

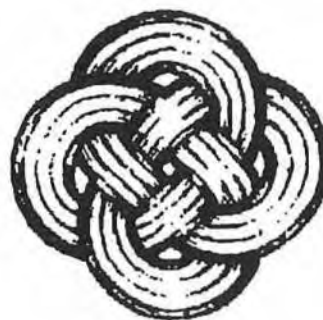
MARITIME HERITAGE ASSOCIATION JOURNAL

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A flashback to Friday, May 31, 1963: the ALKIMOS on the beach near Eglinton Rocks, south of Yanchep, Western Australia. The beginning of the end. (*The story continues on page 7.*)

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Articles will be published at the earliest opportunity.

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All of the Association's incoming journals, newsletters etc. are now archived at *Porthole Prints*, South Terrace, Fremantle, and are available to members on loan.

(If you have an unwanted collection of magazines of a maritime nature, then perhaps its time to let others enjoy reading it. Contact the Association; it may just be interested in archiving the collection.)



Maritime Heritage Association

President's report to the Annual General Meeting: April 14, 1997

This time last year I described "a year of consolidation", meaning a year without major new directions in the activities of the Association. This year has been a year of more innovative achievement.

The MHA has continued its role as a lobby group for the preservation and promotion of various aspects of heritage. We have contributed to the discussion of what Fremantle's Maritime Precinct might be if it is ever proclaimed. Notwithstanding the great support we have had from the Fremantle Port Authority, and from the FPA's CEO Kerry Sanderson in particular, we have not shied away from critical comment on FPA operations and decisions where this has seemed appropriate.

Wooden Boat Works has been entirely independent of the MHA for a couple of years now, but we continue to be strongly supportive of the aims and activities of WBW. I regret that the current Federal Government has found it necessary to cancel the LEAP schemes and also Jobstart pre-vocational training schemes which provided WBW with the opportunity of teaching traditional boat-building skills to unemployed young people, with considerable success. (Leeuwin's operations have also been adversely affected.) An exceptionally high number of students have found work, and Tup Lahiff, manager of Wooden Boat Works, has a file of letters from grateful employers in the boat-building and ship-building industries giving fulsome praise to the training programs run by WBW. Particular congratulations are due to WBW and Ben Dundas, a privately funded student with them last year, who gained a place at the very prestigious Boat Building School at Franklin, Tasmania.

Our quarterly *Journal*, edited by Chris Buhagiar, continues to be a publication of real quality. The range of topics and approaches to topics has been wider than ever.

This year's Classic and Wooden Boat Show, hosted by the Royal Freshwater Bay Yacht Club as part of their centenary celebrations, was a great success. It was as successful as previous years in raising funds for *Leeuwin* and in the quality of the vessels and displays. The change of venue, blessed with delightful weather, gave a different feel to the show and, perhaps, attracted a somewhat different selection of visitors. Mike Igglesden again played a major role in the planning. (Mike has also taken the role of MHA's minutes secretary for much of the year.)

Our thanks go to Tana Bailey who, as membership secretary, continues to keep our membership records and attempts to keep disorganised members such as myself as

financial members.

One of our new ventures this year has been the start of our video library, organised by Bill Brown. A number of videos have been purchased from maritime museums in Britain and America: they are variously about sailing ships, rounding the Horn, pre-WWII yachting and liners, and traditional sailing craft. They are available from Porthole Prints, South Fremantle, for members to borrow for a nominal fee. In addition to the video library, Porthole Prints also archives the Association's newsletters from Fremantle and Burnie Branches of the World Ship Society, *Australasian Shipping Records* and the ANMM's *Signals*.

This year saw the tri-centenary of Willem de Vlamingh's landing on Rottnest Island and expedition up the Swan river. The official re-enactment of that voyage up the Swan was less than totally authentic, however, MHA members, led by Margo and Mike Bielby, undertook a much more rigorous re-enactment.

The major innovation of this year has been the Exhibition of Maritime Art, entitled *Flotsam and Jetsam*, which was held at the Moores Building Gallery, here in Fremantle last month. It was a real success both in terms of the number of visitors (over 700 in a week) and in the quality of the exhibits. Ross Shardlow exhibited some of his work, which is internationally recognised as being of the very highest standard; Patrick Rodriguez, a new member of the MHA displayed what I thought some of his finest work; Peter MacKenzie of MacKenzie Gallery contributed some fine pieces including a Frank Norton. The late Frank Norton was formerly the Director of the Art Gallery of Western Australia and is respected as a very notable maritime artist (except in AGWA). Brian Lemon exhibited his wonderful ship and boat models and Barry Hicks exhibited some of his superb craftsmanship. The excellence of the exhibits was matched by the excellence of the exhibitors. Barry Hicks and Brian Lemon were on hand to talk to visitors during the whole week of the exhibition.

It was Committee member, Bob Ivery (who is on his way to Europe tonight) who undertook much of the necessary organising and hard work for the Exhibition. I'm sure you will join me in thanking him.

Finally, thanks to Bob Johnson and *Leeuwin* for the use of this conference room tonight and throughout the year.



Notes from the Duyfken Project

Construction of the *Duyfken* is underway at the Lotteries Duyfken Village Shipyard in front of the Maritime Museum in Fremantle. Bill Leonard, who was the Head Shipwright on the *Endeavour* Replica, is leading the construction team on the *Duyfken* project. The keel was laid by Prince Willem of Orange on 12th January. Now the curved stem, nearly 6m high, is in place and the sternpost and transom structure is assembled with the transom planking also in place. The top timbers, which will reach to the roof of the shipyard, are about to be bolted in position.

The construction sequence and techniques are very different from those used to build the *Endeavour* replica although both start with keel, stem and sternpost. The lower hull of *Duyfken* is being built plank-first as the original ship would have been. Planks are pre-bent to shape over an open fire. We have started to experiment with this technique, bending the 60mm thick planks which are now fastened to the curved transoms. The planks are northern European oak, imported from Latvia. The timber is still fairly green but the drying effect of the heat bending process seems to be very considerable. Planks that felt distinctly wet before bending, work like well matured timber a couple of hours later. We have yet to test this feel — if it is wrong the transom planking will open up and perhaps split around the fastenings.

Duyfken is being built as a program of "experimental archaeology". At the end of the process we should know a great deal more about the advantages and the disadvantages of plank-first construction as practiced by the Dutch. Even though frame-first construction made possible the construction of larger and stronger ships, the Dutch shipwrights continued to develop their tradition of plank-first construction; they adopted the three-masted rig and the high-sterned style of the galleon but maintained a more ancient conception of the ship's construction. The essence of the ship was its outer shell, framing and other structures were added to it (and tended to be added in approximately the sequence that they had been introduced through history).

The curious thing is that it did not seem to put Dutch ship-building or Dutch shipping at a disadvantage — quite the opposite. By the end of the 16th century, Dutch ships carried more cargo, relative to the ship's dimensions, registered tonnage, draft, crew and speed, than the ships of any other nation. In other words they were superior as merchant vessels in virtually all respects. English ships were said to be more sturdily built and therefore better able to carry heavy guns, but that was no advantage at all in trades such as the Baltic trade.

It seems that the Dutch shipwrights, building plank-first,

evolving the shape of the ship by eye, were able to build whatever shape they thought would serve best, or in other cases minimise taxable dimensions relative carrying capacity. Builders of frame-first ships, on the other hand, were constrained in the type of shapes they could develop by the rather unsophisticated techniques of drawing a ship's draft using sweeps, rising lines, height of breadth lines, etc. It was not until the end of the 18th century that the drawing of the modern type of lines plan was introduced as a design tool, although it was used at an earlier date for recording ship's lines.

In designing the *Duyfken* reconstruction we have sought to combine the evidence of historical documents such as ship-building contracts and late 17th century texts on ship-building, with artists representations, votive ship models, shipwreck archaeology, and the performance of the original ships. We are using Maxsurf, a Naval Architecture CAD program developed here in Western Australia and used internationally to model the performance of proposed designs. The historical documents etc. all contain a great deal of valuable data but it is easily missed. It tends to be the reality of the archaeological data that shows you how much information you have failed to recognise in these other types of evidence. The lines of a late-16th century Dutch shipwreck, known by its site location as SO1, that were made available to us last year by Thijs Maarleveld (Head of Underwater Archaeology Services in the Netherlands) showed a design with relatively narrow and sharp bows. The same type of shape is shown in most of the iconography and in all the votive and church models; yet we, and everyone who has looked at the problem before us, has assumed the broad bluff bows seen on ships at a later date from whence archived plans are available. The difficulty is to see 1600 without unconsciously accepting evidence from 1650, 1700 and all the other intervening years.

