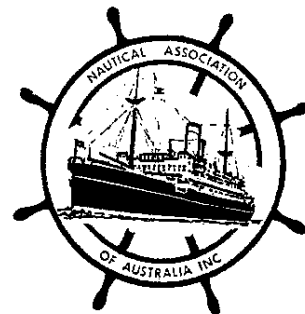


# THE LOG



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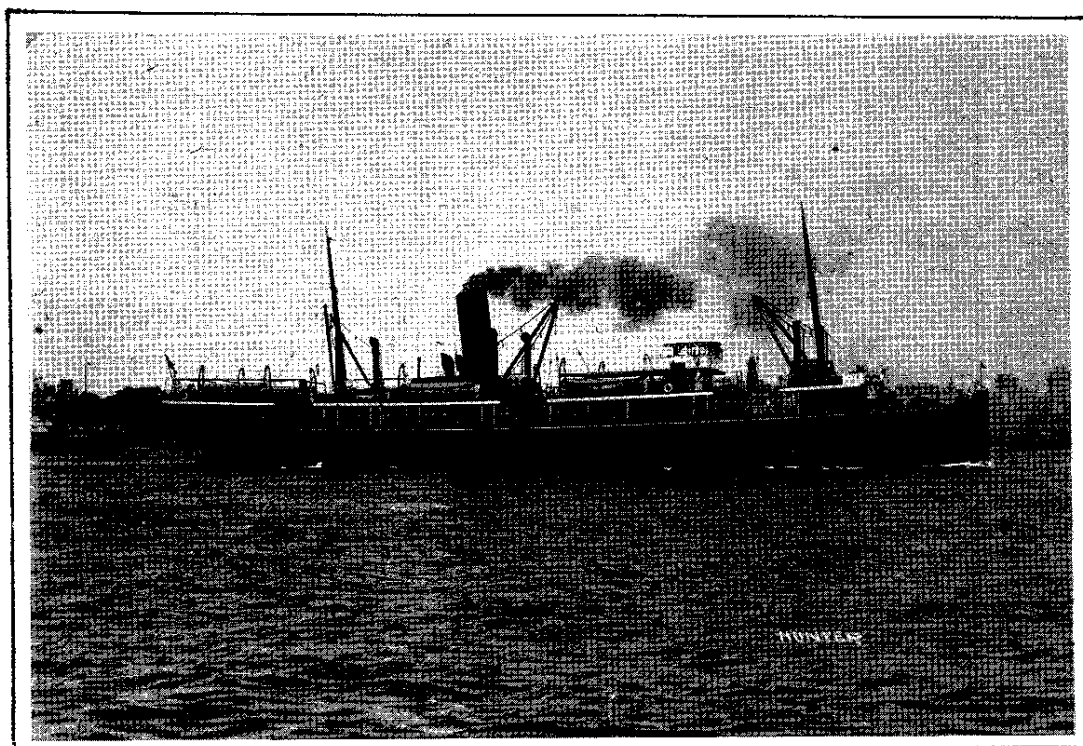
QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.

Vol 12 no 1  
New Series

24 FEBRUARY 1979

Price \$1.25  
Australian

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## HUNTER

The last passenger ship built for the Newcastle and Hunter River Steam Ship Company Ltd; pictured on Sydney Harbour.

The Dufty Collection

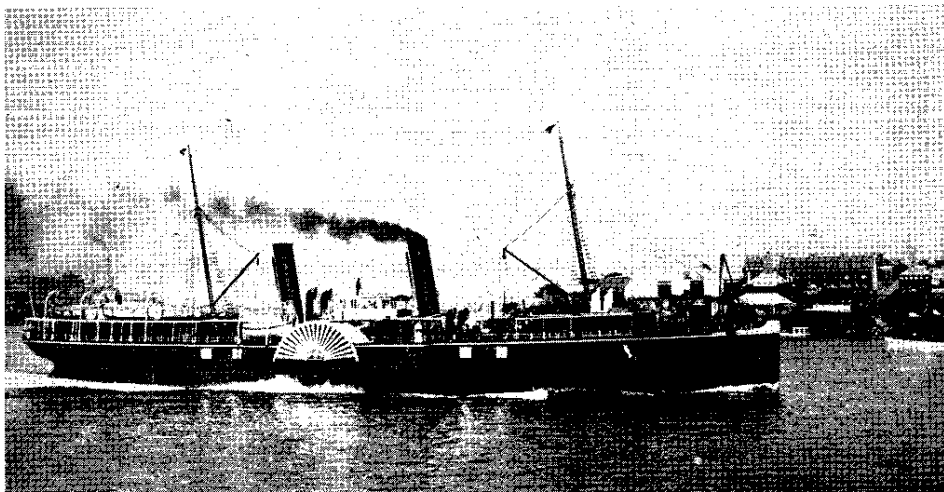
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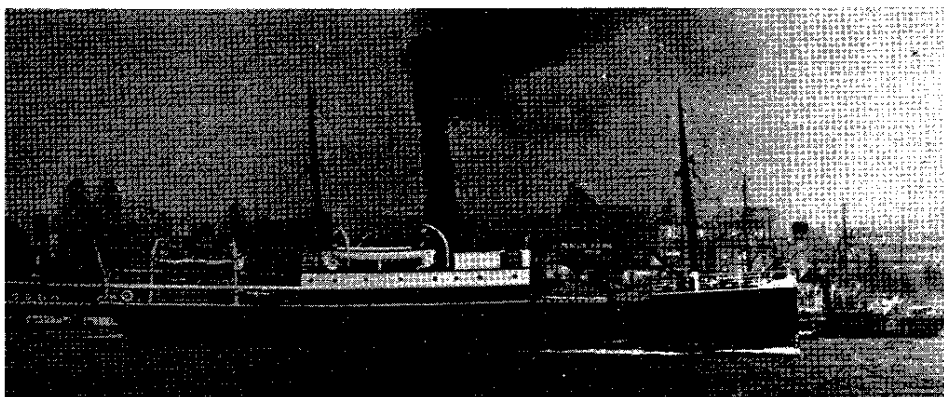
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NEWCASTLE & HUNTER RIVER STEAM SHIP COMPANY LIMITED



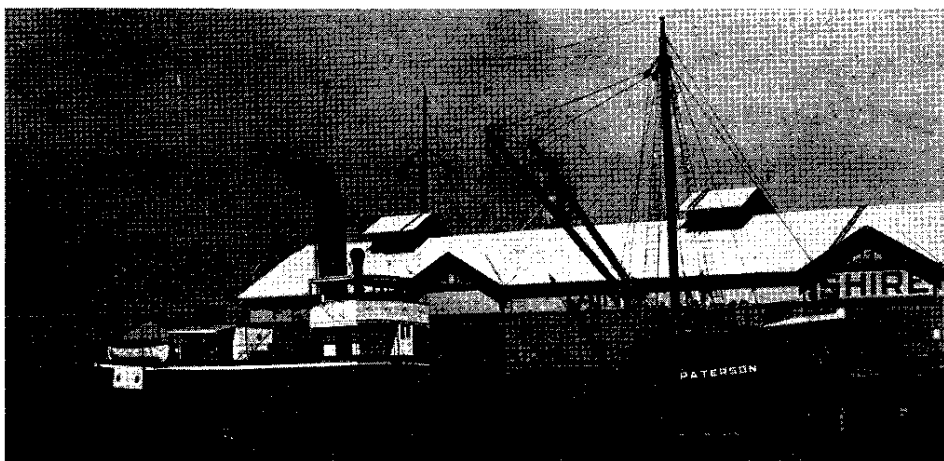
NAMOI 1883

Dufty



KARUAH 1908

Dufty



PATERSON 1920

Dufty

THE LOG is printed and published every third month for the Nautical Association of Australia Inc., by W.G.Volum of 132 Noble St, Geelong, Victoria. Postal address is P.O. Box 4114 Melbourne 3001.

# THE LOG

quarterly journal of the

NAUTICAL ASSOCIATION OF AUSTRALIA INC.

Volume 12, Number 1, Issue 55 - New Series

1979

24 February, 1979.

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## President's report for 1978.

It is no mean achievement that THE LOG can now look back on twenty five years of uninterrupted publication. Volume 1 Number 1 was an eleven page roneed issue which appeared in March 1954: T.S.Stevens and S.J.Evans were joint editors and N.L.McKellar arranged the production. After two issues Tom Stevens continued as sole editor until late 1956, and then Tony Starke and Ron Parsons served brief terms as editor. Early in 1958 the late Harry Bateson took over the editorship and, with first Fred Roderick and later Ron Parsons looking after the production side, carried on the journal until retiring at the end of 1966. Tom Stevens then resumed the editorship and served a record term of ten years before stepping down at the end of 1976 in favour of the present editor.

At the beginning of 1968 THE LOG commenced a new series under revised publishing arrangements. While hitherto it had been published by the Australian and New Zealand sections of the World Ship Society, an unofficial federation of the various WSS branches, henceforth it was published by the Nautical Association of Australia, which was incorporated as a non-profit organisation for the express purpose of producing THE LOG. While this move was not universally popular at the time, in hindsight its wisdom has been amply vindicated. THE LOG has not only improved in size and quality, with photographic illustrations becoming a regular feature of each issue, but also in the general standard, scope and interest of contributions, while Maritime Miscellany has become the most comprehensive digest of shipping events in Australasia. This achievement has been very much a team effort, with first Bill Volum and now Ron Wright and Tim Ryan running the administration as secretary and treasurer, Peter Nicolson and now Barry Pemberton organising illustrations, and other committee members providing the full support necessary to maintain any publication. While this has been going on, Bob Tompkins has been engaged in organising the Association's "Duffield" collection of ships' flags and funnels.

If we turn to the future, two basic problems stand out. Firstly, the circulation of THE LOG remains relatively small compared with the number of people in Australia and New Zealand who are interested in shipping; since distribution is not advertised, members need to draw it to the attention of others by word-of-mouth in order to increase circulation and thereby contain subscription rates. Secondly, the plain fact is that only a small core of regular contributors keeps THE LOG afloat; there are many others

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who could contribute items, even if they are short and the editor needs to tidy up the English a bit.

Despite these problems, it seems that in 1979 the Association can at last play a wider role than just producing THE LOG, and begin to publish shipping books which may not be attractive to commercial publishers or else would be released by them at unreasonable prices. The Association made a pioneering venture into this field in 1973 with the publication of FAR EASTERN FLEETS, which has long since sold out but left a useful balance in our funds. It has taken six years to follow up this success but the committee now has a number of worthwhile manuscripts either on hand or in course of preparation, and can organise a programme of publications for perhaps the next three years. The committee would nevertheless still be pleased to hear from anyone else who has material which they would like to see published in the not too distant future. Association members would of course receive these forthcoming publications at concessional prices.

More people than I have been able to mention above deserve to be thanked for their contribution to and support for THE LOG. Its future rests in your hands, however; what will your contribution be?

Newcastle, December, 1978.

H.W.Dick  
President

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Nautical Association of Australia Inc.

Committee:- The committee of the Association comprises Messrs. G.A.Hardwick, W.P.S.Nicolson, S.E.Welch (Sydney), H.W.Dick (Newcastle), R.E.Wright (Canberra), I.J.Farquhar (Dunedin), T.S.Stevens (London), T.J.Ryan, B.M.Pemberton (Melbourne) and W.G.Volum (Geelong).

Mr.H.W.Dick has been re-elected President, and will hold office during 1979.

The following addresses should be used when writing to the Association:-

Editor/Vice President	W.G.Volum	)	P.O.Box 4114,
Illustrations Editor	B.M.Pemberton	)	Melbourne, Vic., 3001.
Treasurer	T.J.Ryan	)	
Secretary	R.E.Wright		12 Schwarz Place, Flynn, ACT, 2615.
NZ Agent	I.J.Farquhar		P.O.Box 385, Dunedin, New Zealand.

Subscriptions:- These fell due for some members on 1/1/1979, and those who have not yet renewed are asked to kindly do so promptly through their usual channel. Rates are unchanged at Aust.\$4:00 for residents of Australia and Aust.\$4:50 for all others (including New Zealand members). Overseas members remitting directly should do so in Australian currency. All remittances should be made payable to the Association and not to individual office bearers.

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## Coastal shipping-

The Hunter River Trade.

from G.A.Hardwick.

The Colony of New South Wales was established in 1788 at Sydney, and the earliest expansion beyond Port Jackson was the establishment of communication by sea to the Hawkesbury River. Small sailing vessels of varied descriptions carried supplies to the inhabitants of the district, bringing back fruit, vegetables and firewood for the struggling settlement at Sydney Town. Navigation of the river extended as far up as what is now Windsor.

