

# THE LOG



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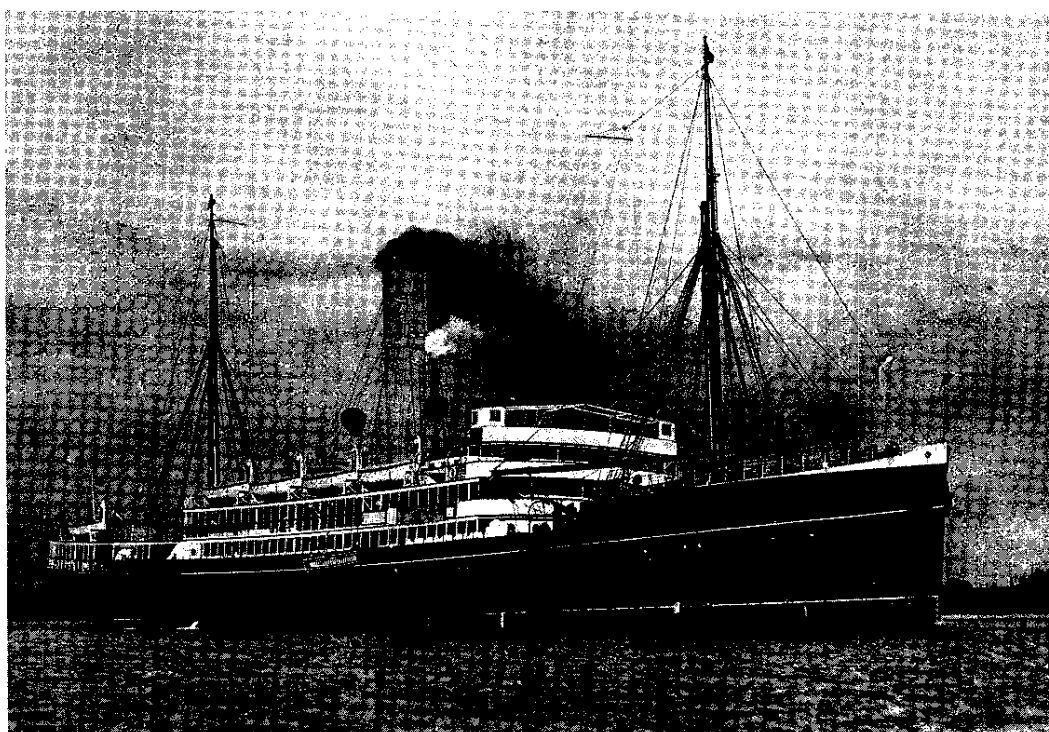
QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.

Vol.9, No.2  
New Series

WINTER ISSUE, 29th MAY, 1976

Price \$1.00  
Australian

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## ULIMAROA

5828 tons gross. Served Huddart Parker Ltd. from 1908 until 1934.

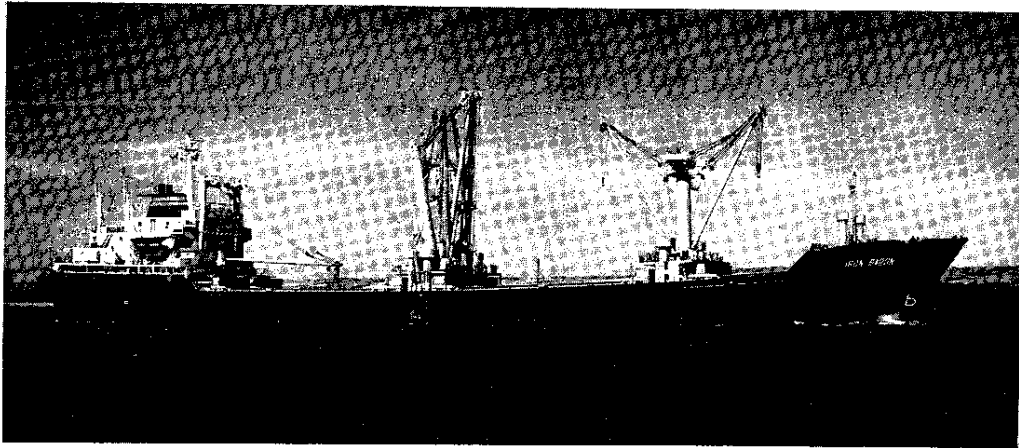
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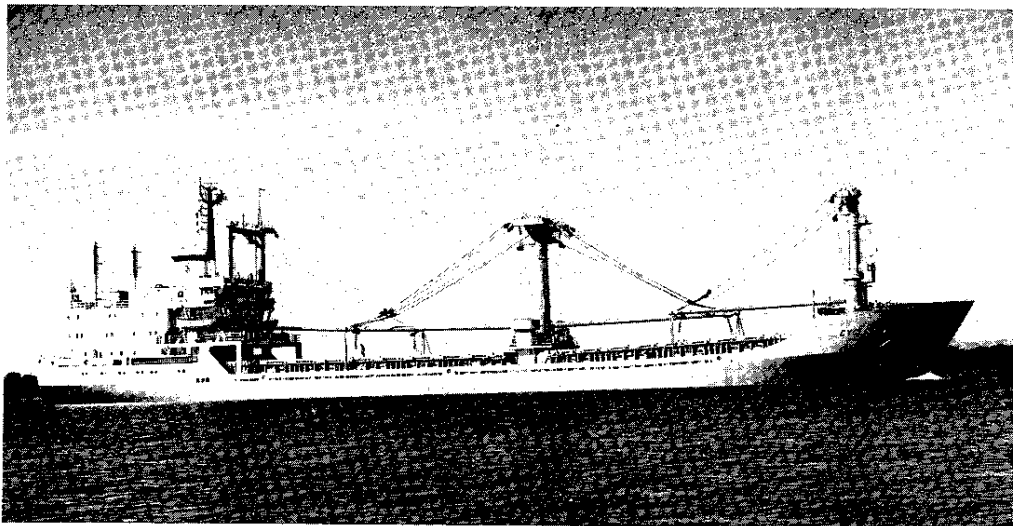
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SOME CONTEMPORARY COASTERS



"IRON BARON". From the same builder as "CYCLE".



Howard Smith's fourth "CYCLE".



"NANCY HEATH". The second of Howard Smith's three tankers.

(Photos by M.R. Dippy, Adelaide)

"The Log" is printed and published every third month for the Nautical Association of Australia Inc., by T.S. Stevens of Grosvenor Street, Balaclava, Victoria.

Quarterly Journal of the  
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\*Volume 9, Number 2, Issue 44 - New Series\*

WINTER - 1976

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\* T H E L O G \*

May 29, 1976

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\* On northern N.S.W. Rivers...

THE MILES BROTHERS OF FORSTER.

from: N.L. McKellar.

\*

Of the various areas of Australian maritime history, towage seems to be sadly lacking in documentation. True, the large firms, such as Smiths, Huddarts, Browns etc., have received attention, but in years gone by there were many small operators dotted round the coastline whose history so far has gone unrecorded. Such a one was that of the Miles family of Forster, which is situated on Wallis Lake, about 100 miles north of Newcastle. Like many another enterprise, this one did not begin by someone announcing one day "I'm going to start a towage business".

The name of Breckinridge is well known to students of the N.S.W. coastal trades, their interests in timber were widespread, and led them into the field of shipping. It was the sale of a Breckinridge mill at Forster which brought the Miles family business into existence and finally led them into shipbuilding and then towage. Indeed, the Breckinridge and Miles families became closely connected through marriage.

The story actually starts with Henry Miles II. One may ask "what about Henry Miles I?", but the fact is that apart from siring his namesake he plays no part in this story; however, in the home of Henry Miles III at Forster, there is a priceless old portrait of Henry I and his bride, which is a real archives piece.

HENRY II (1862-1944) came to Forster in 1869 and was an early builder of homes and schools in the area, in fact one school built by him at Darrawank still stands. In 1895 he turned to shipbuilding with his yard next to the family mill, on a site now covered by the Forster Services Club, whilst the mill had been started in 1884 by Breckinridge, was bought by Miles Brothers a year or two later and is now the site of the Bank of N.S.W. Henry vested the ownership in his sons Thomas and Josiah, but Henry II and Thomas were the 'towage' men, and Josiah seems to have been the 'finance' member.

A few years after the shipbuilding yard was laid out, a separate patent slip was added for overhauls and repairs, and played

its part almost to the end of the venture. Because of the varied interests of the brothers - milling, shipbuilding and towage - it is probably more practicable to follow each activity separately.

The mill is easiest to dispose of. It worked faithfully for the family until 1923, when it was burned to the ground. Circumstances in the trade were such that there was no point in rebuilding.

Curiously, towage was undertaken with purchased vessels while the shipyard was building for others. Towage was first pursued at Forster when, in 1896, Thomas and Josiah bought from John Wright's yard at Tuncurry (on the other side of Wallis Lake) the 84 ton, 13 year old MARIAN MAYFIELD, which then served them at Forster until wrecked there in January 1913. In 1905 the brothers moved into Harrington at the mouth of the Manning River, and for this port they purchased JOHN GOLLAN, built at Tinonee (on the Manning) by Captain Hector Gollan in 1889, for his own use.

The next move was to Port Macquarie where Nicholas Cain had UNDAUNTED, 55tons, built Balmain in 1897. In 1910 the Miles Brothers bought 32 of her 64 shares, in later years acquiring a further 24 and the final eight in the early 1920'S.

Thus by 1910 the brothers were serving three bars - Cape Hawke (Forster) with MARIAN MAYFIELD, Harrington with JOHN GOLLAN and Port Macquarie with UNDAUNTED. Then came the big upheaval. In January 1913 MARIAN MAYFIELD was wrecked at Forster and following her loss JOHN GOLLAN was used to cover both Forster and Harrington. The brothers also decided that henceforth they would build any further vessels needed, rather than buy from, and build for, others. It is now appropriate, therefore, to bring up to date the story of the shipyard.

