From our Archives
The Moruya Pilot Station Shipping Log

We have in our Archive collection the shipping log from the Moruya Pilot Station from 1921 to 1949.
The log records all vessels arriving and leaving the port of Moruya. It gives the vessel name, its Captain, length and tonnage. In June of each year the total number of vessels is collated, so we are able to see the gradual decline in the coastal trade. In the 1920's the quarrying of the Sydney Harbour Pylon granite saw a large increase in the shipping with 191 arrivals in 1928 as against 58 in 1924. By 1948 the figure had dropped to 46.

The largest boat recorded was the Bergalia of 495 tons and 195 feet.
The smallest the Motor Launch Wagonga of 5 tons and 30ft 6in in length.
Unless the Captain of the vessel was cleared for the port he was requested to pay pilotage.

Section of the log for 1921 showing Vessels Name, Tonnage and Captain.

Note: **Gross tonnage** (GT) is a function of the volume of all of a ship's enclosed spaces (from keel to funnel) measured to the outside of the hull framing. Gross tonnage is a kind of capacity-derived index that is used to rank a ship for purposes of determining manning, safety, and other statutory requirements. **Net tonnage** (NT) is based on a calculation of the volume of all cargo spaces of the ship.[1]

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[1] https://en.wikipedia.org/wiki/Tonnage

Table showing lists of Ships calling at the Port of Moruya from page 1 of the Shipping Log

Ship	Gross Tonnage	Net	Compliment
Benandra	345	166	15
Bodalla	345	166	15
Allenwood	398	188	16
Duranbah	?	131	11
Our Elsie	?	112	12
Wee Clyde	177	68	9
Idaut	121	56	9
Seagull	95	58	7
Acielle Motor Yacht	?	30	5
Wandera Motor Boat	?	22	2
Patonga	100	45	7
Belbowrie	217	97	11
Kianga	336	146	14
Tuncurry	286	151	14
Currumbene	245	104	12
Astral	190	79	10
Wagonga Motor Launch	5	30′6″	1 crew 12 passengers
Narani	381	180	15
Mya?	145	86	10
Sir Dudley de Chair	420	161	14
Sir Arthur Dorman	420	161	14
Sir T Hugh Bell	420	161	14
Bermagui	402	150	16
Bergalia	495	195	17

Left:
ss Allenwood.

Middle:
ss Tuncurry

Right:
ss Kianga

During the Quarry years the Port was a busy place with the Dorman & Long Company Boats Sir Dudley de Chair, Sir Arthur Dorman and Sir T. Hugh Bell all of 420 tons running regularly between Moruya and Sydney. The Narani one of the ISNCo boats which was a regular to the Moruya River also joined the fleet carrying the granite.

The Narani from SS Narani to HMAS Narani and back to SS Narani

The Narani was built in the shipyards of Ernest Wright at Tuncurry, New South Wales for Allen Taylor and Company, Sydney in 1914, sold to the North Coast Steam Navigation Company in 1919, sold in 1924 to the Illawarra and South Coast Steam Navigation Company. She continued servicing the Port of Moruya long after the major work at the quarry had finished.

However in 1840 she was requisitioned by the Navy and fitted out as an Auxiliary mine sweeper and commissioned 11th June 1941. The Navy gives her details as follows: Length 148′ 6″, Beam 33′ 2″, draught 8′ 7″, speed 8 knots. She

carried a crew of 3 officers and 22 sailors[2]. *Narani* served first in the Sydney area and on 1 October 1941 arrived at Melbourne where she joined Minesweeping Group 54. She was then assigned in December 1941 to HMAS Maitland, which was a shore based RAN depot in Newcastle during WW2. The other auxiliary minesweeper attached to HMAS Maitland at that time was HMAS Bermagui, another of the ISN Company's boats which was a regular to the Port of Moruya. Later in 1943 was re-homeported back to HMAS *Penguin* in Sydney.

The Navy equipped the HMAS Narani with one 12 pounder 12cwt QF, one 20mm Oerlikon, and one .303 inch Vickers machine gun and 4 Type D Depth Charges.

