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#### NEW ZEALAND SHIPPING COMPANY LTD.

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#### History and Fleet List

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The New Zealand Shipping Co. Ltd. was formed in Christchurch, N.Z., in 1873 by a group of local merchants. At the time there was a certain amount of dissatisfaction over the shipping services then existing between the United Kingdom and New Zealand, and the NZS Co. grew out of a number of Freight Associations which had been formed earlier.

The company first purchased four sailing ships, and from 1873 to 1875 despatched 150 ships from the United Kingdom to New Zealand with cargo and 28,670 passengers.

In 1879 the company, in conjunction with the Shaw, Savill Line, chartered the steamer *STAD HARLEM*, and she was the first direct steamer to sail from London to New Zealand. She carried 600 emigrants, but although she completed the voyage with every satisfaction, her charter represented a loss to her joint charterers.

A few years later, in 1883, the first steamers were built to the order of the New Zealand Line. They were ordered to maintain

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the new monthly service to the dominion which had started on 26 Jan 1883, when the line, having secured the government mail contract despatched the steamer BRITISH KING from London to New Zealand.

The company also played a considerable part in the development of the frozen meat trade and their sailing ship MATAURA carried the second cargo of frozen mutton from New Zealand. She sailed from Port Chalmers on 6 June 1882 with 150 tons of frozen mutton, beef and pork.

In 1912 the line made an agreement with the Federal SN Co Ltd. and absorbed this line into its own services, although the ships of the latter company have retained their identity to the present day. This enabled the NZS Co to consolidate their position in the New Zealand trade and also to obtain a share of the Australian trade. In 1912 the company also purchased the whole of the Australasian business of Houlder Bros and Co. This included four vessels and loading rights in Australasia which were held by this concern.

In 1916 the shares of the NZS Co and associated concerns were acquired by the P & O Co., which has held and controlled the finances of the line ever since. However, both the NZS Co and the Federal Line retain their identity and operate under their own ~~managements~~ and agencies.

During the late 1930's the NZS Co, in association with the Port Line Ltd and Ellerman Lines, formed the Montreal, Australian and New Zealand Line, which commenced a regular service between Eastern Canadian ports, New Zealand and Australia, in the same way as the American-Australian Line, also run with New Zealand Line vessels and those of associated lines, had begun some years previously.

The New Zealand Line is also connected with the Crusader Shipping Co, which was formed in 1958 to operate regular cargo services from NZ and Australian ports to the Far East and to the West Coast of North America.

Ships of the New Zealand Line played an important part in the carriage of troops during the Boer War, and in both world wars the record of the company was outstanding.

The present day fleet comprises mainly vessels of postwar construction. Two ships, the RANGITANE and the RANGITOTO, each of 21,800 g, are the largest ships in the NZ trade travelling via the Panama Canal.

In the fleet list that follows the gross tonnage is given in each instance. The years given are those in which each ship entered and left the company's service. Any corrections or additions to the fleet list will be welcomed and should be sent to the editor of THE LOG at Box 4922, G.P.O., Sydney, N.S.W.

SAILING SHIP FLEET LIST, 1873-1899.

- WAITARA (Blt 1863 as HINDOSTAN), 833, 1873-1883. Sunk in collision with HURUNUI off Portland Bill, 22 June 1883.
- WAIMEA (Blt 1868 as DORETTE), 848, 1873-1896. Sold 1896 to Westergaard & Co (Nor.), not renamed, wrecked Algoa Bay, 1 Sept 1902.
- MATAURA (Blt 1868 as DUNFILLAN), 853, 1873-1898. Sold 1898 to Bruusgard, Klosterud & Co (Nor), renamed ALIDA, dismasted and foundered Pacific Ocean, 24 Aug 1900.
- RANGITIKI (Blt 1863 as SCIMITAR), 1188, 1873-1898. Sold 1898 to A.J. Grefstad (Nor), renamed DALSTON; sold 1909 to Bolands & Sons (Fr), renamed PAUL BOUTET, converted to hulk at Noumea, 1909, and towed to Sydney 1919.
- RAKAIA, 1022, 1873-1893. Sold 1893, renamed MARIE (J.N. Rodbertus), sold 1904 to J.C. McKeown (Br); sold 1911, B.H. Condin, renamed RAKAIA; sold 1913, Crowell & Thurlow (US), renamed RUTH STARR; converted to barge by Federal F Forwarding Co (US) and broken up 1920.
- WAIKATO, 1031, 1874-1898. Sold 1898 to J.C. Pfluger & Co (Ger), renamed J.C. PFLUGER; sold 1901 to J. Rosenfeld (US); sold 1904 to J.D. Spreckels & Bros Co (US), renamed CORONADO; converted to barkentine 1912 and to a barge in 1913 by Canadian-Pacific Coal Co (Br); foundered between Ladysmith and Vancouver 20/11/1918.
- WAIKATE, 1124, 1874-1891. Sold 1891 to G.A. Lindbohm (Finn), renamed VALKYRIAN; missing Newcastle (sailed 10 Aug 1898) to Iquique.
- WATTANGI, 1128, 1878-1899. Sold 1899 to J. Wagle (Nor), renamed AGDA; sold 1911 to GREFSTAD & Herlofsen (Nor); foundered off Light vessel, 21 Jan 1913.
- HURUNUI, 1012, 1878-1895. Sold 1895 to E.A. Lindblom (Finn), renamed HERMES; sold 1910 to R. Mattson (Finn); torpedoed off Isle of Wight, 6 May 1915.
- ORARI, 1011, 1875-1893. Sold 1893 to J.C. Page (Br); sold 1901 to W. W.C. Irvine (Br); sold 1906 to Italians; broken up at Swansea, 1909, after being badly damaged by explosion in cargo.
- OTAKI, 1014, 1875-1891. Sold to Franzius Henschon & Co (Ger), renamed DE. SINGERT; wrecked 5 July 1895.
- WAIAPA, 1017, 1875-1894. Sold to Brodrene Bjornstad (Nor), renamed LUNTER; lost without trace 1919.
- WAIROA, 1015, 1875-1895. Sold 1895 to C. Zernichaw & O. Gotaas (Rus), renamed Winnipeg; sold 1902 to J.K. Ahlsten (Nor); missing Pensacola to Buenos Aires, 1907.
- OPANA, 1076, 1876-1899. Sold 1899 to S.O. Stray (Nor), renamed A. ULLA; torpedoed and sunk North Sea 14 Mar 1917.
- PIANO, 1075, 1876-1892. Sold 1892 to J.E. Schaffer (Ger); missing Melbourne (sailed 22 Nov 1900) to Cape Town.
- WANGANUI, 1077, 1877-1888. Sold 1888 to J. Leslie (Br), renamed BLLENHEIM; sold 1904 to H.C.A. Mickelsen (Nor); sold 1910

to N.A.P. Staube (Nor); sold 1914 to A. Olsen (Nor);  
torpedoed off S.W. Ireland 22 Feb 1917.

PARNORA (Blt 1855 as WHITE EAGLE), 879, 1876-1887. Sold 1887 to J.  
Livingstone (Br); broken up 1889.

TURANINA (Blt 1868 as CITY OF PERTH), 1189, 1880-1899. Sold 1899 to  
A. Bech (Nor), renamed ELIDA; torpedoed North Sea  
2 May 1915.

(The fleet list of steam and motor vessels of the company  
will be published in the next issue of THE LOG).

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### FORERUNNERS OF THE PORT LINE

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### ADDITIONS AND CORRECTIONS TO FLEET LISTS

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The following are additions and corrections to the fleet lists  
published in last year's THE LOG in connection with the articles on  
those firms which were the forerunners of the Port Line.

James P. Corry, Star Line: See THE LOG, v. 5, n. 3 (July-Aug),  
p. 54:

STAR OF IRELAND, 4331g, blt 1913. Became HIGHLAND STAR of Nel-  
son Line, NOT Blue Star Line.

STAR OF NEW ZEALAND, 4840g, blt 1895: Wrecked at Ile de Molene,  
NOT as ILE DE MOLENE.

T. B. Royden & Co: See THE LOG, v. 5, n. 4 (Sept-Oct), pp. 69-70  
INDRANI, 4994g, blt 1894. Sold 1911; became SHINBU MARU (Jap)  
1911; JINBU MARU (Jap) 1931; ZINBU MARU (Jap)  
1938; torpedoed 11 June 1943 (NOT scrapped  
1938).

INDRA (2), 6057g, blt 1897. Salvaged from wreck in 1929; broken  
up in Japan 1933.

INDRALATA (2), 6669g, blt 1901. Broken up 1932 (NOT 1923).

Wm. Milburn & Co.: See THE LOG, v. 5, n. 5 (Nov-Dec), pp. 97-  
98:

PORT PIRIE, 3109g, blt 1886. As GUERNICA foundered in Bay of  
Biscay on passage Cardiff to Genoa, 10 Feb.  
1902 (NOT broken up in Spain 1913).

PORT DUNISON, (2), 3425g, blt 1896. Became SANTA MARTA. (NOT  
SANTA MARIA).

PORT CAROLINE (2), 4250g, blt 1905. Became PARISINA (NOT,  
PARISIANA).

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### LYLE SHIPPING CO FLEET LIST.

