8.55 the ship struck on a reef of coral off No. 10 Islet abreast of Cape Direction, engines put astern, but of no avail, there being only 8 feet of water on the reef abreast of main hatchway with 28 feet under the stern. Next morning, the 27th, at 7 o'clock the **Somerset** (s.) arrived, bound to Hongkong; anchored close to us; got two hawsers fast to her, and towards the next high water she commenced tugging away, but could make no impression. During the 28th, jettisoned about 250 tons rice, **Somerset** pulling away for three hours to no purpose; 29th, spring tides making, threw overboard about 80 tons of ballast out of main hold, and at 1.30 a.m. on 31st ship floated, apparently uninjured; hauled alongside of the **Somerset** and took in some coal from her, and at 1.50 p.m. steamers parted company; 5.25 p.m., passed Heath Island lightship, and at 10 anchored for the night. April 1st., 5 a.m., weighed, and proceeded; 9.40, passed Cape Melville lightship, and at

8.55 p.m. anchored off Cooktown. Next morning received pratique, proceeded into harbour, and made fast alongside the wharf, discharging cargo all day. 3rd, 7 a.m., cast off from wharf, and proceeded to sea; 8, pilot left ship; 6.30 p.m., rounded Cape Grayton; 11.40 p.m., when abreast of Double Point, the shaft of the propeller broke; anchored ship in 12 fathoms; next morning communicated with s.s. **Wentworth**, bound north. 7th, 6 a.m., was taken in tow by **Wentworth**, and at 5 p.m. was safely anchored in Port Hinchinbrook. Transferred mails, and about 295 passengers, to her. Remained at anchor at Cardwell till 27th, when the s.s. **Victoria** called in and took ship in tow. 29th, at 1.45 p.m., arrived safely at Bowen, and was there joined by the **Wentworth** (s.), with new shaft and propeller; the ship was then hauled about 1000 feet up alongside of Bowen pier, shifting shaft and propeller in four days. May 5th, embarked about 300 passengers, cast of from pier and went to sea for a trial trip, returned at 5 p.m. 6th, s.s. **Egmont** then came alongside, and, after putting in coals, left for Sydney; at 6.30 p.m., cleared Whitsunday Passage at midnight, passed Sandy Cape at 2 a.m. on 9th, latter part of day a heavy S.W. gale came on, engines slowed, ship hove to on double reefed main-trysail, gale continuing all next day from S.E. and south; at 10 p.m., Cape Moreton, light abeam." (*S.M.H.* 15/ 5/79)

Athol arrived Sydney 25 July 1879. Included in her cargo were 458 packages described as 'Japanese curiosities' for the Japanese display at the International Exhibition to be held in Sydney. The next steamer to arrive in Sydney, Ocean, on 24 August provoked the following extract from her voyage report: "August 3, arrived in Port Darwin, landed six Chinese passengers and 300 tons of cargo, mostly rice; received two saloon passengers and several steerage, including a lunatic and keeper." (*S.M.H.* 25/8/79). **Olaf** followed and then **Thales** which departed Hong Kong 30 September and arrived Sydney 6 November; the ultimate vessel to be chartered for the service. The next voyage by **Ocean**, and the last for 1879 saw her arrival in Sydney on 25 November where her master reported that when abreast of Piper Island Lightship on 16 November she was stopped by a boat which advised that a portion of the crew of the ketch **Spray**, of Sydney, had been massacred by natives at Raine Island. For all practical purposes this marked the end of the service as far as the A.S.N. Company was concerned and **Ocean** was now employed on other Company services for the next three months. The final steamer to be chartered was **Crusader** which arrived in Sydney on 18 February 1880 and was immediately quarantined with suspected water-pox on board. Released three days later she departed 6 March for Hong Kong via Newcastle.

On 1 March 1880 **Ocean** was again despatched to Hong Kong via Newcastle with 1300 tons coal. Upon arrival she traded on the China Coast for three months or so whilst awaiting the harvest of the new season's crop of tea and during this period was sold. She commenced her return voyage from Foochow on 16 July arriving Sydney exactly one month later. Departing Sydney on 23 September she brought to a close the A.S.N. incursion into the Far East as when she returned on 17 January 1881 it was to the agency of George Stevens. During the period of this operation all voyages terminated in Sydney with the exception of two by **Ocean** which extended to Melbourne (August and November 1878) and the Tasman charter of **Zamboanga** referred to previously.

Notes: HONGKONG/HONG KONG : The single word version of this place name is used in the contemporary reports of the time while the current two word version is used in the text. ATHOL/ATHOLL: There appears to be some doubt as to the correct spelling of the name of this vessel. ATHOL is used in the reports of the time whilst Lloyd's Register and the Mercantile Navy List render it as ATHOLL.

Details of Ships: Ships operated by The Australasian Steam Navigation Co. Ltd. Unless otherwise stated - all are single screw steamers, machinery compound.

Ocean : 1,554G; owners A.S.N.Co.Ltd.; built J. & R. Swan, Dumbarton 3/74; 280.0 x 31.9 x 16.8 feet; port of registry Sydney

Gunga : 1,257G; owners A. S. N. Co. Ltd.; built Earle & Co., Hull 10/64; 257.6 x 32.2 x 20.1 feet; port of registry Sydney

Thales : 1,199G; owners David Gillies, Hong Kong; built A. Denny, Dumbarton 1865; 231.4 x 31.4 x 23.5 feet; port of registry Aberdeen.

Charlton: 1,218G; owners R.M. Hudson; built Backhouse & Dixon, Middlesborough 10/69; 233.4 x 29.0 x 19.6 feet; port of registry Sunderland.

Mecca : 1,067G; owners R.M. Hudson.; built Osbourne, Graham & Co., Sunderland 1872; 220.8 x 30.0 x 16.6 feet; port of registry Sunderland.

Zamboanga : 1,024G; owners J.M. Quioga; built J. Laing, Sunderland: 233.0 x 29.3 x 15.3 feet; port of registry Manila.

Atholl: 1,436G; owners J. Warnack & Co.; built A. Stephen & Sons, Glasgow 6/70; 244.7 x 32.3 x 24.0 feet; port of registry Leith.

Olaf : 1,539G; owners Steam Ship Company Carl; built Lobnitz, Renfrew 2/75; 257.8 x 32.3 x 17.1 feet; port of registry Kjobhaven.

Crusader: 1,023G; owners Baird & Brown; built Scott & Co., Greenock 9/71; 221.4 x 30.4 x 17.6 feet; port of registry Glasgow.

Other ships mentioned in the text.

Ly-ee-Moon: 1,001/59; A.S.N. Co. Ltd.

Somerset: 962/74 - Eastern & Australian Steamship Co. Ltd.

Wentworth: 956/73 - A.S.N. Co. Ltd.

Victoria: 1,255/71 - A.S.N. Co. Ltd.

Egmont: 401/64; A.S.N. Co. Ltd.

Spray: ketch, home port Sydney.

Terranora: 350/78; C.S.R.Co.

F. W. Jackson.

Jackson maintained the service on a monthly basis from April to December 1880 using five chartered ships, **Crusader**, **Java**, **Claverhouse**, **Meath** and **Thales**, **Claverhouse** and **Meath** making three voyages each, **Thales** two and the other two vessels one each. No significant event occurred during this period although the voyage reports contain a few minor items of interest. **Crusader** (arrived Sydney 22 May) brought 5 saloon and 237 Chinese passengers, while the next ship, **Java**, which arrived 16 June with 178 Chinese on board was quarantined with smallpox and as a result did not get away on her return to China until 25 August. **Meath** was near new when she arrived here on her first visit to Australia on 5 August having been completed the previous year for the China trade but had made two trans-Atlantic voyages immediately following completion. Arriving 17 September **Thales** came out via Adelaide and Melbourne instead of the normal route down the Queensland coast and brought to Sydney some cargo from the stranded Orient liner **Sorata**. When off Cape Otway on 9 September and to the east thereof she steamed for some fifteen miles through wreckage from the ship **Eric the Red**. This American vessel had been wrecked five days previously. After a break of over two months a final voyage was effected by **Hungarian** which departed Hong Kong 9 March 1881 and arrived Sydney 8 April with 550 Chinese passengers. She continued on to Melbourne 12 April, put into Twofold Bay through stress of weather, arrived Melbourne 17 April and departed two days later for Hong Kong via Port Darwin.

Details of Ships: Ships Operated by F. W. Jackson. Unless otherwise stated - all are single screw steamers, machinery compound.

Crusader : see A.S.N. above.

Java : 1,465G; owners British India Steam Navigation Co. Ltd.; built A. & J. Inglis, Glasgow 10/72; 270.2 x 30.7 x 24.0 feet; port of registry Glasgow.

Claverhouse: 1,188G; owners J. Dunn, Glasgow; built A. Stephen & Sons, Glasgow 1/79; 230.2 x 30.2 x 22.0 feet; port of registry Glasgow.

Meath : 2,047G; owners R. M. Hudson; built Palmers Co. Ltd., Newcastle 5/79; 280.0 x 35.3 x 24.5 feet; port of registry Sunderland.

Thales : See A. S. N. above.

Hungarian : 1,552G; owners Burrell & Sons, built Blackwood & Gordon, Port Glasgow 3/79; 260.7 x 35.2 x 18.7 feet; port of registry Glasgow.

Other ships mentioned in the text:

Sorata : 4,014/72 - Pacific Steam Navigation Co.

Eric the Red : 1,580/71 - American

(to be continued)

INTERESTING SHIPS OF THE AUSTRALIAN COAST

NO. 12 KINI - the last of the Union Co. coal burners

from Capt. I.G. Stevenson

Many of the small ships plying the Australian coast in the middle of last century barely attracted any particular interest and certainly the subject of this article, the steamer **Kini** probably least of all. This Scottish built vessel was of the classic British raised quarterdeck coaster type of the 1920 and 30s. We later see this profile in the Australian Shipbuilding Board's Maryborough built "E" boats of the 1950s.

Kini first came to my attention, other than as a name in the fleet list, when I saw her in Sydney, having just been laid up for sale opposite **Kamo** (Interesting Ships No. 3, August 2002) at the Union Steam Ship Company of New Zealand Ltd wharves, 12 & 13 Darling Harbour, in April 1956. They made an interesting looking double and when one compared their respective backgrounds they were even more intriguing. One of the officers on the ship I was serving on told me in a jocular way to go and have a look at the only ship built out of "corrugated iron". Admittedly she certainly was heavily indented along her shell plating the result of a hardworking life over the previous 26 years but with credit to her builders she was obviously very sturdy and a good example of their work. Delving back through old paper cuttings I found an article from the shipping columnist "Wayfare" of the then Auckland Herald announcing the sale of **Kini** and describing her as the only coal burning steamer remaining in the fleet of the USSCo. She was thus the last of a long line of coal burners in their fleet though certainly not the most glamorous to have sported that company's house flag.

Kini was a triple expansion steamer of 1,388 gross tons, 779 net tons, 1,730 deadweight tons with an engines aft configuration fitted with a raised forecastle, a well deck and raised quarterdeck, classified by Lloyds Register. Dimensions of length over all 238.6', between perpendiculars 229.1', beam 39.2', moulded depth 14.6' and draft 12.5'. One hold forward of the mid ship combined bridge and officers accommodation was served by a set of long solid union purchase derricks fitted to a mast on the forecastle while a second hold between the bridge and the after accommodation was served by two sets of similar union purchase derricks each attached to a separate mast. The triple expansion coal fired steam engine had cylinders of 15.75", 27" and 44.5" with a 33" stroke. Two single ended boilers were fitted each with two corrugated furnaces with a grate area of 80 sq ft and a total heating surface of 2,984 sq ft, at 200 lb pressure. The engine was manufactured by the ship's builder, John, Lewis and Sons Ltd of Aberdeen, Scotland, giving a designed speed of 8 knots. Like a number of USSCo. ships pre war her port of registry was Dunedin with the New Zealand radio call sign of ZMJB, both of which were retained despite spending the majority of her life operating on the Australian coast.

When the USSCo. purchased the remaining shares in R. S. Lamb & Co. Ltd, Sydney on 19 February 1930, besides acquiring the steamers **Gabriella** (1,587gt/1914), **Omana** (2,550gt/1915) and **Kalingo** (2,047gt/1927) they also took over a new building. This was a newly ordered specialist timber carrier laid down as the **Ihumata**, which the Union Co. renamed **Kini**. The vessel had been intended as a replacement for Lamb's previous timber carrier **Ihumata**, 1,156gt/1911 then recently sold. **Kini** was launched on 6 November 1930, with delivery in December 1930. Her delivery voyage was a 70 day passage at reduced speed direct from Aberdeen to Wellington via the Panama Canal.

The shipbuilders John Lewis and Sons Ltd had certainly found a niche market with Australian owners for in the same year they built **Kini**, they also built **Birchgrove Park** (640gt/1930) for R. W. Miller & Company Pty Ltd and **Caldare** (760/1930) for Howard Smith, which were delivered in November and December 1930 respectively. Millers had previously built their collier **William McArthur** (2,393/1924) at this Aberdeen yard. At 284 feet she was the largest ship built by the shipbuilder which specialised mainly in small coasters and fishing boats. It is noteworthy that these four ships were all engines aft coal burners.

Navigation equipment could best be described as basic, a magnetic compass, hand lead perhaps and the usual USSCo. bridge wing cabs for the lookout. *Lloyds Register* for 1946 shows no direction finder or echo sounding device fitted so it would have been a navigation situation quite usual at the time of "by guess and by god". Certainly hard for working the Tasmanian west coast and for that matter any of the Australasian west coasts.

Employed initially on the New Zealand coastal trade and intermittently no doubt in the trans Tasman hardwood timber trade for which she had been ordered by Lambs she was transferred to the Australian coast sailing from Wellington 12 March 1935 for Sydney. Initially **Kini** was employed on the trade between the small port of Strahan on the west coast of Tasmania and the mainland ports of Melbourne, Port Kembla and Newcastle. This was a trade specifically to service the Mount Lyell Mining and Railway Co. Ltd copper mine at Queenstown in the isolated hinterland of the west coast. Copper ore and pyritic ore from the mines were transported by the Abt railway (recently restored as a tourist attraction) from the mine at Queenstown to the Mount Lyell wharf at Regatta Point on the shores of Macquarie Harbour. Situated directly opposite is the small town of Strahan, these days a popular tourist centre and setting off point for the magnificent Gordon River. Huon pine and other timber products would be loaded at Strahan on occasions. The copper ore was shipped for processing to Melbourne (Yarraville) and if proceeding to the NSW ports discharge took place at Port Kembla. The ships then proceeded to Newcastle to load coke at the BHP steelworks coke loader, moving then to their wharf to top off with general cargo. Switched briefly to the Newcastle-Sydney-Hobart trade with **Talune** (2,742/1930) she made her initial visit to Hobart in August 1936. In June/July 1938 **Kini** made several trips between Melbourne and Hobart carrying general cargo so it appears she was an ideal relief ship over the years no doubt when others in the fleet were laid up for annual survey or voyage repairs. This also resulted in her calling at the various ports on the north coast of Tasmania as occasions arose.

With the loss of the **Kakariki** (887/1926) on 29 January 1937 (following collision with James Patrick's **Caradale** (1,881/1921) off Gellibrand Light, Melbourne) which had been permanently employed on the copper ore trade the company ordered a replacement from Henry Robb of Leith which they named **Kahika** (1,537/1938). Both **Kini** and **Kahika** as running partners were noted to have visited BHP Newcastle during 1939 to load coke and general for Regatta Point.

With the commencement of World War II following the requisition of other larger vessels of the fleet, **Kini** maintained various services between Tasmania and the mainland for the duration of the conflict. The unavailability of ships was exacerbated with the untimely loss of **Kahika**, due to striking an uncharted rock off West Point near the northwest tip of Tasmania on the 16 March 1940 whilst on passage from Strahan to Melbourne with a cargo of copper ore. The entrance to Macquarie Harbour is quite treacherous and is known as Hells Gates. It is narrow and subject to a very strong tidal flow with swirling water over a continuously moving sand bar. Ships proceeding in-bound steam straight through the very narrow entrance then make a sharp turn to port on entering the wide expanse of the Harbour. In conversation with a former ANL Master (incidentally an old Aberdonian) who visited the port once on **Enfield** (584/1948), he graphically described the difficulty they had finding the entrance. He considered it as more difficult than that other port with a "hole in the wall" entrance, the port of Mourilyan, Queensland. It must have taken every bit of good seamanship to safely navigate the underpowered and fully loaded little ships engaged in this trade through this quite daunting entrance. On one occasion when in-bound in July 1949, **Kini** was reported to have been caught by the tide and bumped on rocks on the western shore resulting in a leak which the pumps coped with. A diver subsequently inspected the damage at Strahan. At the time **Kini** was carrying 500 tons of general cargo and 550 tons of coal for the Government and the Emu Bay railways. The maximum sized vessel able to work the port was 235 feet long with a draft of 15' 6". The USSCo. built the last two purpose-built ships for the trade, **Kamona** (1,785gt/1949) and **Kumalla** (1,865gt/1957) at 235 feet overall. **Koonya** (1,946gt/1957) of 242' whose predecessor of the same name had been wrecked just north of Hells Gates at Sandy Cape in 1919, was also involved in the trade until 1970. The final copper cargo was carried by **Kumalla** to Melbourne departing Regatta Point 19 January 1970. This was also the last USSCo ship in the port, after which the company office was closed.

Kini remained on the copper trade assisted by **Kowhai** (792gt/1910) which finally laid up for sale in Melbourne March 1949. Chartered tonnage (occasional ASB 500 ton "E" boats) were used until the Union Co's own post war building programme delivered the **Kamona** in November 1949 as her new running partner. With the impending delivery of **Kumalla** then under construction, again by Henry Robb, and no doubt with a major survey due, the sturdy **Kini** was retired, laying up finally in Sydney on 21 March 1956. She had reached the end of her economical life under Australian conditions and with it the completion of an era of coal burning steamers in the Union Company. An interesting notation in *Ships on the Australian and New Zealand and Islands Registers 1955* directory is the name **Kila**, shown as the ex **Kini**. Perhaps a prospective buyer had taken an option on the ship prior to its sale to John Manners.

John Manners and Company Ltd saw the potential no doubt in the long hatches and she was purchased by one of their subsidiaries Isabel Navigation Company S. A., Panama in July 1956. As **Kini** she departed Sydney on 7 September for Hong Kong towing the old Saint Class tug **St Giles** (430/1919). Following arrival in Hong Kong **Kini** was renamed **Brenda** and converted from coal to oil firing with Lloyds Registration being withdrawn in October 1956. No doubt used in the many and varied trade routes operated by Manners she was also noted to have returned to Sydney on a few occasions. In August 1961 she was sold to San Raimundo Cia. Nav. S. A., Panama (Lanena Shipping Company Ltd, Hong Kong as managers) renamed **Jade** and subsequently delivered to Hong Kong ship breakers in January 1962.

So this apparently unremarkable ship spent 26 years of reasonably trouble free trading despite operating in certainly one of the most unforgiving of areas in Australian waters, those of Bass Strait and the wild west coast of Tasmania. To then be employed to tow a deep sea salvage tug to Hong Kong and subsequently to be gainfully employed for over five years trading in South East Asian waters certainly put the little **Kini** into the category of a most interesting ship.

PADDY, IS COAL STILL BLACK?

from P. Burger

I spend my first year at sea on the iron ore trade. I recall one day in 1963 when I was an apprentice in **Mount Keira** anchoring off Whyalla. I was on duty on the bridge writing up the movement book. Ahead of us lay **Lake Barrine**, also waiting for her cargo of iron ore. The Old Man, Captain George Winter, picked up the VHF to speak to **Lake Barrine**, which had been his previous ship. An old mate of his, Paddy O'Toole was her Master. They chatted and suddenly Captain Winter asked, "Paddy is coal still black"? Both Captains laughed at the joke. At that stage in her life **Mount Keira** only carried iron ore, and our captain had 'forgotten' what it looked like.

It wasn't until I was well into to my second year at sea that my ship, **Lake Torrens**, went on a Miller's charter to carry coal from Newcastle to Melbourne. I know that it is hard to believe but after about 15 months carrying iron ore, coal seemed an exotic cargo. I was excited, because it meant a change of routine, and yes I learnt, coal was black. I learnt too that there were different types of coal, such as 'cobbles', 'large', 'nuts' and 'small'. Having some knowledge of the history of coastal shipping I was aware that the coal trade was one of the oldest in Australia, and for generations ships had carted coal from Newcastle to Melbourne and other coastal ports.

Between 1964 and 1968 in **Lake Torrens**, **Lake Eyre**, and **Iranda**, I completed 15 voyages on Miller's charter. It always made a change from sailing in ballast to Whyalla. To get a Miller's charter, which meant a visit to Melbourne, Geelong or Adelaide, lifted our spirits. I remember once in **Lake Torrens** discharging iron ore at the Steelworks at Newcastle, before loading coal for Melbourne. I was helping to load stores, which were slung on board with the ship's stores derricks. There I was with bags of flour, joints of meat, cartons of beer over my shoulder laughing, chatting, joking with the ABs and stewards. We all felt good, to be going to Melbourne, it was a change from the usual monotony of sailing in ballast to Whyalla.

In Newcastle there were three places to load coal. One was the wharf with the 'electric cranes', which were already fairly old. The means of loading was fairly primitive. Below us on the wharf were lines of rail wagons. Each wagon carried a wooden hopper of coal, which the crane would lift up, and swing onboard. The loading process has been well described by J. Stewart in his recent article on **River Glenelg** in the August 2004 copy of *The Log*. Primitive as it sounded, we could load ten-thousand tons in about two days.

