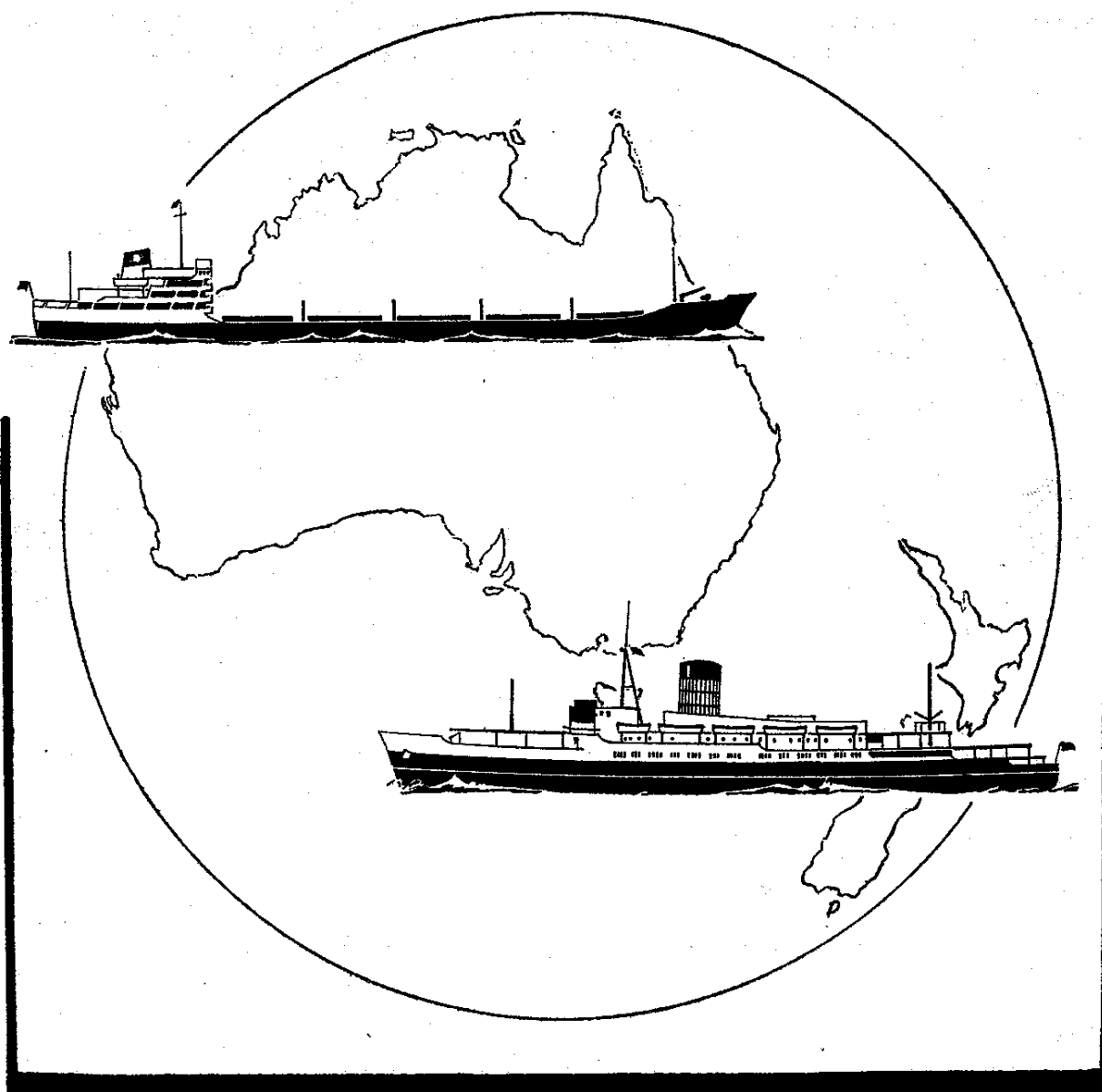
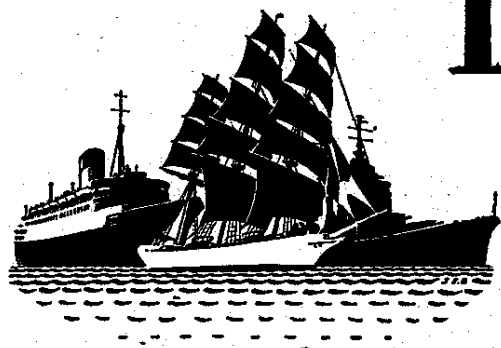


WORLD SHIP SOCIETY

THE LOG



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THE LOG

Published third Thursday of every second month by the Australian & New Zealand Sections of the World Ship Society.

Editor: Charles (Harry) Bateson.

The Editor welcomes contributions in the form of articles, histories, fleet lists, notes, comments and paragraphs, and will willingly sub-edit into presentable form those that have not been prepared for immediate publication. Questions and answers to questions especially wanted.

PLEASE write legibly, print ships' names in capitals, and be accurate.

Editorial correspondence to:

BOX 4922, G.P.O., SYDNEY, N.S.W.

All other matters, including subscriptions, to:

BOX 89, P.O., LOBETHAL, South Australia

Application for membership of World Ship Society may be made to any Branch Secretary listed on back cover or to addresses shown above.

THE LOG TO HAVENEW EDITOR

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Mr T. S. Stevens Takes Over With
the Next Issue

---oOo---

THE Editor of THE LOG since 1958, Charles (Harry) Bateson has resigned because of pressure of work since he retired from business to full-time authorship, and with the next issue of the society's journal Mr T. S. Stevens, of Melbourne, who some years ago was co-editor of THE LOG with Mr N. L. McKellar, will become its editor.

In tendering his resignation, Harry has pointed out that for some considerable time he has been unable to produce THE LOG on its due date each second month, and although he had hoped to remedy this on his retirement he has found he has been busier than ever.

Through Ure Smith Pty Ltd. he has just published PATRICK LOGAN, a biography of one of the first commandants of the Moreton Bay penal settlement, as Brisbane was originally called, at \$3.00.

He is now engaged in preparing a new edition of THE CONVICT SHIPS for Brown, Son & Ferguson, the nautical publishers of Glasgow, and is writing a full length history of the War with Japan, which Ure Smith will publish this coming year. Harry is also writing a history of Australia's early immigrant ships and has been asked by Oxford University Press two other books, each dealing with life in the early days of Australia.

This writing, which involves considerable research, so fully occupies him that, working to strict deadlines, he finds it impossible to guarantee production of THE LOG on schedule. In these circumstances, he feels it would be unfair for him to continue as editor and he therefore tendered his resignation.

Mr Stevens, who has been a regular contributor to THE LOG and is well-known to members as a serious student of Australian maritime history, will take over the editorship with the first issue of THE LOG for 1967.

His previous association with THE LOG as co-editor in its early days is a guarantee that under his editorship of THE LOG will maintain its high standards, and all members will not only

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wish Tom every success but should actively cooperate to assist him by sending him articles, news, questions, answers nad comment.

