

THE LOG IS NOW A QUARTERLY

# THE LOG



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Quarterly Journal of the NAUTICAL ASSOCIATION OF AUSTRALIA INC.

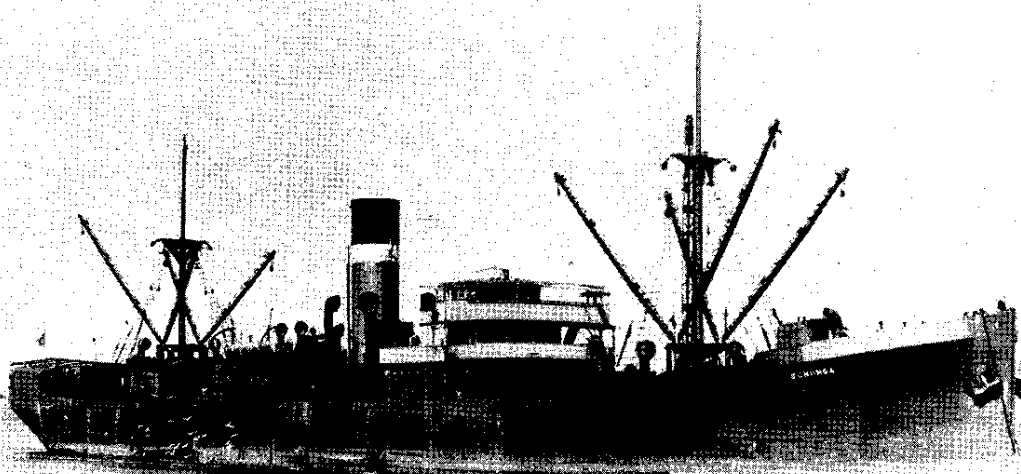
Vol.6, No.1  
New Series

Autumn Issue, 3rd March, 1973

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Australian

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## ECHUNGA



THE SECOND OF TWO "E" CLASS SHIPS OWNED BY THE SCOTT FELL INTERESTS,  
SHE SERVED THEM FOR 32 YEARS UNTIL HER SALE IN 1957.

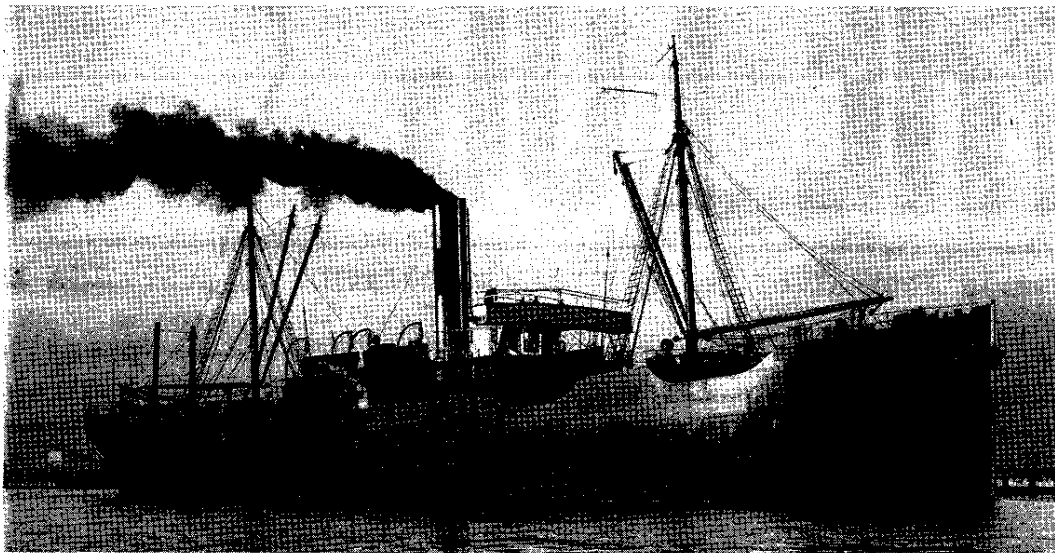
(PHOTO: I.J. FARQUHAR COLLECTION).

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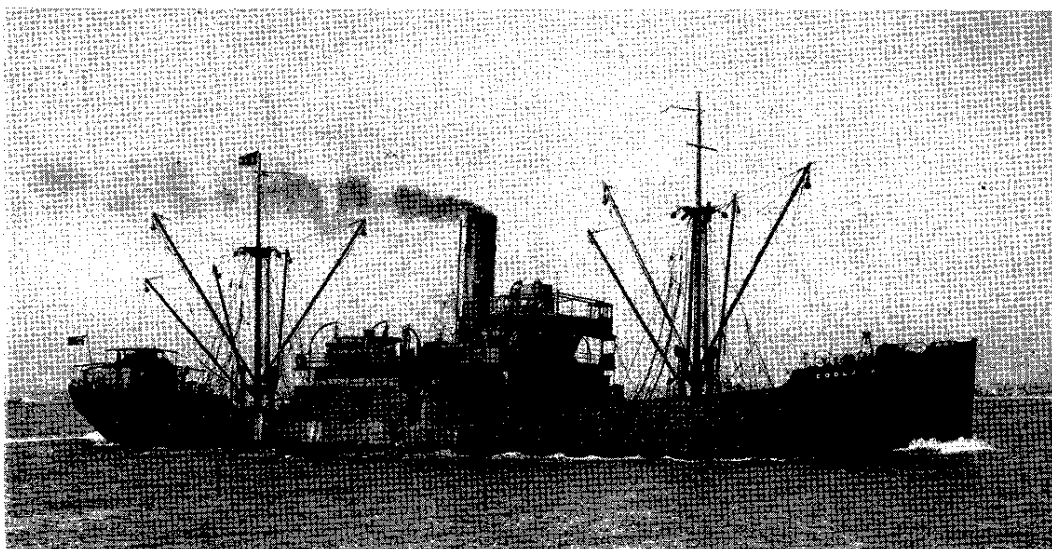
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MELBOURNE SS CO. LTD.



"HOBART" 2,463 TONS GROSS. BUILT 1902 BY GRAY, WEST HARTLEPOOL. SOLD 1924 TO MASUDA KYUGORO, KOBE, R/N "FUSHIMI MARU" ("HUSIMI MARU"). TORPEDOED & SUNK 14/10/1944 BY U.S.S. "BONEFISH", 50 MILES WEST OF SAN FERNANDO, PHILIPPINES.



"COOLANA" 2,197 TONS GROSS. BUILT 1921 BY SWAN HUNTER, SUNDERLAND. MODIFIED "D" TYPE STANDARD STEAMER. SOLD 1951 TO CYPRUS MERCHANTS SG.CO.LTD., LIMASOL, R/N "FAIR MED". SOLD 1952 TO CIA DE NAV. PUNTA GORDA, PANAMA, R/N "PUNTA". WRECKED 22/7/55 NEAR SEVEN STONES L/V., BROKE IN TWO & SANK, WHILST ON PASSAGE BOUGIE/PORTISHEAD WITH PHOSPHATES.

(PHOTOS: GREEN COLLECTION, STATE LIBRARY OF VIC).

"THE LOG" IS PRINTED AND PUBLISHED ON THE FIRST SATURDAY OF EVERY THIRD MONTH FOR THE NAUTICAL ASSOCIATION OF AUSTRALIA INC., BY T.S. STEVENS OF MARVIN STREET, HOLLAND PARK, QUEENSLAND.

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(new series)

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\* T H E L O G \*

March 3, 1973

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AUTUMN ISSUE

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Editor; T.S. Stevens, Box 1990 G.P.O. Brisbane, Queensland 4001

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\* Ships of ..!....

the SCOTT FELL interests

from: W.G. Volum

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The history of William Scott Fell ( born Kilcreggan, Scotland) and his associated companies is somewhat complex. Apart from shipping interests, the group have also been colliery owners and coal merchants.

In the years before World War I he seems to have been involved in many ventures, both overseas and coastal, and in the latter area encountered strong opposition from the established lines. Despite several announcements regarding entry into the general cargo coastal trade, his operations were mainly confined to 'contract work', which was the bread and butter of all coastal operations.

In the overseas field, he did venture briefly into the trade to India, Russia and South America. In 1904 Scott Fell secured a contract under U.S. Government tender to supply Wallsend coal to the Philippines. Never the owner of a large number of ships, Scott Fell chartered extensively and whilst in 1907 it is recorded he had ten ships on charter, it is also mentioned that previously he had 32 ships.

About 1908 the financial situation of Scott Fell was suspect and from that point on the venturesome approach of earlier years diminished. One item recorded in 1908 was a proposal by Scott Fell to the established lines that they form a special company for overseas work - perhaps if the initiative had been taken, then the history of our shipping may have been much different.

The only steamer owned by the Company at this stage was WONGA FELL from 1904 to 1909, when it was sold to Charles Crosby of Melbourne. It is interesting to note that two of the overseas ships operated by Scott Fell had been built with 'Fell' names and registered in Sydney. These were LINDA FELL and MYRA FELL, owned by a Company controlled by Furness Withy.

#### THE LOG

It was not uncommon for British tramp steamers operating in Australia at this time to be temporarily registered locally.

The hulk BALMAIN, formerly a steamer in the fleet of Howard Smith, was purchased in 1906, and the iron barque WOOLLAHRA was managed for a short time until her loss in 1907.

A major development in the Firm's activities resulted from the establishment of the B.H.P. iron and steel works at Newcastle in 1914/1915. The substantial coastal trade in iron ore (from Whyalla to Newcastle), limestone and finished steel products which was created by the commissioning of the works at Newcastle in January 1915 was initially handled by ships chartered by B.H.P., and W.Scott Fell & Co.Ltd., were appointed the Company's shipping agents and assumed operational control of the ships. In 1917 Scott Fell acquired Koolonga from McIlwraith McEacharn Ltd., and subsequently renamed her IRON MONARCH, thus starting a tradition in ship naming which was continued by both Scott Fell and B.H.P.

Two of the chartered ships were purchased by B.H.P. in 1919 and renamed Iron Baron ( ex Kilbaha) and Iron Prince ( ex Aughinish). These ships continued to be managed by Scott Fell until B.H.P. created its own shipping organisation, and whilst the decision to do this was taken in 1921 and a shipping manager appointed in that year, there is reason to believe that Scott Fell were still involved in their management in April 1923 when Iron Prince was lost.

In 1920, Interstate Steamships Ltd., was incorporated with a nominal capital of £200,000, for the purpose of taking over the business previously conducted by Scott Fell, under the name Interstate Steamship Company, at Sydney, Newcastle and Port Pirie, including the B.H.P. contracts and the steamship IRON MONARCH. The overseas business, which was conducted in the name of Scott Fell & Co., was specifically excluded. The purchase price was £101,595 for the business plus £98,398 for the IRON MONARCH. Formal ownership of the vessel was, however, not transferred to the new Company until 1928.

In 1922 Scott Fell acquired the Maindy Lodge and registered her in the ownership of Interstate Steamships Ltd., as the first IRON CHIEF. This ship had previously been operating in the iron ore trade under charter, and had in fact been registered in Sydney by her previous owners in September 1921. Built as a collier for Cardiff owners, she was an engines aft steamer with four cargo holds and bridge superstructure between numbers two and three hatches.

The fleet of Interstate Steamships Ltd., was strengthened in 1923 with the purchase of two ships from the Australian Commonwealth Government Line. The Australport was renamed IRON AGE, whilst the 'E' class Euroa became IRON CROWN. The IRON AGE lasted only 15 months in the fleet, however was replaced in February 1925 by a second 'E' class, which retained her original name - ECHUNGA.