In winter time the coal-loading wharf at Carrington presented a Dickensian type industrial scene. I recall one winter evening looking at row after row of rail wagons curving off into the distance. Steam locomotives, puffing black smoke would be shunting wagons along the wharf. The workers would light coal fires by the railway lines to keep warm, and these fires would light up the wagons like beacons. It was a risk going ashore, say to grab a drink at the local pub in Carrington, because sometimes I would crawl between the wagons rather than walking a very long distance around, praying that they wouldn't be shunted off.

Another place to load coal was at a berth on the Steelworks Channel. It was a fixed boom, which meant regular shifts warping along the wharf, resulting in little rest when loading. It used to take a couple of days to load, giving us apprentices time to do more interesting jobs. I have happy memories of **Lake Torrens**, working with Dick Thompson who was the other apprentice. We would lower the ship's jolly boat to paint the draft marks, or the load lines. It was an interesting change from the usual chipping and painting. One time we rowed the jolly boat down to the State Dock Yard. When we tried to row back we realised the tide and wind were against us. But a Public Works' work boat took pity on us, and towed us back.

A third berth was the 'hydraulics' where ancient cranes dating from the 19th century would load coal in much the same way as the 'electric cranes'. Being designed to load sailing ships they had barely enough reach to get to the centre line of a 'Lake' ship. Once in **Lake Eyre** we had to list her inboard so the cranes could reach far enough over.

We would load coal for Melbourne, Adelaide, Geelong, and once in **Iranda**, for Fremantle. A few times we loaded at Balls Head in Sydney when shipping coal to Geelong, where we would tie up next to 60 milers like **Hexham Bank**. I recall one hazy Spring September morning in 1964 in **Lake Torrens** steaming into Sydney where USS **Enterprise**, was anchored. She was so big we had to steam around her. I couldn't help comparing our 3,500 shp of power with her immense power and then we steamed under the bridge to approach Balls Head. It was an exciting time for me. Once when sailing from Balls Head when I was a young 21 year old Third Mate in **Lake Eyre**, our anchor was fouled on some cable, that took time to free.

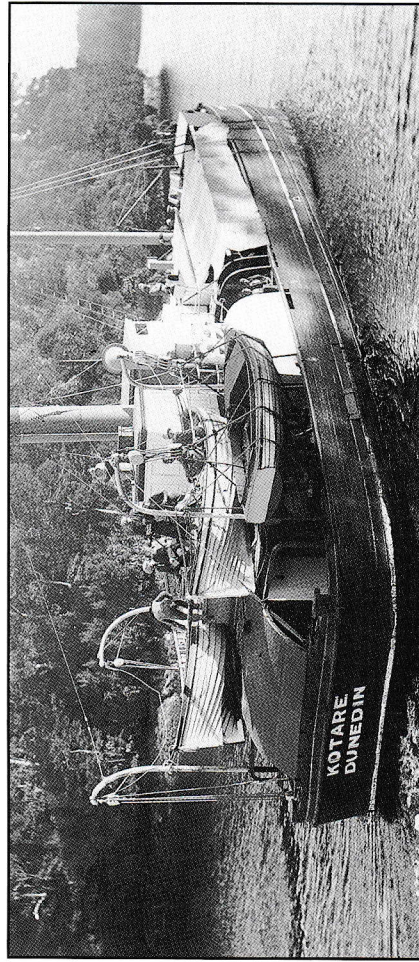
Before sailing on a Miller's charter the agent would give us two cartons of Millers beer as a gift. Now Millers used make pretty good coal, but they couldn't make beer. Literally speaking they couldn't give the stuff away. The hard core drinking men I sailed with always stuck to Reschs 'DA', or Pilsener. We just did not like Millers beer, and so the cartons went untouched. Once, when berthing at Melbourne in **Lake Torrens**, the Old Man, Captain Fox, solved the problem by getting me to give a few cartons to the tug crews. I felt a bit embarrassed when I was handing the much hated Millers beer over the midships bulwarks. Even the tug crew didn't look too enthusiastic about their free gift. I guess that they drank Victoria Bitter.

On my first voyage to Melbourne we berthed at night. It was interesting steaming up the Yarra to Appleton Dock. We passed **Adelong** laden with general cargo outward bound. One of their ABs yelled out in unsympathetic language about **Lake Torrens** being a tin can! It must have been easy to sneer at a drab red and brown Lake ship from the deck of a trim black and white general cargo ship. Melbourne was different. There was a greater sense of formality. I was astounded to notice how even the linesmen wore a uniform of black trousers, jackets and ties. Very different from Port Kembla and Newcastle. Typically discharge would take about 36 to 48 hours, so as an apprentice I could get a bit of time off. Later as Third Mate I was generally stuck on board on cargo duty checking for grab damage, the mooring lines and the list and trim.

Coal was a comfortable cargo to carry. I was surprised how clean it was compared with iron ore. Being of a much lower specific gravity, it filled the whole hold, and made for a more gentle rolling motion at sea.

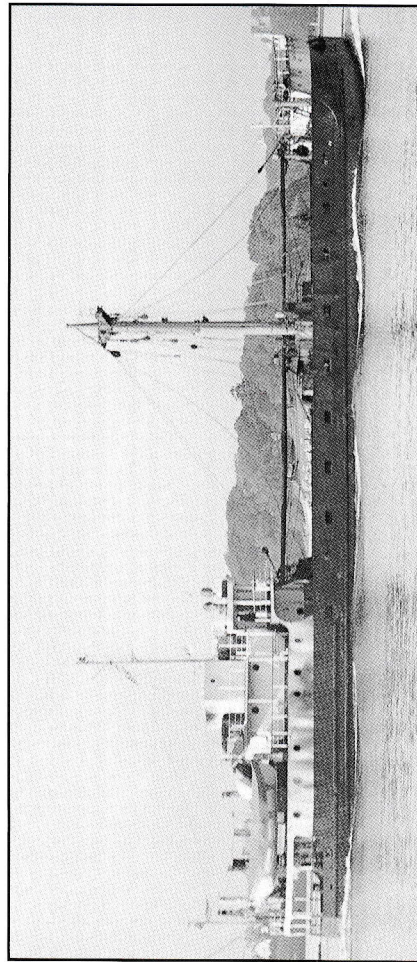
I have kept a copy of the Loading Details from **Lake Eyre**. I would like to share a few details with readers of *The Log*. It was voyage 327, with coal from Newcastle to Melbourne, in 1967. We had just discharged limestone from Rapid Bay and dolomite from Ardrossan. Captain Sid Chamberlain was the Master, and Tom Duncan was the Mate. Tom taught me a lot about loading bulk carriers. Ben Hall was the Chief Engineer. One of my memories of Ben was the bottle crushing machine that he designed and constructed in his day room. Why I don't know, but he was so proud of it.

When we commenced loading the draft survey indicated that our draft was 9 ft 6 inches fwd and 15 ft 9 inches aft, and a 35 ton correction for hog, as well as a negative 108 ton correction for trim. Because the water at Newcastle was 1,024 ounces per cubic foot there was no correction for density. On departure, draft was 24 ft 8 inches fwd, and 25 ft 2 inches aft, with a 19 ton hog correction. The formula we used to calculate this hog or sag correction was hog/sag multiplied by the TPI displacement divided by four. By Tom's calculation we had 8,598 tons of coal, and 8,606 by the surveyor's. The loaded displacement was 13,426 tons. We sailed with 366 tons of bunkers, and 400 tons of fresh water. We had pumped out 2,114 tons of ballast. (**Lake Eyre** carried less water ballast than the other Lake ships. I don't think there were topside ballast tanks in number 1 hold.) I am surprised that we were not quite fully loaded. I suspect that



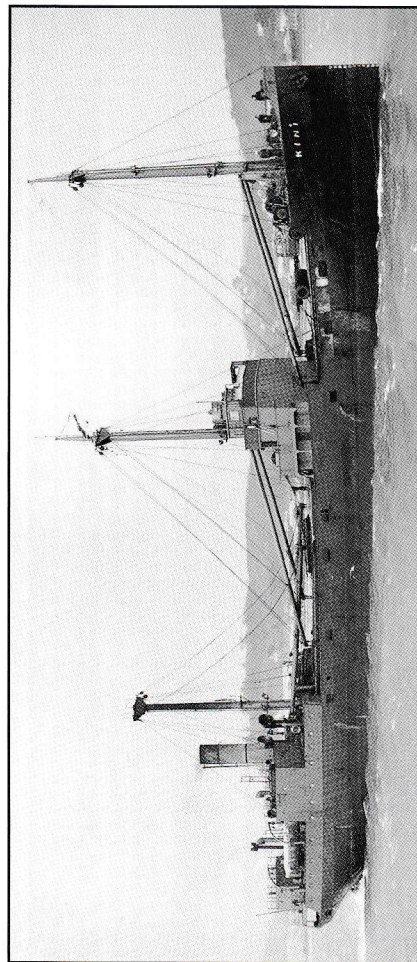
Kotare, the forgotten coaster (see p. 168)

(Alexander Turnbull Library)



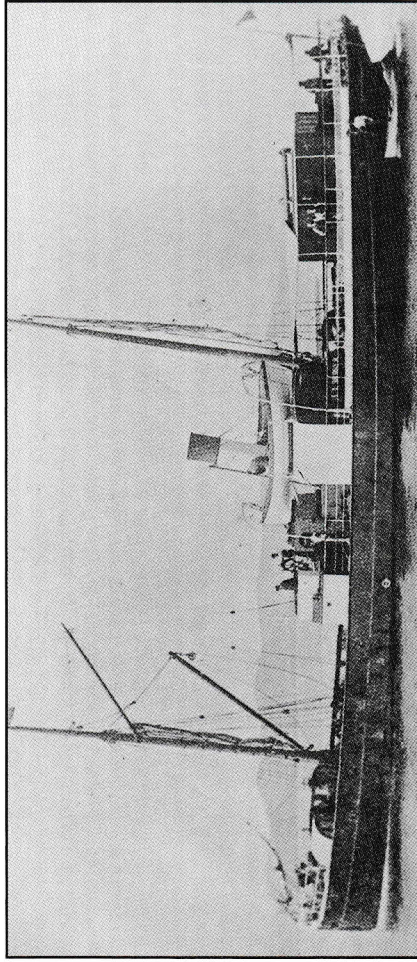
Dunmore (see p. 183)

(R.C.Pulley)



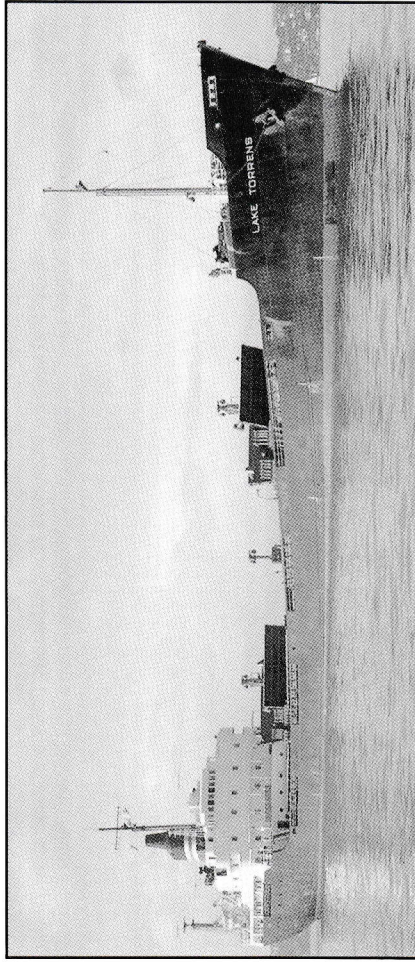
Kini, last of the Union Co. coalburners (see p. 174)

(I.J. Farquhar Collection)



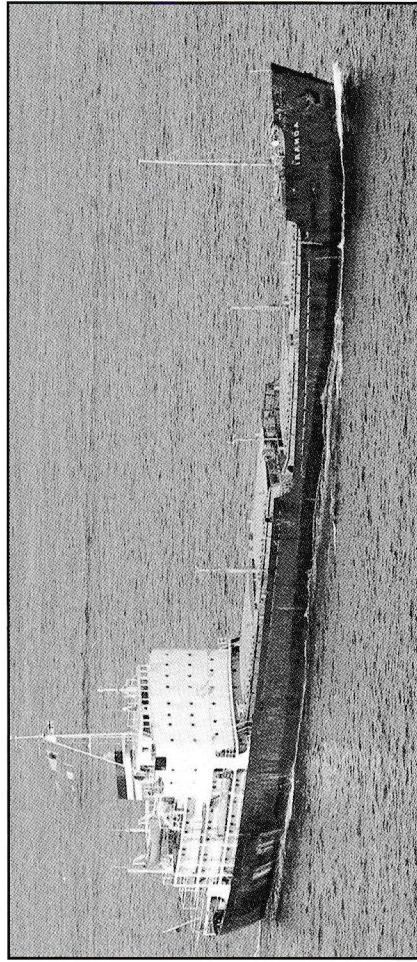
Belinger (see p. 185)

(I.J.Farquhar collection)



Lake Torrens, often chartered to R.W.Miller (see p.176)

(Freeman/Priest)



Irlanda (see p.176)

(Freeman/Priest)

this was because of the small cubic capacity of number 4 hold of Lake Eyre, we couldn't quite get a full cargo of some types of coal. According to my voyage book we sailed at 0730 on 22 May 1967 from Newcastle, and arrived in Melbourne at 2100 on the 24th, after a 633 nautical mile voyage and at 0730 on the 26th, we sailed in ballast for Whyalla for another cargo of hemitite and jaspellite for Port Kembla. In the black and tan trade, the 'tan' continued to dominate the 'black'.

Of course I carried a lot of coal and coke for BHP, about 16 voyages, mostly to Whyalla, and once to Bell Bay and once to Kwinana. But that never had the same frisson of anticipation as a Miller's coal charter. A few times I carried coal to Port Pirie, which was interesting. Sometimes there we would back load zinc concentrates for Risdon. Another welcome change from iron ore, once in Ireland, we loaded coke breeze at Port Adelaide for Port Pirie. It was the only cargo I ever loaded that was actually warm to the touch!

On reflection it must have been the twilight years for Miller's coal charters, as the need for black coal gradually died out, so it is good to have these memories to share of an historical coastal trade.

CORRESPONDENCE

Sailing with Dick East

from P. Burger

I would like to congratulate the editor of the August copy of *The Log*. I found all the articles so interesting, especially J. Stewart's article on **River Glenelg**. I was excited to read that he sailed with Dick East. I sailed with Dick, when he was second mate on **Musgrave Range**, **Darling River** and **Australian Trader**. Dick was a real gentleman. When I was an apprentice in **Musgrave Range** and **Darling River** I used to go on watch with him, and more than anyone else, it was through his guidance that I became competent in using a sextant. Dick used to lend me his ancient vernier sextant, which he treasured. And if my intercept was way out, he would just gently encourage me to try again, until I got it right. And I did. Thanks to *The Log* for bringing back those memories.

Centaur memories

from R. Ireland

Congratulations, I have just received *The Log* for August and with great delight I see that you have continued with the colour photos. I know that it increases your costs which will duly be passed on, but I for one, think that it is well worth it. I hope that you decide to continue with them.

On a nostalgic note, the cover photo of **Centaur** brought back memories as I stood by her when she was completing in Gladstone Dock, Liverpool. My job was to bring all her navigation books etc. up to date, presumably because I had recently completed 18 months as 3rd Mate on the old **Charon**, and was familiar with the Fremantle - Singapore run. I see in the photo that she is registered in Singapore, so it must have been taken in her later years after she had been transferred to Straits Steamships, which was part of the Ocean Group. Originally she would have been registered in Liverpool.

Memories of **Vindex** and **Gothic**.

from B. Tilley

As an ex-Tasmanian living in Victoria since 1958, I was very interested in reading *The Log* of May 2004 which was loaned to me by a friend in Blackburn who is also an ex-Tasmanian. I found the experience of reading *The Log* completely caused my memory to be re-opened in areas that have not been explored for over 50 years.

This occurred because of the name of **Vindex** on page 62 and **Gothic** and the 1954 Royal Visit to Hobart. I thought perhaps you might like me to share something of my own experiences with each of these ships.

I had enlisted in 1941 in the 2nd AIF to serve overseas in the Australian Army and like many other Tasmanians had our first boat trip from Launceston to Melbourne in early 1942 on the **Nairana/Taroona**. For the following years thousands of Tasmanians who served in the Army, Navy and Air Force came to Victoria to be sent to their area of combat. In reverse, this meant that at the end of the European war in May and August for Japan all survivors had to be returned for discharge in their state of enlistment; hence the name **Vindex** came to mind.

I served in the Pacific Theatre, and progressively Tasmanian service personnel were separated from their units and transferred to holding camps around Melbourne awaiting transportation to Tasmania. I found myself in Camp Pell in American Bell Tents with other Tasmanian soldiers from different units. After about a week we paraded and a selection of names read out, including mine, when we were told we would be leaving in a ship next morning.

At 0700 hours we arrived at Melbourne Wharves alongside a towering ship we discovered was HMS **Vindex**, an aircraft carrier on its way from England loaded with Australian RAAF personnel and going to Tasmania. Apparently **Vindex** had off-loaded airmen at Perth, Adelaide and finally Melbourne. This left plenty of space for airmen, sailors and soldiers to be picked up in Melbourne, including me.

Once aboard, and upon receiving instructions about sleeping, meals etc, we were informed that there were two very important passengers we were sharing the journey with. These were Admiral Sir Hugh and Lady Binney, the new Governor of Tasmania and his wife.

In due course we sailed up the River Derwent the next day after dawn and approached the Ocean Pier to the rousing cheers of the friends and relatives of the men coming home from the War. Imagine my thrill and excitement to see my own wife with my mother and father waving to me from the top deck of Ocean Pier. A wonderful homecoming for me and all the other servicemen, and weren't we grateful to **Vindex**. It was Christmas Eve 1945.

I returned to the PMG Dept to continue my career that had been interrupted by war service and steadily rose to the level of Traffic Officer in the Telephone Branch. It was in this role, that apart from shipping staff and navy officers, I was the first civilian to board **Gothic**. I was met by Commander McKenzie, R.N., who gave me a brief tour of the ship where we ended up in the communications section where the telephone switchboard operators were working. I spent my time with them and provided them with the information they would need to know to carry out their role in the main telephone switching centre for the Royal Tour of Tasmania. The PMG Dpt. connected telephone lines to the ship so that these telephone operators could call anywhere in the world.

It is of interest to learn that these telephonists were all male, and were British Post Office telephonists permanently appointed to operate the manual exchange inside Buckingham Palace. It was their duty to stay with **Gothic** throughout the world tour and to return to their own position in the Palace at the conclusion.

As they were not connected to RAN for onshore entertainment, my wife and I invited them to our home on Mt. Stuart, overlooking Hobart and the harbour, for all their shore leave. As well as sharing with our family of two children of two and six years, we gave them tour trips to Mt. Wellington, Port Arthur, The Huon and the Derwent Valleys.

Upon departure of **Gothic** we farewelled them and then they wrote periodically and sent us photos of the Queen being welcomed during visits to other ports.

It is of interest that when my wife and I visited England, as part of our long-service leave, we telephoned Buckingham Palace (we found the number in the London Telephone Directory) and were surprised to be answered by Johnnie Jones, whom we had said good bye to 20 years previously.

Our visit to the Palace for afternoon tea is not part of the **Vindex** or **Gothic** story so I shall close this letter and allow the memory cells to settle down.

92/100 Station St, Burwood, 3125.

Sixty Milers

from C. Ellwood

The photo of MV Fijian Trader ex Dunmore, ex Nassau, sparked my memory of incidents befelling the little hard-working ship along with her sister, Bass Point ex Betsoran. The infamous trade of "sixty milers" and blue metal carriers highlighted the inherent dangers experienced in the trade. Small, old ships, some wooden – weary, as were most of their crews, after long dreary hours on hard work, trimming coal or blue metal and then perhaps several hours on the wheel. It was not uncommon for the helmsman to doze off, allowing the ship to fall off and turn around from whence she came, causing some embarrassing moments for all involved.

A school mate of mine served on a few "sixty milers" out of Sydney to Newcastle and Kiama in the coal and blue-metal trades. It was he that passed on much of the information in the attached article (see p.183) whilst serving on **Dunmore** as a hard-working member of her crew.

The Log, with the new look, has come of age, congratulations.

More on the 50th Anniversary issue.

Let me take this opportunity to thank you and your team on the excellent commemorative issue celebrating 50 year of *The Log* (May 2004).

The inclusion of some John Mathieson colour photos brought back some nostalgic reminiscences of what real ships once looked like. In the over forty years I have been a member of the WSS/NAA I have enjoyed the ceaseless endeavours of the many talented researchers, writers and photographers, plus black & white artists, who were admirably remembered in Ian Farquhar's opening comments, and not to forget his energies and contributions through his excellent maritime books and photos over many years.

The indefatigable John Goldsworthy introduced me to all the members of the WSS in the late 1950s, then meeting at North Sydney under the leadership of Arthur Corkill. John's recall of early shipping activities and his retention of all things maritime in Sydney Harbour is nothing short of remarkable and something we will never see again - but we all have our memories.

Congratulations for a job well done and I praise the former and current contributors for keeping the flag flying and for making it all happen over these wonderful 50 years.

2A Crummer St, Port Macquarie, NSW, 2444.