Nicolaes Brandsdorp

The SAMUEL PLIMSOLL:

A Post-Script



Interest in the SAMUEL PLIMSOLL (MHA Journal, Volume 7, Nos. 1 & 2, 1996) continues! Ross Shardlow recently brought to my attention a copy of the World Ship Society, Fremantle Branch's December 1996 Newsletter, which featured the following article on the DALGOMA / SAMUEL PLIMSOLL collision in Fremantle Harbour. The article: "The DALGOMA Incident", written by Laurie Williams, is reproduced here with permission.

It is a well-written account of an amazing but unfortunate series of events that culminated in the demise of the SAMUEL PLIMSOLL herself, as well as the demise of the ship that brought about her downfall. (Peter Worsley, who initiated this interest in the ship, should savour what follows.)

"One of the most memorable incidents during my work as Fremantle Manager of P&O Australia was the stranding of the British India Company's vessel DALGOMA, and the subsequent sinking of the hulk SAMUEL PLIMSOLL.

The DALGOMA had arrived in ballast from the Persian Gulf on June 17 1945, and as the harbour was full, she anchored in Gage Roads. It was blowing a full gale from the north-west, but I went out in the SAMBO, a workboat belonging to Alf Tilley, and managed to get aboard via the rope ladder without much trouble – I was used to it and had lots of practice. After attending to the ship's business and collecting her papers, I then had great difficulty in getting back into the launch which, with the big seas and the ship rolling a bit because they were trying to give me a lee, was rising and falling about 20 feet or so. The SAMBO had a lot of top hamper and very little deck space, and it took me more than half an hour on the ladder before I made it back aboard.

During the night the wind increased even further, and although the DALGOMA had two anchors out, both cables parted and before they could get power on the engines, the ship blew down on a sandbank known as Fish Rocks, off Robb Jetty. In the morning, Mr. JW Pitt, our Perth Director, the Harbour Master, Captain Trivet, and Lloyds' surveyor, WG Davies, went out to review the situation. Captain Trivet recommended that they flood the holds, to settle her on the bottom until fine weather prevailed. Mr. Davies did not agree and considered that if she was to come off the bank at all it would have to be there and then. The pilot boat LADY FORREST took soundings and found deeper water off the

port quarter.

The ship had twin screws, and by working the engines they were able to slew her around in the right direction; and by going full astern on both they managed to get her afloat again. They then headed for Fremantle Harbour. As she now had no anchors, she had to be brought straight in.

We received word via the signal station that she was coming in, and I went down to A-Shed to watch and stand by for anything required. The DALGOMA came sailing up the harbour with a gale behind her, and our biggest tug, the UCO, went to assist. About halfway up the harbour entrance channel, they had to stop DALGOMA's engines – sand and shell stirred up while going astern to get her off the sandbank had choked up the cooling water inlets.

The UCO, which was really an ocean-going tug and not at all handy for harbour work, failed to pick up the stern line, and the DALGOMA, with the gale still behind her, continued into the harbour – more-or-less out of control! At the time, the McIlwraith McEacharn coal hulk, SAMUEL PLIMSOLL (ex Aberdeen Line's famous passenger clipper of 1873), was moored alongside the Dutch vessel TJIBESAR, which was bunkering. The DALGOMA fetched up alongside the SAMUEL PLIMSOLL, giving her a good squeeze in passing, and carrying away all her mooring lines.

McIlwraith's tug, WYOLA, went to the assistance of the SAMUEL PLIMSOLL, and managed to get a trailing mooring line around her own propeller. Now we had the DALGOMA, the SAMUEL PLIMSOLL and the WYOLA all drifting helplessly up the harbour, with the DALGOMA

hitting each ship along the wharf as she went, and damaging their lifeboats which were all swung outboard (as was wartime practice)! The SAMUEL PLIMSOLL drifted across the stern of the DALGOMA at about the same time the latter's engineers restarted the engines in full-astern mode to try and take some way off: the DALGOMA's starboard propeller promptly sliced a series of holes in the SAMUEL PLIMSOLL – which then began to sink.

The DALGOMA finally got a line ashore onto another Dutch vessel, the VAN SPILBERGEN, then-moored alongside the wharf between E- and F-Sheds, and managed to secure alongside the Norwegian ANATINA, at the next berth. The SAMUEL PLIMSOLL meantime sank in the middle of the harbour, opposite G-Shed, and the WYOLA finished up just short of the railway bridge near the present No.12, North Wharf. We had the DALGOMA with us for three months whilst divers tried to make one double-bottom tank sufficiently watertight to carry fuel to take her to the nearest drydock, which was in Melbourne.

The DALGOMA had leaks everywhere from sprung rivets, and one of our troubles was that the 500 tons of bagged sand ballast aboard turned out to be silt from the banks of the River Euphrates, at Basra. As soon as the water got to it, the silt dissolved and we soon had empty gunny sacks floating about in the muddy water, blocking limber holes and strum boxes, so that the bilge pumps could not remove the water. We later got auxiliary pumps from shore-side to get the situation under control.

The ship's bottom was badly damaged and corrugated from bumping on Fish Rocks, and hundreds of rivets were sprung. To effect repairs, they had a diver, Frank Ball, in a coal basket, suspended under the hull — men in the tank would cut and punch out the rivets, and Frank would put a bolt in the hole, and hold it until a nut was put on and tightened up. Of course, there was water everywhere, and when the rivet was punched out, a fountain of water came in the hole before the bolt could be inserted. Three months of it!!

Finally, the DALGOMA sailed for Melbourne, and had lots of trouble on the way as the tank still leaked and water got into the fuel. On arrival in Melbourne, they put her in dock and pumped the water out; but as soon as they saw the bad state of the corrugated bottom they said "No way", the dock could not be spared for the long time it would take to repair the damage. They therefore did a temporary repair to the fuel tank and sent her off to Bombay, virtually floating on her tank tops. They took her north-about, rather than risk a rough crossing of the Bight. Bombay thought much the same as Melbourne, and the DALGOMA was promptly sold for her value as scrap: she was broken up at Ghent after arriving there on 2nd December 1945.

All our hard work had been for nothing! In hindsight it would have better to have left her on Fish Rocks, where she may have done the locals some good. After the war ended, the SAMUEL PLIMSOLL was cut up into sections, which were then lifted by the 80-ton Fremantle Harbour Trust's floating crane PELICAN; the sections were then dumped on the remains of the LYGNERN, which is on Beagle Shoal, just south of the South Mole light. The LYGNERN was a modern spar-deck steamer of 4896 grt. owned by Rederi Etreb Transatlantic, Gothenberg, Sweden. She had stranded on the shoal early on the evening of September 18, 1928, after having been moved to the anchorage during a wharf dispute that escalated to become a national strike. This had been the LYGNERN's one and only visit to Fremantle!"

APOLOGIES!

Apologies are extended by Malcolm Tull (see article "Fremantle's Projected Maritime Precinct", MHA Journal, March 1997), for unwittingly supplying an earlier draft of his article, rather than the final transcript. Let's hope that the Editor's deft editing went some way toward making this oversight a little less obvious.

CONGRATULATIONS!

Congratulations and a sincere thanks must also be extended to Bob Ivery for his diligent efforts in organising 'Flotsam and Jetsam', MHA's first and highly successful exhibition of maritime artwork and nauticalia. Between six and seven hundred people took the time to browse through the exhibits – a number definately not to be sneezed at.