The year 1928 saw the loss of IRON CHIEF by stranding,

and the transfer of IRON MONARCH from the individual ownership of Messrs E.P.Simpson and W.Scott Fell to Interstate S.S.Ltd., whilst in 1930 they took delivery of a new IRON CHIEF from Doxford of Sunderland. By this time, however, the country was suffering the full effects of the trade depression, and IRON CHIEF spent most of her time laid up at Stockton - Newcastle, until her sale in 1934 to British owners. Subsequently - as the Ropner ship Stagpool, she saw distinguished war service as a water distilling ship attached to the Royal Navy. The vessel continued in service under other names and flags until her loss by collision off the coast of Kent in 1963, and she therefore had the distinction of being the last (former) Scott Fell ship afloat.

William Scott Fell died on September 7, 1930, but the business has subsequently remained in the hands of his family. With the sale of IRON MONARCH after 20 years service, in 1937, the fleet consisted of the two 'E' class ships IRON CROWN and ECHUNGA. It was also in 1937 that Interstate Steamships became a Proprietary Company.

The two ships continued in service together until 1942, when on June 4, the IRON CROWN was torpedoed by a Japanese submarine off Cape Howe when on passage from Whyalla to Port Kembla with a cargo of iron ore. She sank within a minute with the loss of 38 lives from a total of 43 onboard. On the following day ECHUNGA - also on passage from Whyalla to Port Kembla - was chased by a submarine 17 miles south east of Wollongong, but made good her escape.

The ECHUNGA continued in service as the sole ship in the fleet until her sale in 1957, having served the firm for a record period of 32 years. In the years following the end of the second World War she was supplemented by chartered British tramp tonnage, of which the Ropner steamer Bellerby is an example.

Following the sale of ECHUNGA, the firm were without tonnage until the middle of 1958, when the A.N.L. -River Derwent, was taken on charter with the intention of purchasing the ship in January 1959. Upon transfer of ownership in that month she became the second ECHUNGA.

Three months later the ELLAROO was acquired from the Melbourne Steamship Co.Ltd., and registered in the ownership of Scott Fell Shipping Pty.Ltd., without change of name. This Company was jointly owned by Scott Fell and James Patrick & Co.Pty.Ltd. These were short lived ventures as ELLAROO was sold in December 1960 and ECHUNGA in November 1961, both to Hong Kong interests.

The firm has not owned ships since then, and appears unlikely to re-enter this field. The business continues to operate from its Sydney headquarters, and is still interested in the coal trade.

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(The author acknowledges assistance received from Messrs I.J.Farquhar, N.L.McKellar and T.S.Stevens. )

FLEET LIST of:- W.Scott Fell & Co.Ltd.  
Interstate Steamships Ltd.,  
Interstate Steamships Pty.,Ltd.  
Scott Fell Shipping Pty.,Ltd.

Head Office and Port of Registry for ships - Sydney.

Colours, reddish brown hull, red boot topping, brown upper works. (ELLAROO retained black hull, whilst WONGA FELL hull colours not known.)

Funnel, red with black top separated by a white band of medium depth. (Ellaroo retained Melbourne Company funnel colours of black with red band, except that the red band was made narrower).

Houseflag, red letter F in white six pointed star on a dark blue field.

Services, bulk cargoes around the Australian coast, mainly for steel industry.

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Information under name - official number, gross and nett tonnage, period in fleet.

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WONGA FELL  
120464  
3998/2583  
1904-1909

Built 10/1904 by Sir J.Laing & Sons Ltd. Sunderland; 3 cyl triple exp. by G.Clark Ltd.Sunderland; 360' x 48.5' x 18.4' ; built for W.Scott Fell & Co.Ltd, Sydney, registered at London in builders name until 1906; 1909 sold to Charles Crosby, Melbourne and in 1910 renamed Wonganella; 1916 sold to Chas.Crosby, Wm Howell Swanton & John Franklin Crosby, Melbourne; June 19,1917 attacked by submarine gunfire in Atlantic but escaped; 1921 registry transferred to Cape Town; 1926/7 ownership t/f to Wm Crosby & Co.P.L. (when business formed into a company); 1929 sold to "Magda" Afrikanska Angf.Aktieb (G.E. Sandstrom, Manager),Gothenberg, Sweden and became Magda; April 1, 1933 ashore off Viel Isl, Smyth Channel, near Punta Arenas.

IRON MONARCH  
132450  
4260/2632  
1917-1937

Built 2/1914 by Sunderland S.B.Co.Ltd,Sunderland; 3 cyl. T.E. by N.E.Marine Engine Co.Ltd, Sunderland; 364' x 50.7' x 26.1'; built as Koolonga for McIlwraith McEacharn Ltd, Melbourne; Aug.6 1914 to May 1915 requisitioned for service as a collier with R.A.N.; 1917 purchased by Edward Perry Simpson (Solicitor of Sydney) 53/64th and William Scott Fell -11/64th; 1918 became IRON MONARCH; 1928 sold to Interstate Steamships Ltd; 1937 Interstate Steamships Pty Ltd.; 1937 sold to Madrigal & Co., Philippines became Paz; March 1942 scuttled at Sourabaya subsequently salved by Japanese and became Hatsu Maru; Nov.13,1944 sunk in Manila Bay by U.S. carrier based aircraft.

IRON CHIEF (1) Built 8/1916 by J.Priestman & Co, Sunderland;  
 139594 3 cyl. T.E. by N.E. Marine Engine Co; 290' x 43'  
 2686/1333 x 21'; built as Elmtree for Tree S.S.Co.Ltd.,  
 1922-1928 (Howard Jones & King, Mgrs) Cardiff; 1918 pur-  
 chased by Maindy Shipping Co.Ltd. (Jenkins, Rich-  
 ards & Evans Ltd., Mgrs.) Cardiff and became  
Maindy Lodge; 1921 t/f to Sydney register; 1922  
 purchased by Interstate Steamships Ltd., became IRON CHIEF;  
 April 1, 1928 stranded on Mermaid Reef, off the north coast  
 of N.S.W., beached about one mile south of Diamond Head and  
 subsequently became total loss.

IRON AGE Built 1915 by Napier & Miller Ltd, Glasgow;  
 137792 3 cyl T.E. by J.G.Kincaid; 364.8' x 51.5' x  
 3687/2312 22.6'; Built as Ardangorm for Arden S.S.Co.Ltd  
 1923-1925 (Clark & Service, Mgrs) Glasgow; 1916 purchased  
 by Aust. Commonwealth Shipping Board, became  
Australport; 1923 purchased by Interstate Steam-  
 ships Ltd., became IRON AGE; 1925 sold to Livan-  
 os Bros. (N.G. Livanos. Mgr) Athens and became Eugenia; 1933 sold  
 to J.C. and A.C. Hadjipateras, Chios, Greece and became Aghios  
Nicolaos; Oct. 1, 1940 shelled and sunk by submarine east of  
 the Azores.

IRON CROWN Built 7/1922 by Government Dockyard, Williamstown,  
 151806 Victoria; 3 cyl T.E. by Thompson & Co. Castlemaine;  
 3353/1922 331' x 47.9' x 23.6'; Built as Euroa for C'wlth  
 1923-1942 Shipping Board; 1923 purchased by Interstate Steam-  
 ships Ltd, became IRON CROWN; 1937 Interstate Steam-  
 ships Pty.Ltd; June 4, 1942 torpedoed and  
 sunk by a Japanese submarine - 38.17 S - 149.44E  
 (off Cape Howe) whilst on passage Whyalla to Port Kembla with  
 iron ore. 38 of the 43 crew lost.

ECHUNGA (1) Built 3/1922 by Walkers Ltd., Maryborough, Qld;  
 137227 3 cyl T.E. by builders; 332.5' x 47.9' x 23.5';  
 3362/1924 built as ECHUNGA for C'wlth Shipping Board; 1925  
 1925-1957 purchased by Interstate Steamships Ltd., without  
 change of name; 1937 Interstate Steamships Pty  
 Ltd; June 5, 1942 chased by Japanese submarine  
 when 17 miles S.E. of Wollongong, whilst bound  
 Whyalla to Port Kembla - escaped unharmed; 1952 gross tonnage  
 became 3395; 1957 sold to Panamanian Oriental S.S. Corp, Pan-  
 ama and became Shona; 1959 sold to Hong Kong breakers, arriving  
 there February 11, 1959.

IRON CHIEF (2) Built 6/1930 by W.Doxford & Sons Ltd, Sunder-  
 161992 land; 3 cyl T.E. by G. Clark, Sunderland; 370.3' x  
 4560/2677 52.9' x 25.9'; built for Interstate Steamships  
 1930-1934 Ltd; 1934 sold to Essex Oak Ltd (Meldrum & Swin-  
 son. Mgrs) London, name unchanged; 1935 sold to  
 Pool Shipping Co.Ltd (Sir R. Ropner & Co.Ltd -  
 Managers) and became Stagpool; 1940-1946 served  
 as water distilling ship for Royal Navy; 1950 sold to Heron  
 S.S.Co.Ltd (Tsavliris (Shipping) Ltd, Mgrs) London became  
Granny Suzanne; 1954 sold to Cia de Nav. Costaricense 'San Juan'  
 Ltda, Costa Rica and became Carmen; 1956/8 t/f to Cia de Nav

IRON CHIEF (2) - continued - San Rocco S.A. Panama, name unchanged; June 13, 1963 sank after collision eight miles east of the South Foreland, with the Turkish Sadikzada, whilst on passage from Takoradi to Burntisland. Two lives lost.

ECHUNGA (2) Built 9/1944 by The B.H.P.Co., Ltd., Whyalla; 456018 3cyl T.E. & L.P. exhaust turbine by A.I. & S. 5070/2705 Port Kembla; 433' x 56.7' x 23.9'; Built as 1959-1961 River Derwent for C'wlth of Australia (Dept. of Fuel, Shipping & Transport - later Dept of Shipping & Transport); 1957 t/f/ to A.C.S.C (Aust. National Line); 1959 purchased by Interstate Steamships Pty. Ltd., became ECHUNGA; 1961 sold to Heilgers (Eastern) Ltd., Hong Kong, became North Point; Sept. 1 1962 driven ashore at Hong Kong by typhoon, refloated Sept. 20, subsequently sold to breakers as not worth repairs.

ELLAROO Built 4/1921 by J.L. Thompson & Sons Ltd, Sunderland; 145491 3cyl T.E. by Armstrong, Whitworth & Co.; 4747/2799 364.5' x 52.8' x 24.3'; built as Aslaug 1959-1960 Haaland for John K. Haaland's Rederi, Haugesund, Norway; 1922 purchased by Melbourne S.S. Co. Ltd, became ELLAROO; 1959 purchased by Scott Fell Shipping P.L. - name unchanged; 1960 sold to Hai Ann S.S. Co. Ltd., Hong Kong and broken up at Hong Kong.

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NOTES - Of the many overseas tramp steamers chartered by William Scott Fell before the First World War, two are of particular interest in that they bore 'Fell' names and were temporarily transferred to the Australian register. They were:

LINDA FELL 3025 tg, built 1906 by Irvine, West Hartlepool and registered in Sydney 1907/1910.

MYRA FELL 3024 tg, built 1907 by Irvine, West Hartlepool and registered in Sydney 1907/1913.

Both were owned by Hessler Shipping Co. Ltd, West Hartlepool before and after their Australian service. The Company was controlled by Furness, Withy & Co. Ltd.

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The Company are known to have owned, or controlled, the following sailing ships and hulks. There may have been others and further information would be welcomed.