Early output was entirely sailing craft - schooners and scows - for the timber trade, both locally and to Sydney. Named vessels so far not identified (and possibly not even registered) were FOREST QUEEN (reputedly for Josiah), FLORA BELL and NELSON. There is also an elusive ketch FAVORITE, reputedly built at Port Stephens in 1875, owned by Breckinridge, and bought by Thomas and Josiah in 1890, however the family records make no mention of this vessel. There is a note that FOREST QUEEN was finally wrecked on the bar at Forster. In 1900 the yard built the ketch Wootton, 151 g.r.t., for Allen Taylor & Co., and she was engined in Sydney in 1903. Then came, in 1902, the lovely schooner Ladysmith, followed by the steamers Blenheim (151/1905), ASTRAL (157/1908) and Bosca (44/1911). Except for ASTRAL - built for T & J Miles - all this output was for Allen Taylor. In this period the brothers made their last purchase - PARIS, built by Bailey of Auckland in 1892, bought in 1900, and lost by foundering off Catherine Hill Bay on February 9, 1912.

As hereafter the yard concentrated on building tugs for themselves, the disposition of these vessels may be considered.

The Wootton was sold in February 1911 to the Kaipoi Shipping & Trading Co., (NZ) and hulked in 1927. Ladysmith was taken over by the Commonwealth Government either late in 1914 or early 1915 and though she lasted in the Marine Underwriters' Register up to 1937, was later dropped without explanation. Blenheim went to Johnston & Co., of Wellington in 1907, was resold the same year to the Wairau S.S.Co., was altered in 1919 and re registered as 153 tons, renamed Awarua in 1925, sold to Fisheries Ltd., Wellington, then sold again in 1928 to R.J.Hamilton of Bluff, being renamed Iamatea. She served with the R.N.Z.N. in World War II, being returned to her owners in 1946. In the late 1950's she was trading round the New Hebrides and about 1958 went aground in Vila Harbour in a storm. Damaged beyond repair, she was dismantled on the site.

The ASTRAL had several later owners - Ellis & Collins of Sydney, and Langdon Bros., of Sydney, until she foundered off Barranjoey Head in April 1924. Bosca also changed hands several times, owners included Penson & Ellison, J.W.Eaton Ltd., Einersen & Newell Ltd., and J.Jamieson - all of Sydney. She remained in the Underwriters' Register until the final edition of that work in 1949, but her fate is not known.

We now return to the vessels built specially for towage.

First of these was KIOLA, though strangely enough she was not owned outright by the Miles Brothers. Buckles (F.Buckles & Sons) had tugs at Sydney (with the contract for towing garbage scows to sea) also at the bars of the Nambucca and Bellinger Rivers, and they joined with Nicholas Cain, the North Coast S.N.Co., and Mile Brothers in setting up the Coastal Tug Company, in whose name KIOLA was registered. As a matter of interest, this concern had a sister to KIOLA, named Bucra, built from the same plans, by Wrights of Tuncurry. For reasons which have not transpired, Bucra was registered in the name of Allen Taylor & Co. This vessel went onto the beach at Urunga in 1915 but was successfully brought off by Henry Miles II, being then sold to the N.S.W. Government, her final fate is unknown. Just to carry to its conclusion the story of the Coastal Tug Company, the third and last of its vessels was Repton, built by David Drake at Drummoyne in 1928, and wrecked on the breakwater at Urunga in 1933.

Miles' next selfbuilt vessel was FORSTER, launched in 1914 and towed to Sydney for fitting out by Chapmans of Waterview Bay. Completed early in 1915, she was stationed at her name port.

By now the bars served by the family were Cape Hawke by the FORSTER, Harrington by JOHN GOLLAN and Port Macquarie by KIOLA. The UNDAUNTED, displaced by KIOLA, was by now owned as to 56/64ths by the family, so they were able to place the ship in a new field, the Tweed River bar.

Over the years these tugs also acted as pilot vessels when needed, being paid a subsidy for this work. The exception was at the Clarence River, where the Government had its own vessel - Alexandra. The position on the Richmond River is not clear, though at no time did the Miles Brothers operate there. They did, however,

many inter-river jobs for the Colonial Sugar Refining Company, towing barges, often five at a time, from river to river.

There were few variations in this pattern from 1915 to 1939. The firms name was changed in 1931 from T S H Miles to H.Miles & Sons. UNDAUNTED was displaced from the Tweed a few years before World War II, and Alexandra covered both pilotage and towage at the Tweed and Clarence as there was now very little traffic into the Tweed and such N.C.S.N. ships as did make the journey were commanded by 'exempt' masters, and were small enough not to need tugs. The now redundant UNDAUNTED acted as relief ship for the next few years and in 1941 was bought by the Commonwealth Government for some war purpose and dropped from sight. KIOLA worked on the Nambucca River from August to December 1938 but the venture did not last.

In 1939 the yard built the hull of HENRY MILES - their last ship, appropriately named for the firm's founder. It was towed to Sydney for installation of the engine which had been removed REPTON and was lying at the yard of H & P Stacey, Sydney. The work was finished early in 1940 and the marriage of the hull, which had been designed round the available machinery, and the engines proved most successful.

The completion precipitated a number of changes in the fleet - changes accelerated by the dwindling away of the coastal rivers trade. JOHN GOLLAN, now over fifty years old, was broken up by the Miles yard at Forster. KIOLA was sold to the N.S.W. Government Railways for towing barges on the Hawkesbury in connection with the building of the new railway bridge across that river. She is believed to have been laid aside when the work was done and her final fate is unknown. FORSTER was acquired by the Commonwealth Government in 1943 but the use to which she was put was never made known to the Owners, but when she was offered back to them early in 1946, she was in such a state that the offer was rejected. Doubtless she too was scrapped.

The firm now had only HENRY MILES. It had taken over towage on the Clarence in November 1939 when the Government removed Alexandra, so HENRY MILES now looked after a territory stretching from Forster to the Clarence. Gradually the need for towage diminished further. HENRY MILES continued to return to the family yard for slipping and survey as required, but in 1946 the lease of the land on which the yard was built expired and it was closed down - another link with the past being broken. The yards in this general area, Breckinridge's at Failford and the one at Coopernook (both on the Manning), Wright's at Tuncurry, and Miles' at Forster, are, these days, either entirely gone, or as is the case at Coopernook, distinguishable only by a knowledgeable few who can point to a few piles as relics.

The HENRY MILES eked out a precarious existence until 1968, when Henry Miles III, now 64 years old, and his brother Bill, decided to call it a day. HENRY MILES was sold to Sydney G. White (Ballina Slipway & Engineering) on March 14, 1968, they had been conducting all work for survey etc., since Miles yard closed down in 1946

so were very familiar with the craft, furthermore in the previous few years HENRY MILES had been working as a pilotboat on the Clarence.

After the purchase, HENRY MILES was re engined with diesels and converted for fishing purposes. The craft went to the Gulf for three seasons, engaged in prawning, and in 1973 took some 200,000 lbs of prawns. In 1975 the vessel was prawning off Newcastle, but then returned to Ballina and has been laid up since October 1975. Ballina Slipway currently has no plans for the future.

The Miles vessels all had wooden hulls. Their livery was a green hull with a yellow band and a black funnel. They never had a houseflag or even an emblem on their letterheads.

Henry III and Bill still live at Forster and can tell of the time when there was no training wall, no sandbank opposite their old yard, and the regular traders of Cain, Taylor and Breckinridge, and others, were common sights on the lake where the waters are now churned up only by pleasure craft or fishing vessels.

\*

The writer is acutely aware of the gaps in this story and would welcome any help in completing it. Communications should be addressed c/- P.O.Box 84, Tamworth, N.S.W.

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\* NAUTICAL ASSOCIATION of AUSTRALIA Inc.

Balance Sheet as at December 31, 1975

<u>Liabilities</u>		<u>Assets</u>	
Sundry creditors	354.54	Cash at bank	3039.28
Subs.unexpired	181.85	sundry debtors	197.53
income in advance	38.20	stocks on hand	175.89
<u>Accumulated Funds</u>			
Balance 1/1/75	1635.95		
surplus 1975	409.21		
	<u>\$2045.16</u>		
<u>Underwriting Fund</u>			
Balance 1/1/75	734.26		
surplus 1975	58.69		
	<u>\$ 792.95</u>		
	<u>\$ 3412.70</u>		<u>\$ 3412.70</u>
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As a matter of interest it is mentioned that the cost of producing and distributing THE LOG in 1975, was just over \$200 more than in 1974.

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\* PHOTO OFFER No: 44 CLOSING date - June 30, 1976

Price per card 22 cents (N.Z.Currency) - except Port Line vessels, which are 24 cents (N.Z.C.), postage and package has increased to 25 cents per order, due to increased N.Z. postal charges. ORDERS and REMITTANCE to:-

Iain G.B.Lovie, 166 Kennedy Road, Napier, New Zealand.

NAVAL VESSELS - American destroyers.

DAVIS	DUPONT	BRADLEY	CHEVALIER
COLLETT	EVERSOLE	FRANK KNOX	HOLLISTER
MADDOX	POWER	SPROSTON	RICHARD EDWARDS

BROCKLEBANK LINE.

MAHOUT 63	MAHRONDA 64	MAHSUD 68	MAIDAN 46
MAIHAR 68	MAIPURA 52	MALANCHA 60	MANIPUR 64
MASIRAH 57	MATHURA 60	MATRA 49	*PORT PHILLIP 42

(\* Port Phillip - black hull and Brocklebank funnel)

PORT LINE vessels.

These photographs are from negatives from the Wellington Harbour Board Maritime Museum collection. All are taken in Wellington in the 1920's. A = alongside wharf view. Some views have emulsion marks, but all views are of high photographic quality. This is the first of several offers from this collection to be made available.