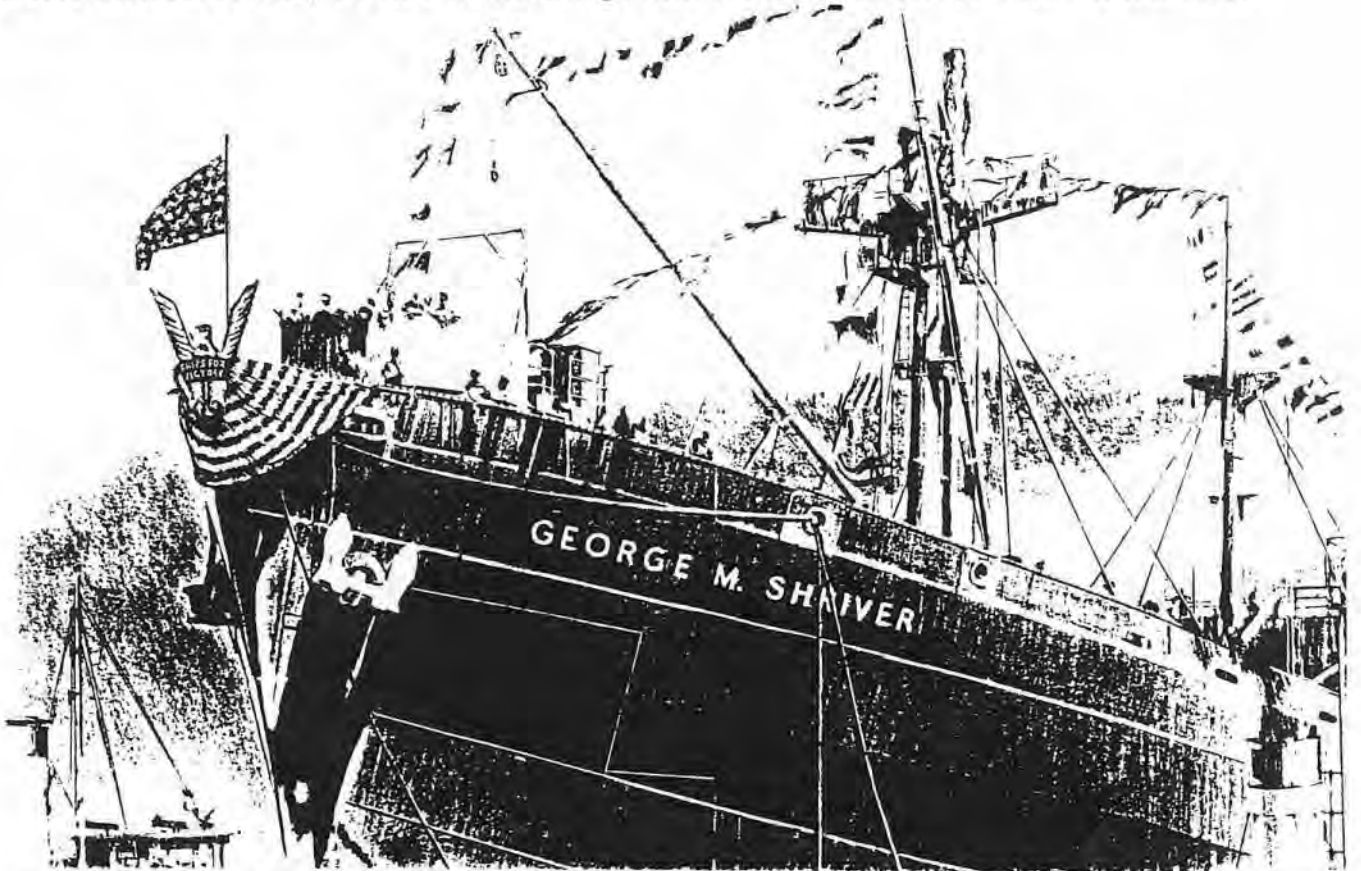
A vote of thanks must also be given to the Fremantle Port Authority, without whose sponsorship the exhibition almost certainly could not have been mounted. Also thanks to all the exhibitors and those who gave of their time to assemble, man, and dismantle the display.

Provided a sponsor can be found, it seems appropriate that MHA now commit itself to a bigger and better effort for 1998. I imagine that we have only just scratched the surface as far as unearthing other individuals who are keen to display their maritime wares. [Ed.]

The ALKIMOS: Fact without the Fanciful

PART TWO © Chris Buhagiar

In the previous issue of the Journal, we followed the ship and the circumstances surrounding her construction, from earmarking for Norwegian registry as the VIGGO HANSTEEN, to her launching, still as the GEORGE M. SHRIVER.



We take up the story again, first with brief biographies of George M. Shriver and Viggo Hansteen themselves; then, after an initial look at the highly complex administrative aspects of managing and co-ordinating vast fleets of ships during wartime, we rejoin the ship and follow her from builder's sea trials on Chesapeake Bay, builder's delivery, handover under bareboat-charter by the War Shipping Administration to the exiled Royal Norwegian Government, through to point-of-departure for the Persian Gulf. Renamed VIGGO HANSTEEN, and under concurrent time-charter by the Norwegians back to the US Maritime Commission, she would be managed for the remainder of the war and immediate post-war period by the Norwegian Shipping and Trade Mission's (Nortraship) North American head office in New York. As with all such charterings, her trade routes and cargo would be determined by the strategic requirements of the US Army and the Commission.

GEORGE M. SHRIVER: 1868 – 1942



George McLean Shriver. His last formal portrait: May 1941. (Courtesy: Mrs. JWS Foster, Jr. (ne French Shriver))

George McLean Shriver was born in Hightstown, New Jersey, the son of Presbyterian minister, Samuel S. Shriver. In 1887 he began work as a clerk in the accounting department of the Baltimore & Ohio Railroads. Shortly after, he left to join the United States Express Company – a stay that would also be short lived.

The following year, he became private secretary to Charles F. Mayer, President of the Consolidated Coal Company; that same year, Mayer was elected president of Baltimore & Ohio Railroads, so he invited George back. There George continued, as private secretary to Mayer – and to the two succeeding presidents of the company.

In 1903, he became Assistant to the President, and continued in that capacity throughout the presidency of Oscar G. Murray, 1904 – 1910; the following year, with Daniel Willard as President, George was elected Second Vice-President and put in charge of the finance and accounting departments. On March 1, 1920, following relinquishment of Federal control, he was elected Senior Vice-President of the company, in charge of accounting, treasury and claim and relief. In 1922, he became a member of the Board of Directors – and continued as such until his death in 1942.

In 1900, he had purchased a farm, which he called Alsenborn. (*The family had left Alsenborn, Germany, in the late 18th Century, to settle in what is now Union Mills, Maryland. Andrew and David Shriver had purchased acreage there and built a homestead in 1794. To this they added a grist mill, tannery etc., to make it a trade centre of the time. This complex remained in the Shriver family until 1971, when it was made into a Foundation.*) One of the founders of the Garrison Forest School, George helped it financially during the Depression period, and built a dormitory, infirmary and gymnasium. He assisted with the local Episcopal Church in Pikesville, as well as with the local health centre and many other organisations.

VIGGO HARALD HANSTEEN (1900 - 1941)



Viggo Harald Hansteen. (Courtesy: Dr. Viggo Hansteen.)

Born in Oslo, the son of a physician at Ullevål Hospital, Oslo, Viggo Hansteen became a lawyer in 1923 and a High Court barrister ten years later. He held a position with the Norwegian Labour Union from 1936, was a member of MOT DAG, a small radical group, and of the Communist Party for the period 1921-1940. With the German invasion of Norway, he soon became a leading light in the opposition to Nazi occupation.

During the state of emergency after the so-called 'Milk Strike' at Aker Shipyard, Viggo Hansteen was arrested, placed before a German tribunal on September 10, 1941, then shot the same day, together with another union leader, Rolf Wickstrom. [It was Thorbjorn Thorsen who recommended that his ship carry Viggo's name.]

His wife, Kirsten, was in 1945 the first woman to become a member of the Norwegian Government, and was later elected a member of the Norwegian Parliament for a four-year term. She was then an editor of the magazine *Kvinnen og Tiden* (Woman and Time), and for the last eighteen years of her life was a librarian at the university library in Oslo. She died in 1974, at the age of 71.

Viggo and his wife left behind three sons – Ole Edvard, Harald and Viggo (twin brothers). Ole Edvard and Harald went into civil engineering, working at the Norwegian Institute of Geotechnics; Viggo became a physician, working as a consultant cardiologist at Aker University Hospital, in Oslo.

All three married: Harald raising four children (and has one grandchild); and Viggo, three children, and three grandchildren.

THE US MARITIME COMMISSION

In addition to fulfilling the trade premises of the 1936 Merchant Marine Act, under which mandate it had been formed, the United States Maritime Commission had been given the responsibility of reconstructing an ageing US merchant fleet. With a projected ten-year Long-Range Construction Programme, the revitalisation centered on the new C1, C2 and C3 turbine or diesel-powered standard designs of freighter, designs that could be quickly adapted from commercial to military use. By the end of the construction programme, some 6000 vessels of various standard designs had been built, though by far the greatest proportion were of the EC2-S-C1 Liberty type, from within the War-Emergency sub-programme; followed by over 500 each of the more technically-advanced Victory type, as well as the T2 turbo-electric tanker.

Chairman of the Commission was Rear Admiral Emory S. Land (US Navy, retired), who also acted as Administrator, War Shipping Administration.

THE WAR SHIPPING ADMINISTRATION

The War Shipping Administration was established within the Commission's Office for Emergency Management by an executive order of February 7, 1942. The Order transferred to the Administration all vessels owned by the US Maritime

Commission, and all the functions and powers of the Commission in relation to the vessels' operation, purchase, charter, insurance, repair, maintenance, requisition, and issuance of warrants.

The Administration managed the vessels turned over to it as a pool, for allocation to the Army, the Navy, other US agencies, and the Governments of the United Nations [Allies], according to the requirements of war strategy. It controlled the acquisition and use of all ocean-going vessels under the flag or control of the United States, except combat vessels of the Army, the Navy and the Coast Guard, as well as vessels engaged in coast-wise, inter-coastal and inland transportation (these being under the control of the Director of the Office of Defense Transportation).

