

# **WORLD SHIP SOCIETY**

## **FREMANTLE BRANCH MAGAZINE**

### **Volume 42 No.9 Issue 442**

### **October 2022**



ABOVE: An early-morning photo in perfect conditions of the bulk carrier MILAU BULKER about to berth at the Alcoa Jetty No.1, Kwinana, as seen from Challenger Beach, 10/09/2022. She carries the highly distinctive red hull and red/white funnel colours/lettering of the well known and historic, J. Lauritzen company of Hellerup, Denmark. Lauritzen can trace their origins back to 1884 when founded by by Ditlev Lauritzen at the age of 24 when he started the company in his father's name in Esbjerg, Denmark. MILAU BULKER is also a rare example these days of a ship which is wholly owned, operated and ship managed by just one company, in this case, Lauritzen Bulkcarriers A/S. She is also Danish (DIS) flagged with port of registry as Hellerup, just to complete the picture. MILAU BULKER was built in Japan in 2012, 23,950 gross, 184.75m loa, 5 holds/hatches, 4 x 30t SWL deck cranes, a Naikai 38OHCC standard design bulkcar, featuring the sharp "can-opener" style bulbous bow design visible. She arrived at Fremantle 31/08/2022 in ballast from Tanjung Perak, Indonesia, and anchored in Gage Roads to await her load berth availability. MILAU BULKER was alongside the Alcoa jetty loading bulk alumina, 10-16/09/2022, a process prolonged by very bad weather, with her cargo being bound for Samalaju, Malaysia. She is one of a number of BULKER-suffix named, owned/chartered bulk carriers in Lauritzen colours which have visited Fremantle recently. (This impressive photo by Robin Scott, of Rockingham.)

*This is the official 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. Contents are copyright.*

Fremantle Ports' Maritime Day is Saturday 29 October 2022

# Maritime Day 2022

**Maritime Day is back!**  
**Come down to Fremantle Passenger Terminal and enjoy more than 90 displays!**

**Come down to Fremantle Passenger Terminal**

- ✦ Board a tug or emergency response vessel
- ✦ Free harbour rides
- ✦ Border Force display
- ✦ Royal Australian Navy interactive displays
- ✦ Kids! Dress up as a mermaid, pirate or fish and join our dress-up parade
- ✦ Free entertainment- music, pirates, mermaids, train rides, face painting, art
- ✦ Visit the WA Maritime Museum (by donation)
- ✦ Historic and modern photography display
- ✦ Dutch Australian Foundation - Wooden Boat Parade
- ✦ Musical entertainment and more!
- ✦ St Patrick's Vintage Fashion Show

Celebrate the maritime industry in our working port. Learn about exciting careers and maritime education opportunities

**Fremantle Passenger Terminal**  
**Saturday 29 October**  
**10am - 4pm**

Enjoy an action-packed day with friends and family!  
**FREE ENTRY**




WSS FREMANTLE BRANCH DISPLAY – Once again the WSS Fremantle Branch will have a display booth at the Maritime Day to promote further awareness of the Society and encourage new membership. Volunteers are required to help set-up the display and assist in the booth during the day. If willing and able to help out, please contact Bruce Farrington on mobile: 0418 265 855. Your contribution to further the Branch in this way would be greatly appreciated.



## FREMANTLE BRANCH NOTES

Chairman	Chris Keys	0417 989066 (email: captkeys@iinet.net.au)
Vice Chairman:	Denis Dewar	0400 054424 (email: capden@hotmail.com)
Treasurer:	Dominic Papaluca	0428 214505
Secretary:	Barry Shaw	0401 264393
Editor:	Chris Gee	Contact by email only: cadrgree@gmail.com

Committee: Arthur Robinson, Clarry Cole, Wayne Walker, Rhod Jones, Terry Salomons.