It was the discovery by Lieutenant John Shortland in 1797 of coal near the mouth of the river which is now called the Hunter, which led to the next extension of communication by sea. The brigs Lady Nelson, Resource and James under Lieutenant Menzies set out from Sydney on 27/3/1804 for the Hunter River to found the second settlement in the Colony, arriving there on 30/3/1804.

The Sydney Gazette of 14/8/1823 reports that the cutter Eclipse had established a regular service between Sydney and Newcastle. She was replaced the next year by Lord Liverpool. 1831 is the year in which steam communication between the Hunter River and Sydney was established. In that year Sophia Jane began a regular service between Sydney and Newcastle and the Green Hills (as Morpeth was then known), the head of the navigable waters of the Hunter.

Morpeth was to develop into a busy port. It was the starting point for the Liverpool plains and the New England and beyond. Long before the railway was built much cargo was shipped through the port- wool and local farm produce outward; farm equipment of all descriptions and general goods, known by the all-embracing name "Stores" made up the inward cargoes, not to mention the many passengers both ways. Substantial wharves and warehouses were built. Today, hardly a trace of the one-time shipping activity remains; the substantial stone buildings have long since been put to other uses (see "A Maritime History of Australia" by John Bach (1976) at page 90).

The Sydney Gazette of 17/5/1831 contains a lengthy report of the arrival of Sophia Jane in Sydney Harbour. The report begins by saying:-

"On Saturday last, the inhabitants of Sydney had the extensive gratification of seeing for the first time a steam vessel floating in their harbour, the Sophia Jane having arrived from England during the night".

From this report we learn that Sophia Jane was built in 1826; that her principal dimensions were 126 feet long by 20 feet breadth; her burthen was 256 tons; her horsepower was 50 and speed in smooth water 8 miles per hour; that she had three separate cabins- one for Gentlemen, one for ladies, and the third for steerage passengers, and that her total passenger accommodation was 54.

After overhaul in Sydney Sophia Jane entered the trade to the Hunter in June 1831. She cleared the Heads at 7:13 a.m. and berthed at the Kings Wharf, Newcastle, eight hours later. From there she travelled up to Green Hills, taking three and a half hours. She returned to Newcastle the following day taking three hours, and she accomplished the return voyage to Sydney in seven hours and forty minutes. Sophia Jane continued to trade on the coast until 1846 when her engines were removed, and put into a new hull - Phoenix -, Sophia Jane being then broken up. Phoenix was wrecked at the entrance to the Clarence River on 14/4/1852 and her engines lie buried under the sand at the river mouth.

On 28/10/1831 William the Fourth - the second ocean steamer built in the Colony - was launched at Clarence Town, on the Williams River. Planked with flooded gum, her dimensions were:- 80' length, 15' beam amidships (20' over the sponsons), 7' height from keel to flush deck; the length of the ladies' cabin was 12' and the gentlemen's cabin was 16'; speed was about 7 miles per hour.

In 1835 the Hunter River Packet Association was formed and they had Ceres built by William Lowe (who built William the Fourth) at a total cost of £8,150. Dimensions of Ceres were:- 134' length, 28' breadth, 7' draft. She carried 52 passengers - 20 in the gentlemen's cabin, 12 in the ladies' cabin and 20 in the steerage. Trials were run on 21/2/1836. Unfortunately, Ceres had only a short career for she was wrecked in fine weather between Bird Island and Broken Bay. Leaving Newcastle for Sydney on the afternoon of 29/9/1836, the same evening she struck a rock between Bird Island and Norah Head. Stove in forward, the Master tried to beach Ceres, but she sank in four fathoms with only the masts showing above water. The passengers - 50 in number - and the crew reached the shore safely. By a rather remarkable feat of salvage, her machinery was later recovered. The Association was wound up later in the same year (1836).

The loss so disheartened small capitalists that it was not until 1839 that any effort was made to form another Steam Packet Association (Early Australian Steamers - A.B.Portus - Journal Royal Australian Historical Society - (1904)). From 1836 to 1839 the steamers trading to the Hunter were owned by private individuals - Sophia Jane by Mr. J.H. Grose, Maitland by Edye Manning, whilst John Wilson owned Tamar. Timetables of the period showed that on Mondays of each week Sophia Jane and Tamar each sailed from Sydney at 8:00 p.m. for Morpeth, on Tuesdays at the same hour King William IV was despatched, whilst on Wednesdays Maitland was the passenger steamer for Green Hills (Morpeth). Then on each succeeding evening this programme was repeated; each steamer made two round trips per week.

King William IV was built in London about 1831. She reached Sydney on 20/1/1838 from London after a voyage of 120 days. Dimensions were:- 140' length, 18' beam, 5' draft. The ship was built for river trade and it is said that Lloyds Committee refused to give her any character as a seagoing vessel. She did have the distinction of being the first steamer to enter the Clarence River; in April/May 1839 she took a group of enterprising Sydney merchants

to explore the commercial possibilities of that river. Her career in Australia was short, however, as in July 1839 King William IV was wrecked on the Oyster Bank at the entrance to Newcastle Harbour.

#### Hunter River SN Company

Both Sydney and Hunter River shippers were becoming dissatisfied with the steamer service, and in the Sydney Herald of 31/7/1839 Mr. John Eales of Hunter River inserted the following advertisement-

"The Hunter River Stm. Nav. Coy.

A meeting will be held at the Royal Hotel tomorrow, 1st August, to take into consideration the establishment of a Stm. Navigation Company between Sydney and the Hunter River, with the view of obviating the great inconvenience and expense incurred from the present line of conveyance.

It is requested that those gentlemen who feel interested in promoting this subject will give their attendance."

The result was the formation of the Hunter River Steam Navigation Company with a capital of \$40,000 in £20 shares. This was Australia's first steamship company. The company decided to send to England for three iron steamers, which were named Rose, Thistle and Shamrock, and they began running in 1841. The first was Rose, which "was the first iron ocean steamer that came to the Colony, built on the Thames in 1841" (Newcastle and Hunter River District Guide (1904) - published by the Newcastle and Hunter River SS Co. Ltd.). Her dimensions were:- 151' length, 20' beam, 6'6" draft; her engines were a pair of side lever condensing, with cylinders having a diameter of 40" and a stroke of 42". Boiler pressure was 7 lb later increased to 10 lb per square inch and her speed was 12 statute miles per hour. She reached Sydney on 6/4/1841 after a voyage of 158 days from London.

Thistle reached Sydney on 22/4/1841 after a voyage of 130 days from London; she later made a record run from Newcastle to Sydney of 6 hours and 20 minutes. Shamrock, the third of the trio, reached Sydney on 18/10/1841. Although her engines were of the same power as those of her sisters, she was two feet wider and somewhat slower than Rose. Shamrock was rigged as a three masted schooner and had a raised quarter deck and square stern, whilst "the other two steamers had flush decks, round or partially elliptical sterns and two masts". (Early Australian Steamers - A.B. Portus - Journal RAHS (1904)).

In March 1851 the Hunter River SN Co. changed its name to Australasian Steam Navigation Company (although the business continued without a break, the change was effected by liquidating the old company and forming a new company). The ASN Company extended its services to the other Australian colonies, New Zealand and various Pacific Islands.

#### A new company

After the gold discoveries the Australasian SN Co. paid little attention to the Hunter River trade, which had greatly increased. Rose and Thistle, which had remained in the trade, were inadequate, and altogether shippers to and from the Hunter were unhappy.

"Public meetings were held in the Hunter River district, and as money was plentiful, it was resolved to organise a merely local steam company with the designation of the Hunter River New Steam Navigation Company and a capital of forty thousand pounds." (Portus). The Deed of Settlement assented to on 21/12/1852 states the objects of the Company as follows:-

"The said several persons party to these presents have agreed and determined to form a co-partnership for the purpose of trading with steam and other vessels between Morpeth in the Colony of New South Wales and Sydney in the said Colony and other places."

Following closely the old company formed twelve years before, which had imported the conspicuously successful Rose, Thistle and Shamrock, the new company imported three vessels which were slightly larger but of less draft - Hunter, Williams and Paterson. Hunter cost £14,326 and her dimensions were:- 150' length, 20' beam, 6' draft; speed was 15 statute miles per hour and her engines were of 120 hp having 2 cylinders each 42" in diameter with a stroke of 42". The paddle wheels were of the feathering type. Hunter had two funnels, two masts, a flush deck and clipper stem. Williams and Paterson were practically sister ships to Hunter.

The total cost of these three steamers was £43,903, compared with about £51,000 for Namoi and £60,000 for Newcastle, both of which are mentioned later. The three ships commenced service on 7/4/1855, June 1855 and July 1855 respectively, in competition with Collaroy and Illalong owned by the Australasian SN Co.. Collaroy was bought by the ASN Co. as a speculation for £20,000 and ran for 25 years in the Hunter River trade. Her dimensions were:- 156' length, 23' beam; engines were 120 hp. Of 419 tons gross (GRT), Collaroy was built at Birkenhead by Laird in 1853 and after a voyage out under sail reached Sydney early in the following year. She is, of course, famous for her grounding on the beach to which she gave her name. Whilst on a voyage from the Hunter to Sydney on 20/1/1881 she ran onto Narrabeen Beach during a thick fog and resisted all efforts to refloat her. Although subjected to severe gales she did not break up, and remained ashore until September 1884. Many people visited the spot where Collaroy was ashore and the spot has ever since been known as Collaroy Beach. After she was refloated she was converted to a schooner and made two trips to California, ultimately being wrecked on the American coast in June 1889.

Illalong (native name for Morpeth) was about ten feet longer than Hunter, of the same beam and had engines of the same power. She had many races with Hunter between Sydney and the Hunter River, but in most encounters the latter had the edge on her. Illalong was sold to the Illawarra SN Co. in 1865 for the south coast of NSW trade, and was finally dismantled in Sydney in March 1878.

In 1856 the iron paddle steamer Fenella (262 grt) was bought by the Hunter River New SN Co., and in 1858 the company sold Hunter to the Illawarra SN Co. for trade on the south coast of NSW. The company decided to build a new steamer, City of Newcastle, (390 grt), and she arrived in Sydney early in 1860.



This decision was opposed by some of the shareholders and in consequence the directors issued a circular which is interesting, not only as a defence of their policy, but also as a record of the company's operations and experience, and the following is quoted from it:-

"HUNSN Co's office, Morpeth, 4th August, 1858.

Ladies and Gentlemen:-

"\*\*\*\* the object of the Co. is to promote the welfare and prosperity of the Hunter River District by securing constant, sufficient and reasonably inexpensive means of transport to and from the Metropolis. Hardly had the Co. commenced operation when a very determined opposition was opened up by the ASN Co., and continued until the futility of the attempt to drive the Co. from the line or force its dissolution became apparent: then endeavours were made to compel the amalgamation of the companies; but these and various other efforts in the same direction having failed, an agreement was made terminable on a month's notice to run at equal fares and corresponding times, allowing thus to each Co. an equal opportunity to trade.

At this period a large number of Sydney proprietary joined our Co., buying up the shares of the local constituency, so that about one-half of the capital, namely two thousand seven hundred and four shares, became vested in Sydney residents and of these a very large proportion were purchased by members of the ASN Co. --.

We would remind you that the Hunter, which during the late opposition doubtlessly maintained.....her superior claim for speed and sea-worthiness, was not in herself a profitable boat, her cargo capacity being very limited, and that, when the arrangement with the ASN Co., before referred to, rendered her qualities for mere speed no longer remunerative, it became desirable to dispose of her. When therefore, an offer of purchase was made for nine thousand pounds we determined to accept it .....

During the four years of active operation, (two of which was in the face of most determined opposition) the Co., purchased properties at Morpeth and Phoenix Park, erected stores thereon; and paid ten per cent dividends and accumulated £15,000 at the Bank."

City of Newcastle traded between the Hunter River and Sydney until she was wrecked at Shepherds Hill, near Newcastle, in March 1878, fortunately without loss of life. In 1859 Fenella was sold, while in 1862 Morpeth an iron paddle steamer of 527 grt arrived, and Williams was sold to the ASN Co.. In the same year Coonanbara of 900 grt was imported by the ASN Co. and employed in the Hunter River trade. On 4/6/1871 the famous Maitland, an iron paddle steamer of 880 grt, arrived and in the same year Paterson was sold out of the fleet.

#### Increased competition

In 1874 Kembla (449 grt) began to compete in the Sydney-Newcastle

trade, and the competition was later continued by the newly-formed Newcastle SS Co.Ltd., which acquired Kembla in February 1876. In September 1880 the ASN Co. retired from the trade, selling its steamers Coonanbara and City of Brisbane to the Newcastle SS Co.Ltd. which afterwards also bought Boomerang. In 1882 the Hunter River New SN Co. bought Lady Bowen which, along with Morpeth, was sold in 1888.

