

WORLD SHIP SOCIETY

FREMANTLE BRANCH MAGAZINE

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DECEMBER 2024



ABOVE: Two examples of the oversized funnel exhaust fume scrubber housings which are being built on new ships or added to many older ships over the past few years. Here are two tankers at Kwinana so fitted, seen 08/10/2024, at left is the large crude oil / product tanker **FRONT FAVOUR** which has just departed from Kwinana ORJ3 jetty and at right, the smaller chemical/product tanker **PROTEUS** which was waiting to reberth at ORJ2 jetty.

- **FRONT FAVOUR**, 2021 built in China, 62,795 gross, 109,893 dwt, 249.93m loa, 44.02m beam, Marshall Islands flag, owned by Frontline Ltd., of Bermuda, managed by Frontline Management AS, of Oslo, Norway, was berthed at ORJ3, 04-08/10/2024 to discharge petroleum products from Mailiao, Taiwan.
- **PROTEUS**, 2019 built in South Korea, 29,917 gross, 183.06m loa, also Marshall Islands flag, has registered and head ownership as Mi-Das Line SA, Panama, part of Doun Kisen K.K., Japan, is technically managed by Empire Navigation Inc., of Greece and shipmanaged by Mercuria Shipping Pte Ltd, Singapore. Discharged petroleum products from Huizhou, China, in port 28/09 to 01/10 then evacuated to sea by Harbour Master instruction due to impending bad weather, anchored 03/10 and then reberthed at ORJ2 to complete discharge 08-10/10/2024.

This is the official bi-monthly magazine of The World Ship Society – Fremantle Branch (Incorporated). Compiled, written and produced by The Editor, Chris Gee. Opinions expressed by contributors are not necessarily those of The Editor or the WSS. Contents are copyright and permission must be obtained from The Editor before reuse.

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FREMANTLE BRANCH NOTES

BRANCH PERSONALIA

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ALL MEMBERSHIP AND GENERAL ENQUIRIES TO THE CHAIRMAN PLEASE, NOT THE EDITOR.

ALL NEWSLETTER CONTRIBUTIONS TO THE EDITOR (to the email address above)

Branch Postal Address for general correspondence: PO Box 18, North Fremantle, WA, 6159.

The meeting venue address is:

**MILLER'S BAKEHOUSE MUSEUM, 7 BAAL STREET, PALMYRA,
NEAR THE CORNER OF HAMMAD STREET.**

There is parking outside the venue.

Meetings are held on the first Wednesday of each month except January.

DECEMBER MEETING: Wednesday 4TH December 2024 at 7.30PM

Program: Branch member Barry Shaw will be giving a talk titled "Workings on a Ship " from stem to stern and port to starboard (time 1hr).

IN MEMORIAM – JIM CLEMENTSON

It is with much regret that we bid a sad farewell to our very long-standing member Jim Clementson who passed away on the 11th November 2024. He attended the monthly meetings for many years and always enjoyed our ship visits, day voyages on the STS LEEUWIN II and BBQ gatherings. Jim in particular looked forward to reading our Branch Newsletters/Magazines and was always very complementary about it. So Jim we bid you Fair Winds and Following Seas ! Our deepest sympathy and thoughts go to his family at this difficult time.

FUTURE MAGAZINES – Important announcement – For the December 2024/January 2025 period the Editor will commence issuing a series of WSS Fremantle Shipping News Reports on an as soon after the event basis as possible. This is an attempt to report shipping news in a more immediate format to members and also a time saving function instead of the preparation of a full magazine every two months. These news reports will be issued in pdf format to all members currently receiving the magazine by email. At the end of the two-month period the combined reports will be printed and distributed as usual to members who receive their magazine by hand or mail delivery. The compiled format will be different in that it will be in order of the date of the reports were issued rather than mostly by type as at present. The usual 50 Years Ago and Back in Time pages will be issued at a random time as reports along with the ability to distribute other materials as well. This process will be reviewed at the February 2025 Annual General Meeting to decide if it is suitable to continue with in 2025.

The WSS FREMANTLE CHRISTMAS BARBEQUE will be held on 14th December 2024, at the usual location at John Tonkin Reserve, East Fremantle (opposite Leeuwin Barracks) at 3.30PM. Drinks, meat, and bread rolls will be supplied. As previously please bring your own salads and chairs. Names of attendees to be taken at the next meeting so please sign-up for our end-of-year function or contact the Treasurer (details above) to advise you are attending.

SEASONS GREETINGS to all members and their families for an enjoyable Festive Season

FREMANTLE PORTS MARITIME DAY

This biennial event was held at the Fremantle Passenger Terminal on Victoria Quay on 02/11/2024. Once again it was a very successful day attracting thousands of visitors. The terminal was packed with numerous display booths set-up by a large number of maritime service providers at the port, historical and information organisations, model ship displays and various other maritime themes and subjects along with an entertainment area and cafe. Outside in the terminal courtyard were set up numerous displays of military and wharf equipment as well as the RAN show band and food trucks. Free harbour tours were available on the two small tugs owned by Jetwave Marine, JETWAVE NOVA and JETWAVE ORION. Although the boarding position was somewhat inconveniently placed at the ferry terminal landing requiring a shuttle bus ride to the western end of the harbour at B Shed. A highlight was to have the Royal Australian Navy's, submarine rescue and intervention ship BESANT, which is operated by Teekay Marine / SERCO Defence, alongside G berth and open for public inspection. Only the open-deck areas and the bridge were able to be visited but it was a very rare chance to board and see the operational capabilities of such a vessel. The World Ship Society also had a manned display booth and thanks go to those members who assisted with it throughout the day (see photo below). Once again Fremantle Ports are to be congratulated for putting together such a large free event for the public.



LEFT:

The WSS Fremantle stand at Maritime Day (temporarily renamed by Fremantle Ports to World Shipping !) manned by our team of volunteers and committee members awaiting public enquiries. (Photo taken by Nicole Farrington)

RIGHT:

Onboard BESANT, a view of the main forward-facing bridge console layout and equipment. She also has a stern facing set of consoles to control and manoeuvre the ship when working on location.



FREMANTLE SHIPPING

CRUISE SHIP ARRIVALS

For the October / November 2024 reporting period there were only two port calls in October, both made by the small luxury expedition cruise ship CORAL ADVENTURER, 04-05/10 and 15-16/10/2024. November saw two large cruise ship arriving on consecutive days 05 and 06/11/2024.

QUEEN ELIZABETH, 2010 built in Italy, 90,901 gross, 294m loa, Bermuda flag, is obviously operated by and carrying the name and colours of the famous Cunard Line brand whilst wholly owned and managed by Carnival Plc (Carnival UK, based in Southampton), a subsidiary of the Carnival Corporation, Florida, USA. She arrived in Australia for her 2024/2025 spring/summer cruising season at Melbourne on 15/10/2024 from Vancouver. This will be her last Australian season deployment. QUEEN ELIZABETH then proceeded to commence a circumnavigation cruise of Australia going northabout. She called at Sydney, Airlie Beach, Cairns, Darwin, then briefly offshore to Benoa (for Bali), Indonesia, followed by Broome, Geraldton and Fremantle, arriving 05/11/2024. QUEEN ELIZABETH entered port early-morning under cloudy, windy conditions and berthed at the Victoria Quay Passenger Terminal. She departed late-evening that day bound for Albany, Adelaide, and back to Melbourne.



ABOVE: A glint of rising sun catches the balcony windows of QUEEN ELIZABETH arriving in Gage Roads.



ABOVE; QUEEN ELIZABETH entering the inner harbour under gloomy conditions on arrival 05/11/2024.

CROWN PRINCESS, 2006 built in Italy, 113,561 gross, 288.63m loa, Bermuda flag, is the latest Princess Cruise Lines Ltd (Carnival Corporation) cruise ship to arrive in Australia and be based in Sydney for the next 12 months. On 26/10/2024 she departed Sydney for the first time for a series of sector cruises which effectively saw the vessel circumnavigate Australia southabout, the opposite way to QUEEN ELIZABETH. From Sydney CROWN PRINCESS called at Hobart, Melbourne, Adelaide, Albany and Fremantle arriving here early-morning 06/11/2024 berthing as usual at the Fremantle Passenger Terminal, Victoria Quay F & G sheds. Social media reports indicated that she had 2956 passengers on arrival of which 776 disembarked here and would be replaced by 765 embarking passengers, plus there were 1143 crew onboard. Departure was made soon after 1700hrs the same day and from Fremantle CROWN PRINCESS cruised to Broome, Darwin, Cairns, Brisbane and back to Sydney, arriving 22/11/2024. She will make 4 visits to Fremantle in 2025, arriving on 30/03, 03/05, 11/06 and 13/10.

(Note that anchorage only visits to places like Busselton are not recorded in the ship's AIS data and usually subject to weather so may be additional to above port call details for both ship's cruises.)



ABOVE: CROWN PRINCESS swinging in mid-harbour upon departure in late-afternoon sun 06/11/2024.

PASPALEY PEARL JOINT CRUISE DEAL COLLAPSES

Reference front cover issue 454/p.133 and issue 455/pp184-185, regarding the intended use of the boutique luxury small expedition cruise yacht PASPALEY PEARL by the Paspaley Pearling Co P/L, of Darwin, of the well-known pearling business family company in a joint venture with Ponant Cruises. This was to commence in early-January 2025 with a series of cruise to Kimberley waters, Papua New Guinea and East Indonesia based from Darwin and Broome with 30 passengers and 21 crew. PASPALEY PEARL had departed Fremantle 30/08/2024 for a multimillion-dollar refit in Singapore, after her several years stay here following lay-up and subsequent purchase as ISLAND ESCAPE. However in early-November Ponant Cruises announced that the proposed partnership had collapsed and Ponant were withdrawing from the venture. For passengers already booked on the intended cruises Ponant would offer full refunds or a travel credit for use on other Ponant Cruises already in place with several of their small cruise ships visiting the Kimberley region. PASPALEY PEARL has been at Singapore since 11/09/2024, initially at the Sembawang Semcorp shipyard and then from mid-November at the Singapore YTC Shipyard. It is understood that the refurbishments had already started prior to the Ponant announcement but it is not known yet what Paspaley's intentions for the vessel will now be.

LUXURY MOTOR YACHTS

ICEBERG, 2014 built in New Zealand, 130 gross, 33.84m loa, Jamaica registry, arrived at Fremantle 20/11/2024 from Batam, Indonesia, and initially berthed at the Fremantle Sailing Club for immigration formalities. Once completed ICEBERG shifted to Rous Head Harbour, North Fremantle, where she remains apart from a short sea trial carried out 27/11/2024. The unusual looking ICEBERG is described online as - a FPB 97 series passage maker motor yacht designed by Dashew Offshore, USA and built in aluminium by New Zealand yard, Circa Marine with delivery in 2014. Her rugged exterior belies an elegant, comfortable interior in sapele mahogany that accommodates seven guests in three stateroom cabins comprising a master suite, double and a triple bunk guest cabin, all with full en suite facilities. The main deck saloon offers a large fully equipped kitchen to port and a bar with cocktail cupboards to starboard. The roomy saloon features an eight-seater dining table, with a large couch to starboard facing a lift-up flatscreen television set to port. This area has a panoramic view of the sea through continuous wrap around windows on all four sides, as well as a navigation station with a full complement of electronics. Top speed is 14.5 knots with a maximum cruising range of 5,000 nautical miles at 11.7 knots powered by two 300hp John Deere diesel engines. For added comfort, she is fitted with Naiad zero speed stabilisers. The vessel can be operated and guests served by just 3 crew. In December 2021, ICEBERG was advertised for sale for USD \$6,650,000 and sold shortly thereafter. (Reference: Boat International – www.boatinternational.com – which is acknowledged.)