BALMAIN hulk, formerly steel steamer 604 tons gross built 1883 by Dobie & Co, Glasgow for Howard Smith. Hulked at Sydney 1904/5; purchased by W. Scott Fell & Co. Ltd., 3/1906.

WOOLLAHRA iron barque, 974 tons gross, built 1875 by Osborne Graham & Co. Sunderland. About 1906 owned by Wool-lahra Ship Co. Ltd (W. Scott Fell & Co. Ltd) Sydney; wrecked July 14, 1907, four miles S.E. of Cape Terawhiti. N.Z.



GWRTHEYRN CASTLE ex Ira ex Gwrtheyrn Castle. steel barque, 798 tons gross, built 1876 by Osbourne, Graham & Co. Sunderland. Purchased 12/1922 by Interstate Steamships Ltd., having previously been registered in London. Sold 3/1923 to Joseph Vickery and Ernest George Weyland of Sydney -- who operated 'The Southern Coal Owners' Agency'; registry closed 4/1923, vessel having been hulked.

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In the July issue of Pacific Islands Monthly there was a picture of the Baie de la Moselle. In the foreground of that picture there were two or three vessels which had been abandoned. I have done some research, with the aid of the Port Master at Noumea, and I think the following results would be of interest.

The second is the OCEAN QUEEN. This was the old A.S.N. ship, which in 1883 was sold to the Cie Foncier Caledonien. It was known that she went back to Noumea but she never appeared in Lloyd's Registers after that. Yet here she turns up again in the Baie de la Moselle.

The next interesting one was one which finally wound up with the name ATHALAI. She turned out to have been originally the Colonial Office yacht Cruiser which was taken over by the R.N. in March 1882 and renamed H.M.S. Dart, used as a survey ship. She was lent to the N.S.W. Government as a training ship in 1904. The last record in any of the official publications is that she was sold at Sydney on May 9, 1912. Subsequently she became Jeanne Elisabeth, and finally ATHALAI. Her last owners were Soc. des Isles Loyalty.

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\* Newcomer...

NEPTUNE ORIENT LINES

from: T. Ryan.

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A comparative newcomer to the Australian shipping scene is the Singapore based line - Neptune Orient Line. They were established in Singapore in 1969, as a Government owned and operated shipping line, in order to provide Singapore Flag ships to various trade routes effecting the Republic of Singapore.

The Line not only provides major liner services, but is also active in the tramp and tanker trades. The fleet at present comprises eleven vessels ranging from 3,700 dwt to 20,585 dwt and several vessels are on order, including four Liquefied Petroleum Gas (L.P.G.) carriers and several specialized cargo liners. Early in 1972 - Neptune Orient Lines - joined in a with The Jurong Shipyard (Singapore), Kawasaki Kisen Kaisha ('K' Line), and the Bank of Tokyo, where the joint company will own two 'Freedom' class ships currently building at the Jurong Shipyards. The ships will be chartered to the 'K' Line but manned by N.O.L. crews and fly the flag of Singapore, but owned by Neptune Associated Line, as Neptune Ruby and Cyprine.

All the N.O.L. ships possess the prefix 'Neptune', and are of grey hull, white superstructure, the funnel has a black top followed by a white band and blue base. A red trident is superimposed on the white band and the middle prong continues onto the blue base. The houseflag consists of the red trident superimposed on a white top, while the bottom of the trident continues to be involved over seven wavy lines which represent the sea.

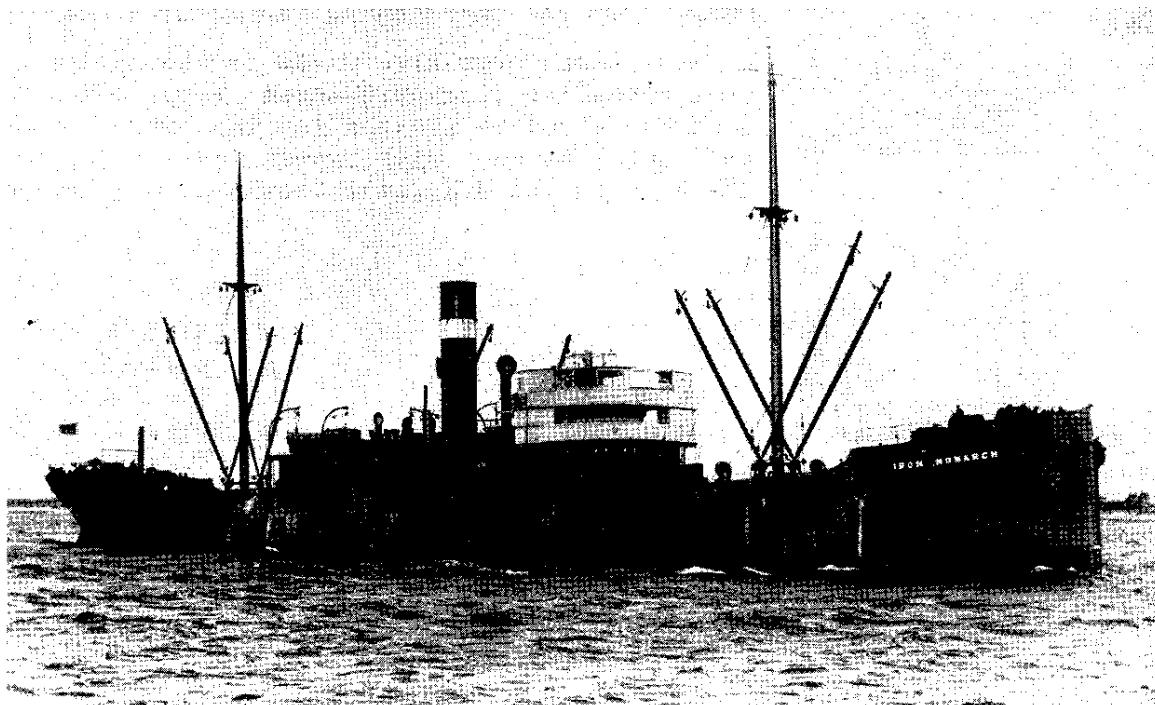
The best known of the N.O.L. ships in Australian waters is the Neptune Jade, better known as the Burns Philp trader Moresby, which was sold to N.O.L. in May 1970, after proving uneconomical in the New Guinea trade. After visiting Australia several times as Neptune Jade, she is now on charter to Chinese operators and is used exclusively in the East.

The two sister ships Neptune Beryl and Neptune Jasper operate a regular monthly service from Australia to Singapore, West Malaysia and Bangkok. These ships were both on the U.S.A. west coast service of Columbus Line, and both have visited Australia under their original Danish names. Neptune Beryl carried two names on the North American run, firstly known as Cap Flinders and later as Cap Egmont. Neptune Jasper carried the name Cap Nelson in this trade.

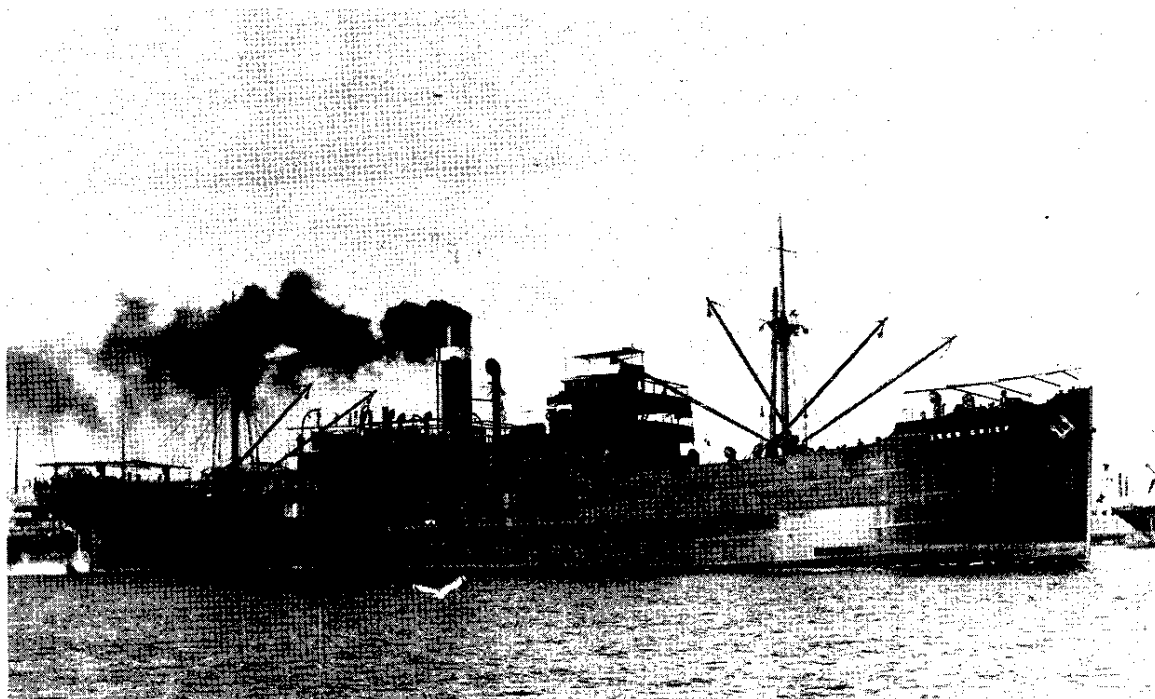
Another well known N.O.L. ship in Australian waters is the Norwegian built motorship Neptune Agate, which, during 1970-71, was under charter to China Navigation Company on the Australian service.

N.O.L. operate a service between Europe and the East, using Neptune - Aquamarine, Amethyst, Amber, Garnet, Topaz and Zircon. The last two are heavy lift ships and were former-

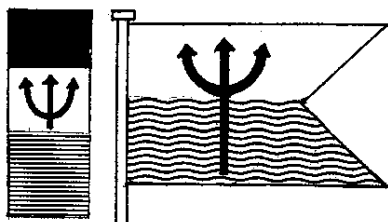
Scott Fell's Interstate Steamships Ltd.



"Iron Monarch" 4260 / 1914. Originally McIlwraith McEacharn's  
"Koolonga".

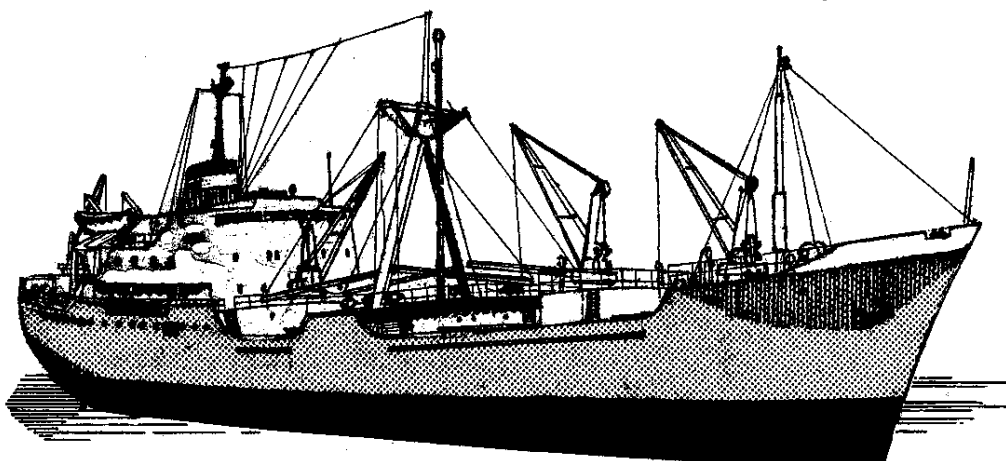


"Iron Chief" 4560 / 1930 Casualty of the trade depression.  
(Photos: I.J. Farquhar Collection).