The editor apologises for not having acknowledged with sincere thanks  
the assistance of Mr. A.L. Bland, of the WSS Central Records, and  
Mr. E. Wharton, of Auckland, in the compilation of this fleet list,

which appeared in the last issue of THE LOG. The omission was due to an oversight of the editor when typing the stencils.

In this fleet list of the Lyle Shipping Co, the following information may now be added to the entry for the s.s. CAPE SABLE, 4476g, 1936-1958: Sold to Hongkong buyers, now renamed EASTERN VENTURE.

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\*The story of  
a tow.

THE KYBRA'S LAST  
VOYAGE FROM W.A.

\*\*By Capt. Eugenio  
C. Ebro.

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(Editor's Note: The author, Capt. Eugenio C. Ebro, was master of the T.P. 124, which towed the FLORETA, ex KYBRA, from Fremantle to Singapore, and this account of the voyage was sent to WGS member R. McKenna, of Western Australia.)

This was the third trip of tugboat T.P. 124 (174g, 450 hp Fairbanks Morse engine) to Australia. The first was to Townsville and the second to Thursday Island. On this third trip, we left Fremantle at 0952 hours on 28 Feb 1958, bound for Hongkong via Manila. It was a sunny day, with a moderate south-westerly breeze and quartering sea, and as we were coasting the length of the towline was at first 600 ft.

The following day the sea became rough, though we were still quartering, but we felt uneasy on the tugboat whereas the FLORETA was just taking it easy. The difference in our sizes was responsible. Of course, the tow frequently made a zig-zag course, due to heavy waves, and it hindered our progress very much, reducing our speed to four knots only.

On March 2 the weather began to subside, and we lengthened the towline to 1000 ft. preparatory to navigating deep waters and meeting rough weather and seas. By the morning of the 3rd, the ship's barometer showed an unusual low reading of 29.60. Compared to the previous day's 29.78, this foretold bad weather. The weather report that day indicated a cyclone was located north-west of West Australia. I decided to proceed to Denham Sound at Shark Bay for shelter, and I anchored the FLORETA there at 1845 hours on Mar 4, riding with her two anchors. I then anchored my tugboat about half a mile away.

That night the cyclone recurved to south-easterly, toward the mainland, and at Denham Sound we experienced strong gusts of force 5, Beaufort scale, and moderate waves. By the 6th, however, the barometer reading was rising, and we started heaving anchors and connecting the towing cables. At 0732 everything was ready and we left Denham Sound.

With a following south-westerly wind and sea, we made good speed. But on March 12, in lat 15.00 S, long 113.47 E, the barometer began to drop again and the weather became threatening. The

weather report recorded another cyclone developing, nearly 400 miles from us. We went on our way, meeting rough, variable seas for three days, and on the morning of the 16th made a perfect land-fall at Lombok Strait. The current was against us, and we could hardly move a mile an hour. Despite a day and a night of continuous running we could still see Lombok and Bali mountains riding high.

At about 0730 on the 16th, since we were approaching shallow waters, we again shortened the towing cable. At 1900 hours that day I received a radiogram from my owners, instructing me to bunker at Sourabaya instead of Balikpapan and giving me Singapore as my destination. Due to mines along the North Java coast and the approaches off Sourabaya Strait, we heaved the towing cable and bridle at 1615 hours on the 20th and replaced them with manila ropes. We arrived inside Sourabaya Harbour at 1300 hours on the 21st.

Having fully bunkered and taken aboard fresh provisions, we left Sourabaya with the FLORETTA in tow on March 25, at 1251 hours. We arrived at Singapore at midnight on April 2. T.P. 124 had completed another job, and the former KYBER, after drydocking, was about to begin a new life.

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\*Second and  
final part

THE VANISHING MOSQUITO FLEET

\*\*By Ian G. Cooper  
(Tas.)

### OF TASMANIA.

There are three vessels engaged solely in the Flinders Island trade, and all are Tasmanian-owned. Apart from the LEEDPERRY, which was referred to in the first part of this article in the last issue of THE LOG, the Flinders Island Shipping Co Pty Ltd (L. Jackson) operates two small wooden vessels, the 62-ton PRION and the 71-ton SHEERWATER. The latter was built in 1946 by Messrs Wilson Bros., of Port Cygnet, especially for the Flinders Island run. Her dimensions are 76.7x18.1x7.2. Except for a short period between July 1955 and early 1956, when a Flinders Island syndicate purchased their own vessel, the LEPIENA, the SHEERWATER has been on that run since she was built. During that short period the SHEERWATER was converted to a deep sea fishing vessel operating from Hobart. The PRION, which had dimensions of 65.3x18.6x7.0, was built at Newhaven, Victoria, in 1947.

In July, 1955, when the SHEERWATER was converted to a fishing vessel, Mr. L. Jackson sold his third vessel, the wooden auxiliary MARGARET TWAITTS, 69g, to Mr. A. J. Drysdale, of Hobart. She was built at Port Arthur, Tas, in 1935 for Mr. C. Gathercole by Mr. C. H. McKay. The MARGARET TWAITTS was a two mast ketch built on the lines of the very successful but smaller ketch, the SURPRISE. The

MARGARET TWAITS has dimensions of 77.8x21.9x6.2. She was intended to carry 45,000 sq. ft. of timber per voyage across Bass Strait, but on completion she was confined to river trading in and around the Derwent and Huon estuaries. In 1938 the MARGARET TWAITS was purchased by Messrs Casimaty Bros, of Hobart, who removed her mizen mast and installed a diesel engine for use as a fishing vessel. In 1952 she entered the Flinders Island trade. On her present run from Launceston and North West coast ports to King Island, she mainly carries superphosphate and timber as her outward cargoes.

Another vessel engaged in carrying superphosphate from Tasmania to the Strait islands is the auxiliary ketch NARACCOOPA, 297 g, owned by the East Coast Shipping Service, a division of the Tasmanian Government Transport Commission.

The NARACCOOPA and her sister ship, the LOATTA (now owned by Mr. R. Houfe, of Victoria, and still trading to King Island) were built by Mr. E. A. Jack, of Launceston, in 1940 and 1938 respectively. They were built especially for the King and Flinders Island trade of William Holyman & Sons Pty Ltd. The NARACCOOPA is 120.4 ft long, has a 26ft beam and a depth of 8.4ft.

Both vessels continued under Holyman ownership until June 1954, when this company decided to retire from the island trade and put both vessels up for sale. The LOATTA was then bought by Mr. Houfe and the NARACCOOPA by the Tasmanian Government, the latter to replace a smaller vessel, the JOHN FRANKLIN.

The East Coast trade had expanded considerably, and the NARACCOOPA began trading in August 1954 to Triabunna, Swansea, Coles Bay and Maria Island, with passenger accommodation for 16. However, the increased land settlement scheme on Flinders Island demanded a large supply of superphosphate, and in the last few years the NARACCOOPA has traded from Hobart to Flinders and other Furneaux group islands. In view of the treacherous shoals and rocks of this group, the NARACCOOPA was fitted in October 1958 with Type 14 radar and an echo sounder at a cost of £2500. Only a month later, these dangerous waters claimed a victim in the 239-ton auxiliary vessel MERILYN.

The motor vessel JOHN FRANKLIN, 115g, which was displaced from the East Coast trade by the NARACCOOPA, was ordered originally by the navy, but had not been completed when World War II ended. Work on her in Launceston was abandoned, but was recommenced early in 1947 by Messrs. C. J. & H. Bowen. The Transport Commission purchased her in May 1947 while she was building. The JOHN FRANKLIN has dimensions of 77.2x20.0x8.1, and on the East Coast trade had accommodation for six passengers.

Late in 1954 the JOHN FRANKLIN was purchased by Shipping King Island Pty Ltd, and since that date she has been engaged on the North West Coast--King Island run.

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\*\*\*Coastal ships.

HOW TIME FLIES!

\*\*\*By T. S. Stevens

Recently when studying the annual publication of the Commonwealth Department of Shipping and Transport I was surprised at the time that has already elapsed since several wellknown coastal ships were sold.

It is four years since the AUSN Co's ORAISTON (5856g, 1922) sailed off to the Mediterranean as the ATLANTIC and three years since the Adelaide SS Co's MOONTA (2696g, 1931) followed in her wake as the LYDIA.

The sale of old coasters began in earnest about seven years ago, and since then most of the old coal burners with the big funnels have gone overseas, either to other owners or to the scrap yards. Among them we find the AEON (Howard Smith, 3790g, 1913), sold 1956; ALLARA (Adelaide SS Co, 3279g, 1924), sold 1952; CAR-DROSS (Patrick, 2557g, 1919), sold 1954; COOLANA (Melb SS Co, 2197g, 1921), sold 1951; JAMES COOK (HCS Coasters, 2181g, 1921), sold 1953; KOOLIGA (McIlwraiths, 2499g, 1928), sold 1953, and MUN-GANA, (AUSN, 3351g, 1920), sold 1951, to name only a few of the wellknown ships.

There are, however, several old-timers still left, and now that Holyman's WONIORA (823g, 1913) has been sold the doubtful honour of being the oldest long-range coaster is shared by Patrick's CARADALE (1931g, 1921) and Melb SS Co's ELLAROO (4747g, 1921). However, the intrastate steamers CANOPUS (1337g, 1903) and KARATTA (500g, 1907) are even older.