As from this announcement, contributors should forward all items intended for publication in THE LOG to Mr. T. Stevens, Editor, THE LOG, at P.O. Box 289, Frankston, Vic.

As retiring editor, Harry wishes to thank all those who have helped him during his occupancy of the editorship by contributing articles and news and to hope that they will give to Tom the same loyal support in the future as they did to Harry.

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John Goldsworthy
(N.S.W.) on

...A new tug
in Brisbane

EAGAR IS FIRE-FIGHTER

---oOo---

Modernising Northern Port's Fleet

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THE arrival at Brisbane during September of tug EAGAR is another step in the modernising of that port's tug fleet.

Her owners, The Queensland Tug Company, operate towage services for vessels using the wharves situated on the Brisbane River and also for tankers using the berths at the oil refineries situated at the mouth of the river. They also have available at least one tug suitable for ocean towage and salvage.

The fleet now consists of six tugs -- two newly built diesel units, one recently converted from coal-fired steam to diesel unit, two oil-fired steam units and one coal-fired steam tug. The last vessel is at present laid up and is now the stand by tug, only being required for relieving, etc.

The completion of the refineries at Brisbane made it necessary to have available some method of having a floating unit available to handle from the seaward side any fires that may occur. For this reason the Fire Department reached an agreement with the tug company to allocate some \$60,000 for fire fighting equipment to be installed in a new tug to be built for the company.

This tug was named EAGAR, and while she was designed for normal river towage duties, she also had monitors and fire

fighting equipment installed. Her total cost was approximately \$500,000.

EAGAR'S arrival at Brisbane resulted in a somewhat unusual situation. At the big oil ports of Sydney, Melbourne and Geelong the fire fighting tugs are owned by the harbour authorities and while they do normal toage duties their crews are always on call in case of fires. At Kwinana and Western Port the oil companies have their own fire fighting tugs.

Not at Brisbane

But this is not the position at Brisbane. EAGAR, the port's new fire fighting tug, has her ordinary crew doing their normal duties. In case of fire, however, it appears officers and firemen from the fire department are taken on board. They are responsible for fire fighting equipment.

When questioned on this matter Brisbane's fire chief commented that up till now all fires in the port's wharfage area had been dealt with in a satisfactory manner by land-based equipment.

During September EAGAR left the builders' yard at Adelaide. All went well on the trip until she was near Port Kembla. When in the southern approaches to the port EAGAR ran on to the rocks. The first vessel to render assistance was a small Maritime Services Board launch, but her efforts to help refloat the new tug were not successful.

Damage Only Slight

She called for the assistance of the tug IRON COVE, which helped refloat her. EAGAR then proceeded into port and after inspection there left next morning for Brisbane. On arrival at that port she went into the South Brisbane Graving Dock, where an inspection revealed that damage was only slight.

On completion of repairs EAGAR, before settling into her normal port duties, took on board a large party of shipping personalities and proceeded down river to the Hamilton Reach. There she demonstrated her towing and manoeuvring qualities. Next day, in the City Reach and opposite the Mary Street Wharf, she demonstrated her fire fighting capabilities.

These demonstrations were watched by members of the Metropolitan Fire Brigade Board, while operating her fire fighting equipment were six officers and 14 firemen from the Fire Brigade. EAGAR can pump out 2,500 gallons of water a minute and also has a foam tank which, when added to water, produces 800,000 gallons of foam mixture.

The same day EAGAR took part in a unique ceremony. She pro-

ceeded down river and from her decks the ashes of the late Captain K. F. Eagar were scattered over the waters of the Brisbane River along the Quarry Reach. The tug company's superintendent from 1926 to 1948, the late Captain EAGAR had the tug named after him. His widow and other relatives attended the ceremony.

Details concerning EAGAR and the company's five other tugs are:

EAGAR: Built by Adelaide Ship Construction Pty Ltd, Port Adelaide. Completed during 1966. Length 104'6", breadth 26'6". Gross tonnage 231. Speed 10 knots. Bollard pull 18.6 tons.

CARLOCK: Built by A. Stephen & Sons, Glasgow, 1929, as a coal-bruning steam tug. Length 121', breadth 27'. Gross tonnage 301. She was rebuilt and re-engined by AUSN (Australia) at Brisbane during 1965 and has had her layout and design vastly changed. Her gross tonnage is now 326 and bollard pull 25.8 tons, which makes her Australia's most powerful tug. Her speed of 13.25 knots also makes her Australia's fastest.

NALDHAM: Built at Port Adelaide 1963 by Adelaide Ship Construction Pty Ltd. Length 104', breadth 28'. Diesel powered. Bollard pull 21.1 tons.

CORINGA: Built 1945 as EMPIRE PEGGY by Cook, Welton & Gemmel, of Beverley, England. Length 105', breadth 30'. Bollard pull 11 tons. Renamed CORINGA about 1949, when purchased for service at Brisbane. She is an oil-fired steam tug.

FEARLESS: Built 1945 as ABQAIQ by Midland Shipyard, Ontario, Canada. Length 105', breadth 30'. Bollard pull 10 tons. Renamed FEARLESS about 1954 when acquired by tug company for service at Brisbane. She is an oil-fired steam tug.

FORCEFUL: Built 1925 by A. Stephen & Sons, Glasgow. Length 115', breadth 27'. Bollard pull 10½ tons. Coal-fired steam tug.

Such is the company's present fleet. "The company," said the manager (Mr. A. F. Plumb) recently, "proposes continuing its modernisation programme by eventually replacing the three steam tugs with diesel powered ships. The company now has an operational force of five tugs, allowing for one of the six to be withdrawn from service as required for maintenance and repairs, etc."

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NEW ADDRESS: Don't forget that as from January 1, 1967, all items for publication in THE LOG should be addressed to the new editor, Mr T. Stevens, at P. O. Box 289, Frankston, Vic. Articles on old and new ships, items of general news, questions, answers; readers' wants -- all are wanted to make THE LOG a lively journal.

***** THE SECRET OF

SILVER ISLAND

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+ +
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+ +
++Skin divers and the wreck of
the sailing ship LAMMERMOOR

(Abbreviated from an article, "The Secret of Silver Island," by D. W. Thickers, in INTERCOM, the journal of the U.S.A. Branch of the World Ship Society.)

SILVER Island, hardly more than a large rocky area, exposing itself in the boiling surf off Tomales Point, about 15 miles north of Point Reyes Light, was found by skin divers to be honeycombed with caves when they were diving for abalone at a time when the tide ebbed unusually low, exposing part of the entrance to the caverns.

Exploring the vaults and chambers formed by the sea, still looking for abalone, one of them found a solid silver handle for a spoon or ladle of a type made 75 or 100 years ago or more, in the sandy floor of a cave.

Ruling out all possibilities, except the chance that it had been part of a cache of treasure taken into the cave for hiding, the intrigued skin divers enlisted help and equipment to fully explore the cave, at the time calling the island "Silver Island" to conceal its true identity.