ABOVE: The unusual all-aluminium ICEBERG enters Fremantle Sailing Club on arrival 20/11/2024.

RENAMING – ref 454, p.136, re arrival of the 56.5m luxury motor yacht LADY MAJA 1 at Fremantle 15/06/2024 and subsequently taken ashore to Echo Marine's enclosed shipyard at Jervoise Bay northern harbour (JBN). On 01/11/2024 this yacht was returned to the water via the AMC floating dock having been renamed to LUDZIE during her extensive refit ashore but retaining Malta registry. Externally the only visible change is the new name boards on each side of the superstructure. Sea trials were carried out 08/11/2024 and then remained alongside the Echo Marine jetty in JBN until final departure 21/11/2024 bound for Cairns, Queensland.

NEWBUILDING – On 22/10/2024 the latest newbuilding from the Silver Yachts yard at AMC Henderson was launched via the AMC shipifter and berthed at AMC3 berth to complete fitting out. Listed under the builders hull name of HANSEATIC MARINE 803 this catamaran style luxury motor yacht is named

SILVERCAT which Silver Yachts built as the H803 project on spec for sale. The yacht is 483 gross, 35.9m loa and Marshall Islands registered. As per Silver Yachts website (www.silveryachts.com) “She is designed by Espen Øino, the elegance and extensive volumes are a perfect combination for potential owners searching for performance, stability and comfort.” Trials have not yet commenced.

CONTAINER SHIPS

LARGEST TEU CAPACITY RECORD BROKEN:

CMA CGM VOLGA, 2015 built in China, 96,704 gross, 116,422 dwt, 299.95m loa, 48.2m beam, Malta flag, is another of the only occasionally seen here two-island design type container ships. She can carry up to 10,622 teus, making her the largest capacity container ship to yet visit Fremantle. This ship arrived 07/11/2024 from Adelaide and anchored at the Outer Anchorage until being alongside at North Quay CT4 berth 09-10/11/2024. CMA CGM VOLGA departed for Tanjung Pelepas, Malaysia and is engaged in MSC/CMA CGM VSA joint service as a one voyage replacement for one of this trade’s incumbent regulars, CMA CGM BIANCA whilst she is drydocked. Ownership is as always a complicated arrangement these days. Registered owners are the unglamorously named, Unified Solutions Ltd, of the British Virgin Islands, whom are actually a subsidiary of China COSCO Shipping Corp Ltd, of Hong Kong, China, whilst operated and shipmanaged by CMA CGM SA The French Line, of Marseilles, but evidently leased from head owners China International Marine Containers (Group) Co Ltd (CIMC), which is also a subsidiary of COSCO.



ABOVE: A working view of CMA CGM VOLGA whilst alongside North Quay CT4 berth 10/11/2024

BELOW: CMA CGM VOLGA departing Fremantle later the same day after her first and probably only call.



CMA CGM TAGE, 2015 built in China (Jingjiang), 96,253 gross, 299.95m loa, 48.2m beam, Malta flag, has also joined the MSC/CMA CGM joint VSA service and was at Fremantle for the first time 22-26/11/2024 berthed at North Quay CT2, having arrived from Adelaide and departed for Singapore. She is another C9200 class two island container ship with same length and beam dimensions as the Dalian-built CMA CGM VOLGA. However TAGE has a lesser draft of 14.8m compared to the 15.2m of VOLGA. This would therefore influence her lower TEU capacity of 9365 compared to VOLGA's 10622 teus. Like VOLGA the TAGE has similar ownership arrangements with registered owners being the meaningless Hero Plus Holdings Pty Ltd, of the British Virgin Islands, whilst operated and shipmanaged by CMA CGM SA The French Line, France, and head owned by CIMC, China.



ABOVE: An early morning arrival view of CMA CGM TAGE on 22/11/2024 with a noticeably lower profile/bridge height to CMA CGM VOLGA hence a lower TEUS capability.

LONGEST AND WIDEST CONTAINER SHIP RECORD BROKEN:

SEASPAN BREEZE, ex *MOL BREEZE* – 2019, 113,042 gross, 336.95m loa, 48.31m beam, 10100 teus, Hong Kong, China flag, is head owned by Seaspn Corp., of Hong Kong, with shipmanagement by Seaspn Ship Management Ltd, of Vancouver, Canada, has also joined the joint MSC/CMA CGM VSA joint service for one voyage only. This ship is another at the top end of the largest container ships to visit Fremantle with her fractionally larger length plus wider beam setting new records for both dimensions. SEASPAN BREEZE arrived at the Outer Anchorage 13/11/2024 from Adelaide and anchored but due to very strong winds subsequently experienced over the next few days she went out to sea to drift until her eventual berthing at North Quay CT3, 17/11/2024. These very large ships are usually swung on arrival berthing starboard side alongside. However for some reason on 19/11/2024 the ship was required to be turned around in the harbour again and berthed port side alongside, possibly due to cargo stow access or shore crane issues. Therefore upon departure early next morning 20/11/2024 it meant this large ship had to be turned around in the harbour yet again and then headed out to sea bound for Port Klang, Malaysia. Despite being sold by MOL some five years ago she still carries their orange colours on her tiny funnel. (SEE PHOTO NEXT PAGE)

SEASPAN BREEZE will be replaced by the also one voyage charter and just six-month-old, 7000 teus capacity, ONE RELIABILITY, currently due Fremantle 21/12/2024. Although also owned by Seaspn she carries the full pink hull and funnel uniform of ONE – Ocean Network Express, which has only been seen here once before although their pink containers are prominent on many container ships here.



ABOVE: SEASPAN BREEZE on departure 20/11/2024, note the MOL funnel colours still being carried.

APL COLUMBUS, 2014 built in South Korea, 109,699 gross, 328.2m loa, 45.2m beam, 9326 teus, Singapore flag, registered to and head owned by CMA CGM Asia Pacific Ltd, of Singapore, operated by APL LLC, USA, shipmanaged by Neptune Shipmanagement Services (Pte) Ltd, of Singapore, which is a subsidiary of CMA CGM Holding & Co SAS, of Marseille France, one of 12 sister ships many of which have visited Fremantle. They were previously the largest container ships to call here in terms of length and tonnage. APL COLUMBUS has replaced sister ship APL MEXICO CITY in the joint MSC/CMA CGM - AES/NEMO VSA service. She was at berthed at North Quay CT2, 06-10/10/2024, having arrived from Port Botany, NSW, after seemingly omitting usual port calls at Melbourne and Adelaide on the way here, and then departed for Singapore. This service is now using the around-the-Cape of Good Hope route to avoid the terrorist attacks in the Red Sea/Gulf of Aden area, which is adding to the round-trip transit times to/from UK/ Europe and requiring extra ships to be allocated to it to make-up for this.



ABOVE: This very bow on view of APL COLUMBUS departing the inner harbour 10/10/2024 emphasizes her bulk and beam with one of the escort tugs, SVITZER EMMA, still secured alongside.

The following two container ships entered port on the same day and both were also expected to be one-off calls only:

HANSA HOMBURG, ex *STX QINGDAO* – 2014, 2009 built in China, 18,252 gross, 175.44m loa, 1740 teus, Liberian flag, is operated by CMA CGM SA The French Line, of France, shipmanaged by NRP Procrator AS, of Norway, which is a subsidiary of head owners, Ness Risan & Partners AS, (NRP) of Oslo, Norway. She only has Technical Managers as Leonhardt & Blumberg Shipmanagement GmbH & Co, of Germany, yet carries their hull and funnel colours and company style HANSA-name prefix. As such **HANSA HOMBURG** was at Fremantle 14-16/10/2024 berthed at North Quay CT1 having arrived from Port Klang, Malaysia, and departed for Melbourne. This was only a one-off call at Fremantle as part of a repositioning voyage to east coast Australia to commence operating for ANL (CMA CGM) in their TransTas service to New Zealand replacing **PALAWAN** which has also called at Fremantle previously.



ABOVE: In glary overcast conditions the laden and rather rusty **HANSA HOMBURG** arriving 14/10/2024.

KOTA NEKAD, 2009 built in China, 20,902 gross, 179.67m loa, 1810 teus, 2x40t SWL deck cranes, Panama flag, wholly operated, owned and managed by Pacific International Lines (Pte) Ltd, (PIL), of Singapore, being the sixth of this CS1800 class of 12 ships originally built for PIL. There are 4 others owned by Maersk and PIL sold one of theirs in 2012. **KOTA NEKAD** arrived Fremantle 12/10/2024 from Melbourne and anchored at the Outer Anchorage. She was subsequently alongside at North Quay CT2, 14-16/10/2024, being an expected one off only extra loader in PIL's Australia/SE Asia container service with ANL and ONE.



ABOVE: **KOTA NEKAD** entering the inner harbour on the same gloomy day 14/10/2024 to load at NQ CT2.

ADDITIONAL CONTAINER SHIP FIRST VISIT ARRIVALS:

BRIGHT COSMOS, 2023/11 built in Japan, 171.99m loa, 1876 teus, Panama flag, owned by Mi-Das Line SA, which is a subsidiary of shipmanagers, Doun Kisen Co Ltd, Japan. Arrived off Fremantle 29/10 from Singapore and then later was anchored 29/10 to 03/11/2024 in Gage Roads, Apparently initially to fulfill completion of Harbour Master requirements and then await an open berthing window at Patricks Terminal. She was alongside there 03-04/11/2024 at North Quay CT3 berth then departed for Melbourne. BRIGHT COSMOS is chartered to ANL as an extra loader voyage from China and was intended to make two voyages to Australia although the delays at Fremantle may have changed that.

MAERSK FORTALEZA, 2024/04 built in Japan, 57,872 gross, 254.95m loa, 5920 teus, Panama flag, operated and shipmanaged by Maersk A/S, Denmark, but head owned (leased from) Tokei Kaiun Ltd, of Ehime, Japan, is engaged in Maersk's Southern Star, SE Asia/New Zealand direct service. However ships in this service have been occasionally making southbound calls at Fremantle in recent years to help clear the large backlog of cargo from Singapore to Fremantle. The six-month-old MAERSK FORTALEZA was berthed at North Quay CT4, 29-31/10/2024 discharging a substantial number of containers loaded at Tanjung Pelepas and then departed for Tauranga, New Zealand.



ABOVE and BELOW: Two angles of the six-month-old MAERSK FORTALEZA after departing the inner harbour 31/10/2024 in quite light trim compared to when she arrived much deeper laden.



Ref 455/p.188, the Hapag-Lloyd chartered container ship **EUPHRATES** made her second visit to Fremantle, 30-31/10/2024 berthed at North Quay CT1 having arrived from Singapore and departed for Melbourne.

MSC FILLS WA GAP WITH KOALA - NEW MSC CHINA DIRECT SERVICE FROM LATE OCTOBER

(with thanks to Dale Crisp, edited)

Mediterranean Shipping Co will revive the Koala brand for a new weekly service between China and Western Australia, via Indonesia. The new route, which will cover Shanghai and Shekou in China before calling Jakarta and then Fremantle, plus subject to variations on inducement. The initiative follows MSC's decision to cancel its weekly Capricorn and Kiwi Express services from Southeast Asian hubs to Australia and NZ, both of which are completing final sailings this month (ref 454/p.147). Capricorn was known to carry substantial quantities of China imports to Fremantle and Port Adelaide and its loss is being felt in both ports. An MSC Customer Service announcement gave further details as follows:

"We are pleased to announce that our Koala service is back in operation and now dedicated to service Fremantle from the following CNMPs, including Jakarta in the loop. This is great news for Fremantle bound cargo as the total transit time will be significantly reduced, and SE Asian cargo can be delivered at a faster pace. The full schedule and routing are to be updated", the advisory notes.