Turning from steamers, we find that some of the auxiliary ketches are even older. The STORM BIRD (74g) was built in 1874, while almost of the same age are RELIANCE (128g, 1875), HAWK (84g, 1881) and WELCEDEE (168g, 1883). The honour of being the oldest active vessel falls on the small sailing vessel CAPELLA (77g), which was built in 1873.

Finally, a quick glance at the tugs reveals that the FALCON (134g, 1884), stationed at Port Pirie, is the oldest, but also built last century were the EAGLE (229g, 1890), ALERT (194g, 1892) and HERO (161g, 1892).

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THE WONIORA: Recently sold to Hongkong by Holymans, the WONIORA (823g, 1913) was built originally for the Bellambi Coal Company, Sydney, and sold to her Melbourne owners about 1926. A sister ship, the ABERSEA (formerly SOUTH BULLI), also built for the Bellambi Co., still plies between Sydney and Newcastle for Jones Bros.-T.C.

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AIR CONDITIONED: The Belfast shipyard of Harland & Wolff completed in 3/1959 the air-conditioning of the Orient liner ORCADES (28,164g, 1948). Numerous repairs were also carried out.



\*\*\*A tug with  
a history.

A STORIED VETERAN IS  
STILL GOING STRONG

\*\*\*By David W.  
Johnson.

When the Otago Harbour Board's new salvage steamer OTAGO arrived at the port of Otago in 1956, the veteran DUNEDIN was placed in reserve and offered for sale. But she was not sold, and now the Otago Harbour Board has decided it requires two tugs. As a result, the DUNEDIN is back in commission and is used for most of the minor tasks about the harbour. The OTAGO, more of a salvage steamer than a tug, is saved for the big jobs. One crew is used to man both vessels. So another veteran -- and like most veterans the DUNEDIN has quite a story -- is still going strong.

Her chequered career began in 1913, when the Otago Harbour Board decided to replace its ageing paddle-steamer KOPUTAI and called tenders for what was to be the most powerful and most modern tug in the colonies. In the face of worldwide competition, the tender of £22,778 by Stevenson & Cook, Engineering Co Ltd, of Port Chalmers, was accepted, much to the delight of supporters of home industry.

According to the "Otago Daily Times," the Board's meeting on 30 March 1913 was a rather lively affair. When discussion on a name for the new tug began several suggestions were put forward, including PARATA, OTAKOU and TAIAROM. Then Mr. Fiddis achieved immortality by suggesting the new vessel be named BUNGALOW -- it had been a bungle from start to finish, he said. After building had begun it was discovered that the plans designed by Mr. H. McRae were impractical and had to be altered, involving an expenditure of £1410.

At long last, on December 26, the DUNEDIN was ready for launching, but even this was bungled. She remained jammed on the slip and all efforts to move her were in vain. Eventually, however, the launching ceremony was completed successfully on 7 Jan 1914. At her trials on May 19 she achieved a speed of 12½ knots and was hailed as the finest salvage steamer in the Northern Hemisphere. Her first tow was the full-rigged ship COLBEMERE on June 29.

In 1916 there were two salvage incidents of note. The Antarctic expedition ship AURORA was reported in March to be in distress, and the DUNEDIN went to her assistance. On April 3 she returned to Port Chalmers with the AURORA in tow. On Sept 14 the barque ANTIOPE, a very wellknown sailing vessel, ran ashore at Bluff, and the DUNEDIN was chartered for salvage. After several unsuccessful attempts, the ANTIOPE was towed off the rocks and brought to Port Chalmers for repairs, arriving there on December 26.

Along with the honour and glory, however, the DUNEDIN RECEIVED a great deal of criticism. In March 1916 extensive repairs to the boiler were carried out and, faced with the bill, the Board began to consider selling its former joy and pride. In June 1917 it de-

cided to accept the offer of J. & J. Daley, of Sydney, of £35,000, but negotiations collapsed, accompanied by derogatory articles in the "Otago Daily Times." In April 1918 the boiler began to give more trouble and was condemned. The cost of a new boiler was £5000 and the DUNEDIN was laid up. By May £9000 was required to bring her back into commission, and the Board realized that something must be done. New Babcock and Wilcox boilers of the water tube type were ordered and by May 1921 the DUNEDIN was ready for service again.

On 21 Feb 1928 the C. A. LARSEN, mother ship of a Norwegian whaling fleet, grounded on Faro Rock reef on her northward voyage from the Antarctic. She managed to pull herself off and soon afterwards found a sanctuary at Paterson Inlet, Stewart Island, where the THERESA WARD from Bluff met her with pumping equipment. Even with this, however, the water gained, so the DUNEDIN made a trip south with a spare pump. She then returned to Dunedin, and on April 13 accompanied the C. A. LARSEN up the harbour to Port Chalmers, where the dock had been specially enlarged to take her.

#### Usefulness Queried

On 16 Dec 1929 the USSCo's MANUKA was wrecked at Long Point, south of the Nuggets, and the DUNEDIN stood by her for some time.

In 1937 the question of the DUNEDIN'S usefulness was again raised, this time by the Overseas Shipowners' Allotment Committee. The DUNEDIN was stated to be worn out by 25 years of erratic service and would have to be replaced by a modern tug at a cost of £50,000. But, as in so many similar cases in so many other ports, the Harbour Board did nothing except talk.

On 1 June 1938 the Finnish barque PENANG was dismasted in a gale 500 miles east of Stewart Island, but, not being equipped with radio, could not call for assistance. On June 12 she appeared off Otago Heads under jury rig, but because of unfavourable weather the DUNEDIN could not take her in tow until June 14. The USSCo's freighter WAIKOUAITI went aground on Dog Island, Foveaux Strait, on 28 November 1939, but the DUNEDIN, when sent to her assistance, could do nothing and the vessel became a total wreck.

In 1951 the Overseas Shipowners' Allotment Committee again demanded a new tug at Dunedin. Inquiries were made in Britain about the possibility of purchasing a secondhand tug, but by mid-1951 the matter was once again in abeyance.

In 1952 came the DUNEDIN'S last salvage operation. The Norwegian freighter VIGGO HANSTEEN, 7176g, went aground on a reef near Moeraki on April 24 while bound from Lyttelton to Port Chalmers. The DUNEDIN pulled her off the reef and escorted her to Port Chalmers.

Four years later, in 1956, the Harbour Board decided a new tug

was essential, and the OTAGO was built by Lobnitz & Co at Renfrew, Scotland. The old DUNEDIN, after 42 years of varying service, was laid up at Port Chalmers and offered for sale at £30,000. For a week in Sept 1957 she was brought back into commission while the OTAGO was dry docked. At the old age of 45 years it looked as if she would be sold or broken up for scrap, but then came the decision to retain her as a second tug. And so she was brought back into commission and again resumed her working life.

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

+++Fourth and last part

### CORVETTE CONVERSIONS

(The first part of this list of conversions of Flower and Modified Flower class corvettes for purely commercial purposes appeared in vol. 5 No. 5 of THE LOG, the second in vol. 6, No. 1, and the third in vol. 6 No. 2. The present part completes the list.-The Editor.)

RHODODENDRON (K78): Became MAJ VINKE (NV Ned Mij voor de Waalvischvaart, Amsterdam, 1950); still such; whaling vessel.

ROSEBAY (K 286): Became BENMARK (Banana Shipping Service, Panama, 1947), then FRIDA (Transportes M'time y Refrigerados S.A., Vera Cruz, 1950); still such.

ST. LAMBERT (K343): Became CHRYSI HONDROULIS (Moana SS, Panama, 1946); then LOULA (D. Kopsaftic, Piraeus, 1955); still such.

SASKATOON (K 158): Became TRALOSMONTES (Panamanian Lines, Panama, 1948, then sold to Mediterranean Lines, Panama, 4/49); then OLYMPIC FIGHTER (Balleneros Ltda, Panama, 10/50); then OTORI MARU (Kyokuyo Hogei KK, Tokio, 1956); still such; whaling vessel. N.B.: OLYMPIC FIGHTER usually is stated to have originally been FREDERICTON; but the AMERICAN Bureau of Shipping says this is not correct.

SHEDIAC (K110): Became JOOSKE W. VINKE (Ned Mij voor de Waalvischvaart, Amsterdam, 1954); still such; whaling ship.

SMITHS FALLS (K345): Became OLYMPIC LIGHTNING (Balleneros Ltda, Puerto Cortes, 10/1950); then OTORI MARU NO 16 (Kyokuyu Hogei KK, Tokio, 1956); still such; whaling vessel.

SPIRAEA (K 08): Became THESSAKONIKI (Greek Govt, 1948, sold 4/1952 to D. Zavouris, Piraeus); still such.

STARWORT (K20): Became SOUTHERN BROOM (South Georgia Co, Leith, 1948) still such; whaling vessel.

STONECROP (K142): Became SILVER KING (owner unknown, 1949); then MARTHA VINKE (Ned Mij voor de Waalvischvaart, Amsterdam, 1950); still such; whaling vessel. (N.B.: Reported in "Marine News," 1949, as renamed SEA KING, but P. K. Harris, who converted, say this name was never correct.)