MORE DISCOVERIES

On their next visit new artifacts were discovered in the cave -- two crudely-carved wooden wheels. They were found a few feet from the location of the silver spoon handle. They were small wheels, each of different diameter, one five inches with a one-inch hole in its centre; the other, 5 $\frac{3}{4}$ inches with a two-inch centre hole.

A later visit produced metal articles indicating someone, apparently, had been in the cave before. This time the explorers found a half-dozen pieces of deeply corroded iron, short strips of brass and four more of the curious wooden wheels.

The skin divers called on Karl Kortum, Curator of the San Francisco Maritime Museum. He quickly identified a pretzel-shaped piece of wrought iron as a spectacle iron, explaining it is called a clew iron, used to secure the corners of sails on wind-jammers, though sailors referred to it as a spectacle iron because its shape resembled reading glasses. The wooden wheels he identified as sheaves from the large wooden blocks used in hoisting sails, and made of lignum vitae, an extremely hard trop-

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ical wood. Other assorted bits of wood were found to be of teak, leading Mr Kortum to believe they came from a foreign rather than an American vessel.

The question then was: how did these objects come to be 100 feet inside a cave, underwater except at low tide? It was thought that unless the vessel had foundered on the island itself, it would seem impossible for these small but heavy objects to be washed inside. Mr Kortum then recalled the story of the clipper ship LAMMERMOOR, wrecked on Bodega reef on 27 June 1882.

FROM AUSTRALIA

According to an account published in the Oakland Tribune in 1957, the full-rigged British ship LAMMERMOOR, inbound from Australia with coal, lost her way in a dense fog and grounded a mile or so offshore and about the same distance south-east of Bodega Head. After Captain J. D. Guthrie and his 41-man crew were removed, residents from the area stripped the ship of everything of value, from figurehead, brass cannon and eating utensils to ship's gear.

Before she could be completely stripped a San Francisco salvage firm purchased salvage rights to the LAMMERMOOR, making them sole owners of the vessel and everything aboard. Agents made their way to Bodega Bay as fast as narrow guage train and horses and buggy could get them to the beach.

Where to hide the remainder of moveable material on board but which now could be done only at night? In the sea cave of Silver Island, to be removed later when the salvage crew had finished its job and gone back to San Francisco.

This is thought to be the secret of Silver Island -- how the objects found by the skin divers came to be in the cave, unintentionally buried in the sand and left behind. But was this how these objects came to be there?

ANOTHER WRECK

Last summer, on a visit with my family to the north beach of Point Reyes, now a national park, we found at the head of the path leading from the parking lot down the grassy bank to the sandy beach, a sign naming 13 vessels wrecked in the Point Reyes area over the last 100 years, among them the French barque FRANCOIS COPPEE, wrecked in November 1903.

The north beach extends some 15 miles and more in a gradual curve to the north from the Point Reyes light to Tomales Point, located at the south end of Bodega Bay and marking the entrance to a long, narrow body of water known as Tomales Bay, on the east, which thus forms a narrowing peninsula.

Tomales Bay extends southward almost to Point Reyes Station, a

small village deriving its name from the days of the narrow gauge railway. About one mile south of the northern tip, on the ocean side, a small island lies 100 yards or so off shore, now called Bird Rock. This was the true name of Silver Island.

CRASHING SURF

The north beach gives the impression of a wild, tumultuous area with the surf crashing heavily upon the sharply sloping shore in contrast to the area extending south-east from the lighthouse, known as Drake's Bay and sheltered by high bluffs from the north-west winds. The north beach is covered with driftwood, including some short sections of large size timbers still bolted together with iron bolts two or three feet long, found high up on the beach at the entrance to gullies -- perhaps the remnants of some ship or steam schooner, such as SAMOA, which broke up there in 1913.

The fog cleared as we returned from our walk and we could see the lighthouse in the distance and, beyond it, a freighter making its way south to the San Francisco lightship. As we returned up the path I noted the names of the wrecked vessels on the sign.

I checked them later. Nowhere could I find reference to the FRANCOIS COPPEE, neither in books nor reference matter on Pacific Coast shipwrecks. The story had to be found in the yellowing pages of dusty newspaper files, themselves falling victim to the process of microfilming.

FROM NEWCASTLE, N.S.W.

The FRANCOIS COPPEE was inbound to San Francisco from Newcastle, Australia, with a cargo of coal for Balfour, Guthrie & Co. All went well on her voyage until she encountered a storm off the Californian coast on Wednesday 18 November 1903 and lost her bearings. As she closed the coast without an opportunity to obtain bearings, she ran into a dense fog, so thick the crew could see only a few feet away.

All hands were on deck when she struck at about 1 a.m. on Friday 20 November. According to the first officer, Edouard Nolere, none of them had had more than an hour's sleep in the previous two days. She struck on a ragged point of land, settling to port almost at once.

During the storm two of her boats had been damaged. Captain Truye ordered the remaining two boats manned. He decided there was time to provision them and get away safely. For the first boat, Captain Truye told off nine seamen. When it was safely launched and away, he ordered those still on board into the remaining boat.

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A few minutes after the first boat had disappeared in the fog, he gave the order to put off. The boat reached the water safely, but before it could get more than a few feet away it was dashed back against the ship, swamped and broken to pieces. Several of the men were knocked unconscious; others swam away, stripping themselves of their heavy coats in an effort to keep afloat. After their experience, the men in the water assumed those in the first boat had likewise been swamped in the heavy sea.

MADE RAFT

As the waves rolled over the barque, wreckage was washed overboard, giving those in the sea something to which they could cling. The last seen of the captain was when he was clinging to a door or upturned table. It was impossible for any of the men to reach him in the turbulent water and he disappeared in the fog.

Progress by the survivors in the direction thought to be shore was slow and the men still afloat were buffeted about by the waves, one by one giving up. After daylight the contour of the coast could be determined more definitely. The few survivors, now exhausted, managed to find refuge on the barren rocks ahead of them. Once there, they rested, then set to work improvising a raft from wreckage as it drifted on the rocks.

On the Sunday the four survivors managed to ride their makeshift craft to the beach. They were unaware of their location or that they were anywhere near Point Reyes Lighthouse, claiming the dense fog prevented them from ever seeing the light.

PICKED UP

The lighthouse keeper likewise was understandably unaware of the wreck. The first indication of a wreck was when a ranch hand rushed up to rancher Charles Maltzen, saying he had seen three men, almost naked, digging up potatoes. They claimed they had been cast from a wreck and, reaching shore, had not had the strength to search for a house, but had spent the previous night in a hayloft until they recovered sufficiently from their ordeal to walk to the potato patch.

Two of the four survivors had only trousers left and the Maltzen family outfitted them with clothes, fed them and, giving them a railway ticket and a dollar each, sent them to San Francisco.

The nine men in the first boat were picked up on the Saturday at sea by the steam schooner SCOTIA, bound for Bowen's Landing. She arrived there on the 22nd with the nine men and their boat aboard.