**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.**

**Due to the unavailability of our usual meeting venue at the Leeuwin Sail Training office because of B Shed wharf repairs, the October, World Ship Society meeting, on Wednesday 5th October 2022 will be held at a new interim venue:-**

**THE NAVY CLUB FREMANTLE, 2/3, 64 High Street, Fremantle.**

**At the revised time: 6 pm for a 6.30pm start.**

**Our Chairman, Captain Chris Keys, will provide a talk about when he was working with Stateships.**

**There is ramp access at the front and a lift to level 3 which is the small meeting room. Parking will have to be on the surrounding streets or in council parking areas and is ALL paid parking so please ensure your purchase a ticket accordingly and display on your dashboard.**

**We look forward to seeing you again.**

**The Branch are committed to maintain regular meetings on the first Wednesday of each month continuing and these will be held at the Navy Club in Fremantle whilst the committee keep in contact with the Leeuwin Sail Training Association about the expected completion of rectifications to the B Shed wharf and their office.**

### FEEDBACK TO LAST MONTH'S ISSUE:

**- Our former Chairman, Geoff Howard who commented:**

I was quite pleased to see in September's issue of WSS Magazine, three ships I was involved with. Firstly, I sailed in AUSTRALIAN EXPORTER on her last voyage as R/O in Oct 1990 from Port Botany to Melbourne, Port Adelaide, then Manila, Hong Kong and Taiwan, returning to Hong Kong where the ship paid off. Next, on the visit of HMS BULWARK, I met two Petty Officers from her in the Fremantle Seamen's Mission - Chain Locker Club and was invited aboard BULWARK as a visitor. At the same time I was serving on KOOJARRA also pictured. Possibly you may decide this info may be of sufficient interest for inclusion in the next issue of our WSS Magazine. Kind regards, Geoff Howard.

**- From Branch Member, Captain Richard Ireland, who advised:**

Info about the photo of CHARON and GORGON together. I joined CHARON in Singapore on 1st Nov. 1961 and dry-docked, sailing on the 20th and we arrived in Fremantle on the 26th, a day early to find GORGON, which for unremembered reasons had been delayed. It was most unusual for the two ships to be together. The 2nd Mate and I would work out the schedule several months ahead allowing for the tides in the NW ports. We prided ourselves in always being on time even being slightly early sometimes. I believe that we had a better record than GORGON. They wouldn't admit it! It was this time that I took the photo of GORGON sailing which you have used before and I also took the photo of the two ships together. My copy is identical to the one that you printed last month. I made several copies to give to people so that is probably how it got passed around. Cheers, Richard.