As an interim one voyage measure MSC sent their Panda service vessel MSC SYDNEY VI southbound via Fremantle and Port Adelaide, then omitting Melbourne before continuing normal rotation through Port Botany and Brisbane then heading back to China.

MSC SYDNEY VI, *ex CONTI CANBERRA – 2022, ex HANJIN AMSTERDAM – 2015, launched as CONTI CANBERRA*, 1999 built in South Korea, 66,278 gross, 278.91m loa, 6078 teus, Liberian flag, operated and head owned by MSC Mediterranean Shipping Co, of Geneva, Switzerland whilst shipmanaged by MSC Shipmanagement Ltd, of Limassol, Cyprus, was berthed at North Quay CT3, 23-24/10/2024 having arrived from Yantian, China, and departed for Adelaide.

The first of four vessels intended to operate the new weekly Koala service is MSC SIJING which arrived at Fremantle on her maiden voyage 26/11/2024 having departed from the Fujian Mawei Shipbuilding yard in China on 22/10/2023. She then made short calls at Busan and Yeosu, South Korea, and Shanghai, China, for cargo loading. After bunkering at Hong Kong, MSC SIJING went to Tanjung Pelepas, Malaysia, for additional cargo thence departed for Fremantle. MSC SIJING, 21,979 gross, 171.99m loa, 1800 teus, a SDARI 1800 open hatch class type container ship, is wholly owned and managed by MSC and was alongside at North Quay CT4, 26-27/11/2024 on her first visit.

Subsequent arrivals in this new service are:

MSC CAPE III arrived Fremantle, 02/12/2024.

MSC NIMISHA III due Fremantle 07/12/2024.

MSC DAVAO III due Fremantle 13/12/2024.

All of these have visited Fremantle previously when in MSC's Capricorn service.

Later in the Koala schedule, a new name, MSC LUCIA III is due 24/12/2024 for the first time.

However MSC are well known for interchanging and substituting ships in their various schedules at short notice so will have to await to see what eventuates.

SEE NEXT PAGE for photos of MSC SYDNEY VI and MSC SIJING.



ABOVE: Two views of MSC SYDNEY VI, at top arriving 23/10/2024; above, alongside CT3 the next day.



ABOVE and BELOW: Two angles of MSC SIJING on her maiden voyage arrival at Fremantle 26/11/2024.



MSC TOKYO, ex *E.R. TOKYO* – 2021, intended name *CMA CGM CARMEN*, 2006 built in South Korea, 91,649 gross, 334.08m loa, Liberian flag, owned by divisions of MSC Mediterranean Shipping Co (MSC), of Geneva, 8533 teus, was berthed at North Quay CT2, 13-16/11/2024 whilst engaged in the joint VSA service between MSC (AES) and CMA CGM. She had previously visited Fremantle once before under her MSC name when still partially in previous owners colours and funnel markings shortly after purchase from German owners. This was the first time though since MSC TOKYO had been drydocked, repainted in MSC colours and had the large scrubber funnel added.



ABOVE: MSC TOKYO “steams” her way out of port 16/11/2024 now in full MSC livery and scrubber fitted.

Re **MAERSK SHEKOU / LEEUWIN II INCIDENT 30.08.2024** – ref 455/pp179-183

The removal of all **LEEUWIN II**’s destroyed masts, rigging and gear above decks which commenced 16/09/2024 was completed by end-September. On 24/10/2024 the now bare hull of LEEUWIN II went out for a one-hour trial under her own engine power in Gage Roads to check all machinery and equipment were in working condition before she returned to her Victoria Quay B shed berth, where she remains at end-November. At present assessments are being made regarding feasibility of repairs, the sourcing of replacement masts and how they can be funded and overall future for operating the vessel. This is likely to be a long process before LEEUWIN II is operational again if that is the intended plan.



ABOVE: The bare hull of LEEUWIN II returns to the inner harbour after a machinery trial 24/10/2024.

Meanwhile **MAERSK SHEKOU** after cargo discharge remained mostly in Singapore, Malaysian or Indonesian waters mainly at anchor until 12/10/2024. It is understood she may have undergone some in-water hull repairs during this period. MAERSK SHEKOU has re-entered the same SE Asia/Australia service for Maersk calling at Port Klang and Tanjung Pelepas, Malaysia, Singapore then to Melbourne and Adelaide before arriving off Fremantle again 24/11/2024. She remained outside port limits to await berth availability. Then berthing was somewhat ironically further delayed by very strong winds for several days before finally and successfully entering harbour 27/11/2024 to go alongside North Quay CT3, swinging on arrival. Of course, on her way in she passed the bare hull of LEEUWIN II sitting at B Shed where she had been struck by the ship nearly 3 months earlier. Repairs to the damage at the end of A berth and the WA Maritime Museum roof panels are yet to be made.

FIRST VISIT BY GRIMALDI OF ITALY RO/RO PCTC / CONTAINER SHIP:

In June 2023 the Grimaldi Group, of Naples, Italy, established a new approximately monthly Europe to Australia, PCTC (pure car truck carrier) service from Antwerp, Southampton and Gioia Tauro (Italy) to Melbourne, Port Kembla and Auckland with additional on-inducement-only calls at Fremantle and Brisbane. Grimaldi mainly utilise their own classes of large PCTC ro/ro / container / cargo ships which have GRANDE-name prefixes in this service. It has taken well over a year for one of these to be “induced” with sufficient cargo to visit Fremantle and this was **GRANDE DAKAR**, 2015 built in South Korea, 71,543 gross, 236.32m loa, Italian flag, which arrived at Fremantle 09/10/2024 and anchored in Gage Roads to await berthing. The voyage had been made from Antwerp, Southampton and Las Palmas avoiding the Mediterranean / Suez route due to the Red Sea/Gulf of Aden terrorist attacks areas and then proceeding around the Cape of Good Hope. She then called at Reunion, Mauritius before crossing to Fremantle. GRANDE DAKAR berthed at 0330hrs 10/10/2024 at Victoria Quay H berth for cargo discharge via the starboard stern quarter ro/ro ramp and then departed just after sunset same day bound for Melbourne. They are large ships with a high aft superstructure block containing multiple vehicle decks which also extend forward through the length of the hull as well. Vehicles can also be carried on the forward weather deck and/or containers. There are 2 x 40t SWL deck cranes fitted on the starboard side for handling containers/cargo onto the deck spaces. The ship has a capacity to load approximately 5254 vehicles and 1800 teus. GRANDE DAKAR is not the first Grimaldi ship to visit Fremantle as several of their smaller vehicle carriers visited quite a few years ago when under charter to other lines.



Due to night movements at Fremantle this view of GRANDE DAKAR arriving at Durban, South Africa, 03/01/2023, taken by Keith Betts, is used here instead with his kind permission, thank you.

VEHICLE CARRIERS (PCTC)

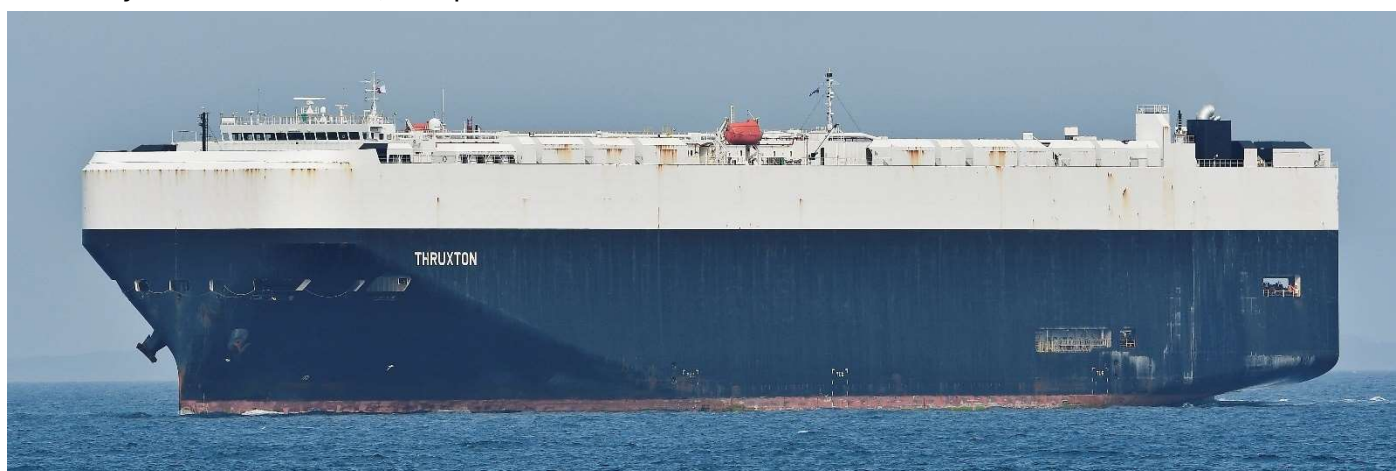
One of several PCTC arrivals which recently stood out from the “usual”, was a call by the six-month-old GREEN WAVE flying the USA flag, one rarely seen here these days on either commercial or naval ships.

GREEN WAVE, 2024/04 built in Japan, 74,888 gross, 199.96m loa, registered at Mobile, AL, USA flag, is operated and ship managed by Seabulk Fleet Management LLC, of Tampa, USA, which is a subsidiary of head owners, SEACOR Holdings Inc., of Fort Lauderdale, USA. She arrived in Gage Roads anchorage 15/10/2024 having done an extensive tour of Australian ports southabout discharging her vehicular cargoes which had been loaded at Nagoya and Yokohama, Japan. Port rotation was Townsville, Brisbane, Port Kembla, Melbourne, Adelaide and Fremantle, where she was alongside at Victoria Quay H berth, 18-19/10/2024, then completing the voyage in Darwin. From there it was off to Honolulu and back to Japanese ports to load up for Vancouver, (USA not Canada).



ABOVE: GREEN WAVE alongside at Victoria Quay H berth 19/10/2024 with SEACOR subsidiary, Waterman Steamship Corporation, of Mobile, USA, funnel colours just visible on the tiny funnel.

Another of this type, also a first timer at Fremantle from outside the usual companies seen here was **THRUXTON**, 2018 built in Japan, 72,684 gross, 199.96m loa, 7429 cars, Liberian flag, which arrived 16/11/2024 from Antwerp, Belgium via the Canary Islands, and Port Reunion and then spent 4 days in Gage Roads anchorage. She was berthed at Victoria Quay H Berth 20/11/2024 discharging vehicles, departing that night for Melbourne. Yet another mixed up ownership jigsaw, with registered owners as Picer Marine SA (a subsidiary of Mitsui OSK Line Ltd, Japan); chartered to Hoegh Autoliners management AS, of Oslo, Norway; shipmanaged by Zodiac Maritime Ltd, of London UK; whilst head owned by Biko Kisen Co Ltd, of Japan. *BELOW*: THRUXTON inward bound to the inner harbour 20/11/24.