SUDBURY (K162): Sold 1949 to Badwater Towing Co, Vancouver, with no name change; resold 8/54 to Island Tug & Bargo Co, Van-

couver, name retained; still such.

SWEETBRIAR (K209): Became STAR IX (Hval A/S Rosshavet, Sandefjord, 1949); still such; whaling vessel.

THIMINS (K223): Sold 1948 to Tropical Nav Co, La Ceiba; intended to be named TRUJILLO, but finally registered as GUAYAQUIL; registry changed to Guayaquil 1951; still such.

TRILLIUM (K172): Became OLYMPIC RUNNER (Balleneros Ltd, Puerto Cortes, 1950); then OTORI MARU No 210 (Kyokuyo Hogei KK, Tokio, 1956); still such; whaling vessel.

TULIP (K29): Became OLYMPIC CONQUEROR (Balleneros Ltda, Puerto Cortes, 10/50); then OTORI MARU NO 8 (Kyokuyo Hogei KK, Tokio, 1956); then THORLYN (A/S Thor Dahl, Sandefjord, 11/1957); still such; whaling vessel.

VERONICA (K 37): Became VEROLOCK (Wheelock Marden & Co, London, 1/1947); conversion to cargo vessel incomplete when, in tow, broke adrift and became total loss on coast of Brittany 1/1947; finally floated and scrapped at Blyth 1951.

VETCH (K132): Became PATRAI (Greek Govt, 1948); then OLYMPIC HUNTER (Balleneros Ltda, Puerto Cortes, 1951); then OTORI MARU No 18 (Kyokuyo Hogei KK, Tokio, 1956); still such; whaling vessel.

VIOLET (K35): Became LA AGUERA (Zubi S Co, London, 1947); then LA GUERA (Industrias Pesqueras Africanas SA, Las Palmas, 1949); converted to trawler 1951.

WALLFLOWER (K44): Became ASBJORN LARSEN (Anders Jahre & Co, Sandefjord, 10/1949); still such; whaling vessel.

WEST YORK (K369): Became MOULAY BOUCHAIB (Les Cargos Fruitieres Cherifiens, Casablanca, 1946); then ESPRESSO (Imprese Marittime Fratelli Frassinetti, Genoa, 1953); still such.

WOODRUFF (K53): Became SOUTHERN LUPIN (South Georgia Co, Leith, 1948); still such; whaling vessel.

WOODSTOCK (K238): Became OLYMPIC WINNER (Balleneros Ltda, Puerto Cortes, 1951); then OTORI MARU No 20 (Kyokuyo Hogei KK, Tokio, 1956); then AKITSU MARU (renamed 1957); still such; whaling vessel.

The two vessels whose corvette names I cannot find are:

  ? Became RIO MARINA (owner wanted, 1948); then PORTO FERRAIO (Soc Anon Nav Toscana, Leghorn, 1951); still such.

  ? Became RIO NORTE (Eastlane S Co, Puerto Cortes, 8/46); then HABRUK (General Nav Co of Egypt SAE, Alexandria, 1947) (N.B. Not MALROUK, as in "Jane's Fighting Ships, 1953-4"); then taken over by Egyptian Govt, 8/1948, re-armed and renamed MISR; sunk in collision at entrance to Suez Canal, 17 May 1953.

If anyone knows of any other corvette converted for merchant purposes, I should be glad to know. I would also welcome hearing from anyone interested in the general subject of conversions of war-

ships for merchant purposes, as I have a lot of other data on various classes (minesweepers, landing craft, etc) which might be helpful in establishing complete lists.

I should like to record my thanks to Mr. Fred Bland for helping wherever possible, to Mr. Trevor Lenton for a few of the details and to Mr. L. J. Bae for the corvette numbers.

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+AUSTRALIAN CENTRAL RECORDS+

+++ PROVES ITS WORTH +++

Proof that the Australian Central Records is going to serve a most useful and valuable purpose is already forthcoming. At the time this was written the Central Records had been in existence for but three months. Yet it has been possible to answer inquiries received from ship enthusiasts in England, Canada, Australia and New Zealand.

So that WSS members both in Australia and New Zealand may know the type of information which the Central Records can furnish, here are some details of questions which have been answered in the first three months of the operation of Australian Central Records:

A West Australian member asked for all information about the Australian Commonwealth Line vessel BOONAH, and he was advised: The BOONAH, 5926g, was built in 1912 by Flensburger A.G., Flensburg, as MELBOURNE for the German Australia Line and was in Sydney on the outbreak of World War I, having arrived on 29 July 1914. She was captured and renamed, and when registered in London was allotted O/N 139007. In the course of her war work she visited many countries and ports, including Glasgow, Naples, Marseilles, Egypt, and some USA ports. Her first voyage from Australia was in the second AIF convoy; she left Newcastle 18/12/1914 with 110 troops and 465 horses. On 23/7/1918, when south of Tuskar Rock, a torpedo was observed coming directly toward her; the BOONAH turned quickly and the torpedo missed her, but hit MARMORA, which sank. The BOONAH was on her fourteenth voyage to England, with 900 troops aboard, when the Armistice was signed, and she turned back at Durban. On 21 Mar 1918 she was handed to the Commonwealth Government Line, who sold her to German owners in Aug 1925. While still under German ownership she was renamed BUENOS AIRES in 1937. She met her end by an Allied torpedo in World War II in Norwegian waters on 1/5/1940.

An inquirer who asked the fate of a small vessel, TASMANIAN MAID, which was built in South Stockton-on-Tees in 1856 was informed she was wrecked on the Taranaki coast of NZ on 16/1/1868.

These two queries are typical of many received and answered, so if you seek information of a similar nature, or if you feel you can help Central Records by furnishing information of this type, write.

15 May 1959

to Box 16, P.O., Woodville, South Australia. The records are for the use of everyone in the WSS, and it's up to you to make use of them. Mr. Ron Parsons, who has charge of the Australian Central Records project, welcomes inquiries and offers of assistance. But when you write donate stamps or at least a stamped, addressed envelope -- it helps to keep costs down.

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\*\*\*An epic of  
the coast.

THE SALVAGE OF THE

\*\*\*By "Iceberg"  
(n.Z.)

M.V. GOLDEN MASTER

At 4.30 p.m. on 10 Jan. 1959, while on passage from Napier to Mount Maunganui, the deep water port of Tauranga, the Norwegian m.v. GOLDEN MASTER (8695g, 1957) struck Okorapu Reef, near Motiti Island, 11 miles south-east of the entrance to Tauranga Harbour. Badly holed in the two forward holds, the GOLDEN MASTER, which had 6200 tons of phosphate rock on board, began making water fast. Captain Paul Horn, her master, promptly made for Tauranga Harbour, and at 6.30 p.m. the vessel was beached off Matakana Island, about a mile and a half from the entrance to the harbour.

The beaching prevented the ship's bows from sinking further. Her pumps attempted to control the flow of water, an eight-ton anchor being rigged aft to keep the bows firmly in the sand and the stern in deep water.

Captain James Forbes, Auckland surveyor for "Det Norske Veritas," assumed command of the salvage operations, assisted by the Tauranga Harbourmaster, Capt. G. L. Carter, whose local knowledge was invaluable. The original salvage plan was to pump the forward holds sufficiently clear of water to enable the bows to be lifted and a collision mat placed over the holed portion of the vessel. Firemen and special high pressure pumps were secured from many North Island of New Zealand towns, and this extra equipment taken on board the ship. The crew began discharging portion of the phosphate in the two forward holds. The ship at this stage was drawing about 32 ft. forward.

On January 13 the weather deteriorated, and the salvage work was hampered by a 20-knot wind and a fairly heavy swell. An attempt to refloat the vessel that day was abandoned. At this time the pumping equipment on board had a total capacity of 12,000 gallons a minute (compared to the maximum 2000 gallons per hour of the ship's bilge pumps), but Capt. Forbes and Mr. T. A. Varley, the Chief Fire Officer in N.Z., requested more equipment. Out to the ship went 14 special ejector pumps, designed for working in submerged conditions. These increased the total pumping capacity to over 20,000 gallons per minute.

On January 15 an attempt to refloat the GOLDEN MASTER failed.

The

The stern anchor line parted, and the main engines had to be used to be used to drive the ship back on to the sand and thus keep her stern in deep water and from swinging broadside on to the beach. But the swell increased, slewing the ship round from her original beaching position. Capt. Forbes now asked for tug assistance, and the Auckland Harbour Board's new tug AUCKLANDER and the USSCo's TAIOMA, stationed in Wellington, sailed to Tauranga.

A heavy swell continued to upset salvage work and up to Jan. 16 the stern anchor lines had broken on three occasions and a number of pumps had been damaged. During the night of Jan. 16 the vessel's stern swung on to the shore and the bows faced out to sea. In this position, with the GOLDEN MASTER unable to work her main engines, sand began building up along the side of the hull and the prospects of getting the vessel off deteriorated even further.

