

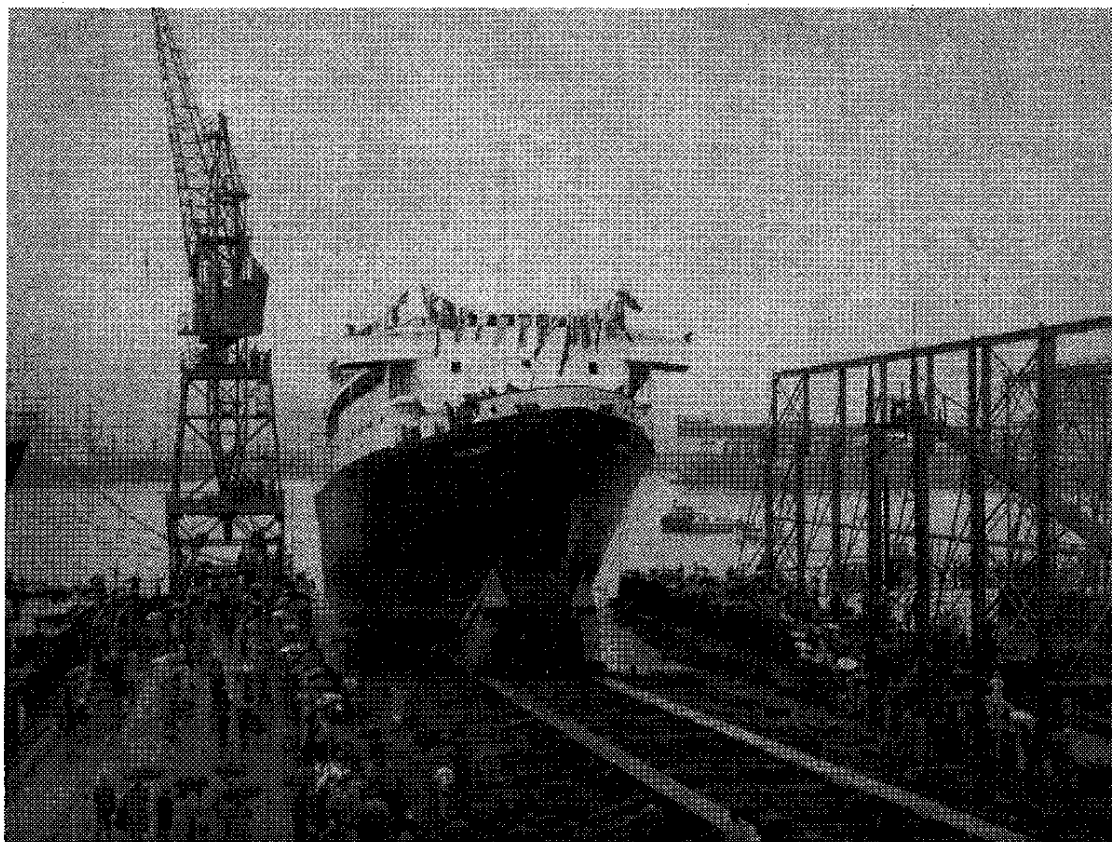
The

LOG

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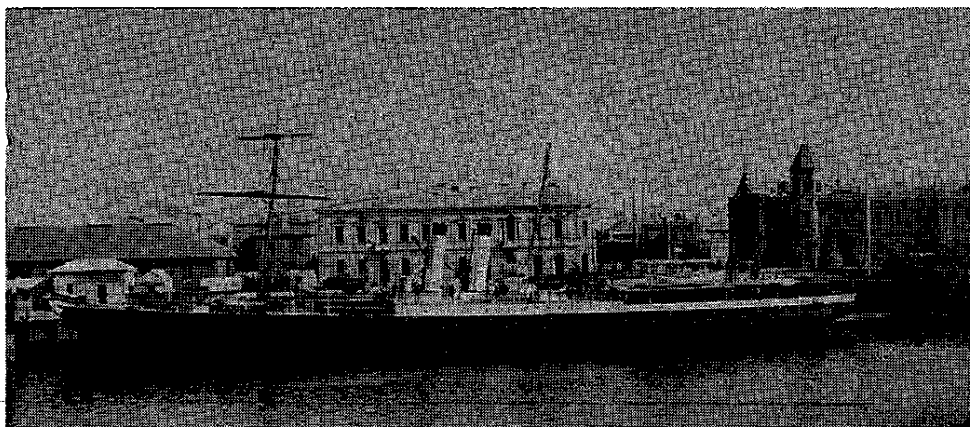
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The Editor welcomes contributions in the form of articles, histories, fleet lists, notes, comments and paragraphs, and will willingly sub-edit into presentable form those that have not been prepared for immediate publication. Questions and answers to questions especially wanted. But please write legibly, print ships' names in capitals and be accurate.



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HISTORY OF THE HAIN LINE

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Their Ships Bear Cornish Names

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(By M.B.L., Sydney, N.S.W.)

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One of the oldest established shipping concerns within the P & O Group is the Hain Line, whose ships are principally engaged in world-wide tramping activities.

Although perhaps not as well known as some of the other Group companies serving Australia, the black funnel with its distinctive white "H" is a familiar sight in ports around the Australian coast; the following notes on this Line's history may therefore be of some interest.

Until 1901, when the Hain Steamship Co. Ltd. as such was formed, the affairs of the Line were in the hands of the Hain family in the Cornish town of St Ives. The first Edward Hain connected with this story was a master mariner and he had an interest in a number of small schooners trading between ports around the English coast and Mediterranean Sea.

His son, also a master mariner, in due course joined the business and, in 1832, purchased a small schooner called the CAMILLA, which he commanded for eighteen years. He then bought another schooner, the MYSTERY (114 D.W. tons), handing over the CAMILLA to his son, the third captain Edward Hain. Captain Hain (Jnr.) eventually retired from the sea in 1864 to concentrate on the management of the fleet in place of his father, who had since died.

The Hain sailing ships had all been disposed of by 1889 but some years prior to that date, in 1878, a son of the third Edward Hain successfully argued with the firm in favour of a steamship.

The result was that an order was placed with John Readhead & Sons at South Shields for the construction of a vessel of 1,800 tons deadweight, costing £18,000. This ship was given the name of TREWIDDEN and marked the beginning of the practice of calling the ships after places in Cornwall (the prefix "Tre" meaning "a place" or "the place of").

TREWIDDEN was followed almost immediately by another and slightly larger vessel, TREGENNA. Between the years 1878 and 1946,

Readheads built a total of 84 ships for the company.

In 1901, the business became a limited liability corporation with a fleet of 22 ships and the company's activities were extended so as to include all the main tramping areas of the world.

Despite this expansion, the affairs of the Hain Line still continued to be directed from St. Ives and, in fact, it was not until after the end of the first World War that the company's headquarters were finally moved to London.

At the same time, the ships were manned largely by Cornishmen, a custom which, incidentally, has survived to the present day.

The fourth Edward Hain, who, it will be recalled, had been responsible for the building of the company's first steamship in 1878, became prominent in the affairs of the British shipping industry and, in 1910, served as President of the Chamber of Shipping of the United Kingdom. He was knighted in the same year.

Towards the end of World War I, in which 18 of their ships were lost, Sir Edward Hain died. Shortly after his death, Lord Inchcape began negotiations with the company, and, as a result, the shares of the Hain Line were purchased by the P & O Company.

In common with other P & O Group companies, however, the fleet was, and still is, operated as a separate entity.

In the years between the wars, the company built or acquired 43 ships and, towards the end of this period, the decision was made to invest in motor ships, the first of these being the TREVALGAN, which was delivered in 1937.

During the second World War, the company lost the entire fleet of 24 ships it had in service when war broke out, as well as four others either built or acquired during the war.

In 1946, the task of rebuilding was begun and today the Hain Line fleet consists of 16 ships with 4 more under construction.

In passing, it is of some interest to note that one of the new 37,000 d.w. group tankers on order is to be named FOYLE, thereby reviving the name of an earlier ship owned by the company.