BULK CARRIERS

Once again many bulk carriers have visited Fremantle over the review period and whilst most go to Kwinana berths a larger number than usual have also visited the inner harbour. These have mainly been discharging breakbulk cargoes such as large tyres or steel products or loading scrap metal. With the start of the latest grain harvest export season and completion of a maintenance period at the Kwinana Grain Jetty, it will see numbers of bulkers using that facility swell considerably during December. Some grain loadings have already resumed during November. A small selection of the bulker visits are:

INNER HARBOUR:

SINGAN, 2020 built in Japan, 21,526 gross, 179.97m loa, Hong Kong, China, flag, owned by the famous Swire Shipping Pte Ltd, of Singapore, (better once known as China Navigation Co Ltd, of Hong Kong), berthed 21-25/10/2024, at NQ12, discharged breakbulk cargo, from Taicang, China, via Saigon, Vietnam, then departed for Geelong. SINGAN is named after a city of central China, the capital of ancient Chinese Empire 221-206 BC.



ABOVE: SINGAN entering the inner harbour 21/10/2024 displaying the traditional Swire funnel colours.

ZHE HAI 2, 2012 built in China, 22,295 gross, 179.9m loa, Hong Kong, China flag, owned by Zhejiang Shipping Group Co Ltd, China, berthed 14-16/10/2024 at NQ12 discharged breakbulk cargo, from Dampier then departed for Melbourne.

BUNUN YOUTH, 2023 built in Japan, 24,748 gross, 179.99m loa, Liberian flag, operated/shipmanaged by Wisdom Marine Lines SA, of Taipei, Taiwan, (Orix Corp, of Tokyo as head owners), berthed 07-11/2024 at NQ12, loaded a partial cargo of scrap metal, then departed to Adelaide for additional cargo which was all bound for discharge at Port Kembla, NSW.

TS CHALLENGE, 2016 built in China, 24,159 gross, 182m loa, Panama flag, operated by Jiarong Marine HK Co Ltd, of Shanghai, shipmanaged by Dalian Tiger Shipping Ltd, of Dalian, China, berthed 14-15/11/2024, at NQ12, discharged breakbulk cargo, from Changshu, China, via Dampier, then for Geraldton to backload for Indonesia.

WINTER SEA, ex *PRETTY VICTORY* – 2022, 2014 built in China, 23,232 gross, 179.88m loa, Marshall Islands flag, owned/managed by Pretty Sea Ship Management Co., a subsidiary of Pretty Sea Holdings, both of Hong Kong, China, berthed 15-18/11/2024 at NQ12, also loaded a part cargo of scrap metal thence to Port Hedland for additional scrap cargo, all destined for Dung Quat, Vietnam.

AROMO, 2020 built in Japan, 23,302 gross, 179.97m loa, Panama flag, owned/shipmanaged by Toei Holdings Ltd, of Kobe, Japan, berthed 24-28/11/2024, at NQ12, discharged breakbulk cargo, from Rizhao, China via Japanese ports, and then to Geraldton to backload.



ABOVE: AROMO moving astern to berth at North Quay No.12, 24/11/2024. Can anyone advise which company the distinctive funnel colours belong to ? Answers to the Editor by email given on page 222.

KWINANA:

FORTUNE COOKIE, 2021 built in Japan, 23,255 gross, 180m loa, Liberian flag, owned / managed by Far East Trading & Co. (FEST), of Japan, another bulk carrier to visit Fremantle from this fleet which usually have musical themed ship names. This was the subject of a large feature article in the August 2024 magazine, ref pp138-141. It is believed that FORTUNE COOKIE is named after the Japanese J-Pop Disco song "Koi Suru Fortune Cookie" (Koisuru Fōchukkū, "The Fall-in-Love Fortune Cookie") which is the 32nd single by the Japanese idol girl group AKB48. It was released in Japan on August 21, 2013 and sold 1,095,894 copies on its first day of release, and reached number one on the Oricon weekly charts with over 1.33 million copies. This makes the group's 13th consecutive single to sell over a million copies and was the group's 19th consecutive number-one single. The single contains graduation songs for members Mariko Shinoda and Tomomi Itano. The song has also been recorded by AKB48's international sister groups in their respective local languages (Indonesian in 2013, Chinese Mandarin in 2013; Thai version in 2017; Filipino version in 2018; and Vietnamese version in 2019).

Meanwhile FORTUNE COOKIE, the ship, arrived Fremantle 18/10/2024 from Chattogram, Bangladesh and anchored at the Kwinana ORA for hold inspections. She was berthed at the Kwinana Grain Jetty 19-21/10/2024 loading 30,000 tonnes of wheat for shippers CBH Grain bound for Pyong Taek, South Korea. Contrary to popular opinion, fortune cookies – the food type – are believed in to have originated in 19th century Japan rather than being from China as commonly presumed !

In the previously referenced article the question was raised whether there was any historical link between Far East Trading of Japan, and an earlier company in the late-1970's possibly with Greek origins known as Anchor Shipping Corporation, of New York, whose ships had identical funnel colours/design and hull livery to FEST's. They also had unusual names taken from well-known streets – This question still remains unanswered.....any clues to the Editor's email thank you. (SEE PHOTO NEXT PAGE)



ABOVE: FORTUNE COOKIE emerges from a rain shower just prior to berthing at Kwinana Grain Jetty.

FOUR TIMES ALONGSIDE AT KWINANA:

INDIGO GARLAND, 2020 built in Japan, 35,825 gross, 63,509 dwt, Liberian flag, is owned/managed by IMECS Co Ltd, of Tokyo, Japan, which is a wholly owned subsidiary of the ITOCHU Corporation, Japan, arrived at Fremantle 25/09/2024 after a near two-month voyage from Tampa, USA, via the Cape of Good Hope, with her cargo of fertiliser for receivers CSBP. On arrival INDIGO GARLAND proceeded to berth directly at KBB3 jetty, Kwinana, to commence discharge. This was interrupted for the first time on 27/09/2024 when she had to vacate the berth to go to Kwinana ORAN anchorage to enable a CSBP chartered priority vessel, the discharging anhydrous ammonia tanker GREEN PIONEER to take the berth. That ship departed 28/09/2024 and INDIGO GARLAND was able to reberth at KBB3 and resume discharge. All was going well until 01/10/2024 when the ship was forced to evacuate the berth to proceed to sea and outside port limits by Harbour Master's direction due to impending bad (i.e typical winter) weather forecasts. This saw nearly the whole port emptied of ships for the duration until the weather had passed 03/10/2024. INDIGO GARLAND was then able to return to KBB3 and continue discharging. But this only lasted several days until 05/10/2024 when the ship was again shifted off the berth, for the third time, back out to ORAN anchorage to make way for another CSBP priority vessel, the CABU-class bulk/liquid carrier BANGOR. She had to discharge a cargo of caustic soda for CSBP at that berth which took until 07/10/2024 when BANGOR departed. Then once again, for the fourth time INDIGO GARLAND returned to the KBB3 berth and this time was able to remain there until discharge was completed 09/10/2024. INDIGO GARLAND then departed for Melbourne after her eventful 15 day stay at Fremantle ! Indigo dye has a distinctive blue colour as displayed in her funnel livery.



ABOVE: What looks like the return of a Blue Funnel Line (Ocean/Holt) ship was actually just a coincidence when seen on INDIGO GARLAND returning to berth at Kwinana 03/10/2024.

JAG AMAR, 2017 built in China, 44,127 gross, 82,084 dwt, 229m loa, wholly owned/managed by Great Eastern Shipping Co Ltd (GESCO), of Mumbai, India, arrived 05/11/2024 from Fangcheng, China, and anchored at the Kwinana ORA for hold inspections and await berthing. JAG AMAR remained there until 14/11/2024 when she berthed at Kwinana Grain Jetty to load 60,000 tonnes of canola for shippers Viterra, bound for a long voyage to Ghent, Belgium, to which she departed 15/11/2024.



ABOVE: JAG AMAR at Kwinana ORA5 anchorage in afternoon sun 08/11/2024 during her wait to berth.

YASA MIMOSA, 2022 built in China, 25,163 gross, 179.9m loa, Marshall Islands flag, owned and managed by Ya-Sa Shipmanagement & Trading SA, which is the English translation of this Istanbul, Turkey owned company name, arrived Fremantle 02/11/2024 from Mumbai, India, and also anchored at Kwinana ORA for hold inspections. She was alongside at Kwinana Grain Jetty 03/11/2024 for only a short stay to load a part cargo of 6,714 tonnes of wheat for shippers Graincorp. YASA MIMOSA then departed at midnight that night for Geraldton to complete loading with an additional 6,000 tonnes of canola and 20,000 tonnes of wheat, also for Graincorp, with all cargo bound for Japanese ports.



ABOVE: YASA MIMOSA at anchor in Kwinana ORA with holds open for inspection 03/11/2024.

Further re **YASA VIOLET**, ref 453/p.108, in which the maiden voyage call of this bulk carrier to load at Kwinana Grain Jetty was reported, with photo, and is of the same class as YASA MIMOSA. At the completion of that first voyage of YASA VIOLET at Ulsan, South Korea, she was surprisingly sold by Ya-Sa to Pan Ocean Co Ltd, of Seoul, South Korea, and renamed PAN RUBY, under Panama flag. As such she has since visited Adelaide, Geelong and Portland in late-July/early-August this year.

Whilst on the subject of Pan Ocean, one of their large fleet, **PAN TOPAZ**, ex *STX TOPAZ* – 2014, 2012 built by STX (Dalian) Shipbuilding Co Ltd, at Wafangdian, China, 45,055 gross, 82,787 dwt, 229m loa, Panama flag, wholly owned/managed by Pan Ocean Co Ltd, arrived Fremantle 01/11/2024. She unusually went to berth directly alongside at Kwinana Grain Jetty. Normally ships have to pass hold inspections at anchor first before berthing. This ship must have passed anyway as she loaded 60,000

tonnes of canola for shippers CBH Grain and then departed 03/11/2024, also on a long voyage bound for Rotterdam via the Cape of Good Hope and then Las Palmas, Canary Islands, for bunkers.



ABOVE: PAN TOPAZ southbound in Parmelia Channel on arrival early-morning 01/11/2024.

SELINA H, 2019 built in Japan, 43,518 gross, 80,716 dwt, Singapore flag, is registered to Goodwill Maritime Pte Ltd, of Singapore, which is a subsidiary of head owners, Harmonize Field Pte Ltd, also of Singapore. Ship managers are China National Cereals, Oils & Foodstuffs Import & Export Corp (COFCO), of Beijing, China. It is possible then that the H - suffix in the ship's name stands for Harmonize ? This ship arrived Fremantle 04/11/2024 from Sriracha, Thailand, going to Kwinana ORA anchorage for hold inspections, thence was berthed at Kwinana Grain Jetty, 06-08/11/2024 loading 45,000 tonnes of wheat for shippers CBH Grain, bound for Busan, South Korea. Another ship with plain blue funnels.



ABOVE: Another version of funnel scrubber additions with SELINA H now rendered twin funneled by the addition of the scrubber funnel mounted on the starboard side of the original funnel but somewhat designed to resemble the original. SELINA H is seen here departing Kwinana Grain Jetty 08/11/2024.

LV SONG HAI, 2016 built in China, 24,198 gross, 182m loa, Hong Kong, China flag, is owned/ship managed by COSCO Shipping Bulk Co Ltd, of Guangdong, China, a company which is a subsidiary of head owners, COSCO HK Shipping Co Ltd, of Hong Kong. It is not clear what the LV name-prefix stands for ? This ship arrived Fremantle 07/11/2024 from Tanjung Perak, Indonesia, and anchored Kwinana ORA for hold inspections. She was alongside Kwinana Grain Jetty 08-09/11/2024 loading 28,120 tonnes of wheat and 7,000 tonnes of barley for shippers CBH Grain, all bound for the Japanese ports of Chiba, Kawasaki and Yokohama. SEE PHOTO NEXT PAGE.