PORT ADELAIDE 19	PORT ALBANY 14 (A)	PORT AUCKLAND 22
PORT BOWEN 19	PORT BRISBANE 23	PORT CAMPBELL 22
PORT CAROLINE 19	PORT CURTIS 20	PORT DARWIN 18
PORT DENISON 18	PORT FREMANTLE 27	PORT HARDY 23
PORT HOBART 25	PORT HUNTER 22	PORT MELBOURNE 14
PORT NAPIER 12	PORT NICHOLSON 19	PORT PIRIE 10
PORT WELLINGTON 24		

Postscript to President's review -

In mentioning some of the more noteworthy books published last year the President omitted to mention 'The Ferries of Sydney' which is an excellent contribution to the records of Australian Maritime History. It is by Graeme Andrews and was reviewed in Vol.8, number 4, of THE LOG. The President has requested this note be printed in this issue in order to correct his oversight.

\*ILLUSTRATIONS...

The photographs reproduced inside the front cover of this issue are from Mr.M.R.Dippy of 40 Hannay Street, Largs Bay. S.A.5016. Mr.Dippy circulates photo offers every two months, in which are included a wide variety of ships from his own and other photographers' negatives.



THE LOG

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\* The First...

t.e.v. RANGATIRA

From: B.M.Walker.

\*

In September 1930 a contract was placed with Vickers Armstrong Ltd., Barrow in Furness, United Kingdom for the construction of a vessel being 400 feet long with an estimated gross tonnage of 6152. Propulsion was to be by twin screws driven by British Thomson Houston turbo electric turbines giving a service speed of 22 knots. Accommodation for passengers was to be provided in two classes.

Launched on April 16, 1931, RANGATIRA was ready to leave the United Kingdom when a fire occurred onboard the vessel on August 11, 1931. This delayed departure for a short period until September 8, when the vessel left for Port Chalmers via Curacao and Panama. Arrival was made at Port Chalmers on October 10, and after victualling and storing the ship entered the Lyttelton to Wellington passenger service with a sailing from Lyttelton on November 3, 1931.

A fine looking vessel with two trim funnels nicely spaced and a beautiful open wooden bridge. With the high standard of accommodation and open deck space RANGATIRA soon became a firm favourite with the travelling public and was considered, and by some still is, the most handsome vessel ever employed on this run. Although built for the Wellington to Lyttelton service the vessel was also engaged in excursion voyages from Wellington to Picton.

In 1936 RANGATIRA had the misfortune to strike a submerged object off Sinclair Head, at the entrance to Wellington Harbour. The vessel had departed from Lyttelton at 8.25 pm on February 1 and in the early hours of the morning encountered rough seas and poor visibility. While endeavouring to enter Wellington Harbour a headland was observed and in spite of emergency action by Captain Cameron, the vessel struck shortly after 6 am. Muster stations were sounded for the passengers and crew and an examination showed that the vessel was making water in the two forward holds. After going astern RANGATIRA pulled clear of the rocks, but was well down by the head. Captain Cameron therefore arranged for the bow rudder to be connected and the vessel proceeded inside the heads stern first and was met there by the tugs Toia and Terawhiti. When berthed at Clyde Quay, Wellington at about 9.30 am, the vessel was drawing 27'6 forward and 11'6 aft, and Terawhiti immediately placed hoses in number two hold and commenced pumping. After temporary repairs were made by divers the ship was placed in a suitable trim to enter Jubilee Dock on February 9.

While RANGATIRA was under repair, Wahine (1) was substituted on the service, but this vessel rammed Pipitea Wharf at Wellington on June 5 during fog and this necessitated the veteran steamer Marama (6437/1907) being placed in the service.

After extensive repairs RANGATIRA re-entered the Wellington/Lyttelton service on June 30, 1936 and remained thereon until 1953 when the new Maori arrived from the United Kingdom. During the second World War the vessel made ten voyages to Fiji from New Zealand with troops and also one quick voyage to Sydney in September 1941 in order to return New Zealanders stranded in Australia.

The second major accident to happen to RANGATIRA was on December 28, 1940 while approaching Banks Peninsula on a voyage to Lyttelton the vessel stranded close to the entrance to Pigeon Bay about 6 am. The freighter Waipiata (2826/1926) was despatched to the ship and passengers were landed at Lyttelton by this vessel. At about 3 pm RANGATIRA was refloated with the aid of the Harbour Board tug and the freighter Karitane (2534/1939), then immediately despatched to Port Chalmers for docking and repairs.

In 1953 RANGATIRA was laid up at Evans Bay, Wellington and kept on a care and maintenance basis, being used as a relief ship on the Wellington/Lyttelton run during the winter months, and on the Wellington/Picton service during the period December to Easter each year. Indeed it was during this period that the ship - then 22 years old - proved how good she was, the times for the run being just over two hours 20 minutes. It is said that it was only the owners who would not permit the vessel to break all records for this crossing.

It was while on the Picton service that RANGATIRA again disgraced herself, as on December 25, 1959, while bound Wellington/Picton she grounded just inside the entrance to Tory Channel. Departure had been taken from Wellington at 11 pm on December 24 and arrival at Picton was expected at 3.30 am the following morning. After entering Tory Channel the ship was caught in a strong flood tide and grounded about 17 miles from the Picton wharf. With good fortune it was found that the ship had grounded on a thick bed of kelp and was making no water, but efforts to free her with her own power were to no avail. At 5.45 am the Tuatea from Picton endeavoured to tow her free, but with no success. In view of this it was decided to disembark the passengers into launches for transport to Picton. At about 9.50 am the Wellington tug Tapuhi arrived alongside and further unsuccessful efforts were made to refloat the ship. After discharging cars into lighters, on December 26, the Wellington tugs Tapuhi and Taioma, assisted by Tuatea, managed to free RANGATIRA which arrived at Picton wharf at 7.56 am on December 26. No damage had been sustained and the vessel returned to Wellington and remained on this run until April when she was again laid up.

With the withdrawal of the Union Line from the Picton service and the introduction of roll on/roll off services to Lyttelton, RANGATIRA became surplus in the company fleet, and was laid up in Wellington Harbour in 1965, for sale. It was not until September 1967 that the vessel was sold to John Manners & Co., Ltd, of Hong Kong, who resold the ship to Fortune & Co. Ltd, Hong Kong. It was a sad day for those at Wellington who watched RANGATIRA depart on October 25, 1967 in tow of the Japanese tug Fuji Maru. Late in November RANGATIRA arrived at Hong Kong and was broken up in 1968.

\* The DUFFY collection of SHIP PHOTOGRAPHS...

THE LOG normally publishes in each issue three offers of 12 prints each at 25 cents per print, with a surcharge of ten cents on each offer. Closing dates are strictly observed, but a combined order for each group of three offers is accepted provided it is received before the closing date of the first offer in the group. ORDERS with REMITTANCE to W.P.S.Nicolson, 15A Wandella Ave., Roseville, N.S.W. 2069, Australia. Make cheques, money orders and postal notes payable to the 'World Ship Society'.

OFFER No. D24; closing date 31/7/1976.

1.	CALDARE	Howard Smith	730/30
2.	CITY of SYDNEY [6 mst barque]	Northern Fisheries [U.S.]	2903/75
3.	H.M.A.S. ENCOUNTER	cruiser	5900/05
4.	GOLDEN GATE [4-mst barque]	Rolf Nav & Coal.U.S.	2341/88
5.	INGA	R.S.Lamb	948/04
6.	KAREELA	Sydney Ferries	186/05
7.	MALOJA	P & O	12431/11
8.	MALOJA	P & O	20837/23
9.	PLANOBRIS	Anglo-Saxon Petroleum	5876/22
10.	THALATTA	Wilhelmsen	5671/22
11.	WEAR	James Paterson	1892/11
12.	WYANDRA	A.U.S.N.	4058/02

OFFER No. D25; closing date 31/8/1976.

1.	AGE	Howard Smith	2284/88
2.	BOORAL (ex Oberhausen)	Commonwealth of Aust.	4359/05
3.	BRITISH BEACON	Admiralty(BritishTanker Co)	6891/18
4.	KARRABEE	Sydney Ferries	107/13
5.	KORANUI	Union S.S. of N.Z.	1266/14
6.	NAMOI	Newc. & Hunter River	1414/83
7.	PARMA(ex Arrow -4mst barque)	Reederi F.Laeisz.(Gr)	3084/02
8.	PORT NICHOLSON (ex Makarini 14)	Cwlth & Dom.	10624/12
9.	PORT NICHOLSON	Cwlth & Dom	8402/19
10.	ROXEN	Rederi A/B Transatlantic	4528/21
11.	SAMUEL PLIMSOLL [3 mst ship]	Aberdeen	1444/73
12.	H.M.A.S. YARRA	destroyer	700/10

OFFER No. D26; closing date 30/9/1976.

1.	BEATRICE (4mst barque)	Rederi A/B Pollux (Swed.)	2107/81
2.	COMBOYNE	Allen Taylor	281/11
3.	CYCLE	Howard Smith	3987/98
4.	DEVON	Federal	9661/15
5.	DIOGENES (1eter Mataroa)	Aberdeen	12341/22
6.	HEREWARD (wreck at Maroubra'98)	J.Campbell	1513/77
7.	ITONUS (as transport A50)	British India	5340/98
8.	KATOOMBA	McIlwraith McEacharn	9424/13
9.	H.M.S. NELSON (barque rigged)	battleship	7500/81
10.	ST. GEORGE	North Coast S.N.	515/95
11.	SHINPO MARU	Kishimoto K.K.	4737/18
12.	WOOLLAHRA	Watsons Bay..Ferry Co.	152/13

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\*CORRESPONDENCE...