Although these notes touch only briefly on the history of the Hain Line, there are one or two incidents connected with the ships themselves which are perhaps worth recalling.

The first of these was in 1921, when the TREVESSA foundered in the Indian Ocean while on a voyage home from Australia. The crew abandoned the ship in two lifeboats and the story of their epic 3,000 mile voyage to safety is often recalled when the

saving of life at sea is discussed.

One of the most noticeable exploits of a Hain Line ship in war is perhaps the story of the BEHAR, which at the time was carrying a cargo of silver dollars home from China for deposit in a London bank just after war began.

A German raider, apparently unaware of the valuable nature of the cargo the BEHAR was carrying, opened fire and chased the ship. The BEHAR had been fitted with a single gun, but to avoid giving away her range, did not return the raider's fire.

However, by steering the ship to the point where each enemy shell landed, she was able to avoid a direct hit and, after seven hours on a "zig-zagging" course, managed to draw clear of the raider and eventually reached England with her cargo intact.

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COMMONWEALTH

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SHIPS

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***** Ex Enemy Vessels that did not
Join Our Fleet of Steamers *

By T.S. Stevens (Vic) *

In the July 1961 issue of The Log (v. 8, pp 91-94) the ex enemy vessels captured in or near Australian ports were listed. However, that list included only the ships which were definitely transferred to the Commonwealth Fleet of Steamers.

There were several other steamers and five sailing ships seized about the same time, but I have no direct evidence that any of these were transferred to the Commonwealth Line.

In order to complete the record the details of the ships concerned are given hereunder:

S T E A M E R S

BAMBRA

ex PRINZ SIGISMUND, Hamburg America. Captured Brisbane. 3302 t.g. blt. Bremen 1903. O/N 139033. Originally N2 but unsuitable transport or cargo carrier consequently chartered to West Australian Government in May 1915. Suffered bottom damage after being stranded on a reef between Wyndham and Derby on 8th August 1916, and repaired at Singapore. Transferred to the British B.O.T mid-twenties and broken up 1927.

BULGA

ex SIGNAL. M. Jebsen. Captured at Brisbane. 1449 t.g. blt. Kiel 1903. O/N 139027. Originally N1 used by Navy Department on the coast. Sold 1923 to H.C. Sleight Ltd and by them to Chuan Young Zan, renamed HAI YEN. Sold

subsequently to U.S.S.R. and fate unknown.

MAWATTA ex GERMANIA. Jaluit Gesellschaft. Captured Sydney 1096 t. g. blt. Kiel 1904. O/N 139034. Chartered to Burns Philp Ltd. 1915, and employed in Pacific Island trade. Sold to James Patrick & Co.Ltd., Sydney 1924. Used by them on the coast. Sold July 1928 to Soc. de Tour des Cotes, Noumea and in 1937 to Moller & Co. when renamed ELSIE MOLLER. Broken up in Japan 1939.

MOORA ex THURINGEN. Nordeutscher Lloyd. Captured by HMAS PIONEER 10 miles Sth. west Rottneest Is. on 26.8.1914. 5002 t.g. blt. Bremen 1906 O/N 139025. In 1915 loaned to Government of India as H1, subsequently reverted to Commonwealth and sold 1923 to Southern Whaling & Sealing Co., being renamed SOUTHERN KING. In 1936 purchased by South Georgia Co.Ltd. and became SALUTA. Broken up December 1951.

MOORINA ex LOTHRINGEN. Nordeutscher Lloyd. Captured Melbourne. 5008 t.g. blt. Bremen 1906 O/N ? In 1915 loaned to Government of India as H2 and whilst carrying Indian troops was captured by a submarine 105 miles south of Crete on 5.11.1915 and sunk by gunfire.

S A I L I N G S H I P S .

BURROWA ex CARL RUDGERT VINNEN. Segelschiff Carl Rudgert Vinnen (F.A. Vinnen & Co Managers)
ex DUNFERMLINE 2902 t.g. blt. Liverpool 1890. 4-masted steel barque. Captured at Newcastle, N.S.W. and subsequently chartered to Scott Fell & Co as C13. Used by them for overseas trading. On 27.4.1917 captured by submarine 60 miles west of Scilly Isles and sunk by bombs.

CANOWIE ex ERNST. C. Krabbenhof & Bock, Hamburg.
ex GLENOGIL. 2285 t.g. blt. Port Glasgow 1892. 4-masted steel barque. Captured Port Jackson 11.11.1914 chartered to Scott Fell & Co. C16. On 9.10.1916 whilst on passage Wales to Megillones with cargo of coal she was wrecked on Chiloe Island off Chilean coast.

CARDINIA ex OLINDA. Rhederi Akt. GE Von 1896. 1915 t.g. blt. Port Glasgow 1903. Steel ship. Captured at Newcastle. Chartered to Scott Fell & Co. and engaged in overseas trading, originally as C14. On 22.9.21 whilst on passage ~~xx~~ Sydney to Fiji she was wrecked on Mumbualah Island.

GARRABIN ex SUSANNE VINNEN. F.A. Vinnen & Co Mngrs.
ex ALSTERUFER ex NORTH STAR. 2739 t.g. blt. Grangemouth

1892. 4-masted steel barque. Captured at Newcastle. Chartered to W.A. State Sawmills, traded overseas. On 1.10.1917 torpedoed and sunk 10 miles south of Daunt's Rock whilst bound to Queenstown.

COOROY ex ATHENE. Rhederi Akt. G.E. Von 1896.
ex CONISHEAD. 2470 t.g. blt. Workington 1892. 4-masted steel barque. Captured at Sydney and chartered to Scott Fell & Co. as C15. On 29.8.1917 when 10 miles off Irish coast was captured by submarine and subsequently sunk.

Apart from the foregoing there were numerous small vessels captured in the New Guinea area and these perhaps could comprise another article in due course.

I would take this opportunity to thank Mr. N.L. McKellar of Tamworth and Mr Bland of Central Record Liverpool, for their assistance when compiling the information relating to the AUSTRALS and ex enemy ships.

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+           WAIHEKE SHIPPING CO. LTD.           +
+   Ships That Serve an Island in Auckland Harbour   +
+                               By David W Johnson (N.Z.) +
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Formed in 1936 by a group of Waiheke Island residents as the Waiheke Passage Service Ltd., The Waiheke Shipping Co. has now completed 21 years trading. With the disappearance from Auckland Harbour of practically the whole of the Devonport Steam Ferry Company's fleet, the Waiheke ships are the last of the ferries. The very fact that Waiheke is an island ensures that the company's ships have plenty of work ahead of them yet.

Sailing from King's Wharf, Auckland, the company runs services to various points on Waiheke, the main ones being Matiatia, Ostend, Rocky Bay and Cowes. Their ships are also used for picnic trips and other excursions.

The company's colours are dark green hulls with red boot topping white upperworks, and buff funnels with a black top. There is no house flag.

FLEET LIST:

BAROONA O.N. 113148. blt. Newcastle NSW 1904 as a steamer, of hardwood and kauri. 142 t.g. 58 n. dimensions 107'x 21.5' X 7.9', now equipped with a 320 b.h.p. diesel. Original owners were the Newcastle Ice, Fish and Cold Storage Co. Ltd. but after a little over a year in Australian waters she

crossed the Tasman and began trading about Kaipara Harbour, first for Captain James W.C. Pearce of Mangawhare, then for the Wairoa Steam Ship Co. which he formed in 1905. Then followed several changes in ownership: to the Kaipara Steam Ship Co. Ltd. of Helensville in April 1907, William Ross March 1912, the Inter-Island Steamship Co. Ltd. in April 1912, then to George Fraser of Hamilton in July 1914, when the Inter-Island Co. went into liquidation. In October 1915 she was bought by Auckland's Sanford Ltd. and she spent the next 18 years fishing out of Auckland. She was bought by George T. Niccol, well-known as a ship builder as well as a shipowner, in 1933, and joined his little fleet trading out of Auckland and the Kaipara Harbour. At the end of 1936 she entered the Waiheke Island service owned by Captain A.T. Day, and was transferred to the Waiheke Passage Service Ltd. when the company was formed (the name was changed to Waiheke Shipping Co. in May 1950).