Capt. Forbes now changed his plan. Instead of raising the vessel to place a collision mat over the torn hull, he decided to seal the two forward holds and raise the ship with compressed air. A barge, towed by the Auckland towboat MONA'S ISLE, brought welding machines, steel plates and compressors, but a 10 to 12 foot swell prevented the equipment being placed on board the GOLDEN MASTER. A Norwegian salvage authority, Capt. Leif Sandtorv, had to fly to the ship by helicopter, which made four other trips with supplies, landing on the roof of the poop deck housing. Not until Jan. 22 was the barge able to go alongside and transfer her equipment.

Plans were made for an all out attempt to lift the GOLDEN MASTER clear at high tide at 7 a.m. on Jan. 25. Boilermakers and welders worked round the clock to seal off Nos 1 and 2 lower holds; anchors were laid, and 3in. lines were taken from the ship to the two tugs. The 405-ton tug INGLIS, which had arrived at Auckland on Jan. 24 with a tug and barge after an eventful 84-day passage from Hongkong, was also requested to stand by at Tauranga incase she should be required.

On the morning of the 25th the weather was excellent. No 1 lower hold was completely sealed and was filled with compressed air, and the pumps continued to keep No 2 lower hold clear of water. In the early hours the ship began to try and winch herself off, the two tugs taking up the slack. Just after 6.30 a.m. the GOLDEN MASTER slid off the sandbank and floated into deep water. The bank of sand, which had been building up along the hull at the rate of nine inches a day, had for the most part shifted and the whole operation was a complete success.

A slight list was adjusted and after engine trials Capt. Carter berthed the GOLDEN MASTER at Mount Maunganui shortly after 9 a.m. She discharged her phosphate cargo (only about 250 tons had been jettisoned) and following an underwater inspection of her hull  
(Continued in p. 74.)

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\*\*\*W.S.S. ACTIVITIES\*\*\*The Australian Section's reprint of the Admiralty Blue Book "British Merchant Vessels Lost or Damaged by Enemy Action during the Second World War" is well in hand. Being done by voluntary labour, the cutting of the stencils has been in itself quite a task, especially as it is a tabulated work, full of figures. Checking, running off and stapling will also take time, but it is expected that the work will be completed and this most valuable record available by the time the July-August LOG is published. It is unlikely there will be any further reprint. Therefore, members who have not lodged their orders should do so at once, as if they do not get them in at once they may be too late. The price is 10s. Australian, 8s. sterling. Orders, accompanied by remittance, should be sent to Mr. A. J. Starke, 21 Symonds Street, Port Pirie, S.A. New Zealand members, however, should order through Mr. Ian Farquhar, whose new address is Dunedin-Sandymount R.D., Otago, N.Z. Don't delay -- order your copy NOW.

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PAY UP, PLEASE: Members whose subscriptions fall due in June will greatly help the WSS by paying promptly.

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BADGES: Society badges are available from A. J. Starke, 21 Symonds Street, Port Pirie, SA, or from your local secretary. Price: 3s.6d.

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NEW MEMBERS: NSW: P.C. Callen, 16 Fullerton St, Stockton. TAS: A.A. Tyler, 59 Risdon Rd, New Town; G.R. Robinson, 15 Auvergne Av, New Town; J.V. Cook, Tranmere Rd, Howrah; R.M.H. Garvey, 13 Brooker Av, Moonah; B.W.D. Smith, 18 South Street, Battery Pt, Hobart; M. Bygrave, 14 Barossa Rd, Lenah Valley, Hobart. WA: Owen G. Roberts, 2 Phipps St, Bicton. NEW ZEALAND: F.H. McCluskey, P.O. Box 6296, Wellington; Graham J. Barnett, GPO Mail Room, Nelson (Junior); Brian D. Hadlow, PO Box 296, Nelson; Reg Anderson, 36 Drury Lane, Grassmere, Southland; Alan Pritchard, 6 Belford St, Waverley, Dunedin (Junior); John Fenwick, St John's House, King's College, Otahuhu, Auckland (Junior); E. Wharton, 28 Rutland Rd, Devonport, Auckland; Miss D. Bell, 16 View Rd, Melrose, Wellington; O. Bjerkemyr, 15 Fairview Cres, Kelburn, Wellington; Miss L.D. Ath, 14 Carlton St, Melrose, Wellington; Miss S.M. Gale, 56 Homeward Av, Karori, Wellington; R.W. Ingerson, 141 Aro St, Wellington; C.A. Roskvist, 194 Rongotai Rd, Kilburnie, Wellington; Miss J.R. Sanford, 17 Hobson Cres, Thorndon, Wellington; J.M. Wylie and Miss Wylie, 44 Abbot St, Ngaio, Wellington; Mr and Mrs M. Martin, c/o National Library Service, Victoria St, Wellington.

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CHANGES OF ADDRESS: NZ: Ian Farquhar to Dunedin-Sandymount R.D., Otago. W.A.: Griff Griffiths to School House No 2, Margaret River. Tas: R.P. Welsh to 3 Sherborne Av, West Hobart.

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ADELAIDE BRANCH: Members were guests of the ANL at inspections of the LAKE BARRINE and RIVER MURCHISON, being escorted round by their respective masters. This branch had a film evening scheduled for May. Sec. Jim Freeman became the proud father of a daughter on April 2, and gets the Society's warmest congratulations.



\*\*\*\*\*THIS IS WHEN YOU\*\*\*\*\*  
 \* NEXT MEET. \*  
 \*  
 \* TASMNIA: Next meeting is in the YMCA Lounge, Hobart, at 8 pm \*  
 \* on Friday June 5. Films will be shown. (Meetings are always \*  
 \* on the first Friday in February, April, June, August, October \*  
 \* and December, the venue always the YMCA. \*  
 \* NSW: North Sydney Council Chambers, 7.45 pm, Thursday June 18. \*  
 \* Meetings are held on the third Thursday of every month. \*  
 \* VIC: Third Wednesday in January, March, May, July, September an\*  
 \* and November in Room 10, Victorian Railways Institute. \*  
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SEEING THE WORLD: NSW Secretary, Mrs. Kitty Dick, left Sydney on May 9 for overseas. She will call at Wellington, Tahiti, Panama, and other places before arriving at Southampton and then Amsterdam. On the return passage, she will travel from Antwerp to New Orleans, and her ports of call will include Santiago and Vancouver. Tasmanian members on April 3 farewelled Mr. Ron Fannon, who is going abroad in the FAIRSKY. Both Mrs. Dick and Mr. Fannon hope to meet WSS members in many parts of the world while overseas.

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NSW ACTING SECRETARY: While Mrs. Dick is overseas, the NSW Acting Secretary is Mr. J. Boas, c/o Headquarters Fire Station, Castlereagh Street, Sydney, N.S.W.

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TALK ON TUGS: At the last meeting of the Tasmanian Branch on April 3 an enjoyable and instructive talk entitled "The Introduction of tugs and lighters to the Derwent River," fully illustrated with colour movie films, was given by Mr. H. H. Smart, wellknown in local shipping circles. Graeme Cooper gave interesting facts about the world's fighting fleets, and Lindsay Rex' popular "Waterfront Roundup" was presented by Reg. Wilson. Branch's joint organisers are: John Craike, 75 Doyle Av, Lenah Valley (Tele. 8-3031) and Reg Wilson, 47 Cascade Rd, South Hobart (Tele. 2-3184).

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TAS. PHOTO GROUP: With a membership of 12, the Tasmanian Photographic Group meets on the first Friday of alternate months to those when WSS meetings are held. The March meeting was held at the residence of Mr. N.F. Brown, who provided the programme of a showing of slides and 80 odd photographs taken during January at the port of Melbourne. Lindsay Rex provided the May programme, and the July will be given by Mr. David Kirby. The group proposes to hold a Ship Photograph Salon in November, with five classes in black and white and four in colour, and it is hoped to make this salon an annual event, with entries from interstate next year and on an international basis in 1961. Reg Wilson is the group's organiser, and it is to be hoped the Tasmanian lead in this matter will be followed by other branches.

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INDEX: Preparation of the proposed index to last year's LOG has been delayed through illness. It is hoped to be able to make an announcement in the next issue of THE LOG.

(Continued from p. 71) steel patching plates were placed over four fairly large holes. On Feb. 7 the ship left Tauranga for Auckland in company with the tug AUCKLANDER. She entered the Calliope Dry Dock on Feb. 9. Several big gashes running from the bow and half the length of the ship, with severe buckling of about two thirds of her bottom, were then revealed, and it was found that permanent repairs would require an almost complete renewal of the 25,000 sq ft of flat bottom of the ship.

The GOLDEN MASTER, built in Sweden, was launched on 9 November 1957, and was specially constructed for the carriage of heavy cargoes. She was on an 18 months time charter to the British Phosphate Commissioners and at the time of her mishap had made several voyages in this employ and completed about seven months of the charter.

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#### THE STRANDING OF THE VINCENNES--By G. Griffiths (W.A.)

Sixty-six days out from Yokohama in ballast and bound for Newcastle, NSW, the French steel barque VINCENNES (1740g, 1900) went ashore on Ocean Beach, Manly, at 10 p.m. on May 24, 1906. She lay broadside on to the beach, with her head in the direction of the Cardinal's Palace at Manly. In the course of the next week 70,000 people visited Manly to see the barque, the Manly ferries being crowded every day and running "moonlight trips to view the stranded ship."