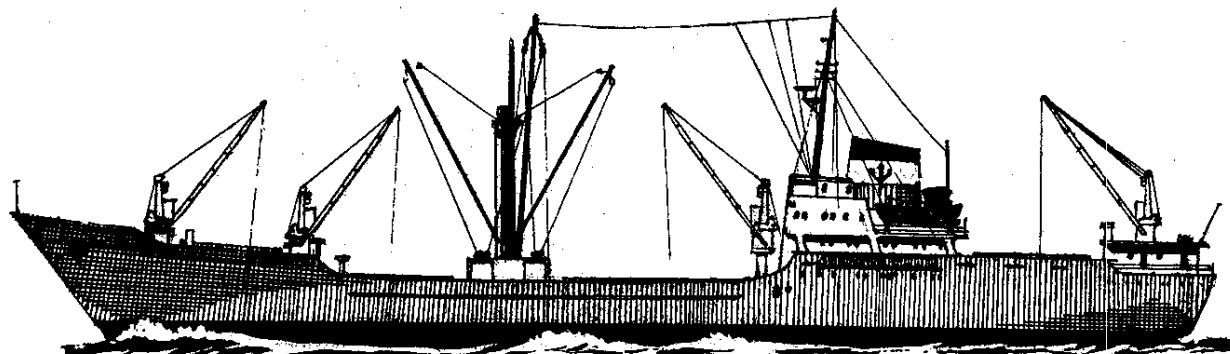
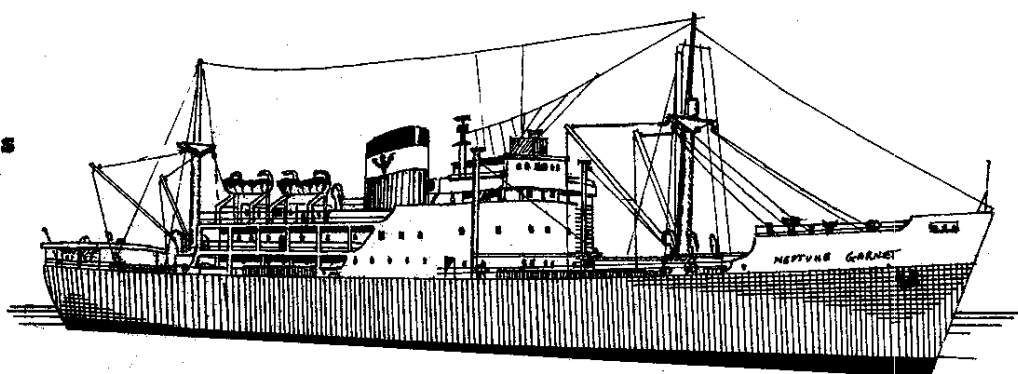
## NEPTUNE ORIENT LINES LIMITED

A red trident over blue waves is the emblem of a fast expanding Singapore-based group owning or building about 15 vessels for the liner, tramping and tanker trades, with express services from the Far East to the U.K., the Continent and Australia.



NEPTUNE JADE was built in 1965 at the State Dockyard Newcastle, as the MORESBY for Burns Philp, and was sold to Neptune Orient Lines in 1970.

NEPTUNE GARNET of 5,640 gr. tons was built in 1956 for the Royal Mail Lines as the EDEN by Harland and Wolff, Belfast.



NEPTUNE BERYL, 1964, 3,064 t.g. and NEPTUNE JASPER, 1965, 3,070 tg. were built for Ole Lauritzen, Copenhagen, as OLAU JARL and OLAU KNUD respectively, and subsequently joined the German Columbus Line before going to N.O.L. in 1970. This pair is currently on regular service to Australia.

ly owned by 'Hansa' line of Germany. The odd man out in the fleet is the tanker Neptune Taurus, which operates under charter and trades in the Singapore/Hong Kong region.

Being a national concern the Neptune Orient Line can be expected to develop and expand further. A fleet list, accurate upto August 1972, follows.

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NEPTUNE AGATE 4913 tg; built as Cygnus for Det Bergenseke Dampskibsselskab, Norway, by A/B Bergens M/V, Bergen in 1962; Purchased by N.O.L. 1970; 6440 dwt; 134.56 x 17.73 x 8.34 - (441'6 x 58'2 x 27'4½); B & W diesel.

NEPTUNE AMBER 5354 tg; built as Scotia for Cunard Brocklebank by Cammell Laird & Co., Birkenhead, 1966; later sold to United Dominion Leasing Ltd., - Cunard Brocklebank Ltd., Managers.; Purchased by N.O.L. 1970; 7538 dwt; 140.23 x 18.34 x 7.43 (456'8 x 60'8 x 24'6); Sulzer diesel.

NEPTUNE AMETHYST 5630 tg; Built by Warnowweft Warnemunde, West Germany in 1969 for N.O.L. ; 10800 dwt; 151.07 x 20.06 x 9.01 (495'8 x 65'10 x 29'7); M.A.N.diesel.

NEPTUNE AQUAMARINE 5630 tg built 1969, particulars as for Neptune Amethyst.

NEPTUNE BERYL 3064tg; built as Olau Jarl for Olau Line A/S Copenhagen, Denmark by Helsingor, Copenhagen in 1964 ; Renamed Sardinia - 1965; Olau Jarl - 1966; Cap Flinders - 1966; Cap Egmont - 1967; Olau Jarl - 1970 ; Purchased by N.O.L. 1970; 4648 dwt; 121 x 15.95 x 6.10 (397' x 52'4 x 19'11); B & W diesel.

NEPTUNE GARNET 5640 tg; built as Eden for Royal Mail Lines by Harland & Wolff, Belfast in 1956; purchased by N.O.L. 1970; 8061 dwt; 135.40 x 17.86 x 8.41 (444'7 x 58'8 x 27'7); H & W diesel.

NEPTUNE JADE 3175 tg; built as Moresby for Burns Philp & Co.Ltd by N.S.W.Government Engineering & Shipbuilding Works, Newcastle 1965; Purchased by N.O.L. 1970; 3700 dwt; 101.21 x 15.29 x 5.89 (332'1 x 50'2 x 19'4); Masch-Nurnberg dsl.

NEPTUNE JASPER 3065 tg; built as Olau Knud for Olau Line A/S by Helsingor, Copenhagen; Renamed Cap Nelson 1957; Purchased by N.O.L. 1970; 4996 dwt; 121 x 15.95 x 6.10 ; B & W diesel.

NEPTUNE TAURUS 12246 tg; built as Kollbryn by Eriksberg M/V A/B, Gothenburg in 1958; Renamed World Fair 1964; purchased by N.O.L. 1970; 20585 dwt tanker; 182.87 x 21.94 x 9.37 (559'11 x 71'11 x 30'8½); B & W diesel.

NEPTUNE TOPAZ 7030 tg; Built as Wartenfels for D.D.G 'Hansa' by A.G. 'Weser' Bremen 1960; Purchased by N.O.L. 1969; 152.19 x 20.04 x 9.14 (499'4 x 65'9 x 30'); Masch Ausburg-Nurnberg diesel.

\* NAUTICAL ASSOCIATION of AUSTRALIA Inc.

PRESIDENT'S REPORT FOR THE YEAR 1972

This is the first quarterly issue of THE LOG since the foundation of the Association in 1968; the first, indeed, since 1957 ( in the 'old series'). The advantage of the less frequent publication are admittedly mainly administrative ones, and can be expected to effect economies in costs and in editorial time and effort. For the reader it means larger issues with better continuity in the longer articles; it is hard to maintain interest in a story which, for lack of space, must be fragmented into episodes of maybe 1,000 words. A small sacrifice must be made in the topicality of news items, but, in general, I think the quarterly arrangement should be more comfortable for reader and editor alike.

My thanks are due to all contributors to the journal in 1972 and may I once again make a plea for greater member participation in the current year. The Editor is always in need of material, whether news items or feature articles, but your notions on how to improve the journal - your journal - will be welcome too. Despite increased business commitments, the Secretary, Mr.W.G.Volum, and the Editor of THE LOG, Mr.T.S.Stevens, have continued to devote the bulk of their spare time to the welfare of the Association.

Having resigned as Illustrations Editor in November last, I must record here my appreciation of the help given by members in regard to artwork during the first five years of this New Series. In particular, I want to thank the four guest artists -Messrs: Terry Callen, Alan Slevin, Bruce Wilkinson and Timothy Ryan, for giving their time and skill. Assistance from photographs was required in the preparation of about half the drawing published, and many members lent valuable prints and other material to meet this need. Finally, credit for pioneering the use of photographs in THE LOG belongs to Mr.W.G.Volum and Lieut.G.F.W.Vickridge. Under the former's watchful eye the quality of reproduction of photos has greatly improved and we have been able to make increasing use of illustrations in this medium.

There are many facets to the rapidly changing pattern of shipping today; the replacement of the traditional cargo vessel by a large, fast, specialized, hopefully efficient and certainly costly super-ship; the demise of the scheduled passenger liner in the face of competition from air; the high-pressure promotion of mass tourism and the advent of the new cruise liner; the achievement of the half-million-ton ship; the struggle for survival in which the mightiest and most conservative of ship-owners can be taken over or made to diversify into non-maritime fields.

These are exciting and bewildering times for the shiplover who will view such changes with mixed feelings. If he cannot find romance in a slab-sided, orange-painted, waterborne business machine, then he may retreat into the more tranquil world of

books and reminiscence, or of ship preservation. But whatever his choice, this Association should seek to help him.

W.P.S.Nicolson.

President.

Sydney - January 26, 1973.

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Balance Sheet as at December 31, 1972.  
(Subject to audit)

| <u>Liabilities</u>      |            | <u>Assets</u>  |            |
|-------------------------|------------|----------------|------------|
| Subscriptions unexpired | \$171;20   | Cash at Bank   | \$946;30   |
| Income in advance       | \$ 15;75   | Cash in hand   |            |
|                         |            | (agent)        | Nil        |
| Accumulated funds       |            | Sundry debtors | 53;76      |
| Bal; 1/1/1972           | \$634;92   | Stocks on hand | 83;28      |
| Surplus for             |            |                |            |
| year(1972)              | 261;47     |                |            |
|                         |            |                |            |
|                         | \$ 896;39  |                |            |
|                         |            |                |            |
|                         | \$ 1083;34 |                | \$ 1083;34 |

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#### RESIGNATION of Illustrations Editor.

As mentioned elsewhere, Mr.W.P.S.Nicolson has relinquished the position of Illustrations Editor, and I would like to place on record our sincere appreciation of his efforts and contribution to THE LOG over the past five years.

It is really superfluous to enlarge on the very high standard of the illustrations he prepared, as they speak for themselves. In addition to his own work, he has encourage others and generally in many ways contributed to the success of our journal.

It is pleasing that Mr. Nicolson remains the President (1973) of the Association, and of course a member of the Committee, thus being available to act as consultant on matters relating to artwork.

T.S.Stevens.

Vice President

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#### N.A.A. Committee...

By goodfortune, five of the Committee of the N.A.A. were in Sydney at the sametime and it was possible to arrange a committee meeting on February 4, under the chairmanship of the President. Many matters were reviewed and discussed, the progress of the last five years and plans for the future dealt with. At the meeting Mr. R.E.Wright of Canberra was elected to become a member of the Committee of the Association.

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\*SOCIETY notes...

W.S.S. - N.S.W.Branch: In December Mr. Garth Edwards presented a further lesson on marine engineering in his own inimitable style, whilst the first meeting in 1973, was addressed by Mr. Fred Gregory, from Newcastle, on the 'Sixty Milers'. On February 3, a successful Harbour Cruise was undertaken in the ferry Lady Denman, the voyagers included guests from Canberra, Newcastle and interstate.