Once the wreck had been reported, Captain Jorgensen and his crew from the life saving station about six miles north of Point Reyes

Lighthouse arrived on the scene on Monday evening, but because of the dense fog could not see 50 yards away. Next morning they found the wreck and Jorgensen reported to San Francisco: "Barque FRANCOIS COPPEE is wrecked at Pierces Point, Bird Island, 200 yards off shore, one mile south of entrance to Tomales Bay. Thirty feet of starboard bow visible at low tide. Masts gone. Vessel probably broken in two."

WASHED ASHORE

Then, one by one, reports began to come in of bodies being washed ashore, as well as quantities of wreckage and supplies, including seamen's clothing, some as far north as Bodega, about 10 miles from where the barque struck.

When the final count was made, there were 11 dead: Captain Tru-ye, Boatswain Rose Olivier, Boatswain Francis Conway, ~~Max Hark~~, Cook Paul Sansom, Carpenter P. Chaigneau, Seamen Jules Sachet, Frederick Carr, ---- Carr, Climento Delgado, Frederick Frederickson, and T. Evans. The nine men expected to arrive in the SCOTIA were James Webb, Fred Olsen, Samuel Rays, Edward Anderson, W. G. Taylor, Fred Perkins, Yres Gonzien, all seamen; Jean Louis Nicol, steward, and August Hillion, cabin boy. Those who made shore from the wreck were First Officer Edouard Nolere, August Victor, Adolph Victor and P. O'Neill.

As the ship had sailed from New South Wales, where most of the crew were signed on, they were of mixed nationalities, with relatively few French aboard. Etienne Lanel, French Consul in San Francisco, questioned the four Point Reyes survivors as to conditions aboard.

NO MUTINY

A newspaper report had hinted at mutiny, but Lanel was satisfied that not even serious dissatisfaction existed. The first officer stated that, to the contrary, the men always worked harmoniously and during the trying week preceeding the wreck, when hard work and lack of sleep would have made most seamen irritable, the FRANCOIS COPPEE'S crew obeyed orders with a cheerfulness that was remarkable.

Thus, the real story of Silver Island is not one of buried treasure, but one of human suffering and tragedy. It is over 60 years since that foggy night in November 1903 when, with the seas still running high after the recent storm, the FRANCOIS COPPEE was wrecked on Bird Island with the loss of 11 of her crew. The objects found in the cave on %"Silver Island" are in all likelihood pitiful remanants of a once proud ship; washed toward shore and into the cave over a period of time by ever turbulent seas, to be found eventually by skin divers. Thus, the fates of two ships, both loaded with coal from Australia, are linked.

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FRANCOIS COPPEE was one of nine vessels belonging to the firm of N. & C. Guillon, one of several Guillon companies then in existence, all owning sailing vessels. Some time prior to 1912 these firms, with the exception of N. & C. Guillon, had formed themselves into one company, Societe d'Armement, Nantes. In 1912 the seven ships remaining to N. & C. Guillon were sold to this firm. In 1916 all the vessels owned by Soc. Nouvelle d'Armement were sold to Societe Generale d'Armement (G. Belot, manager) Nantes.

I am indebted to Mr. Len Gray, of the W.S.S. Central Record Bureau, for the history of this firm and the ultimate disposition of its ships, shown in the fleet list which follows:

FLEET LIST

✓ CHARLES GOUNOD: 2302g, 1717n. Blt 1900. Steel barque, 279.8 x 40.2 x 22.7. Blt by Ateliers de Chantiers de la Loire, St Nazaire. Sold 1912 by N. & C. Guillon to Soc. Nouvelle d'Armement, Nantes; sold 1916 to Soc. Generale d'Armement, Nantes. Sunk 21 Jan 1917 in Atlantic by German raider SEEADLER.

✓ EDMOND ROSTAN: 2289g, 1728n. Blt 1900. Steel barque, 281.4 x 40.2 x 22.7. Blt by A. & C. de la Loire, St Nazaire. Sold 1912 by N. & C. Guillon to Soc. Nouvelle d'Armement, Nantes; sold 1916 to Soc. Generale d'Armement, Nantes; sold 1927 to Marcel Petet, Paris. Broken up 1929.

✓ ERNEST REYER: 2300g, 1730n. Blt 1900. Steel barque, 276.5 x 40.3 x 22.5. Blt by A. & C., Nantes. Sold to Soc. Nouvelle d'Armement, Nantes, 1912; sold 1916 to Soc. Gen. d'Armement, Nantes. Torpedoed and sunk 2 June 1916 off Ushant on passage Capetown to Falmouth.

✓ EDOUARD DETAILLE: 2300g, 1730n. Blt 1901. Steel barque, 276.5 x 40.3 x 22.5. Blt by A. & C., Nantes. Sold 1912 to Soc. Nouvelle d'Armement, Nantes; sold 1916 to Soc. Gen. d'Armement, Nantes. Sunk 25 Sept 1917 by submarine in Bay of Biscay.

✓ ERNEST LEGOUVE: 2300g, 1730n. Blt 1901. Steel barque, 276.5 x 40.3 x 22.5. Blt by A. & C., Nantes. Sold 1912 to Soc. Nouvelle d'Armement; sold 1916 to Soc. Gen. d'Armement, Nantes. Torpedoed and sunk 5 Apr 1917 in English Channel.

FRANCOIS COPPEE: 2289g, 1728m. Blt 1901. Steel barque, 276.5 x 40.3 x 22.5. Blt by A. & C., Nantes. Wrecked 20 Nov 1903 on Californian coast north of San Francisco, Bird Island, Pierces Point.

✓ GENERAL DE NEGRIER: 2297g, 1731n. Blt 1901, by Chant. Nantais de Const. Mar., Nantes. Sold 1912 to Soc. Nou. d'Armement, Nantes; sold 1916 to Soc. Gen. d'Armement, Nantes. Sold 1928 for breaking up.

JANE GUILLON: 2303g, 1717n. Blt 1900. Steel barque, 279.0 x 40.2 x 22.7. Blt by A. & C., St Nazaire. Wrecked 4 May 1907 at Audresselles, on passage San Francisco to Ipswich with wheat.

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SWEDISH WARSHIP TO VISIT

AUSTRALIA AND NEW ZEALAND

* H Sw M S ALVSNABBEN, commanded by Captain L. Lindgren, will be the first Swedish warship in modern history to visit Australia and New Zealand, according to a letter received by THE LOG from Kommendorkapten Allan Kull, a WSS member and editor of the Swedish MARINKALENDER.

She is due to arrive at Fremantle, W.A., on 9 Jan 1967, Hobart on the 20th and Sydney on the 30th. She will then go to Wellington, N.Z., where she is due on 4 February.

From New Zealand her route homewards will be by way of Pago Pago, Honolulu, San Francisco, Puntarenas, Nassau and Dublin to Marstrand, where she is scheduled to arrive on 6 May 1967.

ALVSNABBEN started in World War II as a minelayer, but is now mostly used as a training ship, in wintertime for the first class from the naval school and in summertime for other classes. On this voyage to Australia and New Zealand the Swedish Crown Prince, 20-year-old Carl Gustaf, will be among the first year cadets.