Two Fenwick tugs arrived off Manly during the night, but owing to the heavy surf could do nothing. By the 26th, however, conditions had improved, and 3 $\frac{1}{2}$ in. lines were run out to the tugs ADVANCE and NEWBURGH, but the former's towline carried away and this attempt to get off the VINCENNES failed.

Next morning, the 27th, a Sunday, Emerson's steamer FEDERAL was chartered to lay out moorings to seaward. These consisted of 120 fathoms of 5in. steel wire shackled to 15 fathoms of chain attached to a 3-ton anchor. A backing anchor, also of 3 tons, was paid out, being made fast to 40 fathoms of 5in. steel wire. These moorings were subsequently tightened and hove to on the next high tide, but with negative results.

The VINCENNES then discharged her ballast, dumping the sand overboard in baskets on the starboard side, and the fore and main topgallant and royal yards were lowered on deck. On May 30 another anchor arrived by lighter, and the efforts to refloat her that day shifted her 35ft. seawards. Heartened by this result, an extra anchor was dropped next morning as far to seaward as possible; it had 120 fathoms of 5in. wire attached to it. That night the vessel was shifted 67ft. By June 1 her 800 tons of ballast had been dumped, and everything was ready for an all out

effort to refloat her next day. Consequently, a little after noon on June 2, the tugs HERO and ADVANCE were made fast and the strain taken on all moorings. At 3.45 p.m. the vessel freed herself with a rush, and that evening finally entered Sydney Harbour. Her successful salvage had been directed by Capt. Grainge, who previously had salvaged the steamer ANGERS, ashore on Cooktown Reef, Torres Strait, and later refloated the steamer NORKOOWA, which had grounded in Wreck Bay.

The VINCENNES, which had been built at Nantes in 1900, survived the first world war. She left Sydney, N.S.W., for the last time on 11 Jan. 1921, and on arrival in France was laid up near Nantes, being subsequently broken up in 1926.

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\*QUESTIONS AND ANSWERS\*  
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Q.14: "British Shipping" (June 1958) says: "The name of a British ship may not be changed without the permission of the M.O.T. and two ships may not bear the same name." Is the latter portion of this statement correct? Great efforts are sometimes made to purchase a vessel with a certain name, so that it may be removed from the register and the name given to another ship. In other cases, names on the British register are openly duplicated, e.g. VICTORIA, which appears in Lloyds Register at least thrice for ships of British registry, and FALCON, which appears four times. --John Craike, Hobart (Tas.)

Q. 15: The DISCOVERY II, 1036g, 221.1x36.2x16.6, was built at Pt. Glasgow by Ferguson Bros in 1929, and has been used in a number of different capacities in connection with polar work. She has been in Australian ports. Wanted her owners, duties, and dates of visits to this country? (This question has been submitted to Australian Central Records, and Mr. Ron Parsons would be grateful for assistance in answering.)

Q.16: Lloyds Register 1900-01 shows RANGITIKI (steel t.s.s., 457x58x30.8) as being under construction for the NZSCo at Newcastle by Hawthorn Leslie & Co. She is not in the 1901-2 Register. What became of her? Was SMOLENSK (7,270g, 470.0x58.2x23.7), shown in the 1901-2 Register as under construction by Hawthorn Leslie & Co (Yard No. 374) for the Russian Volunteer Fleet Assn., laid down as RANGITIKI?--John Craike, Hobart (Tas.)

Q.17: The cutter ROSALIND, built at Sydney in 1843 and owned in the middle of 1847 by Alexander Taylor and John Bragg, of Sydney, was a vessel of 9 1637/3500 tons n.m. or 11 41/94 o.m. Her register at the Customs House, Sydney, is endorsed "lost at New Zealand," with no date or other particulars. She is not listed by Ingram in "N.Z. Shipwrecks." Was she on a trading voyage to N.Z. when she was wrecked? When, where and how was she lost?--J.J.B. (N.Z.)

ANSWERS TO THE QUESTIONS IN THE LAST LOG ARE STILL WANTED, PLEASE.

General News  
Section:

AROUND THE COAST AND  
FROM THE SEVEN SEAS.

Conducted by  
the Editor.

\*\*CLOSING DATE for the next issue: FRIDAY JUNE 27, 1959, with late news up to JULY 4, 1959.

+ + +  
\*\*Oswald Brett, 20 Andrew Lane, Levittown, N.Y., seeks following photos: Howard Smith's ERA, preferably from off the bow with the gear lowered and secured for sea; the PERIOD, if possible in her later career and from the quarter, and the PORT ST JOHN, from any angle. If you can help, write direct.

+ + +  
\*\*Devonport Steam Ferry Co Ltd has called for tenders for the purchase of eight double-deck wooden passenger ferries (six steam, two diesel), five wooden vehicular vessels (four steam, one diesel) and two steel vehicular diesel ferries.

+ + +  
\*\*Adelaide SS Co is to build a roll-on, roll-off vessel to serve Kangaroo Island and Port Lincoln, S.A. She will be built in Australia and should be in operation by the end of 1960. Of about 850 tons DW, she will be 290x50, with twin screws driven by diesel engines and a speed of 14½ knots. She will be of stern-loading design and will carry about 40 trailers.

+ + +  
\*\*Alfred Holt's ASPHALION (6274g, 1924), which has been associated with Fremantle since her M/V, sailed from Fremantle on 21/3/1959 for Liverpool and Glasgow on her last voyage. After discharge, she goes to the shipbreakers. She was torpedoed off the east coast of India in 2/1944 and badly damaged, but made port. Her repairs occupied 15 months. After the war she returned to the W.A. run and later to the Singapore-Fremantle service, which lately has been extended to Japan in conjunction with Butterfield & Swire.

+ + +  
\*\*B.I.S.N. Co's first tanker, the QUEDA (12600g, 8/1958) has completed her trials on the Clyde. She was built by Scott's at Greenock and later will be joined by a sister ship, the QUILOA.

+ + +  
\*\*The Latsis Line, the head of which is the Greek millionaire John S. Latsis, will enter the Australian trade at the end of this year. First sailing is scheduled for December 15, and when a second ship comes on in the following March the service will be extended to England and New Zealand.

+ + +  
\*\*The WESTRALIA (8174g, 1929) has been sold by Huddart Parker to the International Shipping Co, of Suva, and will be employed carrying beef cattle to America.

+ + +  
\*\*The first destroyer designed exclusively for the missile age has been launched at Bay City, Mich, U.S.A. She is the U.S.S. HENRY B. WILSON, which will be armed with Tartar missiles. Twelve similar vessels are under construction for the US Navy.

\*\*During 3/1959 the Federal SN Co's m.v. NORTHUMBERLAND arrived at Newcastle, NSW, from Swansea, Wales, and discharged 1006 anthracite coal at the BHP.

\*\*Interstate SS Ltd have renamed the RIVER DERWENT the ECHUNGA after their previous vessel, sold in 1957. This is the third steamer to bear the name, the first being the Adelaide SS Co's vessel of 4359g built in 1907 and torpedoed in the English Channel with the loss of nine lives on 5/9/1917.

\*\*The USSCo's POOLTA is due in Tasmanian waters in June, when she and the PATEENA will start a weekly cargo service between Hobart, Risdon and N.S.W. ports.

\*\*Skin divers report having found the remains of the convict transport GEORGE III, which was sunk with heavy loss of life when she struck an uncharted rock near Actaeon Reef in D'Entrecasteaux Channel on 12 Apr 1835. She was a full-rigged ship of 394 tons, built in a Thames yard in 1810.

\*\*The Australian-built frigates DIAMANTINA, GASCOYNE and BARCOO, which have been in "mothballs," are to be recommissioned. HMAS BARCOO is to join the Australian surveying service, while the DIAMANTINA will be based on Australia's western, and the GASCOYNE on the eastern, coast.

\*\*The W.A. State Shipping Service's new vessel (see THE LOG, v. 6, p. 49) will be built at Brisbane by Evans Deakin.

\*\*Because of the loss of the IAN CROUCH, R. M. Crouch & Co have had to suspend their Adelaide-Hobart service. Originally the CLAIRE CROUCH was on the run, and when she was taken off the JILLIAN CROUCH ran temporarily, pending the arrival of the larger IAN CROUCH. Now William Holyman & Sons have taken over, and the LORINNA maintains a fortnightly service.

\*\*The Orient SN Co has decided not to build its second projected tanker. Its first, a 37,000 tons DW vessel being built by Vickers-Armstrong, is due to be launched in June and will be in service in December. A long term time charter has been arranged for her.

\*\*The turbine steamer NICOLAS BOWATER, launched 2/1958, arrived at Sydney on 14/3/1959. She was built by Denny's at Dumbarton especially for the carriage of newsprint and is flagship of the Bowater SS Co's fleet. Neither she nor other units of the fleet are likely to trade regularly to Australia.

\*\*The US Navy's sixth operational nuclear submarine, the SKIPJACK, was commissioned on 15/4/1959.