In 1884 the fine paddle steamer Namoi (1414 grt) reached Sydney, having been built the year before at Kinghorn, Fife. She first began to trade between Sydney, Newcastle and Morpeth in May 1884. She was built for the Hunter River New SN Co., had a speed of 12 knots and could carry 250 passengers.

The Newcastle SS Co.Ltd. was not to be outdone and they imported the paddle steamer Newcastle (1251 grt), which arrived in Sydney towards the end of 1884. When she arrived she had three funnels. In 1889 she was chartered to Huddart Parker & Co. for a few months to run between Melbourne and Launceston until they established a regular service with their own ships. At this time her speed was said to be 16½ knots, and she was a heavy coal-eater. Later, two boilers and the aft funnel which served them were removed. This reduced her speed to 12 knots and increased her cargo capacity.

The principal dimensions of the two rivals were:-

	<u>Namoi</u>	<u>Newcastle</u>
length	245.2'	264.6'
breadth	31.6'	32.9'
depth	21.7'	15.9'
engines (both ships) compound oscillating, 2 cylinders.		
cylinder diameters	50" & 90"	54" & 100"
" stroke	72"	78"
nominal horsepower	573	737

#### The rivals merge

In 1887 railway communication between Sydney and Newcastle was established; passengers were conveyed across the Hawkesbury River by steamer from 15/8/1887 to 30/4/1889. As a result of the decrease in trade owing to rail competition, the Hunter River New SN Co. and the Newcastle SS Co.Ltd. were amalgamated in 1891 and the new company was named Newcastle and Hunter River Steam Ship Company Limited. It commenced operations on 1/1/1892, with a paid up capital of £100,000. The fleet comprised:-

#### Ocean vessels-

<u>Maitland</u>	(880 grt/ built 1870)	iron paddle steamer, passenger and cargo.
<u>Gwydir</u>	(518/1886)	steel screw cargo steamer.
<u>Namoi</u>	(1414/1883)	steel paddle steamer, passenger & cargo.
<u>Newcastle</u>	(1251/1884)	steel paddle steamer, passenger & cargo.
<u>Sydney</u>	(634/1863)	iron paddle steamer, passenger & cargo, formerly <u>City of Brisbane</u> .
<u>Lubra</u>	(467/1874)	iron screw steamer, cargo only.
<u>Boomerang</u>	(655/1854)	iron screw steamer.

River steamers-

<u>Anna Maria</u>	(84/1863)	iron stern wheel paddle steamer.
<u>Patterson</u>	(57/1887)	wood stern wheel paddle steamer.

The first casualty of the new company was Gwydir, which was lost near Norah Head on 29/11/1894. Under the command of Captain Mannigel, she was bound from Sydney to Morpeth with 130 tons of cargo. Groping northwards in a fog and smoke haze she ran onto a reef near Norah Head about 2.30 a.m.. The Company's Sydney, also en route to Newcastle, attempted to tow her off, but without success. Gwydir filled with water, and soon became a total wreck.

Then in 1898 occurred the tragic loss of Maitland. She left the Company's wharf in Darling Harbour on the night of 5/5/1898, on one of her regular trips to Newcastle. In addition to the crew of 33, Maitland had 30 passengers aboard and a quantity of cargo. As soon as she cleared the Heads she ran into terrific seas, which repeatedly swept her from stem to stern. One huge sea broke on the starboard quarter doing much damage, and causing heavy deck cargo to break adrift, causing further damage. Tons of water found its way below, partly extinguishing the fires. The water rose in the engine room, finally putting the fires out. The master ordered all hands on deck. The ship was at the mercy of the gale and was carried northwards and towards the shore. Just before daybreak, on 6/5/1898, Maitland was carried onto the rocks to the north of the entrance to the Hawkesbury. A gigantic wave caused the stricken ship to break in two. Another huge wave slewed the after part round and carried it further up onto the rocks. Many of her complement who were lost were either killed by falling spars or swept overboard and drowned. Altogether 21 people lost their lives. Even today part of the wreckage of the ship still lies on the rocks, a grim reminder of the disaster; and it is said that the engines lie at the bottom of the bay, to which the wreck gave its name- Maitland Bay. Incidentally, the ship's bell was later recovered and is enclosed in a stone cairn at the beginning of the track from the scenic road to Killcare down to Maitland Bay. The cairn was unveiled by the Brisbane Water Historical Society in 1961.

In 1901 the steamer Archer (694/1882) was bought. She had limited passenger accommodation, and traded between Sydney and Newcastle and Morpeth until 1928 when she was sold to Penguin Ltd. of Sydney. The stripped hulk was moored for some time near Clontarf in Sydney Harbour, and was used as a fishery mother ship.

In 1907 the twin screw passenger steamer Hunter (1840 grt) was built by Ramage & Ferguson Ltd. at Leith, Scotland. After voyaging to Sydney under her own steam and overhaul there, Hunter was placed in the passenger and cargo trade between Sydney and Newcastle and Morpeth. She became a well known Hunter River trader for thirty years. At first the passenger accommodation was 250 and this was later reduced to about 135. A flush decked vessel having two complete decks, raked masts and funnel, and a speed of 14 knots, Hunter was an attractive looking ship. When

Mulubinba arrived in 1937, Hunter was withdrawn from the trade and after a period of idleness in Sydney was sold to Moller & Co. Limited of Shanghai for trading on the China coast, and sailed from Sydney on 21/5/1938. Subsequently renamed Ariadne Moller, she saw service until the Japanese invasion. In the face of the invasion the ship was scuttled at Hong Kong on 25/12/1941. Subsequently raised by the Japanese, Ariadne Moller was renamed Chikuzan Maru. On 12/7/1945 she was sunk by United States aircraft while loading at a wharf near Haiphong in the then Indo-China. The principal dimensions of Hunter were:- 255' length, 40.2' breadth, 20.7' depth; engines were two sets of triple expansion driving twin screws and developing 252 nominal horsepower.

In the following year (1908) a smart twin screw steel steamer named Karuah (399 grt) came from the same builders as Hunter. She was destined for the Port Stephens trade. This was before the railway from Maitland to Dungog and Gloucester was built, and there was quite an extensive trade through Port Stephens. The trade collapsed after the railway was built; Karuah was withdrawn and sold to the Commonwealth Government in 1916, afterwards becoming a light-house steamer serving round the Australian coast. About 1927 the ship was sold to Singapore owners.

In 1912 the wooden steamer Myall River (119 grt) was built at Newcastle. She was used as a drogher on the Hunter and Williams Rivers and also at Port Stephens. After a period of idleness she was sold out of the fleet in 1934.

The larger wooden steamer Allyn River (143 grt) was built at Balmain, Sydney in 1915. Built to replace the river steamer Marie, she was at first used on the Hunter to Morpeth and on the Williams River. When Karuah was withdrawn from the Port Stephens trade, Allyn River replaced her. Modifications were made to her wheel-house and cabin accommodation. A taller mast and funnel were shipped, and she ran for some years in the trade between Newcastle and Port Stephens; but owing to increasing road competition and tightening economic conditions the company eventually withdrew from the Port Stephens trade. After a period of idleness in Sydney, Allyn River was recommissioned in the trade to Newcastle and Morpeth. Later she ran a trans-shipment service between Newcastle and Morpeth. Although the company closed its Morpeth office and wharves in 1931, Allyn River continued to trade on the Hunter and Williams Rivers right up to World War II, except for a short period in 1933 when she ran in the New South Wales coal trade. Allyn River was scrapped at Hexham, Hunter River, in 1947.

The iron steamer Lubra (467 grt), which was one of the ships taken over by the new company in 1891, continued in the coastal trade until 1907 when the company sold her to Messrs. Jones Bros., who ran her as a "sixty miler" until her loss at Catherine Hill Bay on 19/2/1920 while attempting to set out for Sydney with a cargo of coal. It is interesting to note that for some years after the loss of Lubra, the Admiralty charts still showed her wreck lying broadside onto the beach to the north of the jetty.

In 1920 the wooden cargo steamer Paterson (446 grt) was built by Morrison & Sinclair at Longnose Point, Sydney, for the cargo trade between Sydney and the Hunter River. At the end of 1935 she was sold to H.R.Lancey Shipping Co. Limited who employed her in the blue metal trade between Shellharbour and Sydney. Requisitioned by the RAN in 1940, she was commissioned in May 1941 and served as a minesweeper stationed both at Sydney and Newcastle. Released from naval service in 1947, Paterson made her first voyage in the coastal trade in November of that year running to Catherine Hill Bay to load coal for Sydney. On the return voyage she sprang a leak and had to be beached near Norah Head. Paterson was refloated a few days later and brought to Sydney for repairs. In the following year she carried cargo from Sydney to Cairns for John Burke Limited. Returning to Sydney, Paterson carried timber on the NSW coast, and after the loss of Bombo in February 1949 she entered the Kiama-Sydney blue metal trade. Then in 1950 Paterson re-entered the Sydney-Newcastle trade under charter to the N&HRSSCo. She was lost in June 1951 while on a voyage from Sydney to Newcastle. Paterson sprang a leak and had to be beached near Norah Head. This time she was not refloated, for a few days after she was beached she broke up.

In 1922 the company bought from the Douglas SS Co. Limited of Hong Kong the twin screw steamer Hai Loong (1929 grt), which had been built in 1911 as Morialta for The Adelaide SS Co. Limited who employed her mainly in the passenger and cargo trade between Adelaide and ports in Spencers Gulf. Becoming surplus, the Adelaide Company sold her in 1919 to H.M.H. Nemazee of Hong Kong who in turn sold her in 1920 to the Douglas SS Co. Limited, who renamed her Hai Loong and ran her on the China coast. After buying her in 1922, the N&HRSSCo brought her back to Sydney, renamed her Gwydir, and after making certain structural alterations placed her in the passenger and cargo trade between Sydney and Newcastle, in which she regularly served for the next twenty years. Her passenger accommodation was originally 164, but it was later reduced to approximately 135. The principal dimensions of Gwydir were:- 240' length, 40.3' breadth, 22.1' depth; engines were two sets of triple expansion driving twin screws and developing 212 nominal horsepower; deadweight capacity was 1483 tons.

The paddle steamer Namoi, which had been used as a supplementary vessel on the Newcastle run after the arrival of Hunter in 1907, was finally withdrawn in 1923. After several years idleness in Sydney she was dismantled, and in June, 1933 the stripped hulk was towed to sea and sunk off Sydney Heads. Newcastle became the relieving steamer and in 1928 was sold out of the fleet; she was dismantled in Sydney, and the stripped hulk was scuttled off Sydney Heads in June 1933.

Early in 1928 the cargo steamer Kindur (1267 grt) was launched by the Ayrshire Dockyard Co. Limited at Irvine, Scotland. Her principal dimensions were:- 221.3' length, 38.3' breadth, 15.4' depth; propelled by triple expansion engines, she had a speed of 11 knots. After overhaul, Kindur entered the Sydney to Newcastle and Morpeth

trade. In 1930 she ran several trips between Sydney and Melbourne under charter to James Patrick & Co. Limited, and in 1934 and 1935 Kindur was chartered to the A.U.S.N. Co. Limited to carry sugar from Bundaberg to Brisbane. When the Hunter River Co. closed down its services to Morpeth, Kindur was confined to voyages between Sydney and Newcastle, although on occasions she carried cargoes of coal from Newcastle to Port Kembla. After World War II Kindur was fitted with limited passenger accommodation, and maintained the service between Sydney and Newcastle in conjunction with the chartered Paterson until the latter's loss, and then with the Commonwealth Government's Edenhope until the Newcastle service was abandoned in June 1953. Kindur then made a few voyages in the interstate trade and in 1956 she was sold to Chinese buyers and left Australia. It is interesting to note that Kindur is the name of a non-existent river.

Towards the end of 1934 the traditional black funnel of the company's ships was replaced by a yellow funnel with a black top separated by two narrow bands - one of white (next below the black top) and the other of green - and this remained the funnel colours of the fleet until the company ceased to own ships.