The ship is named for a famous anchorage in the archipelago south of Stockholm from which several fleets have started. In 1630 King Gustaf II started from here to fight successfully in the 30 Years War against the Catholic Emperor in Germany.

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BRITISH MERCHANT VESSELS

IN WORLD WAR II

The New Zealand Ship and Marine Society will have copies of "British Merchant Vessels Lost (and Molested) by the Enemy, 1914-1918" available from the end of December 1966. The 186 pages are reproduced on 25 lb bond paper and bound with a limp cover.

In addition to contents and index, the latter running to 20 pages, the book contains 98 pages listing vessels captured or destroyed, 36 pages detailing merchant ships damaged or molested but not sunk, 27 pages listing trawlers captured or de-

stroyed and three pages of statistics. The lists give the name of the ship, its gross tonnage, the date, position and means of its loss or damage, and the number of lives lost.

Readers of THE LOG in Australia may obtain the publication for \$4.38 and to facilitate ordering arrangements have been made for orders and payment to be made through Mr. T. S. Stevens, P. O. Box 289, Frankston, Vic. Cheques or money orders should be made payable to him.

Members of the New Zealand Ship and Marien Society resident in Australia may purchase the publication at a concessional price of \$3.12 by the above-mentioned facilities.

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New Book

A SAILOR IN STEAM

Captain J. Murray Lindsay has followed his BY THE WIND, the story of his apprenticeship aboard a windjammer, with SAILOR IN STEAM, published in Adelaide, S.A., by Rigby Ltd. at \$3.50.

Captain Lindsay's new book makes pleasant and interesting reading. He joined the BISN Co. and his story of service around the Indian coast in bygone days is a valuable contribution to maritime history.

From the coal tramp ORMARA he went to TAKLIWA, joining her for her maiden voyage. "The TAKLIWA was no run-of-the-mill ship; there was something about her lines that demanded and held the admiration," he writes. "She had the bold sheer of the aristocrat, and an entry that would do nothing to hold back the power of the twin quadruple expansion engines that were, I reflected happily, capable of giving her a speed of 18 to 20 knots.

"Launched on the Clyde, she was one of the first ships in the company to boast three funnels, and one of the first in the world to be fitted with the new McLachlan davits, invented by a Clyde-side carpenter 38 years ago, and still the accepted davit in the most modern ships of today."

As this extract indicates, Captain Lindsay writes lovingly of the ships in which he served, and in doing so he conveys much information of interest to shiplovers of all kinds.

He eventually was posted to a ship on the Australian run and settled here. Not the least interesting part of the book is his account of Mrs. Price, who conducted the store on the old Wallarpo jetty and was known to a generation of sailing ship apprentices, most of whom have now passed on. This is a book worth reading and well illustrated with photographs.

 *
 * READERS' WANTS -- QUESTIONS -- *
 *
 * ANSWERS -- and COMMENTS *
 *

+++Wants:

KOMMENDORKAPTEN Allan Kull, a WSS member and editor of the Swedish MARINKALENDER, the 30th edition of which has just gone to press, requires new photographs of Australian and New Zealand warships, such as MELBOURNE, OXLEY, WAIKATO or even MORESBY and ENDEAVOUR. Would any readers who can assist write him direct to Karlavagen 66, Stockholm 0.

G. W. Cox, 9 Hornsey Avenue, Lannceston, Tas., requests information and/or photographs of two old steamers: (a) JAMES WALLACE and (b) ENA as a steam yacht built in Sydney in 1901. Mr. Cox says the latter now operates as a cray-fishing vessel on the Derwent.

PETER Nicholson, 15A Wandella Avenue, Roseville, NSW, wants to acquire or borrow as many issues as possible of GANG PLANK, a periodical newsletter published for Sydney Ferries Ltd. during the 1930's. He is still interested in all aspects of Sydney ferry history and seeks photographs of any of the boats, especially those taken during the 1920's and 1930's.

+++Questions:

Mr. N. L. McKellar, P.O. Box 83, Tamworth, writes: I am trying to get details of the vessels built and owned by Carl Frederick Doepel, who came to Australia from Finland in 1872 and settled down on the Bellinger River about 1878. He was engaged in punting maize down the river for the coasters, but ultimately built a schooner named SURPRISE and then a ketch BELLINGER, which is reported to have been wrecked on Stradbroke Island, off Brisbane, about 1892. In 1903 he built ALMA DOEPEL, about 1905 VIOLET DOEPEL and after 1914 steamer BELLINGER, which is reported to have been wrecked in Trial Bay in 1918. Her machinery is reported to have been salvaged and put into another hull, called DOEPEL, which eventually was sold to the North Coast S.N. Co. Apart from the register details of ALMA DOEPEL and DOEPEL, I am afraid my records have absolutely nothing on the rest of Doepel's ships, and I would be most grateful for any details any member can supply. I would particularly like register details, trades and ultimate fate.

With reference to his request for information which will en-

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able him to identify a painting of the full-rigged ship WEST AUSTRALIAN (THE LOG, v. 13, p. 118), Mr. R. McKenna, 4 Harwood St., Hilton Park, W.A., writes to state that the vessel's house flag is depicted flying from the mainmast. It has a white background, with a red cross running from each corner of the flag; and superimposed on which is a blue diamond, lying on its side. The vessel flies the Red Ensign. Will anybody able to identify this house flag please write the Editor of THE LOG.

B. W. Champion, 4th Floor, A.M.P. Chambers, Hunter Street, Newcastle, NSW, is compiling a biography of Dr. R. R. S. Bowker, who served Newcastle from 1842 to 1877. Searching the Newcastle Chronicle of 1868, he found an advertisement stating that Dr. Bowker would not be responsible for debts for his coal ships without his written consent. From this advertisement it would appear he was a shipowner as well as a medical practitioner and racehorse owner. Would any reader who may be able to supply information regarding Dr. Bowker's ships and shipowning activities please write the Editor, The LOG.

++Answers:

Mr. N. L. McKellar, Tamworth, NSW, writes: With reference to J. Fallon's inquiry (THE LOG, v. 13, p. 118) concerning the SILVER LINE, this company is still operating. We never see any of its ships in Australian waters because its services lie mostly between New York east coast ports, the Far East, India and home via Suez. At present they have, I think, five or six vessels still in service.

++Comments:

IAN Farquhar, P.O. Box 385, Dunedin, NZ, who prepared the original list of the Howard Smith Fleet which appeared in THE LOG, v. 13, p. 36, forwards the following additional data:

BURWAH: 1883, 982g, 1883-1905 B/ Ohio III (D. W. Deshler); 1905-1907; B/ Fohning (Kiening & Co, Shanghai), 1907-08. Foundered 22/3/1908 on passage Amoy to Ningpo. (N.B. This ship was included in my list but possibly was omitted in typing THE LOG.)