Yarrunga

from W.Finch

Whilst reading Captain Stevenson's article in the May edition of *The Log*, I was reminded of my time on **Yarrunga**. I joined her in Hobart in June 1970 and served two and a half months. We sailed from Hobart at around 1700 and I picked up the 8-12 watch. Coming off watch at midnight we were abeam of Tasman Light and when I came off my next watch at midday we were still abeam of Tasman Light, midnight that day and guess where? It took us 56 hours to sail from Hobart to Melbourne.

Another time we were going into Newcastle to the BHP berth. These were the days of the Stockton ferry and you had to give whistle signals to indicate what channel you were using. The skipper gave the signals and then had to promptly ring emergency full ahead as all power was transferred to the steam whistle. We then lashed the tugs up and they put us alongside the wharf in position before steam could be got to the deck to enable us to tie up.

On the same trip we were heading back to Melbourne and came flying down to "the Prom" at a grand speed of eleven and a half knots where, still at full ahead, we began to do half a knot astern. We sheltered for twelve hours behind "the Prom" before trying again.

I can personally attest to Captain Stevenson's assertion that the "Y" class never held any speed records.

3 Tern Close, Blind Bight, Vic, 3980.

ERRATA

P. 139:

Bottom caption **Southern Salvor**, should read **Austral Salvor**.

P. 160:

Line 4 should read three not thirty.

DUNMORE & THE BLUE-METAL TRADE

from C. Ellwood

Every four years all rockets and flares were replaced on all coastal vessels and **Dunmore** was no exception. The Mate dutifully collected their rescue gear and duly lodged it in a Carley float located on the monkey island, immediately above the bridge, and the helmsman. Unfortunately this was promptly forgotten because they are busy ships, and in the haste of the job in hand, the task of jettisoning this collection of rocketry overboard was dismissed from his mind. Busily engaged in the Sydney-Bulli blue metal trade this bundle atop the monkey island picked up a spark from the funnel. After smouldering for over 15 hours this bundle of potential explosives finally blew up. A gigantic explosion ripped through the steel deck and burst into the wheelhouse but miraculously the blast missed the helmsman. The chief engineer, on the bridge at the time, immediately thought his diesel engine—had blown up and raced below. Rockets without guiding tails became dangerous air-borne missiles, and in fact several made wild gyrations and expended themselves against the side of the ship, one causing the lights to fuse below and add confusion to the scene. Another came back at the ship, entered a side port and became lodged in the saloon causing more chaos and damage. Burning fragments were still blazing and an attempt to extinguish the fires would have been hilarious if the situation had not been so serious. Crew members below having an off-duty sleep in their bunks were sprayed with water from the leaking hoses. The amount of water that reached the bridge wouldn't have put out a cigarette. A bucket brigade was organised and the fire was quelled. On investigation later a huge gaping jagged hole was visible, and the escape of the helmsman was regarded as truly remarkable. The skipper greatly incensed by the incident sacked the Mate on the spot and the poor fellow left the ship in Sydney. An unfortunate incident that could have taken on more serious complications but received no publicity. Quick repairs had the ship back on her run the next day dutifully carrying out her business.

Dunmore and **Bass Point** were well-constructed vessels and extremely sea-worthy although they usually looked like a half-tide rock at sea particularly with their blue metal cargoes. On one occasion **Dunmore** had sailed in ballast for Newcastle to load coal in a very nasty southerly gale. The skipper took her out a long way from the coast before attempting to make his turn north-wards. In a very bad sea, on his starboard bow, he picked a lull and swung the wheel hard over to port and was soon in big trouble. The steering chain had broken and she was at the mercy of the elements. After a good deal of anxiety and concern, and assisted by the use of a "handy billy", or a system of blocks and tackle hastily rigged by the crew, she was brought under control. With the aid of the twin screws, her emergency steering and a few prayers, she made port in this wild storm and lived to see another day. On her return to Sydney from Newcastle or Hexham her coal cargoes were usually taken to Manly Gas Works, now long since demolished.

Dunmore, ex **Nassau**, was a twin screw motor vessel of steel and 659 tons gross. She was built by Odenbach Shipbuilding Co. of Rochester N.Y., U.S.A. in 1944. After giving very good service was sold in 1961 to Fijian Shipping & Trading Co. Ltd. and renamed **Fijian Trader**. She unfortunately went aground 14 October, 1964 on a reef near Jomard Island assisting the grounded former Union Company **Karu** (intended to be renamed **Dorothea**) and both ships were abandoned.

A previous namesake was the wooden steamship **Dunmore** of 277 tons built at Blackwall, near Woy Woy in 1891 and her owners were The South Coast Road (Metal Quarries Co. Ltd.) She rammed and sank the pinnace **Encounter** in Sydney Harbour, off Mrs Macquarie's Chair whilst maneuvering out of Woolloomooloo Bay on 5 January 1909. Of the 67 blue jackets aboard **Encounter** 15 were drowned. **Bass Point**, ex **Betearan**, was a sister ship to **Dunmore** and after completing her usefulness she was sold and renamed **New Guinea Trader**; her ultimate end unknown. After trading in **New Guinea** waters she went to Hong Kong and was in Saigon waters in July 1969 as **Dong Hai**.

MV **Kamona** was 1,785 tons gross and built by Henry Robb Ltd., Leith in 1949 for Union Steamship Co. of N.Z. Ltd. She was purchased by Lanceys in October, 1965 but they passed her on to Hethking Steamships Pty. Ltd., Sydney, the same year, and renamed her **Harwood**. Lancey Steamships Pty. Ltd. retired from the coastal trade after the disposal of their two remaining vessels in the early 1960's.

The blue metal trade which closed down for over ten years, was resumed in August 1974. The small loading ports of Kiamo and Bass Point and Wollongong were used by Lancey's and Miller's small ships to move this lucrative metal trade for many years. Lancy Steamships Pty. Ltd. withdrew **Bass Point** in 1963 and the trade died.

The high grade basaltic aggregate was transported by **Lisa Miller** and **Rickie Miller**, both R.W.Miller vessels for Pioneer Concrete Services Ltd. to Blackwattle Bay, Sydney, where their ready mix plant was situated. Extracted from their Bass Point quarry it was fed to the ships on an endless belt at 1,000 tons an hour (with the ship's capacity of 4,000 tons) to the nearby jetty. The vessels then proceeded on the short run to Port Jackson and final discharge at Blackwattle Bay. This trade was discontinued by the Miller vessels as they became older and the motor vessel **Hexham Bank** under charter to Millers took over the run until her untimely demise by fire on the morning of 21 June 1978 off Bass Point. She was sold to the Philippines in January 1979.

MOBIL FLINDERS

from R.A.Priest

The largest tanker to fly the Australian flag, Mobil Oil Australia's **Mobil Flinders** was their first overseas trading crude carrier. In fact she was seldom seen in Australian ports, visiting Port Stanvac rarely and a single visit to Melbourne early in her career. Her relatively shallow draught of 15.5 metres allowed her to be used in a maximum number of the world's oil ports but Port Stanvac was the only terminal in Australia she could enter fully laden.

Delivered by Ishikawajima-Harima Heavy Industries, Kure, in June 1982, she had a deadweight tonnage of 149,235 and a gross registered tonnage of 88,122. Her keel had been laid in October 1981 and, using pre-fabrication techniques, building time was cut to just seven and a half months. Power was provided by a slow speed seven-cylinder, Sulzer diesel engine, developing 20,230 bhp at 85 rpm, providing for a service speed of 15 knots.

When built, the owners had suggested that Australian seamen would not take to six-month *Articles*, trading deep sea, and seldom if ever trading to Australia. They were proven wrong. Registered in Port Adelaide, she had a crew of 34 and remained on the Australian register until flagged out to Panama in 1998. In the interim her name had been shortened to **Flinders** in 1992, no doubt as part of the ongoing programme initiated by the majority of the world's oil majors following the **Exxon Valdez** grounding, to disassociate themselves as far as possible from any obvious connection with the vessels that carried their cargoes.

She remained Australian manned until November 2002 when she was sold to Greek interests and renamed **Navarino**.

NAA PUBLICATIONS AVAILABLE

Copies of the two books recently published by the Association are still available at the special prices for subscribers to THE LOG

HOWARD SMITH SHIPPING – Enterprise and Diversity 1854-2001

\$32.00

THE CURRIE LINE OF MELBOURNE

\$15.95

Both prices include packing and postage to any address in Australia or New Zealand.

Australian orders from: The Treasurer, NAA, P O Box 142, CAULFIELD SOUTH, Vic. 3162

New Zealand orders from: Ian Farquhar, P O Box 1175, Dunedin, New Zealand

BELLINGER – A SMALL STEAMER'S VARIED CAREER

from Stan Evans

The iron, single screw steamer **Bellinger** was built by J. McArthur at Paisley, Scotland, in 1884 for G. W. Nicoll and his Sydney-Clarence River service. Of 225 tons gross, on dimensions of 125.0' x 22.1' x 8.7', **Bellinger** was powered by a compound surface condensing engine of 45 registered h.p. with cylinders of 18 and 32 inch diameter. Steam was generated from a single steel boiler at 80lbs p.s.i. The engine was made by W. Kemp, of Glasgow and gave a speed of 9 knots. As was usual at the time she carried both passengers and cargo, having accommodation for 16 passengers. The vessel was fitted with good stock accommodation which was essential for an Australian coastal steamer of that time.

Bellinger left Greenock on her delivery voyage on 20 September 1884 with full bunkers plus 220 tons coal and 25 tons sundries. On leaving her draught was 7 feet 9 inches forward and 9 feet 2 inches aft. She coaled again at Teneriffe and after a rough passage to the Cape, where she was detained for seven days for coaling and repairs, she sailed from Cape Town on 5 November. The vessel then called at Albany, sailing from that port on 4 December. **Bellinger** passed Wilson's Promontory on 12 December and reached Sydney on 15 December where she was docked for a complete overhaul.¹ Before she had time to start on the Sydney-Clarence River trade, **Bellinger** was purchased, for £8,350, by the Belfast and Korait Steam Navigation Co. Ltd. [BKSN], headquartered at Port Fairy in Victoria.² The sale was consummated on 19 December and the steamer registered at Port Fairy on 22 December 1884.³ Loaded with 200 tons of coal she sailed from Sydney for Port Fairy on 20 December 1884.

Almost before she had time to hoist the BKSN house flag **Bellinger** had touched ground in Port Phillip. Since she arrived in Melbourne at Xmas time, **Bellinger**, together with the BKSN's other steamer **Casino** (425 grt/1882), ran a Port Phillip Bay excursion to Queenscliff on New Year's Day 1885. Soon after leaving Queenscliff the **Bellinger** "got stuck fast in the sand" and **Casino** had to put back to help her get off. After being freed, **Bellinger** moved off and the competition of the bands began. As **Bellinger** came abreast of **Casino**, Casino's band played *See the Conquering Hero Comes* and then, as Casino later passed **Bellinger**, her band played *The Girl I Left Behind Me*. The response from **Bellinger's** band was *Goodbye Charlie*.⁴

With New Year's Day frivolities behind her, **Bellinger** settled in to support **Casino** in the Melbourne-Western Ports of Victoria trade. With the potato and grain season just beginning there was plenty of cargo initially for the two steamers. What the BKSN had not foreseen was that, in addition to regular competitors Western S N Co. Ltd. and Portland and Belfast SN Co. Ltd, this season would see a strong attempt by Howard Smith [HS] to capture a share of the district's produce cargoes. HS despatched a weekly steamer from Port Fairy that season with potatoes and other produce for Sydney thus making it much more difficult for BKSN to get the cargoes necessary to support a second steamer. This problem was further complicated by **Bellinger** being somewhat too small for the trade which meant that the margin between income and cost was insufficient. This is demonstrated by a comparison of gross contribution between **Bellinger** and **Casino** for the six months to 31 August 1885, viz :

	Casino	Bellinger
Working expenses	£3,322	£2,404
Insurance	£338	£289
Repairs	£55	£64
Total operating costs	£3,715	£2,757
Earnings	£6,596	£3,388
Gross Contribution	£2,881	£631
Gross Cont. as % of earnings	£43.7	£18.6

Source: BKSN Co accounts in *Belfast Gazette*, 22 September 1885

BKSN had to increase borrowings to finance purchase of Bellinger and interest on those borrowings further reduced **Bellinger's** real gross contribution.

With **Casino**, **Bellinger** commenced steamship services to Lorne and Apollo Bay in the first half of 1885. **Bellinger** became the first steamer to service the Cape Otway area when, on 26 March 1885, she sailed from South Wharf for "Lorne, Loutit Bay taking cargo and passengers".⁵ This was followed by a sailing to Port Fairy by **Casino** on 2 April 1885, with a call on the way at Lorne with 10 tons of cargo.⁶ The first call at Apollo Bay was when **Casino** called there on 8 May 1885 whilst on passage to Port Fairy. **Bellinger** made the next visit when she sailed from Melbourne on 18 May 1885 for Lorne, Apollo Bay, Port Campbell and the Western Ports, thus also inaugurating a short lived service to Port Campbell.⁷

On 30 March 1885 **Bellinger** left her wharf in the Yarra and, as she went down the river the Chief Engineer (J. Waltham) was sitting on the taffrail, as he frequently did. Going down Port Phillip Bay he was found to be missing, but not until the steamer had reached the lights in the Bay. It was concluded that he probably fell overboard off the taffrail.⁸ Early in June she took potatoes from Port Fairy and Warrambool direct to Sydney and, in September, made a voyage from the Leven River in Tasmania to Sydney, apparently touching something as she departed that river, and necessitating the pumps being worked throughout the passage to Sydney. **Bellinger** was docked, the damage quickly fixed and she loaded coal at Newcastle for the Portland Gas Company. At the beginning of the 1886 potato season she made several more trips to Sydney with potatoes and other produce.

However, the competition from Howard Smith was too much and BKSN made a small loss for the six months to 28 February 1886. Whilst the fierceness of the competition forced HS out of the trade in July 1886, the BKSN company persisted with **Bellinger**, even fitting her with rolling chocks in June 1886. The competitive situation worsened and the BKSN produced a major loss of £1,308 6s for the six months to 31 August 1886, with the **Bellinger's** direct costs being 10% more than she earned.

Gross Contribution of **Casino** and **Bellinger** for six months ending 31 August 1886

	Casino	Bellinger
Working expenses	£3,163	£1,986
Insurance	£341	£289
Repairs	£74	£266
Total operating costs	£3,578	£2,541
Earnings	£4,129	£2,299
Gross Contribution	£551	- £242
Gross Cont. as % of earnings	£13.3	£10.5

Source: BKSN Co accounts in *Belfast Gazette*, 15 October 1886

The purchase of **Bellinger** was now proving to be a small disaster and the BKSN board reacted quickly and sold her in September 1886 to B. B. Nicoll for £5,875 – a loss of £2,475 on her purchase price. This was a large loss for a small company with a paid-up capital of only £11,427 and resulted in shareholders losing 25% of share value when, in May 1887, the company reduced the face value of BKSN shares from £2 to 30 shillings to compensate for the capital loss.

B. B. Nicoll used **Bellinger** on his northern NSW service until 1888 when she was chartered by the Jubilee Steamship Co. – a company set up by the Seamen's Union of New Zealand to run in opposition to the Northern S. S. Co. on the east coast North Island service. On 28 February 1888 she stranded near Waitara in New Zealand and was got off. The union's venture was a costly failure and **Bellinger** went back to NSW.⁹ In 1890 Nicoll sold her to Captain E. T. Miles who ran her on the Melbourne to Stanley, Emu Bay and Devonport (northern Tasmania) service. On the night of 20 April 1892 the barque **Presto** (394nrt), outward bound from Melbourne, collided with **Bellinger** near the No. 3 buoy in the West Channel, Port Phillip Bay. **Presto** struck **Bellinger** abreast of the bridge on the port side and stove in the

bow of **Presto**. **Bellinger** sank with her bow resting on the bottom in 17 feet of water and with her stern and propeller out of the water. Next day she filled and sank.¹⁰ On 9 May she was raised by the combined efforts of the tug **Eagle** (229grt/1890) and the lighter **Endeavour** and was then towed to Hobson's Bay for repairs. When repaired, **Bellinger** resumed this service.

In June 1893 the Union SS Co. of NZ [USS Co] chartered **Bellinger** for six months, running her on the Melbourne to Stanley, Emu Bay and Devonport service from Queen's Wharf. In December 1893 an arrangement was agreed between Captain Miles and the USS Co whereby Captain Miles ran the ship, with his own crew and on the USS Co berth, for three years under a pooling arrangement. This was a satisfactory arrangement for both parties as the USS Co. commented in a letter to Miles that they could not have run her as cheaply as Miles was doing.¹¹ In February 1894 **Bellinger** went ashore on the beach at Circular Head, but was refloated. She was in trouble again in November 1894 when she struck Macquarie Bar and her rudder chain parted. Her master managed to get her off and into deep water where the rudder could be temporarily repaired.¹²

In May 1894 Adelaide SS Co was interested in purchasing **Bellinger** but was not prepared to pay the £5,000 that Miles asked. She, together with the other ships owned by the Miles/Reynolds venture, was offered to USS Co for £19,000 in July but the USS Co was not interested at that time. In September 1894 **Bellinger** was sold to T. A. Reynolds and Co., a partnership which included Captain Miles (a son-in-law of Reynolds) who ran the shipping interests of the partnership. **Bellinger** proved to be too slow for the Devonport service and, after she missed three consecutive connections with the mail train at Devonport, Miles suggested that they work **Bellinger** and **Glenelg** (210 grt/1875) in conjunction with the Strahan trade. **Glenelg** ran the Melbourne-Devonport service and **Bellinger** traded Melbourne-Strahan. She did much better in this service and remained in it until 1897.¹³

The USS Co finally took over the Reynolds' fleet in November 1896 and in 1897 **Bellinger** was sold to Northern S.S. Co. Ltd., of Auckland, renamed **Muritai**, and placed in the New Zealand coastal trade. She spent her remaining years in this trade.

At 9 p.m. on 26 May 1908 **Muritai** left Russell for Auckland. By four a.m. next morning she was feeling her way down the coast in thick weather and low visibility when she struck on West Chicken Island, one of the Hen and Chicken Islands, off Marsden Point on the east coast of the North Island of New Zealand. Although there was some swell at the time, the action of the helmsman in bringing the helm hard around when he saw the bluff loom out of the mist, positioned **Muritai** so that it was possible to place a ladder at the bow of the vessel and the crew and passengers were able to simply climb down the ladder to safety on the rocks below. At daylight they were able to see how narrowly a disaster had been averted. **Muritai** had hit between two rocks and any other position for the wreck would have posed great danger for the crew and passengers. The boats were lowered, the passengers embarked and transported to a nearby beach on the Big Chicken Island. From there they were picked up by the steamer **Coromandel** and taken to Marsden Point. **Muritai** soon broke up.¹⁴

References

- ¹ *Sydney Morning Herald*, Tuesday, 16 December 1884
- ² *Belfast Gazette*, Friday, 19 December 1884
- ³ *Port Fairy Register of Ships*
- ⁴ *Belfast Gazette*, Tuesday, 6 January 1885
- ⁵ *Melbourne Argus*, Wednesday, 25 March 1885
- ⁶ *Belfast Gazette*, Friday, 3 April 1885
- ⁷ *Melbourne Argus*, Tuesday, 12 May 1885
- ⁸ *Belfast Gazette*, Friday, 3 April 1885
- ⁹ *The Log*, Vol. 25, No. 1, Issue 107 – *New Series*, February 1992, p27
- ¹⁰ Williams and Serle; *Wrecks of Port Phillip*; p67
- ¹¹ Letter from Ian Farquhar
- ¹² O'May, H.; *Wrecks in Tasmanian Waters*; p115-114
- ¹³ Letter from Ian Farquhar
- ¹⁴ Ingham and Wheatley; *Shipwrecks – New Zealand Disasters 1795-1950*; pp382-383

MALAITA

from J. Stewart

After over two years continuous service as the shipwright on **SS River Glenelg**, I left her in mid 1951. After a short holiday I joined Burns Philp and Company's **MV Malaita** at Walsh Bay. This ship was to open a different world for me, namely the islands of the Pacific and there would be no more iron ore and coal. Barclay Curle and Co, Glasgow, built her in 1933 for the island trade and she was a single screw motor vessel, 3310 tons gross and powered by an eight-cylinder Burmeister and Wain diesel engine. She had a length of 313'-0", beam - 41'-0"; there were five cargo hatches and a capacity for about sixty passengers. She served the company well on the island run until 1942, when she had a mishap during World War 2. She was leaving Port Moresby on 29th August, for a routine supply run to Cairns, when the Japanese submarine RO-33 torpedoed her.

Malaita survived the attack, which blew a large hole in the hull on the starboard side of number two cargo hatch and she was later towed back into Port Moresby and beached. **Malaita** had an escort at the time of the attack, namely the new Australian destroyer **Arunta**, which quickly detected RO-33 by sonar in shallow water and bracketed her with a salvo of depth charges. She was sunk and divers later heard tapping noises coming from inside her hull, however all her crew later died. Not long before, this submarine had carried out a murderous surface cannon attack on Burns Philp's small ship, **Mamutu**, in the Gulf of Papua, sinking her and killing some one hundred and thirteen people. She machine-gunned those who got off the ship and were in the water. Of all the crew and passengers, only one person survived, so the submarine's sinking would seem to have been well deserved.