**50 YEARS AGO AT FREMANTLE - SEPTEMBER 1972**  
**ALL PHOTOS BY ROBIN SCOTT**



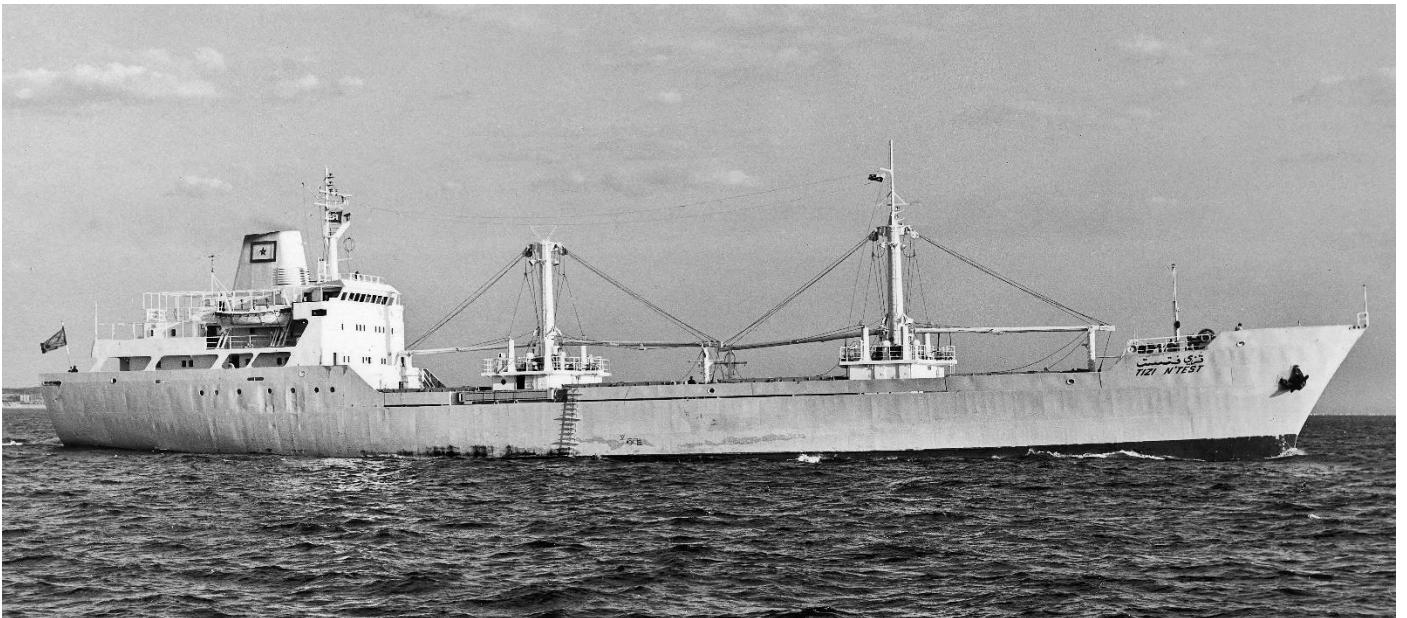
ABOVE: The seven-month-old, multi-purpose cargo ship DON REYNALDO, arriving at Fremantle 02/09/1972. She was berthed at North Quay No.7 loading scrap metal until departure 07/09/1972 for Singapore. DON REYNALDO had been built in Kochi, Japan, being completed in February 1972, 3,729 gross, 104.9m loa, 2 holds/hatches, derricks 1x20t, 1x15t, 2x 10t SWL, Liberian flag, with registered owners as Pacific Navigators Corp., and management by Litonjua Shipping Co Inc., of Manila, the Philippines. DON REYNALDO was destined to carry this name for just a few months as before the end of 1972 the ship was renamed GUARDIAN by the same managers. Her registered owners became Guardian Navigation Corp, but still under the Liberian flag. The next change came in 1977 when her managers Litonjua, decided once again to rename the ship, this time to DINDO, with registered owners as Marformentos Armadora SA, with flag changing to Panama. She remained as such until a sale in 1981 to Seven Brothers Shipping Corp, also of Manila, The Philippines, and given the rather grand name of SEVEN SUPERPOWER, under the Philippine flag. She would carry this name then for a further 13 years until the ship was wrecked at Banguit Point, NW of Luzon, The Philippines, on 21/10/1994 during typhoon 'Teresa' after 20 years' service.



ABOVE: The Editor needed no excuse to include a photo of another of the very fine SD14 class of general cargo ships, often described as "The last great British shipbuilding success story" but rare visitors to Fremantle. This one is DUNELMIA seen departing Fremantle 28/09/1972 fully laden. It was probably just a bunkering call having previously loaded at Bunbury, WA, then arrived Fremantle 27/09/1972 for an overnight visit. DUNELMIA was built by Austin & Pickersgill Ltd, at their Southwick Shipyard, Sunderland, UK, being completed in March 1971 for the Metcalfe Shipping