\*\*Europe's largest super-tanker, the W. ALTON JONES, has been launch-

15 May 1959

=====CAN YOU HELP?=====

+  
 + Mr. Frank Edwards, President of the Vancouver Branch of the +  
 + WSS, seeks a colour slide of the sailing ship PAMIR. Any +  
 + member who has a colour slide of the PAMIR he would care to +  
 + have duplicated should send it direct to Mr. Edwards at +  
 + 2103 Bellevue Avenue, West Vancouver, B.C., or through Mt. +  
 + Reg Wilson, Joint Organiser, Hobart Branch, 47 Cascade Rd., +  
 + South Hobart, Tas. +

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ed at Uddavalla, Western Sweden.

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\*\*The Editor thanks the following members for assistance in compiling this section: J.L.Craike (Tas), G.Griffiths (WA), Lindsay Rex (Tas), Terry Callen (NSW), Glen Joseph (Tas), R.McKenna (WA), A.J. Starke (SA), Marcus Hurburgh (Tas.).

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\*\*A number of wellknown small vessels have been advertised for sale, including BABINDA (655g, 1936), formerly owned by AUSN but now belonging to South Pacific Shipping Co, of Suva; TURIHUA (515g, 1948), ex SUNNY GIRL, ex ANNE, Richardson & Co; PIRI (263g, 1907), ex TANGAROA, ICI of NZ; WAIRAU (134g, 1900) ex RONGA or SAIL RONGA, T. Eckford & Co; IN.HA (251g, 1923), South Taranaki Shipping Co; FOXTON (209g, 1929), South Taranaki Shipping Co; and tug JUMBA (blt 1930), Greymouth Harbour Board.

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\*\*The trawler ITALIA STAR, which foundered in heavy seas off Port Stephens on 15/3/59 with the loss of two lives, was successfully salvaged about a week later.

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\*\*HMS EGGESFORD (1035DW, launched Cowes 12/9/1942), one of the AL-BRIGHTON class of the Hunt group of destroyers or AA frigates, has been handed over to the West German Navy. She was refitted and modified at Pembroke Dockyard at a cost of £450,000, the work occupying 10 months.

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\*\*Ampol's 24,700 ton tanker LESLIE J. THOMPSON, launched at Hoboken, Belgium, on 2/4/1959 and christened with a bottle of Australian, is expected to be in service by September. She is the second built by Ampol, the first being the WILLIAM G. WALKLEY (12624g, 1954). (Please insert "champagne" after Australian above).

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\*\*The ILE DE FRANCE (44356g, 1926) arrived at Osaka, Japan, on 9/4/1959 for breaking up.

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\*\*Sydney's showboat KALANG, which was built at Chester, UK, in 1926 and which sailed out to Sydney under her own steam, has now been purchased by Mobilbars Pty Ltd, of South Australia, for £8000. Her former owners, Sydney Showboat Pty Ltd, are in liquidation.

\*\*The USN SKIPJACK, a pear-shaped atomic submarine, did her sea trials early in March, and is reported to have broken all undersea speed records. Only details announced were that the speed was "in excess of 20 knots."

+ + +  
 \*\*The suction dredge WD 53, which has come out from Liverpool for work at the oil refinery at Botany Bay, was originally a hopper barge. When she was cut in two in a collision with a Swedish vessel in the Mersey, she was lengthened 30ft when repaired. She shifts about 1000 tons of sand an hour. The WD 53 arrived at Fremantle from Liverpool on 17/4/1959.

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 \* DON'T MISS SHIPS OF THE WORLD \*  
 \*  
 \* Tony Starke has published vol. 3 of his "SHIPS OF THE WORLD," \*  
 \* and members will find it a most informative and neatly arrang- \*  
 \* ed little booklet. Priced at 7s.6d. Australian or 6s. ster- \*  
 \* ling, it is a real bargain. It lists all vessels over 10,100g \*  
 \* built between 1900 and 1919, shows whether or not they are \*  
 \* still afloat, and gives details of gross tonnage, original \*  
 \* owners, builders, place of build, types of engines, speed, \*  
 \* registered dimensions, changes of name and ownership, details \*  
 \* of rebuilding, and ultimate fate. It is thus packed full of \*  
 \* clearly shown facts. Reprints of vols 1 (Vessels over 1000g \*  
 \* built 1932) and 2 (do. built 1933) will be available shortly. \*  
 \* Mr. Starke's vol. 4 will continue vol. 3 by listing all ves- \*  
 \* sels over 10,000g built 1920-1931. THE LOG'S advice to mem- \*  
 \* bers is to get these most useful little volumes -- you will \*  
 \* find them of invaluable assistance. \*  
 \*\*\*\*\*

\*\*First trans-Atlantic liner to have twin smoke exhausts instead of funnels will be the Netherlands liner ROTTERDAM, scheduled to make her maiden crossing next September.

+ + +  
 \*\*The Port Line's PORT VICTOR, which in March lifted some 225,000 cases of fruit from Tasmania, was built in 1943 as HMS NAIRANA, an escort aircraft carrier. She afterwards served in the Royal Netherlands Navy as the KAREL DOORMAN before joining the Port Line under her present name. She is of 10409 gross tons.

+ + +  
 \*\*Specially designed for the trade of the Electrolytic Zinc Co, the USSCo's 5000 ton ore carrier RISDON was launched on the Clyde on 9/4/1959. She was built by Alexander Stephen & Sons Ltd, of Lint-house, Glasgow. She will run between Port Pirie, SA, and Risdon, Tas.

+ + +  
 \*\*The pearling lugger WHYALLI sank early in April off Yam Island, near Thursday Is. She struck a reef, but her crew was saved.

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\*  
\* IN THE NEXT LOG \*  
\*  
\* Articles in the July-August LOG will include the following: \*  
\*  
\* THE WORLD'S LARGEST MERCHANT SHIPS, by Tony Starke. \*  
\* THE J. AND A. BROWN TUGBOAT FLEET, by Terry Callen. \*  
\* HOW I KEEP A MOVEMENT LOG OF DEEP SEA TRAMPS, by John Holmes. \*  
\* FLEET LIST OF THE N.Z. SHIPPING CO., Part 2. \*  
\* AN OLD-TIME STEAMER: THE JOHN ANDERSON, by David W. Johnson \*  
\*\*\*\*\*

\*\*The 63ft welded steel, gaff-rigged PATANELA recently visited Macquarie Island to investigate the possibility of starting a sealing station there, but the Tas Government refused to grant a licence, and the PATANELA is now to be sold. She was built in 1957.

+ + +  
\*\*Berthed in Victoria Dock, Hobart, on April 2 and 3 were the ALMA DOEPPEL, ENA, LENNA, MAY QUEEN and SHEERWATER, as well as fishing boats and barges. Probably never again will Hobart see five old vessels, sail or otherwise, together. The LENNA and the MAY QUEEN are the last two Hobart barges (actually ketches) trading.

+ + +  
\*\*The Bass Strait ferry PRINCESS OF TASMANIA is fast nearing completion at the State Dockyard, Newcastle, and is expected to commence her trials in August. Masts and lifeboats have been fitted and in the middle of March the funnel was in the course of erection. Her present colour scheme is cream hull, green boot-topping and white upperworks; presumably the ANSC funnel colours will be adopted. Her top speed is expected to be around 20 knots.

+ + +  
\*\*The pilot launch GOOLARA, which will replace the pilot steamer BIRUBI at Newcastle, NSW, was launched at Sydney on 7/5/1959. A 150-ton floating crane lifted the GOOLARA into the water after the christening ceremony. Her aboriginal name means "moonlight." She and the other two new pilot launches GOONDOOLOO and GIRRALONG were built at the NSW Maritime Services Board's shipyard at Goat Island.

+ + +  
\*\*The whole of the bridge structure and a large part of the ship's starboard side was destroyed, and two men lost their lives, when fire swept through the HOLMBURN at Lyttelton, NZ, on 8/5/1959.

+ + +  
\*\*At time of writing the Fremantle tug YUNA was towing the Norwegian tanker FARMAND back to Fremantle after the latter had been disabled by an engine-room explosion which killed eight men. At the time the FARMAND was about 780 miles out to sea from Fremantle, bound in ballast from Port Adelaide to the Persian Gulf. Only twelve men are aboard her. The explosion occurred on April 29, and next day 25 members of the crew were transferred to the Italian migrant liner AUSTRALIA, which landed them at Djakarta.



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

THE PRESERVATION OF SHIP PHOTOGRAPHS ===== By John Bastock (NSW)

Collectors of ship photographs usually either file their photographs or mount them in albums. Filing is quick and convenient, especially when the photos are all of uniform size. They may be filed unmounted or mounted upon standard-sized mounting cards, the backs of which may be used to record particulars of the ships.

The album method is perhaps more convenient for a collection of photos which are not of uniform size. The loose-leaf type of album has many advantages, particularly as extra leaves may be added at will. But if you decide to adopt this method, be sure to decide on an album size that is standard, so that replacement leaves may be easily procured. A convenient size is one taking about four postcards to the page, with space below each for notes. This would be about 15" long by 11" high; four sheets of this size cut out of a standard "Imperial"-sized sheet. By purchasing your paper through a paper warehouse and making your own covers from thick cardboard or thin building board covered with fabric, considerable savings in cost may be effected.

I prefer white or light-coloured paper for ship album leaves, as they enable pencilled notes to be recorded under the photos until time permits of something more permanent, such as a neatly-typed slip stuck into place. Thick cartridge paper is quite suitable, but better still is thin cardboard, sometimes referred to in the paper trade as "ticket board." If this is purchased through a printer or a paper warehouse, they will generally cut it to size for a very modest charge.