ABOVE: LV SONG HAI approaching the Kwinana Grain Jetty after SELINA H had departed 08/11/2024.

DISCOVERY BAY, 2016 built in Japan, 32,746 gross, 189.93m loa, Marshall Islands flag, owned/managed by Pacific Basin Shipping HK Ltd., of Hong Kong, China, arrived and berthed at Kwinana KBB2 jetty 21/10/2024 from Cape Cuvier, NW WA, where she had loaded a cargo of gypsum which was discharged here for Cockburn Cement. This was completed 25/10/2024 and the ship then shifted to Kwinana ORAN anchorage for hold cleaning and departed the next day bound for Dampier. She is most likely named after Discovery Bay lying along the coast of eastern South Australia and western Victoria in south-eastern Australia.



ABOVE: Due to very strong crosswinds in Stirling Channel, DISCOVERY BAY shifted from KBB2 to the Kwinana ORAN anchorage 25/10/2024 using the more sheltered (and also better photogenic) Calista, Medina and Woodman Channel's route. She is seen here in the latter channel in choppy waters.

The DISCOVERY BAY name also revives memories of the once regularly seen at Fremantle 1969 built, Overseas Containers Ltd (OCL) container ship DISCOVERY BAY owned by P&O, which was sold in 1988 and renamed DIRECT KEA then scrapped in 1999 after a 30 year career. A second P&O-owned DISCOVERY BAY appeared in 1991 when P&O bought the Associated Container Transport (ACT) consortium fleet with their pioneering ACT1, also of 1969 origin, being renamed DISCOVERY BAY for P&O and later P&O Nedlloyd. She went to the breakers in 1998 with name shortened to just DISCOVERY.

TAI SENTRY, 2024/09 built in Japan, 36,150 gross, 64,589 dwt, 199.95m loa, Liberian flag, wholly owned/managed by Taiwan Navigation Co Ltd, of Taipei, Taiwan, was on her **maiden voyage** with cargo when she arrived at Fremantle 04/11/2024. After delivery in Japan TAI SENTRY proceeded to Busan, South Korea for bunkering then crossed the North Pacific to Vancouver, Canada. At that port she loaded a bulk sulphur cargo for Fremantle where she arrived 33 days later and proceeded to the Kwinana KBB4

jetty berth for a full discharge. This was not completed until 11/11/2024 and then TAI SENTRY departed in ballast for Lyttelton, New Zealand. No doubt with hold cleaning being carried out along the way.



ABOVE: A shimmery view of the maiden voyage TAI SENTRY just entering Cockburn Sound on her way to berth at Kwinana 04/11/2024.

PIONEER UPDATE: Reference 455/pp 206-207, regarding the first visit to Fremantle of the specialised self-discharging/bagging sugar vessel PIONEER to trial unloading her bulk sugar cargo into containers at North Quay No.11 berth in early-September. The second intended voyage to Fremantle however was changed to trial Bunbury as the discharge port instead where she was alongside Bunbury No.5 berth 21-29/10/2024. The port permitted the ship to stay alongside there longer than Fremantle and thus the ship was able to complete discharge of her 7,000 tonne sugar cargo into 20ft containers for Sugar Australia. Something which she was not able to at Fremantle due to their 5-day time restrictions on the berth when required by other vessels. The uncluttered much larger wharf backing laydown area at Bunbury also permitted more efficient truck marshalling and container handling lay-down and loading flexibility to be completed. From Bunbury there are also good road links direct to main highways for the transport of the containers to Perth storage areas without having to traverse suburban congestion. As a result it appears that Bunbury will now be the port of choice for future intended multiple discharge voyages by PIONEER. This was the first time in two decades that sugar had been handled at Bunbury.

LIVESTOCK CARRIER

It is not often these days that we see a first-time livestock carrier arrival at Fremantle due to the considerable reduction in port calls by these types and the looming ban on Australian live sheep exports from May 2028. However a recent new name arrived here for the first time but only by being a renaming of a livestock ship which previously had occasionally loaded at Fremantle, this was:

FRIESIAN EXPRESS, ex AUROCHS – 2023/12, ex GL KAIHOU – 2020, 2017 built in China, 4,760 gross, 83.9m loa, Madeira (Portugal) flag, wholly owned/managed by Livestock Express BV, of The Netherlands, who are part of the large Dutch, Vroon BV group, arrived at Fremantle 11/11/2024 for the first time as such. She has called here several times under previous ownership when named AUROCHS. FRISIAN EXPRESS was berthed at North Quay No.2 loading cattle and then departed 13/11/2024 bound for Tanjung Priok, Indonesia. Whilst the ship carries the Vroon funnel colours she retains the all-over buff coloured hull and superstructure of her former owners. Since the name change FRIESIAN EXPRESS has mainly loaded out of Darwin, as well as a few calls at Broome and an occasional trip to load from Portland, Victoria. She is the second ship in the Livestock Express fleet to carry the name FRIESIAN EXPRESS. The previous one was in service as a livestock carrier from 1994 until scrapped in 2012 having been converted from a 1982 built refrigerated cargo ship in 1994. As such that FRIESIAN EXPRESS also visited Fremantle on an occasional basis. (SEE PHOTO NEXT PAGE)



ABOVE: FRIESIAN EXPRESS making a late-afternoon entry into the inner harbour 11/11/2024 for the first time as such, still bearing previous owners hull livery but now with the Vroon LE funnel colours.

TUGS AND OFFSHORE VESSELS

RISDON COVE, ex *EXPO* – 1998, 1993 built in South Korea, 205 gross, 30m loa, Australian flag, registered at Hobart, owned by Tasmanian Ports Corp Pty Ltd (Tasports) has spent most of her ship handling career under the Australian flag/ownership based at Bell Bay and Devonport, Tasmania. She left Bell Bay 12/10/2024 bound for Dampier, WA, so it is not clear yet if she has been chartered or is under new ownership. From Bell Bay, RISDON COVE called at Port Lincoln, S.A, (16-17/10) then Albany (22-23/10) before arriving off Fremantle, evening of 24/10/2024. The tug managed to just remain outside Fremantle Ports controlled waters by skirting the eastern side of the line of reefs between Rottnest Island and Garden Island and coming to anchor close into the lee, east of Carnac Island. She remained there for several days being attended by a service boat on several occasions until departure in the evening of 29/10/2024 to continue on to Dampier where she arrived 02/11/2024 and remains there.



LEFT:

A scenic view of RISDON COVE in her former leafy home of Devonport, Tasmania, 18/02/2023 (Photo: C. Gee)

LUCINDA, 1975 built in Brisbane, Australia, 161 gross, 23.78m, Australian flag, registered at Port Lincoln, last known owners East West Dive & Salvage Pty Ltd, of Port Lincoln, but possibly since sold, had departed from Adelaide 08/11/2024, called at Esperance for bunkers 13-16/11/2024, then arrived at Fremantle early-morning 20/11/2024. She berthed at the Bailey's Marine bunkering wharf to refuel again and stay overnight then departed again in the early morning 21/11/2024 bound for Onslow, (Beadon Creek) NW WA. LUCINDA arrived there 25/11/2024 and connected up the 36m spud dredging barge TOTAL SUPPORT, owned by the TAMS Group. Tug and tow then departed heading southbound and arrived back at Fremantle, 03/12/2024 with both securing on TAMS moorings in Rous Head Harbour, North Fremantle. LUCINDA and tow were due to depart 04/12/2024 for Esperance again.



ABOVE: The smartly presented LUCINDA heading into the Fishing Boat Harbour 20/11/2024 for bunkers.

Buster Browne of Newcastle, NSW, has kindly provided some historical notes about the career of LUCINDA as follows:

“Designed by John Boulton’s, Sea Transport Design Pty Ltd, built by Index Slipway & Engineering Pty Ltd at Hemmant, Qld, for Moreton Tug & Lighter Co Pty Ltd, (Stannard Bros and Inchcape), registered 22/11/1978 at Townsville. Sister tug NELIA was built by Tamar Steel Boats Pty Ltd, Launceston, Tasmania. Intention was for Tamar to construct both tugs but Tamar couldn’t manage it in the time frame. LUCINDA entered service at Townsville with NELIA then shifted 1991-92 to Mackay, also with NELIA before LUCINDA went in 1999 to Port Lincoln.

Owner’s name changed 20/2/1984 from Moreton Bay Tug & Lighter Co P/L to North Queensland Marine Towage Pty Ltd; then transferred 12/1999 to Adstan Tug Charters, Port Lincoln; 10/2009 (PoR) Port Lincoln; from 25/11/2014 as Port Lincoln Tugs Pty Ltd (Stannard Marine Pty Ltd and Svitzer Australia Pty Ltd), Port Lincoln. Sold 27/12/2022 to East West Dive & Salvage Pty Ltd, Port Lincoln; left Port Lincoln 28/12/2022 for Port Adelaide 30/12/2022.” Departed 08/11/2024 for this voyage as above.

SVITZER ROWAN, one of the Fremantle-based harbour tugs left the port 24/10/2024 to temporarily reposition to Barrow Island off the NW WA coast where she has taken up duties handling large gas tanker movements at the Gorgon LNG Offloading facility. It is understood she will remain there whilst resident Svitzer tugs are away in turn for periodic drydocking.

PILBARA NEPTUNE, 2004 built in China (Damen hull), 353 gross, 30.6m loa, registered at Dampier, Australian flag, is operated/ship managed by Westug Pty Ltd, a subsidiary of Engage Marine P/L whilst head owned by Pilbara Harbour Services Pty Ltd, a subsidiary of Rio Tinto Plc, all being based in Perth city. This tug arrived Fremantle 09/10/2024 from Dampier for a major periodic maintenance refit. She initially went to the Kwinana ORAN anchorage then shifted next day 10/10/2024 to the AMC3 berth, Henderson. PILBARA NEPTUNE was then shifted 15/10/2024 to the AMC floating dock where she was taken in, lifted, moved ashore and positioned in a temporary container surrounded enclosure on the extreme southern end of the laydown area. As at end-November she remains ashore in this position still undergoing her refit.

UPDATES:

DRYSDALE, ref 455/p.194, completed her refit ashore at AMC Henderson 27/10/2024 when she was returned to the water via the AMC floating dock and berthed at AMC No.3 wharf. After trials DRYSDALE departed from there 29/10/2024 for Dampier.

BUNBURY, ref 455/p.194, completed the ashore work of her periodic maintenance refit 04/11/2024 when she was returned to the water via the AMC dry dock and also berthed at AMC No.3 wharf. Onboard works continued with trials in Cockburn Sound being made on a number of occasions. On 02/12/2024 she carried out some ship-handling duties at Kwinana and Fremantle then remained at Victoria Quay.

PEDRO 1, ref 455/p.193, the Bhagwan Marine-owned small tug PEDRO 1 returned to Fremantle 25/10/2024 and berthed in Rous Head Harbour. She shifted 07/11/2024 to the Bhagwan jetty in the Jervoise Bay northern harbour. and remained there until departure 20/11/2024 for Dampier.

ATLANTIC SPIRIT, ref 455/pp191/192, regarding the very long stay of this Belize-registered offshore support ship and her numerous moves around the port between berths and anchorages since arrival in early-August. On 07/11/2024 she shifted from the Kwinana ORAN anchorage back to the AMC Henderson No,5 berth, then left there 08/11/2024 and anchored in Gage Roads. ATLANTIC SPIRIT finally ended her 3-month stay at Fremantle upon departure from anchorage 09/11/2024 bound for Batu Ampar anchorage, off Batam Island in Indonesia, where she arrived 20/11/2024 and remains to date.