TANGAROA. O.N. 106231, blt. Pyrmont, Sydney in 1899 by T.F. Morrison, wooden steamer. 190 t.g., later altered to 192. 110 n. altered to 99. Original engines 70 n.h.p. steam, single screw, later replaced with 2 sets compound steam built by McKie and Baxter, Glasgow, and converted to twin screw. Who her original owners were I am uncertain but by 1904 she was owned by William Coker of Napier. She was taken over by the Wairoa and Mohaka Steamship Co. Ltd. prior to 1910 and ran a service from Napier to Wairoa. The Wairoa and Mohaka Co. was bought out by Richardson & Co. in 1913, the TANGAROA, TE AROHA and TU ATU changing hands. For over twenty years she continued on the Napier-Wairoa service, carrying up to 60 passengers as well as cargo. Often she was unable to cross the Wairoa Bar, in which case the TU ATU acted as a lighter, and sometimes she had to sail back to Napier without even transferring the passengers. One mishap not caused by bar conditions during this period was in 1918 when she was rammed by the trawler WEKA and badly damaged while berthed in the Iron Pot, Port Ahuriri. In 1940 she was sold to the Waiheke Shipping Co. and spent 14 years in the service. In 1954 she was sold to Waiheke sheepfarmer Edward Barker, then to Charles le Vard of Auckland in June 1954, and later the same year to S. and S.R. Strongman of Coromandel. S. Strongman was her master, and S.R. her engineer. After less than 2 years on the service from Auckland to Thames and Coromandel she was broken up at Auckland at the end of 1955.

ONEWA O.N. 130081. blt. Auckland 1910, wood steamer, 74 t.g. 31 n. Dimensions 70.6'x14.6'x6.4'. Designed for the trade to Riverhead where at that time a paper mill was operating, she carried both passengers and cargo for her owners, Bradney and Binns. After the trade to Riverhead slackened off she entered the Waiheke Service, now owned by James Bradney,

and later by J. H. Bradney and Sons Ltd. Not long after the outbreak of war she was taken over by the navy and in January 1941 was commissioned as HMNZS TAMAKI. For five years she ran a shuttle service as supply ship to the trading establishment on Motuihe Island. By 1946 she was no longer required by the navy. She was not wanted by her former owners, who had been waging a drawn-out fight to obtain compensation for her seizure, including petitioning Parliament on four occasions, and she was sold to the Waiheke Shipping Co. After three years back on her pre-war run, she was sold to Captain H. L. Daveney, of Auckland, who ran Harbour Excursions Ltd. In September 1951 she went fishing for Raglan fisherman C. C. W. Cresswell. She changed hands again in April 1955, being bought by Ernest Bush, an Auckland engineer. Her steam engines were removed in 1956 and a 120 bhp motor installed, her tonnage being altered to 45 net. In 1959 she entered the Coromandel trade under the ownership of the Coromandel Shipping Co. Ltd., of Auckland.

ESME O.N. 127875. Blt. at Omaha by David Darroch in 1908 as a ketch rigged scow, but cut down to cutter rig when engines were installed in the 1930's. For 35 years she collected sand and shingle from Northland beaches for Winstone Ltd. Her original master was Captain Hugh Kasper, and later she was commanded by Captain Frank Hammond for many years. On several occasions she took part in the Auckland regatta. In 1944 she was bought by the Devonport Steam Ferry Co. Ltd., and in November 1949 entered the service of the Waiheke Shipping Co.

MOTUNUI O.N. 142922. Blt. as Fairmile Q406 by Associated Boat Builders Lt. of Auckland, in 1943; 125g, 63n, dimensions 106.65 x 18.6 x 11.1; original engines replaced with twin G.M.C. diesels of 330 bhp; speed 15k. During the war, with a crew of two officers and 12 ratings she was employed about New Zealand and in the Pacific for escort duties and anti-submarine patrols. After the war she was renamed RODNEY FARRY and almost immediately afterwards NEW VENTURE. Owned by I. H. Penrose, of Dunedin, she ran a ferry service in Otago Harbour for a short time before going to Auckland and being renamed MOTUNUI in 1950. There she was owned by Harbour Excursions Ltd. (mentioned in connection with the ONEWA) until being sold to Waiheke Shipping Co. in April 1950. It was at this stage that her name was changed.

MURITAI O.N. 121395. Twin screw steamer blt. 1922/23 at Montrose, Scotland, by the Coaster Construction Co. Ltd.; 462g, 195n, dimensions 165.3 b.p. x 30.1 x 11.3; engines two sets triple expansion (90 nhp) blt. by McKie & Baxter Ltd. Designed and blt for the Eastbourne Borough Council's ferry service from Wellington to Eastbourne, Rona Bay and Days Bay -- ran in conjunction with the COBAR and the two-funnelled DUCHESS. In 1940 she was sold to the navy and commissioned as HMNZS MURITAI on September 20 of that year. As part of the 25th

M/S Flotilla she was the first one of two port minesweepers at Wellington and later was sent to Fiji. When the minesweeping forces were re-organized in 1944 she was attached to the 97th Group, based on Auckland. After the war she was sold to the Devonport Steam Ferry Co. Ltd. and in 1954 donned the colours of the Waiheke Shipping Co. Ltd.

Correction: In p. 9, fourth line from top, please read "training" for trading.

(Editor's Note: Since the above article was written it has been reported that a takeover bid has been made for the Waiheke Shipping Co. Ltd. At time of writing this note it is not known to the editor if the takeover bid has been successful or not, but information regarding the outcome will be given in the General News section of THE LOG when received.--The Editor, THE LOG.)

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**The tug MOREE

**By Ronald Parsons

UNUSUAL SALVAGE OPERATION

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In July 1961 a small steel welded tug, the MOREE, on its delivery voyage from Woodburn, northern NSW, to Whyalla, S.A., went ashore on the Coorong. This desolate piece of country stretches for many miles in a south-easterly direction from the Murray Mouth, on the southern coastline of S.A. The area where the MOREE stranded is named Young-husband Peninsula and is backed by the Lakes Alexandrina and Albert and a large area of land consisting mainly of sand dunes. There are no roads, habitations or vegetation, apart from some wind-stunted bushes, for many miles.

The 55-ton MOREE, which is 56' long, cost £35,000 to build. She went ashore in thick weather on July 8 about 15 miles south of the Murray Mouth. The crew of the MOREE was rescued after some exciting moments.

Plans to salvage the vessel were put in hand at once, and salvage experts arrived at the scene from Adelaide by sea, due to the lack of roads. The Port Adelaide salvage tug TUSKAR made several ineffective efforts to tow the MOREE off, but the MOREE was in a very awkward position. The beach shelves out from the shore very gradually and the tug was stranded inside a line of breakers stretching seaward for almost a mile. A towline about a mile in length was necessary and this broke repeatedly when the TUSKAR began to heave.

Another serious problem was how to get a line aboard the MOREE. Many methods were tried. Lines were floated in on the tide, taken close in by shallow draught fishing craft and at least one was dropped from a helicopter. Notwithstanding lucky breaks in the weather, considering the stranding took place in the middle of winter, and the ex-

penditure of a considerable amount of time and money, it appeared that salvage was impossible. It was then decided to abandon the MOREE to the underwriters.

With all hope of salvaging the hull abandoned, a work party went out from Goolwa by duck and four-wheel drive trucks. These had been floated from a point on the Murray to the inland side of the peninsula and then driven over the dunes. This party recovered the main diesel engine and other readily removable fittings, a hole being cut in the hull to facilitate the removal of the engine.

Auctioned for the benefit of those concerned, the hull was purchased by a syndicate of three -- Denis Maher, a director of a Melbourne heavy equipment operating company, Noel Fennell, a grazier of Strathdownie, Vic., and Frank Derickie, skipper of a crayfishing boat. The syndicate announced it intended to salvage the MOREE'S hull by fitting wheels to her and taking her overland to the lakes, where she would be floated and towed to Goolwa, one-time busy river port for the Murray.