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The Tasmanian Ship Society: will be holding meetings at the Sixty and over Club, at 8.p.m., on the following dates in 1973 - April 6, June 1, August 3, October 5, December 7.

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NEW ZEALAND SHIP & MARINE Society: Subscriptions to this Society are due in April and may be renewed by remittance to Mr. W.G. Volum, 132 Noble St. Geelong. Vict. 3220, as the N.A.A. has reciprocal arrangements with the N.Z.S. & M.S. The present subscription is four dollars New Zealand currency.

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QUEENSLAND MARITIME MUSEUM Association: After refit the tug Forceful was steamed again on January 28. As time goes on the Q.M.M.A. is collecting various items which will eventually be on display in a shore based museum.

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AUSTBUILT MARITIME MUSEUM: The recently acquired tug Fearless reached Port Adelaide on December 11, after an eleven day passage from Brisbane.

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\*MISCELLANEOUS notes...

PACIFIC LINERS... Notification from publishers David & Charles, U.K. that a book entitled 'Pacific Liners' by Frederick Emmons is to be published about June. No other information is available at present.

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STEAM TUGS in South Australia - reference Page 125, November, the price shown should have been \$2.40 and this applies to orders received by Mr. Volum, henceforth.

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AUSTRALIAN & NEW ZEALAND LINERS - Set 1. Five drawings in colour - 14 $\frac{3}{4}$ " x 9 $\frac{1}{4}$ " Price \$3.20 per set, including postage, from Derwent Marine Publications, Box 862J, G.P.O. HOBART. 7001. Tasmania. Reviewed in this issue.

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\* MATERIAL for THE LOG...

It is necessary to have a constant flow of material arriving on the Editorial desk if the standard of THE LOG is to be maintained. Before long there will be a real need for material therefore please give thought to contributions.

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\*PHOTO OFFER No. 31.

Price per card 16 cents (New Zealand Currency), plus ten cents (N.Z.) per order for packing and postage. ORDERS with REMITTANCE to:- Iaian G.B.Lovie, Wellington Radio, Private Bag, Wellington New Zealand. Orders for this offer to be lodged by April 27.

Hamburg South America Line:

|                    |                    |                     |
|--------------------|--------------------|---------------------|
| Cap Blanco-55      | Cap Bonavista-60   | Cap Colorado-61     |
| Cap Corrientes-58  | Cap Frio-55        | Cap Finisterre-56   |
| Cap Matapan-71     | Cap Norte-55       | Cap Ortegal-56      |
| Cap Roca-56        | Cap San Antonio-62 | Cap San Augustin-61 |
| Cap San Diego-62   | Cap San Lorenzo-61 | Cap San Marco-61    |
| Cap San Nicolas-61 | Cap Vilano-55      | Polar Brasil-68     |
| Polar Ecuador-67   | Polar Uruguay-68   | Santa Rita-54       |
| Santa Rosa-54      |                    |                     |

Charter vessels in HSDG colours.

|                        |                     |                     |
|------------------------|---------------------|---------------------|
| Cap Breton-70          | Cap Colville-71(Da) | Cap Melville-71(Da) |
| Cap Nelson-65(Da)      | Cap Flinders-64(Da) | Cap Egmont-64(Da)   |
| Cap Sunion-70          | Cap Vincent-70      | Cap York-59(Sw)     |
| Port Launceston-57(UK) |                     | Rhein-61            |

Hamburg America Line:

|                    |                 |                 |
|--------------------|-----------------|-----------------|
| Alemannia-65       | Bavaria-66      | Blumenthal-61   |
| Borussia-65        | Braunschweig-53 | Coburg-50       |
| Darmstadt-54       | Dortmund-54     | Dresden-57      |
| Duisburg-51        | Dusseldorf-53   | Erlangen-56     |
| Essen-53           | Frankfurt-67    | Flensburg-60    |
| Freiburg-57        | Goslar-56       | Gottingen-55    |
| Hagen-67           | Hamburg-67      | Hammonia-65     |
| Hanau-67           | Hannover-67     | Hattingen-67    |
| Havelland-58       | Heidelberg-67   | Hoechst-54      |
| Hoechst-71         | Holsatia-66     | Isarlohn-59     |
| Kassel-53          | Koln-53         | Lawanti-56      |
| Leipzig-54         | Leverkusen-70   | Ludwigshafen-54 |
| Magdeburg-52       | Naumburg-53     | Nurnburg-62     |
| Pantjaran Sinar-51 | Remscheid-55    | Rendsburg-59    |
| Rheinland-59       | Saarland-57     | Solingen-55     |
| Speyer-67          | Thuringia-67    | Trier-67        |
| Tubingen-55        | Twadika-55      | Vogtland-59     |
| Weimar-57          | Weisbaden-57    | Wien-57         |
| Wolfsburg-62       | Worms-59        | Wuppertal-56.   |

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\$ Neptune Orient Lines:

Continued from page 11.

NEPTUNE ZIRCON 6850 t.g; built as Weissenfels for D.D.G. 'Hansa' by H.C. Stulken Sohn, Hamburg 1961; Purchased by N.O.L. 1969; 152.29m (499'8) x 20.11 (66') x 9.29 (30'5½); Masch Ausburg-Nurnberg diesel.

+++++ Note - The Cap Nelson & Cap Flinders (Egmont) would be the vessel mentioned in the Photo Offer and the N.O.L. list.

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\*COMMENTARY...

The 'YAMPI' class

The sale of IRON KIMBERLEY (arrived Kaohsiung Oct.11,1972 for demolition) and IRON DERBY, signals the impending demise of the 'Yampi' class of bulk carriers, built and commissioned by the B.H.P.Co.Ltd., between 1947 and 1952.

They were originally designed for the carriage of iron ore from the then new development at Yampi Sound to N.S.W., but nonetheless were equipped with adequate cargo gear to make them useful in the carriage of steel products as well as bulk cargoes. With their goalpost masts and general design, they were quite impressive looking ships. In latter years they have been making overseas voyages to Eastern ports with steel products.

The original deadweight of the class ranged between 12,420 tons and 12,600, but with alterations, this changed to 12,559/12,897. The general dimensions were 159.50 m. in length(523'4"); 20.12 beam (66'11") and loaded draught 7.91 (25'11 $\frac{1}{2}$ ). All were powered by three steam turbines driving a single screw, with steam supplied from coal fired boilers, which were later converted for oil fuel. When new they could steam at slightly in excess of 14 knots, which was quite fast for a coaster in those days.

When IRON YAMPI was launched at Whyalla on September 1, 1947 it was claimed that she was the largest vessel built to that time in Australia - being 9,481 tons gross, 12,590 dwt and 159.50 metres in length (523'4"). Nevertheless her margin was only in length, as Fordsdale and Fermdale, built at Sydney in 1924, were 158.49 m.(520') in length, had a gross tonnage of 9,974 and an approximate deadweight of 15,000 tons.

The second of the class was IRON KIMBERLY, launched at Whyalla on April 4, 1949, followed by IRON DERBY on September 11, 1950 and finally IRON WYNDHAM on April 24, 1952.

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ABSCONDED

Most readers would be aware from the daily press that a variety of ships are encountering problems due to the activities of the Waterside Workers Federation and Maritime Unions, on behalf of the I.T.F., to ensure wage rates on all vessels are in accord with the appropriate standards.

On arrival at Fremantle on December 8, the KOTA SINGAPURA (9849/1951- ex Tjiluwah) found herself involved and thus unable to sail back to Singapore on December 10. What exactly transpired between Owners and Unions is unknown, but what is known is that at about 4 a.m. on December 15, all shore connections and lines were thrown off, and KOTA SINGAPURA sailed out of Fremantle without Pilot or Customs Clearance. One must assume that the Owners do not intend to continue running the ship in the Singapore/Fremantle trade, or to Australia generally for that matter.

It is many years since a similar instance occurred, and probably

the last time in Australia was the evening of July 14, 1952 when the Panamanian freighter SANTELENA slipped out of Sydney Harbour and headed for Colombo.

Formerly the Adelaide S.S.Co.Ltd., Allara (3279/1924), the vessel had been sold to foreign owners, but the Maritime Unions had banned the departure, claiming that an Australian crew should be used on the delivery voyage overseas. After some days at a buoy in Neutral Bay (Sydney), the SANTALENA was ready to go and was cleared at Customs for departure at 5.p.m. All port services were ordered but none turned up, so the Master slipped the cable, headed down Harbour and cleared the Heads at 7.20 p.m.

The SANTALENA did not last long overseas, as she arrived at Rosyth (UK) on December 22, 1953, for demolition.

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#### m.v. SOUTH ESK

Two small (2000 dwt) coasters were built by Walkers Ltd., Maryborough (Q) to the order of the Australian Shipping Board (ASB) and named North Esk and SOUTH ESK. During the course of construction they were purchased by the newly formed Australian Coastal Shipping Commission (A.N.L). Designed as grain carriers they were also suitable for limited general cargo use.

The North Esk was commissioned in August 1957, whilst SOUTH ESK was completed in January 1959; however in October 1960 she was withdrawn for conversion to a unit load carrier and this involved the replacement of her conventional cargo gear with three 15 ton capacity cranes. After conversion was completed SOUTH ESK entered the Mainland/Tasmania trade and remained basically in this service until laid up at Sydney in March.

In December last, SOUTH ESK was sold, and delivered to Eastern Shipping Co.Inc., Manila at Sydney on December 14. Renamed Eastern Minicon, the vessel attempted to depart on December 15, but had to be helped back to the Anchorage owing to engine failure. She sailed the next day.

Of 1616 tons gross, dimensions 80.23 m (263'7) x 11.40 (37'5) and loaded draught of 4.90 (16'1), the SOUTH ESK was powered by a six cylinder British Polar diesel giving a speed of 9 knots. The North Esk (1603/1957) is still in service as a grain carrier, although she also underwent some alterations during her career.

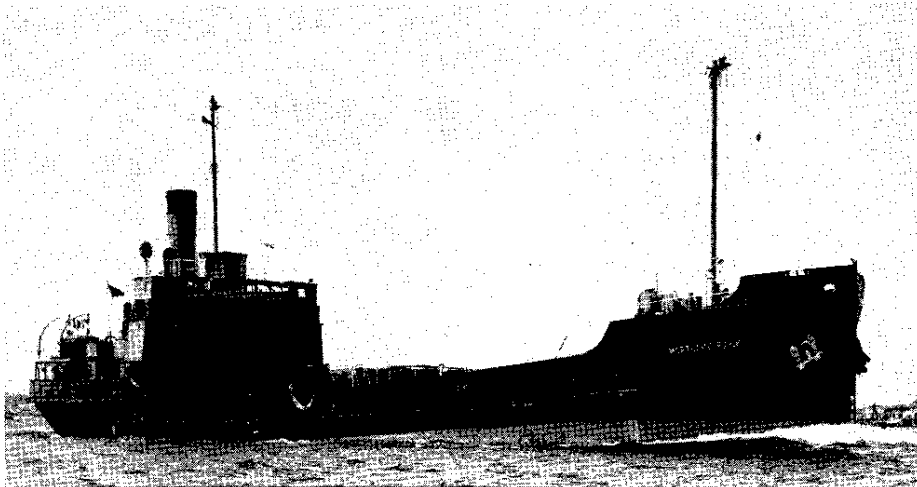
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#### DECIMATION

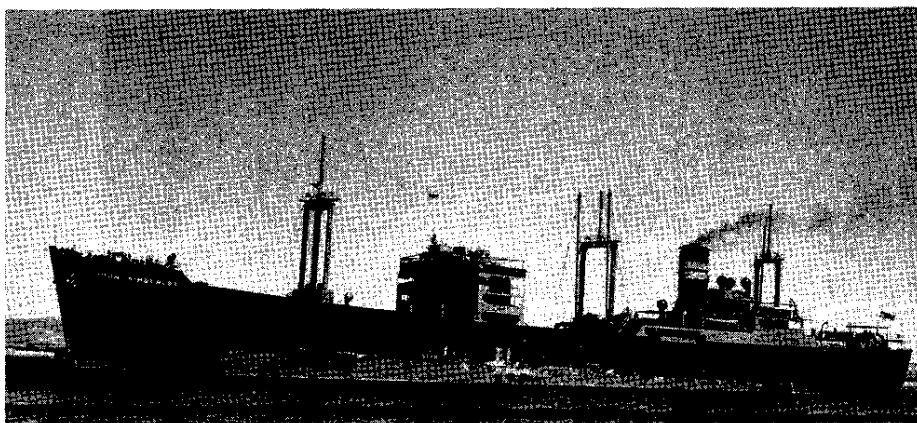
The Union S.S.Co. of N.Z.Ltd., under their new Principals, sold something in the vicinity of 11 ships out of service last year, but in keeping with the spirit of rationalisation, only three cargo ships were added, and these on bareboat charter. It is however worthy of note that the approximate average age of the disposals was in the vicinity of 22.25 years, and most of them were of standard conventional design.