FRANKLIN: 1880, 730g, 1902-1902. (Adelaide SS Co, 1882-1902; Spencer's Gulf SS Co, 1880-1882). Wrecked 18/4/1902 near Point Malcolm, WA, on passage from Albany to Esperance Bay. (N.B. I could find no record of any transfer of ownership from Adelaide SS to Howard Smith, but may have been sold and wrecked before register altered.)

SPEEDY: 1959, 274g, 1883-1892. (T. J. Sumner, Melbourne). Sold ?? to J. R. Clarke, of ?. (N.B. Was formerly a brig and converted to a light for Smith's in 1883.) (In the typescript from Mr. Farquhar first date is clearly

1959, but presumably is a typing error for 1859; the previous page had been typed before the mistake was noticed.--Editor, THE LOG).

MOUNT ELLIOT: 1884, 356g. (N.B. Can find no trace in Lloyds or other registers).

WENONA: 1882, 511g, 1901-1921. Broken up Melbourne 1921. (N.B. Was a barque, but used by Smith's as a coal hulk.)

BELLARINE: 1877, 117g. Sold to Smith's in 1888, but not renamed until Feb 1889; hence the difference in date of acquisition and renaming.)

EUMERALIA: 1908, 916g. Although flying Smith's house flag at launching I think she was officially registered to Western District Steamship Co., which probably was a Smith subsidiary concern anyway.

MANAWATU: 1873, 183g. Amend to read after Coastal SS Co: Sold Gippsland Steamers Pty Ltd, Melbourne, 1912-16; sold J. H. Edwards, Hobart, 1916, but later repossessed by Gippsland under mortgage 1916-29. Converted to hulk 1926; broken up Williamstown, Melbourne, 1929.

MORETON: 1882, 581g, Sold by Union Co direct to Japanese -- Iwata Sadajiro, Fukuyama, 1896. Wrecked Kinkosan, Japan, 12/6/1897 as IWAI MARU.

MAID OF THE YARRA: 1854. Fate to be added to as follows:
Sold F. Banks, Christchurch, 1862-3; sold H. P. M. Aynsley, Lyttelton, 1863-5; sold J. Lilly & Co V. Robinson, Dunedin, 1865. Wrecked Hokitika 18/12/1865.

Other lighters, hulks, etc., employed by Howard Smith at one time include:

ADELINE BURKE, blt 1857, 281g.

CLIFTON, 1857, 252.

JERFALCON, 1868, 287.

QUEEN, 1884, 186.

ELNATHAN, 1877, 38.

FLORENCE ELLIOT, 1878, 53. (Wrecked Townsville nov 1898.)

AURIGA, 1869, 476.

DOMINION, 1875, 1217.

MORNING LIGHT, 1873, 287.

VERULAM, 1858, 510.

Can any reader of THE LOG throw light on the ownership of AUSTRALIA, blt 1884, 453g, registered to J. McFarlane Argyle, Scotland, 1884-86 until sold to the Union SS Co of NZ Ltd, Dunedin. When she arrived in NZ the newspapers stated "prior to being purchased (by the Union Line) she was one of Howard Smith's Line trading between Melbourne and Tasmania."

I would like to thank readers who have contributed further information to this list. I prepared the list as a check for

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photographs and if any member has photographs of any of the following ships I would very much like to exchange or buy copies to complete my record of this company, of ships over 100 tons:

p.s. BELLARINE, 1877; ETHEL JACKSON, 1876, 159g; ICEBERG, 1882, 294g; INNISFAIL, 1912, 399g; LASS O'GOWRIE, 1878, 220g; MACEDON, 1870, 826g; MOUNT ELLIOT, 1884, 356g; NELSON, 1900, 146g; SPEEDY, 1859, 274; YOU YANCS, 1962, 158g, and new tug GABO, 240g.

++Terry Callen, Newcastle, NSW, writes: With reference to the article "Some Old Australian Shipowning Concerns," by R. H. Parsons (THE LOG, v. 13, p. 105), I am surprised that Central Records has so little material on these ships and companies and, without too much research, I would like to fill in some of the gaps to the best of my ability. While not particularly interested in the ownership of vessels but rather in the ships themselves, nevertheless since my grandfather and also grand-uncle were mentioned I feel duty bound to supply as much additional information as I possibly can.

BELLBOWRIE: This vessel had many owners and traded all along the N.S.W. coast. Like most coasters she was designed for timber carrying, but also carried coal, blue metal and silica, and was a maid of all work. Very few of these ships were engaged in one trade, their owners being happy to carry whatever was offering.

COMA: Owned by Crosby's, who were well known on the Australian coast. This vessel was in the phosphate trade and was wrecked at Ocean Island in 1936 while engaged in this trade. Crosby's also owned WONGANELLA ex Wonga Fell.

COASTAL TUGS LTD: This firm, among others, operated tugs at the river ports of NSW. When I knew the KIOLA, she had a green hull and black funnel, similar to the HENRY MILES, at present stationed at Yamba, NSW. There were many other tugs doing this work and, just to mention a few, they included JOHN GOLLAN, CHRISTINA, GOLLAND, UNDAUNTED, UNIQUE, and TERRANORA. It must be remembered that most coasters required the assistance of a tug when crossing the bar and, of course, all the ketches, schooners, etc., could not enter without a tug's help. At least nine rivers on the north coast had tugs in attendance and these were usually subsidized by the State Government.

P. CALLEN & SONS LTD: This was my grandfather's firm and while he operated several coasters he was mainly engaged in shipbuilding and other enterprises and usually disposed of his coastal craft. However, he could be credited with opening up the Port Stephens area because for many years he ran a regular cargo and passenger service from Newcastle to that district. His harbour fleet was engaged in lightering, discharging ship's ballast, salvage work and wharf construction.

LANGLEY BROS. LTD: This firm ran their ships to the north coast.

It must be remembered that while the North Coast SN Co in later years owned the bulk of the vessels in the trade there were many other companies also flourishing. Langley's owned more than three steamers. Six that come readily to mind are: DUROBY, CORRA LYNNE BOAMBEE, FITZROY, DORRIGO and COBAKI as well as the tug TERRANORA. Most of these vessels were engaged in the timber trade, although FITZROY and DORRIGO were passenger ships. As there was no railway to the prosperous north coast in those days, the seaborne trade was quite large and its story would fill volumes.

MACLEAY RIVER CO-OP. SS CO LTD: Their vessel KINCHELA (not KINCHILLA, as typed in THE LOG) was formerly TAMBAN. This company may have been formed to try to break the stranglehold of the North Coast SN Co. There are some large towns on the Macleay River -- e.g., Kempsey, Gladstone and Smithtown -- surrounded by a vast dairying and timber district, and it may well be that the local inhabitants felt that a vessel of their own would serve their interests better.

R. W. Miller: MEEINDERRY was associated with Miller's coal trade and it was while so engaged that she came into collision with collier WALLSEND south of Newcastle. Raced back to the latter port, she was beached with her decks awash, later raised and broken up. I believe Miller's first ocean-going ship was the wooden AUDREY D. DOUGLAS MAWSON was a typical coaster, not designed as a collier. She finally disappeared in the Gulf of Carpentaria in 1923.