Meanwhile, the passenger trade between Sydney and Newcastle was contracting, and a new type of vessel appeared in 1937. This was Mulubinba (1262 grt) which was built by Henry Robb Limited at Leith, Scotland. Of the shelter deck type, she was fitted with triple expansion engines which were installed aft. A raked stem and cruiser stern completed a very handsome appearance. Her steam-raising equipment was notable; she had two Babcock and Wilcox water tube boilers which were fitted with chain grate stokers - the first of their type in Australia. Her principal dimensions were :- 223.7' length, 39.2' breadth, 16' depth. Replacing Hunter, Mulubinba maintained the service between Sydney and Newcastle with Gwydir. She continued in the Newcastle service until 1950 when she was transferred to the Sydney - Tasmania trade. Mulubinba made a number of voyages from Sydney to Hobart, but after March 1950 she was engaged in the trade between Sydney and Launceston, Burnie and Devonport. In December 1958 she was sold to John Burke Limited who later renamed her Kuranda, and she was employed in the trade between Queensland and Sydney and Melbourne. Sold to Eastern buyers in 1963, she subsequently became a victim of the Vietnam war.

The last ship to be built for the company was Karuah (1341 grt), which was built in 1940 by the Hong Kong and Whampoa Dock Co. Limited of Hong Kong. She arrived at Sydney in April 1940. Like Mulubinba, she had engines aft, a raked stem and cruiser stern, and was fitted with water tube boilers and mechanical stokers. She differed from Mulubinba in having her bridge aft. Karuah had accommodation for eight passengers. Her principal dimensions were:- 232.2' length, 39.1' breadth, 16' depth; a triple expansion engine drove a single screw. Gross tonnage was later increased from 1341 to 1353. In 1953 she was converted from coal-firing to oil fuel. During the war Karuah voyaged between Sydney and the Hunter, and

also during the wartime emergency she made a number of interstate voyages. Early in 1946 Karuah began running between Sydney, Newcastle and Launceston, carrying cargo each way. She also made a number of voyages to Hobart, and also to Burnie and Devonport; after March 1950 she began to trade regularly between Sydney and Hobart. In 1961 Karuah was sold to Captain Emile Savoie of Noumea and renamed Milos del Mar. This marked the end of the company as a shipowner. Captain Savoie operated the ship between Sydney and Noumea and other south sea island ports. In 1965 she was sold to Singapore buyers, and she was later broken up there.

Meanwhile on 14/2/1942 Gwydir collided with Neo Hebridais in pitch darkness in the early hours of the morning off Norah Head. Making water fast, she was beached near Norah Head and later dismantled where she lay. It is indeed a coincidence that this Gwydir was lost at the same place as her namesake, 47 years later. This casualty marked the end of the regular passenger service between Sydney and Newcastle by ship other than one having only limited passenger accommodation. Such a service had lasted for more than one hundred years, although by the end the service had fallen away almost completely. (More detailed information on the loss of the second Gwydir may be found in THE LOG, Aug. 1976 - Pp 61 - 65, and Nov. 1977 - Pp 107 - 111).

In 1947 the forty year old wooden coaster Boambee (236 grt/ 1908) was bought and began her first voyage under the company's flag on 8/5/1947. However, after proceeding a few miles down the coast from Newcastle towards Sydney, she sprang a leak and had to return to Newcastle. Boambee was repaired, and in July of that year was renamed Illalong (the native name for Morpeth). She was destined to have only a short career under the Newcastle flag, for she ran ashore in a fog on the morning of 10/3/1948 on Belmont Beach, twelve miles south of Newcastle, whilst on a voyage from Sydney to Newcastle. She became a total wreck.

#### Termination

As mentioned above, the service between Sydney and Newcastle was abandoned in June 1953, after operating for 122 years. Towards the end the company was plagued by strikes; The chartered Edenhope on one occasion took nineteen days to perform a round trip, which should have been carried out in less than two days.

In 1956 with effect from 1/1/1957 the name of the company was changed to Southern Shipping Co. Limited. This change reflected the company's continuing interest in the trade between Sydney and Tasmania. After the sale of Karuah in 1961 the company retained its interest in the Tasmanian trade for some time, with ANL "E" class tonnage (the company acting as either charterer or agent). Apart from this, the company continued to operate mainly as an investment company for several years until it was acquired by a Sydney developer, who in early 1968 renamed it Australian Development Corporation (Holdings) Limited, and as such it still exists.

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#### Postscript

In passing it remains to mention the ocean excursions, which were

for so many years a feature of the company's activities. These excursions took place on Saturday afternoons and holidays in the season, and were from Sydney to Broken Bay and the Hawkesbury River and from Newcastle to Port Stephens. The passenger ships Namoi, Newcastle, Hunter and Gwydir became well known. On Saturday afternoons in the season ships would leave the company's wharves in Sydney and Newcastle for Broken Bay or Port Stephens, returning about 6:00 p.m. the same day; whilst on holidays the ships used to leave the company's wharf in Sydney at 9:30 a.m. and proceed down the harbour and up the coast to Broken Bay. The ships then ascended the Hawkesbury to Cowan where excursionists were landed for about three hours. The ships then returned to Sydney arriving at the company's wharf at about 6:00 p.m.. The holiday excursions between Newcastle and Port Stephens involved the ships sailing from Newcastle to the entrance to Port Stephens and then proceeding up to Nelsons Bay where excursionists were landed and later re-embarked in the afternoon when the ships made their way back to Newcastle, arriving at the company's wharf there at about 5:00 p.m.. It is interesting to note that in 1937 the adult fare for the Saturday excursions from Sydney was two shillings; whilst for the all-day holiday excursions from Sydney of about fifty miles to Cowan and return, the adult fare was three shillings.

The house flag of the Newcastle and Hunter River Steam Ship Co. Limited was a blue rectangular cross, the ends of which were on the corners of a red diamond in a blue edged white ground. The hulls were black and the boats and upperworks white while the masts were buff.

The Newcastle service was the oldest service in Australia; and this record is likely to continue, for coastal shipping in Australia has declined to such an extent that it is extremely unlikely that the service will ever be resumed. The increasing competition from the alternative services provided by the railways and road transport, ever-increasing running costs, and slow turn-round of ships all combine to make this unlikely. As with so many other coastal services of the past, the Newcastle Packets, as they have been affectionately called, are but a memory which has already begun to fade.

#### Appendix: The river steamers of the fleet

These were important, serving the rivers which were not navigable by the larger ships of the fleet. In addition to Allyn River, and Myall River, which have already been mentioned, the company owned Anna Maria, Marie and Waraneen.

Anna Maria was a quaint iron stern paddle wheel steamer of 84 grt, built in 1863, it is said at Sydney. She traded on the lower Hunter above Morpeth, and also on the Williams River. After seventy years service, both for the HRNSN Co. and later the N&HRSS Co.Ltd., she was converted into a lighter in 1933, her register being finally closed in 1953. An interesting article on this ship appears at pages 16 and 17 of "Ships of Yesterday" by T.Hickey (1970).



Marie was a wooden screw steamer of 76 grt built at Newcastle in 1896, becoming the property of the company in 1897. She traded on both the Hunter and Williams Rivers and was burnt out at Paterson, Williams River, on 6/5/1914.

Waraneen was by far the most interesting of the company's river steamers. Of 107 grt and built in 1897 by Edwards Bros. at South Shields, England, the parts were brought out to Perth where the ship was assembled. She was owned by the Swan River Shipping Co. Limited and traded on that river until 1900, when she was sold to the company. Then for almost thirty years Waraneen traded on both the Hunter and Williams Rivers, and also on Port Stephens. Her principal dimensions were:- 105' length, 21.5' breadth, 6.6' depth; she was a steel twin screw steamer, and her best sea speed seems to have been about six knots, and when beating up and down the coast into a strong head wind Waraneen made little progress.

She was sold by the company in 1929 to Wilson's Granite & Gravels Limited, and was fitted with dredging plant and employed in the sea gravel trade between Norah Head and Sydney. In about 1931 she was sold to Messrs. A. Auland & Co. of Sydney, who ran her in the coal trade from Lake Macquarie and Newcastle to Sydney; carrying silica from Bannister Point, north of Ulladulla on the NSW south coast to Port Kembla and Newcastle, and also carrying blue metal from the Bass Point jetty at Shellharbour to Sydney.

In 1934 Waraneen achieved notoriety when she collided with the ferry Blue Bell on Newcastle harbour. Three passengers on the ferry lost their lives. Just before World War II Waraneen was sold and converted to a hulk, towed to Melbourne and served for some years as a refrigerated lighter.

(Note- for other small craft which have passed through the fleets of the company and its predecessors, refer to "Paddle Steamers of Australasia" and "Australian Shipowners and their Fleets"-Vol.3, Part II, both by Ronald Parsons:- Lord of the Isles (wooden schooner, 19/1855), Waterlily (wooden stern wheel paddle steamer, 96/1880), Bolwarra (iron stern wheel paddle steamer, 109/1863), Canaipa (iron stern wheel paddle steamer, 206/1884), Patterson (wooden stern wheel paddle steamer, 57/1887), Grace (wooden steamer, 25/1892), and Wyalong (wooden steamer, 96/1902). (Editor))

The Simsmetal Ships (ref. THE LOG, 1975, Pp.99 - 104).

The names of the Hang Fung ships, when translated into English, have the following meanings:-

Tung Feng - east wind  
Bai Feng - north wind

Nam Feng - south wind  
Sze Feng - west wind

The tugs ordered for Sentosa Ltd. were of 3000 hp, built by Sing Koon Seng at Singapore, and named River Earn, River Eden and River Esk.

Shipowners-

Boral Ltd.

from W.G.Volum.

This Sydney-based conglomerate was incorporated in NSW on 4/3/1946 as Bitumen and Oil Refineries (Australia) Ltd. Of the original issued capital of £1,250,000, California Texas Oil Co. Ltd. (Caltex) took up 40% and the balance was allotted to the public. The company name was changed to Boral Ltd. in 1964.

In 1963 the company took over The Gas Supply Co.Ltd. (renamed Boral Gas Ltd. in 1975/76). Through this company and its subsidiaries Boral is engaged in the distribution of liquefied petroleum gas (referred to as LPG, and comprising propane and butane). The group became involved in shipping during the sixties in order to effect distribution of LPG, and in 1966 the small LPG tanker Arago was on charter to serve the North Queensland and PNG markets.

Subsequently, four ships have been bought, three of which are still owned by the group. Although Australian coastal cargoes have been carried in the past, this is not a regular feature of the business since the ships are not Australian-manned. While the principal employment of the ships is the supply of LPG to the group's subsidiary and associated companies in PNG and Fiji, the vessels have occasionally traded to other south-west Pacific islands, and to Japan, Hong Kong, Singapore, the Philippines, Korea and Kenya.

It is of historical interest to note that the Huddart Parker group of companies still exist as wholly-owned subsidiaries of Boral Ltd. This group was acquired in 1961, part of the arrangement being that McIlwraith McEacharn Ltd. bought the Huddart Parker fleet. The companies, now investment companies only, are:- Huddart Parker Industries Ltd., Huddart Parker Ltd., Hebburn Pty.Ltd., and Metropolitan Coal Co.Pty.Ltd..

Caltex Oil (Australia) Ltd. is still by far the largest shareholder in Boral Ltd., although by 1977 their holding had fallen to approximately 11% of the capital.

Late note - This article was prepared early in 1978. In November 1978 the Boral group bought the LPG tanker Helen (1897 grt/ built 1970 by Seutelvens Verksted, Fredrikstad, Norway). Previous owners were Sameiet Helen (Helge R.Myhre, manager) of Stavanger, Norway. The vessel is propelled by a Sulzer oil engine, and is strengthened for navigation in ice. Details of proposed name, registration and employment under Boral control are not yet known, and the ship is therefore not listed in the fleet list which follows. It remains to be seen whether, following this purchase, any of the existing fleet will be sold.

Ships' colours:

Hulls - light green with dark green boot-topping.(prior to delivery of Fiji Gas, hulls were light grey).

Ships' colours (cont.):

**Funnels** - dark blue with LGC in white inside a white diamond outline, black top. (Guinea Gas had black funnel with LGC in white inside a white diamond outline, with single narrow white bands above and below the diamond).

**House flag**-LGC in blue on a white diamond on a blue field. (Guinea Gas had dark blue LGC inside a dark blue diamond outline on a white field. The diamond did not extend to the edges of the flag).

(Note- in all cases the letter G is larger than letters L & C).

Fleet list: (info. under name- official No., gross tons, year built, Liquefied Gas Carriers Pty.Ltd., Port Moresby. period in fleet).

Incorporated in PNG in 1968 to purchase an LPG tanker for the PNG trade, the company was owned in equal shares with Botany Bay Shipping Co.Ltd. until October 1971, when it became a wholly-owned subsidiary of The Gas Supply Co.Ltd.