A letter from Mr.T.J.Callen, 26 Eames Ave., Stockton. N.S.W. expresses disappointment that recent publications concerning Sydney Harbour Ferries do not deal in depth with the rivalry between the two ferry companies serving Manly in the 1880's and he would like to know more about this era. During the course of his letter Mr.Callen writes..." In 1895, when my grandfather - Peter Callen - was building the tug Fearless at Stockton, Newcastle, he was approached by a syndicate from Sydney who were looking for a fast ship to run as opposition on the Manly run. The Fearless had been highly spoken of in the press both for her good looks and potential speed. On sighting the hull on the stocks the syndicate immediately offered a two year charter on completion. They felt that she would be ideal on the Manly service and capable of outstripping her rivals. They were not disappointed. A Sydney newspaper wrote in 1896 .. ' The Manly Co-op Ferry Co's new boat Fearless, during her trials, covered the measured mile at twelve knots with many officials on board '. Sea trials proved her an admirable sea-boat. She was thrown open to the public at Manly. Her alterations were carried out by Young, Son and Fletcher, of Balmain.

When rivalry ceased on the Manly service about 1898, Fearless returned to Newcastle where she carried out coastal towage sometimes in opposition to Commodore, Irresistible and Port Jackson, all three having by that time been purchased by J S A Brown of Newcastle.

The Port Jackson Steamship Company tugs mentioned above were frequently used on the Manly run with temporary accommodation. I have photographs of all three crowded with passengers, Commodore with her twin funnels - side by side - belching smoke, [ no doubt to the discomfort of her passengers], the Irresistible with seats and an awning on her long boat deck, the Port Jackson similarly fitted out but painted either white or a light grey all over. "

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Mr.R.K.Willson, P.O.Box 1607, Canberra City. A.C.T. 2601, writes. also in connection with Manly ferries and in particular Dee Why. and Curl Curl . Mr. Willson wishes to communicate with any reader who has a special interest in recording marine accidents and to determine the circumstances and date that Curl Curl crashed into the retaining wall beyond the jetty at Circular Quay. It is thought the incident took place about 1936.

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\* N.A.A. SUBSCRIPTION \* RENEWAL...

At the end of June, the subscription of some readers will expire. You are reminded that the subscription is now \$ 3.50 Aust.Currency for residents in Australia & New Zealand, and \$ 4.25 for other countries. Early renewal through your usual channels would be appreciated. Direct remittance can be made to the Secretary of N.A.A. P.O.Box 4114, Melbourne. Victoria. 3001.

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\* Another Burns Philp steamer...

s.s. MALAYAN

From: B.A. Wilkinson.

\*

Probably the least remembered of the vessels owned by Burns Philp & Co., is MALAYAN. The period of active service with the Company was less than four years and, although a good class of ship with above average speed, she was a cargo carrier only and did not command the attention of the travelling public as did the majority of the vessels in the Company's island services.

In 1890 the London firm of Willaim Ross & Co., owners of both steam and sailing ships, had three cargo steamers built, one of which came from the yard of Sir Raylton Dixon, Middlesborough and was named Storm King. This ship was 340 ft long by 42.7 ft beam and of 3279 gross tons. A big triple expansion engine having cylinders 28" x 44" x 72" diameter with a stroke of 48", took steam at 160 lbs.p.s.i. from two coal burning double ended boilers operating under natural draught - powerful machinery for the size and type of ship - and provided a service speed of 12-13 knots at about 65 r.p.m., but 14 knots could be obtained with the engine opened out.

The company experienced financial difficulties and went into liquidation in 1895. Storm King was taken over by Frank Ross, an operator of steam and sailing ships in Quebec, Canada. It is interesting to note that Frank Ross at the time owned the famous four masted sailing ship Lancing, which held the sailing ship speed record of 18 knots for 72 hours.

The newly established London shipowning firm of T. Ronaldson & Co., was expanding its fleet and in 1900 purchased Storm King for general trading, without change of name; however, the fortunes of this company declined soon after the turn of the century and in 1904 the vessel was taken over by R.P. Houston's - British and South American Steam Navigation Co., for service to South Africa and South America. Renamed Homereus it took its place among the good class vessels of that company.

About November 1919, Burns Philp & Co., purchased Homereus to supplement the cargo service to Java and Singapore, then being carried out by Montoro and Mataram, and later by Marella. Before leaving London for Australia the name was changed to MALAYAN and the vessel arrived in Sydney on June 9, 1920 by way of Rangoon and Singapore, bringing part cargo of rice and white beans from these ports.

After drydocking at Woolwich, MALAYAN left Sydney on July 5, 1920 for Singapore via Melbourne, Port Adelaide and West Australia, and two such voyages were made. The first two voyages of Marella were also made via these ports. During one of the two voyages of MALAYAN, the Captain took onboard two elephants at Rangoon as a practical joke, however one died before reaching Australia and the other was said to have been given to the Zoo at Sydney.

The engine room of MALAYAN was particularly clean and attractive and it was evident that the machinery had been well cared for; however, after thirty years of service the boiler furnances were giving trouble, and on passage to Singapore the ship was run on one boiler. Even so a speed of 10 knots could be maintained.

In February 1921, MALAYAN was placed in the Solomon Islands service. The vessel had what were known as McIntyre double bottom tanks which consisted of transverse floors on top of which were girders about four feet apart running the length of the ship, the tank top plating being rivetted to the girder. MALAYAN spent a lengthy period at Morrison & Sinclairs yard, where loose rivets were rectified and strenthening members added.

Large numbers of cattle were transported to the islands by the ship and during one trip over a thousand head were taken on at Brisbane for various plantations owned by Burns Philp & Co. Unloading where wharves did not exist was a hazardous experience, the cattle leaving the ship from a ramp or race to swim ashore. The bulls made straight for the land but the heifers would swim in any direction, often towards the open sea, the native 'cowboys' in canoes rounding up the strays. On one occasion an animal took refuge on the ship's propellor boss.

At Soraken, on Bougainville Island, MALAYAN anchored as close inshore as was safe with native canoes forming a passage way to the shore. As the cattle swam from the ship several sharks up to 12 feet in length were seen to form an escort, swimming alongside the cattle and returning to the ship to repeat the performance over and over again, without any attempt to molest them.

MALAYAN was too big for the island trade and was laid up for some months, until October 1923, when, preparatory to selling, an extensive refit occupying three months was carried out by Morts Dock & Eng. Company.

On February 1, 1924 MALAYAN left Sydney under the ownership of B.B. Wiltshire to load cargo at Wallaroo and Melbourne for Hong Kong and Shanghai. A call was made at Sydney on February 15 for coal, and at Sandakan in Borneo three weeks later.

Resold about August 1924 to Yamashita Goshie K.K. the vessel was renamed Hakuyo Maru then, without change of name, later to Ninomiya Junichi, Kobe. The vessel continued trading until 1930 and was broken up about 1931, being then just over forty years old.

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\* BOOK REVIEW....

OCEANOGRAPHY and SEAMANSHIP ...by William van Doorn,  
Adlard Coles, recommended price \$30.

This book is a study of the greater portion of the earth's surface and man's attempt to cope with it. A little more than half of the 469 pages is devoted to the ocean characteristics relevant to mariners, while the remainder is concerned with seamanship and ship stability. The author has succeeded in presenting a great  
(continued)

of technical and mathematical information in a way that is easy to read and understand; graphs are clear and well explained, and instructions are given in some instances for their correct interpretation.

A brief description of earth structure and oceanic life is presented in the first few chapters, including pertinent discussions of continental drift, magnetic fields, and shoreline physiography. What follows is largely geography, but the concept around which it is written is quite original; the sea and the atmosphere are seen as neighbouring bodies, and the ocean surface as a common interface. Accordingly, the text presents as reasonably detailed study of the characteristics and behaviour of both these bodies, the circulation currents within them, and their responses to externally applied influences such as landforms, earth rotation, and shoreline. The writer then goes on to discuss the influences of sea and air on each other. The chapter on meteorology is not as detailed as those about tides, waves and currents, and the few pages about weather forecasting at sea are quite scant, but there is enough information on the whole about atmospheric humidity and saturation for the earnest reader to work out probable cloud heights, condensation levels, and rain.

The detailed sections on ocean currents and wave action are excellent; water circulation is described both globally and by depth so that a three dimensional picture is presented for most locations. The principles of wave motion are quite technical, but fully described, and there is a simple presentation of wave refraction (distortion to match the shoreline it is approaching) and wave diffraction (wave change as a result of passing through a narrow opening such as a harbour entrance) as relevant to navigation. A description of breakers and tidal waves adds colour, and there is a valuable description of wave forecasting during different weather conditions.

It is a disciplined presentation where other authors may have easily rambled and sidetracked, but expensive for a volume with only few plates.

B.P.

The sections on ship dynamics, heavy weather seamanship and emergency procedures are devoted to the practical application of the information on the sea and its movements, set out in the previous sections. Throughout these sections the author has sought not only to tell what will happen in particular circumstances, but also to explain why. This approach demands a detailed knowledge of theory as well as practical application in each area that is discussed. Some shortcomings are apparent in the chapter on ship stability, particularly in relation to larger ships, but this is more than outweighed by excellent chapters on the construction, rigging, and outfitting of yachts; on anchoring, particularly in heavy weather, and on 'man overboard' procedures. The methods recommended for the organisation of search and rescue operations are clear and practical and should be required reading for everyone who keeps a watch at sea.

K.P.F.

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\* COMMENTARY...

THE RUSSIAN SCARE!!!

European shipowners have, for sometime, been concerned by the intrusion of Russian vessels into various liner trades, and now judging from the commercial press, and to a lesser degree the daily press, the Australian Northbound Shipping Conference has not welcomed the introduction of a service by the Russian Far Eastern Shipping Co. (FESCO) of Vladivostock, whose first ship - Mikhail Oljminsky - is now on the Australian coast, and will be followed a month later by another - Panteleymón Lepeshinsky.

These vessels, both launched last year, are conventional type of about 6,500 tons gross, with ability to carry general, refrigerated, bulk liquids and limited containers. They are to operate between Vladivostock and Australian east coast ports via Japan, Hong Kong and the Philippines. In addition, and of far greater concern to the Conference, is the probable introduction of the containership Pervomaysk into the Japan/Australia service. All the Russian ships will charge rates that are at least 15% lower than the Conference.