Co Ltd, of Hartlepool, UK with management by Metcalfe, Son & Co. She was 9,177 gross, 141m loa, 5 holds/hatches, derricks 1x60t, 1x30t, 10x10t SWL, British flag, registered as Hartlepool. DUNELMIA was the first SD14 to have a second mast instead of 2 king posts between No.3 and 4 hatches. A 30t derrick was on the first mast to serve No.2 hatch and the 60t derrick, then the heaviest fitted so far to an SD14, was on the second mast to serve No.4 hatch. In 1976, Metcalfe sold the ship to fellow Hartlepool owners, the West Hartlepool Steam Navigation Co Ltd, who renamed her ARDENHALL, retaining British registry. They kept her till 1981 when sold to SL Sethia Liners Ltd, of London, UK, and renamed MOOLCHAND but changed to Panama flag with registered owners as Cross Point Steamship Corporation, of Liberia. In 1987 managers were changed to Nerofleet Ltd, also of London. Then in 1989 she was renamed MASCHO STAR by Nerofleet, with registered owners as Marsay Shipping Corp, Liberia, but retaining Panama flag. They kept her until 1992 when she became even more multi-national having been sold to Delta One International, of Dubai, UAE, with management by Alva Corporation, of London, UK, and registered owners being Hasreen Maritime Ltd., of Limassol, Cyprus, whilst registry was changed to the St. Vincent & Grenadines flag ! The ship was renamed DELTA but within the same year was changed to DELTA II. On 02/06/1993 she sustained heavy weather damage whilst on a voyage from Jubail to Madras with a cargo of sulphur with water entering the engine room. DELTA II anchored off Bombay 07/06/1973 and pumps were taken onboard to dewater the ship. After cargo discharge there, she was sold to local shipbreakers and beached at Bombay with demolition beginning 22/09/1993 but not completed until 31/03/1994. A trading career of 22 years was certainly proof of the suitability of this class for the remaining general cargo trades despite the dominance of containerisation. As a footnote her original owners, Metcalfe, would have a second and very similar SD14 built by A&P in 1977 which they also named DUNELMIA. The only major difference in their designs being the forward mast was larger and strengthened to carry a 100t SWL derrick, which became the largest ever fitted to an SD14. In 1979, the Metcalfe company was taken over by Houlder Brothers Ltd, London, (part of the Furness Withy & Co P/L group), and DUNELMIA was purchased by them but shortly after in 1980 she was sold to Singapore owners. This ship would be renamed a further 4 times passing between Singapore, Hong Kong & Thailand owners until scrapped in Thailand in 2002 after a very creditable 25 years' service, mainly in the Far East trades. (The definitive book on SD14's titled 'SD14-The Full Story' by John Lingwood (Ships in Focus publication) was heavily referenced in this article).



ABOVE: The smart-looking, Moroccan owned/flagged refrigerated cargo ship (reefer), TIZI N'TEST makes a late afternoon departure 27/09/1972. She had been berthed at Victoria Quay A Shed since arrival the day before during a voyage from Broome, WA, to Melbourne. With port of registry as Casablanca, it was indeed a rare sight to see a Moroccan flag ship at Fremantle. TIZI N'TEST was built in Solvesborg, Sweden, the third of 3 x TIZI-name prefix sister-ships for owners, Compagnie Marocaine de Navigation (COMANOV), being completed just five months earlier in April 1972, 1,999 gross, 98.94m loa, 4 holds/7 hatches, derricks 4x5t SWL, with an ice strengthened hull and like most reefers had a higher than usual service speed of 16.5 knots. TIZI N'TEST stayed under Moroccan ownership until sold in 1986 to Maragent A.G., of Lugano, Switzerland, and renamed FRIO MAR with registered owners as Lyssamar SA, under Panama registry. In 1992 she was renamed BLUE ICE with registered owners becoming Transatlantica Frigorifica SA, but remaining within the Maragent fleet. A further change of registered owners occurred in 1996 to Mirage

Consultants Ltd retaining same name and flag. Shortly afterwards though she went to Norwegian owners in 1997 and was renamed BRANDAL VIKING being briefly registered under the French flag to Alpine Development Ltd., until in 1998 changing to Norwegian flag under ownership of Brandal Viking A/S. This didn't last for long though as in 1999 the ship was sold again and renamed ICE TULIP, with registered owners as Palmer Maritime Ltd, being registered at Belize City, under the Belize flag. (Belize is a Caribbean country on the north-eastern coast of Central America which borders Mexico to the north and Guatemala to the west and south.) After this the ship's career becomes somewhat hazy and by 2003/2004 Lloyd's Register had removed her owner's name which was left as blank. The ultimate fate of ICE TULIP is unknown but she was deleted from Lloyd's Register in September 2011 as "existence in doubt".