The Administration established conditions governing priorities for merchant vessels engaged in services connected with national defence, maintained current data on the availability of shipping in existence or under construction, and furnished this data on request to the War and the Navy Departments and to other Government agencies concerned with the import or export of war materials and commodities. It also represented the United States Government in dealings with the British Ministry of War Transport and with the shipping agencies of other nations allied with the United States. The Administration's two major administrative organisations were the offices of the Deputy Administrator for Vessel Utilisation, Planning and Policies, and the Deputy Administrator for Labor Relations, Manning, Training, and Recruitment.

OFFICE OF THE DEPUTY ADMINISTRATOR FOR VESSEL UTILISATION, PLANNING AND POLICIES

Through a complex and constantly changing organisation of executive assistants, assistant deputy administrators, divisions, sections, and other subordinate units, the Deputy Administrator for Vessel Utilisation, Planning and Policies (L.W. Douglas – February 1942 to March, 1944, and Captain G. Conway – March, 1944 to September, 1946), directed the operation of the vast fleet of merchant vessels of various types and sizes. Three subordinate units of this Office were the Offices of the Assistant Deputy Administrators for Ship Control, Ship Operations, and Fiscal Affairs.

The Office of the Assistant Deputy Administrator for Ship Control comprised further divisions and sections – Security and Communications, Statistics and Research, Ship Requirements, Economic Policy, Cargo Requirements, Ship Warrants, Allocations and Assignments, Shipping Area, Russian Shipping Area, and Foreign Service – responsible



Rear Admiral Emory S. Land, Chairman, US Maritime Commission, and Administrator, War Shipping Administration. (National Archives and Records Administration)



Capt. Granville Conway: Deputy Administrator for Vessel Utilisation, Planning and Policies - March 1944 - September 1946; formerly District Manager, North Atlantic District, US Maritime Commission. (National Archives and Records Administration)

for the control of information about ship movements and casualties; the collection, assembly and tabulation of statistical information concerning the employment and operation of vessels, their turnaround, loading and unloading; the utilisation of their carrying capacities; the ascertainment of ship and cargo requirements of the Army, Navy and civilians, and the allocation and assigning of vessels to them in accordance with their requirements and the vessels available; the control of neutral vessels through the administration of the Ship Warrants Act; the shipment of lend-lease materials into foreign ports, including the Soviet area; the study and control of the flow of strategic cargo such as bauxite from the Caribbean; and the control of personnel of the War Shipping Administration itself.

The Ship Requirements Division determined the amounts of tonnage of vessels required for the needs of the Army, Navy, lend-lease, neutral countries and civilians. These various requirements were considered as Programmes: after determining the volume of shipping that could be allocated to each Programme, the Division set up loading schedules for each. It also negotiated with the various agencies and countries concerning requirements for shipping space. In this regard, the Division's staff served on numerous inter-agency and inter-allied committees responsible for getting adequate tonnage for their spheres of interest. An Economic Policy Section analysed statistics on exports from the United States and the economic requirements of foreign countries.

The Cargo Requirements Division managed the commodity requirements of the Army, Navy, and Allied and neutral nations for exports from the United States; the Division of Allocations and Assignments allocated to operators vessels carrying outbound cargoes, and assigned these vessels to load at specified United States ports, in accordance with a quota system. (As an emergency measure to control the shipment of commodities, the United States and Great Britain in July, 1941, had embarked on a programme of licensing vessels, under which Allied and neutral vessels were required to obtain ship warrants in order to receive priorities and other benefits in Allied ports. A Ship Warrants Section was established in the Emergency Shipping Division of the Maritime Commission, its primary functions being taken over by the War Shipping Administration on its inception.) Other Divisions were Security and Communications, Statistics and Research, Economic Policy, Shipping Area sections, Russian Shipping Area, the Foreign Service Division, etc.

Office of the Assistant Deputy Administrator for Ship Operations comprised the divisions and offices - Traffic Division, Cargo Control units, Marine Operations section of

the Vessel Operations Division, Bunker Fuel section, Bunker Control Committee, Vessel Performance section, Charters and Agreements, and the Stevedoring sections of the Operating Contracts Division, Food Control Division, Foreign Charters Division, Tanker Operations Division, Tanker Allocations Division, etc. – that supervised the physical operation of the vessels. It negotiated contracts for supplies and services for vessels; supervised the forwarding of cargo from inland points of origin to assigned ports, the loading and discharge of vessels, and the movement of cargo from one foreign port to another; it supervised the equipment of vessels, and maintained and repaired them. (The supervision of maintenance and repair activities in repair yards became so highly technical that a separate Assistant Deputy Administrator for Maintenance and Repair was appointed in October, 1943, to supervise units formerly under the Assistant Deputy Administrator for Ship Operations.)

The Office of the Assistant Deputy Administrator for Fiscal Affairs, through its Operating Cost Control Division, made studies and analyses of operating costs in order to advise the Operating Contracts Division of changes that should be made in contracts for services and supplies to vessels: both the Large Vessel Procurement and Small Vessel Procurement Divisions negotiated with owners for the purchase and requisition of these vessels; the Lend-Lease Procurement Division supervised the financial arrangements for the procurement of services and supplies to be furnished to foreign-owned vessels for lend-lease accounts; the Freight Rates and Surcharges Division established maximum rates for the transportation of cargoes in overseas trade; the Foreign Charges Division made financial arrangements for the chartering of foreign vessels for the Administration; the Wartime Insurance Division made financial arrangements for the insurance of seamen and for the underwriting of insurance by owners of vessels operated by the Administration; the Large Vessel Disposal Division (later the Redelivery of Chartered Vessels Division) was established in November, 1944, and made negotiations and recommendations for the eventual sale or return to owners of vessels requisitioned or purchased by the Administration.

OFFICE OF THE DEPUTY ADMINISTRATOR FOR LABOR RELATIONS, MANNING, TRAINING, AND RECRUITMENT (under Capt. E. Macauley)

This was the second large organisational unit under the War Shipping Administration, and was subdivided into units and offices under three Assistant Deputy Administrators: for Labor Relations, Recruitment and

Manning, and for Training.

Labor Relations – Labor Agreements Division, Marine Complaints Division, War Risk Compensation Division, etc. – had jurisdiction over the operation of the agreements signed in May, 1942, under which the maritime unions agreed not to strike while the Administration agreed not to change the existing employer-employee relationships.

Recruitment and Manning co-ordinated activities of operators for the Administration with the maritime unions in obtaining personnel to man the vessels controlled by the Administration; studied the needs of the merchant marine for various skilled positions; retained pools of skilled employees; assisted the Allied nations in retaining crews by the deportation of deserting seamen; supervised rest homes for seamen in the United States; and co-operated with the United Seamen's Service in the establishment and Operation of recreation and welfare facilities.

Training had jurisdiction over the Merchant Marine Cadet Corps, which recruited and trained cadet midshipmen for positions as deck and engineer officers; the Division of Maritime Service, which trained citizens to become unlicensed personnel in the merchant marine; and the Division of State Maritime Academies, that were partially supported by the Federal Government.

(DISBANDING: The War Shipping Administration was disbanded by an Act of July 8, 1946, the units being gradually dissolved and their functions either dropped or transferred back to units within the US Maritime Commission. In May 1950, the Commission itself was abolished, and its functions transferred to the Commerce Department, and a Maritime Administration was set up in that Department.)

THE NORWEGIAN SHIPPING AND TRADE MISSION

On the 22nd. April 1940, thirteen days after the German invasion of Norway and Denmark, the Norwegian Government formally requisitioned all of its shipping that had not fallen into German hands, in order to bring the fleet under one authority and organise it into an effective force. The Norwegian Shipping and Trade Mission came into being – more commonly referred to as 'Nortraship', its telegram address. When Nortraship's office in London was well established, Ovind Lorentzen – who had been given power of attorney to carry out the order and manage the fleet – went to the United States to look after Norwegian shipping interests there. A very large portion of the Norwegian foreign fleet was engaged in tramp and liner trade off the American continent. The Norwegian Shipping Committee was duly formed, centred in New York.

However, practicality soon demanded that it should be developed into Nortraship's head office in North America.



Oivind Lorentzen: Director of Shipping, Norwegian Shipping and Trade Mission. At his desk, New York, circa 1942. (Erik F. Lorentzen.)