This unusual method of salvage appeared on the surface to be feasible, but experts ranked the chances of success as slim. They considered the area too inhospitable and too liable to sudden blows, and they thought the position of the stranded hull too exposed.

The attempt began in mid-September, the gear employed including two 130 hp bulldozers, a 40-ton crane and over gear valued at nearly £100,000. The MOREE was found filled with sand, mud and water and lying on her side, with a large hole in the hull. The sand was dug out of the MOREE and a temporary coffer dam was built around her by the dozer from beach sands. This stopped the tides filling her again.

The vessel was righted by scooping out a large hole in the sand on the landward side and then pulling her over into it, but when an effort was made to winch the hull higher up the beach out of reach of the tides the gear broke. This attempt had been made with all the available gear, including winches and tractors, and when the shackles and lines broke the syndicate had to make hurried trips to Adelaide and Mount Gambier, neither less than 100 miles away, for stronger replacements.

By September 22 the hull was on an even keel and in a relatively safe position. Four large tractor wheels were then welded to her hull. They jutted out at right angles from the hull on struts, the two rear wheels very widely spaced slightly forward of her stern and the front pair closer together -- in fact, at almost normal tractor width. On September 26 the ship, with this unorthodox method of propulsion, made a trial run along the beach for about 50 yards and performed satisfactorily, being towed by one of the large tractors.

Moving along the beach and over the sand dunes at a very slow pace,

the wheeled MOREE eventually reached the waters of the Murray. She was launched and the wheels removed. She was towed to Goolwa, arriving there on October 3 under tow of the fishing cutter FAIRY QUEEN. She looked very different from when she had set out on her delivery voyage. She had little paint and no fittings, her decks were salt-encrusted and she was almost gutted.

At first the syndicate announced that the MOREE would be refitted in Goolwa and that engines similar to her original ones would be installed. However, these plans were altered, and in November it was announced she had been temporarily repaired and fitted with an auxiliary engine to enable her to get to Adelaide. There she would be completely overhauled and refitted with main diesels.

However, on November 21, while attempting to run through the Murray Mouth, her engine failed and she went ashore once more on the seaward side of the Coorong at the Mouth. The MOREE was still there when this article was written.

(Editor's Note: If any later news is received about the MOREE it will be published in the General News section.-The Editor, THE LOG.)

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WAR LOSSES OF VESSELS IN

OR NEAR N.Z. WATERS.

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(By Doug Wright, N.Z.)

This list forms an addendum to my list of Vessels Wrecked on or Around New Zealand, which was published in THE LOG during 1960 and 1961.

HOLMWOOD: s.s., 546g, blt. Goole, 1911, by Goole S.B. Co.; owned by Holm Shipping Co., Wellington, NZ; steel. Formerly the Westland Shipping Co's. TEES. Captured, en route from Chatham Islands to Lyttelton, by the German raiders ORION and KOMET and the supply ship KULMERLAND on 25/11/1940. After removal of her 12 passengers, her crew of 12 and part of her live sheep cargo, she was sunk by gunfire.

NIAGARA: s.s., 13415g, blt. Clydebank 1913 by J. Brown & Co.; owners, Canadian-Australasian Line Ltd.; steel. Shortly after leaving Auckland for Suva and Vancouver, she struck a mine laid by the German raider ORION, when between Breem Head and Moko Hinau Island early on the morning of June 19, 1940. No loss of life among her 146 passengers and 203 crew members. Her cargo of about £2,500,000 of gold bullion was subsequently located in 438' of water, and the United Salvage Pty. Ltd. successfully recovered 555 gold ingots, valued at around £2,379,000 -- about 94% of the total consignment.

PURIRI: m.s., 927g, blt. Leith 1938 by Henry Robb Ltd.; owners, Anchor Shipping & Foundry Co. Ltd., of Nelson, N.Z.; steel. Sweeping mines as HMNZS PURIRI in the Hauraki Gulf on 14/5/1941 she

struck a mine and sank immediately, with the loss of five lives. She had been commissioned by the 25th Minesweeping Flotilla on 19/4/1941, so her life as a minesweeper was short.

WAIRUNA: s.s., 3947g, blt. Newcastle-on-Tyne 1904 by Armstrong, Whitworth & Co.; owners, Union SS Co. of N.Z.; steel. Captured by the German raider WOLF on 2/6/1917, when passing the Kermadec Islands on a voyage from Auckland to San Francisco. Coal and supplies were transferred to the raider, and the WAIRUNA was finally sunk by the WOLF on June 17.

WIMMERA: s.s., 3021g, blt. Greenock 1904 by Caird & Co.; owners, Huddart, Parker Ltd.; steel. Bound from Auckland to Sydney, she struck a mine (laid by the raider WOLF) about 18 miles north of Cape Maria Van Diemen on 26/6/1918. Of the 76 passengers and 75 crew members aboard, 26 people lost their lives.

WINSLOW: 4-mst. schooner, 567g, blt. Port Blakely, Washington, USA, 1899 by Hall Bros; owners, G. E. Bailings, of San Francisco; wood. Captured by the German raider WOLF on 16/6/1917, when the German was preparing to sink the WAIRUNA. The WOLF sank the WAIRUNA on June 17 and before leaving the area set the schooner on fire.

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W H A T I S M A R U ?

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Mr. S. G. Strong, in MARINE NEWS of January 1961 (v. xv, pp. 17-18) examined many explanations of the suffix MARU as applied to Japanese merchant vessels. As a matter of interest, I showed this article to Mr. H. Tominaga, chief officer of the OSK Line's LA PLATA MARU, who agreed that any of the reasons submitted by Mr. Strong could be correct.

It is a fact that the average Japanese cannot explain the meaning of MARU when associated with ships. Certainly it has no modern age meaning.

Mr. Tominaga mentioned that there was considerable support for the explanation associated with castles, but also advanced another possible reason, not mentioned by Mr. Strong.

"The following story," said Mr. Tominaga, "is one of the reasons given for the use of MARU. Many years ago, when Japan was under national isolation policy, a Spanish fleet called at Kagasima Bay. A feudal lord (Simazu), seeing the big sailing ships, asked the fleet's commander what they were called. Misunderstanding the question, the commander answered that the sea was called MAR. This, of course, was understood by the feudal lord to be the name of the ships. From this misunderstanding came into use the employment of the word MARU."

--T. S. Stevens (Vic.)

W.S.S. NEWS AND NOTES ===== A Reminder to Branch Secretaries ...

Outing on Sydney Harbour ... Index for THE LOG for 1961

***The Editor wishes to remind branch secretaries that he is dependent upon them for news and notes for this section and also for notifications of new members, changes of address and the odd case of a member resigning. Lately, however, no letters have been coming to hand from branch secretaries before the closing date for THE LOG. It would be greatly appreciated and would materially assist the WSS if branch secretaries and others would regularly forward news of WSS activities.

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Sydney's final meeting for 1961 was largely attended, those present including Mr. T. S. Stevens, of Melbourne, who has been transferred to his Sydney office. Mr. Fred Haager came along as a prospective new member. A tape recording of a broadcast by several Sydney members caused much discussion and amusement, and the evening concluded with colour slides by Messrs. Peter Nicholson, Ron Hart, Bill May and Ken Lunney.

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Recently Sydney members made a harbour excursion which proved very enjoyable and instructive. It was fortunate that at the time there were a good many ships in port, including the new German SAARLAND, the HIMALAYA, JOHN E. HYDE, LIMERICK, CHICOT, ARGYLLSHIRE, NAGARA MARU and YORKSHIRE, to mention but a few.

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Volume 8 of THE LOG -- that is, the 1961 volume -- has been indexed and as soon as it is known how many may wish to order copies, the index will be reneued. All orders must be received by February 28. Order through your branch secretary (who will be responsible for collecting 5d. with each order to cover postage) or direct from Mr. R. Parsons, P. O. Box 16, Woodville, S.A. New Zealand members should order through Mr. Jeremy Stein, P.O. Box 592, Wellington, N.Z. The only cost is the 5d. stamp to cover postage. A few copies of the Index to volume 7 are still available. Send 5d. to R. Parsons at the address given above.