N. CAINS COASTAL CO-OP. SS CO LTD: I understand this firm was started by Mr Nicholas Cain and later was absorbed by the NCSN Co, retaining their original colours. They had more than the three steamers mentioned by Mr Parsons. Some of the others were WAUCHOPE, KEMPSEY (a passenger vessel of 483 tons), and their last coaster, PAPPINBARRA (wrecked Port Stephens 1929).

NEWCASTLE FERRIES CO: Owned by my ancestors, who operated ferry services in Newcastle for many years. When the State Government took over the vehicular ferry run to Stockton (originally commenced by my forbears) foot passengers were carried free. This was too much for the ferry company to bear and the business declined until with the loss of their last ferry, BLUE-BELL, sunk in collision with WARRANEEN, in 1934, forced them to sell out. It is interesting to note that the present ferry service does not have to compete with a free Government service; for not long after the Newcastle Ferry Co folded up, the vehicular ferry began charging passengers the same fare. (Such is life!)

MARY J. WESTON & PARTNERS: The Westons owned many ships, partly or wholly, and all, including QUEEN BEE and ROCK LILY, were engaged in the coal and timber trade and carried what-

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ever other cargoes offered. There was plenty of cargo available along the NSW coast, particularly for shallow draught vessels able to cross river bars which were inaccessible to the vessels of the larger companies.

Finally, I would like to say that at this time, when everybody is computer-minded, it is difficult to become reconciled to the fact that it is practically impossible to classify these old time ships into various categories and trades. It simply won't work. The information handed down is too vague; for our forefathers were too busy making history to devote any time to recording it.

++On this same subject, Mr. N. L. McKellar, Tamworth, NSW, has the following information to add:

THE WYBEN PEARLING CO, of Sydney: This concern was the pearling offshoot of Burns, Philp & Co. About 1905 or 1910 B.P.'s. set all their pearling interests aside under a separate organization, which they called Wyben Pearling. Wyben is the native name of Thursday Island and was spelt in a different way -- Waiben -- by John Bourke & Co in one of their ships.

CROSBY AND CO: Crosby and Swanton were the forerunners of W. Crosby & Co, and in fact W. Crosby & Co existed at the time mentioned by Mr. Parsons. Crosby's have long been associated with the Ocean Island trade in phosphates. The OOMA mentioned in the article was actually wrecked at OCEAN ISLAND on 7 Feb 1926. I never knew of PUKAKI being involved in the phosphate trade but this could well have been the case. I am inclined to think, however, that she was a little small for this work.

J. E. & W. B. Carr: These two men were the sons of Henry Carr, of Brisbane, who at least since 1900 held the sanitary contract for the municipality of Brisbane. It may surprise people to know that as late as the mid-1930's the sanitary carts from all outlying areas used to drive through the main street of Brisbane to a point just above Victoria Bridge, known as North Quay. They then went down a very steep drive to the water's edge and unloaded the contents of their malodorous conveyances into a ship which then proceeded to Moreton Bay and dumped the stuff. I do not remember CAPTAIN COOK, although I know she was used in this work, but I do remember MORETON and MOUNT KEMBLA. The MORETON was, in fact, the old QSS ship GUNGA and her remains now lie on Bishop's Island, where she was thrown in 1934. CAPTAIN COOK, MORETON and ~~KEMBLA~~ MOUNT KEMBLA were self-propelled to the end of their days.

LANGLEY BROS, of Sydney: They traded to the near North Coast - I think Port Macquarie and the Hawkesbury River.

R. S. LAMB & CO: The three one-ship companies Omana, Inga and Ihumata were all owned by R. S. Lamb & Co, which is a well known firm.

General News:

AROUND THE COAST AND
FROM THE SEVEN SEAS

A decorative graphic consisting of stars arranged in a diamond shape. The top row has two stars. The second row has three stars. The third row has four stars. The fourth row has three stars. The fifth row has two stars. The bottom row has two stars.

- *KOOMILYA, delivered to San Fernando SN Co, Panama, at the end of November, has been renamed SAN FERNANDO.
- *When entering dry dock at Melbourne on 9 December ~~last~~ 1966 LAKE MACQUARIE collided with and sank a seven-ton fisheries research vessel.
- *Reported that B P Tankers (Aust) Pty Ltd intend to rename B P ENDEAVOUR as B P EXPLORER, presumably to allow their new vessel building at Newcastle to take the former name.
- *HOLMBRAE (391g, 1951) was sold to Captain Athol R. Rusden, of Vila, New Hebrides, in July. She was renamed PAUL MARKSON about 1/8/1966 and sailed from Onehunga, NZ, for Suva on 7/8.
- *NGAPARA, last of the four NGA-class freighters for the Union SS Co, arrived at Auckland, NZ, on her delivery voyage on 10/8/1966, coming out from Dundee via Suez and Singapore.
- *The former Adelaide Co's KARALTA (389g, 1947), which was sold by them in 1961 and later owned by British East Asia Marine Ltd, has been resold to Hermes Autolycus Shipping S/A, Panama.
- *The Ludwig group, through their Australian subsidiary, Hastings Shipping Pty Ltd, expect to begin the carriage of bauxite from Weipa to Gladstone in March 1967, using a chartered vessel. It is anticipated that a 50,000-ton dwt bulk carrier will be built in Australia for this company in due course.
- *Two new container cargo ships, ANDROS and LEMNOS, have entered service for the Swedish-owned Australia-West Pacific Line. They cost a total of more than \$6,000,000 and will be followed by a third and larger ship in 1967. ANDROS (9,580g) made her maiden voyage to Brisbane.
- *Name of the Northern SS Co's roll-on/roll-off cargo ferry for the Onehunga-Lyttelton, NZ, service is to be SEAWAY PRINCESS. She is being built by the Kongkong & Whampoa Dock Co Ltd and is to be 800g, 242' x 43' with a speed of 15 knots. Delivery is for late 1967.
- *USSCo sold WAIRIMU ex Cape Alava (6923g, 1941) to Tung Lee Nav Co, of Hongkong, in September 1966. She is to be renamed TA X TUNGA and registered at Panama.

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+++++ ANNUAL DOG WATCH +++++

+
+ OUT AGAIN +
+

+ Once again the annual DOG WATCH has made its appearance -- +
+ the 23rd number. Published by the Shiplovers' Society of +
+ Victoria and edited by Miss S. A. E. Strom, each successive +
+ issue seems better than the previous one, and the 23rd num- +
+ is no exception. +

+ Its varied reading covers such a wide range of subjects +
+ that every shiplover will find something in it of particu- +
+ lar interest. It spans the years. +

+ There is an account of the loss of the Dutch East Indiaman +
+ AAGTEKERKE, which was almost certainly wrecked on Houtman's +
+ Abrolhos, off the West Australian coast, in 1726, and an en- +
+ tertaining account of "last voyages" in Australian Antarctic +
+ ships of quite recent times -- the old Norwegian sardine +
+ ship WYATT EARP and HMAS LABUAN, previously LST 3501 -- by +
+ Dr P. Law, until recently Director of the Antarctic Div- +
+ ision of the Department of External Affairs. +

+ DOG WATCH is well worth its price of 80 cents and every +
+ shiplover should obtain a copy. +
+

+++++

+ *HMNZS WAIKATO was commissioned at Belfast, where she was built,
on 16/9/1966. A Leander class anti-submarine frigate, she has
a complement of 16 officers and 233 men, and carries the pen-
nant number F 55.