After some patching up in Port Moresby, **Malaita** was re-floated and towed to Sydney, where she lay idle until the war ended, as there was no graving dock available in which to do this major repair. She was then refitted by Morts Dock and Company and put back into service in 1946. She had a shipwright's shop, as on the River ship, so I set about cleaning and enlarging this. I threw out a lot of rubbish, then did some painting and put up a shadow board, quite an improvement. The master was the famous Coconut Bill, Captain W.O.L. Wilding, sometimes also referred to as Wild Bill. The Mate was Fred Mushins, Second Mate Malcom Lawson and Third Mate Duncan Barr. Captain Wilding is said to have acquired his first nickname at the outbreak of World War II, when he was captain of **Morinda**. As soon as he heard that war had commenced, or so the story goes, he instructed his crew to cut down some coconut trees to disguise the ship with fake guns. When **Morinda** was spotted at night shortly after by a Dutch cruiser, **Van Tromp**, she was seemingly bristling with weapons, so the cruiser challenged and it is said she almost opened fire.

We sailed about two weeks after I joined and our route was to Brisbane, then up inside the reef to Samarai, on the southeastern tip of New Guinea. What a new world, hundreds of natives greeting the ship, lots of white people too, waiting to get aboard and into the ship's bar. Samarai is tiny; one could walk around it in about half an hour and is a very pretty island. There were the usual wharf sheds, trading stores and a gaol, which only had three walls; not very secure. The natives often liked going into gaol, they would say—No J, go along Calaboose, as there was lots of food and not much to do. The authorities probably had more trouble with them breaking in than out.

We sailed from Samarai towards Lae, up the China Strait in overcast weather and I was about to leave the forecastle when the visibility came down to almost zero, the captain deciding to anchor. I dropped two shackles of cable, there was no bottom and I finished up dropping eight, apparently we must have been over a very deep hole and so I started to heave the dangle and upright cable on board. We just made it, there was 720 feet of it plus an anchor to pull up and the windlass was groaning in protest, not a thing I will ever forget, nor would the captain. However the weather cleared and we proceeded on our way. We were carrying some inter-island native passengers and they lived in and on the forecastle, in rather primitive conditions. All they seemed to have in the world was an old suitcase, a long comb and a supply of betel nut and lime, constant chewing of this giving them all red teeth. Many of them had a skin disease named Grilley, a complaint that is caused by a vitamin deficiency. These boys were a cheerful and likeable lot.

Lae was a hot steamy place and there was a brand new wooden wharf at which we berthed, but on my second voyage we found it cut in half. It seems there was a tanker berthing which lost astern power, so

it was goodbye wharf. I had a look at a famous hill there, which had contained an underground Japanese Hospital. After the Allies captured Lae the hospital staff refused to come out, so it was sealed up with explosives and they were all entombed. The nearby Nadzab airfield was littered with American war-planes, P-38 Lightning fighters, Liberator bombers, all disabled and left to rot. I met some planters who had a nearby copra plantation and they told me that, after the war, they were given five thousand pounds to re-establish their holding and in clearing up, found enough forty-four gallon drums of aviation fuel to last them for years.

I was enjoying being on a passenger vessel by this time and the work was similar to my previous ship, hatches, anchor duties, tank soundings, fresh water replenishment, plumbing, lubrication of deck gear, watertight doors etc; There was also a lot of repair work in cabins which had it's moments too. I once went to a room with a defect chit, knocked on the door and a lady's voice told me to come in. I did so and found her in her bunk, started making the repair and then her cabin mate came in stark naked from the bathroom. She was not the slightest perturbed that I was present, whereupon the lady in the bunk proceeded to almost go into hysterics at the situation and my discomfort. The nude one wandered around the cabin, saying that she could not find her pants and her cabin mate finally gasped out that she should have a look in her handbag. I did the work in record time and departed.

Yet another time I had a repair in a cabin in which the bunk had collapsed and yes, to save you wondering, that was the cause. Our bosun later had a severe fall from the funnel and put his leg through a skylight, cutting it badly from ankle to knee. I was asked to help the ship's doctor to sew him up, this took some time and afterwards I had to make him a pair of crutches, he was on them for weeks. It paid to be resourceful on these ships. Passengers often dropped things down the drains of their cabin washbasins, coins, rings etc; I always managed to retrieve them. Another source of work was maintenance on Coconut Bill's fish tanks that he used in order to bring back tropical fish for the Sydney Zoo and this was ongoing.

Madang, along the north coast of New Guinea, was our next port of call, a beautiful spot, but a lot of battle damage everywhere. One scrap metal dealer there made a fortune in twelve months, using native labour to collect spent rifle cartridge cases and then loaded them into old 44- gallon drums. They were sold on-site and we used to carry them back to Sydney in the ship's holds. There were two small Japanese ships sunk there in the harbour and the tops of the coconut trees had been shot off during wartime action. The place was still a bit of a mess, but re-building was well under way.

Next we headed north to Manus Island and on our way the ship suddenly took quite a port list as we steamed along and then recovered. It turned out to have been a shock wave from an undersea volcanic eruption; we must have been right above it, no damage however. Some years later a new volcano appeared there and it is now quite large. We anchored out at Lorengau, the civilian port and discharged cargo there; a lot of pallets of beer were spilled into the drink, probably deliberately. I suspect that some of the white people ashore recovered them next day for a booze-up.

We moved around to Lombrum, Australia's northern naval base on the other side of the island next and berthed at the wharf. Whilst there, I took the chance to explore the place, what I saw was staggering. The Americans brought everything in and took nothing out. There were trucks, jeeps, and aircraft, landing barges, and mountains of other equipment. Scrap metal dealers had made fortunes, but much of the material was left to rot and rust away. We brought a lot ex- army trucks back to Sydney for these dealers, some almost new. They could pull about four out of the jungle, cannibalise them and get one good truck, very profitable.

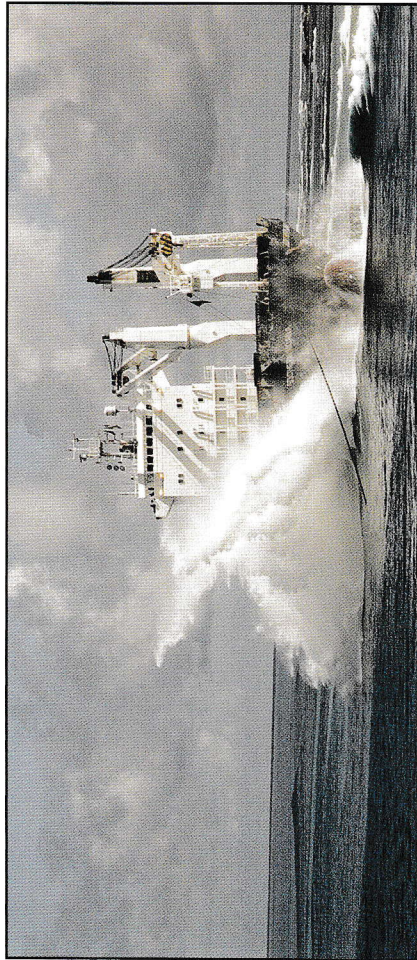
Whilst on Manus I met an Australian Works and Housing supervisor, who was in charge of Japanese war prisoners, on the construction of the new wharf. He was very impressed by their diligence and the way that they worked steadily all day. He had also been one of the hangmen after the war crimes trials, which were held on Manus. Crocodiles were a bit of a problem here, sometimes taking native women from the lagoon shore whilst they were washing clothes. Several crocs were shot when hanging about the naval slaughterhouse by the shore's edge; they were obviously attracted by the smell of blood.

Rabaul was our next destination and a really interesting place, situated on New Britain and the site of the famous Matape and Vulcan volcanoes. Simpson harbour is quite a large and fine one, and on my first visit, there were almost three hundred sunken Japanese vessels, many sticking up out of the water. It was the main Japanese base in that area and there were at least a hundred miles of tunnels in the



Malaita departing Sydney on Saturday 29 September 1962 (see p. 188)

(J. Mathieson)



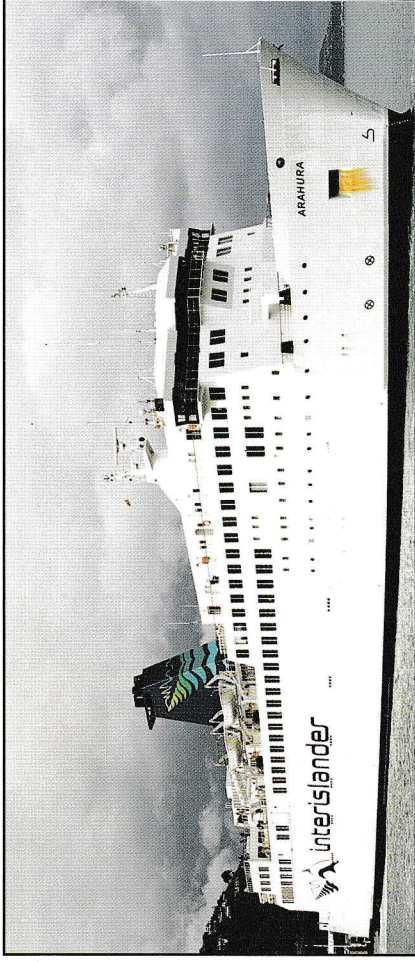
Southern Moana aground at Futuna (see p. 214)

(D. Hancox)



A new "Australian" vessel, **Telamachus** at Singapore (see p.206)

(I. Edwards)



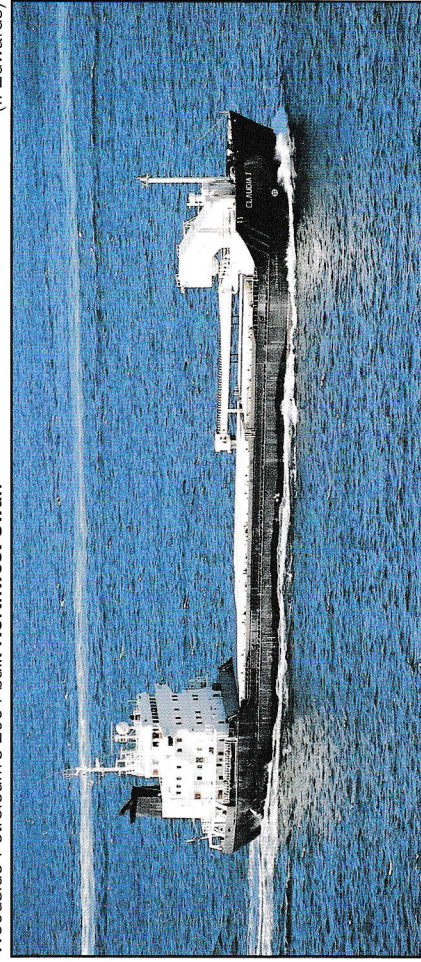
Arahura in new livery at Wellington 2 October 2004 (see p. 205)

(M. Pryce)



Latest addition to the Australian LNG Trade,
Woodside Petroleum's 2004-built **Northwest Swan**

(I. Edwards)



Claudia 1, ex **Claudia** and now registered in Sydney (see p. 206)

(J.Y. Freeman)

hillsides, containing workshops, storage facilities, berths for midget submarines and ammunition and all the paraphernalia of war. There were also lots of little concrete pools, which had been built by the Japanese to breed giant snails for food, and there were many of these creatures about the place. General MacArthur's strategy had been to blockade Rabaul and then by-pass it, thus starving the Japanese into submission and it worked. It was bombed seven days a week by Australian and American aircraft from Port Moresby, resulting in all the wreckage and sunken ships. The Japanese had cut off one of the wrecked vessels above the waterline, industrious people; they had then covered her in concrete to create a wharf, quite ingenious.

The volcanoes dominated the town, menacing in appearance and at least three times in the twentieth century they have wrecked Rabaul. Travel by taxi there was exciting; the natives dressed in their lap-laps, driving furiously, big toe on the accelerator, very exhilarating. Earth tremors occurred regularly and you got used to them. We used to visit the Chinese stores there and later on I always had regular orders from the ladies at home for handbags, camphor chests, fans, teapots; they were so much cheaper there. There was always a smell hanging over Rabaul, a mixture of sulphur from the volcanoes and copra fumes and the heat was oppressive, 30 degrees centigrade early in the morning was quite normal.

Heading south, we called again at Samarai, topping off the ship with more bagged copra, which is the dried flesh of the coconut, used for making soap etc. Watching the natives carry huge bags of cargo to the wharf sheds was fascinating. Two men would hoist one onto the shoulders of one of the wharf labourers and then, with his legs wobbling from the weight, he would literally run over to the shed and dump it down onto the floor. They were a kindly, almost childlike people, always singing, quite harmoniously too, with twelve-inch long, newspaper-wrapped cigarettes, stowed in holes in their ear lobes, definitely characters. One of them, named Billy; used to do some ship's laundry for us, and he was quite aged. When I asked him how old he was, he replied—'We don't know Master, but me walk around bloody long time.'

We headed south, inside the reef to Brisbane and then reached Sydney, after a five and a half-week journey. Our chief officer, Fred Mushins, had appeared ill during the voyage and he went off on sick leave. He later died from leukaemia, leaving a wife and children, still a young man. We usually had about two weeks in Sydney, unloading and loading, having repairs done etc. Coconut Bill, the captain, was quite a character, and a fine seaman and navigator. In World War Two, he had been seconded by the American Navy to act as a navigator on their warships and was present at several conflicts, including The Battle of Savo Island, in which the Allies suffered heavy losses. While passing there on a later voyage, as mentioned in a previous article, we held our quite touching ceremony of remembrance for all those who had died there.

On a later occasion we took a different route, sailing from Rabaul to Honiara, Numa-Numa, Havana Harbour etc, then to Norfolk Island, Lord Howe Island and Sydney. We loaded the usual copra, plus huge logs for making veneers. These were lifted from the sea by our winches, a man standing by with a rifle, in case any sharks tried to attack the natives in the water and they were around too. Cargo was worked by using surfboats to carry it ashore and unload it there by native labour. At Teopasina, before WW II, it was the usual thing to lose at least one native a month to sharks, while they were gathering Trochus shell. The men I used to watch seemed to have no fear and could dive to a depth of 40 to 50 feet, staying down for at least two minutes.

We moved on to Norfolk Island, what a beautiful place. As there were no berthing wharves or even a harbour, we anchored off and worked cargo again in the boats, using nets and a mobile crane ashore on a concrete pier. A group of us managed to get ashore and see the island and we were very impressed. Very green, pine trees everywhere, a real paradise. We had a look at the beautiful old Georgian houses, also the Bloody Bridge, scene of a tragic incident. Apparently in the nineteenth century, a group of convicts who were building the bridge murdered their guard and then to dispose of him, built him into the structure. Their problem was that his blood leaked out through the mortar and gave the game away, so after a trial, they were made to dig their own mass grave, stand in it and were then shot.

This island has a very mild climate; in the Fahrenheit scale the lowest temperature ever recorded was 44 and the highest 88. It was also the best fishing spot I ever saw, I brought back a chaff bag full of fish to Sydney after having stored them in the freezer. The islanders are nearly all descendants of the Bounty mutineers, with names like Christian, Buffet, Adams and Stubbs etc. They taught me how to catch fish, my best effort being a trevally weighing fifteen pounds, hooked off the stern. It was too heavy to lift from

the water, so one of the islanders, Fletcher Christian, picked it up from the launch that he was steering by and delivered it to the gangway. This man incidentally was a direct descendant of Fletcher Christian of **Bounty** fame.

Lord Howe Island was the last port of call, anchoring once again outside the reef; I did not manage to make it on shore, but enjoyed more good fishing. We arrived home in Sydney, a few days later, after one of our most interesting ever voyages. After two weeks in port for unloading and loading, we were off again. Heading north, from Brisbane, we ran into a cyclone, whilst inside the reef, off the Queensland coast. All the windows were broken on the starboard side of the music room, more work for me to repair them. The hospital around the foremast had the doors smashed in and the inside gutted, and in my photograph of this, crates can be seen on No. 1 hatch and these contained live fowls for the islands. The stewardess kidded me into going up there every morning, to get her some fresh eggs, which I found in plenty. I also had to throw lots of dead birds over the side, after they had perished from exposure.

On this trip we had a relieving skipper, Brett Hilder, son of the famous Australian artist, J. J. Hilder. After weathering the cyclone we arrived at Samarai, but someone had moored a yacht in the wrong place and we had to approach at a bad angle. The stern was very close to the wharf, a strong current was swinging our stern to the north and so the captain went astern on the engine and the ship grounded on a reef for half her length. Berthing lines were run ashore to the wharf, we pumped out all the aft fresh-water tanks, transferred oil forward from the aft tanks and tried to heave her off, but failed. Much cargo was then shifted forward from Nos 4 and 5 hatches, to Nos 1 and 2 and with all the available small island ships lashed alongside, we went full ahead on the engines and I heaved on the windlass. I was the first to know she was off as soon as the load meter on the windlass dropped back from the red danger area and I raised my arm as a signal. All engines stopped, we slipped the lines off the other vessels and proceeded up the China Strait, turned and returned to berth at the wharf. She had a few dents in the bottom but was not holed; so we finished the round voyage, going into dry-dock on our return to Sydney, for a check up and a few repairs.

I decided to leave **Malaita** in May 1952, after twelve months service, to come ashore and build myself a house on my land. She had been a good ship and I enjoyed my spell on her, had made good money and saved most of it. A fellow shipwright, Bob Talbot, took my place and went off on his first trip to sea; it was to be a dramatic one. When **Malaita** arrived at Lord Howe Island, Captain Wilding anchored her on the mooring area defined on the chart. Some time later, when they were all having dinner in the saloon, a terrible booming noise sounded throughout the ship. The captain immediately ran up the bridge and rang for the engine, to move her from the danger position. It soon became apparent that she had swung around and dropped onto a previously unknown rock, which was definitely not shown on the chart. The shaft tunnel was flooding and the engineers closed the watertight door, started the pumps to control the water intake and the captain then notified the company and the maritime authorities in Sydney by radio of what had happened.

The Engineer Superintendent flew across to Lord Howe Island by flying boat, taking a diver with him, plus all the necessary materials and repairs began. When these were completed, she continued her island voyage, having permanent repairs made on her return to Sydney. Burns Philp sold **Malaita** in 1965 but she remained in service with another company until she was scrapped in 1971. She had lasted for thirty-eight years, without giving any real trouble, a tribute to her builders. One of the most popular ships ever to serve on the Island run; there would have been very few New Guinea residents who had not travelled on her.

The Log – Back Copies

Back copies of *The Log – New Series* are available from the Treasurer, N.A.A. Inc., P.O.Box 142, Caulfield South, Victoria, 3162.

Copies from 1998 to date are available at A\$6.60 per issue and issues that predate 1998 are available at the discounted price of A\$3.30 per copy or A\$11.00 for one year (four issues)

Copies of most, but not all, issues are held and details are obtainable from the above source.

NEW BOOKS

from R.A. Priest

In Coral Seas - The History of the New Guinea Australia Line based on the manuscript by Martin Speyer with additional material by Capt. Mike Carolin and edited by Dr. Howard Dick, published by the Nautical Association of Australia, P.O. Box 142, Caulfield South, Vic, 3162. ISBN 0 9599079 0 6. Soft back. 134 pages. Order form enclosed with this issue.

The long awaited history of the New Guinea Australia Line (NGAL). Based on the memoirs of Martin Speyers, who joined the Swire Group in Shanghai in 1937 and retired in 1976. He died in 1999 and his work never saw the light of day. A copy came into the possession of the current NAA President, Capt Mike Carolin, himself an ex NGAL employee, and the idea of publishing the manuscript came into being. Subsequently, discussions took place with the Swire Group and the NAA was approached to publish the proposed history. Following much editing by Howard Dick and updating by Mike Carolin with the help of others, the publication is now available and is a credit to all involved in its production and a fitting memorial to the man who twenty years ago prepared the groundwork.

Sir Adrian Swire, Chairman of the Swire Group, sums it up in his *Foreword* when he writes, "This is no dry catalogue of events. It is written with humour, and many of the anecdotes bring the events of the time vividly to life". Divided into four parts, the first is Martin Speyer's history up to 1985 and the second an update to present times, the third, seagoing anecdotes from Capt. Carolin and Chris Coy, both now Port Phillip pilots, and the last a detailed fleet list.

Well illustrated with 37 black & white photographs, including views of all ships owned by the company and used in the trade, this book is highly recommended and an essential addition to all maritime libraries.

from I.J. Farquhar

CSR Shipping 1880-2003 by H.J. Hansen. ISBN 0-473-0915-6. Published by author. 212 pages, 156mm x 230 mm, paperback, 245 illustrations. New Zealand subscribers can obtain copies from the author at 141A Long Drive, St Heliers, Auckland at \$NZ37.00 and Australian subscribers from Ronald Parsons, P O Box 2307, Murray Bridge, South Australia, 5253 at \$A39.50 (both prices inclusive of postage and packing)

This is an interesting book on the history of the ships owned or chartered by the Colonial Sugar Refining Company in Australia and New Zealand from 1870 to 2003 and provides a list of the ships that have called at the Chelsea Refinery in Auckland from 1900-2003. Jim Hansen, a subscriber to *The Log*, has delved into the history of many of the small lighters and craft employed in Australia and New Zealand as well as providing details of the ships, both sail and steam, that carried coal to Chelsea. It also has chapters on the Adelaide Steam Ship Company and the sugar trade and also the competition for shipments to Western Australia. Some 450 ships are mentioned in the index. Although directed more at the author's interest in shipping to Chelsea, there is a wealth of information in the book for anyone interested in the history of CSR and the careers of its Australian and New Zealand ships.

from J.Labrum

The Sitmar Liners - Past and Present by Peter Plowman, published by Rosenberg Publishing Pty.Ltd, PO Box 6125 Rural Delivery Centre, NSW, 2156. ISBN 1 877058 25 4. Hardback, 287 pages, 310mm x 240mm. Ship Index, bibliography etc. RRP \$59.95. Available at Hylands, Angus & Robertson, Dymocks, National Maritime Museum bookshop.