Guinea Gas motor vessel. blt. by Iino S.B. & E. Co.Ltd., Maizuru, Japan, as Toho Maru for Kokko Kaiun K.K., Osaka.  
 315971 1967/68- sold to Kinkai Sekiyu Ekika Gas Yuso K.K., Japan.  
 529/1960 1968- sold to Liquefied Gas Carriers Pty.Ltd.,  
 1968-1973 renamed Guinea Gas, regd. Port Moresby.  
 1973- LPG storage tanks and equipment removed by Boral, then sold to Seafreight Pty.Ltd., Port Moresby, renamed Sir Leonard. (described as a "motor tanker").

Island Gas motor vessel. blt. by D.W.Kremer Sohn, Elmshorn, Germany, as Galgas for Galgas Ltd., regd. Haifa, Israel (Zim Israel Nav.Co.Ltd., managers).  
 317939 1959/1959 1959/60- transferred to Liberian registry.  
 1109/1959 1966/67- to Pagan SS Corp.Ltd., regd. Nassau, Bahamas.  
 1970- (note- Galgas & Pagan were controlled by Shoham Maritime Services, of Israel).  
 1970(May)- sold to Liquefied Gas Carriers Pty.Ltd., renamed Island Gas, regd. Port Moresby. (present fleet)

Pacific Gas motor vessel. blt. Kanawa Dockyard Co.Ltd., Hiroshima, Japan, as Nanayo Maru for Okuda Gyogyo K.K., Shiogama, Japan. (1131 tons gross).  
 101734 903/1967 1972- sold to Liquefied Gas Carriers Pty.Ltd., renamed Pacific Gas, regd. Port Moresby. (pres.flt).  
 1972-

Liquefied Gas Carriers (Fiji)Ltd., Suva.

Incorporated in Fiji in 1971/72; shareholders:- The Gas Supply Co. Ltd. (70%) and Fiji Gas Co.Ltd. (30%). The Boral group has owned 50% of the capital of Fiji Gas Co.Ltd. since July 1972.

Fiji Gas motor vessel. blt. by Fukuoka Zosen, Fukuoka, Japan, for Liquefied Gas Carriers (Fiji)Ltd., regd. Suva.  
 332628 1217/1972 launched 3/8/72; delivered 10/72. (present fleet).  
 1972- 1978- lengthened 15m; 1587 grt. (ref.P.27).

Burns Philp steamer-

S.S.MINDINI.

from B.A.Wilkinson.

The London shipowners John Hall Jun. & Co. operated several passenger and cargo vessels from UK ports to Spain and Portugal in the early years of this century, and in 1905 they took delivery of the steamer Iberia, 1880 gross tons, from the Blyth Shipbuilding Co.Ltd. of Blyth. She was a well deck vessel 280' long by 39.5' beam with passenger accommodation on the after end of the main deck. Two coal-fired single-ended Scotch boilers supplied steam at 170 lbs. pressure to a triple expansion engine having cylinders 20½" x 33" x 54" diameter and 36" stroke, which gave the vessel a sea speed of 11 knots.

Early in 1911 Burns, Philp & Co.Ltd. acquired Iberia for the Solomon Islands trade and, having changed the name to Mindini, the vessel arrived in Sydney on 26/4/1911 from Liverpool via Las Palmas, Capetown and Durban under the command of Captain H.Viner Hart, with Mr.A.Glenesk as chief engineer. There were also four passengers on board. Many additions and improvements to suit tropical conditions were made during the next two months by Morrison & Sinclair of Balmain, including the installation of refrigeration machinery for ship's stores and a small amount of frozen cargo. Accommodation was increased to take 40 first class and 20 second class passengers and up to 60 natives could be carried in third class. Ample electric power for lighting and fans was provided by two dynamos. Under Burns Philp ownership the gross tonnage of the vessel was 2065.

After dry docking at Woolwich, Mindini loaded cargo at Federal Wharf for her first voyage to the Solomon Islands. She was the largest vessel the company had operated in the Solomon Islands service, and Mindini created a good impression in Sydney shipping circles. Before sailing Captain Voy, who had been appointed master, entertained a number of visitors and representatives of shipping organisations on board, where many features of the ship were inspected. The voyage via Brisbane commenced on Friday 30/6/1911.

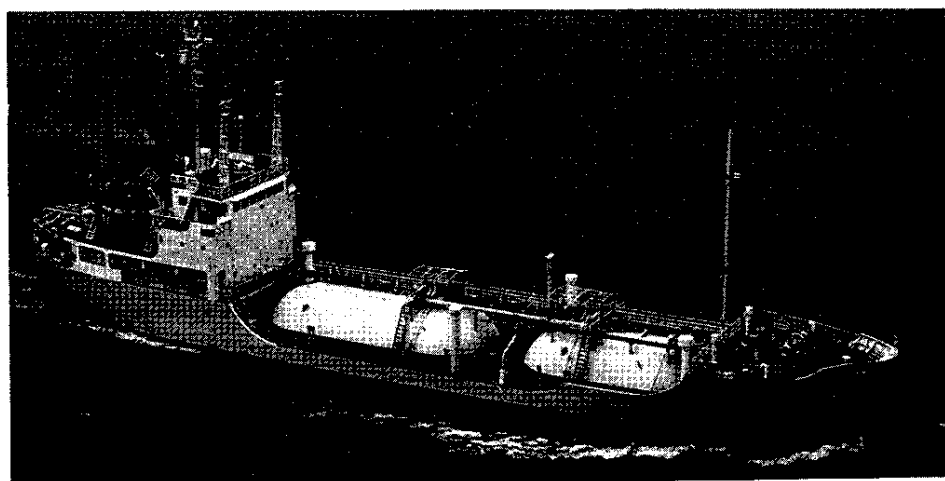
Mindini was the first vessel in the Burns Philp fleet to have a lathe in the engine room workshop, the lathe being driven by an independent steam engine of the old "Banjo" type. When regulations required ships to be fitted with wireless, the short topmasts were replaced by much taller masts to carry the aerial, and this gave an altered appearance to the ship.

On one occasion a grounding of almost three weeks duration occurred when entering the lagoon at Kalan in the Russell Group, and from the mainmast forward the vessel rested on coral. Dynamite was used to clear the coral and, with a towing wire fastened to a stout cocoanut palm, hauling on the winches and help from the main engine, Mindini was refloated with only the loss of the towing wire, no damage being done to the hull.

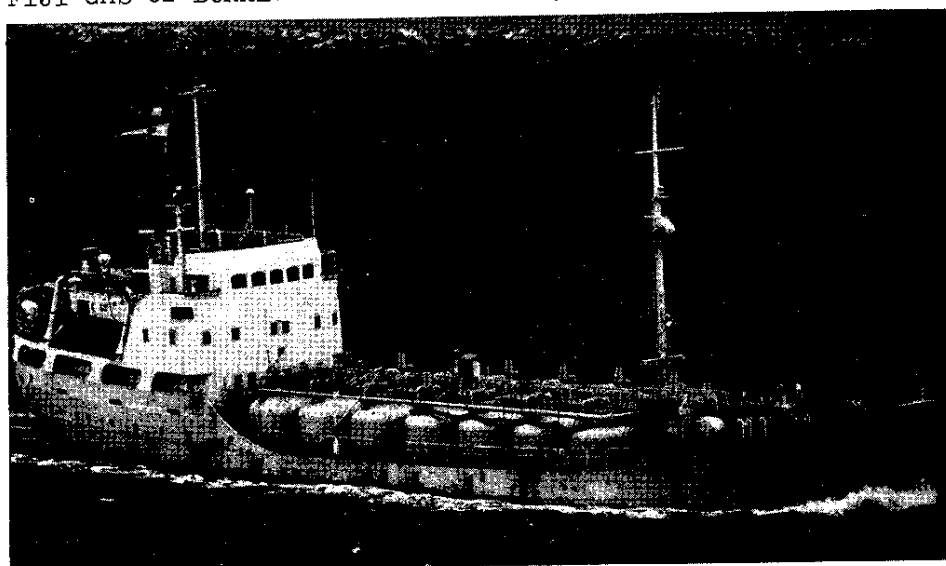
Most of the working life of Mindini was spent in the Solomon and Shortland Islands service with Captain Voy in command. It is inter-



MINDINI of Burns Philp



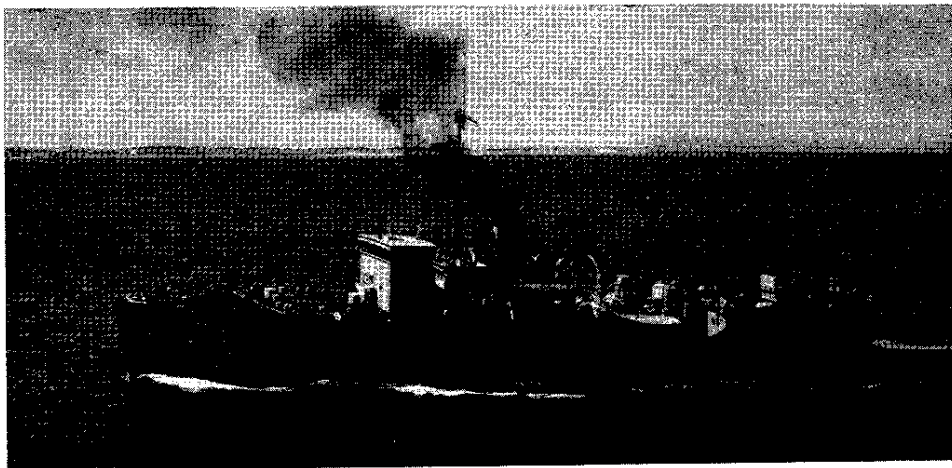
FIJI GAS of BORAL. Prior to lengthening J.Y.Freeman



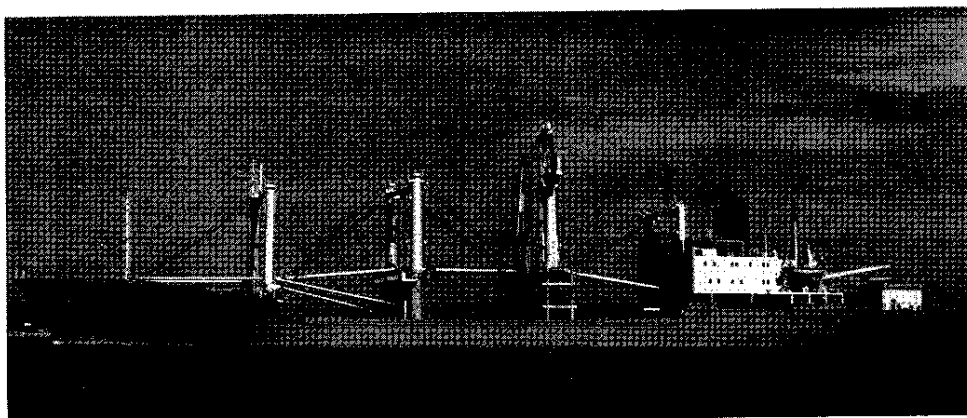
ISLAND GAS see BORAL article J.Y.Freeman

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THE LOG II



AKUNA off Port Phillip Heads, February 1968 W.G.Volum



UNION AOTEAROA -sold, refer last issue p.124 M.Dippy



AUSTRALIAN VENTURE approaching Sydney Heads. J.Y.Freeman

esting to note that prior to joining Mindini Captain Voy was master of Moresby, and during his last voyage in that vessel he stopped at Mellish Reef, a low-lying coral outcrop about 560 miles east of Townsville, and with several of the ship's officers and passengers landed and planted some dozens of young cocoanut palms on the sand spit inside the reef. It was intended that the palms when grown would make the reef more noticeable to passing shipping. The young trees were, however, destroyed by a hurricane some time later, and the irony of the good intentions became apparent some twelve years later.

During the night of 8/3/1923, when bound from Tulagi to Brisbane, Mindini struck Mellish Reef, which was mistaken for a shining patch of water caused by moonlight through a break in the clouds. With the after hold and engine room flooded, listing dangerously and bumping badly, the vessel was abandoned as a total loss. Before leaving, wireless messages were sent out requesting assistance and stating that the survivors would make for nearby Beacon Islet in the ship's boats. In addition to the crew there were 40 passengers including 10 Americans from the schooner Defiance which had been burnt out at Faisi.

The first vessel to reach the wreck was Nauru Chief, which was en route to Nauru, and the limited passenger accommodation on this vessel was already fully occupied by Phosphate Commission staff. On approaching the reef, Nauru Chief came close to stranding in a tide rip, but successfully took off all the passengers and crew from Mindini. In the meantime Burns, Philp & Co. had arranged for Morinda, which had just arrived at Port Moresby, to leave immediately to meet Nauru Chief and transship the survivors at sea. This arrangement was cancelled, however, and Nauru Chief was diverted to Samarai where the transshipment took place. Morinda then proceeded to Cairns to meet Marella, which had recently arrived from Singapore. Marella then brought the survivors on to Sydney, arriving there on 20/3/1923.