THE BAREBOAT OUT/TIME-CHARTER BACK AGREEMENT

In effect, the bareboat out/time-charter-back agreement, by which the United States made its vessels available for operation by the various Allied governments, was one in which the United States "married" its vessel to the crew of an Allied government. Any such government was obliged to bring the crew and vessel together, with associated costs being borne by that government. With a vessel delivered and the crew aboard, normal subsequent operating expenses were carried by the United States in the form of the time-charter hire. As well as determining the cargo and directing the trade routes, the United States also controlled the rates of hire. Nortraship maintained that it was an arrangement financially attractive to the United States: because of generally lower crew costs on Nortraship's vessels, the War Shipping Administration could operate a vessel less expensively under the Norwegian flag than under the American

S/S GEORGE M. SHRIVER: SEA TRIALS. From Ship's Log, October 11, 1943

- 7.52am EWT Cleared dock: Draft on leaving - 7'06" FWD 18'08" AFT 13'01" MEAN.
- 9.15am EWT Full ahead: Crash stop. Ship comes to a full stop in 3 minutes 35 seconds.
- 9.27am EWT Astern steering gear test -
 . From "0" to hard right = 07 sec.
 . From hard right to hard left = 16 sec.
 . From hard left to hard right = 14 sec.
 . From hard right to "0" = 07 sec.
 . Steam pressures: 87 - 83 lbs. RPM: 62.
 Finished test at 9.28am EWT.
- 9.45am EWT Full astern: Crash stop. Ship comes to a full stop in 1 min 02 sec.
- 9.47am EWT Anchor test -
 Dropped stbd. anchor to 60 fathoms to water edge; dropped port anchor 30 fathoms to the water.
 Recovered 30 fathoms on the stbd. chain in 3 min 48 sec.
 Heaved in on both anchors simultaneously from 30 fathoms in 4 min 45 sec. Steam pressures: 120 & 118 lbs. Bal of chain. Finished test at 10.00am EWT.
- 10.00am EWT Began four-hour endurance test run:
- 10.11am EWT Ahead steering gear test -
 . From "0" to hard left = 07 sec.
 . From hard left to hard right = 13 sec.
 . From hard right to hard left = 13 sec.
 . From hard left to "0" = 06 sec.
 Steam pressures 78 lbs. RPM 76. Finished test at 10.12am EWT.
- 10.32am EWT Measured mile run -
 Southbound: 4 min 25 sec = 13.585 knots. 340 tot. rev. Steam pressures: southbound = 220 lbs.
- 10.59am EWT Measured mile run -
 Northbound: 4 min 15 sec = 14.118 knots. 338 tot. rev. 79.5 av rev. Knots per hour = 13.851
 Total av. rev. = 78.25 Steam pressures: northbound = 220 lbs.
- 2.10pm EWT Finished endurance test run.
- 2.43pm EWT Docked at Bethlehem-Fairfield Shipyard: Draft on docking: 7'08" FWD 18'06" AFT

DELIVERY

At twelve noon, Wednesday, October 20, J.A. Bouslog, Baltimore District Manager, WSA, formally took delivery: the ship was then immediately redelivered by the Administration to the bareboat-charterer – the Norwegian Government, acting through Nortraship. N. Chr. Evensen signed the delivery on Nortraship's behalf. Present also were Norwegian Consul Torleif Tostrup and the ship's master and officers. With the raising of the Norwegian ensign, the GEORGE M. SHRIVER became VIGGO HANSTEEN – to be promptly time-chartered back to the Administration.

FROM DICHMANN, WRIGHT & PUGH INC., BERTH LOADING AGENTS, TO NORTRASHIP:

As requested in your letter of October 19 we shall be glad to keep and forward you a port log showing activities of this vessel from the moment of delivery until she leaves here for Philadelphia. In the meantime we wish to confirm delivery at Fairfield as of 12 noon today, October 20th. This was wired to your Mr. Wellton, Insurance Department, shortly after noon today, in accordance with his previous request for such advice.

Actual time of leaving Fairfield will be shown in [the] port log, but we have arrival at the T.N. Depot as 1:45pm today. The torpedo nets will be fitted this afternoon, and Sprague's agents have arranged for bunkering tonight at the Standard Oil dock.

In the morning [the] ship is to go to N.side [sic] PRR Pier #1 where stores are to be placed on board. As desired by the Master we have arranged for say 16 men from the Hercules Company to assist tomorrow morning in rigging, placing stores aboard, etc. Present indications are that the service ammunition will be placed on board ship at the anchorage tomorrow afternoon, and that she will then proceed so as to be in position to transit the canal Friday morning on the way to Philadelphia.

In reply to your inquiry would advise it is understood the degaussing equipment is on board, that ship will be depermed at Philadelphia, and that she will run the range on the way out from Philadelphia.

This afternoon we learn that by reason of paint in the crew's quarters not being entirely dry, these men will not be placed on board until tomorrow morning ...

TEETHING TROUBLES: From Ship's Log, Baltimore, MD. October 21

At 08.30 moored at No.1 Pier, Canton.

At 08.45 started to take on board food and decks and engine requisites. As arranged with the ship's agent. The

Hinkins Steamship Agency, departure was put to 16.30 after which the ship's ammunition would be taken on board out on the harbour.

At 09.00 the reversing engine was started to warm up the main engine. The reversing engine made appr. 10 revolutions when it suddenly stopped. It showed at further investigation that the guides were very torn. Bellehem [sic], Fairfield Shipyard was notified immediately. At 10.30 mechanical workers, who were still on board started repair of the engine. This work continued until 09.30 October 22nd.

When it became apparent that the engine damage would not be repaired by 16.30 it was decided after discussion with the ship's agents to move the ship out on the harbour with the assistance of tugs. At 10.30 the ship's deck and engine crew embarked; the tow did not arrive until 14.00, after which all men were put to work.

At 17.45 food and requisites were on board. At 18.20 the immigration had finished checking passports of the new crew members etc. At 18.30 the ship was moved out on the harbour with the assistance of three tug boats. At 19.05 anchored at anchorage No.3. Await ammunition barge. At 21.30 received word that the ammunition would not be delivered until 07.00 the following morning.

Oct.22

At 08.15 the ammunition came along side and the deck crew soon started loading.

At 09.30 the engine damage was repaired. The engine was tested and showed to be in order. During the testing, Nortraship's representative in Baltimore was present.

At 10.50 the ammunition was loaded, appr. 22 tons.

At 11.00 raised anchor and departed, heading for Philadelphia. Draught F.P.7'1" A.P.16'3" Midship 11'8" ...

PHILADELPHIA: October 24

Captain Thorsen now had time to reflect on the current situation and on his feelings about his new command. In routine correspondence to Nortraship, he began:

... I am hereby enclosing extracts from the decks – and engine log book in 3 copies regarding the engine damage immediately before departure from Baltimore, Md.

According to Nortraship's technical representative in Baltimore I understand that damages of similar kind have occurred on new Liberty ships and it was then fortunate that it happened while the ship was moored at the quay.

It has been busy days up until now and will continue to be so until we are completely organized. Already at this point I think I can advise [sic] You that we have got both good

and respectable officers and crew. The crew was paid yesterday and all men were on duty today. (Sunday)

We came here Friday night, anchored on the harbour, went in to the quay to be "depermed" and were in loading position at 17.00 Saturday night. At 08.00 today loading started.

I do not fail to mention the receipt of your letters of the 15th and 19th and have properly noted your instructions. The letter of the 19th was replied on my behalf, by Consul Tostrup, Baltimore and assume what he mentions regarding "Inventories" is in order ...

... Regarding the rest of the life boat equipment I understand that we follow the rules and regulations of the Ship Control Department and need some equipment which is not required on American ships and assume that a representative from the Ship Control Department will come down as soon as possible. I will phone the Maritime Department about this tomorrow. About the crew cabins, they are as you probably know beneath contempt according to our standards and steps have already been taken to improve them before departure. Nortraship's representative was here today and will come aboard again tomorrow. We need some new acquisitions such as [a] gangway, wind sail for the top bridge etc.