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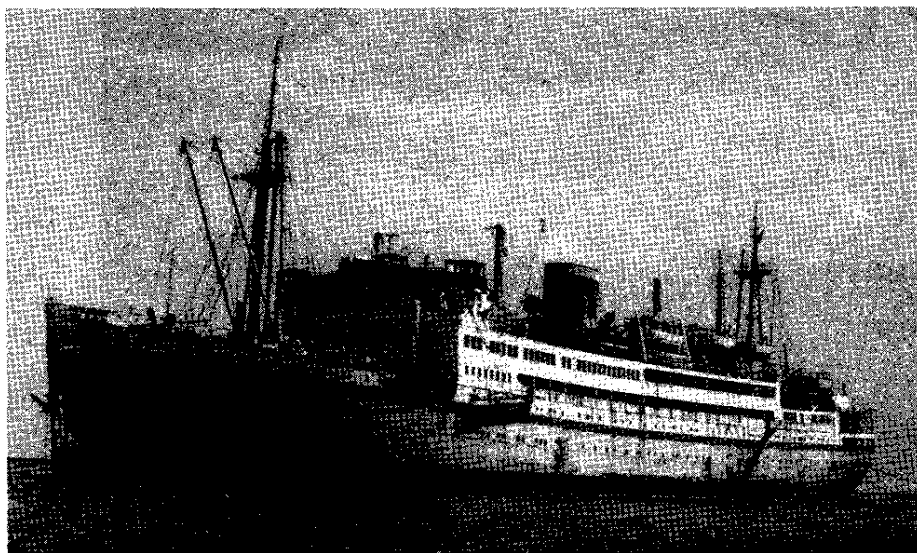




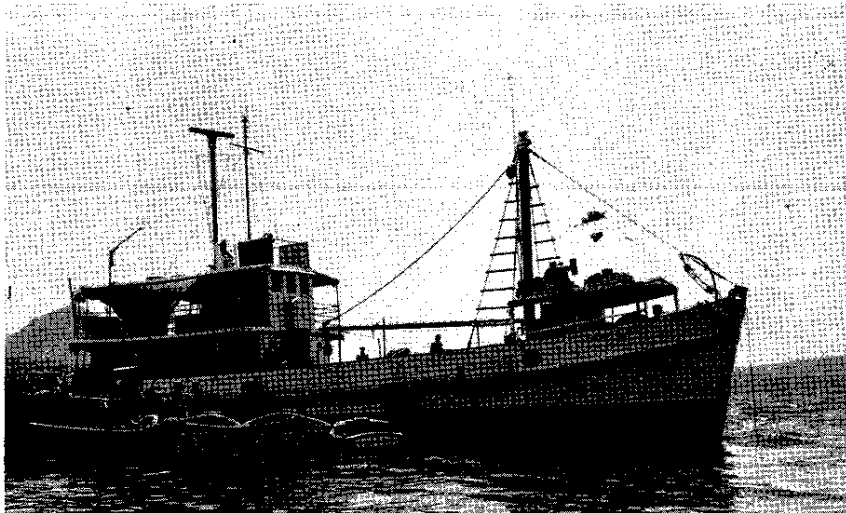
"Mortlake Bank" 1371 / 1924 McIlwraith McEacharn Sixty Miler.  
(J.Y. Freeman).



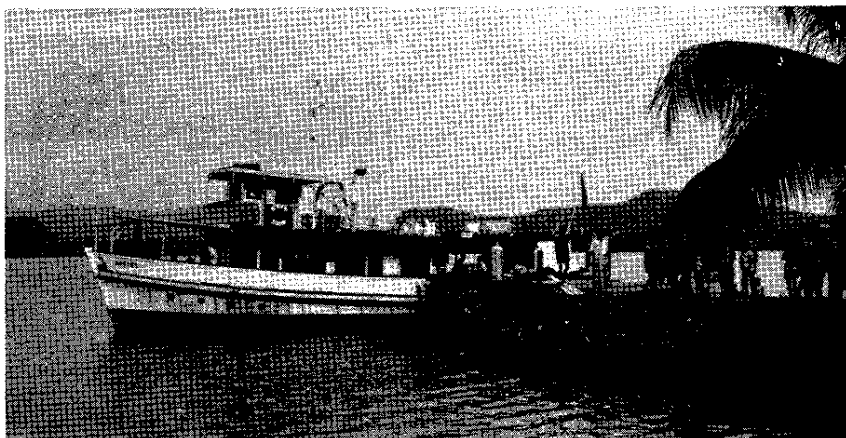
"Iron Kimberley" 9456 / 1949 Sold Recently by BHP. (J.Y. Freeman).



"Ambulombo" 10952 / 1935 (Ex "Manqora") idle at Tanjong Priok 1972.  
(H.W. Dick).



"Yampi Lass II"      At Rabaul.



"Morobe"      At Morobe.



"Gurubi"      At Vocco Point. Lae.

(Photos by T.S. Stevens, October 1972).

The Editor goes...

PROWLING IN PAPUA = NEW GUINEA

In October last year, the Editor spent sometime in Papua New Guinea, and during that time prowled round the waterfronts of Lae, Rabaul and Port Moresby.

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The ports of Papua New Guinea are under the control of one authority - Papua New Guinea Harbour Board, and each port has a Port Manager to ensure that the best use is made of the facilities available. At Lae this consists of an 800 ft., moderne concrete wharf with two transit sheds, whilst there are several container consolidating depots adjacent thereto. The wharf is to be lengthened by 600 feet, but before that a small ships wharf area is to be built. The area near the wharf has many streets named after Burns Philp and Bank Line ships.

At present all coasters use a bay at Vocco Point where there are a fewsmall wharves, plus a black sand beach, where the 'landing craft type ships' run themselves ashore and handle their cargoes. If the beach does not suit the ramp, a bulldozer pushes the sand to the required position and angle. One of the ships seen working there was Biaune (118/1964) built by Carrington. This vessel was particularly interesting as it had an overhead type crane running fore and aft on a framework so that trucks can back into the cargo space and be unloaded/loaded.

Probably one of the most historical areas, as related to Australia, is the Gazelle Peninsula of New Britain. Rabaul is situated on Simpson Harbour adjacent to Blanche Bay, and was the scene of activity by the Australian Naval and Military Forces on September 11, 1914, when landings were made at Kabakaul, Kokopo (Herbertshohe) and Rabaul from the requisitioned P & O liner Berrima (11120/1913), supported by H.M.A. Ships Australia, Sydney, Encounter, Parramatta, Warrego, Yarra and submarines AE 1 and AE 2. The latter was lost in Simpson Harbour/Blanche Bay on September 14, and no trace has ever been found.

Apart from these events recorded at the Bita Paka War Cemetery (30 miles from Rabaul), there are two streets in Kokopo - one named 'Berrima' and the other 'Pockley', the latter after Captain B.C.A. Pockley AAMC, who was the first casualty of the operation.

In the second world war, Rabaul was occupied by the Japanese on January 23, 1942, and they established it as a central operational base. Evidence of the strong fortifications still exists, with the remains, in several locations, of underground concrete operation rooms. There is still evidence of the tunnels in cliffs around the Harbour, and in one of them - now 200 yards inland - the rusted remains of three small barges can be seen.

Most of the war debris has been removed, but the Papua New Guinea Harbour Board wharf comprises all that remains of a large Japanese freighter, whilst remnants of a floating crane lies alongside the road to Kokopo. It is said that this crane was brought to Rabaul from Singapore, by the Japanese. Heavily bombed during the war, Rabaul was never recaptured and surrendered in an official ceremony onboard HMS Glory, with HMAS Vendetta in attendance, on September 6, 1945.

The Harbour facilities now are good and comprise three concrete berths with good back up facilities, also a copra loading wharf. The Island traders have their own areas, and a cluster of small craft are always at the berths loading or discharging their cargo. In most cases this is done by a swinging derrick, the motive power being provided by a diesel winch with two labourers pulling guys in either direction as required.

One of the small vessels sighted at a berth was Yampi Lass II (105/1945), once used by BHP for supply purposes between Derby and Yampi Sound. The vessel is now owned by Tong Bros. & Company and registered in Port Moresby. At the oil wharf there were two small Shell Tankers - Sigawale (254/1956) and Kuanua (254/1956), the former registered in Suva and the latter Port Moresby. Nearby was the busy shipyard operated by Hap Hing Shipbuilding Co., where several coasters were up on the slips undergoing overhaul.

Two craft were laid up in Matupi Harbour, one - the Katika - was one of the standard class 300 ton wooden vessels built in Australia during the war. This one had been built in Fremantle and is now at the end of her trading career. Nearby was a smart looking coaster, once named River Dargei. Japanese built, she was purchased for use in New Guinea a few years ago, but inexperience with the engines resulted in them being ruined. When seen the ship was aground, having been blown ashore a few weeks earlier, and her engines were in the process of removal. It may be that the engines from Katika will be fitted to the other ship.

It came as something of a surprise to see the House Flag of Burns Philp & Co.Ltd., flying from a masthead, and investigation revealed that it was attached to a small wooden vessel named Saposa of about 50 tons, and nearby another Burns Philp flag was attached to an overgrown launch named Ningau. One can only suppose that these small local craft are used by Burns Philp (N.G.)Ltd., for supplying outlying districts.

Moving to Port Moresby, one finds the Papua New Guinea Harbour Board wharf adequate for one large freighter only, and the back up facilities congested. There were the usual cluster of little piers accommodating an astonishing collection of small craft, most of them in the 50/70 ton range. The actual tonnage of two of them was obtained - Laurabada 49.83 tons, and Frank Rei 42.69 tons. The latter was very similar to Simon Ruiero and Peter Ikori. A smart vessel named Noel Buxton (260/1966) turned out to be the Department of Shipping



and Transport lighthouse tender for the area, having been built by Walkers Ltd., Maryborough.

Two heavy looking wooden ships were up on the slips - these were Hiri and Papua, the latter of 188 tons gross was built by Ballina S.E.Co., Ballina in 1966. Opposite the Papua Yacht Club, a mast from the Burns Philp vessel Macdui has been erected. This vessel was sunk in Port Moresby Harbour on June 18, 1942, and the remains can still be seen about two miles offshore.