The Conference Lines have made representation to the Commonwealth Government, however at this time the Government states it has no intention of interfering with FESCO operations. It would be hard for the Government to justify such interference, particularly as Australia has not formally adopted the United Nations Committee for Trade and Development resolution, which provided for trading nations to share their liner shipping on a 40%-40%-basis, with 20% for ships of third flag nations.

An interesting thought is that the introduction of a Vladivostock to Australia service by the Russians, would make it difficult for them to refuse the Australian Government the right to extent the ANLINE service beyond South Korea to Vladivostock.

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MAO'S MARITIME THREAT

Whilst on the subject of Communist controlled shipping, mention should be made of an interesting article by Ray Maultsby that appeared in the April issue of Freight & Container Transportation, dealing with Chinese shipping, in which he says ...

" Not only is China a major buyer of good secondhand tonnage, she is building a lot of ships herself. While much ship buying has been done openly, a lot has not. Many of the purchases are taken by Hong Kong front men for transfer to the Somali flag. These ships disappear behind the bamboo curtain, some of which are later seen trading around the world under Chinese names. Those that do not re emerge presumably become engaged in trade on the China coast".

The Hong Kong companies buying ships with Chinese money are said to be, Ocean Tramping, Yick Fung Shipping & Enterprise Co., and Nan Yang Shipping Company.

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HAIL & FAREWELL

Just as the three laid up A.S.P. containerships were being prepared for sea in great haste and relative secrecy, after being laid up since November 1975, the W.A.State Shipping Service announced that they would commence operating Beroona on a 28 day east/west service. It is planned to call at Port Kembla - sometimes - Westernport, where Lysaghts have their own wharf, Melbourne and Burnie, and to cater for large consignments plus about thirty containers of general type cargo.

According to reports the reason for diverting the ship from the northern run is due to a fall off in cargo, combined with a \$6.9 million loss made by the service in 1975. It appears that if Beroona can operate at breakeven on the east/west service combined with only three ships on the northern run operating on a changed schedule, the W.A.Government hope to reduce the 1976 loss for the State Shipping Service by two million. The alternative was to either lay up one ships, or sell a ship.

Reverting to the A.S.P. ships, at this time their future is not clear. Manoora and Kooronga left Geelong on April 26 and Kanimbla, after suitable maritime protests before TV cameras, went down the Yarra after dark the same day. All three called into Gage Roads (Fremantle) for final clearance by Customs. As it transpires they also had to have their cooling water intakes cleared of marine growth, then went onto Singapore.

Nothing has been announced about their future, but it has been suggested that they are to be handed over to a Hong Kong based company, and that Kanimbla and Manoora are to have their container spaces altered by the removal of the slots that previously accommodated the small three ton containers, also the areas that held the car carrying flats. Nothing has filtered through in regard to Kooronga yet.

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\* OBITUARY...

SIR WILLIAM WALKLEY

Sir William Walkley, founder of Ampol Petroleum Ltd., died in Sydney on April 12, aged 78 years. Born in New Zealand, he became interested in petroleum products there in 1929, then moved to Australia in 1936 to commence an organisation that developed into Ampol. Apart from Ampol, he instigated the search for oil in West Australia and was rewarded in December 1953 when oil was struck at Exmouth Gulf, this became the Barrow Island loading terminal. Sir William retired as Managing Director of Ampol in 1963 and was Knighted for his services to the industry in 1967.

A full background of Ampol can be found in the December 1973, issue of THE LOG.

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\* MARITIME MISCELLANY,...

Closing date for items for the next issue - AUGUST 4.

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For assistance in compiling this section the Editor expresses particular thanks to Messrs: D.Finch, J.Burne, H.Dick, R.Fildes (NSW): R.Wright (ACT): A.Arbon (SA): R.McKenna (WA): R.McDougall (NZ) and K. Le Leu, also T.Ryan (V).

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COASTAL and SOUTH PACIFIC:

Tenders have been called by A.S.P. for a 4000 dwt cement carrier for completion early 1978 and employment on charter to Goliath Portland Cement Co.Ltd.

PATIKI - 36.57 metre dumb barge launched at Gisborne (NZ) on February 12 by J.L.Primrose Ltd. for the N.Z.Government Electricity Dept., arrived Auckland February 23.

TUMAINI and JUHUNDI - 18 metre fully refrigerated trawlers, have been delivered by Dillingham Shipyard (WA)Ltd to the Tanzanian Government, and left Fremantle for Dar es Salaam mid May.

SOUTHERN CROSS - oil drilling rig - is expected to be completed in July and thereafter lay idle in Moreton Bay. It is the last vessel to be built by Evans Deakin Ltd, Brisbane, as they are closing down their shipbuilding activity after 33 years.

A.S.MAYNE - bucket dredge for the Melbourne Harbour Trust, is to be launched at Cockatoo on May 29.

Ref.P.24. ARATIKA (3875/74) is to leave N.Z. in June for Hong Kong where conversion to carry cars and passengers, as well as rail waggons, will be undertaken.

Ref.P.24. AKUNA (730/43) left Sydney April 3 for North Queensland and was last reported to be at Brisbane. It is also said that the owner - Scott Bevan Davies - wishes to restore the original name of Gladstone.

Ref.P.23. SEAWAY KING (2981/64) recommissioned on April 20 due to the disablement of Seaway Prince.

REGIONAL ENDEAVOUR (10372/60) lying at Ardrossan (SA) since November, is reported to be for sale consequent upon industrial problems with the S.U.A. that prevented the undertaking of a charter in Israel.

WANAKA (2769/70) purchased by Seaways Sg. & Trading S.A. Piraeus sailed from Dunedin on March 26 as Rata Hills, and called at Sydney briefly on April 2.

WILLIAM HOLYMAN (1975/61) delivered to Maldiva Shipping Co., at Launceston, was renamed Maldiva Swift, loaded at Port Kembla and sailed from there on February 24.

GOLDEN BAY (1657/54) laid up since September 75, sold by Terakohi Shipping Ltd, N.Z. to Ryujin Cement Co, Okinawa and renamed Ryujin Maru.

Ref.P.24. POLYNESIE (2650/55) was sold to Guan Guan Sg. Singapore and renamed Golden Glory. Ref.P.90. CALTEX PORT KEMBLA (3988/55) was sold to Singapore Bunkering Service (Pte)Ltd. and renamed Asian Guardian.

CHALLENGER - 158 tg - Fremantle Port Authority VIP launch, built by Halvorsen, Sydney in 1945 as a "Fairmile" type and acquired by the F.P.A. in 1962 as the Army Water Transport vessel Maureen is reported to have been sold to Queensland interests for use in the Barrier Reef area. It is also reported that the Melbourne Harbour Trust VIP, COMMISSIONER - another ex "Fairmile" - has been sold to private interests.

GLOMAR TASMAN (4356 tg) has completed drilling in N.Z. and the tender Lady Vilma is lying at Nelson, whilst Sydney Tide left there on April 6, for Broome.

Ref.P.84. JOHN MONASH (1396/55) sold to Crescent Line, Singapore and renamed Asian Queen, left Newcastle March 25 after loading coal for Singapore.

W.H.KUNARA (1400/71) - dumb cutter dredge - built at Newcastle; left Port Hedland on May 10 in tow of Tasman Zee bound for the Arabian Gulf. Meantime the new dredge WOMBAT (410/74) built by Dillingham .W.A. for Dredco P.L. has been idle at Fremantle since completion.

PORT DE FRANCE (1195/59 ex Anjou 72, Leoville 66) delivered to Hoth Shipping Co. at Sydney on March 7, renamed Mubarak (Panama Flag) and sailed March 12 for the Arabian Gulf.

Ref.23. WALLACH is reported sold at Cairns for \$6,000 and YALATA (386/55) sold by QUF Industries, Brisbane for Island trading out of Cairns, and has been renamed Glenelg.

GEO KERMODE (1380/14) former Melbourne H.T. dredge, was scuttled off Pyramid Rock in Westernport Bay on April.1.

Ref.P.24. MUNDOORA (4116/60) has been sold to Maldiva Shipping and RICKIE MILLER (2616/54) has also been sold, possibly to the same buyers. There is also a report that ECHUCA (2853/71) has been sold.

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#### TUGS:

WALUMBA (269/60) sold by McIlwraith McEachern Ltd. to Maldiva Shipping Co., left Melbourne as Capricorn on March 25 bound for Singapore.

Ref.P.25. WYOLA which arrived Fremantle February 11, was launched as Pirate. On February 12 another tug named Pirate was launched by Carrington at the sametime as a second Corsair.

CAMPBELL COVE (424 tg) was launched by Carrington on May 10 and BOTANY COVE is to be launched on May 15. Both are due in service in June.

WANGAREE arrived Sydney February 7 from Launceston but on Febr. 12 developed trouble with the hydraulic steering rams and was out of service until March 20.

VULCAN - 21.98 metre tug for Melbourne M.T. commissioned on February 23 and the second tug is to be named VITAL.

The Adelaide S.S.Co., has ordered two 424 ton, 29 metre tugs from Carrington for delivery November and December 1976. They will be similar to Wangaree.

BANDIT arrived Melbourne from Newcastle during the third week of March and entered service on April 1. Initially she had a Howard Smith funnel but now wears a joint McIlwraith/Smiths Funnel.

Ref.P.25. YAMBA was raised from the Brisbane River by crane on April 1.

Tenders have been called by the Geelong H.T. for the disposal of EDWARD J FAIRNIE (98/43).

GLADSTONE (32/64) arrived Sydney from Mackay March 25 and will now work in Sydney.

STOCKTON (50/67) is being offered for sale ; APOLLO (65/36) and FARM COVE (327/38); are also for sale.

MAHIA (34/69) was almost capsized when handling Cumberland at Napier (NZ) on February 4.

HIPI - wooden diesel tug built Auckland 1909 and recently owned by Parry Bros Ltd., was wrecked five miles south of Whangarei on March 18.