This beautifully produced book, written by well-known and respected maritime researcher/author Peter Plowman, covers the Sitmar vessels from that company's humble beginnings to the present day. Briefly, the company was founded by Alexandre Vlasov in 1939 with the acquisition of two British-built cargo ships; carriage of passengers (Displaced Persons) commenced in 1949 and the transition to liner operations (migrants and fare-paying passengers) commenced in the early 1950's. The company entered the cruise ship industry in the 1970's and continued until 1988 when the business was sold to the P&O Group.

Following the sale of Sitmar Cruises as above, the Vlasov Group was renamed V-Ships and restricted its interests to freighters and tankers. However, the main business became ship management and Silversea Cruises now forms part of that function. A considerable number of photographs of the ships, both in colour and black and white, are well reproduced and these are augmented by interior and exterior shots (cabins, saloons, galleys, hospitals and deck scenes); Additionally photos of menus are included, together with recollections by passengers of voyages in the vessels. The ships were well-known in Australian waters and for this reason alone the book is highly recommended for passenger ship enthusiasts and is considered excellent value for a hardback of this size.

from L. Rex

Ferry to Tasmania. A Short History, by Peter Plowman, published 2004 by Rosenberg Publishing Pty Ltd, NSW, ph. 03 9654 1502, email: rosenbergpub@smarthat.net.au; ISBN 1 877508 27 0, s/cover, 200 pages, 290 x 210, over 220 illustrations including over 80 colour, biblio., index; \$29.95, widely available.

The author is an acknowledged authority on passenger ships having already produced locally focused titles covering *Passenger Ships of Australia & New Zealand*, *Emigrant Ships post 1945* and *Sitmar Liners* (reviewed above) over the last 20 plus years. This latest publication is a very comprehensively illustrated history of regular passenger ship services from the 'mainland' to the island state since steam was introduced in the 1830s. Half the book is dedicated to the period up to the departure of **Taroona** in 1959. The second half then deals with the ro-ro era, from the 'PoT' through to the latest Sydney-Devonport **Spirit of Tasmania III**, with sections on the Devil Cats and other vessels engaged in some cases for as little as one voyage.

Those who have sailed these routes will find ample on vessels of interest. In addition the story of the ships, companies, events and services is covered in a very readable way. The book provides very comprehensive details of services provided by the Tasmanian government since **Abel Tasman** was introduced 1985. Earlier service details, those provided by the last few steamers are also comprehensive, complement those in the late George Cox' 1986 publication *Bass Strait Crossing*.

This well priced book provides much more than its claimed short history. It is hard to envisage another volume supplanting it with a more detailed treatment of the subject.

from R.A.Priest

Coal Dust to Balmey Seas by G.Risdon, desktop published by the author. Available from the author at 359 Willow Terrace, Bayway Village, Fullerton Cove, NSW, 2318. Price \$22.00 plus \$4.40 postage and handling.

The author's memories of his nine years in the British Merchant Navy from 1947. This is an interesting read, if only because he was in the Catering Department and few, if any, memoirs of seagoing times have been recorded from that perspective. It starts off well enough with his recording of his time at the Gravesend Sea Training School and his first ship, a small coastal collier. From then on it becomes a record of the ships he was on and where they went, along with the occasional anecdote. He sailed on the maiden voyage of **Oronsay** and spent much time in Union Castle. Knowing the types of characters who sailed on these ships in the Catering Department up until the 1970s, one can't help thinking the author has a lot more interesting stories to tell but has come down on the side of caution. A pity, but nevertheless, for the price it is a worthwhile addition to the nautical library. Well illustrated with some excellent prints both colour and black & white.

NAUTICAL ASSOCIATION OF AUSTRALIA - ADDRESSES

The following addresses should be used for communications to the Association:

Editor: R. A. Priest, PO Box 214, Blackburn, Victoria, 3130.
Business (03) 9894 1855, Business fax (03) 9894 1336.
e-mail address- waimaea@bigpond.com.au

Treasurer: J. B. Labrum, PO Box 142, Caulfield South, Victoria, 3162.

Secretary: P. E. Cundall, Unit 9, 70-74 Phillip Street, Parramatta, NSW 2150
Photographs for inclusion in *The Log* should be sent to M. Carolin, 79 Hannan St, Williamstown, Vic. 3016.

VOYAGE REPORT MV KOLLE D, NAURU/MAJUORO 1980

from B. Stott

Back in the early 1980s I was Third Mate on a bulk carrier mainly running up to Japan from predominately east- Australian ports with coal being the main cargo. Usually it was Japan to Nauru with phosphate back to the east coast of Australia. This could mean Brisbane all the way round to the South Australian ports, each trip meant a different east coast port, with Newcastle being the most frequent due to the coal exports.

On one voyage we were instructed to divert from Nauru to Majuro, an atoll in the Marshall Island chain, to load a cargo of fresh water for Nauru where a drought had struck months before. Years of phosphate mining had depleted the forests and vegetation, hence no clouds could form as frequently as in bygone years. The last water shipment did not last till the next ship, the situation was by now quite urgent, and as we were in transit so got the job.

After unloading a small amount of cargo that we had onboard, off we trundled again. Most of the ship's crowd had at one time sailed on smaller cargo ships to Majuro, and I was no exception either, so it wasn't as though it was new ground. There was a small problem, as you can guess, with the ship's size! That's right, how to get a semi trailer in a car space.

The atoll entrance was not a major obstacle, the berthing maybe, and a small reef was known to exist just forward of the end of the rather short wharf. This wharf could, at a pinch, berth two ships of 10,000 tonnes. Our problem was that we were 32,000 dwt. Hopefully there wouldn't be any westerly wind of any strength that would bugger coming along side, for a start. The decision was made! "Go for it lads". The plan was to pick up one sampan cargo craft, used on Nauru/Ocean Island to load/unload deep-sea ships) to assist in berthing the ship. The sampan's task would be to push our bow onto the wharf, then headlines and stern lines would be run to secure the ship, and hopefully finish with engines for the next few days.

After picking up the sampan and driver, we sailed almost immediately for Majuro, free cruise for the driver, he appeared to be pleased, judging by the smile on his face. After two days steaming time the atoll was sighted. We had calculated a morning ETA for arrival at the entrance, as we didn't want any surprises sprung on us at this difficult time, now did we? There was about twelve metres depth roughly in the entrance channel, so on a draft of around seven and a half metres this posed no obstacle.

Sticking to the designated courses laid down we cruised across the lagoon altering at each way point as required. Speed was reduced upon approach to the wharf, stop was called and down we lowered the sampan using two deck cranes (the sampan was twelve tonnes, and the cranes were ten tonnes in single lift). Oh yes, the driver was aboard the sampan while we lowered away, a brave and trusting man he was. Dead slow ahead, we approached ever so cautiously towards the berth. Now I mentioned the wind earlier, luck was still on our side, just a slight south-easterly at around four or so knots, almost perfect to assist a push alongside. With the sampan and wind assisting we stopped the vessel alongside with a near picture perfect berthing. Lines were run and made fast, finish with engines (have to admit we had a good lot of engineers on that ship).

With customs formalities attended to, we got down to the task of filling the ballast tanks with fresh water removing the tank top covers to admit the filling hoses, which was as per normal, bloody time consuming with the Chippy doing most of the hard yards. It took a week of pumping, usually twenty four hours a day, to load roughly 12,000 tonnes of water. This water was obtained from the island runway which was directed to underground storage tanks, hence onto domestic usage, or in our case, pumped aboard ship.

I do recall that there was some form of political fallout between the two respective countries over the amount of water obtained. This, I'm led to believe, did not sully any relations between the two, probably just a rumour, who knows? The two-day voyage to Nauru went without any hitches. Upon tying up at the buoys, using the ship's ballast pumps, the water was promptly dispatched to shore-storage tanks much to the happiness of the locals. After that little deviation it was back to the mineral trade.

PACIFIC INTERNATIONAL LINES

THE FLEET 1967 TO PRESENT DAY (IN CHRONOLOGICAL ORDER BY YEAR ONLY)

(continued from p.148)

from N.J. Kirby

Vessel Name	In Fleet	Year of Build/GRT
Kota Megah	1983 – 1991	1969/6887
Built by Mitsubishi Heavy Industries Ltd. Kobe. Yard No: 991.		
4. 2.1969: Launched as Caracas Maru . Mitsui-OSK Lines K.K. Osaka-/Jpn.		
30. 4.1969: Completed.		
1982: To joint ownership of Mitsui-OSK Lines Ltd & Kyodo Kisen K.K. Osaka-/Jpn.		
12.1983: To PIL. Renamed Kota Megah . Singapore-/Sgpp.		
21. 5.1991: Arrived Chittagong Roads and on about:-		
4. 6.1991: Moved into port.		
20. 6.1991: Demolition commenced at Sitalpur by Kalanath & Co.		
Kota Rakyat	1983 – 1986	1968/8107
Built by Verolme Est.Reunidos do Brasil S.A. Jacuacanga. Yard No: 747/B10.		
25.11. 1966: Launched as Lajes . Brazilian Government. -/Bra.		
1968: Completed & renamed Petropolis . Empresa de Navegacao Alianca S.A. Rio de Janeiro-/Bra.		
11. 1983: To PIL. Renamed Kota Rakyat . Singapore-/Sgpp.		
13.10. 1986: Arrived at Kaohsiung.		
20.10. 1986: Demolition commenced by Nan Sin Steel Enterprise Co.Ltd.		
Kota Sejati	1983 – 1992	1967/9719
Built by Deutsche Werft A.G. Hamburg. Yard No: 815.		
18. 1. 1967: Launched as Stellenbosch . Cape Continent Sg.Co. (Pty) Ltd. (John T. Essberger). Cape Town-/Zaf.		
2. 6. 1967: Completed.		
8. 1978: Renamed Tsavo . Ocean Link Bulk Carriers S.A. (Transocean Liners (Pty) Ltd.) Singapore-/Sgpp.		
1980: Managers re-styled Transocean Liners Reederei G.m.b.H.		
1981: To Energy Liners Inc.(Ocean Services Corp.) Monrovia-/Lbr.		
9. 1983: To PIL. Renamed Kota Sejati . Singapore-/Sgpp.		
13. 3. 1992: Demolition commenced at Alang by Vijay Ship Breaking Corp.		
Sea Glory	1983 – 1987	1977/6216
Refer Kota Sahabat	1981 – 1983	
Kota Wangsa	1983 – 1988	1963/10606
Built by nv Masch & Scheps.P.Smit Jnr.Rotterdam. Yard No: 641.		
18. 4. 1963: Launched as Straat Frazer . Nv Koninklijke Paketv.Maats.Amsterdam-/Nld.		
3. 8. 1963: Delivered.		
1. 1. 1967: To ownership of Koninklijke Java-China Paketv.Lijnen bv. Amsterdam-/Nld.		
12. 12. 1972: Left Yokohama after being lengthened by Nippon Kokan K.K.		
4. 1973: Renamed Asian Endeavour . KPM-Lijnen bv (Koninklijke Java-China Paketv. Lijnen bv). Amsterdam-/Nld. (For AAE Service).		

7. 1975: Renamed **Straat Frazer**.
1. 5. 1977: To Nedlloyd Lijnen bv.
1. 1978: Renamed **Nedlloyd Frazer**.
17. 7. 1983: To PIL. Renamed **Kota Wangsa**. Pacific Asia (Pte) Ltd. (PIL). Colombo-/Lka.
1. 6. 1988: Arrived at Kaohsiung for demolition.

Kota Waruna

1983 – 1990 1966/9944

- Built by Rhein Stahl Nordseewerke, Emden. Yard No: 382.
2. 4. 1966: Launched as **Hannoverland**. Bugsier-Reederei und Bergungs A.G. Hamburg-/Deu.
 29. 6. 1966: Completed.
 21. 7. 1966: Delivered.
 6. 1978: Renamed **Swazi Trader**.
 6. 1979: Renamed **Hannoverland**.
 11. 1983: To PIL. Renamed **Kota Waruna**. Pacific Asia (Pte) Ltd. (PIL). Colombo-/Lka.
 4. 6. 1990: Arrived Chittagong Roads.
 17. 6. 1990: Demolition commenced at Bhatary by Sigma Shipbreakers Ltd.

Kota Wijaya

1983 – 1988 1963/10626

- Built by nv Masch. & Schps. P. Smit Jnr. Rotterdam. Yard No: 642.
30. 7. 1963: Launched as **Straat Freetown**. Koninklijke Java-China Paketv.Lijnen nv. Amsterdam-/Nld.
 14. 12. 1963: Delivered.
 12. 6. 1972: Sailed from Yokohama after lengthening by Nippon Kokan K.K.
 16. 3. 1973: Renamed **Asian Ensign**. (For AAE Service).
 8. 1975: Renamed **Straat Freetown**.
 1. 5. 1977: To Nedlloyd Lijnen bv. Amsterdam-/Nld.
 12. 1977: Renamed **Nedlloyd Freetown**.
 8. 8. 1983: To PIL. Renamed **Kota Wijaya**. Pacific Asia (Pte) Ltd. (PIL). Colombo-/Lka.
 27. 10. 1988: Arrived at Shanghai for breaking up.

Kota Wirawan

1983 – 1987 1963/10893

- Built by Verolme Schpsw. Alblasserdam. Yard No: 672.
18. 7. 1963: Launched as **Straat Franklin**. Nv Koninklijke Paketv. Maats. Amsterdam-/Nld.
 7. 12. 1963: Delivered.
 1. 1. 1967: To Koninklijke Java-China Paketv. Lijnen nv.
 12. 2. 1973: Sailed from Yokohama after lengthening by Nippon Kokan K.K.
 1. 5. 1977: To Nedlloyd Lijnen bv. Renamed **Nedlloyd Franklin**. Amsterdam-/Nld.
 27. 7. 1983: To PIL. Renamed **Kota Wirawan**. Pacific Asia (Pte) Ltd. (PIL). Colombo-/Lka.
 9. 2. 1987: Arrived at Alang for demolition.

Kota Wisata

1983 – 1986 1962/8289

- Built by nv Masch. & Schps. P. Smit Jnr. Rotterdam. Yard No: 637.
21. 11. 1961: Launched as **Schiekerk**. Nv Verenigde Nederlandsche Scheepv. Maats. The Hague-/Nld.
 23. 3. 1962: Delivered.
 18. 2. 1970: Arrived at Rotterdam for lengthening by Wilton-Fijenoord Dok-en Werf. Schiedam.
 1. 7. 1970: To Koninklijke Nedlloyd bv. Rotterdam-/Nld.
 15. 4. 1973: Renamed **Straat Fresco**. Koninklijke Java-China Paketv. Maats. nv. Amsterdam-/Nld.
 1. 5. 1977: To Nedlloyd Lijnen bv.
 8. 1978: Renamed **Nedlloyd Fresco**.
 27. 3. 1983: To PIL. Renamed **Kota Wisata**. Pacific Asia (Pte) Ltd. (PIL). Colombo-/Lka..
 31. 5. 1986: Arrived at Xingang for demolition.

Kota Abadi

1984 – 1986 1968/10048

- Built by "Astano" Astilleros y Talleres del Nordeste S.A. El Ferrol. Yard No: 202.
25. 1. 1967: Launched as **Garcia Munte**. Compania Naviera Espanola S.A. Barcelona-/Esp.
 4. 1968: Completed.
 12. 1983: Renamed **Cabo Santa Lucia**.
 8. 1984: To PIL. Renamed **Kota Abadi**. Pacific Asia (Pte) Ltd. (PIL). Colombo-/Lka.
 28. 6. 1986: Arrived at Beihei for demolition.

Kota Agung

1984 – 1990 1966/12259

- Built by Fujinagata Zosensho. Osaka. Yard No: 120.
5. 8. 1966: Launched as **S.A. Alphen**. South African Marine Corp. Ltd. Cape Town-/Zaf.
 15. 12. 1966: Completed.
 6. 12. 1974: Arrived at Tamano for lengthening by Tamano Dockyard Co. Ltd.
 - 1979: Owner restyled South African Marine Corp. Ltd. (SAFMARINE).
 1. 1984: To PIL. Renamed **Kota Agung**. Pacific Asia (Pte) Ltd. (PIL). Colombo-/Lka.
 19. 11. 1990: Arrived Chittagong Roads for breaking up.
 3. 1. 1991: Demolition commenced at Jahanabad by Sijan Steel Ltd.

Kota Jaya

1984 – 1993 1972/11181

- Built by Lubecker Flender-Werke A.G. Lubeck-Siems. Yard No: 592
18. 5. 1972: Launched as **Sturmfels**. D.D.G. Hansa. Bremen-/Deu.
 30. 9. 1972: Delivered.
 8. 1980: Reported in course of sale to Reederei Horst Zeppenfeld, but sale failed.
 9. 1980: To Eudore Verwalt. Fur Schiffs. M.b.H. (Christian F. Ahrenkiel). Renamed **Iberia**. Hamburg-/Deu.
 11. 1984: To PIL. Renamed **Kota Jaya**. Singapore-/Sgp.
 10. 1993: To Macedonian Sg. Ltd. (Palmyra Tsiris Lines S.A.). Renamed **Orantus**. Valletta-/Mlt.
 - 1995: Ownership transferred to Parnassus Sg. Ltd. (Palmyra Tsiris Lines S.A.). Valletta-/Mlt.
 20. 10. 1996: Arrived Chittagong Roads for breaking up.

Kota Sabas

1984 – 1984 1970/3051

- Built by Imabari Zosen. Imabari. Yard No: 257.
18. 11. 1970: Launched as **Kinzan Maru**. Imaoka Kisen K.K. Hakata-/Jpn.
 12. 1970: Completed.
 - 1980: To Musca (Panama) S.A. (Perseus Sg. Co. Ltd.). Renamed **Kona**. Panama-/Pan.
 - 1984: To PIL. Renamed **Kota Sabas**. Pacific Asia (Pte) Ltd. (PIL). Colombo-/Lka.
 - 1984: To The Government of the Kingdom of Thailand-Ministry of Communications. (Thai Maritime Nav. Co. Ltd). Renamed **Nakorn Kasem**. Bangkok-/Tha.
 - 1985: To Management of Eastern Maritime (Thailand) Ltd. Bangkok-/Tha.
 19. 5. 1986: Provisional Singapore register opened, vessel renamed **Horng Lee**. Horng Waei Industrial Co. Pte. Ltd. Singapore-/Sgp.
 27. 5. 1987: Arrived Chittagong & detained by the Bangladesh authorities.
 6. 1988: Reported sold to Taiwan breakers. (Lloyds Supplements 1988/89 states 'Broken Up')
 28. 9. 1993: Singapore register closed-no reason given and register noted 'original certificate of registry declared lost'.

Kota Timur

1984 – 1992 1970/9999

- Built by Rheinstahl Nordseewerke. Emden. Yard No: 412.
19. 3. 1970: Launched as **Weserland**. Bugsier-Reederei & Bergungs A.G. Hamburg-/Deu.
 23. 6. 1970: Delivered.
 5. 1972: Renamed **Concordia Weserland**. For charter to Chr. M. Haaland (Concordia Line).

2. 1973: Reverted to **Weserland**, on completion of charter.
 2. 1978: Renamed **Lloyd Sydney**, for charter to Lloyd Brasileiro.
 2. 1982: Reverted to **Weserland**, on completion of charter.
 5. 1984: To PIL. Renamed **Kota Timur**. Singapore-/Sgp.
 7. 1992: To Golden Splendour Sg.Corp.(Kenco Shipping Ltd.). Renamed **Golden Splendour**. Kingstown-/Vct.
 - 21.11. 1998: Arrived at Alang for breaking up, having been sold for \$122 ldt.
- Kota Wirama** 1984 – 1992 1968/11561
- Built by nv Cockerill Yards Hoboken. Hoboken. Yard No: 840.
1. 4. 1968: Keel laid.
 9. 8. 1968: Launched as **Montaigle**. Cie.Maritime Belge (Lloyd Royal) S.A. Antwerp-/Bel.
 - 31.10. 1968: Ran trials.
 - 11.12. 1975: Owner restyled nv CMB S.A.
 - 8.12. 1984: Sold to PIL. Renamed **Kota Wirama**. Pacific Asia (Pte) Ltd. (PIL). Colombo-/Lka.
 2. 1992: To Fu Ming Sg.Enterprise Ltd. (Devotion Sg.(Agency) Ltd.). Renamed Wayi. Kingstown-/Vct.
 - 1992: To Shenzhen Shipping Co.Renamed **Long Xu**. Shekou-/Chn.
 - 13.12. 1995: Anchored off Alang.
 - 22.12. 1995: Beached for demolition.
- Kota Raja** 1985 – 1994 1971/9623
- Built by Helsingor Skibsvog Maskinbyg. Helsingor. Yard No: 394.
- 18.12. 1970: Launched as **Dagmar Skou**. Ove Skou. Copenhagen. -/Dnk.
 4. 1971: Completed.
 2. 1976: Ownership transferred to Benny Skou. Copenhagen-/Dnk.
 - 1979: Ownership transferred to Ove Skou Rederi A/S. (Benny Skou). Copenhagen-/Dnk.
 4. 7. 1983: Until 8.Jan.1985: Laid up at Sonderborg. arrived Fredrikshavn 9.Jan.1985.
 18. 1. 1985: Provisional Singapore register opened.
 1. 1985: Renamed **Kota Raja**. PIL, Singapore-/Sgp. (NB-Lloyds show this name change as having taken place in 1984.)
 18. 9. 1994: Laid up at Bombay.
 - 29.11. 1994: Left Bombay for Alang where she anchored off the following day.
 - 6.12. 1994: Beached at Alang for demolition, having been sold via Neter Navigation S.A.Singapore.
 - 15.12. 1994: Singapore register closed.
- Kota Ratna** 1985 – 1996 1974/9623
- Built by Helsingor Vaerft A.S. Helsingor. Yard No: 403.
13. 9. 1973: Launched as **Dolly Skou**. Joint ownership of Ove Skou Rederi A/S , Hovedstadens Kulimport A/S and Akties.Axelborg. (Ove Skou). Copenhagen-/Dnk.
 2. 1974: Completed.
 2. 1976: Ownership transferred to Benny Skou. Copenhagen-/Dnk.
 - 1979: Ownership transferred to Ove Skou Rederi A/S. (Benny Skou). Copenhagen-/Dnk.
 1. 1985: To PIL. Renamed **Kota Ratna**. Singapore-/Sgp.
 5. 1996: To Sinhung Shipping Co.Renamed **Hainam**. Nampo-/Prk.
 - 1997: Renamed **Sin Hung 2**. (Alt – **Sinhung 2**).
 - 1998: To Korea Buhung Shipping Co. (Chinpo Sg.Co.(Pte) Ltd). Renamed Kyongamsan. Nampo-/Prk.
 - 2000: Renamed **Sungrisan 8**.
 - 2003: Sold to Chinese breakers & arrived at Changshanxia about 3.January.Being demolished the same month.