It was only a matter of time before the forces of wind, waves and tide caused the wreck of Mindini to slip off the reef and disappear into deep water, having served Burns, Philp for twelve years.

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#### Australian Association for Maritime History.

Formed in 1978 under the auspices of a small group consisting mainly of academic historians, this Association aims to encourage the study, discussion, writing and publication of maritime history, both Australian and international; and to publish a journal twice-yearly under the title "The Great Circle". It plans to affiliate with the International Commission of Maritime History. It sees itself as a forum for "everyone who is interested in the relationship between man and the sea", and including historians, museum curators and conservators, shiplovers, archaeologists, naval architects, marine engineers, port engineers and administrators, navigators, shipping journalists and photographers, marine artists, maritime lawyers, fishing, offshore oil & minerals, and pleasure boating. Subscription for ordinary members is \$15 per annum. The secretary is Mr. V. Evans, GPO Box 4149, Sydney, NSW, 2001.

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Commentary-

ANL - Annual Report 1978.

The Annual Report of the Australian Shipping Commission (The Australian National Line) for the year ended 30/6/1978 is to hand, and given below is a summary of the main features.

Financial results:

Net profit for the year is \$5.692m (\$5,692,000), after allowing for an "abnormal item" (exchange losses on foreign currency borrowings) of \$2.950m. This compares with a net profit of \$3.889m in the previous year, which was achieved after writing off exchange losses (on foreign currency borrowings) amounting to \$18.781m. Thus although the final result for 1978 is a marked improvement over 1977, the operating profit for 1978 of \$8.644m is worse than the comparable figure for 1977, which is \$15.455m. The result must again be considered to be little better than "break even", when it is borne in mind that total revenue amounted to \$321.024m and total assets at balance date were \$496.659m.

The Commission's accounts are still dominated by very high gearing (12.6:1 in 1978 compared to 13.6:1 in 1977) and large borrowings; the interest bill has risen from \$27.553m in 1977 to \$35.332m in 1978, and the Commission is still vulnerable to currency fluctuations. The basis of depreciating fixed assets is still obscure, with some interest charges being capitalised, and an assumption that depreciation on the new, idle, bulk carriers is not yet being charged. The Commission would expect to recover the capitalised cost against earnings when the ships are ultimately commissioned, but in the meantime it would appear that the new bulk carriers stand in the accounts at significantly more than their present market values. It is interesting to note that although an accounting profit has been reported, the Commission incurred a tax loss of \$2.778m in 1978, and now has accumulated tax losses of \$17.861m at 30/6/1978. Even on an accounting basis the Commission is reporting accumulated losses of \$11.632m.

The three operating divisions of ANL (Overseas liner; Bulk trades; Coastal liner) are all reported to be operating profitably overall. Main problem areas continue to be the losses incurred by the Australia/Japan ore carriers and Darwin Trader, the continued unemployment of four new bulk carriers, and the need to subsidise the operations of Empress of Australia. Darling River remained laid up since 6/77 and Townsville Trader since 11/77. During the year the new ANRO service to Singapore and Malaysia was inaugurated with the arrival of Anro Australia in Australia during 10/1977. With no new ships ordered during the year, and with the last of the new "Lake" class (Lake Hume) expected to be delivered early in 1979, the ANL has completed a phase of major expansion in fleet and services, and now enters a phase of consolidation.

Late in 1977 the Australian Shipping Commission Act was amended, the main effect of which was to remove certain restrictions on the activities of the Commission. Thus ANL may now engage in



agency and stevedoring, and (subject to relevant state legislation) in intrastate shipping services.

The Fleet:

At 30/6/1978 the ANL fleet comprised 35 ships of 1,349,481 dwt and average age 7.22 years. These figures include Allunga and the four chartered coastal bulk carriers. They also include Australian Progress and Australian Purpose, which were delivered early in 1978 (ref. THE LOG P.93 - 1978) but have still not been commissioned. Excluded from these figures are Flinders Range and Selwyn Range (completed in 1977 but not delivered by 30/6/1978), Lake Eildon (delivered after 30/6/1978) and Lake Hume.

During the year three ships were commissioned:- Anro Australia (on 20/9/1977), Lake Eyre (24/1/1978) and Lake Barrine (3/3/1978). Also during the year the following ships were sold:- Iranda, Lake Torrens, Lake Boga and Lake Colac. Since balance date Darling River and Lake Macquarie have been sold; North Esk is laid up and likely to be sold; and Lake Sorell is the only remaining unit of the old "Lake" class in the fleet.

Early in 1978 Australian Enterprise, Australian Explorer and Lysaght Enterprise were lengthened in Japan, the first two by 28.7 metres and the last by 27 metres. In all, the fleet is modern and well placed to meet trading requirements.

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Books available:

The Ships of Burns, Philp & Company by Ronald Parsons (Australasian Maritime Historical Society); c. 70 pages; photo illust.; outlines the history of the company; detailed fleet list (of nearly 160 ships); price \$2:40 including postage.

Ketches of South Australia (ref.P.118 - 1978, for details)\$3:50.

These books may be obtained through the NAA:- orders with remittance to Mr.R.E.Wright, 12 Schwarz Place, Flynn, ACT, 2615.

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Offer No. D 57: closing date 30/4/1979.

1. Alaska	D/S A/S Alaska	5681/18
2. Balmoral Castle	Union Castle	13361/10
3. Blairgowrie (iron ship)	Thomson & Gray	1550/75
- 4. Boorara (ex Pfalz)	Commonwealth Govt.	6763/13
5. Brundah	North Coast SN	888/06
6. Bunya Bunya (paddle)	Sydney Ferries Ltd.	202/85
7. City of Agra	Hall Line	4836/03
? 8. Comliebank	Bank Line	5149/24
9. Edmund (ex William Tell) (stl. 4-mst. bq)	Siemens (Hmbg)	3076/91
10. Forest Home (wood 4-mst. sch)	Swayne & Hoyt (USA)	763/00
11. Golden Fleece	(harbour passenger launch)	?
12. Kyarra (hospital ship)	AUSN	6953/03

Offer No. D 58: closing date 31/5/1979.

1. Circinus	Planet SS Corp. (New York)	5568/19
2. Cumberland (iron & stl. ship)	T. Williamson	1849/84
3. Egypt	P & O	7941/97
4. Elginshire (stl. 4-mst. bq)	T. Law & Co.	2229/89
- 5. Era	Howard Smith	3148/21
6. Howra	British India	6709/22
7. Karuah	Newcastle & Hunter River	399/08
8. Kalomo	Ellerman & Bucknall	5019/07
9. Lady Northcote	Sydney Ferries Ltd.	128/05
10. Lindstol (wood 3-mst. bknt)	H. Bleakley & Co. (Sydney)	401/03
11. Melusia (ex Sydney)	Burns, Philp	1989/02
12. Merinda	(harbour passenger launch)	?

Offer No. D 59: closing date 30/6/1979.

1. Durenda	British India	7241/22
2. Garnet Hill (stl. 4-mst. bq)	J. R. Dickson & Co.	2274/90
3. Hazel Holme (wood bq)	Hine Bros.	405/70
4. Hellen	Bruusgaard Kiosterud	5237/21
- 5. Kakapo (ex Scarisbrick)	Union SS Co. of NZ	1521/01
- 6. Orvieto	Orient SN	12133/09
- 7. Otarama	New Zealand Sg. Co.	7759/12
8. Otus (wood)	North Coast SN	51/91
9. Silvia (wood ship)	G. B. Isola (Peru)	1089/67
- 10. Wallsend	Howard Smith	518/99
11. Wardell	(harbour work boat)	47/11
12. Yongala	Adelaide SS	3664/03

Some notes on-

Burns Philp Small Fry.

Although Burns, Philp & Co.Ltd. decided in 1970 to withdraw from shipowning (Montoro was the last Australian-based ship to be sold, departing from Sydney in January 1971), the company has nevertheless continued to own and operate small ships in the Islands. Some of these vessels are no more than launches. An article in THE LOG, November 1975, gives details of Manutai, the largest vessel to be owned by Burns, Philp after 1970. The vessels listed below are known to have been operating as late as 1977.

Burns, Philp (New Guinea) Ltd., Port Moresby.

Kalili mv 227/1961 ) operate out of Rabaul.  
Kurwina mv 227/1961 )  
Dedele mv 108/1961 - operates out of Port Moresby, and is confined to the Gulf of Papua.

These three vessels were built by Taikoo Dockyard, Hong Kong. The small vessels Saposa and Ningau were seen at Rabaul in 1972.

Burns, Philp (New Hebrides) Ltd., Vila.

Konanda mv 414/1955 - originally owned by The Adelaide SS Co. Ltd., bought by BP in 1967.

Kathleen 125/1965

Burns Philp (South Sea) Co.Ltd., Suva.

Maritana 36/1942 - operates out of Apia, Samoa.

This company no longer operates ships out of Suva. Zephyr II (257/1952) which once operated between Fiji, Tonga, Samoa, and the Wallis Islands, is thought to have been sold about 1975.

Acknowledgement- Most of the above information was supplied by Mr.B.A.Wilkinson.

MRD/NAA - photo offer No. 1.

Closing date: 15/5/1979.

Photos 30 cents each, plus post & packing- up to 12 photos 25c; 13 - 25 photos 35c. Cash with orders to Mr.M.R.Dippy, 40 Hannay Street, Largs Bay, SA, 5016.

ANL

Anro Australia	Lake Barrine(old)	Lake Illawarra	Lysaght Endeavour
Baralga	Lake Boga	Lake Macquarie	Lysaght Enterprise
Iranda	Lake Colac	Lake Sorell	Mount Keira
Jeparit	Lake Eyre (old)	Lake Torrens	Stirling Range

RAN (all present fleet or recent)

Anzac	Bombard	Diamantina	Labuan
Attack	Brisbane	Duchess	Otway
Banks	Brunei	Hawk	Tarakan
Bass	Curlew	Kimbla	Yarra

Photos will be printed to firm order after the closing date, so please allow a month or so thereafter for delivery.

MARITIME MISCELLANY:

Closing date for items for the next issue- 3/5/1979.

For assistance in compiling this section the Editor expresses particular thanks to Messrs. J.Burne, W.Barber, J.Freeman, H.Dick (NSW), K.LeLeu, M.Dippy, N.Wanklyn (SA), P.Armstrong (Qld), T.Ryan (Vic), D.Kirby (Tas), R.McKenna (WA) and R.McDougall (NZ).

Coastal and South Pacific:

Karepo (ref.P.121)- sale date 4/10/78, sailed for Solomons where loaded silica sand for Manila. Karetu recommissioned and departed Nelson 22/11; is employed in coal trade & trans-Tasman service. Union Auckland and Ngakuta laid up at Auckland 12/78; Ngakuta recommissioned late 1/79. // (\*)-on charter from Union Co.//  
Union Melbourne (ref.P.121) left Singapore 22/9/78 for UK, and delivered to P & O 11/78 for their Fleetwood/Belfast service. (\*)  
Seaway Queen- charter to Nabalco Pty.Ltd. terminated following arrival at Sydney from Gove 17/11; had been on charter since 7/75; sailed from Sydney 2/79 for Singapore, where she will lay up. (It is understood that the Gove service is likely to be covered by John Burke ships).

Lake Hume (ref.P.121)- ANL notified builders that delivery not desired until 1979; had not been registered at Melbourne by 26/1/79. Flinders Range and Selwyn Range were delivered to ANL late 1978, although they are still laid up at Newcastle. Both were registered at Melbourne 22/8/1978 (first registry), both are 17,705 grt, and are recorded as built in 1976 and 1977 respectively. Lake Macquarie arrived Geelong 6/12 and laid up; sold 12/78 to Project and Services Private Ltd., Singapore (Gulf East Ship Management, Hong Kong, Managers) for Mediterranean service. Delivered 1/79 and registered at Singapore as Al Taslim; Australian register (Port Adelaide) closed 1/79; sailed from Geelong 28/1 with wheat for Egypt.

Lake Sorell arrived Hobart 13/12 and laid up; sailed 12/1 after recommissioning.

Darling River reported 12/78 sold to Taiwan breakers; has been laid up at Hobart since 6/77 and is expected to leave late 2/79. Tolga terminated charter to BHP Jan/Feb.1979, then commences charter to Queensland Alumina for Weipa/Gladstone bauxite trade. Townsville Trader, laid up at Melbourne since 12/11/1977, recommissioned mid-1/79 and, after some Bass Strait voyages, opened a new ANL service Melbourne/northern Tasmania/Fremantle late 1/79. ANL is considering withdrawal of Darwin Trader from the Darwin service in view of continuing losses.