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#### OVERSEAS:

SHELLEY arrived Newcastle February 13 and loaded coal, but as her certificates had expired, repairs were necessary, then the vessel was arrested, so that it was April 10 before the ship finally sailed. Built as Hobkirk's Hill in 1944 the vessel became Esso Den Haag two years later, then Frixos in 1958. The following year a new centre section was built and then... continued as Frixos until 1970 when the vessel was named Shelley.

CENTAUR (8262/64) commenced her 200 th voyage on her departure from Fremantle for Singapore on March 24.

Ref.P.25. MALAYSIA (8062/65) has been sold to Atlas Shipping (Pte)Ltd. for conversion to a livestock carrier. Another such ship recently to enter service is AL-KHALEED ex White Ocean (8038/65), whilst ATLAS PIONEER ex Tindforn (80982/61), has been converted from a 51,000 ton tanker. It is now owned by Atlas Livestock Carriers - a subsidiary of Hamburg-Sued, and has been fitted with multi storey pens capable of accommodating 50,000 sheep, whilst the tanks have been adapted for fodder, water and waste. ATLAS PIONEER arrived Port Adelaide April 8.

TURKMENTINJA (4720/61) Russian owned passenger vessel, is to operate on charter to C.T.C. out of Fremantle to Singapore, from November. FELIX DZERJINSKY (4871/58) will work out of Sydney.

Ref.P.25. CATHAY (13531/57) has been sold to China and was sent to Shanghai.

AUSTRALIAN ENTERPRISE (9330/69) and AUSTRALIAN EXPLORER (9330/70) are to include Kaoh-Siung (Taiwan) in their Anline service as from June.

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ACCIDENTS and MISHAPS:

ILE DE LUMIERE put into Nelson on February 9 to correct a substantial list caused by cargo moving during passage from Westport to Onehunga.

ALKYONIS (13631/73) sustained damage to her cargo of paper due to fire that broke out at Melbourne on February 22 and resisted efforts to completely put it out, for several days.

IRON DAMPIER (14037/61) sustained stern and plating damage on the starboard side when struck by Nokikov Priboy (10200/68) at Newcastle early in March.

AUSTRALGLEN encountered cyclone "Colin" and arrived Melbourne March 7 after loosing containers overboard and having others damaged.

LAKE SORELL (7317/59) arrived Sydney on March 8 with part of her cargo of paper on fire.

SAXON ONWARD (210/60 - trawler) ran aground near Albany on March 11 but was later towed off without serious damage.

ARAMOANA (4160/62) had propeller shaft trouble on March 17 and was out of service until April 15.

SEAWAY PRINCE (4174/75) when 95 miles from Hobart on March 19, fire damaged the electrical system and the vessel was towed to Hobart by Cape Forrester (218/36). A new switchboard is being made by G.E.C. England and will be installed by Eldridge Electric P.L.Hobart. The vessel is not likely to re enter service before the end of July.

COLUMBUS CALIFORNIA (8329/72) broke down on March 24 near the Society Islands on voyage Panama to Noumea and was towed to Noumea by Columbus Caribic.

CHORYO MARU No 5 - Japanese fishing vessel, ran ashore on March 29 at the entrance to Wellington Harbour, was quickly refloated but examination has shown extensive damage. Another boat YACHYO MARU No 2 (284/73) went aground nearby on February 10 but sustained no substantial damage.

REF.P.25 WILKDAV I was blown ashore at Whangarei during a storm on April 8. It was expected to refloat the craft without difficulty.

AUSTRALIAN SEARADER (9300/69) went out of control when berthing at Sydney on April 12 and sank three small craft before hitting the wharf at Mort Bay.

NICKEL II (9855/66) - New Caledonian bulk carrier - arrived Wellington April 22 for repairs to bottom damage sustained by grounding on a reef in March.

KIM LONG YUK - Taiwanese fishing vessel - was wrecked on a reef 100 miles east of Mackay (Q) on April 29. The crew of 16 landed near Mackay after seven days adrift.

Ref.P.93. The ferries ashore at Trial Bay (NSW) since January 1972 are reported, as at April 1976, to be in the following condition; Sydney Queen, sunk into the sand just off the beach and only a few pieces of metal visible at low tide; Lurgurena only four bow/stern loading ramp posts visible; Koondooloo high and dry at low water, but rolling over into the sand. The superstructure is still partially intact.

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GREY FUNNEL section:

Industrial troubles at Garden Island Dockyard since February have seriously delayed the refits of MELBOURNE, SUPPLY and BRISBANE and caused the postponement of work on PERTH and TORRENS.

The new gas turbine FFG-7 class frigates to be purchased from the U.S.A. are expected to be available by 1982 and will replace VENETTA and VAMPIRE.

VAMPIRE returned to Sydney on February 18 after five months in the east, and DERWENT left for S.E.Asia in March. GUCCANEER left Sydney March 18 for the Gulf of Carpentaria from whence BOMBARD returned to Sydney. BANKS, which has been in South Australian waters since July 1967 paid a five day visit to Sydney March 10/15. TORRENS was granted the "Freedom of the City of Port Adelaide" at a ceremony on March 27.

PARRAMATTA completed refit at Williamstown March 24, and VENETTA is presently under refit there.

Exercise JUC96 was held off the south east coast and in Bass Strait March 15/24 and HOBART, PERTH, STALWART, STUART, SWAN TORRENS, IBIS, SNIPE, AWARE, OTWAY, OVENS and OXLEY, took part.

DUCHESS accompanied IBIS and SNIPE across the Tasman, leaving Sydney on January 19. Whilst in New Zealand IBIS damaged a propeller when she grounded in Queen Charlotte Sound, but it was replaced by divers at Nelson.

IBIS left Sydney April 20 escorting two Army 59 tonne LCM 8's to Hobart and returned escorting two similar craft that had been used in ferrying duties since the bridge disaster.

ADVANCE apprehended Taiwanese fishing craft Fong Ta No1 near Rocky Island, Gulf of Carpentaria, early in April. The vessel was subsequently forfeited to the Commonwealth.

Ref.P.125. The amphibious transport ship to be built for the R.A.N. is to be named TOBRUK. Tenders will be sought from Australian yards this year.

FLINDERS has begun a survey of Dampier Strait at the western end of New Britain and is using a modified water jet powered survey boat 10 metres in length.

In connection with the U.S. bicentenary celebrations, HOBART will go to New York to represent the R.A.N. at the International Fleet Review, whilst VAMPIRE, STUART and SUPPLY (dockyard strike permitting) will visit U.S. west coast ports.

SWAN left Fremantle for Albany on May 3 and after departure it was found that the electrical system to the Ikara missiles had been tampered with. Sabotage is suspected.

Minesweepers TEAL [ HMS Jackton ]; GULL [ ex HMS Swanston ] and HAWK [ ex HMS Gamston ] all paid off in 1973, are for disposal. The Tasmanian Maritime Museum, Hobart, has expressed interest in one of them - possibly TEAL - as the other two have been partially stripped to provide spares.

HMNZS WAIKATO suffered an explosion in the boilerroom on March 4 whilst undergoing refit at Devonport [Auckland]. Several men were injured but the ship was not damaged.

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#### COMPANY and GENERAL NEWS:

Lauritzen Line has been awarded the contract to move 25,000 tonnes of N.Z. meat to Iraq. The line presently operates a non conference service NZ/Japan handling large quantities of meat.

The Jordan Navigation Line Ltd, Aqaba, has taken delivery of the country's first merchant vessel - Petra Star - about 600 dwt, built in 1956. Aqaba [Arabian Gulf] is the only sea outlet for Jordan.

Tasman Pulp & Paper Co. Ltd has invited tenders for two specialised 7500 dwt newsprint carriers to carry their products from New Zealand to Australia. Up to the present the cargo has been moved by Union S.S.Co. of N.Z. Ltd.

New Zealand based Brierley Investments Ltd, who now own the Northern Steam Ship Co. Ltd., have - through its Sydney subsidiary, Industrial Equity Ltd - raised its investment in Mollwraith McEachern Ltd, to 11.4% making it the second biggest single shareholder, after Viti Pty. Ltd (20.8%) a subsidiary of Tricon-continental.

City of Long Beach, California, admit that their Queen Mary project has not been as profitable as envisaged and consultants have been engaged to undertake examinations. The cost of converting the vessel to a floating commercial complex and tourist attraction was \$US 62 million.

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\*Austbuilt Maritime Museum has been presented with sailingboards and two lifebuoys, two P & O crests, a plaque detailing the war history of the P & O liner Chitral, built 1925, and a photograph of Cathay, built 1925, by The E & A Steamship Co. Ltd. All are relics removed from the recently sold Cathay & Chitral. The ensign and name pennant from Cathay have also been received.

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W.S.S. - N.S.W. Branch: now holds its meetings at McMahon's Point Community Centre, Blues Point Road, North Sydney.

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\* The centenary of...

Part I

HUDDART PARKER Ltd.

from: G.A.Hardwick.

\*

On August 1, 1876 the firm of Huddart Parker & Co. was established at Geelong in Victoria, the founding partners being James Huddart, T.J.Parker, John Traill and Captain Thomas Webb. Each partner had an equal interest and Mr.Huddart was appointed Manager. In 1889 the business was turned into a limited liability company - Huddart Parker Proprietary Limited - and in 1912 the business, which in the meantime had continued to prosper, was formed into a public company under the name of Huddart Parker Limited. The Company was taken over by Boral Limited in 1960 and although it still exists as a subsidiary of that concern, it has not been a shipowner since 1961.

James Huddart's uncle, Captain Peter Huddart, controlled a fleet of small sailing craft carrying coal from Newcastle to Geelong and in association with James Huddart, who has been described as "a man of soaring ambition and remarkable personality", built up a thriving business importing coal to Geelong and exporting produce. Captain Huddart returned to England leaving his nephew the business.