(to be continued)

(Continued from p. 168)

The lighterage and coastal trades did not prove as profitable as had been hoped by her new owners, and in March 1908 **Kotare** moved on again when she was purchased by the Southern Steam Ship Company Ltd. of Dunedin under the management of Keith Ramsay. In contrast to the changes in her first two years, she was to spend the rest of her career with him, trading along the south-east Otago coast between her home port and Bluff, the New river (Invercargill) and Riverton.

On 29 July 1909 she had a minor collision in Otago harbour off Ravensbourne with the Union Steam Ship Company's outward-bound **Pukaki** (1,345g, 1887). More serious was the breaking of her tail shaft off Waikawa on 17 August 1912, but she managed to make sufficient repairs at that port to enable her to return to Dunedin for more permanent attention. Like most other small coasters, strandings were one of the perils she constantly faced, being ashore in the Catlins river on 2 August 1914, at Waikawa on 6 June 1917 and then in the New river at Invercargill on 9 March 1924.

Her final casualty was a collision with a much larger adversary, the Shaw Savill & Albion liner **Pakeha** (7,909g, 1910) at Bluff on 15 May 1926, but in all these cases the damage was relatively light. By the end of the 1920s competing road transport was biting into the **Kotare**'s trades and she was laid up at Stewart Island where she caught fire at anchor in Little Glory Cove, Paterson Inlet, on 29 July 1931 and was burnt to the waterline, becoming a total loss.

FROM THE PRESIDENT

It has been an eventful year for the Nautical Association of Australia. In May 2004 we produced the 50th Anniversary issue of *The Log* and for the first time colour was used. By all reports that issue was a great success and colour was so popular it has been decided to continue with it in subsequent issues. There was a concern this would increase costs and force subscriptions up but as a result of quotes for the cost of colour issues from various printers, it has been decided to use a new printer as from this issue. The new printer is the BPA Print Group, and their favourable quote enables us to keep subscriptions at the current rate.

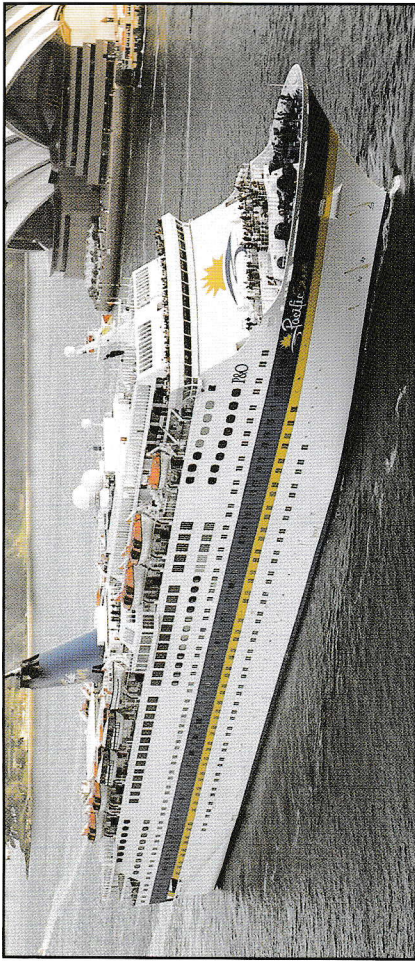
Due to production problems it is not always possible to produce *The Log* on an exact date each quarter but we do endeavour to be as close to the date as possible. It must be borne in mind that the entire publication is produced by amateurs and volunteers most of whom have other full-time jobs.

A small hiccup has occurred with the production of the *50 Year Index* previously announced. However it is expected to be ready very soon and all those who requested a copy will receive it in the mail; *gratis* as a 50th birthday present from the NAA. We apologise for the delay.

We are pleased to announce the completion of our latest book: *In Coral Seas. The History of the NGAL*. Details of the publication are in the book review in this issue of *The Log*, along with a flyer and order form enclosed. For our next project we are looking at a register of Australian ships for all vessels over a certain grt/ton. This is being compiled by NAA members Tony Starke and Malcolm Dippy in South Australia and we hope to have it available to subscribers in 2005. Feedback on the desirability and need for such a publication are invited, and the authors would like volunteer(s) in each State to check *State Registers* for ships not registered nationally. Please correspond with Malcolm Dippy, PO Box 24, Semaphore, S.A. 5019. A book on **Straitsman** is also in the pipeline.

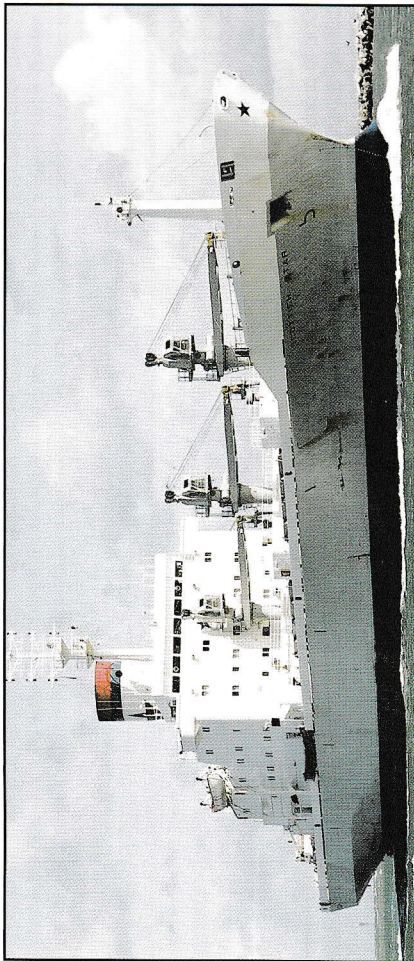
Finally I would like to wish all readers the very best for the festive season.

Capt. Mike Carolin.



Pacific Sun arriving Sydney 16 November 2004 (see p. 204)

(I. Edwards)



"Blue Star" reefers still calling at Australian ports. **Scottish Star** arriving Port Adelaide

(I. Brett)



New funnel colours for **Kowulka** (see p.206)

(D.E. Crisp)



Newpac Cumulus departing Sydney 1 November 2004 (see p. 209)

(J.Y.Freeman)



Tristar Dubai (ex Japonica and Australian Pride) at Singapore
29 September 2004 (see p. 205)

(R.A.Priest)



Southern Salvor with roof sections for Melbourne's Spencer St Station (see p. 210)

(D.E.Crisp)

MARITIME MISCELLANY

Closing date for the next issue is 1 March, 2005. Please forward all contributions to R. A. Priest:

Postal address, P.O. Box 214, Blackburn, Vic. 3130. Business fax (03) 9894 1336. E-mail address - waimea@bigpond.com.au

This section has been compiled by D. Crisp, who has been assisted by and thanks L. Rex, D. Hancox, P. Grunberg and M. Carolin (Vic), J. Freeman, I. Edwards, J. Mathieson and P. Plowman (NSW), C. Gee (WA), I. Stevenson and C. Mackey (Qld), R. Cox (Tas), M. Pryce and A. Calvert (NZ), B. Mikkelsen (Denmark) and D. Hazell (UK). Information has also been sourced from *TradeWinds*, *Fairplay*, *Lloyd's List*, *Ships Monthly*, *Containerisation International*, *Dynaliner*, *Journal of Commerce*, *Maritime News*, *Lloyd's List DCN*, *Asia Pacific Shipping*, the newsletters of the WA, NSW and Victorian branches of the World Ship Society, and local and national newspapers.

Australasia and South Pacific

The advent of Perth-based Around The World Cruises (p. 90-91) has developed into another saga only too-typical of attempts to introduce new cruise operations in Australia. Plans to use the 36-yr **Caribic Star** (to have been renamed **Tropical Islander**) were cancelled after the ship was found to be 'substandard', although there were also reports it had been acquired instead by a South African company planning to operate from Durban as **African Queen**; however this too did not eventuate. Meanwhile, ATW announced in mid September that a substitute had been found, the 160-passenger expedition cruise-ship **World Adventurer** (5,709/89, ex World Discoverer-04 etc, originally **Delfin Clipper**). This ship had been laid up in Singapore after repossession from Society Expeditions by shipyard Sembawang, which allegedly had not been paid for a US\$10 million refurbishment in 2001, and sold in August to Bahamas-registered Delta Steamship, with management by V Ships Monaco. This ship would take over the **Tropical Islander** name and the advertised cruise programme.

In mid-October later **World Adventurer** was reported sold to a new company, Mauritius Island Cruises, controlled by Einar Grunne-Hegge, who planned to operate cruises out of Port Louis and to offer the ship for charter, including to Safezone Ltd (ATW). It then failed to arrive in Darwin for the first of ATW's scheduled cruises on 1 November, stranding 160 passengers who had arrived there from Perth via the Indian Pacific and Ghan rail services. They were flown home at ATW expense and offered a ticket on a later cruise plus \$100 on-board credits. ATW said the vessel was stranded in Singapore because of a dispute over a deposit between ATW and the ship's owner. The next announcement was that the vessel could not be in Fremantle by the next start date of 8 November and the first three cruises had been cancelled. These developments prompted warnings from the WA Department of Consumer and Employer Protection, which in turn led to ATW suggesting 'bad publicity' could see the company forced to close within the week.

Subsequently, thanks to delays in concluding the financial arrangements with the previous owners of **World Adventurer**, MIC offered ATW **Island Sun** (4,200/91, ex Sun-03, etc, originally **Renaissance Seven**, International Shipping Partners, US, Bahamas flag) following the abrupt cancellation of that ship's cruise programme from Port Louis. **Island Sun** duly arrived in Fremantle on 26 November to take **World Adventurer's** scheduled three-night cruises to nowhere between 28 November and 12 December. **World Adventurer** is now due to arrive in Fremantle in time to operate her published schedule from 15 December, after which ATW was said to be planning a simultaneous programme for **Island Sun** until March that will include 14 to 16-night round voyages from Fremantle to The Kimberley.

Re **Pacific Sun** (2003, p. 193): Introduction to the Australian market, originally scheduled for 16 October, was considerably disrupted after delays and damage incurred while the ship was under refit in Freeport in the Bahamas. The area was struck by Hurricane Francis and Jeanne in quick succession, and during the latter **Pacific Sun**, which had been released from a floating dock, reportedly broke loose from its moorings and crushed two tugs against a dock, apparently without serious damage. Three cruises, including the popular annual Melbourne Cup excursion, had to be cancelled and the ship eventually arrived in Sydney on 16 November and sailed on its inaugural cruise to Noumea the following day. **Pacific Sky** has now moved to homeport Brisbane but immediately struck trouble (see *Accidents and Mishaps*) and is reported to be for sale.

According to *The Sydney Morning Herald* nude cruises are coming to Australia for the first time this summer. The US-based Bare Necessities Tour and Travel Company, which has operated nude cruises around the world since 1991, has chartered **Clipper Odyssey** (5,218/89) for a cruise that will start in Sydney on 23 February, ending at Cairns on 6 March, and carry 128 nudists from the USA, Canada, Hawaii, Central America and Australia.

Fuji Maru (23,340/89) visited Fremantle on 26-28 August on the annual student cruise from Japan. These voyages had previously been undertaken by **Orient Venus** (21,884/90), which is reported to be for sale.

The future of **Spirit of Tasmania III** (p. 40, 90-91) is unclear after the Sydney-Devonport service substantially contributed to a \$3.4 million loss for 2003-04, compared to a profit of \$2.6 million the previous year. Up until 30 June, after almost six months in service, the vessel had carried only 33,000 passengers, against a business-case projection of 115,000 per annum. The Melbourne-Devonport service lost 32,000 passengers compared to the year prior, with both routes said to have been hard hit by the air-market discounting that followed the advent of Qantas subsidiary JetStar. TT Line and Tasmania's Department of Treasury and Finance are both compiling reports into the future of the Sydney service for Premier Paul Lennon. Meanwhile, in an effort to stem the losses the Sydney service has been cut to two return sailings per week (other than peak Christmas period) and Melbourne daylight sailings have been withdrawn. The one million-passenger milestone on the Spirits Melbourne-Devonport service was reached on 27 September.

Re **Arahura** (p.152): This vessel completed work at Forgas Cairncross on 20 August and arrived Hobart for internal refurbishment on 23 August. It sailed for Wellington on 18 September with work still being completed onboard by a team of 12 Tasmanian tradesman, arriving 21 September and resuming Cook Strait service the following day. The ship has new funnel colours (predominantly blue, with a blue and green 'dolphins' leaf at the forward end, and wave patterns) and revised logo/markings on the hull.

A new Australian 'shipowner' has emerged: National Australia Finance (Vessel Leasing No. 2) Ltd, a subsidiary of the National Australia Bank, is the registered owner of the 8,083 TEU **OOCL Hamburg**, delivered by Samsung in September. National Australia Finance (Commercial Leasing) Ltd is the owner of the 6,673 TEU **P&O Nedlloyd Kowloon** (80,942/89).

The 3,940 TEU **ANL Georgia** (40,465/97, ex **Ville de Mimosa-04**, NSB Niederelbe Schiffahrts, Hamburg, German flag) is employed on the AECAX (Asia America East Coast Xpress), jointly operated by CMA CGM, China Shipping Container Line and P&O Nedlloyd. **ANL Pacific** (p. 140, 2003) is reported renamed **CMA CGM Nilgai** and redeployed to CMA CGM/MSO's Pearl River Express trans-Pacific service. ANL is now listed as operator of **Independence** (p. 92) in the AUS 2 (Shanghai Express) service notwithstanding that ship's head charter to Wan Hai of Taiwan.

Re **ANL Kokoda** (p. 152): as **Neva** the vessel did not arrive in Sydney until 16 September, where it was renamed before sailing for Brisbane on 18 September to take up ANL's PNG service. In Sydney the ship was detained by AMSA for almost 30 hours for rectification of a considerable number of faults.

Re the former **Australian Trader** (p. 152): this vessel is now reported sold to Indian breakers and as Ajman City arrived at Alang on 18 September.

Scottish Bard and **Scottish Wizard** (p. 93, 153) are now owned by Ross Tank KS of Norway, with commercial management by Lorentzen Skibs Management and corporate management by Fearnley Finans AS; they were acquired *en bloc* for US\$29,595,000. The pair are bareboat chartered for six years to companies within the McIlwraith Group (part of the Pan Gulf Group) at rates of US\$18,000/day for the first two years, US\$15,000/day for the next two and US\$13,000/day for the final two. Both continue under effective control of ASP Ship Management (also part of Pan Gulf); **Scottish Bard** is expected to retain Australian crew until June 2005.

The new owners of **Japanica** and **Jacaranda** (p. 153) are Trystar Transportation, a subsidiary of Kuwait-based PWC Logistics, correcting the previous report, and the pair has been renamed **Tristar Dubai** and **Tristar Kuwait** respectively.

After life-extension work (p. 93) taking considerably longer than scheduled, **Kowulka** did not return to Australian waters until early August and was in Sydney for the first time on 13 August. The hull has been completely repainted dark blue and has new funnel colours, matching dark blue with the letters GRA (Gypsum Resources Australia, listed as the vessel owners when built) in white on a dark blue background within a white diamond. **Kowulka** has had new cranes and jibs fitted, also painted dark blue. In Sydney the vessel berthed stern-in at 7 Glebe to discharge gypsum from Thevenard and utilised for the first time the new conveyor discharge system which was completed along with a new storage shed during the latter part of 2003.

Ormiston was also out of service longer than expected, not re-appearing in Melbourne until 6 October. This vessel has also been completely re-painted, in an unusual violet/blue colour, and also sports new funnel colours: the letters CSR in corporate style in white on a broad red band over a blue base, with black top. **Enterprise** left the coast in early October for life-extension work in the Philippines, expected to take two months. The absence of all three vessels has largely been covered by foreign-flag ships operating under single-voyage permits as there is no longer sufficient or appropriate Australian tonnage available. It is understood Jebbens are in the process of acquiring **Iron Sturt** (14,785/79) from BHP Billiton.

Pioneer Concrete's small self-discharging bulk carrier **Claudia** (3,295/83), operating the Bass Point-Blackwattle Bay blue metal trade, has transferred from the Barbados to the Australian flag and is now registered in Sydney; in the last week of July its name was altered to **Claudia I**.

Re **Cotswold Prince** (p.100, 154-155): Eventually sailed from the Albany anchorage on 19 September and arrived in Mumbai, India on 12 October, having apparently been sold to local breakers. Meanwhile, the Orford-Triabunna Chamber of Commerce, which had hoped to acquire **Cotswold Prince** and sink it as a dive attraction near Maria Island off Tasmania's east coast, has now turned its attention to the long laid-up **Percy Jean**. Originally British-built as the bottom-dumping hopper barge **Cowrie**, the vessel was later converted to carry containers on Bass Strait for the ill-fated Dawn Shipping and has been moored for many years at Launceston's Kings Wharf under ownership of Sydney-based Devine Shipping.

Re the passenger ro/ro **Alexander the Great**, originally Union Company's Cook Strait ferry **Rangitira** (p.152): The vessel was auctioned at was Bijela, Montenegro on 8 November and was subsequently reported sold 'as is' for US\$212/LDT, to Dido Steel Corporation of Monrovia, presumably for scrap.

A new four-line consortium is set to join the South East Asia/Australia trade in February next year. The group is being lead by Zim associated Gold Star Line but no the members have so far been named, although both Hamburg Sud and China Shipping Container Line have been mentioned. The fixed-day weekly service is expected to use 1500-1800 TEU ships and call at the five mainland container ports. GSL/Zim currently take slots with both the Triple A and ASA consortia in the trade but Hamburg Sud and CSCL have no formal presence. The SE Asia trade has been very buoyant for many months with full ships southbound and northbound. Carriers have been chasing space on any available tonnage, including multi-purpose, tramp and non-trade ships, especially southbound.

Telemachus, (3,084/84, IMO 8111271, ex **Mentor** July 04, ex **Bouguenais** 02, ex **Bayard** 93) was purchased in July from Greek owners and is now owned by Ocean Shipping Pty Ltd, Townsville.

In what now appears to be an annual seasonal move, and despite the massive increase in China-Australia trade capacity this year, CSCL is to swing a 4,253 TEU-class ship into the ACE service for four round voyages November-February. This year **CSCL Chiwan** (39,941/01, CSCL Chiwan Shipping, Limassol; Seaspan Ship Management, Cypriot flag) replaces the 2,442 TEU **CSCL Lianyungang**.

In the AAX consortium fleet, the 3,091 TEU **APL Mexico** (p. 95) will be replaced by sistership **APL Jakarta** (33,881/03, launched as **Julia**, Hammonia Reederi, Hamburg; Antigua & Barbuda flag) in early December. Both ships are from a Polish-built B178-1 series of containerships controlled by Germany's Peter Dohle. In the Triple A Bight Loop, the 1,830 TEU **Pacific Quest** completed its charter to MSC and was initially replaced by the familiar **Bunga Teratai 4** (21,339/98) but the longer-term substitute is expected to be the 2,586 TEU **Theodore Storm** (28,370/04, Karl Schluter, Germany, Cypriot flag).

In the ever-changing MSC schedules, the previously advertised **MSC Italy** (p. 153) and **MSC Suez** did not appear on the European route, but **MSC Noa** and **MSC Uruguay** are returning after several years' absence; the 3,074 TEU **MSC Sardinia** (36,270/89, ex **Hongkong-03**, ex **Hanjin Hongkong-03**, Filirina Marine, Tsakos Shipping & Trading, Cypriot flag) has been introduced.

Following the addition of new Indian Ocean and Asian relays, the Capricorn service has been further modified and is now operating with six ships: **MSC Lucia** (see *Accidents and Mishaps*) made one voyage before moving to the Indo Express (Singapore-Surabaya-Semerang).