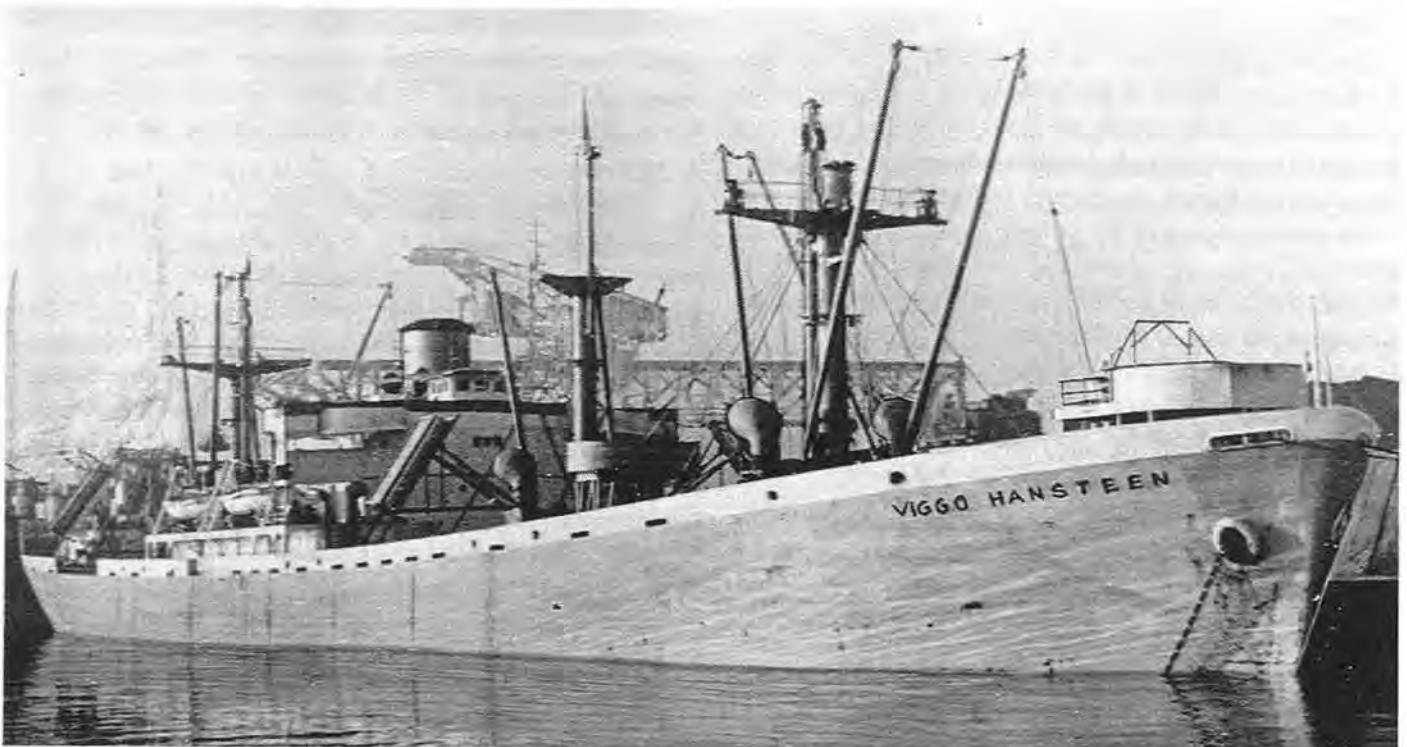
Regarding the rest of the ship I think it is too early to put

forward any possible criticism in one way or another. At this time You and Nortraships probably know these ships better than I do, but I still want to say, already at this point, that they are in many ways better than their reputation, apart from that the interior is very Spartan and that the bridge arrangement, wheel house and top bridge may be described as stupid, if not dangerous in convoy and narrow waters, in the dark, storm and fog, but this I presume is something you get used to.

Meanwhile I thank You for the position and for your good wishes ...

The ship's full complement was now on board. Also now on board was a white dog, likely a Samojed, and equally likely a stray, adopted by the Captain and named by him Calvert. Captain and dog would become devoted friends, Calvert following his master everywhere about the ship.

Loading of US Army cargo and war aid for the Soviet Union would continue until November 4; carrying munitions, aircraft components as deck cargo, machinery, ball bearings and foodstuffs, the ship was scheduled to sail with Convoy UGS-24 to the Persian Gulf, via the North Atlantic/Mediterranean.



The VIGGO HANSTEEN in her wartime guise. Though minus armament, the gun tubs and carley floats remain in-situ. Note the now-enclosed top-bridge steering position, a structure added by the ship's carpenter. The ship is offloading coal in Oslo, in the immediate post-war period, when under the flag of S. Ugelstads Rederi A/S. (A-Foto, Aftenposten)

VIGGO HANSTEEN: Crew List No.1. October 28, 1943

Rank	Name	Date/Place of Birth	Signed on	Nationality	Home Address
Master	Thorsen, Thorbjorn	03.03.93/Royken	05.10.43/New York	Norwegian	Arbinsgate 11, Oslo
1st.Off.	Jensen, Laurits	02.10.98/Notteroy	05.10.43/ "	"	Rakkestad 22, Sandefjord
2nd.Off. / R.Gun Off.	Henricksen, Sigurd	28.03.00/Oslo	15.10.43/ "	"	Rambergveien 35, Tonsberg
2nd.Off.jr.	Meen, Leif	22.06.11/Ramnes	18.10.43/ "	"	Klapp, Ramnes Pr., Tonsberg
1st.Rdo.Op.	Brambleby, K. M.	26.07.21/Shrub Hill, Eng.	15.10.43/ "	Canadian	3805 Regent St., New Westminster BC, Canada
2nd.Rdo.Op.	Brynjulf, Tvedt	04.07.18/Slolvar	30.10.43/ "	Norwegian	Svolvaer
Carpenter	Martinsen, Marius L.	16.03.88/Ramnes	19.10.43/ "	"	Breidablisgt 177, Haugesund
Bosun	Utheim, Henning	23.07.18/Edoy	18.10.43/ "	"	Kornstad, N. More
A.B.	Markussen, Sidney	15.07.12/Arendal	19.10.43/ "	"	Arendal
A.B.	Abrahamsen, Toralf	30.06.08/Stavanger	19.10.43/ "	"	Stavanger, Sands gt 65
A.B.	Valum, Thorbjorn	12.08.23/Kirkenes	19.10.43/ "	"	Ballanger
A.B.	Loseth, Kaare	10.06.17/Kristiansund	19.10.43/ "	"	Thues gt 4, Kristiansund
A.B./R.Gun.	Tjernagel, Bernt T.	31.07.06/Sveio	19.10.43/ "	"	Sveio, Haugesund
A.B.	Andersen, Halvor	29.11.19/Aalesund	19.10.43/ "	"	Giske gt 22, Aalesund
A.B.	Rollefsen, Kristian	21.04.12/Solum	19.10.43/ "	"	Porsgrunn
A.B.	Anholt, Reidar	06.05.21/Stokke	19.10.43/ "	"	Stokke
A.B.	Nedrud, Hans Petter	24.03.18/Flekkesfjord	19.10.43/ "	"	Oystese, Hardenger
A.B.	Karlsen, Theodor	09.10.16/Hvaler	19.10.43/ "	"	Lerfals gt 5, Oslo
Gunnery Off.	Kristiansen, Anker	18.06.11/Larvik	14.10.43/ "	"	Rekkevik, Larvik
Gunner A.B.	Rasmussen, Alf	24.04.18/Lyngdal	19.10.43/ "	"	Aavik, Mandal
Gunner	Korneliusen, K	01.09.21/Melbo	19.10.43/ "	"	Melbo
Gunner	Klausen, Karl	14.04.20/Kragero	19.10.43/ "	"	Birkenhead, England
Gunner	Nielsen, Olav	03.07.24/Risor	19.10.43/ "	"	Krags gt, Risor
Gunner	Storhaug, Rolf	15.08.10/Honingsvarg	19.10.43/ "	"	Oksfjord, Finnmark
Gunner	Emilsen, Odvar	19.10.21/Hamar	19.10.43/ "	"	Vangsveien 39, Hamar
Chief Eng.	Froland, Trygve	12.11.00/Aalesund	05.10.43/ "	"	Kuser Wilhelms gt 40, Aalesund
2nd. Eng.	Dahl, Kinar	25.09.06/Trondheim	05.10.43/ "	"	Hans Fennes gt 2, Trondheim
3rd. Eng.	Larsen, Arne Lysebo	29.09.12/Nottoden	13.10.43/ "	"	Ovre gt, Langesund
Asst. Eng.	Ohma, Sverre	12.10.92/Bergen	18.10.43/ "	"	Ask pr., Bergen
Electrician	Ruud, Erik Wang	16.03.04/Oslo	18.10.43/ "	"	12 Wodehouse Tce., Falmouth, England
Donkeyman	Lilleheil, Johannes P.	09.10.04/Bindal	18.10.43/ "	"	Holm 1, Helgeland
Fireman	Svendbo, Johannes L.	26.12.09/Viksbygd	18.10.43/ "	"	Vakesbygd
Fireman	Tonnesen, Torvald	23.04.43/Fiekkefjord	18.10.43/ "	"	c/o Norske Konsulat, New York
Fireman	Fredheim, Paul	10.01.09/Lardal	18.10.43/ "	"	Kirke gt 18, Larvik
Fireman	Gundersen, Gunar M.	27.04.00/Sandidal	18.10.43/ "	"	Tangen 62, Kragero
Fireman	Isaksen, Arne	29.05.13/Kragero	18.10.43/ "	"	Hovedbyen 20, Kragero
Fireman	Ellefsen, Leif Andre	08.09.14/Moss	18.10.43/ "	"	Verso gt 27, Moss
"/Greaser	Landberg, Einar, Jarl	05.07.18/Sandefjord	18.10.43/ "	"	Raadhus gt 5, Oslo
"/Greaser	Karlsen, Rolf Werner	18.08.20/Moss	18.10.43/ "	"	Kongens gt 2, Moss
Greaser	Lindstrom, Kaare	15.12.08/Narvik	18.10.43/ "	"	Lindstromsgaard gt 5, Tonsberg
Steward	Jensen, Haakon	07.04.06/Tonsberg	12.10.43/ "	"	Vestfold gt 2, Tonsberg
Cook	Valvatne, Anders B.	06.05.10/Stord	20.10.43/ "	"	Stord
2nd. Cook	Larsen, John Meir	18.09.20/Sandoy	18.10.43/ "	"	Hedrum
Messboy	Choumard, Clifford	06.03.22/Toronto, Canada	13.10.43/ "	Canadian	1160a College St., Toronto
"	Davis, James D.	01.06.26/Brantford, "	13.10.43/ "	"	RR 1 Wilsonville, Ont., Canada
"	Johnson, Eric	01.05.26/Hearst, "	13.10.43/ "	"	Box 66, Hearst, Canada
"	Simser, John O.	07.10.27/Toronto, "	13.10.43/ "	"	Elgin Mills PO, Ont., Canada

ESTABLISHING PRIORITIES ON WAR-AID FOR THE SOVIET UNION VIA THE PERSIAN GULF ROUTE

From May, 1942, Philadelphia became the primary eastern seaboard loading port for Soviet war-aid via the Persian Gulf, with Baltimore the secondary. (Under the aid programme, all high priority loadings destined for the Soviet Union via the North Atlantic/Murmansk route would be routed through New York.)