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Captain R. A. Millar, R.A.N., gave an informative and interesting talk on the Navy and its many problems of maintenance, replacement and training for the complicated electronics of the modern ship at the November meeting of the Sydney branch. Captain Millar was made an honorary member of the branch.

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Congratulations to WSS members Stan and Yvonne Welch on the arrival of a baby daughter.

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Paul Scarcieraux, of THE BELGIAN SHIPLOVER, has sent along a note of congratulation to the Australian and New Zealand sections on THE LOG, which he says is "one of the best amongst all other ship-lovers' magazines." We greatly appreciate Paul's pat on the back since he produces in THE BELGIAN SHIPLOVER a most interesting and useful maritime journal and is competent to judge the worth and value of THE LOG and its ranking among nautical magazines.

NEWS,

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NOTES ANDCOMMENTS ONSHIPS, SHIPPING

Around the coast and from the
Seven Seas.-Conducted
by the Editor

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CLOSING DATE for the next issue of THE LOG will be February 23, 1962, with late news up to Friday March 2, 1962.

THE LIBERTE ex EUROPA (51,839g, 1928) is after all not to be immediately scrapped (THE LOG, v. 8, p. 153). She sailed from New York on her final trans-Atlantic crossing on November 10, 1961, but the French liner has gained a new, though perhaps brief, lease of life through her purchase by Northwest Leasing Corporation, which will open her as a floating hotel for the Seattle World Fair, due to start on April 21, 1962.

THE FLAMINIA (8776g, 6/1922), ex Genova (55), ex Capitaine Potie (48), ex Belgian Freighter (46), ex Empire Swan (42), ex Missouriian (40), put into Fremantle for the last time on November 22 last. The Cogedar Line, of Genoa, is replacing her by the MEDIA (13,345g, 1947). The former Cunarder, which is being converted at a cost of £1,785,000, will be renamed FLAVIA before entering the line's Australian service.

THE QUEENSLAND Government has been negotiating with the Clausen Shipping Co. for the transportation of beef cattle from Cape York Peninsula, the Gulf Country and part of the Northern Territory to east coast markets. If the scheme goes through, at least one vessel, and possibly two, may be built.

THE FIFTY-FOURTH vessel built at the Newcastle (NSW) State Dockyard since its establishment in 1942 was launched on November 24 last. It was the dredge JOHN MAIN, which will be employed by the Department of Public Works at Port Kembla before long.

THIS MONTH the Swedish-Orient Line begins operating its two-ship service between Australia and South America. The service will be known as the Boomerang Cargo Line, and there will be a sailing every six or seven weeks. The refrigerated motorship VEGALAND (4502g, 3/1952) is scheduled to take the first sailing.

NAVY ENTHUSIASTS and those interested in paddlewheelers might care to know that the paddle steam tug PERT (blt. Southampton 1916), the largest tug ever built for the Admiralty, performed her last tow at Plymouth on 20/10/1961. Her paddlewheels, 14' in diameter, were driven by engines of 2000 hp.

THE ITALIAN freighter ANTONIO TARABOCCHIA (5851g, 1956), which went aground on Bougainville Reef, 160 miles NE of Cairns, on 14/11/1961

is reported to have become a total wreck. It appears her back may be broken.

* * *
FIRST TANKER ever to load grain out of Fremantle, the Norwegian motor tanker TANK EMPRESS (15,797g, 1950) arrived there on 5/12/1961. She will load a full cargo of bulk oats. Previously tankers, loaded with grain in the eastern states and bound overseas, have called at Fremantle for bunkers, but the TANK EMPRESS is the first to load a grain cargo at Fremantle.

* * *
THE BLUE Star Line has sold the m.v. DELIUS (7783g, 1937) ex Portland Star ex Delius, to Panamanian interests. After one voyage to the Far East she will be broken up.

* * *
✓ ROYAL INTEROCEAN Lines will begin direct sailings to West Africa from June next, using vessels of around 4500 tons, with 16,000 cu. ft. of refrigerated capacity and accommodation for six passengers.

* * *
THE FORMER Cunarder PARTHIA (13,362g, 4/1948) will be converted into a fully air conditioned, one-class ship at the Linthouse, Govan, yards of Alexander Stephen & Sons Ltd. Her accommodation will be increased from 250 first-class to 350 in one class, and because of the longer passage to New Zealand as compared with crossing the Atlantic her crew quarters will have to be expanded. She will enter the N.Z.S.Co's. service in June next as the REMJERA. The company will withdraw the RANGITATA (16,969, 10/1929) next May and the RANGITIKI (16,985, 1/1929) in July.

* * *
LAUNCHED EARLY in November by Vickers-Armstrongs at Walker-on-Tyne, the CITY OF EASTBOURNE (10,300g) was the 11th vessel built at this yard for Ellerman Lines, in the post-war period. The 12th vessel, another City, the CITY OF GLASGOW, will be launched this year.

* * *
THE W.A. Government's bucket drudge PARMELIA has reached the end of her economic life and will be laid up at Fremantle after Christmas.

* * *
A SUPER-TANKER with a DW capacity of 130,000 tons is being built by Sasebo Sempaku Kogyo K.K. for the Idemitsu Kosan K.K. Her steering-gear, costing over £20,000, will be supplied by a Greenock firm, John Hastie & Co. Ltd.

* * *
THE MITSUBISHI Line's freighter HIROSHIMA MARU sailed from Sydney in mid-November with the first cargo of logs ever exported from Australia to Japan.

* * *
NEW ZEALAND Government's rail-road ferry ARAMOANA, being built at Dumbarton by William Denny & Bros., is due to come into service this year. She will carry 120 cars or 35 rail waggons and 40 cars or 20 waggons and 80 cars, as well as 1200 passengers. When the ARAMOANA enters the Wellington-Picton run across Cook Strait, the USSCo's. TAMAHINE (1964g, 1925), which is at present on this run, will be sold. Denny's, by the way, built their first vessels for the NZ trade for the USSCo. in the mid-1870's -- the HAWEA and the TAUPU.

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THE TUG MOREE

In the article on pp. 10-12 of this issue of THE LOG, the tug MOREE was left ashore on a sandy beach just outside the Murray Mouth, S.A. Salvage operations were eventually successful, but the owners decided to take her back to Goolwa for refitting instead of two Adelaide.

Since her return to the river port it has been announced that the syndicate which salvaged her has resold her to her original owners, Stannard Bros., of Sydney. Stannards have for some years operated the harbour tug services at Whyalla and the MOREE, when originally wrecked, was en route to enter service there. Now, Stannard Bros. are contemplating loading the MOREE'S hull on to a low loader at Goolwa and taking her to Adelaide by road.

LARGEST TANKER to visit Sydney, the PHILINE (47,918g, 1959) is 735' long and 102'5" in the beam. She draws 38' 6". She arrived in port on 5/12/1961 with 13½ gallons of crude oil for Sheel.

COMMISSIONED AT Yarrow & Co's. Glasgow shipyard on 21/11/1961, the Tribal class frigate HMS ASHANTI is the first to carry a helicopter equipped with a homing torpedo. Another six Tribal class ships are under construction.

BEFORE THIS issue reaches members the P. & O.-Orient Line's two oldest vessels, the ORONTES (20,186g, 7/1929) and the STRATHNAVER (22,270g, 9/1931) will be homeward bound on their final voyages. Both vessels are to be withdrawn from service.

THE USN'S first nuclear-powered aircraft carrier, the 85,000-ton ENTERPRISE, was commissioned on 25/11/1961. Powered by eight atomic reactors, the ENTERPRISE can circle the globe 20 times at 20 knots without refuelling.