Meringa arrived Port Adelaide 4/1 with sugar - final coastal voyage; sold to Granadamar S.A. by Hull Investments Ltd.; Australian register (Melbourne) closed 17/1; registered Panama under same name and sailed from Port Adelaide 20/1.

The 19,000 dwt bulk carrier ordered by Bulkships for charter to BHP (ref. P.89, 1978) will be on 10 year charter; it is believed that the ship will be named Iron Stuart.

Zincmaster sailed for Japan 2/79 where she will be lengthened by 22.11 metres (from 155.89m overall to 178.0 m oa) by Hitachi Zosen, Innoshima, and be fitted with tanks capable of conveying 5,000 tonnes of sulphuric acid. Work to take about three weeks, and ship is due back in Australia late 3/79.

Iron Gerringong (ex Gerringong - 7/10/1977) sold 12/1/1979 by Bulkships Container Pty.Ltd. to A.F.P.Pty.Ltd. (under Bill of Sale dated 15/11/1978). To be renamed Gerringong but name not changed by 9/2. Has been laid up at Sydney since 5/78. A.F.P. is a subsidiary of Alcoa; the ship is to enter the Fremantle/Geelong alumina trade 2/79, whereupon Myarra will lay up at Hobart.

Howard Smith - the sale reported P.121 fell through. Ship was sold to Avra Compania Naviera S.A. of Panama, for operation under the Greek flag; delivered at Sydney 7/2, Australian register (Melbourne) closed 8/2; ship renamed Breeze and sailed for Singapore 12/2.

Conara now has letters C & A on white band of the funnel; colour of letters to be advised.

Iron Curtis (ref.P.89, 121) is in service; loaded first cargo at Whyalla 12/78.

The 16,000 dwt bulk sugar carrier for operation by CSR (ref.P.27, 58, 121 - 1978) is to be named Ormiston. (Charter expiry for Cycle is 12/79; this was indistinct in some copies of the last issue).

Beroona and Wambiri were sold late 1978 by WA State Shipping Service to Seaforth Investment Trust Inc., of Liberia (c/o Manta Shipping Co.Ltd., Piraeus). Beroona was delivered at Brisbane 8/12 after drydocking, was renamed Palm Trader and regd. Piraeus, arrived Port Adelaide 15/12, loaded bagged barley and sailed 3/1 for the Persian Gulf. Wambiri will be delivered mid-1979 after the arrival of the new ship. The new ship (ref.P.122) is due for delivery 5/79, and will be named Kimberley.

Roger Rougier (492/1968) owned by Tasmanian Marine Services Pty. Ltd., was advertised for sale during 12/78.

Fiji Gas (ref.P.19) lengthened 15 metres (from 68.0m loa to 83.0m loa) by Kanda Zoshensho, Kure, Japan, in 12/78. A third lpg tank was fitted, increasing ship's capacity by almost 50%, and ship was 10 days out of the water. Gross tonnage now 1587. (The photo reproduced in this issue was taken before lengthening).

Flinders Strait Shipping Co.Pty.Ltd. have called tenders for a new ship- single screw cargo ship c. 38m in length. To be about same size as their existing ships- Flinders Trader (167/1957) and

Dunedin (ref.P.122) chartered by Lady Jillian (242/1948). Union SS Co. from Maritime Carriers late 10/78 and employed in the Westport to Portland (Whangarei) coal trade.

Tasman Venture sold 12/78 by Forestry Shippers Ltd. (Tasman Pulp & Paper Co.Ltd.) to Development Finance Corp. (a NZ Govt.-established industrial bank), thus enabling TP&P to repay Japanese shipyard loans. Ship is chartered bare-boat back to TP&P for 10 years. Refinancing of Tasman Enterprise still undecided.

Lorena (ref.P.90) arrived Auckland 31/10 from Rarotonga and laid up for sale. Reported sold to South America, but not confirmed. Aranui completed refit at Dunedin 17/11, arrived Wellington 20/11, re-entered freight service 9/12 and full passenger service 13/12. NZ Shipping Corp. is studying feasibility of transferring the Foveaux Strait ferry Wairua from the Marine Division of the Ministry of Transport to the Corporation.

Tui Cakau II is the ex-French Blida (1765/1961), built as a general cargo and bulk wine carrier and converted (and lengthened) in 1971 to vehicle deck with bow and side doors. (ref.P.90).

The new cement ship for Tarakohe Shipping Co.Ltd.(ref.P.119- 1977) to be launched by Robb Caledon, Dundee, 12/2, as Golden Bay; for delivery 6/79 and arrival NZ 7/79. To replace John Wilson (for disposal) and Ligar Bay (possible retention as spare ship).

The Solomon Islands, recently granted independence, has ordered two inter-island passenger/cargo ships from James W.Cook & Co. (Wivenhoe) Ltd., UK, at a cost of \$1.6 million.

Replica of HMS Bounty (ref.P.28 & 60- 1978) launched at Whangarei 16/12; trials due 2/79, completion end 2/79; built for the Dino de Laurentiis Corporation for use in two films about Capt.Bligh and the Bounty mutiny. Steel hull with timber cladding, 28.5m loa, 7.5m beam (over wales), 5.5m depth, 26.3m length on water line, 278 grt; an exact replica externally, but fitted with modern propulsion, generating and navigation equipment. The original was built at Hull in 1784 as Bethia.

Regional Endeavour (10,372/1960, ex Mount Kembla (1973)) sold 1/79 by Drillships Ltd., Sydney, to Selection Trust of London. The vessel is drilling for the Woodside Group on the North West Shelf. Eastern Tide (ref.P.122) sailed from Newcastle 9/12.

Tidewater Port Jackson Marine Pty.Ltd. has bought Bass Shore (731/1973) from Offshore Marine Ltd., London (Trafalgar House/Cunard Group), and renamed her Bass Tide. This vessel was built at Adelaide by Adelaide Ship Construction for Osmarine (Australia) Pty.Ltd. (also a Cunard subsidiary, but until 12/1970 owned 50/50 Cunard and Adelaide SS Co.). Bass Shore was never commissioned in Australia and, when Osmarine ceased operations in 12/73, was transferred to the London company.

The semi-submersible drilling rig Penrod 74 abandoned drilling in NZ waters late 11/78, having drilled 10 wells since arriving there in 1974. Left anchorage off Nelson 15/12 in tow of Orsus, Polar Bear and Grizzly Bear bound for a new drilling site 480 km. west of Darwin, on the North West Shelf; then on to Singapore after 3 - 6 months. Was off Lae, PNG, 24/1/79.

The drilling rigs Sedco 471 and Sedco 472 are due in Australian waters during 1979. The barge Intermac 503 (6353/1969), loaded with modules for the Tuna platform, was towed from Newcastle to Barrys Beach, Vic., by Lady Rachel and Sirius Cove 23-27/12.

The Murray River paddler Coonawarra (ref.P.91) is reported sold.

The two split-hulled dumb hopper barges built by Carrington for the Melbourne Harbor Trust (ref.P.91 & 123), No. 139 and No. 140, were towed Newcastle to Melbourne by Burrowaree 3-8/11.

The self-elevating rock-blasting platform W.H.Sirius was built by Eglo Engineering Pty.Ltd. at Kooragang Island, Newcastle, for WestHam Dredging, and commissioned 26/1 for work in the Newcastle harbour deepening contract. The platform cost c.\$3.5 million, has hull dimensions - length (moulded) 33.7m; beam (overall) 35.4m; centre well 17.5m x 8.0m. Is raised by three cylindrical legs.

The former NSW PWD cutter suction dredge CS1, sold about 18 months ago to Strengthweld Dredging Pty.Ltd., was towed to Brisbane 11/78 by Burrowaree; will dredge canals at the Redcliffe development.

The former Cairns dredge Trinity Bay (1054/1912) is in service at Cairns as a stationary floating tourist attraction, having on board a restaurant, maritime museum, theatrette, convention centre, gem displays, boutique and Japanese tea garden. (ref.P.60- 1978)

The former Taiwanese junk Shin Hsun Yuan No.3, captured off Mackay by HMAS Barricade 10/11/1976 and subsequently charged, convicted and confiscated under the Continental Shelf Fisheries Act, was acquired by the Whitsunday Wonderworld Travel Council and is now ashore at Mackay serving as an information centre.

Murray Explorer (ref.P.67- 1978) is a propeller-driven motor vessel; launched at Hindmarsh Island, near Goolwa, 25/1, trials due April/May, to commission 6/79. four decks; 52m length; cost c.\$1.8 mill..

Port Phillip Pilots' new 20m launch Proserpine, building by Blunts at Williamstown, is due for completion c.4/79. She will join the similar launches Anonyma (18/1977), Alvina, Ranger and Hawk II, together with the large pilot ship Wyuna.

Ferries:- The Hobart ferries are disposed as follows (ref.also P. 91- 1978):- Matthew Brady is on the Gordon River, Western Tasmania; Martin Cash and Jeremiah Ryan are at Hobart, the latter having returned from Magnetic Island and Brisbane, and having been at Westernport briefly in 1/79 (see later); Lawrence Kavanagh is running to Lone Pine on the Brisbane River; James McCabe is at Westernport (see later); the hovercraft Michael Howe was sold to Auckland; Kosciusko is lying at a marina in Newtown Bay, Hobart; Lady Ferguson was cannibalised for Kosciusko and lies at Hobart; of the vehicle ferries, Harry O'May is in service to Bruny Island, Mangana is the relief ferry, and Melba is laid up in Prince of Wales Bay.

The hydrofoil Manly was laid up 11/78; has since been sold to Rockhampton owners for use to the offshore islands, and left Sydney 13/1 for Rockhampton.

The former Auckland ferry Ngoiro (ref.P.89- 1977) is still under restoration at Auckland by the NZ Maritime Museum Group, who plan to take her to Tairua, north of Tauranga.

#### Tugs:

E.H.Price (87/1945) sold by Dept. Marine & Harbors, SA, to Marine Industries Pty.Ltd. in 1/79. Wooree still idle at Port Adelaide.

Vigilant (24/1944) sold 1978 by Melbourne Harbor Trust. Under the name Orville Jackson Jnr. the vessel sank in 20m. depth off Mount Martha, Port Phillip Bay, on 30/12; salvage operations were commenced. Following other recent sales, the MHT tug fleet now consists of Versatile (22/1957), Vital (96/1976) and Vulcan (96/1976).

Elton Griffin sold by McIlwraith McEacharn Ltd. to Malayan Towage & Salvage Corp., of Manila, and regd. Panama as Pinoy. Pinoy sailed from Melbourne 10/11 for Sydney, then sailed from Sydney 14/11 with Hexham Bank in tow, bound for Manila. Hexham Bank will have upper-works removed and be converted into a dumb barge.

Most of the ABHO tugs (ref.P.92- 1978) have been sold, viz.- Camp Cove, Kurnell, Warilla and Walana sold to Corfu Shipping Co., Cyprus; Castle Cove sold to Wilco Towing Ltd. S.A. of Panama; Gabo bareboat chartered to Continental Offshore (Private) Ltd., Singapore; Tusker to Ocean Survey & Studies Ltd., regd. California, for film work. The remaining tug, Carlock, is still alongside in S/pore. All these transactions took place in 1978.

The new tug for Harbour Lighterage (ref.P.123) was originally to have been named Rose Bay, but finally was to be named Betts Bay. Expected to be launched 16/2, with delivery 3/79.

The former Stannard tug Eden sold 1977 (ref.P.90- 1977) is reported in service as a fishing boat; same name, regd. No. LFB 5374. The former RAN tug Wattle (100/1934) has been acquired by a group known as the Victorian Steamship Association, for use at Melbourne. The tug had been owned by a syndicate of members of the Sydney Cove Waterfront Museum.

Taioma- planned to move her to a land site (ashore) at the Tauranga District Museum. Tug is still berthed at Tauranga.  
Otago- (ref.P.61 & 93- 1978) another "General Grant" gold salvage expedition to commence 2 or 3/79; Otago has been at Auckland for about four months preparing for the expedition.

#### Overseas:

TNT/Bulkships:- The fifth Timur ship, launched as Alltrans Express and renamed TFL Democracy before completion, was delivered 30/11 and arrived Europe mid 1/79. The TFL trans-Atlantic service is now operated by the four new "TFL"-named ships.

The sixth and last new Timur ship was launched 15/12 as Alltrans Enterprise, and is due to commission 10/3/79 for time charter to Neptune Orient Lines for their north Pacific service.