With port congestion playing havoc with the company's weekly Euro-ANZ service, MSC has been dropping all or part of the New Zealand leg of its schedule and turning ships around in Sydney. Ships affected have included **MSC Canberra**, **MSC Amsterdam** and **MSC Sardinia** (see above). In order to move NZ cargo, MSC chartered the 1,300 TEU C-Box type **Julia Oldendorff** (13,066/00, Buchanan Maritime Corp, Liberia; Oldendorff Carriers, Lubeck; Liberian flag), taking delivery in Newcastle for a voyage Port Botany-Tauranga-Lyttelton-Wellington-Port Botany in early October. The ship then sailed for SE Asia where it was to be renamed **MSC Java**. MSC now has a number of the 'C-Box' type on charter, including **MSC Maracalbo** (ex **Georg Oldendorff**) and **MSC Toulouse** (ex **Trina Oldendorff**).

Five veterans of MSC's Australian trade (and AMSA favourites) are now operating between the Mediterranean and ECNA: **MSC Sonia** (50,646/72, originally MOL's **Rhine Maru**), **MSC Claudia** (50,303/71, originally NYK's **Kamakura Maru**), **MSC Samia** (40,944/73, originally K Line's **Verrazano Bridge**) **MSC Insa** (51,608/72, originally MOL's **Elbe Maru**) and **MSC Nuria** (44,154/77, originally ANL's **Australian Venture**, erroneously reported elsewhere as having been scrapped). The collective age of the five ships maintaining the weekly service is 155 years!

Three further members of the fleet have been given Australian names. The 2,680 TEU **MSC Tasmania** (34,231/93, ex **Japan Senator-04**, Patriot Shipping, Hong Kong, Anglo-Eastern Ship Management, Malaysian flag) has recently been reported purchased by MSC so is unlikely to keep its current name. The 3,534 TEU **MSC Queensland** (35,697/04, Northern Queensland Shipping Corp; Norddeutsche Reederei H Schuldt, Hamburg; Liberian flag), was delivered recently by Shanghai Shipyard yard for long-term charter. The 2,021 TEU **MSC Hobart** (22,738/94, ex **E R Hobart-04**, ex **Mosel-02**) was renamed at the end of October and is on charter from ER Schiffahrt of Hamburg. The former is operating ECNA-ECSA, while the latter two are sailing between China and the Eastern Mediterranean via Singapore - none is currently expected to join Australian services. MSC has also purchased a further four of the former Norasia 'speedboats' (p. 98), **Cheshire**, **Oxford**, **Shropshire** and **Lykes Crusader (Ayrshire)** for US\$80 million en bloc. The latter is presently on charter to CP Ships for their China-Australia service. Upon delivery MSC will own eight of the ten previously unwanted fast feeders.

In the ANZ Alliance's Westabout service, maintained by twelve ships of 2,200-2,600 TEU, Hamburg Sud's chartered contribution **Columbus Australia** (p. 194, 2003) is to be replaced in December by the 2,478 TEU newbuilding **Cap Saray** (25,360/04, Liberian flag).

Members of the ANZ-WCNA vessel sharing agreement were forced in mid-October to into a significant reorganisation of schedules in an effort to mitigate the ongoing impact of Los Angeles congestion. The carriers have abandoned the fixed-day-weekly status of their Pacific North West string and transferred one ship to the Pacific South West route, in an effort to keep that service on its weekly schedule. Following the redeployment of the 1,550 TEU **Maersk Auckland**, PNW operates with six ships, with a frequency of 8-9 days. Alternating calls to Seattle and Vancouver continue but LA has been dropped completely, leaving Oakland as the last US port. Monthly Honolulu calls are maintained but other Pacific Islands waypoints are now less frequent. The PSW service has also undergone changes as the Suva, Fiji call shifted to PNW and Oakland became the first US call. While LA will continue in this string, the VSA is aiming to cut exchanges and reduce landside and delays by adding a call at the Mexican port of Ensenada.

In late October Swire Shipping launched a new three-weekly service between Australia, New Zealand and West Coast North America. Known as Indotrans Pacific, the service will employ four chartered 1,130 TEU geared multi-purpose 'Fantasy' class ships and substantially replaces a forest/steel products open-hatch bulk service operated by Gearbulk, which in turn acquired it as IMTL from BHP at the end of 2001. Schedules show a port rotation of Port Kembla, Tauranga, Los Angeles, Kalama, Vancouver (Washington), New Westminster, Oakland, NZ port(s), Brisbane, Newcastle, Melbourne, Vancouver

(Canada), Pacific islands, Sydney, Auckland and Bell Bay (Tasmania) will be offered on inducement. The first ship, **Pacific Freedom**, was renamed whilst in Geelong 21-22 October, having arrived as **Isabe Oldendorff** (19,354/96, ex **CSAV Livorno-02** etc, Aruba Maritime, Liberia; Oldendorff Carriers, Lubeck, Liberia flag) with a cargo of steel coil. The second ship was **Pacific Fighter** (18,597/98, ex **Clipper Fighter-04**, ex **Dolisie-04**, Fighter Shipping, Nassau; Dockendale Shipping, Bahamas flag) while the third is **Pacific Faithful** (19,354/96, ex **Christiane Oldendorff-04** etc, Rosebank Maritime, Liberia; Oldendorff Carriers, Lubeck, Liberia flag) and the fourth **Pacific Fantasy** (19,354/96, ex **DS Fantasy-04** etc, Fantasy Shipping, Nassau; Dockendale Shipping, Bahamas flag).

The original Indotrans business was acquired last December from Egon Oldendorff (p. 43), which had bought the line and four 'D'-class ships from Norway's Leif Hoegh in March 2001. Currently the Indotrans service operates between South East Asia, India and Saudi Arabia and the Canadian and US East Coast and Gulf on a 120-day round trip. But at one time, the same four ships (originally **Hoegh Dyke**, **Hoegh Duke**, **Hoegh Dene** and **Hoegh Drake**) sailed between WCNA and ANZ; before continuing to SE Asia and the Middle East. When Hoegh pulled out of the ANZ leg, BHP stepped in with IMT. It is believed BHP and its associates will provide base cargoes for the new operation; Swire is actively marketing the container-carrying component of what it describes as a liner service. The main Indotrans service is now also listed to make Australian calls on inducement, with **Indotrans Flores** (p. 100) due Darwin 28-29 January 2005 as part of its Eastbound Breakbulk Express between Mumbai and ports in the Far East, Australia and New Zealand, presumably en route back to ECNA.

In the NEAX consortium, NYK has replaced the 2,732 TEU **NYK Prosperity** (p. 39, 2003) with the 3,424 TEU **NYK Prestige** (37,563/94, ex **Hansa India-04**, ex **P&O Nedlloyd Yantian-02**, ex **Largs Bay-99**, Serfosa Management/Leonhardt & Blumberg, Germany, Liberia flag), a sister to the former **ANL Excellence**.

After six round voyages in the K Line/Maersk Sealand Fremantle-South East Asia service **Lindavia** (p. 153) was replaced by the 2,474 TEU **ER Stralsund** (25,630/99 ex **Maersk Mendoza-02**, Fifth Nordcap Shipping Inc, E.R. Schiffahrt GmbH & Co, Hamburg, German flag) which arrived in Fremantle for the first time on 21 October. After two voyages this ship was withdrawn for drydocking during which it was to be renamed **Maersk Napier**; temporarily replacing it was the 2,816 TEU **Sea-Land Patriot** (32,629/80, State Street Bank & Trust Co; US Ship Management, USA flag).

Re **Kapitan Kurov** (p. 153): In mid-August this vessel was listed sold to 'European buyers' for US\$10.9 million and was consequently replaced as the Hamburg Sud-operated ship in Fesco New Zealand Express Line by the 1,211 TEU **Cap Brett** (24,080/79, ex **Columbus Canada-04** etc, Cobasia Shipping, Limassol; Kotani Shipmanagement, Cyprus flag), recently employed on the group's North America-South America services. Subsequently **Kapitan Kurov** was reported to have been renamed **MSC Jilhan** in Hong Kong c. 21 October and to be working between Chinese ports and Busan. Brokers' sales reports carried the notation 'Cranes: 3 x 40t (out of service)'. Engine trouble forced the Hyundai contribution to the Fesco Australia Line service, **Hyundai Opal** (p. 94) to undergo repairs at White Bay, Sydney from 30 October to 3 November.

In August Cosco swapped the 1,702 TEU **Rui Yun He** and the 1,432 TEU **Mi Yun He** between its Australia-S. China and NZ-East Asia services, with **Mi Yun He** due to replace **Yang Jiang He** on the Australia-N. China service (p. 153) by year's end. However, this plan was superseded by the introduction of sistership **Qi Yun He** (16,738/01, Panama flag) in December. Whilst **Rui Yun He** was drydocked the 1,234 TEU **Luo He** (19,915/83) performed one NZ voyage during October; **Rui Yun He** called at Sydney southbound with overflow cargo on its positioning voyage to rejoin the NZ service. While the 1,702 TEU **Hua Yun He** is drydocked in December Cosco is substituting sister **Teng Yun He** (20,565/00) previously seen here on RCL charter.

NZAX service: Vessels have been making various Australian southbound calls en route Singapore-Tauranga. NYK chartered the 1,661 TEU **Hermann** (16,233/93, ex **P&O Nedlloyd Cotonou-03** etc, Hermann Wulff, Kollmar, previously seen in Australian trades as **Direct Kea** and **Contship New York**) for one round voyage to replace the drydocking **Provider**, **Hermann** called Port Botany 28-29 September. Earlier **Provider** made a southbound call at Fremantle on 29 August, and **P&O Nedlloyd Marita** called Fremantle 30-31 October.

In the MISC/PIL NZ-SE Asia joint service, the MISC-operated 2,064 TEU **Oder Trader**, having been fixed long-term to South American charterers CSAV, is to be replaced by a ship that coincidentally has just completed a charter to the same company. The TEU **Dolores** (20,344/87, ex **CSAV Rio Amazonas-04** etc Dolores Navigation, Elsleth; Maritime Schiffahrts, mgrs; Liberian flag) has been seen in ANZ waters before under two previous charter names, **Kota Sempena** (PIL) and **Nelson Bay** (P&O). Prior to joining the NZ service at the end of November **Dolores** performed a single voyage Port Kelang-Port Botany-Melbourne-Port Kelang to clear overflow cargo southbound and empties northbound.

Empty container uplifts: The 4,437 TEU **Marit Maersk** (52,191/88) called Port Botany 29-30 May, arriving from Hong Kong and sailing for Tanjung Pelapas and the 3,014 TEU **P&O Nedlloyd Panama** (39,892/86, ex **Hyundai Challenger-03**) called Brisbane 9-10 June and Port Botany 12-16 June, arriving from Singapore and loading for Shekou. The 1,684 TEU **Buxlagoon** (16,270/94, ex **YM Surabaya-04**, originally Contship Italy, Gebab, mgrs NSB, German flag) arrived in Melbourne 30 June from Singapore to load empties for Hapag-Lloyd, sailing on 2 July for Bangkok. **P&O Nedlloyd Marita** (p. 44) called Port Botany 13-14 July northbound from Lyttelton to Singapore. The C-Box type, 1300 TEU **Mellum** (13,066/98, Briese Schiffahrts, Leer; Liberian flag) loaded Maersk empties at Port Botany 30-31 July and, on a subsequent voyage, loaded CP Ships empties in Sydney and Melbourne. The 2,169 TEU **Santa Federica** (21,583/98, ex **P&O Nedlloyd Santiago-02**, Claus-Peter Offen Hamburg, Liberian flag) loaded P&O Nedlloyd empties for Chiwan 15-17 September.

On its second voyage to Sydney for Neptune Shipping **Capitaine Fearn** (p. 99) laid up for repairs at White Bay from 21 October to 4 November before moving to Darling Harbour to load for Nauru and Fiji.

New Pacific Shipping (p. 196, 2003) has taken on 12-month charter the 964 TEU **Margaretha Green** (11,894/99, ex **Nirint Voyager-02** etc, originally built for Genchart of Rotterdam but now controlled by Beluga Shipping of Bremen) which was renamed **NewPac Cumulus**, under the Gibraltar flag, in early September. NewPac has also chartered for 12 months the 1,308 TEU **Thor Nectar** (ex **Beate Oldendorff-04**, see p. 154 and NB reversal of previously advised names) but the owners will not permit renaming to the intended **NewPac Cirrus**. These ships replace the chartered 650 TEU **CEC Morning** and **CEC Mayflower**. Port rotation is now Sri Racha, Jakarta, Singapore, Lae, Suva, Apia, PagoPago, Papeete, Nukualofa, Tauranga, Sydney, Lae and back to Sri Racha.

In its NZ-Tonga-Samoas-Wallis Is (WestPac) service Sofrana replaced the 650 TEU **CEC Castle** (p. 99) with another of the Russian controlled, Spliethoff 'P'-type vessels, this time the 564 TEU **Romy** 6,030/92, ex **Socol 4-04** etc, Consortium Shipping, Cyprus, Unicom Shipmanagement, Maltese flag). This vessel, sub-chartered from POST for six months, has again taken the name **Sofrana Kermadec**, which it held 2001-2002, having previously also been **Capitaine Kermadec**. The charter of **CEC Castle** was subsequently extended to cover one northbound voyage in the Australia-New Caledonia service in early October to replace the distressed **S. D'Urville** (see Accidents and Mishaps). After entering charter and renaming in Melbourne on 25 October, **Sofrana Kermadec** sailed north on the Australia-New Caledonia route and then joined WestPac. Whilst awaiting the introduction of Sofrana Kermadec Sofrana chartered the 333 TEU **Stevens Pearl** (4,366/84, Nordane Shipping, Svendborg, DIS flag) for one voyage Tauranga-Lihir (PNG) with lime. The vessel had arrived at Tauranga from Ashdod, Israel with parts for the North Island thermal power station. Subsequently, due to further delays with repairs to **S. D'Urville**, **Stevens Pearl** was diverted to Melbourne and Sydney and was due to reach Noumea 21 November. Brisbane cargo was loaded on **Sofrana Kermadec** on its first northbound WestPac sailing.

NZ-based Mataroa Shipping & Trading has upgraded its Cook Islands service with the introduction of the chartered 83 TEU **Thor Mette** (1,167/86, ex **Mette Riis-94**, Thor Rederi A/S, Svendborg, DIS flag). This vessel is now operating an Auckland-Apia-Rarotonga-Aitutaki rotation on a three-weekly frequency whilst the ship it replaced, **Miss Mataroa** (912/71, ex **Fetu Tokelau-00**, ex **Forum Tokelau-00**, ex **Hajnowka-99**) has been retained for a Cook Island domestic service.

Meanwhile, Reef Shipping/Pacific Direct Line joint venture RHIA has deployed **Thor Mette's** sister **Thor Marie** (1,167/87, ex **Marie Riis-04**) on its NZ-Funafuti service. Funafuti (Tuvalu) had been served only intermittently following the grounding of **Southern Moana** (see **Accidents and Mishaps**). In late November PDL chartered the reefer **Esmeralda** (10,532/99), employed on Seatrade's Europe-NZ-Europe service, for a supplementary voyage from Auckland to Tahiti.

Re **Sinu-I-Wasa** (p. 155): Reported 9 September still at anchor off the old IMEL/Government slipway near Walua Bay, Suva, awaiting surveys for a trading licence in the Fiji coastal trade.

The ro-pax ferry **Spirit of Fiji Islands** (4,421/68, ex **Agios Rafeal**-04 etc, originally built as the freight ro-ro **Caribbean Venture**, JSK Holdings Ltd, Fijian flag) arrived at Lyttelton in late September for dry-docking. This vessel is the replacement for **Sofe** (997/68) which was reported sold to Indian breakers in January, and is operated by Consort Shipping of Suva.

The ex training ship **Wyuna** (p. 155) was sold to Mineralogy Pty Ltd of Brisbane and remains under care and maintenance at Beauty Point.

The growth in global vehicle traffic has generated ambitious expansion plans by Wallenius Wilhelmsen and a continuation of additional sailings to Australia/New Zealand, from East Coast North America. The former conros **Tourcoing** (now converted – p. 99) **Talabot** and **Tapiola**, and the PCTCs **Aida** and **Takasago** have made additional sailings from East Coast North America while the European service has featured the aging **Isolde**, **Figaro** and **Terrier**, plus **Takara**, **Maersk Wave** and **Maersk Teal**. After the completion of the conversion of its nine former conros ships to (almost) full roll-on/roll-off units, WW only carries container cargoes that are part of a larger consignment of ro/ro and project equipment and/or unutilised parcels. The share of containers of the carrier's total revenues now is 1% at best, down from around 8% before the company left containerisation. WW currently has 11 PCTCs with capacities ranging between 6,300 and 6,700 CEU (car equivalent units) on order, plus three of 8,000 CEU which will 228-metres loa and the world's largest. Meanwhile, Wallenius are also jumboising five 5,900 CEU ships usually seen on the Europe-Australia trade - **Mignon**, **Elektra**, **Boheme**, **Manon** and **Urdine** – to 7,100 CEU at the Hyundai Mipo Vinashin facility, Vietnam.

Towage and Offshore

Austral Salvor returned to Brisbane on 7 September following the salvage of **Southern Moana** (see *Accidents and Mishaps*) after 35 days away and steaming a total of 3,600 miles. This is not the longest assignment by a United Salvage-chartered tug, however: Melbourne-based **Keera** holds the record for the 2,218-mile towage of **Rakura Maru** from Bluff, NZ to Brisbane via Newcastle. **Keera** also has been on the longest voyage away for the 34-metre tugs, being 59 days for the salvage of **Jody F. Millennium** at Gisborne in 2002. The longest combined salvage tow/service for a tug under charter to United Salvage was by **Moorabool** with **Karnata**, being and ocean tow of 4,600 miles following refloating at Teitarao and 82 days base-to-base.

The Dampier-based Riverwyls Marine Ltd tugs **Riverwyls Olivia** (473/89, ex **Heason Cove**) and **Riverwyls Edwina** (473/89, ex **Cowrie Cove**) underwent refits by Tenix at Jervis Bay during April.

The Port Kembla based tug **Bullara** (395/00) was transferred to Port Botany during May to replace local tug **Woona** while the latter underwent refit in the small floating dock at Garden Island. To maintain Port Kembla's tug strength at four, **Koona** (307/91), which has been at Newcastle since August 2001, was transferred back to Port Kembla, joining sister **Karoo** at this location. The Port Kembla-based tug **Kembla II** (231/75) arrived at Newcastle on 27 July for an extensive and did not leave again to its home port until 10 September.

The usually Melbourne-based Adsteam tug **Wombi** was temporarily used in Sydney Harbour in early August while the Sydney spare tug **Wooree** was out of service for engine repairs. Earlier the Port Kembla tug **Koona** performed a similar role. **Wooree** was back in service by 21 August when it joined **Wonga**, **Warrawee** and **Wolli** to berth the tanker **Genmar George** at Gore Bay.

The redevelopment of Melbourne's Spencer Street Railway Station has provided unlikely work for tugs, barges and even an oil rig tender. The architecturally-adventurous 'wave-form' roof of the new Southern Cross Station was constructed in truss sections of approximately 20m x 10m x 10m at three sites around Australia and shipped to Melbourne. Those sections built in Geelong were barged to Melbourne's 25 South Wharf by KoreaMarine Services, using their small tug **Vital** (96/77). Those built in Launceston were being moved via 16 weekly sailings by the ORSV **Southern Salvor** (544/68, Pacific Maritime Investments (Grant McKenzie), St Vincent and the Grenadines flag, p. 200, 2003), welded on the work deck. Fourteen sections built at Tomago, Newcastle were moved in five shipments by Patrick Project Services utilising the tug **Leaders Creek** (148/81, p. 93, 2002) and the 400t barge **Vales Point**. The

sections were craned ashore in Melbourne and stored near the berth until required in the much-delayed construction schedule.

As a result of Eastland Infrastructure (owners of the North Island port of Gisborne) and Adsteam Marine agreeing to terminate their six year-old pilotage and towage contract, the former will purchase the pilot boat **Turanganu** and the Japanese-built z-peller tug **Titirangi** (137/82, ex **Fukuoka Maru**-98 etc) from the latter, while the small tug **Turihaua** (104/77), which had been leased by Adsteam, will return to Eastland control. The new arrangements took effect on 10 November.