A LAW suit is to be heard in San Francisco as the result of the Norwegian motor vessel HOEGH CAPE (9191g, 1956) and the USSCo's steamer WAITEMATA (7364g, 11/1946) having been in collision about 27 miles NW of Point Reyes, near San Francisco, on 26/10/1961. It is stated the occurrence took place in dense fog. Both vessels caught fire, but the fires were put out and each reached San Francisco under its own power. The HOEGH CAPE received an 80' gash on the starboard bow above and below the waterline; the WAITEMATA a 15' gash on the starboard bow above the waterline.

AT A symposium on Welding in the Shipbuilding Industry, held recently in London, the Parliamentary Secretary to the Minister of Transport (Admiral Hughes-Hallett) said it is feasible to build 200,000-ton tankers by medium of welding.

THE U.S. official register, "Merchant Vessels of the United States," has decided to list all sailing vessels in future simply as "sail." The romantic rig names stretching far into the past -- ship, barque, brig, brigantine, ketch, schooner, catboat, yawl -- all, so far as US official records are concerned, have been dismissed into the limbo of history. Even the description "scow" is to be changed to barge. Three new designations, however, will be gas screw hydrofoil, oil screw hydrofoil and nuclear steam screw.

* * *

THE FREMANTLE-BASED HMAS DIAMANTINA will act as a weather-reporting station while on oceanographical cruises in the Indian Ocean this year. Special weather equipment is being installed and a steel structure is being built aft on board "D." The DIAMANTINA will send out three-hourly weather reports around the clock.

* * *

TRANS OCEAN Shipping Co's. plans for the Empire Games at Perth this year have been changed. Their steamship WATERMAN (9177g, 1945) ex La Grande Victory ('47) will be replaced as a floating hotel at Fremantle by the line's GROOTE BEER (9191g, 1944) ex Costa Rica Victory ('47). She will accommodate about 500 visitors for the Commonwealth Games.

* * *

AFTER A nine million dollar facelift, which has provided her with air conditioned accommodation for 456 passengers in 186 staterooms and suites, THE PRESIDENT ROOSEVELT (18,300g, 1944) ex Leilani ex LaGuardia sails this month as a trans-Pacific luxury liner under the flag of American President Lines. Originally she was a troop transport, then entered the New York-Mediterranean passenger trade and later became a one-class cruise vessel in the Hawaiian trade. This two-stacker will have cost almost 32 million dollars by the time her present nine million dollar refit is completed.

* * *

THE DUTCH yards of N. V. Bodewes Scheepswerven are to build a new vessel for the Holm Shipping Co. Ltd. She will be called the HOLMDALE and will replace the ill-fated HOLMGLEN, which was lost off Timaru, N.Z., late in 1959. The HOLMDALE is expected to enter service late this year.

* * *

THE TASMANIAN Transport Commission has sold the NARACOOA (297g, 1940) to a Melbourne firm, Sea Winds Pty. Ltd., for £20,000. She is to become a mother ship for fishing boats operating from Ceduna, S.A., Eden, N.S.W., and around Tasmania. She received a £10,000 refit and at time of writing was expected to enter service towards the end of last month.

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THE RAN'S aircraft carrier SYDNEY is being fitted as a fast troop transport -- a role she should be ready to assume about the middle of this year.

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THE SAN BARTHOLOMEW, a 42' trawler, was totally wrecked when she ran aground on the rocks at the northern tip of Brush Island, between Batemans Bay and Ulladulla, on 8/12/1961. Her crew of three escaped to shore.

AT TIME of writing Ampol's big tanker, the P. J. ADAMS, is due to be launched at Whyalla (S.A.) on January 10.

* * *
WITHOUT DRY-DOCKING, stripping of her screws or, in fact, any preparation at all, the WOOLLAMBI ex Delfino ex Westralia (8174g, 1929) was towed out of Sydney on 19/12/61 by the Japanese tug NISSHO MARU. She is to be broken up in Japan for scrap. WSS member John Bennett, who lives on Goat Island, was lucky enough to obtain three good shots of the former Australian passenger liner leaving on her final voyage.

* * *
SCHEDULED TO begin on the date this issue bears is a new cargo service between Sydney and Fremantle. It will be on a fortnightly basis via Port Adelaide and will be undertaken by McIlwraith, McEacharn's KOORAWATHA ex Barrigun (4054g, 7/1947).

* * *
AFTER HAVING been on overseas service for sixteen years the R.N. frigate H.M.S. ST. BRIDES BAY has returned to Portsmouth and will now go to the breakers. She is the last of the Bay class frigates and sailed from Belfast in July 1945 for service abroad.

* * *
SINCE WRITING the paragraph on p. 16 regarding the new West African service of Royal InterOcean Lines, it has been announced the service will be maintained by the TJIMANUK, the TJITARUM and the TJILIWONG. Sailings will be made every six weeks, calling at Durban, Cape Town, Lagos, Accra, Takoradi, Abidjan and other African ports according to cargo offerings. The return voyage will be made up the east coast of Africa to Beira, in Mozambique.

* * *
A FAST 6500-ton cargo vessel, costing £1,000,000, is to be built for McIlwraith, McEacharn's by the Newcastle State Dockyard. It is intended to put the new vessel into the WA trade, and she will be capable of making the round voyage -- Sydney, Melbourne, Adelaide, Fremantle and back -- in twenty-one days.

* * *
TENDERS CLOSE on February 1 for the purchase of the ocean minesweepers, HMAS COOTAMUNDRA and WAGGA. They are of 994 tons displacement, with an overall length respectively of 186' and 188'. Both are of the BATHURST class. The WAGGA (ML83) was launched on July 25 1942 and the COOTAMUNDRA (ML86) on December 3 of that year.

* * *
NEW ZEALAND'S oldest coastal vessel was built at Kincumber, N.S.W., by G. Frost and was launched in 1902, being named CORONATION because in that year Edward VII was crowned. She was then a two-mast schooner, but was fitted with a petrol engine when bought by A. G. Frankham in 1925. She received an extensive refit in 1952, when her sails were taken out, she was given a new bridge and was built up aft to provide additional engine space and crew quarters.

* * *
FIRST COMMERCIAL vessel to use Launceston's new William Hart graving dock was the m.v. SUMATRA, which grounded about 6 p.m. on November 2 on a reef at the north-eastern tip of Swan Is. when her radar broke down in heavy fog. She floated off on the tide on 3/11.

WITH WOODEN hulls and aluminium alloy superstructures, two diesel-powered, 66' long craft, the KANGAVA and the KOMALIAE, are on their way to Honiara, Solomon Islands, as deck cargo on the ROYBANK. Designed for inter-island duties, both vessels were built at Beaumaris by Saro (Anglesey) Ltd. and on trials in the Menai Strait, Isle of Anglesey, attained 9½k. fully laden.

ONE OF a number of tankers recently disposed of for scrap by the BP Tanker Co. Ltd., the motor tanker BRITISH MARSHAL (8582g, 1946) was towed to Blyth on November 7 for breaking up.

CLEAR INDICATION that the price of a Liberty ship today is about £143,000 has been provided by the sale within recent weeks of three of these vessels at around that figure. Latest sale reported was of the FEGGEN, ex Philip Doddridge (7236g, 1943) by A/S Lundegaard, Farsund, to Laimos Bros., London.

THE CANBERRA is to make two 14-day cruises to New York from England this year, the first leaving on July 28 and the second on August 12. Lowest fares will be £128 first-class and £72 tourist class. On July 20 the CANBERRA is to leave on a seven-day cruise to Madeira and Gibraltar and on August 27 she will start a 13-day cruise to Naples, Athens and Palma.

LARGEST TANKER so far built in Europe, the 79,500-ton DW steam tanker ESSO PEMBROKESHIRE, which was built at Bremen, sailed from Milford Haven on November 10 on her maiden voyage to the Middle East.

MASON BROS. Ltd., of Auckland, have launched the new passenger-cargo Foveaux Strait ferry WAIRUA. She is the largest and most powerful ship yet built in New Zealand and has room for 300 passengers and 160 tons of cargo. Incidentally, she had two launchings, as some time before her official launch she was launched from the company's slip at St. Mary's Bay and towed to Hobson Wharf, where heavy parts were fitted with the aid of cranes.