The main local companies seem to comprise of Southern Cross Shipping Pty.,Ltd., - Pacific Islands Shipping Ltd., - Numani Trading Pty.,Ltd., - Nana Shipping, - Crowley Seaworm, Bishop Shipping Services, - Cooperative Wholesale Society, - Palm Shipping & Trading Co.,Pty.,Ltd., - Bougainville Trading (1970) Ltd., and South Seas Shipping. However many of the very small craft are in private ownership and work for the larger traders.

The Administration has a fleet of 'Government trawlers' which are used for conveyance of goods and passengers. The craft are not actually trawlers, but wooden vessels of about 50 tons gross. The hulls were apparently constructed at Gladstone towards the end of the war. The superstructure, which varies from ships to ship, was fitted in New Guinea. Three of the ships were seen, the Eros at Rabaul, Huon at Port Moresby and Morobe at Lae. There are however quite a number more based at main district ports in Papua New Guinea.

As a trip of 21 hours from Lae to Morobe, across the Huon Gulf, was taken in the Morobe, this report will be concluded with a brief description of the ship and trip.

The superstructure fitted to Morobe was installed at Rabaul in 1948, and the vessel is presently on her third diesel engine, which gives a speed of about 8 knots. She is permitted to carry 32 persons, including the crew, and has cabin accommodation for six passengers in three two berth cabins, dimensions approximately six feet by five. Doors open onto the main deck and the cabins are fitted with running water (cold/warm) and have a fan. There is some danger of decapitation as the fan is above the washbasin.

Notwithstanding the fan and a couple of mini portholes, the main source of ventilation (fairly essential in the tropics) is leaving the door open. This could become hazardous in bad weather as the door is only about 2.5 feet from the three ft. bulwark, which in itself is just the right height for pivoting to go overboard.

There is a saloon about eight feet wide running athwartship across the superstructure. It is fitted with table and seats, refrigerator (containing necessary tropical comforts), cupboards and sink. The actual cooking facilities are located aft where the deck passengers are carried. As for other facilities - there is a 'first class' toilet in the main structure and two others aft for the deck passengers.

The bridge (wheelhouse) is hardly sophisticated being fitted with only a standard magnetic compass, a wheel, one telegraph and a settee. The charts (if any) are in the Skippers cabin as is the V.H.F. set.

On this particular trip in Morobe, the assignment was to pick up the 'sing sing' party who were proceeding to the Morobe District Show at Lae. The vessel left Lae about 9pm steamed across Huon Gulf all night and arrived at Morobe village early next morning, leaving again shortly after eight in the morning. This departure was quite spectacular but did not compare with the almost full dress performance on the upper deck, abaft the funnel, as Morobe came into Vocco Point (Lae) at dusk that evening. It is a source of wonderment that the 'sing sing' party did not go through the awning deck and down the hatch.

\* C Y TUNG GROUP - With reference to the article in THE LOG last year, Mr.S.Kentwell now has evidence that the Island Navigation Corp. was registered in Delaware in 1940 and two freighters were acquired through Wallem & Co., Hong Kong. Registers make no mention of the ownership, but details of the ships are given hereunder:-

CAPELLA completed by Akt Burmester & Wain, Copenhagen for Danish East Asiatic Co as St Lucia, although laid down cargo as Aleut.; 1910 t/f to Russian East Asiatic Co, Russia B/T3cyX1 Aleut; 1912 t/f to Russian Volunteer Fleet Assoc. B/Toula; 1922 sold to H.J.Wallem, Norway B/ Solviken; 1926 Wallem & Co A/S, Norway; 1940 t/f Wallem & Co Ltd Panama B/CAPELLA: Dec 1941 captured by Japanese off Saigon B/ Minami Maru; April 1 1944 sunk by USS Flying Fish when moored off Kita Daito-jima (25'59N - 131'19E).

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\*The '60 milers' of...

McILWRAITH McEACHARN Ltd.

from: G.A.Hardwick.

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In 1934 McIlwraith McEacharn Ltd., gained the contract for the carriage of coal from Newcastle to the Mortlake Gas Works of The Australian Gas Light Company. The contract was for approximately 370,000 tons per year and the coal was obtained from the Hetton Bellbird Collieries near Cessnock, being railed to a loading berth at Hexham on the Hunter River.

Two ships were bought in England early in 1934. They were the near sister ships Coralstone and Dewstone of 1371 tons each, built in 1924, owned by the Crete Shipping Co.Ltd., of London.

The ships came out to Australia under their own steam, the Coralstone arrived in Sydney, from Shields, on November 26, 1934 after a voyage of 65 days via the Cape of Good Hope, whilst Dewstone reached Sydney from the Tyne on December 12, 1934 after a voyage of 71 days. Both were overhauled and the masts and derricks removed after arrival in Sydney. The former was renamed HETTON BANK and the latter PELTON BANK, and HETTON BANK made her first trip from Sydney to Newcastle on December 12 with PELTON BANK following a month later. Each ship had a deadweight of about 1,700 tons and a speed of 9 knots.

These two ships were joined by a third ship, also a near sister, the Elfstone, which reached Sydney from the Tyne on May 29, 1937 after a stormy voyage via the Cape of Good Hope, of 80 days. After overhaul when the masts and derricks were removed, she was renamed MORTLAKE BANK and entered the Newcastle coal trade on June 14, 1937.

The three were built in 1924 by Swan, Hunter & Wigham Richardson Ltd., Newcastle - on - Tyne. The Coralstone was the oldest, being completed in June of that year, followed by Dewstone in July and Elfstone in August. Raised quarter deckers, having a short forecastle and with their engines installed aft, with the bridge just forward of the funnel, their principal dimensions were :- length 235.1', beam 36.1' , depth 15.3'.

The engines of Coralstone were built by Davey, Paxman & Co.Ltd., of Colchester, those of Dewstone by Central Marine Engine Works of Hartlepool, and those of Elfstone, built in 1919 and installed in 1924, by J.Abernethy & Co.,Ltd. Aberdeen. The boilers, two coal fired, were fitted with forced draft. Each was propelled by a triple expansion engine.

Not particularly attractive ships in McIlwraith McEacharn colours of black hull, drab brown upper works, with short masts. Their funnels had no rake and were bright red with a black top. Nevertheless they were reliable ships, plodding back and forth between Newcastle and Sydney.

Throughout the war years they remained on the Hexham/Mortlake run and in 1953 were joined by a new motorship named HEXHAM BANK. Of 1616 tons gross, 2,200 deadweight, the vessel was built by Evans Deakin & Co. Ltd., Brisbane. The new HEXHAM BANK was a modernised version of the older steamers and her principal dimensions were :- length 250' (76.19m); beam 37.1' (11.28); depth 15.7' (4.74). Power was provided by a six cylinder set of 2 stroke, single acting engines made by British Polar Engines Ltd. of Glasgow.

It was rarely that all four ships were needed in service and usually one or other of the steamers was laid up in reserve, coming out to take the place of another when overhaul periods came round. Furthermore the Australian Gas Light Company was becoming less and less dependant on coal, as increasing quantities of oil were being used for gas making.

The first of the original trio, and the oldest, to go, was HETTON BANK. She was sold to Panamanian owners in 1961 being delivered in Sydney on August 1, and sailed shortly afterwards, becoming La Union.

The PELTON BANK was withdrawn in May 1967 and sold to Hurley & Dewhurst P.L. of Sydney in March 1968. Dismantling in Blackwattle Bay (Sydney) commenced and the vessel was cut right down. The remains were towed to Brisbane in February 1970 and converted to a pontoon on which a crane was mounted for dismantling the old Victoria Bridge. The remains of PELTON BANK are still serving this purpose of supporting a floating crane. It should be mentioned that the vessel suffered extensive damage to her accommodation due to a fire at Sydney in March 1963, however she was refitted and saw another four years of service.

In 1969 MORTLAKE BANK was withdrawn and laid up in Sydney on June 20, Sold to Goldfields Metal Traders Ltd, she was delivered to them on August 1 and dismantled in Sydney.

Finally, on October 14, 1971, the HEXHAM BANK brought her last cargo of coal to the Mortlake Gas Works, thus concluding the contract obtained in 1934. Since then HEXHAM BANK has remained idle, tied up at the wharf at the Gas works.

In the Annual Report for 1971 the Australian Gas Light Company said - " The Company's operational plans for 1971 include the closing down of all carbonising plant at Mortlake by the end of the year. This will mark the end of an era dating from May 28, 1886 when the first coal carbonising plant was commissioned at Mortlake."

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EDITOR's note - Whilst many ships have collisions with wharves and some with other craft, few have them with aircraft. The HEXHAM BANK was involved in collision with an R.A.A.F. Dakota on May 15, 1956 when 12 miles south of Newcastle. In the early morning light the aircraft swept low over the HEXHAM BANK and touched her mainmast, leaving strips from the plane thereon and causing about \$10,000 damage to the plane.  
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\* MARITIME MISCELLANY...Closing date for items for next issue - MAY 16

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In compiling this section the Editor expresses particular thanks to Messrs: J.Burne, D.Finch (NSW); R.McKenna (WA) T.Ryan (V); J.Craike (T) and R.McDougall (NZ).

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COASTAL and SOUTH PACIFIC:

Union S.S.Co.Of N.Z.Ltd., has ordered a 5000 dwt unit load vehicle deck vessel from Whyalla. The keel is to be laid late in 1973, with delivery a year later. Designed for the Sydney/Melbourne/Hobart trade the vessel will have a gas turbine, electric drive propulsion unit, with the larger portion on the upper deck, thus allowing a very small engine room below.

Bulkships Ltd., has ordered a 12,500 dwt ore/zinc carrier from Whyalla. The vessel will be chartered to E.Z.Co., for use between S.A./Tasmania/Victoria.

Dillingham Shipyard P.L., Fremantle is to build a suction dredge - 62.78 metres (205') in length - for Dredeco P.L.

IRON MONARCH, 14,400 dwt steel products carrier is to be launched at Whyalla on Feb.19, and is expected to commission in July. It is powered by a gas turbine of a type not previously installed in a merchant ship.

HAM 215, suction dredge, recently launched by G.H.&J.A.Watson, Mortlake (Syd.) for Ham-Dredging (Aust)P.L.

LADY VILMA, offshore service vessel, launched by Carringtons at Newcastle Jan.15, for Australian Offshore Services.

CLIPPER BIRD, prawn trawler, 200 tons, 26 m in length (85'6) launched by Carringtons on Feb.3 for Gollin Kyokuyo & Co., and is to be followed by Cat Bird.

KOLLIE D, 31,000 dwt bulk carrier, launched at Osaka Dec.9 for Nauru Pacific Line. In addition the Line has purchased Federal Palm (3196/1961) renamed her CENPAC ROUNDER and on Dec.10, she called at Sydney for the first time.

TAULOTO (5588/1954 ex Island Chief, ex Tsingtao) operated under charter by Pacific Navigation Co.Ltd., of Tonga, concluded her charter late in December and has been replaced by Karlander's Safia (4367/1970) which is now named TAULOTO II.

+ GAMMA (399/1966) commenced operating under three months charter to Tasmanian Transport Com. on Feb 10, to service King and Flinders Islands, in conjunction with Joseph Banks (876/1965).

+ Ref.P.127 - UNION TRANS TASMAN arrived Westport (NZ) from Japan on January 1.

CAPE ARNHAM and CAPE YORK will include a cargo service from N.S.W.ports to Central/North Queensland in their operations to Weipa and Gove. The first vessel is expected in March.