The steamer EXPRESS of 177 tons, which was the pioneer ship of the Howard Smith fleet, also figured prominently in the scene immediately before the formation of Huddart Parker. EXPRESS, which was built at Kingston, Hull in 1853, was owned by Captain Howard Smith who was her master on the voyage out to Melbourne and Mr.S.B.Skinner her Chief Engineer. Rigged as a schooner, EXPRESS used both the sails and engines to propel her. The ship was put in the trade from Melbourne to Geelong running a daily service carrying both passengers and cargo. Captain Thomas Webb joined her as Chief Officer and Mr.T.J.Parker became the agent at Geelong and early in 1855 he was joined by Mr.John Traill as Manager.

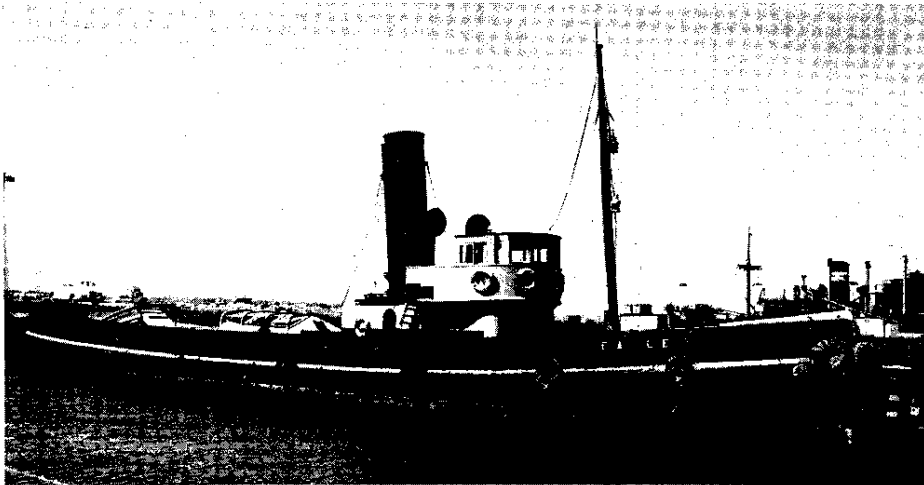
Captain Howard Smith sold his half share in EXPRESS to Mr.T.J. Parker who then moved to Melbourne where he took charge of the Express Agency there. Captain Webb became master. On Mr.Skinner's death in 1867 his half share was bought jointly by Captain Webb and Mr.Traill, thus Parker, Webb and Traill became associated as shipowners.

The EXPRESS was replaced by DESPATCH, an iron screw steamer of 237 tons built in 1869, and EXPRESS was sold to New Zealand. DESPATCH was followed by ALERT, also an iron screw steamer, of 243 tons built in 1877 then in 1882 she was followed by the larger EXCELSIOR of 340 tons. All these ships traded between Melbourne and Geelong.

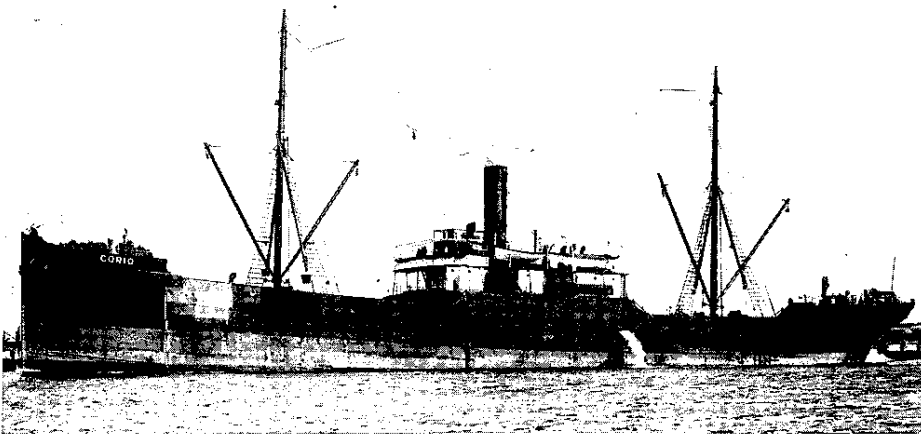
The Fleet of the new Firm of Huddart Parker & Co. were all sailing ships. James Huddart contributed to the firm the wooden bark MEDEA of 453 tons built at St.John, New Brunswick in 1859 and QUEEN EMMA of 314 tons built in Germany in 1865, whilst



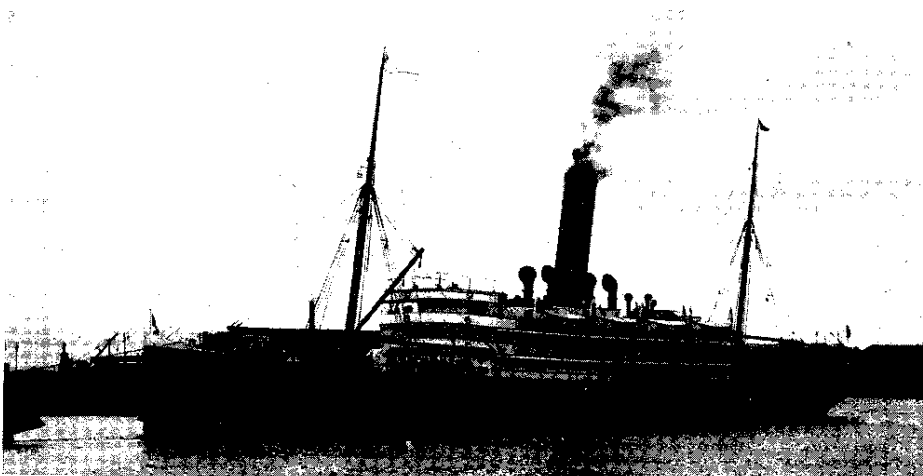
HUDDART PARKER LTD.



"EAGLE" (229/1890) Served until 1960. (W.G. Volum 2/60)

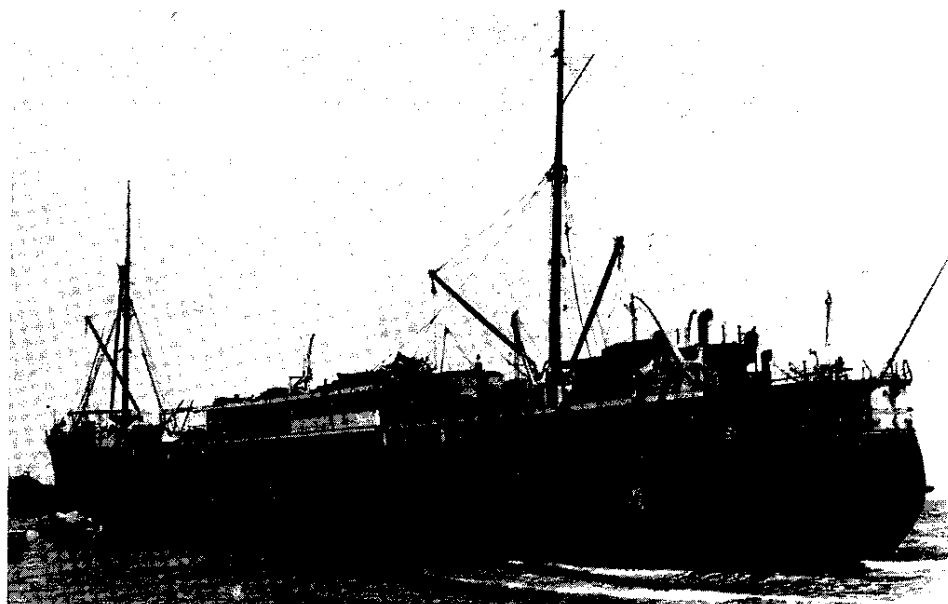


"CORIO" (2061/1898) In Fleet 1900-1926. (Green Photo)



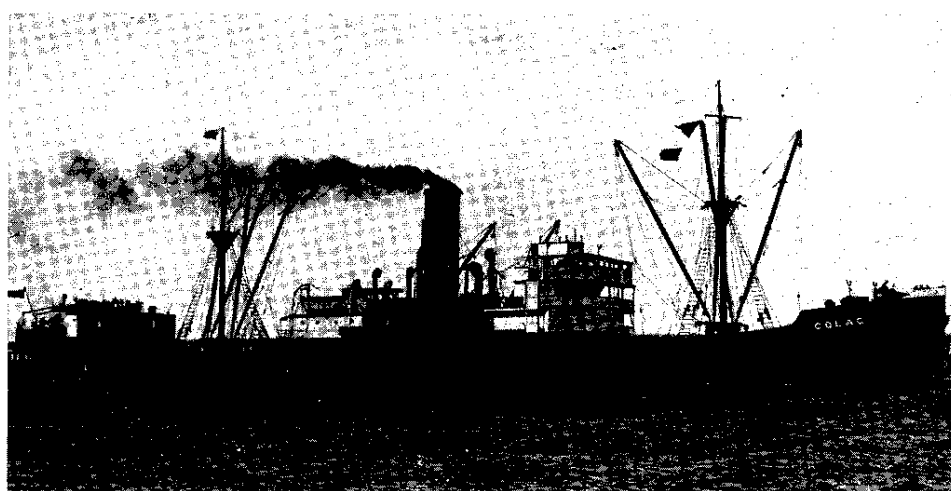
"RIVERINA" (4758/1905) Wrecked 17/4/1927 near Gabo Island.

T H E L O G  
HUDDART PARKER LTD.