AMC HENDERSON – BREAKBULK AND HEAVY LIFTERS

KUMANO, 2006 built in Japan, 20,087 gross, 174.43m loa, Panama flag, operated by NYK Bulk & Project Carriers, shipmanaged by Hachiuma Steamship Co Ltd, whom are a NYK subsidiary and head owned by NYK Line, all of Japan, is a hybrid-style multi-purpose cargo carrier fitted with a ro/ro ramp mounted on the starboard side aft. Cargo gear consists of 2 x 30t SWL and 2 x 100t SWL deck cranes and she has container load capacity of 744 teus and can carry up to 436 cars as well as bulk cargoes. KUMANO arrived at Fremantle 07/10/2024 from Changshu, China, via Port Hedland and after a day in Gage Roads

anchorage was berthed at AMC Henderson No.4 wharf 08-12/10/2024. She discharged a variety of breakbulk and container cargoes there then departed in ballast bound for Wakayama, Japan.



ABOVE: KUMANO in calm morning conditions 08/10/2024 when on her way to AMC Henderson. Note the starboard side stern quarter ramp fitted aft. The two blue cranes jibs are a “trademark” of the NYK / Hachiuma operated multi-purpose cargo ships.

PACIFIC ENDEAVOUR, ex *LOTTA AUERBACH* – 2022, ex *MAPLE LOTT* – 2018, ex *BBC MAPLE LOTT* – 2018, ex *THORCO HIGHLANDER* – 2012, ex *PRIDE OF MADRID* – 2011, ex *BELUGA FASCINATION* – 2011, 2007 built in China, 9,611 gross, 138.06m loa, Liberian flag, operated/ship managed by Nordic Hamburg Shipmanagement GmbH, of Hamburg, Germany whilst head owned by Norwegian Marine Services AS, of Solo, Norway. This ship is the latest and as at end of November the last of a succession of port calls to Fremantle by these breakbulk cargo ships chartered to Swire Shipping, of Singapore, hence the PACIFIC-name prefix (ref 455/p187/188 for previous arrivals). PACIFIC ENDEAVOUR arrived Fremantle 19/10/2024 from Benete, Indonesia via Dampier and anchored in Gage Roads. She remained there until 22/10/2024 when shifted to berth at the AMC Henderson No.4 berth to discharge breakbulk cargo. It was only a short stay there leaving next morning 23/10/2024 to shift back to Gage Roads anchorage. PACIFIC ENDEAVOUR’s next move was to North Quay No.11 berth where she was alongside 25-26/10/2024 discharging further cargo then departed for Kobe, Japan via Singapore for bunkers.



ABOVE: Also perfect conditions for the shifting of PACIFIC ENDEAVOUR from AMC Henderson to Gage Roads anchorage, morning of 22/10/2024.

Two contrasting styles of Heavy Load Carriers to recently berth at AMC Henderson have been:

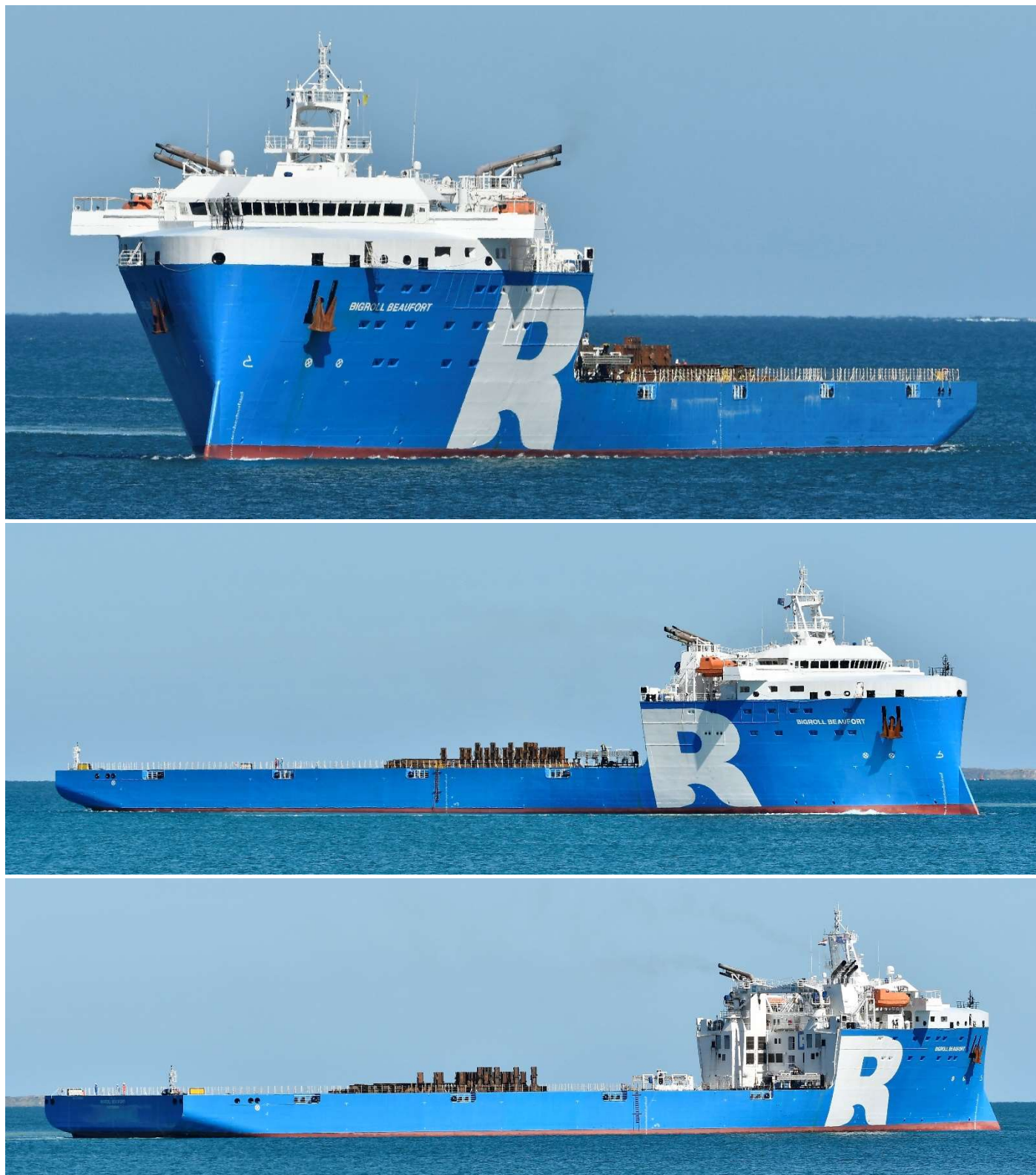
FAIRPLAYER, 2008 built, hull at Galati, Romania, then completed at Gorinchem, The Netherlands, 15,027 gross, 145.04m loa, Netherlands flag, owned by Jumbo Shipping Co SA and shipmanaged by Kahn Scheepvaart BV, both of Schiedam, the Netherlands, is a geared DP2 class, heavy load carrier which has been later modified compared to her three sister ships. These extra features include a large helipad deck mounted forward and above the superstructure block at the bow and to the port side of this block is an additional multi-deck accommodation module. Also of her 2 x 900t SWL capacity revolving mast cranes, the forward one has been fitted with an additional fly jib to increase lifting reach and capabilities. FAIRPLAYER arrived at Fremantle 05/11/2024 and anchored in Gage Roads at the end of a long voyage from Rosyth, UK via Las Palmas and the Cape of Good Hope, with a deck cargo of large Oceaneering company cable reels. She was later alongside at the AMC Henderson No.4 berth, 07-08/11/2024 where a number of these reels were discharged and several sections of equipment modules loaded. FAIRPLAYER then departed for Singapore, Hong Kong and Tianjin, China.



ABOVE: This finer bow-on angle of FAIRPLAYER bound for AMC Henderson 07/11/2024 shows the additional accommodation block mounted on the port side forward, the helideck over the bridge and the fly jib extension to the first heavy lift crane. The deck cargo of cable reels is also clearly visible here.

BIGROLL BEAUFORT, 2017 built in China, 23,134 gross, 173m loa, Netherlands flag, is operated and shipmanaged by RollDock Shipping NV, and head owned by Rolldock NV, both of IJssel, the Netherlands, the second of two large MC-class, gearless heavy module carriers. They feature a 125 metre long and very wide 42.01m beam, completely flush heavy load deck, aft of the forward mounted superstructure. This 5,250 sqm deck is suitable for a range of ro/ro, skid on/off and lift on/off operations and capable of carrying everything from the largest modules to wharf cranes. Overall deck load capacity

is 20 ton/m². The ship has considerable ballasting and dynamic positioning facilities to assist cargo loading/discharge requirements. The ship is ballastable to a depth of 1.5 m below cargo deck level when in harbour only. BIGROLL BEAUFORT is the first of this class to visit Fremantle although the company's smaller ROLLDOCK-class have been seen here in the past. She arrived at Fremantle 27/11/2024 from Singapore and proceeded directly to berth at the AMC Henderson No.4 wharf, port side alongside. The entire aft deck was empty on arrival and ready to load some very large yellow-painted locally constructed framework fabrications. The ship was turned around in her berth to starboard side too on 03/12/2024 to facilitate loading. BIGROLL BEAUFORT was due to depart for Dampier 07/12/2024.



ABOVE: Three views of BIGROLL BEAUFORT approaching AMC Henderson to berth 27/11/2024.

NAVAL SHIP MOVEMENTS AND SHIPYARD UPDATES

AUSTAL SHIPS

Ref 455/p.200 Guardian class PPB-R's:

HMTS TE MATAILI III was delivered 16/10/2024 to the Tuvalu Government Police Force, at Fleet Base West and then returned next day 17/10/2024 to the Austal jetty in Jervoise Bay for further handover requirements. She left there 22/10/2024 to commence her delivery voyage to Darwin and onwards. Tuvalu's original Guardian class patrol boat, HMTS TE MATAILI II (802) was declared beyond economical repair after it, and Vanuatu's, Guardian-class RVS TAKUARE (03), were badly damaged by two cyclones whilst in Port Vila for repairs last year. Unlike TE MATAILI II, RVS TAKUARE was salvageable and is currently being repaired in Cairns before being returned to Vanuatu.

22ND GUARDIAN DELIVERED: Re NRTL AITANA intended for Timor-Leste which had been laid-up ashore at Austal since late- June. This was due to Timor-Leste's Ministry of Defence advising that they were not ready to receive this first of two vessels as their homeport at Port Hera Naval Base, was in a poor condition and awaiting maintenance. Delivery was pushed back several times but as the boat could not be accepted it was switched to being delivered to Fiji instead. Probably as a replacement for the casualty by grounding of their brand-new PPB-R, RFNS PUAMAU, which suffered irreparable damage a few days into her first deployment there and has since been decommissioned. According to media reports a board of inquiry ordered by the RFMF discovered the vessel ran aground due to a number of factors, including negligence. (ref 454/p.164 for photos and report). By the time the hull of intended AITANA was returned to the water at Austal's on 14/10/2024 she had been renamed to **RFNS TIMO** and reregistered at Suva, Fiji, with hull pennant number 403 (PUAMAU was 402). First trials as TIMO commenced 25/10/2024 and at that stage she still had her AITANA bridgeboards in place. By the time of subsequent trials between 4-07/11/2024 these boards had been removed but not yet replaced by TIMO name ones although she has carried the name TIMO on her stern from the start of trials. On 22/11/2024, at a ceremony held at Austal Ships jetty, RFNS TIMO was handed over to the Government of Fiji by the Australian Government as part of the Pacific Maritime Security Programme. TIMO being the 22nd Guardian-class Patrol Boat to be delivered. After the ceremony RFNS TIMO then shifted to HMAS Stirling, FBW. She commenced navy work up trials from there 26/11/2024 and on several subsequent days until departure for sea on 29/11/2024 bound for Darwin and then Cairns.