Cheshire Venture (ex Trans Europa, ex Kanimbla) finished Medtainer charter 19/12, then did a north Atlantic voyage on charter to Seatrain, came off charter 1/79 and renamed Trans Europa end Jan. Cheshire Endeavour (ex Trans America, ex Manoora) finished Medtainer charter early 2/79 and will rename Trans America.

The ships built for Chandris ownership, and charter to TFL (ref.P. 124) are TFL Prosperity (delivered late 1978) and TFL Progress (due 1979), both built by Minami-Nippon Zosen, Shitanoe, Japan. They are designed for worldwide trading and have slewing stern ramps, but are otherwise generally similar to Union Hobart and Union Lyttelton, which are also owned by Chandris. In view of the



recent rationalisation of the TFL service to Nigeria, employment of the new ships is unknown at present.

The former Sleigh cruise ship Marco Polo is now named Aquamarine and operated by Aquamarine International (Philip Kavounides, Managing Director). The company has been authorised by the Chinese Govt. to conduct year-round cruises (which will be of 14-day duration) to six Chinese cities, and these are due to begin 16/4.

Rangatira (ref.P.124) arrived Sullom Voe 2/10/78 from Glasgow.

Akuna (730/1943) (ref.P.122) Sold to Port Phillip Sea Pilots by RAN 7/1956; commissioned as pilot vessel in 1958 and regd. at Melbourne 22/4/1958. Sold by Pilots to Scott Bevan-Davies under Bill of Sale 30/3/1974, regd. in Bevan-Davies' ownership 9/8/1977; sold to Barry John Holohan under Bill of Sale 27/9/1977 and regd. in his name 4/1/1978; sold to Bernard Barron under Bill of Sale 7/9/1978 and regd. in his name 4/12/1978. Still regd. at Melbourne. Sailed from Brisbane 23/9/78 for Singapore. Has been fitted as a hospital and relief ship, and is operating from Singapore. In 12/78 and 1/79 was patrolling the South China Sea to assist Vietnamese refugees. Has been referred to unofficially under the name Bamboo Cross. The ship's activities are causing some international embarrassment.

Skyluck (3506/1951, ex Eastern Planet (1977) ex Waimate (1972))- owners Skyluck SS Co.S.A., Panama.- This former Union SS Co. vessel arrived at Hong Kong 7/2 with about 3000 Vietnamese refugees on board, having left Singapore 12/1 with no passengers and Hong Kong as its first port of call.

P & O Arcadia sailed from Sydney 29/1 for Singapore, where cruise terminated, thence to Taiwan breakers. Kota Sahabat (ref.P.126) sailed from Newcastle 20/11 with 12,000 sheep for Kuwait. Ivan Franko due Australia 12/79, to replace Mikhail Lermontov in cruising from Australia. Hapag Lloyd A.G. has ordered a 27,000 grt cruise liner from Bremer Vulkan, to be named Europa; 22 knots service speed, 600 passengers, delivery 1981; to replace present Europa. Cunard reported to be considering converting a cargo liner into a cruise ship- possibly one of the remaining Port Line vessels.

Fairsky (ref.P.63- 1978) left Mariveles 27/4/78 in tow for Manila and is now berthed at Pier 15, Manila South Harbour. Conversion work by Bataan Shipyard & Engineering Co. not yet completed. In the meantime ship is chartered to Philippine Casino Operators Corp., renamed Philippine Tourist and operating as a casino and hotel.

Bank & Savill/NZ Shipping Corp. (ref.P.94 & 125- 1978)- three containerships ( 16,000dwt., 768 teu) have been ordered, as follows- Bank & Savill- one each from Smiths Dock (M/Brough) and Swan Hunter (Tyne), delivery early 1980; NZSC- one from Bremer Vulkan, delivery

Bank Line- further sales are:- Lossiebank (reported late 1979. 11/78); Hollybank, Sprucebank, Rowanbank, Weybank (12/78); Testbank (1978); Olivebank (11/78- the earlier reported sale apparently fell through); Roybank (1/79). The new 18,400 dwt. Fenbank was delivered by Sunderland Shipbuilders on 1/9/78.

Talihai- the ex-Union Co. Kauri was at Bangkok breakers 12/78.

Dilmun Nav.Co.Ltd.(Inchcape group) has ordered a 2000 tonne special tanker from Koyo Dockyard, Mihara, Japan, for Australia/Singapore molasses trade; delivery 6/79.

The three Columbus Line (Hamburg Sud) newbuildings (ref.P.31- 1978) are-Columbus Louisiana launched 4/11, for delivery 2/79; Columbus Canterbury for del. mid-1979; Columbus Queensland for del.late 1979. All are from A.G.Weser, Bremerhaven, are 900 teu, 19,000 dwt, 168m loa, 28m moulded width, 10m draught, 19.4 knots. Santa Rosa (ref.P.125) has been renamed Columbus Tasmania, and Santa Rita r/n Columbus Taranaki; due in Aust. 5/79 & 6/79 respectively. Ships to be withdrawn between 2/79 & 4/79 are- Columbus California, Col. Capricorn, Col. Caribic & Col. Canada.

Jadranska Slobodna Plovidba (Yugoslavia) introduced three new USSR-built "Dnepr" class ships to their Adriatic/Australia service during 1978- Heroj Paic, Heroj Senjanovic and Heroj Kosta Stamenkovic; 14,950 dwt, 18.7 knots. Among other units of the USSR-built "Dnepr" class are- the Hamburg Sud Santa Elena, Santa Rita and Santa Rosa (see above); and the Blue Funnel Laertes & Lycaon.

Polish Ocean Lines have ordered five vehicle deck ships for Aust. service; 17,500 dwt, 1100 teu, delivery in 1980 and 1981.

Xiong Yue Cheng (ref.P.125)(3975/1971) is ex Elisabeth Bornhofen, ex Citos (AWP charter), ex Elisabeth Bornhofen, of Hamburg.

The new PAD ship (ref.P.92- 1977) is Lillooet, 34,000 dwt., built by Bremer Vulkan, delivery 2/79 to owners- a West German consortium, German flag, for charter to Seaboard Lumber of Canada and Red. A.B.Transatlantic of Sweden (jointly), named after a town on the Fraser River in British Columbia.

New Zealand Star sailed from Middlesbrough 1/2 for New Plymouth. Hakozaki Maru, Australia Maru & Tohgo Maru (all c. 1150 teu) to be transferred to Japan/Gulf service and replaced by 1500 teu newbuildings. One each owned by NYK & Mitsui-OSK, the third owned jointly by NYK/Mitsui-OSK/YS. Delivery first ship M-OSK 9/79.

Marie Bakke (new Knutsen ship; sister to John Bakke) arrived at Fremantle 15/12 on m/v.: Anna Bakke withdrawn 1978, Gjertrud Bakke to be withdrawn.

#### Accidents and mishaps:

Westernport ferry Eagle Star (57/1936; sold 15/12/78 by M.Crole to French Island Co-operative Ltd.) sank 30/12 in 20' water near the Cowes jetty. Started taking water about 5km from Cowes after a lavatory discharge pipe became disconnected. Pumps unable to control inflow; ferry lost power c. 30m from jetty at Cowes, collided with jetty pile and sank nearby. About 130 passengers on board, one passenger and master admitted to hospital. Ferry re-floated next day and taken to Newhaven for slipping. As temporary replacement Jeremiah Ryan was chartered & commenced service 10/1, but was withdrawn two days later as unsuitable (too low for the jetties). Then James McCabe was chartered; but while on delivery(\*) passage ran out of fuel about 20km west of Cape Liptrap- a private launch brought out fuel. James McCabe entered service 21/1, and (\*)-20/1.

on first trip sustained slight damage by striking the Cowes jetty. The Greek bulk carrier Amilla (22,000 dwt) collided with the Port Lincoln grain jetty 14/12; extensive structural damage to bows - a hole about 6m long and 6m deep. Temporary repairs done locally. Minor damage to wharf and fendering.

Visurgis (ref.P.126) - engine failure 26/10; taken in tow by Smit New York 1/11; arrived Gage Roads 11/11, berthed 12/11; sailed 27/12 for eastern states.

Waigani Express at Newcastle since 3/11 with acute crankshaft trouble. Tweedbank grounded Dalrymple Islet, Torres Strait, 24/11, refloated 28/11, apparently OK. Loorana aground Pt. Moresby 5 hrs. 22/11. Erne struck Aotea Quay, Wellington, 20/1; bow holed & wharf dmgd..

#### Naval:

Canberra launched Seattle 1/12. Third FFG to build at same yard. Tobruk - keel laid at Carrington 7/2; is improved "Sir Bedivere" )  
Warrnambool (ref.P.96- 1978) laid down 9/78. type.)  
Otama arrived Sydney 15/12. Vendetta (P.96) arrived Sydney 13/12. RAN steaming time cut 2½% as economy measure - 12/78.

Taranaki (ref.P.96/97) recommissioned 23/1. Otago suffered small fire 25/11 at Devonport, Auckland - minor damage stern area. New diving tender Manawanui launched 8/12, for delivery 2/79 as HMNZFA. Old Manawanui taken out of service mid-1978, tug Arataki is temporary diving tender.

#### Company and General:

Announced 2/79 that Howard Smith Ltd. to buy Ampol's 32.17% shareholding in R.W. Miller (Holdings) Ltd. for \$24.43 million. Thus Miller becomes a subsidiary of Smith with the latter holding 67.19% of the Miller capital. Minority shareholder is the US group Atlantic Richfield (Arco) which bought its 32.17% holding from Bulkships Ltd. for \$28.25 million early in 1978, although this purchase is still conditional on Miller receiving a mining licence for the Mt. Thorley coal project. (0.64% of capital is held by the public).

Cheyne Beach Holdings Ltd. was the subject of a take-over bid 12/78 by the Green family interests of Harvey, WA.. The last shipment of whale oil was loaded at Albany when the Malaysian tanker Bunga Kesumba moored off the whaling station on 5/12 to lift 1500 tonnes of sperm oil for Holland. The whaling plant, etc., was offered for sale by public tender (tenders close 1/2/79). The Frost Report into Whaling (ref.P.114) has recommended that whaling be prohibited within Australia's 200-mile fishing zone.

Rapid Bay, SA, has been made a "First Port of Entry" for overseas ships. The Melbourne Harbor Trust Commissioners were renamed Port of Melbourne Authority, with effect from 8/11/1978.

Australia Post are issuing a set of "Ferries & Steamers" stamps 2/79, viz:- 20c- PS Canberra (1912); 35c- MV Lady Denman; 50c- Murray River Queen; 55c- hydrofoil Curl Curl.

Some recent books:

Merchant Fleets in Profile- 1; The ships of the P & O, Orient and Blue Anchor Lines by Duncan Haws; Patrick Stephens; 160 pages; profile drawings; A\$14:00.

This book, the first in a proposed series, presents potted histories of the three companies, together with complete fleet lists giving key statistics and fates of the ships - including (in the case of P & O) small ships and tugs. Most ships are represented by profile drawings. While ships' histories in the cases of many of the older P & O ships do not extend beyond disposal by P & O, and while there are some blemishes in details given, this is the best and most comprehensive fleet list I have seen published in the case of the P & O section, and the book is recommended as good value.

An enormous amount of information is presented; in the circumstances it is surprising that there are neither acknowledgements (with the single exception of a reference to research done by the P & O Group Librarian) nor bibliography given in the book.

WGV

Yes! We Have Some; The story of Fyffes by Patrick Beaver; Publications for Companies, Stevenage, Herts.; 144 pages, photo illust., incl. some colour; detailed fleet lists of Elders & Fyffes Ltd./Fyffes Group Ltd. and Surrey Shipping Co.Ltd.; price Stg.£4:75, available from Fyffes. A most interesting history of the British banana group and their fleet of ships.

Wrecks in Australian Waters by Jack Loney; 235 pages; Australian Sports Publications, Newport, Vic.; profusely illust.; soft cover; \$9:95. This is an illustrated survey of shipwrecks and other maritime disasters around the Australian coast from 1629 to the present. The collection of photo and other illustrations is most interesting.

Square Rigged Sailing Ships by David R. MacGregor; Argus Books, Watford, Herts.; 144 pages, profusely illust., photo and line drawings; A\$13:75. Arranged by rig and function, and including school ships, training ships and historical replicas; an authoritative and well illustrated work.

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THE LOG is printed and published quarterly by W.G. Vorum of 132 Noble Street, Geelong, Vic., 3220, for the Nautical Association of Australia Inc., PO Box 4114, Melbourne, Vic., 3001.

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