There were two reasons for this: to lighten the backlog of material at present on rail cars or on docks at that port, and to concentrate there whatever pre-terminal Gulf routings were necessary.

Up to this point, the newly established War Shipping Administration had been shifting ships to meet the cargo, and vice versa, and this had resulted in confusion, delay and misunderstandings – problems compounded by the Soviet Government Purchasing Commission often changing its priorities of cargo requirements, even during loadings. [It was the responsibility of the Soviet Purchasing Commission to work out the quantities of materials that were to be shipped on vessels allocated to their lend-lease account, and to pass on to the Administration details on deadweight tonnage available at the port of loading as well as the composition of the cargo to be carried on each vessel.]

In an attempt to counter continuing and increasing instances of partially loaded vessels being discharged or shifted to another berth through these priorities being changed – in many cases, the character of the final cargo had not altered markedly but the ships had been delayed and substantial tonnages left on lighters and piers for an indefinite period – the Purchasing Commission was required in future to provide a definite programme of cargo priorities regardless of the number of ships involved. Port representatives were meantime instructed to discontinue all such dischargings.

MATCHING A VESSEL'S DEADWEIGHT CAPACITY TO THE CARGO'S CUBIC VOLUME

Care was required in planning the loading of a vessel so that the various materials carried could be offloaded at the various designated ports without disturbing other cargo. Great care was also required to achieve maximum possible vessel deadweight being obtained in relation to the cubic volume occupied by the cargo. A close match between these capacities was not always achievable. An early contributing cause of substantial discrepancies between deadweight and cubic capacity in Soviet aid shipments through the Persian Gulf was a result of the ongoing requirement for, and emphasis on, trucks to be carried on every aid ship sent there, the established minimum average being three hundred per ship. [In an Army truck's disassembled

"Beta Pack" form, its space utilisation was not efficient, and filler freight had to be limited to 1½ tons for each 2½ ton truck – enabling it, once reassembled following shipment, to then deliver the filler freight into the Soviet Union.]

In theory, the Administration would therefore allocate ships of the same cubic but smaller deadweight, but this combination was not necessarily obtainable at the time, and the ships best suited to the requirements under these circumstances were the EC-2 type, loaded with just enough deadweight for vessel ballast and stability.

MANAGING CONGESTION IN US PORTS

From November 1, 1943, the Soviet war-aid programme by ship groups was cleared by a Transportation Control Committee, with specific restrictions in place designed to prevent the arrival of cargo in the ports too far in advance of the berthing of the vessels that were to load it. However, subsequent experience gained by the Commercial Dispatching Corporation, as agents for the Administration, had shown that the restrictions attached to the issuing of permits had themselves contributed to the delayed arrival of the cargo in the ports of loading of the Murmansk and Persian Gulf convoys. The result was considerable substitution of cargo because of non availability and, in some cases, ships had sailed lighter than planned. A very pernicious system had therefore developed of robbing one group of ships for the benefit of another, with the result that loading programmes for groups had become somewhat chaotic.

In addition was a growing amount of time required to move cargo through the port. From two-to-three days were frequently required for arrival notices to reach operators and an increasing period of time required to move the cargo from railhead to shipside. The-then system of timing cargo to arrive five days in advance of the berthing dates of the ships left little or no margin, and if – as often happened – this cargo arrived later, the ships would then not have cargo available on berthing. Cargo procurement agencies, particularly in agriculture, were having increasing difficulties in moving cargo on schedule, with the result that there was often a considerable delay beyond the date which had been set. This difficulty had become particularly noticeable in the loading of the groups for northern Russia.

The cause of all this trouble was the entire system of supply being strained more and more, with the result that the manufacturers, the railroads, the forwarders and the ship operators had inadequate cushioning against which to work. R.B. Wallace, of the Commercial Dispatching Corporation, made the following December 29 recommendation to the Transportation Control Committee:

... [that] the ... Committee will agree to authorize the arrival of

all bottom cargo and part of the general cargo ("filler freight") five days prior to the berthing of the steamers of each group, the balance of the cargo, except that to be loaded on deck or at [the] explosives loading berth, to arrive during the period of five days prior to the berthing of the vessels.

It is our opinion that, in estimating the date by which shipments should leave [the] point of origin to arrive at the port on such appointed date, two or preferably three days should be added to the estimated transit time to cover movements from rail head to shipside ...

Cognizance has been taken of the necessity of allowing the procurement agencies time for processing papers; forwarders and ships' agents also require time for documentation ...

The Committee responded:

... the release of bottom cargo for [Convoy] UGS 33 was authorized by the Committee on 3 January to arrive at New York and Philadelphia not earlier than 22 January, and the general cargo not earlier than 24 January; bottom cargo for UGS 34 was authorized to arrive not earlier than 1 February and general cargo 3 February. These dates were arrived at by figuring 19 days back from the deadline loading dates, namely, 14 days for steamer loading, and 5 days in addition thereto for paper work, mailing, etc. The Committee is prepared to release cargo for UGS 35 on the same basis as soon as the vessels are designated by WSA.

In complying with your and WSA's urgent requests for the release of cargo so far in advance, the Committee finds itself confronted with a desire to heartily cooperate in the fulfilment of the Russian program on one hand, and on the other with uncertainty as to whether its action is not going to contribute to congestion and additional [rail] car detention at the ports. When originally agreeing in the last days of October to giving a trial to the plan of advance releases for the Persian Gulf program, the Committee feared that [rail] car detention would be increased, and records of car detention ... indicate ... that the average car detention during the period under consideration has been in excess of the 7-day average which was adopted some months ago ... as a standard of car detention which should be attained in the interest of relieving the general shortage of flat cars, gondolas, and box cars with which the railroads are confronted. The members of the Committee are not unmindful of the problems involving procurement, reduced storage supplies, slower transportation, paper work, etc., but unless something closer to a 7-day average can be maintained during the next 30 days, the Committee will be obliged to feel that this trial arrangement has not been productive of satisfactory results. It is accordingly hoped that you and WSA will exert your best efforts to see that cars under this program are unloaded to ships or docks

promptly on arrival and urgently needed railroad equipment thereby released.

TRANSPORTATION OF ARMY AND NAVY CARGO ON WSA VESSELS

War Shipping Administration vessels made available to the US Army and Navy fell into two major categories: those which were permanently assigned to those Departments and manned and operated by them, and those which were manned and operated by the Administration. All vessels in the first category were in effect bareboat-chartered by the Administration to the Departments and the Administration's interest in the vessels was confined to the booking and handling of cargo on them in space not required by the Departments; whereas vessels in the second category included those time-chartered and bareboat-chartered from private owners, as well as those vessels actually owned by the Administration. These ships were made available for the use of the Army and Navy on a space basis or on a whole vessel basis for individual voyages and for varying periods of time.

By Public Law 678, the Administration had agreed to pay the hire on vessels in the first category, but all associated operating and maintenance expenses were the responsibility of the War [Army] and Navy Departments. Transportation of cargo, personnel and mail provided by ships in the second category was supplied by the Administration without cost "... from end of ship's tackle to end of ship's tackle ..." to the Departments from funds appropriated to the Administration, and regulations were currently being issued that would clarify this situation, as well as the freight-free carriage of mail for the Post Office Department. Cargo of all other Government departments and agencies were subject to normal transportation charges and carried under a Government bill of lading, though there was a possibility of the freight-free privilege later being extended to include other departments and agencies. An arrangement was also in place by which Army and Navy cargo could be carried on British-controlled ships as reciprocal aid to the United States.