RICHARDSON AND Company's new coaster, the 1000-ton gross PUKEKO, built at Greenock by James Lamont and Co. Ltd., has been completed.

AFTER AN eleven-month refit the TONGHOO (10,514, 1935) has started a regular service between Hong Kong, Singapore and Indonesian ports. She was formerly the Australian coastal liner DUNTROON. She now has accommodation for 1800 passengers and 5000 tons of cargo.

MCILWRAITH, MCEACHARN LTD. have assumed ownership and operative control of the interstate shipping fleets of Huddart Parker Ltd. and James Paterson & Co. Pty. Ltd. The transfer was effected during November. Apart from colliers and tugs the new owners now have the freighters ADELONG, BARWON, WOOMERA, WARRINGA, WATAMURRA, PATTAWILYA, KOORYONG, KODLIGA, ~~and~~ KOOMILYA and KOORAWATHA. They have also taken over the m.v. WANGANELLA. It had previously been announced she would be withdrawn from the trans-Tasman trade, but with her change of ownership she is to be continued in this service.

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*      HEW HISTORY OF SHAW SAVILL LINE  
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* A new history of the Shaw Savill Line has been written by  
* Mr. Sydney D. Waters, who is wellknown to naval enthusiasts  
* as the official historian of the Royal New Zealand Navy and  
* to shiplovers generally as the historian of the New Zealand  
* Shipping Co. and the USSCo. of N.Z. He is also the author  
* of a book on the story of the sailing ship PAMIR.  
*  
* His new book, running to just over 150 pages, is entitled  
* SHAW SAVILL LINE: One Hundred Years of Trading. It has been  
* published in N.Z. by Whotcombe & Tombs Ltd. at 22s.6d. ster-  
* ling, about 28s. in Australian currency.  
*  
* NZ WSS member Ian Farquhar has offered to help Australian  
* members obtain copies. Orders should be sent to Mr. Ronald  
* Parsons, P.O. Box 16, Woodville, S.A., accompanied by 30s.  
* Australian to cover cost, including postage, and he will  
* arrange to send on a bulk order to Mr. Farquhar. All  
* orders must reach Mr. Parsons by the last day of February.  
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THE SUPERTANKER SOLEN (66,800 DW) was handed over early in November to Shell Tankers Ltd. She is the last of three 65,000-tonners ordered in the United Kingdom and the largest ship ever built by Swan, Hunter and Wigham Richardson, of Newcastle-upon-Tyne.

THE BLUE Funnel Line expect to contract shortly with John Brown and Co. (Clydebank) Ltd. for the building of a passenger liner for their West Australia-South-East Asia service. She will be a one-class ship with accommodation for 200 passengers and will have a service speed of 20k.

LONGEST TOW ever undertaken in Australian waters by an Australian merchant ship ended at Fremantle on December 9 1961, when the m.v. MUNDOORA reached port with a 1000-ton oil bunkering barge in tow. The barge was built at Brisbane, where the tow began, and was delivered by the MUNDOORA to Vacuum Oil Co. for service at Fremantle.

THE EDITOR thanks Mr. J. D. Stein (NZ), R. McKenna (WA), Tony Rollins (Tas), Ken Lunney (NSW), Bert Davies (Launceston), G. Griffith (WA), Ian Farquhar (NZ), Ronald Parsons (SA), T. S. Stevens (Vic) and others for help in compiling this section.

THE VASILIOS R (10,700g), launched in May by Austin and Pickers-
gill Ltd. at Wear and engineered at the De Schelde works at Flushing,
is claimed by her builders and owners to be the fast tramp ship
afloat and at least two years ahead of other general cargo carriers
She is designed for a service speed of 16½k. but is expected to

exceed this by at least a knot when at full speed.

* * *
THE SLAGEN (500g, 1955) sailed from Melbourne early in December to inaugurate the Karlander New Guinea Line Ltd.'s Melbourne-New Guinea service. Hitherto this company has provided a service from Sydney to New Guinea, but will now also link Melbourne with Port Moresby, Rabaul, Wewak, Madang and Lae.

* * *
CAPTAIN J. P. WILLIAMS, chairman of the Australian Coastal Shipping Commission, has begun an investigation into the operations of the W.A. Shipping Service. Captain Williams was engaged by the W.A. Government to conduct this inquiry, following the critical view taken of the State Shipping Services' deficits by the Commonwealth Grants Commission.

* * *
WILH. WILHELMOSEN Line, of Oslo, a firm wellknown in Australian and New Zealand waters, celebrated its hundredth anniversary on October 1. The firm's first steamship was the TALABOT, built in 1881 and a name still preserved in its present day fleet, but earlier it had owned shares in the sealer ALBERT and the cargo steamers ERNA and ATLAS. A well-printed, nicely illustrated history of the firm, with a full fleet list of both sailing ships and steamships, was issued as a supplement to WSS's MARINE NEWS recently and is well worth having.

* * *
THE FULLY air-conditioned GALILEO (27,500g, 7/1961), one of the Lloyd Triestino Line's two new ships for the Australian trade, is nearing completion at Monfalcone, Italy. With accommodation for 1700 passengers, she will have a service speed of 24k. and will cut the present schedule from Italy to Fremantle by five days to 16 days. The GALILEO, which is powered by steam and turbines, will be luxury fitted. The line's second vessel, the MARCONI, is expected to reach Australia on her maiden voyage in 1963.

* * *
SAIL ENTHUSIASTS may like to know that Captain Carl C. Cutler's GREYHOUNDS OF THE SEA: The Story of the American Clipper Ship, which was published about 1930 and is unobtainable except at a very high price, has been republished by the US Naval Institute, of Annapolis, Maryland, USA. It is in an attractive format, with clear type and numerous illustrations. The same author's QUEENS OF THE WESTERN OCEAN: The Story of America's Mail and Passenger Sailing Lines, a work on which he has been engaged for more than 30 years, has also been published by the US Naval Institute. It is a sister book to the first and as excellently illustrated. Each has been published at 12.50 dollars -- about £5.12s.6d. Aust. if ordered direct from the Institute -- and are such beautiful volumes they are well worth the price for anybody whose love is sail. Each runs to almost 600 pages.

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THE TRANS-ATLANTIC luxury liner FRANCE, with accommodation for 2044 passengers, attained a top speed of 34.18 knots during her sea trials toward the end of November. She is scheduled to make her maiden voyage to the Canary Islands on January 19.

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IN THE NEXT ISSUE

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Among the articles which will appear in the next issue of THE LOG will be:

HISTORY AND FLEET LIST OF THE EASTERN STEAM SHIP CO.
WHEN NEW AUSSIE LINERS CALLED AT THE CAPE, by
Martin Leendertz.
THE KARATTA IS NOX MORE, by Ronald Parsons.

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SIX 48,000-ton Tankers are to be built for the Soviet Union at the Ansaldo shipyards, in Genoa, Italy.

A SWEDISH minelayer-cruiser, the ALVSNABBEN, is visiting Australia this month. At time of writing she was due to visit Fremantle from January 4 to 8, and Hobart expects to see her from January 22 to 24. She will also call at Adelaide and Sydney and then go on to New Zealand. With a crew of 286, of whom 95 are mishipmen, she is a training ship on a world cruise, and she will be the first Swedish warship to have visited the Commonwealth.

THE PROPOSED replacement of the aging QUEEN MARY (81,237g, 5/1936) by a £30,000,000 new Queen has been postponed. Cunard officially announced this in October. Had the "Q3" been proceeded with she would have been built by the Vickers-Armstrongs-Swan, Hunter combine on the Tyne. Their tender beat all others. It is probable that if the QUEEN MARY is replaced it will be by a smaller, 60,000-ton vessel instead of the 75,000-ton liner for which tenders were called.