*All ships of the China Navigation Co will henceforth have the
Taikoo house flag on their funnels, in a manner similar to that
of the RIL. This change is to take place immediately, and most
ships will be repainted on their next visit to Hongkong. SOO-
CHOW and SHANSI, which do not ~~xxx~~call at Hongkong, will be repaint-
ed locally.

+ *Burke's WAIBEN ex Elmore (584g, 1949) has been renamed NUKUMANU
by Bougainville Trading Co Ltd, Rabaul. She joins her former
sister, EDENHOPE, which is under the same ownership as NUKUTOA.

*DUNTROON, until recently TONG HOO, has been renamed LYDIA by
Africa Shipping Co., Ltd, Panama.

*MANOORA, which was renamed AMBULOMBO when sold to Indonesia and
later became AFFAN OCEANA, has reverted to the name of AMBULOMBO
under the ownership of P. T. Perusahaan Pelajaran, Djakarta.

*WAIANA (3369g, 1937) has been sold by USSCo to Intertrader Ship-
ping Ltd SA, Panama.

- *The third bulk carrier of the "Darling River" class under construction at Whyalla is to be named IRON HUNTER.
- *Tenders have been called for two container ships for Associated Steamships Pty Ltd. These will be bigger than KOORINGA and will not have gantry cranes, but rely on shore-based terminal cranes.
- *Shaw Savill's GOTHIC (15,911g, 1948) spent over four hours with her bow firmly ashore on a sandbank at Napier on 12/9/1966, being refloated, however, with no apparent damage.
- *PAROTO (128g, 1914), the Inter-Island Shipping Co Ltd's wooden coastal m.v., ran ashore on jagged rocks in thick fog at Gibson Point, three miles north of Hurunui River mouth and 60 miles north-east of Lyttelton, on 3/8/1966. She was badly holed in several places almost immediately and later began to break up. Her cargo and some machinery, including her star-board engine, was salvaged before she was abandoned. The wreck was sold later in August to Metal Reclaims Ltd, of Christchurch, for £75 and the salvage of the remaining machinery was continued by this company. PAROTO was bound for Kaiapoi from Wellington at the time of the mishap.
- *Tug WARUNDA was launched at Port Adelaide on 14/9/1966 and TABBA on 30/9/1966.
- *IRON BARON (4788g, 1936), sold by Broken Hill Pty Ltd in September 1966, has been renamed PACIFIC QUEEN and has been in Victorian ports as such.
- *Several vessels previously well known in Australasian waters have acquired new names. They are:
PIKEPOOL ex Ocean Pilgrim (7147g, 1942, now AMFITRITI, of Famagusta; SWANBROOK ex Stankeld ex Dunkeld, now CATHAY TRADER, of Panama; GLOUCESTER (8532g, 1941), now CONSULATE, of Piraeus; MANDOWI ex Crispin (4472g, 1951) now DUNSTAN, of Liverpool; MALAY ex Malay Star (4300g, 1953) now BENEDICT, of Liverpool; MAETSUYCKER (4272g, 1936) now GAMBELA, of Panama; EASTERN GLORY (6491g, 1949) now BENNACHIE, of Glasgow; STORM ex River Wear (733, 1920) now CHEVALIER, of Panama; PORT CAMPBELL ex Clark-spey, now KING REACH, of London; and DONA GISELLA (9010g, 1959) now SOUTH STAR, of Piraeus.
- *HINEMOA (6911g, 1946) made her last inter-Island sailing on the night of 22-23 August 1966 and was laid up in Evans Bay, Wellington, NZ, for sale. MAORI (7498g, 1953) replaced her as from 23/8/1966. WAHINE (8944g, 1966) entered service on 1/8/1966.
- *The second 138-ft. stern ramp trawler for New Zealand Sea Products Export Ltd, Nelson, NZ, SEA HARVESTER II, was launched at Trondheim, Norway, on 17/8/1966.

As it is hoped to gradually revert to the actual due date of publication for the LOG no closing date for news has been included in this issue. The Editor (Box 289 P.O. Frankston, Vic) is urgently and continuously in need of news items, stories and articles and urgently seeks YOUR assistance in building up his stocks — send off that piece of news etc., NOW!

W.S.S. News and Notes.

At the August meeting of the Melbourne branch, members were entertained by Kerry Hodges, who presented a film entitled "Window on the World". This covered the latter part of his sojourn overseas, and was excellently compiled. In September another of our junior members, Stephen Kentwell provided the entertainment, exhibiting slides of shipping and a general nature in connection with Japan, in which country he resided for some years.

The annual dinner of the Melbourne branch was held on Friday December 2nd.

At the last Annual General Meeting of the NSW Branch the following were elected: President - Mr. Bob Tompkins; V. President - Mr. Wal Freeman; Treasurer - Mr. Arthur Corkill; Secretary - Mr. Stan Welch; and Committee - Messrs John Burne and John Bennett. At the conclusion of the meeting the Shipping Quiz, which was held over from the May and June meetings was finalised. In a close finish, John Goldsworthy narrowly defeated John Burne.

On Saturday July 23 a party of NSW branch members inspected HMAS MELBOURNE at Garden Island.

Films featured at the August meeting of the NSW branch were "Sydney to Hobart Yacht Race 1961" and "Sydney to Hobart Yacht Race 1964" by courtesy of Caltex Oil Co., and "In the Steps of the Explorers - Captain James Cook" by courtesy of the Shell Oil Co.

The August meeting of the Hobart branch began with two items of topical interest presented by members Wayne Fox and Alan Slevin, and this was followed by the usual "Waterfront Roundup" from Lindsay Rex. The main item for the evening was an illustrated talk on Norfolk Island by Graeme Cooper, a member who recently returned from the little-known Australian territory, once annexed to Van Diemen's Land (Tasmania).

The October meeting of Hobart branch began with a short history of SS KARAMU presented by Alan Slevin. David Kirby presented a talk, illustrated with coloured slides, on some of the ships that have visited Hobart in the past few years, giving where possible the fate of the ships concerned. The main item for the evening was an illustrated talk by Mr. E. R. Pretzman, of the Shipovers Society, showing the changes in Hobart's streets and buildings through the past century.

Adelaide branch continues to meet regularly on the second Tuesday of each month at AUSTBUILT Museum, Fletcher Road, Birkenhead. Recently Mr Keith Le Leu the owner of the Museum, has completed a new section known as World Ships Auditorium which provides wonderful facilities for the Branch meetings.

It is regretted that due to unforeseen circumstances it is not possible to include "Extracts from old shipping newspapers" in this issue but the item will again appear in the next issue. — Editor.