RFNS TIMO returns to the Austal jetty in Jervoise Bay norther harbour after a day of sea trials 07/11/2024.

Ref 455/p.200 - Evolved Cape class patrol boats (ECCPB)

ADV CAPE SOLANDER carried out work-up trials from Fleet Base West 10/10/2024 and then departed 15/10/2024 for Darwin.

ADV CAPE SCHANCK conducted a second round of day trials from the Austal jetty in the Jervis Bay northern harbour between 03-07/10/2024. On 19/10/2024 CAPE SCHANCK shifted across to HMAS Stirling, Fleet Base West. A delivery ceremony to the Department of Defence was held there 01/11/2024 and CAPE SCHANCK remains alongside there as at late-November. She is the eighth ECCPB class completed by Austal Ships for the RAN/ADF procured through Project Sea 1445 Phase 1. This project commenced in 2020 to build six ECCPBs and then expanded by two vessels in April 2022. Later in February 2024, Defence ordered two more ECCPBs at a cost of \$157.1 million for a total of ten but CAPE SCHANCK is the final ECCPB to be built for the Royal Australian Navy's Patrol Boat Group. The remaining two hulls will instead replace MERCATOR 1 as the RAN's at-sea navigation and seamanship training platform. This vessel was built as SEAHORSE MERCATOR by Tenix Shipbuilding (now BAE) at Henderson in 1998 to a modified first-generation Pacific Class Patrol Boat design, being renamed MERCATOR 1 in 2018 and is based at HMAS Waterhen in Sydney.

ABFC CAPE SORELL, an Austal first-generation Cape-class, 2014 built, 713 gross, 58.1m loa, owned by the Australian Border Force (ABF) arrived Fremantle 08/10/2024 from Darwin via Broome and berthed at the Austal Ships jetty in Jervis bay. She remained there until 11/11/2024 when towed dead ship to the AMC floating dock then lifted and taken ashore into the AMC complex for maintenance.



ABOVE: CAPE SORELL in Woodman Channel on arrival 08/10/2024 bound for Austal Ships yard. In the left background can be seen the RAN Auxiliary oiler Replenishment (AOR), HMAS STALWART at Fleet Base West. She is currently out of service whilst mechanical problems are investigated / rectified.



ABOVE: A trio of Austal built patrol boats, L to R: CAPE SCHANCK, PBAT SENTINEL & CAPE SORELL.

OTHER RECENT NAVY MOVEMENTS**ANZAC CLASS FRIGATE UPDATES** – ref 455/p.201.

HMAS TOOWOOMBA returned to AMC Henderson from HMAS Stirling 21/10/2024 via a cold ship tow and berthed at AMC1 Henderson. next morning she was shifted into the BAE shiplifter and taken ashore for further maintenance. On 04/11/2024, TOOWOOMBA was returned to the water and towed to the Ammunition jetty at HMAS Stirling then later to Fleet Base West and thereafter resumed operations.



ABOVE: HMAS TOOWOOMBA lifted on the BAE shiplifter 22/10/2024 before being moved into BAE yard.

HMAS BALLARAT has finally left AMC Henderson after her circa 18 months major AMCAP/CEFAR refits ashore at BAE and a further period alongside at AMC2 berth. She was towed from there on 22/10/2024 in cold ship mode and taken over to HMAS Stirling FBW where BALLARAT remains reactivating.



ABOVE: A pristine HMAS BALLARAT being towed from AMC Henderson to Fleet Base West 22/10/2024 after more than a year ashore at BAE shipyard undergoing the major mid-life upgrades and maintenance.

HMAS PERTH was cold-ship towed from HMAS Stirling to AMC Henderson 31/10/2024 and positioned into the BAE shiplifter and taken ashore for maintenance where she remains to date.

The decommissioned **ANZAC** remains ashore within the AMC Henderson complex. She is gradually being stripped of reusable equipment and quite recently her forward gun structure was removed.

ADV GUIDANCE, ref 455/p.198, carried out trials from HMAS Stirling on 01 & 04/10/2024 before finally departing 05/10/2024 for sea.

INDIAN NAVY SAILING VESSEL (INSV) VISIT

One of the least noticeable navy ships to recently visit Fremantle was the Indian Navy's diminutive 17-metre-long sailing sloop **INSV TARINI** which berthed in the Fremantle Sailing Club 09/11/2024. She arrived from Goa, India, as part of the first leg of Navika Sagar Parikrama II, a historic dual-handed 40,000km eastbound expedition, circumnavigation of the world. The yacht is manned by two female Indian Navy officers, Lt Cdr Roopa A and Lt Cdr Dilna K.

The voyage has been three years in preparation and has included several other very long-distance voyages with female crews to give maximum exposure and training for this attempt. It will be carried out in 4 legs, the first to Fremantle having taken 38 days, from here the yacht heads to Lyttelton, New Zealand, then the Falkland Islands followed by rounding Cape Horn to South Africa, and back home to India. If successfully completed the two commanders will join only 10 other Indian Navy officers to circumnavigate the world. On several occasions Indian Navy yachts have visited Fremantle during solo circumnavigations some years ago.



ABOVE: A close up of the hull of TARINI arriving 09/11/2024 – see next page for full photo of the sloop.

TARINI was built at the Aquarius Shipyard at Divar, Goa, India and delivered to the Indian Navy in February 2017 and is named after the Hindu, Tara Tarini temple, near Brahmapur city, India. She was built to a stock design by Van de Stadt called Tonga 56 with improvements made gained from previous attempts using the similar INSV MHADEI. The hull is built of wood-core and fibreglass sandwich, has six sails, including mainsail, genoa, stay, downwind and storm sail. The mast, custom built by Southern Spars, is about 25 meters tall. TARINI is capable of sailing in extreme conditions and fully equipped for such a demanding voyage including, satellite communications, Raymarine navigation suite and a

Monitor windvane equipped for emergency steering. However the sloop does not have luxuries such as air conditioning or insulation for the forthcoming freezing conditions to be experienced and only a single bunk bed which is “hot-bunk” shared.



Since built TARINI has already sailed over 35,000 nautical miles on other voyages. During the Fremantle stopover, TARINI underwent checks of all systems and repairs to defects under the supervision of a shore support team from India and restocked with provisions for the next leg. The crew was briefed by the team mentor, Cdr Abhilash Tomy (Retd) on the passage ahead, who also assessed the boat having himself made two solo circumnavigations of the world in similar yachts. A number of Government and cultural meetings and events were also made by the two Lieutenant Commanders whilst here. INSV TARINI remained at Fremantle until departing late-morning 24/11/2024 to continue the voyage southabout Australia, and on to Lyttelton some 3400nm (6300km) away.

LEFT: The 25-metre-high mast towers over the INSV TARINI's hull, on arrival 09/11/2024.

“XUE LONG” RETURNS



ABOVE: XUE LONG about to turn into the inner harbour entrance 13/11/2024 to berth at Victoria Quay.

The Chinese Government Polar Research Institute owned, Antarctic supply and expedition ship **XUE LONG**, launched as *SNOW DRAGON*, 1993 built in Kherson, Russia, 15,352 gross, 166.43m loa, and which underwent a major rebuilding some years ago, arrived off Fremantle, 12/11/2024 from Shanghai via Guangzhou, China. She was subsequently alongside at Victoria Quay E Shed, 13-16/11/2024 and is

on her annual voyage southbound to Antarctica to carry out research and resupply the Chinese Antarctic bases there. XUE LONG has been a regular visitor over the years, sometimes on both southbound and northbound legs. On other occasions the ship has gone through New Zealand, Chile, Mauritius or Hobart instead. The Tasmanian Government recently made a proposal to the Chinese Government to induce both XUE LONG and the newer XUE LONG 2 (which has not yet visited Fremantle) to always use Hobart as their transit and resupply port instead of Fremantle ! However lack of bunkering facilities is a well-known major issue for Hobart. At Fremantle, XUE LONG was resupplied by the recently returned bunkering tanker ABSOLUTE whilst alongside.

BACK IN THE BUNKERING BUSINESS

As mentioned above the resident Fremantle bunkering tanker ABSOLUTE 1 was recently away from the port for about six weeks whilst she underwent a routine drydocking and maintenance in Singapore. During this period Fremantle had no facility to supply bulk bunkers to any ship. ABSOLUTE 1 departed Fremantle 19/09/2024 and arrived at Singapore Raffles anchorage 30/09/2024. She was docked at the ASL Marine shipyard at Jurong from 04/10 to 16/10/2024 then spent several days at anchor until departure 18/10/2024. Whilst drydocked ABSOLUTE lost her “1” name-suffix and was officially renamed back to just ABSOLUTE, her original name. As such ABSOLUTE arrived back at Fremantle 30/10/2024 and later berthed in the inner harbour. The tanker was off-hired and returned to owner’s control whilst away and it took several weeks following redelivery to BP for the tanker to be prepared and returned to service at Fremantle on 13/11/2024. Vessel data - ABSOLUTE, ex *ABSOLUTE 1 – 2024/09*, ex *ABSOLUTE – 2020*, 2019 built in China, 6,087 gross, 114.99m loa, Australian flag, POR Fremantle, owned by Hong Lam Marine Pte Ltd, of Singapore, operated/managed by BP Australia Pty Ltd, of Melbourne, technically managed and crewed by Teekay Shipping Australia, of Sydney.

TWO NEW PILOT BOATS COMMENCE SERVICE

On 03/10/2024 Fremantle Ports christened two new \$7.6 million Berkeley Class pilot vessels built in Geraldton, WA, by Dongara Marine which have “a proven reputation as fast, reliable, comfortable and suitable for local conditions”. Described as “featuring state-of-the-art construction, the vessels will provide the highest degree of safety to our marine pilots and crews.” The vessels will be operated by Fremantle Ports’ Small Craft team who deliver pilots to ships every day of the year, in a range of weather conditions. The boats also have a secondary role undertaking security patrols of port waters. The pilot boats are 19.0 metres in length with a draft of 1.7 metres and a capacity for 2 crew plus 6 passengers. They are each powered by 2 x Scania V8 engines with a cruising speed of 25 knots and top speed of 31 knots. Supporting their security role, the vessels feature colour thermal imaging/night vision camera technology for night-time search and rescue capability. Fremantle Ports’ employees and stakeholders took part in a naming competition and the two vessels were ceremonially launched and blessed as **PARKER** and **KWILENA**. The name PARKER recognises former Fremantle Ports CEO Michael Parker who passed away suddenly earlier this year. He had acknowledged the high-risk nature of marine pilot transfers and was committed to improving safety for all. The name KWILENA is the Noongar word for dolphin reflecting the cultural significance of our waterways to the Whadjuk people.

TANKER REPORT HELD OVER – This review period has once again seen many tankers visiting Fremantle going to the former refinery jetty berths and also the KBB3/4 jetty berths. Unfortunately due to time and space restrictions with this issue the entire TANKER REPORT has had to be held over and will be sent out within the next few weeks as a separate report as part of the new reporting system being trialed.

FEATURE SECTION – 50 YEARS AGO AT FREMANTLE- OCTOBER AND NOVEMBER 1974

ALL PHOTOS BY ROBIN SCOTT – Covering pages 256-260 in this issue



ABOVE: An overcast windy afternoon when the former Cunard liner and by then Russian-owned FEDOR SHALYAPIN departed Fremantle 02/11/1974, having arrived from Singapore earlier that day and was bound for Melbourne.