OUTWARD BOUND from the UK for Malta, Port Said, Aden, Bombay, Trincomali and Colombo, the steamer CLAN KEITH (7129g, 6/1942) blew up and sank off the Tunisian coast, near Galita Island, at 6.30 p.m. on November 5. She was engaged in a joint P. & O.-British India SN Co. service, but was owned by the Clan Line. She was originally the OCEAN VERITY, being renamed CLAN KEITH in 1948. Her crew were mainly Pakistanis, with 14 white officers.

BOUND FROM Townsville to Japan with a cargo of copper concentrate, the FUKUZAN MARU (6889g, 9/1928) was lost in a typhoon on October 27, 1961, near Guam.

THE ANL will continue the service between Sydney and Tasmania vacated by the Southern Shipping Co. Ltd. when they sold their freighter KARUAH (1353g, 3/1940). Southern Shipping will act as agents for the ANL's service.

TWO FRENCH naval vessels, the cruiser JEANNE D'ARC and the frigate VICTOR SCHOELCHER are due to arrive at Fremantle on February 2. They will remain until February 6.

LATE DELIVERY OFTHE LOG

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This issue of THE LOG, unfortunately, has been delayed and makes its appearance a fortnight or more later than should have been the case.

The explanation lies, firstly, in the fact that the member who has been cutting the stencil of the illustrated cover is no longer able to do so, and, secondly, because the Photo Offer was cut into one page instead of the normal two, the editor suddenly learnt the issue was a page short. Because of business commitments he was himself unable to cut this page for some ten days, and so the delay in the issue was unavoidably increased.

The loss of the use of the duplicator on which the cover has been cut hitherto has actually been a blessing in disguise, since it has led to the adoption of a printed cover and this has enhanced the appearance of THE LOG.

The printed cover, which has been produced in Adelaide and which the Editor has himself not yet seen, costs no more than the previous roneoed cover with its illustration. This adjustment of cost has been made possible by an arrangement whereby the covers for a full year's supplies of THE LOG are printed in one operation. Had it not been for this arrangement, the printed cover would have cost more and probably could not have been adopted. In that case, THE LOG would have had to take the retrograde step of reverting to the old roneoed cover without any illustration.

It is hoped that members will like the new cover and that the lateness of the present number will be overlooked. It is the first time since the Editor and Fred Roderick took over the production of THE LOG that it has not come out on time.

THE COVER PICTURE

The cover illustration is a symbolic picture showing the launch of the BASS TRADER. The block has been supplied by courtesy of the State Dockyard, Newcastle, N.S.W., and its thanks is extended by the Editor of THE LOG for the Dockyard's generosity in making the block available.

PHOTO OFFER No. 33Closing date 28 February 1962

All cards listed will be printed to firm order only after the closing date, and allowance for this should be made when calculating anticipated arrival date.

WHERE TO ORDER: Australian members - your Branch representative
New Zealand: Mrs. I. J. Farquhar, Sandymount, R.D., Otago Peninsula.

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Items marked * have been listed in previous offers.

Name of ship, built, gross tons, owners.

Single weight cards - 1/3d Australian 1/- sterling

Australmount	(ex Strathbeg)	09/4681	Aust. Govt.
King Edward	(ex Gorala)	19/5217	King Line
Kyarra	03/3953 AUSN	:	Polynesian 90/6373 M. Marit.
Tancred	02/3473 Wilhelmsen	:	Tornus 36/8054 Anglo Sax.
Tredinnick	21/4567 Hain	:	
- - - - -			
American Planter *		Maranui	53/739 Northern, NZ
	43/8250 U S L	:	Matoppo 05/5280 Ellerman
Arandora Star	(ex Arandora)	:	Musa 30/5662 Emp. Hondurena
	27/14694 Blue Star	:	Nigaristan * 47/7171 Strick
Atlantic Governor *		:	Norton 59/6073 Somerston
	56/10092 At. Cargo	:	Oriental Trader 56/10060 Or. Expt.
Avelona Star	27/12858 Blue Star	:	Orion * 35/23696 Orient
Brit. Chancellor	54/11356 B.P.	:	Patagonia Star 39/8293 Blue St.
Cape Hawke *	41/6884 Lyle	:	Rotorua (ex Shropshire)
Cape Horn	57/8484 Lyle	:	
Capella	36/4744 Wallem, PA	:	Suevic 11/12112 NZ Shpg
Chilka *	50/7087 E.I.S.N.	:	Sunny Duke, 30/5833 O. Pedersen
C.o. Chester *	44/8520 Ellerman	:	Taiyuan 49/7472 China N.
C.o. Kondon	07/8956 Ellerman	:	Taranaki 28/8695 Sh. Savil
C.o. Kimberley	56/6204 Ellerman	:	Traviata 59/9389 Wilhelm.
Coptic	28/8281 Shaw Savil	:	Tresforn 60/13471 S. Berg'n
Edenbank	43/7265 Warr	:	Uruguay Star 43/10723 Blue St.
El Argentino	28/2501 Houlder	:	Velasquez 54/2196 Macandrews
Elnore	49/584 Aust. Nat.	:	Van Waerwijk 54/4115 Paket
Ethel s.v.	76/711 F. Stobart	:	Vosges 60/7508 M.M.
Garth Castle	10/7715 Union Cstle	:	Waiwera 44/10800 Sh. Savil
Guido	20/3922 Ellerman	:	Worsley Hall 85/3489 Ellerman
Heroic, tug	09/263 J. Fenwick	:	Yolla 90/80 Risby
Illyric	60/11106 Shaw Sav.	:	(Early Tasmanian river steamer)
John Franklin	47/120 King Is.	:	CLOSES FEB 28th DON'T FORGET...

***** READERS' WANTS, OFFERS *****
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***** AND QUESTIONS *****

AN English member has requested details and history of some of the trawlers owned by Cam and Sons, of Sydney, particularly with reference to their fate. Replies to Mrs. Kitty Dick, 85 Seaview St, Balgowlah, N.S.W.

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IN Connection with the centenary of the WILHELMSEN LINE, can any reader provide details of the line's first services and vessels to Australia and New Zealand. Regular services to Australia were instituted about 1911. Replies to the Editor, THE LOG, Box 4922, G.P.O., Sydney, N.S.W.

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A.U.S.N. HISTORY AND FLEET LIST

Mr. R. McKenna, of Fremantle, W.A., points out that in the AUSN Co's. Fleet list (THE LOG, v. viii, p. 144) it is stated that the CORINDA (3376g, 4/1937) was sold to Howard Smith in 1961 and is still in service. However, in MARINE NEWS (v. xv, p. 224) it is stated she was sold to Power Nav. Ltd., Hong Kong, by AUSN and was r/n SILVER GULF. Can any reader state if she was briefly in the ownership of Howard Smith or not?

The author of the article, Mr. Ronald Parsons, writes: While all sources agreed with the information published in the fleet list concerning the fate of the GYMPIE, when searching a 1904-5 Lloyds for another vessel I discovered an entry which suggested that the information was wrong. As the published list had been checked with, among others, the UK Central Record, I immediately wrote inquiring about the matter. The relevant part of Mr. A. L. Bland's reply reads: '....it all happened because Lloyds didn't post the change of name in 1897. Here is the correct version:

GYMPIE: Sold 1897 to Phillipines (Spanish flag) and r/n GENERAL WEYLER, owner R. Calvo, of Manila; resold 1902 to Cia Maritima, Manila, and r/n MARENDUQUE. Stranded 26/9/1905 at Cavite, condemned and sold for scrap.'

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THE PASSENGER ship NASSAU (15,043g, 4/1923) was being reconditioned on the Clyde in November by the Fairfield Shipbuilding and Engineering Co. Ltd., of Govan. Built at Newcastle-on-Tyne as the MONGOLIA for the P. & O's. Australia service, she was chartered by the NZSCo. and renamed RIMUTAKA. In 1951 she was sold to the Inces Steamship Co. and spent a year on the North Atlantic run as the EUROPA. She was then renamed ~~xx~~ the NASSAU and put into the New York to Bahamas cruise run, to which she will return after her Clyde overhaul. She is fully air-conditioned and has two swimming pools. The NASSAU has accommodation for 617 passengers.