Sea-Tow Ltd, recently the subject of a management buy-out by Messrs Peter Dunlop and Ian Coombridge, is giving its tugs traditional Union Steamship Co 'K'-class names. First was **Kokiri** (254/66), recently purchased from North Tugz Ltd (jointly owned by Northland Port Corp, former Sea-Tow shareholder) as **Waitangi**, which arrived at Picton on 20 September and is now stationed there. Second was **Kurutai** (199/91), the former **Sea-Tow 22**, which came off the slip in Nelson on 30 September with its new name. **Sea Tow 23** (the former Parry Bros towboat **Herenui**, based in Picton) was renamed **Konui** in Nelson after arriving there for refit on 14 October before returning to Picton. **Sea-Tow 21** (125/85) is to become **Koraki** while **Sea-Tow 25** (491/97) will be renamed **Korunui**. The tugs are now registered in Auckland and have new funnel colours of international flags on a black background. The barges will retain their **Sea-Tow** names but numbers will be changed to reflect deadweight capacity, eg **Sea-Tow 4** (7,900 DWT) will become **Sea-Tow 79**. To service new contracts the company has purchased three new barges and a further two tugs. Two 6,330 DWT barges have been acquired from Malaysia; these were built in 2003 as flat deck pipe carriers with stanchions and are 85.34 metres length, 24.38 metres beam and 4.48 metres draught. Modifications required before entering service were the fitting of side and end walls, raised focsle, wave break and towing winches, etc. The first barge, to be named **Sea-Tow 60**, was in Batam Indonesia (ten kilometres from Singapore) during September 2004 being modified, and was expected to be ready at the end of November 2004. The second barge, to be named **Sea-Tow 61**, was due at Batam in mid-November 2004. After modifications the barges will have a deadweight of 6,050 tonnes. These barges will be used to fulfil a contract to Solid Energy and with the barge **Sea-Tow 4** to ship 140,000 tonnes of coal per year for Noble Energy from Greymouth to Port Kembla. Two new tugs will tow the new barges. **Tangkas** (254/01) was purchased from Java Marine Lines Pte. Ltd., Singapore and renamed **Karori**. It was built by Tuong Aik (Sarawak) Sdn. Bhd. at Sibau, and is 29 metres loa, with a bollard pull of 35 tonnes. A sistership will be renamed **Katea**. The cement barge **Sea-Tow 18** was also purchased from Malaysia in November 2004 and went to Batam for conversion work. This barge was to service a contract signed with Golden Bay Cement to ship cement from Portland (Whangarei) to Auckland and possibly Tauranga. **Sea-Tow 18** was built in 1993, is 57 metres length overall, 16 metres beam, and a draught of 3.7 metres with a deadweight of 1,800 tonnes. It is to be towed by **Koraki** (see above).

Ferries, Fishing and Harbour Craft

The revolutionary 126.7-metre cargo/vehicle/passenger trimaran ferry **Benchijigua Express** (p. 159-160) was launched early on 25 September by Austal Ships at Jervis Bay. The vessel is the largest built by Austal and the largest aluminium ship ever built in the world. The massive ferry was slowly lowered down and floated off the Austal launching jetty and towed by four small Total Harbour Services tugs to the south side of Austal's fitting out jetty. After completion of final onboard fitting out, sea trials began on 6 November, during which **Benchijigua Express** sustained damage to a carbon-fibre trim fin. The vessel is scheduled to depart on its 9,500-mile delivery voyage to the Canary Islands in December.

On 31 August the Federal Government announced P&O Maritime Services as the preferred tenderer to provide the new Southern Ocean patrol vessel and crew (p. 155). This vessel will be used to detect and pursue poaching fishing vessel activities during year-round armed patrols of Australian waters surrounding the remote Heard Island and McDonald Islands. P&OMS have chartered the 105.60-metre cable layer **Oceanic Viking** (9,075/96, ex **Viking Lady**-02, Eidesvik Shipping, Norway), for two years to carry out these duties. This vessel's speed of 18 knots and endurance will boost the capability of Customs to respond to and apprehend any vessels illegally targeting the valuable Patagonian toothfish. **Oceanic Viking** will also operate throughout Australia's exclusive economic zone both in Antarctic waters and tropical northern waters. Funding for the project of \$47.8 million in 2004-05 and \$41.4 million in 2005-06 were confirmed in the Federal Budget earlier this year. Customs officers are currently engaged in

specialized training to undertake Southern Ocean operations on board the new vessel, which has accommodation for 60 people and will be armed with twin 0.50-calibre machine guns. It will replace **Aurora Australis** and **Southern Supporter** which have been carrying out these duties until now.

Oceanic Viking arrived at Fremantle on its delivery voyage from Norway via the Suez Canal on 24 October and berthed alongside the Tenix ship-lifter at Jervoise Bay where modifications will be made. The vessel was built in Norway as an oil-rig pipe supply vessel featuring the usual ORSV configuration of superstructure forward with wide working deck aft and, in this case, very high sides to enable pipes to be stacked. In 2000 Eidesvik converted it into a cable layer by lengthening the vessel by 13 metres, including the sheaves fitted at the stern, and also fully enclosing her after deck with a large workshop superstructure.

The new Kangaroo Island ferry **Sea Way** (p.156) began the new service leaving Wirrina at 0800hrs on 24 September.

The Melbourne and Western Port based ferry **Matthew Flinders** (17.5m/2001) owned by Gourrock Pty Ltd (Frank Denver) and only occasionally employed since arrival in Melbourne early in 2002, was sold to Roche Bros in October 2004 and after arrival in Hobart later that month and minor changes operated her first charter for the new owners on 5 November as **Excella**. Apart from charters **Excella** will operate regular harbour cruises in place of **Wanderer** which is now for sale.

The ex bucket dredge **A. S. Mayne**, (p. 138 and 157) is now known to have been registered as **A. P. Recovery** although only **Recovery** appears on the vessel.

In early August the two former Melbourne Harbour Trust split hull hopper barges **No.139** and **No.140** (both 420/78) arrived in Sydney from Williamstown, Victoria, in tow of Adsteam's **Wombi** (256/78). The barges are currently moored at the western end of the Anzac Bridge; intended use unknown.

Australian golfer/entrepreneur Greg Norman sold his luxury cruise/charter vessel **Aussie Rules** (p. 44, 2003) in the northern spring to Wayne Huizinga of USA for a reported \$77million. After current northern summer charter work in the Mediterranean a helicopter deck and additional accommodation will be fitted and the ship will be renamed **Floridian**.

After little use in recent years the harbour cruise/restaurant sternwheeler **Sydney Showboat** (735/87) underwent an extensive refit at Rozelle Bay and Goat Island in May-June, returning to its King Street Wharf berth in a new grey and dark blue colour scheme. During October this vessel was renamed **Harbour Ballroom** and has resumed Harbour operations. The larger **Sydney Showboat II** (810/94) underwent a similar refit July-September but retains its original red and white colour scheme.

At the beginning of September Austal delivered two 47.5-metre passenger catamarans, **New Ferry LXXXV** and **New Ferry LXXXVI** to Hong Kong-based New World First Ferry Services (Macau) Limited, taking the number of Austal-built vessels in its fleet to seven, the total number of Austal-built vessels delivered to Hong Kong in the last 14 years to 36. New World First Ferry operates 12 routes within Hong Kong Harbour and to outlying islands, including the services between Hong Kong and Macau on which the new Austal catamarans now operate. The two new ferries are almost identical to the trio delivered to New World First Ferry in October 2002. Austal also delivered two 41 metre harbour cruise vessels to sister company New World First Travel Services Limited in October 2003.

The former Russian trawler **Om** sailed from Lyttelton on 20 September bound for breakers at Mumbai, via Colombo for bunkers. The remaining trawlers in NZ waters **Ksenia Zharkikh** (Lyttelton), **Orlovka** and **Osha** (Dunedin) were expected to make the same voyage within a month. On 2 October **Osha** put to sea in preparation for towing **Ksenia Zharkikh** also to Indian breakers. However, the NZ Maritime Safety Authority would not permit the tow to take place inside territorial waters (nor pass through Cook Strait) so the Tamaru tug **Te Maru** was employed to take **Ksenia Zharkikh** (reflagged 5 October from Belize to Tuvalu) 12 miles off-port to **Osha**. The tow got underway on 9 October but soon ran into difficulties (See *Accidents and Mishaps*).

The mystery of what happened on board a Taiwanese ship found floating abandoned with tonnes of rotting fish aboard may never be known, with the vessel destined for a West Australian scrap heap. **High Aim 6** was reported missing in mid-December 2002, several days after the last contact with the Master. The United States Coast Guard searched for the 24-metre fishing vessel but failed to find it. The whereabouts remained a mystery until it was spotted steaming, crewless, towards the WA coast on 4

January 2003. The vessel has been docked in Broome since 10 January last year but international efforts to solve the mystery of what happened to its vanished crew have failed. Nothing has been heard from the **High Aim 6**'s Taiwanese captain, engineer and 10 Indonesian crew since December 2002, when the vessel was near the Marshall Islands, halfway between Papua New Guinea and Hawaii. The ship will be dismantled in Broome.

Accidents and Mishaps

The heavy-lift/multi-purpose **Palmyra** (91/5780, ex **Steinkirchen-99** etc, Harren & Partner Schiffahrt, Bremen, A&B flag) lost part of its rudder in South Australian waters on 10 November while on a voyage from Kuwait to Melbourne. The vessel was taken in tow by Adsteam's Melbourne-based salvage/harbour tug **Keera** (86/470), arriving in Port Phillip Bay on 21 November after battling heavy weather in Bass Strait. **Palmyra** was first berthed at 29 South Wharf where the remains of the rudder were removed by divers, and then shifted 23 November by **Keera** and **Tusker** (83/426) downriver to Webb Dock for discharge of 33 containers and three 150-tonne transformers destined for and urgently required in Bell Bay, Tasmania. The owners declared General Average; at time of writing no decision had been taken about repairs which, it is expected, will require drydocking.

Peak pre-Christmas Bass Strait freight operations face several weeks of disruption Toll Shipping's ro-ro **Victorian Reliance** (20,342/99) was damaged in a grounding incident on 14 November off Penguin, Tasmania. The ship was able to limp to Melbourne where it arrived five hours late the following morning and after discharge moved to anchorage while plans for drydocking were formulated. The vessel eventually sailed for Newcastle, where significant damage to the starboard propeller, Becker rudder, intermediate prop shaft, hydraulics, stern tube and possibly gearbox was confirmed while still in-water. **Victorian Reliance** was not expected to be able to enter Forgacs floating dock until 1 December, following completion of work on **P&O Nedlloyd San Francisco**. Depending on the final extent of damage, Toll was contemplating removing the damaged propeller, shaft and rudder, sealing the stern tube and returning to limited Bass Strait service until full repairs could be effected, after Christmas.

The liner **Pacific Sky** (46,087/84) has suffered a series of mishaps since P&O Cruises transferred its operational homeport to Brisbane. A 12-night Pacific cruise scheduled to depart on 1 November was delayed for more than 24 hours due to a faulty boiler valve and a damaged gearbox in the starboard engine, stranding 1,485 passengers. The ship finally sailed at 2135 on 2 November but when 600 kilometres north-east of Brisbane unrelated problems developed with the starboard engine and the ship advised it was returning to port. It duly arrived on at approximately 0600 on 5 November and the cruise was abandoned while repairs were made. Subsequently on 14 November **Pacific Sky** sailed from Brisbane more than 15 hours late after being delayed by a swarm of jellyfish which clogged the seawater intakes. This caused an automatic shutdown of engines, immobilising the ship at the Pinkemba berth. The shutdown also triggered the automatic dumping of vast quantities of distilled water used by the ship's boilers, and a fresh supply had to be trucked in as the ship is unable to manufacture its own. Even after eight or nine tanker loads of water were delivered, the vessel's propulsion system took several hours to prepare for sailing. This forced P&O to drop one port of call from the ship's seven-day Queensland coastal cruise.

On 27 October at about 0400 a 55-year-old seaman was lost overboard from a Torres Strait pilot boat as he was passing luggage to a pilot who had just boarded the tanker **Hellas Renaissance** (27,645/99) eight nautical miles west of York Island. An extensive search failed to recover the man.

Spliethoff's **Edamgracht** (8448/95) left Fremantle on 11 October bound for Adelaide but was forced to divert to Bunbury later that day after its cargo shifted in bad weather.

On 11 October the former Russian trawler **Osha**, towing factory fishing **Ksenia Zharkikh** (both owned by Xado NZ Ltd) from Lyttelton to Alang, India (see *Ferries, Fishing and Harbour Craft*) called for assistance after the tow line broke some 20 miles off Cape Turnaround near Napier. The following day the pair was reported to be drifting eastward 55km east of Cape Turnagain, north of Castlepoint with some 420 metres of towline hanging from the bow of the unmanned and powerless **Ksenia Zharkikh**. The Gisborne tug **Titirangi** sailed on 13 October, arriving on the scene on the morning of the 15th and assisting with the connection of an emergency polypropylene towline and the recovery of the original line. However, **Osha** later backed over and severed the new line; it was rejoined using bowlines. By 18 October the fishing

vessels were said to be anchored west of the Lachlan Banks, off Hawkes Bay awaiting delivery of a new towline. Subsequently the two vessels were reported to have passed Thursday Island in the Torres Strait westbound on 14 November.

On 24 September Reef Shipping's **Southern Tiare** (p. 101) was taken in tow by the Timaru tug **Te Maru** after wallowing in heavy weather for 18 hours following a main engine breakdown 48 km east of Timaru while enroute to Bluff from Tarakohe. Reef said the incident was totally unrelated to a similar rescue when the recently acquired ship lost its rudder on 2 July (p. 158). After repairs **Southern Tiare** sailed from Timaru on 29 September for Bluff.

Just months after carriers in the Australia-New Caledonia trade joined forces to share a single ship (p. 92), **S. D'Urville** broke down in early September after sailing from Noumea for Melbourne. Attempts to repair the main engine were unsuccessful and **Austral Salvor** was despatched from Brisbane, reaching the casualty on 19 September. The pair reached Brisbane on 24 September, where repairs were initially expected to take five days. However, **S. D'Urville** did not resume service until 27 November, when it sailed for Melbourne. During its absence joint charterers Sofrana, Reef and PDL were forced to make a series of alternate arrangements (see Australasia and South Pacific).

On 3 September the bulker **Ming Zhou 28** (35,319/84) reported steering failure approximately 120 nautical miles north of Newcastle when en route to load coal. The tug **Wonga** (427/83) was sent to assist, and arrived back in Newcastle with the vessel under tow at 1630 on 5 September. With the help of three harbour tugs the vessel was berthed at No 1 Dyke, where repairs were carried out. On completion the coal cargo was loaded and the ship departed for China on 10 September.

Re **Southern Moana** (pp. 157-158): **Austral Salvor** arrived Futuna 9 August from Brisbane via Suva and attended the casualty with **Dretia** (NB registered owner is South Seas Towing Ltd) and deck-cargo barge **MPL-3**. All Futuna cargo and empty containers on and below deck were discharged by heavy-lift helicopter to shore storage. **Southern Moana** was refloated on 28 August after a month aground and towed to Suva by **Austal Salvor**, arriving 30 August. All remaining cargo was discharged at Kings Wharf and the ship then shifted to anchor 1-6 September for underwater repairs, including total removal of the Becker rudder and stock. All tanks were reported holed, bottom plating crumpled and the propeller plates buckled and torn. After lengthy negotiations **Southern Moana** left Suva on 7 October in tow of the ORSV **Seabulk Carol** (880/83, ex **Oxy Two-98**, Seabulk Offshore Investments Inc, Marshall Islands flag) for permanent repairs in Shanghai.

On 23 July the bulk/container carrier **Fenix** (19,385/85, ex **Sealines-04**, etc Ership SA, Madrid, Panama flag) arrived at Lautoka to load bulk raw sugar. According to the master, at 1848 hrs local time the pilot was not ready and advised the vessel to anchor, but the master decided to turn around 'due to no place to anchor outside'. As a result the vessel touched the sea bottom, striking a coral ledge in lat 17 56.3S, long 177 11.0E. Subsequently surveyors advised the vessel not to load due to severe bottom damage and classification society DNV ordered the ship proceed directly to Newcastle for drydocking and repairs, where it arrived on 2 August. Work took almost one month with the ship finally sailing on 30 August.

Naval

HMAS **Kanimbla** arrived in Newcastle on 2 September and undertook trials in port and at sea with the first of the new LTA Watercraft, of which six are being built for use with this vessel and sister HMAS **Manoora**. The new vessels, which resemble landing barges, are 26 metres long, have an aluminium hull with bow and stern doors, water-jet propulsion, and will be used to carry troops and equipment from ship to shore. They are of modular construction, the work being done at various locations then consolidated by ADI in Newcastle. The first craft, numbered AB2000, has also been sighted conducting beaching trials on Horseshoe Beach, near the entrance to Newcastle Harbour. **Kanimbla** departed for Sydney on 7 September.

Agreement has been reached between Australia and the United States for the further development and improvement of the new combat system being provided for Australia's Collins class submarines. The system, called the AN/BYG-1 Combat Control System, will be installed in both USN and RAN submarines under an Armaments Cooperation Project. This follows the Government's approval of the \$455 million Collins Replacement Combat System Project in September 2002 and will lead to significant upgrades to the capability of the Collins fleet commencing with the first installation in 2006. The new combat systems will complement the new advanced capability torpedoes for the Collins Class submarines, also approved by the Government late 2002, and also being developed and produced under an Armaments Cooperation Project with the USN.

The Federal Government has advertised for Australian shipbuilders to bid for the RAN's Air Warfare Destroyers (p. 110). A *Request for Proposal* was released on 18 October 2004 for the \$4.5-\$6 million project. The tender remains open for approximately nine weeks, with the government to receive a recommendation on the preferred shipbuilder in March 2005. Tenders are sought on an alliance-style contract basis, with the three vessels to be built in Australia. The successful shipbuilder will be majority Australian-owned and be required to satisfy a range of price and non-price criteria.

A \$25 million Australian-designed radar identification system will be installed in Australia's new Armidale class patrol boats. Adelaide-based BAE Systems has been contracted to provide PRISM III radar identification systems for the 12 new patrol boats. It is expected that BAE will also be subcontracted to provide through-life support for 15 years by the patrol boat prime contractor, Defence Maritime Systems. The patrol boats are currently under construction at Austal's Henderson shipyard with the name ship of the class due for delivery in April 2005. The PRISM III system is already fitted to the RAN's mine hunters and has proved both effective and reliable.

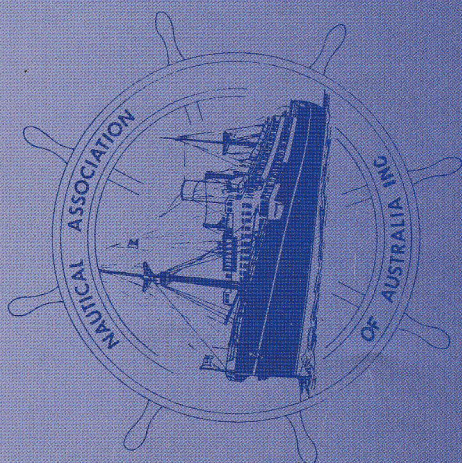
In early September HMAS **Farncomb** completed the first Collins-class Full Cycle Docking at the Australian Submarine Corporation at Osborne in South Australia. The FCD took approximately two years at a cost of about \$100 million.

The Anzac-class frigate HMAS **Arunta** visited the eastern Russian port of Vladivostok in mid-October as part of a goodwill visit. The RAN was last in Vladivostok in 1995 when HMAS **Sydney** marked the beginning of cooperation with the Russian Pacific Fleet.

The 1942 built Bathurst class minesweeper **Castlemaine**, since October 1973 a museum ship in Melbourne, was docked for much needed hull maintenance and repair from 23 October until 24 November in the historic bluestone 1874 built Alfred Graving Dock at Williamstown, adjacent to where the ship was built. The work was donated by the Dock owners, Tenix Defence Pty Ltd. The Alfred Dock has been used almost exclusively for the Anzac frigate project in recent years.

The NZ Government has sold the frigate HMNZS **Wellington** for NZ\$1, complete with a free tow from Auckland to Wellington where it will be sunk as a dive attraction. The frigate has been at the Devonport Naval Base since decommissioning three years ago. It has been acquired by the Sink F60 Trust which anticipates it will become 'the most accessible purposely-made shipwreck in the world'. The frigate is expected to arrive at Wellington's Queens Wharf in April 2005, where the funnel will be removed along with all electrical fittings, gearboxes, generators, pumps and motors. The engine and boilers will also be taken out and compartments sealed. The ship will be open to the public while this work was being carried out. On 12 November 2005, subject to weather, the stripped vessel will be towed to its final resting place 450 metres offshore between Houghton Bay and Island Bay. A competition winner will press a button and the ship is expected to sink 26 metres to the bottom in just two minutes.

The RNZN's remaining Leander-class frigate, HMNZS **Canterbury**, is on restricted duties after a dry-docking earlier this year, designed to find out whether life-extension was possible, found the vessel to be in far worse condition than anticipated. The survey discovered serious corrosion in hull and deck plating, particularly in the main machinery spaces, necessitating immediate repairs. **Canterbury** is no longer considered a fully operational warship because of its fragility. It is used for training, fisheries patrols and other missions, such as supplying the weather station at Raoul Island, about 966km northeast of Auckland. The ship is speed-restricted and some of its weapons systems no longer work.



Subscription to *The Log*

Any person with an interest in ships and shipping is eligible to subscribe to *The Log*, the journal of the Nautical Association of Australia Inc. Applications together with first subscription should be forwarded to the Treasurer. All subscribers will receive a copy of *The Log* upon publication each quarter.

Subscriptions are payable annually on 1 January or 1 July with prompt payment appreciated. Current rates are A\$24.75 for individuals residing in Australia, A\$32.45 for companies and institutions, A\$25.00 for New Zealand and A\$27.50 for all others. Subscribers dealing directly please write to the Treasurer, PO Box 142, Caulfield South, Vic. 3162 and overseas subscribers are requested to please remit in Australian currency.

This Journal is Copyright

Except for copying permitted under the *Copyright Act*, no part may be copied or reproduced by any process without written permission of the Nautical Association of Australia Inc., the address of which is PO Box 142, Caulfield South, Vic. 3162. Opinions expressed by contributors are not necessarily those held by the Editor or the Nautical Association of Australia Inc. *The Log* is published quarterly by J. B. Labrum of 52 Briggs Street, Caulfield, Vic. 3162 for the Nautical Association of Australia Inc., PO Box 142, Caulfield South, Vic. 3162. Printed by BPA Print Group, 11 Evans Street, Burwood, Victoria 3125.