Whether photographs are mounted on cards or in albums, great care must be exercised to guard against spoiling the photos. Many methods have been tried out over the years, and most of them have proved unsatisfactory. Never use office paste, glue or gum --- these are almost certain to discolour your prints. Even the so-called "special photographic" pastes supplied by reputable firms are doubtful, and I have spoiled many valuable photographs by the use of such "pure" preparations.

The popular photograph mounting "coiners" bought by the packet are useful for small collections, but they are inclined to be flimsy. They sometimes do not stick well, are a little over decorative and are not cheap. Some collectors with a collection in uniform postcard size employ the old-fashioned slotted type postcard album to advantage, but this restricts the enthusiast to both size and

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positioning of photos; besides which the corners of the photos sticking through from the reverse side look untidy.

The most successful method I have so far discovered is to use cellulose tape which is sticky on both sides; I use the wellknown Scotch brand, though probably other brands are suitable. A width of half an inch is ideal and in Sydney costs about 12s.6d. a reel, which is sufficient to mount many hundreds of photographs. You simply cut off half an inch, and with the scissors cut this into four quarter inch squares. Stick one of these squares near each corner of the reverse side of the photo; press the photo into your album and there it remains -- firmly fixed, yet easily removed, without damage, should you require to change its position at any future date. And, most important of all, your photographs will not be discoloured.

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#### THIS MONTH'S PHOTO OFFER: Notes by "Navigator"

\*\*The MISSOURI MARU, offered in Section 3, was built by Doxford's for the Hannevig SS Co as the JUNE, and visited Port Chalmers with phosphate under that name in 1/1931. In 1932 she became the Essex Line's ESSEX OAK, a year later Stephens, Sutton's RIDLEY and in 1936 Turnbull Scott's REDGATE. Her next name change came in 1947, when she was purchased by the British Anthracite Co, of Cardiff, and renamed BASILISK. In 1951 she passed to her present owners, the Daiichi Kisen Kabushiki Kaisha of Kobe.

\*\*The two P & O vessels in Section 1 are both worth adding to any collection. The two-funnel MONGOLIA was built by Caird & Co in 1903 and was capable of 18 knots; the MOLDAVIA and MOOLTAN were built practically to the same design. After being tried on the Bombay run, all three were switched to the Australian trade and employed there regularly. The MONGOLIA was mined off Bombay 23/6/1917. The KASHMIR was one of the 14 knot K class and was broken up in Japan in 1932. Others in this class were the KHIVA, KALYAN, KHYBER and MARMARA.

\*\*White Star's single funnel, four mast CERAMIC was transferred to the SS & A in 1934, but was kept on the Australia via Cape route. She was modernised and reconditioned in 1938 and served as a troop-er during World War I. She was sunk by a U-boat in the South Atlantic 6/12/1942 when bound from the Mersey to Australia; there was only one survivor out of 650 passengers and crew.

\*\*Built for the NZSCo, the AORANGI was sold to J. Huddart in 1893 for the trans-Pacific service, but reverted to the NZSCo on Huddart's failure in 1897. The USSCo bought her in 1910 and five years later she was scuttled as a blockship at Scape Flow. Refloated on 8/9/1920, she later served as a storeship at Malta and was broken up there at a later date.

P H O T O   O F F E R   N O . 1 4 .

Made by the Australian and New Zealand Sections of the World Ship Society from negatives which are the property of individual members.  
 Prices: SECTION 1 (Singleweight paper) 1s. Australian, 10d NZ each.  
 SECTION 3 (Doubleweight paper) 1s3d. Aust., 1s. NZ each.

COMMERCIAL DUTCH: 9d. Aust, 7d. NZ, 8c. USA each.

Plus 6d. in each instance to cover postage, no matter how many prints you order. There is no Section 2 in this month's offer.

CLOSING DATE: JUNE 30, 1959.

AUSTRALIAN AND OVERSEAS ORDERS: To Mr. Roger Radloff, 25 Fowlers Rd, Glenunga, SA, making money orders, etc, payable at Hilton P.O.  
 NEW ZEALAND ORDERS: To Mr. A. McMillan, 1 Highgate, Roslyn, Dunedin.

SECTION 1

<u>Vessel:</u>	<u>Tons</u>	<u>Built</u>	<u>Description</u>	<u>Owners:</u>
AORANGI	4268	1883	Br to B	USSC of NZ Ltd
CERAMIC	18495	1913	Br to B (A)	White Star Line
CITY OF CAIRO	7906	1915	Br	Ellerman Lines
CITY OF EXETER	9447	1914	Br	Ellerman Lines
G.S. WALDEN*	10627	1935	Br to B	Oriental Trade & Tanker Co.
GERA	5245	1890	Br to B	N.D.L.
GUERNSEY	4375	1898	Br (A)	Wilh. Wilhelmsen
KASHMIR	8985	1915	Br	P. & O.
KOLN	9264	1921	Br to B	N.D.L.
KOTA GEDE	7227	1928	Br to B	Wm. Ruys.
LA CRESCENTA*	5880	1923	Br	Harris & Dixon
MONGOLIA	9505	1903	Br (A)	P. & O.
REGINA D'ITALIA	6237	1907	Br to B (A)	Lloyd Sabaudo, Genoa.
SALDANHA	4594	1911	Br to B (A)	Bucknall SS Co
SIR KARL KNUDSEN*	7747	1928	Br	Klaveness has (Gr.)
THEMONI	5719	1938	Br	Pnevmaticos Rethymnis Yannag-/
THESEUS	6527	1908	Br to B	Holt
TITANIA (6704)	6704	1937	Br to B	Wilh. Wilhelmsen
TRELISSICK	5265	1919	Br to B	Hain SS Co.
WESTPORT	5665	1918	Br to B (A)	U.S. Shipping Board

SECTION 3

AJANA	5627	1912	Br to B (E)	USSC of NZ Ltd
ERNEBANK	5388	1937	Br to B (E)	Weir
MISSOURI MARU	4406	1929	Br to B (E)	Daiichi K.K.
NAVUA	1952	1955	Br to B (A)	USSC of NZ Ltd
PERSIC	13594	1949	Br to B (E)	Shaw Savill
PORT AUCKLAND	11954	1949	Br to B (E)	Port Line
PORT WANSTEAD	5664	1949	Br to B (E)	Watts, Watts
WAIKARE	3839	1958	Br to B (A)	Union SS Co of NZ Ltd

9d. Australian

COMMERCIAL DUTCH PRINTS

7d. New Zealand

ALSTELLAND	7276	1944	Konink, Hollandsche Lloyd.
ANDIJK	8380	1946	Holland-Amerika
BEETLAND	4521	1953	Konink Hollandsche Lloyd
GAASTERLAND	4375	1950	Konink Hollandsche Lloyd
GOOILAND	5184	1944	Konink Hollandsche Lloyd
GRAVELAND	4378	1951	Konink Hollandsche Lloyd
KENNEMERLAND	5001	1957	Konink Hollandsche Lloyd
MAASDAM	15024	1952	Holland-Amerika
ORANJE	20170	1939	Nederland
ORANJE NASSAU	7214	1957	K.N.S.M.
PRINS DER NEDERLANDEN	7220	1957	K.N.S.M.
RIJNDAM	15015	1951	Holland-Amerika
WESTERDAM	12149	1946	Holland-Amerika
WILLEMSTAD	5088	1938	K.N.S.M.
ZAANLAND	6876	1957	Konink Hollandsche Lloyd

CLOSING DATE: JUNE 30, 1959.

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ABOUT THE WSS PHOTO OFFERS.

The demand for cards from our photo offers is growing so rapidly that the trio who voluntarily print your requirements are feeling the strain. Last year we sold 5500 cards and subsidised THE LOG by practically £50. Sales so far this year indicate we should easily double last year's sales.

To allow us to catch up with orders, Section 2 has been eliminated from Offer No 14, but will be again included in later offers. Instead, we are offering in No. 14 some commercial Dutch prints which come by courtesy of Fritz Moll, WSS Agent in the Netherlands. Most collectors are chary of mass-produced cards, but we assure all these are of an unusually high standard. Clients with standing orders for all cards will receive copies of these prints: should they be unwanted, please return them and they will be credited.

Australian and Overseas clients should note that in future orders should not be sent to Mr. A. J. Starke, but to Mr. Roger Radloff, 25 Fowlers Rd, Glenunga, South Australia, and money orders, etc., made payable to him at Hilton P.O., South Australia. This does not mean that Mr. Starke is no longer associated with the scheme, but simply that pressure of work has necessitated the enlistment of additional assistance.

New Zealand collectors should note that Mr. McMillan is now forwarding orders to Australia at regular intervals and not waiting for the closing date. Orders are dealt with in rotation and consequently the earlier the order is received, the earlier it will be despatched. This also is true of orders from all parts of the world.

From time to time infuture reproductions -- that is, photographs of photographs -- may be included in our Offers. When this is done, it will be clearly stated the cards are reproductions and although every effort will be made to ensure they are good reproductions they are liable to be below the standard of our other prints.