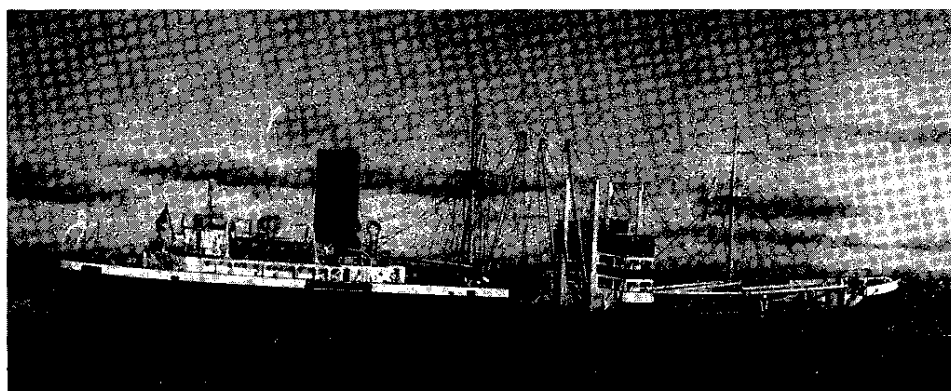


(T.S. Stevens)

"NAIRANA" (3042/1917) Under demolition at Port Melbourne.



"COLAC" (3341/1920) "D" class steamer. (J.Y. Freeman)



"ADELONG" (3577/1936) On coast until 1967. (J.Y. Freeman)

Messrs. Parker, Webb and Traill contributed the wooden barque OLIVIA DAVIS of 523 tons, built in the U.S.A. in 1864, they having acquired her in 1875 for the Newcastle coal trade in which James Huddart's barques were also engaged. It is not surprising that all four joined forces to form Huddart Parker & Co.

In 1877 they acquired CONFERENCE, an iron barque of 421 tons and the barque RESULT of 750 tons, whilst in the following year the barques FREDERICA of 384 tons and SPARROW HAWK of 445 tons were added when the firm bought the coal importing business of William Morley of Melbourne. Following the acquisition of Morley's business, Huddart Parker & Co., moved its head office from Geelong to Melbourne.

Returning to the DESPATCH, after the arrival of ALERT, she was chartered to the Victorian Government for lighthouse tender work, but when Lady Loch was commissioned in 1886, DESPATCH was laid up at Geelong. In the same year she was transferred by Messrs Parker and Partners to Huddart Parker & Co; and was soon back in commission, opening a new trade between Melbourne and the Gippsland Lakes, in which she remained until her loss on September 29, 1911. Inward bound from Melbourne, DESPATCH struck the breakwater at Gippsland Lakes and was carried onto rocks nearby, becoming a total loss.

The EXCELSIOR was also built for T.J. Parker and Partners but was transferred to Huddart Parker & Co., in 1886. On arrival in Melbourne she entered the Melbourne/Geelong trade enabling the service to be increased to twice daily each way. EXCELSIOR was sunk on July 11, 1899 off Point Cook, Port Phillip Bay, after colliding with Edina. She was raised the following February and after refit was recommissioned in her old trade. Withdrawn in 1919, EXCELSIOR was dismantled in Melbourne, the engines and boiler being fitted to Burns Philp's Malaika of 929 tons. The hulk was sold for use as a lighter at Melbourne and it was not until 1948 that the remains of EXCELSIOR were broken up.

Coinciding with the expansion of commerce in Victoria at the beginning of the 80's came a realisation of the limits of sailing vessels, so the firm decided to go into steam, inaugurating a new collier service between Newcastle and Melbourne and Geelong. The first of these was NEMESIS, an iron screw steamer of 1386 tons gross, built in 1880 by Messrs. Turnbull & Sons at Whitby, England. She was followed in 1881 by LINDUS of 1679 tons, built by E. Withy & Co. of Hartlepool, England. Then came WENDOUREE, the firm's first steel steamer, of 1640 tons.

In 1882 the firm decided to enter the Sydney trade and this necessitated that the three colliers be withdrawn to have passenger accommodation fitted. Shortly afterwards, two steamers were added specially for the new trade - CORANGAMITE and CORRUNBEET, each of 2420 tons gross. They were built by C.S. Swan and Hunter at Wallsend on Tyne, and were fitted with triple expansion engines. Unfortunately CORANGAMITE had only a brief career, for she went ashore in Wreck Bay, near Jarvis Bay, on December 6, 1886 and became a total loss. A replacement was

hurriedly ordered from the same builders and emerged in 1887 as the 2585 ton ELINGAMITE.

In the meantime the iron screw cargo steamer COLAC of 1479 tons, built at West Hartlepool in 1884, was commissioned. She had only a short career under the Huddart Parker flag, for they sold her in 1886 to The Adelaide S.S.Co.Ltd., who retained the name. This vessel stranded near Derby W.A. on September 17, 1910 and was later dismantled and stripped where it lay.

The Port Phillip trade was, in the meantime, expanding rapidly. The COURIER, a steel screw steamer of 728 tons, also built by C.S.Swan and Hunter, arrived in 1887, and catered the Melbourne-Geelong trade but also on occasions ran excursions on Port Phillip Bay.

The following year, the famous COOGEE arrived in Melbourne. She had been built in 1887 at Sunderland as Lancashire Witch for the Isle of Man Steam Navigation Co., of Liverpool, to compete with the old established Isle of Man Steam Packet Co.Ltd., however, she did not last long and was sold in May 1888 by order of the mortgagees - Huddart Parker & Co. being the purchaser. She was destined to serve them well.

The year 1889 was a momentous one in the history of the firm. The first event was the conversion into a limited liability company - Huddart Parker Proprietary Limited - having a capital of £300,000, each of the partners taking a quarter of the shares. The second notable event was the expansion into the Tasmanian trade. BURRUMBEET and ELINGAMITE inaugurated the new service between Melbourne and Launceston in September 1889. COOGEE, which in the meantime had been running in the Port Phillip Bay excursion trade, was selected to be the regular vessel on the run and while she was undergoing necessary alterations, the Newcastle of 1251 tons was chartered for some months from the Newcastle S.S.Co. The vessel was well suited for the trade having a speed of 16 knots, however she was expensive to operate and when COOGEE was ready, Newcastle was returned to owners.

To run with COOGEE the company bought NELSON of 649 tons, in 1890, from Western Steam Navigation Co. The vessel had been running between Melbourne and Warrnambool and other western district ports of Victoria. NELSON had been built in 1876 and had a very short career under the Huddart Parker flag, for she was wrecked on Porpoise Rock at the entrance to the Tamar, on her first voyage for the company. Other ships of the fleet filled the gap temporarily until TAMBO, of 732 tons, arrived from the builders in 1892. The third event of 1889 was the establishment of the service between Sydney and Hobart with WENDDOUREE.

The fourth event in the memorable year of 1889 was the delivery to the company of the deep sea cargo ships SANTON of 2504 tons and WASTWATER of 2810 tons, the former having been built at Newcastle on Tyne and the latter at West Hartlepool. Each had a cargo capacity of about 4000 tons. The deep sea trade did not prove as profitable as the directors had hoped and both ships were sold overseas in 1893 for further trading.

In 1890 NEMESIS opened the trade from Melbourne to West Australia via Adelaide and this service was later extended to Sydney. Trade between Sydney and Hobart increased and in 1892 the TASMANIA, of 2252 tons, a smaller edition of ELINGAMITE, was built. She had a short career as she was wrecked on July 29, 1897 off Table Cape, Mahia Peninsula N.Z., with the loss of 13 lives. TASMANIA had been placed in the service from Australia to New Zealand when it was established in 1893, being at the time the company's newest and fastest steamer.

In 1894, ANGLIAN of 2159 tons, built in 1873 for the Union Steam Ship Company of London, was bought and joined TASMANIA in the New Zealand trade. ANGLIAN had been running on the coast of South Africa.

There was fierce competition between the company and the Union S.S.Co. of N.Z.Ltd, which culminated in an agreement being reached towards the end of 1894, whereby Huddart Parker secured an entry into both the Sydney/Auckland/East Coast and the Melbourne/Wellington/South Island services. Thus a chain of services extending from Fremantle, round the Australian coast to Sydney and across to New Zealand was completed.

The pioneer interstate steamers NEMESIS, LINDUS and WENDOUREE could no longer compete with the more modern ships and they were relegated to their original role of colliers. In 1897 WESTRALIA of 2384 tons was ordered from James Laing of Sunderland. A passenger and cargo steamer, WESTRALIA was the first of a series of new buildings which culminated in RIVERINA, of 4758 tons in 1905, which was probably the finest looking ship ever owned by Huddart Parker. The loss of TASMANIA in 1897 resulted in a hurried order being placed for ZEALANDIA of 2777 tons, and she was delivered in 1899. In 1902 VICTORIA of 2969 tons was built and was followed in 1904 by the slightly larger WIMMERA of 3022 tons. Two of this quartet were usually engaged in the New Zealand trade, while the other two were engaged in the Tasmanian and interstate trades.

In 1895 MEEINDERRY of 217 tons was bought from Anton Schlinke of Adelaide to replace the lost ALERT in the trade to Gippsland Lakes. MEEINDERRY was a notable small ship, built in 1889 for David Berry to run between the Shoalhaven and Sydney, carrying passengers and cargo. She was sold in 1892 to Anton Schlinke for the S.A.coastal trade. MEEINDERRY remained in Huddart Parker's fleet until 1919 when she was sold to H.W.Miller of Sydney who ran her as a "sixty miler" between Newcastle and Sydney. In 1922 MEEINDERRY was damaged in collision off Newcastle and the following year was broken up at Newcastle.

Attention was also given to the purely cargo side of the company's business and in the 20 years from 1889 the sister ships MUGRABOOL of 2996 tons, BARWON of 2999 tons were built in 1899 and 1901 respectively. In 1900 Frances Holland of 2031 tons, built 1898 was bought and renamed CORIO, whilst in 1907 YARRA of 2140 tons was built, to be followed in 1909 by the three masted WERRIBEE of 3671 tons.

ULIMAROA was followed two years later by the larger and similar ZEALANDIA, also a twin screw steamer, of 6650 tons, the previous ZEALANDIA had been sold in 1908 to the Union S.S.Co., who renamed her Paloona. ZEALANDIA arrived in Australia in July 1910 and was notable in that she was the first Australian owned ship to be fitted with wireless. For the first three years of her career ZEALANDIA ran in the mail service to Vancouver under charter to the Union S.S.Co. of N.Z.Ltd.

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