FEDOR SHALYAPIN, ex *FRANCONIA* – 1973, ex *IVERNIA* - 1962, 1954 built at Clydebank, UK, 21,406 gross, 608'3" loa, service speed 20 knots, 4 x steam turbines geared to twin screws, pax circa 800, owned by the USSR-Far East Shipping Co (FESCO), registered at Vladivostok, having been purchased from Cunard Line Ltd when in lay-up in 1973. At the time of this photo she was under charter to CTC Lines from 1973 to 1975, combining line voyages UK/Australia with local-based cruising. From 1975 to 1976 she was chartered to Shaw Savill Line for cruising from Sydney but this was unsuccessful and the charter was terminated and the ship reverted to CTC charter again resumed her previous line voyage/cruising from Australia operations. For most of this period she worked in company with her sister ship LEONID SOBINOV, ex *CARMANIA* / ex *SAXONIA* also with CTC. The CTC charter for FEDOR SHALYAPIN ended in February 1980 and she was returned to FESCO, several months after LEONID SOBINOV. Both ships were briefly used by the USSR as troop transports but reverted to cruising in the Black Sea and Mediterranean. FEDOR SHALYAPIN was laid-up at Ilchevsk in February 1995 being joined there by LEONID SOBINOV in October 1995. The latter vessel went to ship breakers in India three years later in February 1998. However FEDOR SHALYAPIN would linger in lay-up for nine years until eventually sold in January 2004 to scrap broker intermediaries. They briefly renamed the ship as SALONA before going to the breakers as such at Alang, India, arriving 06/02/2004. (References: "Australian Cruise Ships" by Peter Plowman, and Miramar Ship register.)

BELOCEAN was built in 1968, by A/S Frederiksstad M/V, at Frederikstad, Norway, for Christen Smith Shipping Co., of Oslo, Norway, with registered owners as Belships Co Ltd S/A, under Norwegian flag. The BEL-prefix named bulk carriers of Belships are still occasional visitors to Fremantle carrying the same Christian Smith funnel colours and most with their deep blue hull colours as well (apart from some chartered ships). In 1975, BELOCEAN was sold (transferred) to Swedish partners, Rederi A/B

Dalen (Stove Shipping Ltd) and renamed STOVE OCEAN under the Swedish flag. They only kept her until 1977 when sold to Mediterranean Shipping Enterprises Ltd, of Piraeus, Greece, and renamed MARIA X with Greek flag. For some reason the same owners renamed the ship to MOTHER in 1984 retaining Greek registry until sold the following year in 1985 to the Great Eastern Shipping Co Ltd, of India, owners of the numerous JAG-name prefix ships. However the ship was registered under their British/Gibraltar flag subsidiary, Great Eastern Shipping London Ltd, and renamed GOPALI, with POR as Gibraltar. In 1988 the ship was sold back to Greek owners again, this time to Orion Shipping Co Ltd., of Piraeus, who with a just a few brief paintbrush strokes changed her name to OPAL, with registry at Valletta, Malta. Registered owners became the imaginatively rendered Opal Shipping Ltd. In 1994 the name was changed to OPAL 1 in the run-up for sale to scrap intermediaries known as Kilimandjaro Ltd, (spelt as per Lloyd's Register entry). They had to use a little bit of paint to change the name to SOPAL 1 under St Vincent flag, and as such arrived at Alang, India for demolition 06/12/1994 after a 26-year career.



ABOVE: BELOCEAN is another example of this classic design class of Norwegian-built and Norwegian/Swedish owned bulk carriers seen here departing laden with wheat from Fremantle 24/11/1974 bound for Japan. She had arrived 21/11/1974 from the Persian Gulf and berthed at the North Quay No.9 grain loading facility to load. This photo follows on from other members of the class illustrated in in previous issues including the Swedish, EXPECTATION, ref 455/p.214 and the Norwegian, STOVE TRADITION, ref 453/p.128.

MALMROS MONSOON: Continuing the theme of good-looking Scandinavian ships is the Swedish-owned MALMROS MONSOON, seen in the photo on the next page. She was the second of a trio class of Swedish combination container/breakbulk cargo ships built by O/Y Wartsila, at Turku, Finland which entered service in 1974. MALMROS MONSOON, 21,103 gross, 209.2m loa, 1096 teus, equipped with 1 x40t, 2x20t and 4 x12.5t SWL deck cranes, was owned by Malmros R/A, of Gothenburg, Sweden, whilst the first and third ships named TAMARA and NAGARA respectively for A/B Svenska Ostasiatiska Kompaniet, (Swedish East Asiatic Company) also of Gothenburg (Goteborg), later in 1976 as Brostroms. They operated in the Atlantraffik (Brostroms/Malmros (formerly Trelleborg) service between Australia and east coast USA/Canada and carried their respective owners funnel colours/designs. During the Swedish shipping crisis of the 1970s, Malmros in particular came into large financial difficulties. This led to a restructuring which in 1981 had completely phased out its maritime involvement and so Malmros also liquidated their interests in Atlantraffik. The TAMARA and NAGARA initially adopted the Brostrom company AB-banded funnel colours whilst MALMROS MONSOON took up the Atlantraffik design/colours but changed to Hong Kong registry.



ABOVE: MALMROS MONSOON arriving at Fremantle 14/10/1974, just four months after completion.

In the early-1980's, Sea Containers Inc., Hong Kong, took over the ships renaming TAMARA to TAVARA whilst NAGARA remained as is. These two were repainted with grey hulls but carried the Atlanttrafik funnel colours. In 1984, MALMROS MONSOON was renamed AUSTRALIA with management by Denholm under the Hong Kong flag but in 1986 was purchased by the then emerging Mediterranean Shipping Company (MSC) and renamed GINA S under the Cyprus flag. Between 1990 and 1991 she carried the name WATER GINA when under charter to Dutch operators, Joon Shipping & Trading. Upon return to MSC she was renamed to GINA but without the S-suffix. Then in 1994, MSC began branding their ships with the MSC-prefix making her now MSC GINA. As such she reappeared at Fremantle in February 1996 in MSC service some 22 years after her maiden visit voyage as MALMROS MONSOON. She remained as MSC GINA until 1999 when renamed to MSC FEDERICA presumably to free up the GINA name for another ship. In 2003/2004, MSC FEDERICA once again returned to Fremantle making a number of calls here under this name for MSC. In 2006 registry was changed to Panama but the ship remained with MSC until the end in December 2009 when after a remarkable 35 years of service MSC FEDERICA was sold to the shipbreakers at Alang, India, where she was beached for scrapping. She was also by then the last of the trio in existence, by one year.

For TAMARA/TAVARA, she was sold in 1986 to Greek owners, Universal Glow Inc., and renamed SEAGULL under the Bahamas flag. The ship only lasted as such for several years before being snapped up by MSC as well and renamed in turn RAFAELA S in 1988, MSC RAFAELA S in 1994 and then MSC TERESA in 1996. She would also return to Fremantle in 2003/2004 under this name and remained with MSC until sold for scrapping, again at Alang, in November 2008, one year before MSC FEDERICA after 34 years' work.

Meanwhile the third of the trio NAGARA went off on a completely different tangent, being sold in 1996 by Brostroms to Hong Kong Islands Shipping Co, of Hong Kong and renamed BURLING ISLAND under Panama flag. In 1989 they sold her to Shanghai Ocean Shipping Co (COSCO SHANGHAI), of Shanghai and was renamed TA HE under the PRC (Chinese) flag. A further change came in 1994 when sold (?) to Fairweather Steamship Co Ltd, of Hong Kong, with Eradoria Shipping Co SA, as registered owners and changed to Panama flag but retained the TA HE name. This ship was eventually broken up as such in China in October 1998, after just 24 years' service, the shortest career of this impressive trio.



ABOVE: The Greek built, owned and flagged cargo ship OKEANIS arriving at Fremantle 06/10/1974 from India and was in port until 10/10/1974 when departed for Melbourne. A close look at the long swinging derrick attached to the foremast shows that it is badly damaged being bent and cracked and roped to the midship mast structure. Also for a then only 18-month-old ship her hull paintwork is certainly already in poor condition throughout. OKEANIS made a further Fremantle visit in May 1975.

OKEANIS, 1973 built at Eleusis Shipyards, at Eleusis, Greece, for International Merchant Corporation, a company owned by London-based Greeks, Andreadis (UK) Ltd, Greek flag , 3,717 gross, 107.5m loa, 2 holds/hatches, 155 teus, multi-purpose cargo ship, She remained with the Greeks for 14 years until sold in 1987 to Bangladeshi owners, Blue Oceans Line Ltd, and renamed BLUE OCEAN 1, registered at Chittagong. In 1989 the name was shortened to just BLUE OCEAN without ownership change. In 1996 the ship was sold to Silverstar Marine Ltd and renamed by removing the word BLUE and repainting the old 1 numeral to make OCEAN 1, registered at Kingstown under the St. Vincent flag. She remained as such until sold to Bangladeshi shipbreakers at Chittagong in April 2001, after a 28-year career.



ABOVE: The also Greek flag bulk carrier AURORA II departs Fremantle in overcast conditions 23/11/1974 after topping-up her grain cargo at North Quay No.9 berth, having previously part loaded at Geraldton. She had arrived at Fremantle the previous day. SEE SHIP'S DATA NEXT PAGE.

AURORA II, 1968 built by Mitsui Zosen, Japan, to their “Concord” standard design with prominent bipod masts, 15,353 gross, 176.6m loa, registered at Piraeus, to Sotiras Cia. Mar. S.A, a subsidiary of Phoenix Maritime Agencies Inc, of New York, USA. They only kept her until 1976 when sold to China Ocean Shipping Co (COSCO QINGDAO), of Qingdao, China, and renamed ZHI HAI. As such she would later return to Fremantle several times under this name. Like many Chinese owned ships there is no known fate for ZHI HAI, being deleted from Lloyds Register in 2011 as “existence in doubt”.

STRAAT LUZON, 1958 built at Schiedam, The Netherlands, as *VAN SPILBERGEN*, originally 5,921 gross and 127.8m loa, lengthened in 1967 for container carriage to 145.8m loa and 6,883 gross, fitted with 1 x 8t SWL extra deck crane, and renamed to STRAAT LUZON, Dutch flag, registered at Amsterdam. She was owned throughout by various renditions of what is better known as Royal InterOcean Lines (RIL), of The Netherlands – namely from 1958 to 1970 as NV Koninklijke Paketvaart Mij (KPM), then 1970 to 1973 as KPM-Lijnen NV, 1973-1977 as Koninklijke Java-China-Paketvaart Lijnen NV, and finally 1977-1978 as KJCPL Lijnen BV. STRAAT LUZON was then sold in 1978 to the well-known Pacific International Lines Pte Ltd, (PIL) of Singapore, who purchased a large number of former Dutch cargo ships, particularly the STRAAT’s in the mid to late-1970’s. STRAAT LUZON was renamed KOTA RAJA and remained with PIL until August 1983 when sold to Taiwanese shipbreakers at Kaohsiung after a 25-year career.



ABOVE: STRAAT LUZON in her lengthened form when departing Fremantle 09/10/1974 after only a short stay alongside having arrived earlier that same day from Adelaide and was bound for Bombay.



ABOVE: For comparison a view of STRAAT LUZON under her original name of VAN SPILBERGEN and balanced profile prior to lengthening, is seen arriving at Lyttelton, New Zealand in the mid-1960’s.