THE LOG

+ Ref.P.127 - NYANDA (ex Transontario) arrived Fremantle from Hamburg on Jan.9, and was handed over to Evans Deakin for conversion a few days later. The vessel is scheduled to enter service on June 29. Meantime BOOGALLIA (ex Transmichigan) is under conversion at Hong Kong and is expected to enter service on March 23. The two passenger ships KOOLAMA (4171/1958) and KANGAROO (4129/1962) are to be withdrawn on March 3 and March 16 respectively, and are advertised for disposal.

+ Ref.P.105 - TANGAROA (ex Wellington Exporter) is expected to commission as an N.Z. Oceanographic Research ship during February, following conversion at Whangarei.

NOEL BUXTON (220/1966) has been transferred from Dept. of Shipping & Transport to the Administration of Papua New Guinea, as a consequence of the transfer of responsibility for navigational aids in that country.

Ref.P.40 - KOOJARRA (2959/1956) is still lying at Fremantle and the project to convert the ship to a floating hotel off Rottnest Island appears to have been abandoned. A few days work was carried out after it was announced that the ship would become a crayfish/prawning mothership, but this also has ceased.

Ref.P.127 - ORE REGENT (30316/1956) concluded coastal employment about December 11.

Ref.P.105 - CLIEVEDEN (1313/1949) sailed from Fremantle on Dec.21 under the Singapore Flag, but still owned by Hong Kong & Southern Shipping Company.

IRON DERBY (9522/1951) arrived Hong Kong with cargo on Jan. 25 and was then sold to Wiltopps (A/asia) Ltd for demolition in Taiwan.

Ref.P.128 - PRINCESS of TASMANIA (4141/1959) is to be chartered to the Canadian Transport Ministry by Bahamarine Ltd., Nassau, for use between Sydney (Nova Scotia) and Port-aux-Basques (Newfoundland), a distance of 110 miles across Cabot Strait in the Gulf of St.Lawrence.

+ LAKE EYRE (7584/1956), after being laid up in Sydney for over 12 months, was sold by A.N.L. in January to Century Shipping Ltd. Hong Kong.

Ref.P.128 - TAVEUNI (2808/1945) was sold to Wan Lee S.S.Co., Hong Kong, renamed Wan Lee and sailed from Auckland on Dec.

+ 22. KAITOKE (3551/1948) was sold to Jaguar Shipping Co, Singapore, named Singapore she left Wellington on Dec.18. KOWHAI (3528/1952) was sold to Cronulla Compania Naviera S.A.Panama named New Bangkok, she left Auckland on Jan.9.

GANGE (6929/1953) has been withdrawn by Mess.Maritime from Aust/Pacific Island trade and sold to Taiwan for demolition. She has been replaced by the chartered Lara Viking (2690/1962).

Ref.P.128 - SQUALL (815/1956) sold to Guan Guan subsidiary 'King Line', left Nelson about Feb.17 as King Tiger.

TUGS:

Southland Harbour Board's new tug building at Whangerei is to be named MONOWAI. Delivery is expected in July.

The Melbourne Harbour Trust plan to build two 22.86 metres (75') tugs at Williamstown, also a new dredge.

HAMILTON arrived Fremantle Nov.26 and replaced WILGA (256/1945) which is being offered for sale.

MCLARTY left Newcastle Dec.9 and is now in service for Howard Smith Ltd., at Melbourne.

Ref.P.107 - YUNA (403/1944) was towed to Bunbury and completely stripped, leaving only her empty hull.

WOONA (294/1954) has been sold to Pacific Logistics (Pte)Ltd, Singapore and left Sydney in tow of the tug Viking (497/1952) on Jan.9. They called at Melbourne to pick up BATMAN (475/1954) which has been sold to the same owners, and left again on Jan 14, for Singapore. The tugs will be used on oil rig work out of Singapore after conversion to diesels.

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OVERSEAS:

PRESIDENT WILSON (15456/1948) and PRESIDENT CLEVELAND (15456/1948) are reported sold by American President Lines to the C.Y.Tung group.

COLUMBUS CANADA, 12,000 dwt containership, is expected to enter the Aust/West coast U.S.A.service in May, and will be followed by COLUMBUS CALIFORNIA in July and a third ship before the end of 1973. The ships are chartered from Hamburg-Sud.

SOUTHERN CROSS (19313/1955) has been sold by Shaw Savill to the Greek Ulysses Line for conversion to a cruise ship under the name Calypso.

GLOBTIK TOKYO -477,000 dwt tanker, the World's largest to date, built by I.H.I.Kure, launched in October 1972, is undergoing trials in February. The vessel is 378 metres in length (1250') and 62 m.beam(204'). Owned by Globtik Tanker Co., U.K. she is chartered to Tokyo Tanker Co.

The first two of ten vessels for Bank Line were launched in August last, and named CORABANK and FLEETBANK. All the ships are about 11,400 dwt and are for general service.

Two former O.S.K.Line (now Mitsui-O.S.K.Lines) vessels known in Australasian waters were sold last July. ATLAS MARU (8235/1951) was delivered to Argosy Ventures Ltd., Liberia on July 28, whilst SUEZ MARU (8160/1954) was delivered to Oceanic Pacific Line Inc.Panama on August 5.

Shaw Savill has purchased two 10,300 dwt vessels from Olau Line A/S,Denmark. Olau Pil was launched in Feb.1970, taken on charter by Columbus shortly afterwards and named Cap Colville, she is now MAYFIELD. The second vessel Cap Melville was to have been launched (June 1970) as Olau Rolf. She will be named LIMPSFIELD.

MOBIL DURBAN ( ex Australian Progress ) is now operating on the South African run. After jumboisation her deadweight has been increased from 14,000 to 23,000.(Flotsam & Jetsam).

NOVA SCOTIA (6660/1965) of Furness Withy & Co., arrived Mt. Maunganui on Jan.29, was renamed Tropic, and departed on the new Shaw Savill service to South America on Feb.6.

Ref.P.129 - Union S.S.Co. of N.Z. has chartered, for two years, a 12,800 ton multipurpose ship for the Eastern trade. Built at Warnemunde, East Germany, the vessel is to be named UNION

+ AOTEAROA, and will operate in conjunction with 3 R.I.L. ships.

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ACCIDENTS and MISHAPS:

Salvage of WAHINE wreck is expected to be completed about October. There remains about 800 tons of the ship to be cut up and raised.

Ref.P.130 - MELBOURNE (496/1952) was refloated on Feb.16 and after further work, the wreck will be towed into Williamstown.

W.D.A.RESOLUTION (5426/1972) suffered severe structural damage due to a fire, when at Newcastle on Nov.16.

WANDILLA (342/1971) tug, grounded on rocks off Moruya (NSW) on Dec.16 when bound Eden/Sydney. After refloating herself she proceeded to Sydney and will be out of commission until at least February.

THE PORTLAND (94/1910) one of the last scows trading on the N.Z.coast, struck Toms Rock near Karori Light in Cook Strait on Dec.12 and was beached. Towed to Wellington by Toia, she later crossed to Nelson under escort of Te Aroha (1114/1909), but it is now reported by Karamaea Shipping Co., that she will not be repaired and is for disposal.

+ Ref.P.131- WENCHOW (8475/1950) made three attempts to leave Auckland, but engine trouble drove her back each time. Eventually she got away on Dec.22.

ACT 5 -got into difficulties on Dec.31, when endeavouring to sail from White Bay(Syd) causing damage to the wharf, Botany Bay and herself. The vessel was not using tugs.

Ref.P.86 - BARON RENFREW completed engine repairs and trials, and sailed from Brisbane on Jan.4, having been inport since May 12.

+ BLYTHE STAR (321/1955) on voyage Fremantle to Eastern States developed engine trouble off Cape Leeuwin and diverted to Albany. As she arrived there her propeller shaft broke. Repairs commenced on Jan.11.

+ TALISMAN (6785/1952) suffered an engine breakdown after leaving Panama for Australia and was eventually towed all the way. She arrived Sydney on Jan.22 and after discharge was towed to Taiwan.

Ref.P.130 - MILBURN CARRIER (2579/1972) collided with Zaida at Gisborne on Feb.1 and sustained minor damage.



NISSHIN MARU No 8 (424/1962) tuna trawler, struck Pedra Banca rocks about 25 miles S.S.W. of Bruny Isl. Tasmania, on Feb. 7 and sank with the loss of all but one of her crew.

+ DARLING RIVER (33774/1966) Weipa to Bell Bay, struck a submerged object in the Tamar River on Feb. 8 and sustained some hull damage. The vessel arrived Brisbane Feb. 16 for docking.

+ WAIKARE (3839/1958) grounded on a reef 1½ miles off Lautoka on Feb. 13.

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#### GREY FUNNEL SECTION:

The new Federal Government has directed a review of the DDL programme, such review to include a re evaluation of the Netherlands DDG type, and consider the previous rejection of the British type 42, and the U.S. patrol frigate.

+ BRUNEI, Landing Craft Heavy (LCH) of 310 tons, 44.5 metres in length, was commissioned at Maryborough (Q) on Jan. 5. It is expected a further six of the class will be delivered by the end of 1973. The squadron will be based on H.M.A.S. Moreton at Brisbane.

PERTH, DERWENT and SUPPLY left Fremantle on Feb. 19 for a cruise that will take in Mauritius and Mombasa. SUPPLY then returns via Seychelles whilst the others go to Masawa (Ethiopia), Bandar Abbas (Iran), Bahrein, Karachi, Bombay, Colombo and Indonesian ports.

+ DUCHESS left Sydney Jan. 3 for Williamstown and conversion to a training ship.

The hulk of KARA KARA was sunk in target practice, 30 miles off Jervis Bay early in February.

R.N.Z. Navy are to name their four new 32.61 metre (107') patrol boats PUKAKI, ROTOITI, TAUPO and HAWEA.

MOANA ROA (2893/1960) has been taken by the R.N.Z. Navy for use as a survey ship, and will replace LACHLAN about July.

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#### COMPANY and GENERAL NEWS:

Bulkships Ltd., has issued a writ seeking damages totalling \$269,698 from the Commonwealth Government in respect of faults that developed in BOGONG (33262/1967) shortly after delivery.

Ref.P.132 - The P & O Shipping group and the Inchcape group have called off a proposed merger.

A Melbourne based Company, Montan-TNT has been formed by TNT, Montan Transport G m b H and Hapag Lloyd, to handle international shipping and shipbroking.

Ref.P.132 - The N.S.W. Supreme Court disallowed the proposed share issue to Howard Smith Ltd., by R.W. Miller (Holding) Ltd, but an appeal has been lodged. Meantime there have been several changes on the Miller's Board.

March 3, 1973

The Adelaide Ship Construction lost \$306,000 last year and have announced that they will commence winding down in February, there are however some pressures to prevent the closure.

Two anchors from INVESTIGATOR, under the command of Matthew Flinders, were recovered from 60 feet of water near Esperance W.A., by CAPE DON on Jan.19 and landed at Fremantle. The anchors were lost in Goose Island Bay in 1803.

The restoration of POLLY WOODSIDE (Rona) is to be undertaken by the National Trust, subsidised by the Victorian Government, and is expected to cost \$400,000 and take 3 years.

With the advent of a new Federal Government, it appears likely that Shipping and Shipbuilding policies will be subject to review. Already there are reports of a possible A.N.L. investment in an 85,000 dwt tanker and a 100,000 dwt bulk carrier, whilst private shipowners are also said to be investigating entry into overseas bulk trades.

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\* REMEMBER... THE LOG is now issued QUARTERLY, the winter edition is expected to be in the mail about June 2, 1973.

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