All costs associated with the loading and discharging of all cargo and mails at domestic or foreign docks and terminals owned or controlled by the War or Navy Departments would be carried by these Departments; all stevedoring at commercial piers would be performed by and at the expense of the Administration except in situations where full shiploads were loaded or discharged at commercial piers, in which case the Departments were able to handle stevedoring at their own expense. Each of the Departments were required to make their own arrangements and carry the cost for the movement of all mails to and from ship's side; transshipment or carrying charges of connecting carriers to or from the end of ship's tackle was

the responsibility of the Department concerned. When the Army or Navy Department made space on vessels operated by them available to the Administration or its agents, neither the Administration nor its agents were required to pay the Departments for the space. However the Administration or agents were to provide the cargo, arrange for cargo and bills of lading, make agency appointments for the Administration's cargo handled, determine the freight rate to apply, and collect and retain the freight revenues

Because of the hazards of war, practically all operators – whether American or foreign – on all trade routes had gradually ceased granting shippers the privilege of sending their freight forward on a collect basis unless the freight was covered by insurance placed either by the cargo interests or the vessel. Certain US Government agencies, in particular the Defense Supplies Corporation and the Metals Reserve Company, had protested the carriers' action, arguing that as they were Government agencies they should not be required to insure the payment of their freight charges, but that they were agreeable to guarantee payment, vessel lost or not lost. These guarantees were accepted without question by foreign operators.

S/S VIGGO HANSTEEN: Hog Island Explosives Berth, Delaware River: November 5

... Prayer day. 09.00 crew prepared ship for sea. 13.00 moved out on Roads with pilot on board two tugs in attendance during move. Ship brought to an anchor, 45 fathoms.

14.50 began taking on bunkers: finished at 17.50 – took on 444 tons. 17.30 weighed anchor, with pilot on board as well as compass adjusters. Departed Hog Island: draft marks on departure F.27'3" A.28'6" M.D.27'10½" F.W. Steered down river on pilot's directions. Compass adjusters began work. Lifeboats and rescue equipment swung out and in order ...

Nov.6

... Delaware Bay. Proceeded on pilot's directions. Continued with compass adjusting .03.30 ship brought to an anchor, 45 fathoms, because of heavy fog. 06.00 fog began to lift; 07.30 anchor weighed and continued with passage. 08.00 fog closed in again; 08.15 re-anchored, 45 fathoms. Crew set to clearing and cleaning deck and preparing ship for sea. 12.45 anchor weighed, steered on pilot's directions. 14.00 compass adjusters left ship as well as pilot. Maintained different courses and speeds on Captain's directions ...

Nov.7

... Off American coast and Norfolk River. Between 03.00 and 03.30 engine stopped. 06.30 altered course towards Cape Henry on Captain's direction and marked channel. 07.10 passed buoy S11 on port – full speed. 08.45 pilot embarked –

steered on pilot's directions. 10.15 Lynhaven Anchorage: ship brought to an anchor, 60 fathoms. Draft on arrival F.26'7" A.27'9" M.D.27'2" ...

JOINING CONVOY UGS-24. LYNHAVEN ANCHORAGE: November 8

Sharply at 3.30pm, a full ninety-minute gun drill began, reminding all on board of the imminence of departure and of their growing proximity to the war. The anchorage provided the last opportunity to prepare the ship and themselves for whatever lay ahead. TND derricks and catch nets were rigged, tested, then secured; a full muster and fire drill was conducted, and the upper deck inspected, cleared, then cleaned. Boat davits and associated tackle and equipment were oiled and prepared, and the crew was issued with life jackets, foul weather clothing, and a torch, knife and whistle each, as well as with other personal survival gear. All four lifeboats were in turn lowered, then rowed, sailed or motored around the ship. Everything went well.

FRENCH SHRIVER: Taking an interest in "her" ship

Dear Mr. Naess –

Thank you so much for the lovely silver plate with the Norwegian coat of arms on it. It was so nice of you to remember me in this way and I will never forget it.

I am delighted that "my child" has been handed over to you. I have always admired your country and I hope some day to visit it on the S.S. "George M. Shriver." I know if my grandfather was living he would want your country to have it more than any other one.

Would it be possible to have a person at different ports or some one on board write to me, so I can know about where the ship is? I have been told that I am supposed to try and follow the ship, but I don't exactly know how. Being at war it is hard to do this, but perhaps you could help me in some way follow it. I met the Captain at the launching, but I don't remember his name. Could you tell me it? ...

Thank you again for this beautiful plate, and if there is any information regarding the ship or how I can follow it, I would appreciate it very much you letting me know ...

THE REPLY: From Nortraship to Captain Thorbjorn Thorsen, c/o Ship's Position: November 9

Dear Captain Thorsen

You will remember that your ship at the launching was christened by Miss French Shriver.

We have now received a letter from her in which she expresses a wish to follow the ship in its sailings around the world, and

as we can see no reason why we should not grant Miss Shriver's wish, we should be much obliged if you would send her a few words at your future ports of call, or at least from so many as you would deem advisable.

These letters do not, of course, have to very long, as we are certain Miss Shriver would be perfectly satisfied and very pleased just to get greetings and a few words, telling her everything is getting along fine.

Very truly yours,

THE NORWEGIAN SHIPPING AND TRADE MISSION

Ole Bull

VIGGO HANSTEEN. With Convoy UGS-24. November 14

... 00.20 pilot embarked: 01.25 anchor raised and steered on pilot's directions. 02.20 pilot discharged. 04.00 main engine was stopped because of heating in rear main crankshaft bearings. 04.20 continued at slow speed, increased slowly to 60 rpm.

07.05 ship's Captain was advised not to continue with voyage because of high temperatures developing in bearings. Decision therefore taken to go back to Norfolk for repairs. 07.10 ship brought about after signalling convoy commodore of situation.

18.15 Hampton Roads: ship brought to an anchor, 45 fathoms. On arrival, message immediately sent to ship's agents to notify Nortraship as well as Maritime Commission's local repair and maintenance division. First Mate and one crewman on anchor watch for the night ...

Nov.15

... 07.00 crew at work: rigged accommodation ladder, swung

in lifeboats, touched up and painted on deck and in crew's cabins. 11.50 received orders to move ship.

13.00 pilot embarked: 13.20 anchor weighed and ship moved to anchorage off Newport News Shipyard and Drydock, to await repairs ...

Nov.16

... 10.30 shipyard men boarded and began work on engine. Surveyors also present: for US Salvage Association, James T. Christie; for American Bureau of Shipping, Will Ruxton. Also present: for Nortraship, Consul Anders Williams ...

SUNDAY 21

With repairs now largely complete, the main engine was started mid morning for initial testing and sea trials; however, after less than ten minutes at a full power run, the worrisome bearings again began to heat. There was no alternative but to put about and return for further adjustments.

All went well on the second trial run, and a third test on Monday showed things to be operating normally. As with the earlier reversing engine problem, the heating was deemed a result of the Norwegians' unfamiliarity with the American machinery. Stoker/Greaser Rolf Werner Karlsen recalled:

We ... had to be extra careful as we left the US, but we got used to the engine as time went by. We had to use extra grease/oil ...[and] had to watch the whole time and feel the [bearings] to make sure they didn't get hot, but it became routine ...

A second attempt at a first Atlantic crossing began at 09.05 on the 24th, the ship now sailing for the Persian Gulf with Convoy UGS-25. [Continued.]

MHA Videos from Porthole Prints

Members with the odd night available to sit in front of their VCRs can now enjoy the following videos, available on loan from Porthole Prints, 251 South Terrace, South Fremantle. Phone Susanne or Bill Brown on 336 3505 for details:

The U-Boat War (55 min)

The Battle of the Atlantic (90 min)

Around Cape Horn (37 min)

Queen Mary – Legend of the Atlantic (55 min)

The Port of Southampton (60 min)

Gateway to the World (50 min)

Square Riggers of the 1930s (51 min)

Yachting in the 1930s (30 min)

The Great Liners of the P&O and Orient Lines (55 min)

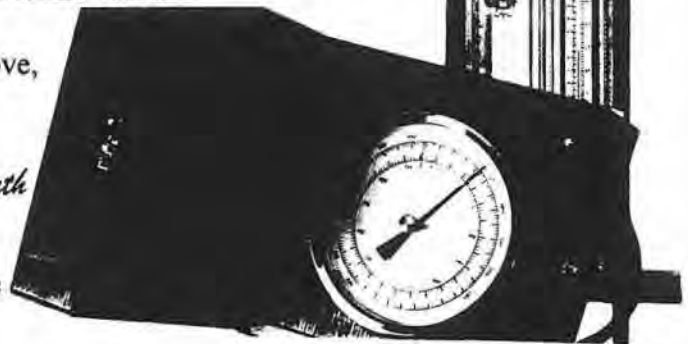
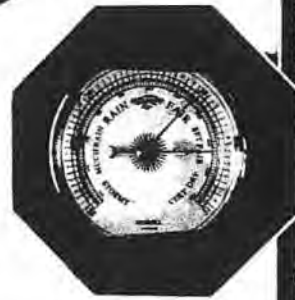
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