The full Navy records of the Narani are in the National Archives and located in Melbourne, the material covers her fitting out for service and various dockings. They are in the National Archives series MP150/1.
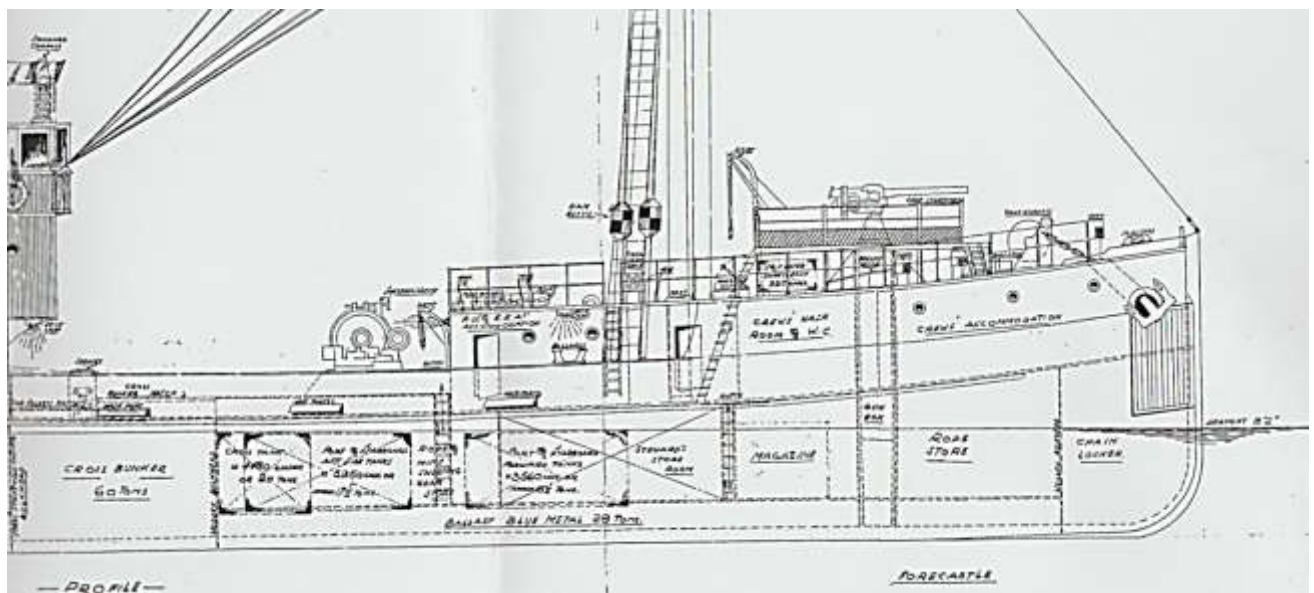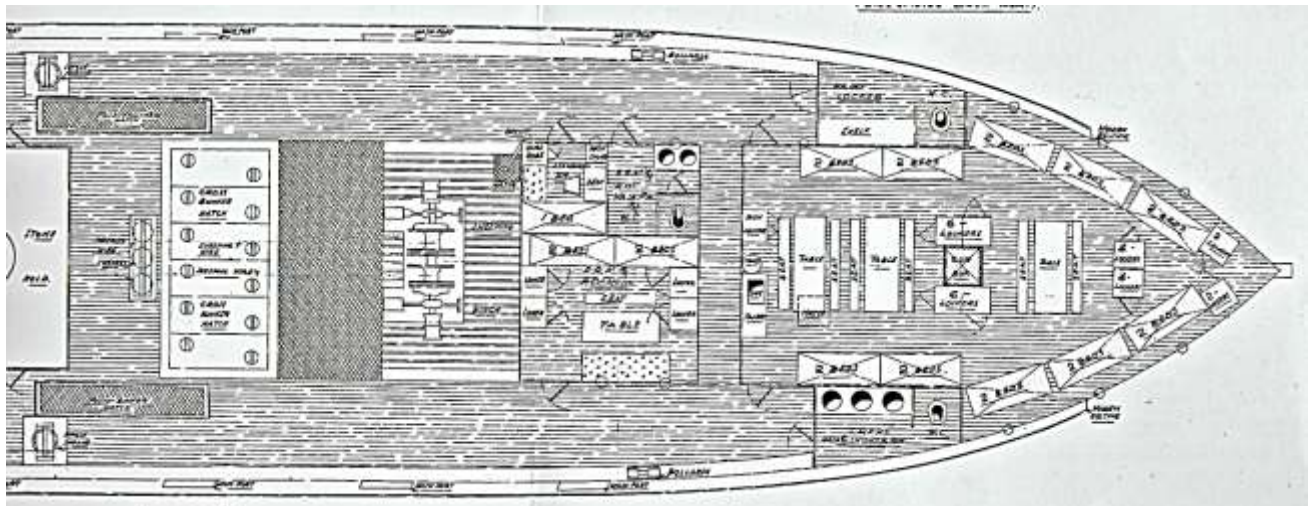
The two drawings above are of Narani when she was refitted by the Navy for mine sweeping duties. The full drawings are in our Shipping file.

[2] http://www.navy.gov.au/hmas-narani

The following report is from http://www.navy.gov.au/hmas-narani

Sub-lieutenant Bevan Mitchell, RANVR, recalls his posting to Narani in 1943:

Wooden-hulled and built primarily for the timber trade along the NSW coast, it boasted twin screws, which, believe it or not, were of unequal diameter, suggesting some accident in the past followed by repair with the best available. To add to this curiosity was a chain rudder, something I'd never seen before… She was equipped to deal with all the mine types then in use by the enemy: contact, magnetic and acoustic. Her top speed was around 7-8 knots, 4 ½ with sweeps in position.

… we generally slipped at seven a.m., heading out to sea to commence the day's sweeping – according to a pattern laid down for us in directions from the Port Minesweeping Officer… Normally we would carry on sweeping all day until nightfall, unless the weather became too foul for minesweeping to continue. When all was secured back at the wharf the usual practice was for one third of the ship's company to be given shore leave, expiring at 6 a.m., this being shortened now and then to midnight.

The Captain of the Narani prior to her requisition was W. Benson, during the war years he took over the Doepel but returned to the Narani when she was returned to her owners on 10 July 1946.[3]

"The Navy", the official journal of the Navy League of Australia, in the September 1947 issue lists the following crew for the Narani. Master W. Benson, 1st Office J. Lockie, 1st Engineer G. Walker, 2nd Engineer J. Steele.

She was sold to New Guinea Borneo Mangrove Company in 1951 and believed broken up in 1954.

Pictured below is the model of the Narani made by Ross Jones that we have in our Museum collection.

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[3] http://www.ozatwar.com/ran/hmasnarani.htm