As reported last issue, back in the early-1970's the then afternoon Perth newspaper, The Daily News, carried a regular shipping column called "QUAY NOTES by Brian Menagh". This ship was reported in a small article on 27/09/1972, titled "TIZI N'TEST, CASABLANCA as follows: "This is the off-season for Moroccan and Spanish fruit – so the 15-ship Moroccan merchant navy must travel far and wide looking for cargoes. That's why the Morocco flag (a green star on a red field) flew this week from the freighter TIZI N'TEST at Victoria Quay. Newest ship in Morocco's fleet she is here to load frozen meat for east coast North American ports. The TIZI N'TEST is named after a peak in the Atlas Mountains, in Morocco, and after her voyage to America ends, she goes back to Spain and North Africa to load fruit again. Master of the ship is a Frenchman, Roger Deliguere, most of her crewmen are Moroccans."

### **ANOTHER 50 YEARS AGO - DAILY NEWS ARTICLE by Brian Menagh dated 28/09/1972**

#### **Titled "FRUSTRATING DAYS FOR SHIP AND SKIPPER"**

Home for both Captain Sigurd Boe and his ship, the POLAR REEFER, is the same place, Alesund, in western-most Norway, not far south of the Arctic Circle. Ship and master are at Fremantle today, at the end of the longest voyage either has ever experienced. They came from industrial Du Pont, Washington State, with a cargo of explosives for New Zealand, eastern Australian ports and Fremantle. Now, with the last of the cargo discharged, their future movements are undecided. For the past week they have been waiting for orders to tell them the next move. For Captain Boe, and his crew of 10 these are frustrating days. His company ships are strangers to the Pacific and Indian Oceans. The captain says that apart from Alesund "the Atlantic - from 70 north to 70 south is our home. When he joined the Karlsen fleet of small ships 40 years ago, business was mostly in the seal trade. Then the fleet switched to carrying meat, fish and fruit from Newfoundland to Europe, or to southernmost east coast United States ports.

Of the POLAR REEFER he says: "She is the gamest little ship" – and goes on to tell how two years ago she was bashed against a wharf and sunk at a St Lawrence River wharf. When she was raised, the POLAR REEFER was towed back to Norway for repairs. About four months ago, when he was on vacation in Alesund with his wife and daughter, Captain Boe was recalled as master of POLAR REEFER. He was flown out to Washington, where the ship was loading her new type of cargo. She arrived at Woodman Point jetty 10 days ago to discharge the last of that cargo. Now both ship and master wait to put to sea again – for who knows where ? (Brian Menagh, with several small corrections by The Editor).



ABOVE: The Editor's school boy days wharf side photo of POLAR REEFER at Victoria Quay B Shed, 20/09/1972.



POLAR REEFER, , 498 gross, 66.6m loa, Norwegian flag, refrigerated cargo ship, 1 hold/2 hatches, derricks 2x5t, 4x3t SWL, ice strengthened hull, 1955 built in West Germany as KARE for Swedish owners, Emanuel Hogberg, of Stockholm, with registered owners as Rederi A/B Saturnus; sold in 1965 to I/S Lard Rej Johansen & Knut A. Knutsen, of Oslo, Norway , and renamed JOREEFER; sold again in 1971 to Martin Karlsen A/S, of Alesund, Norway and renamed POLAR REEFER. Her Scandinavian days ended in 1977 when sold to Qatari owners registered as Hay Salah Fatha and renamed YOUSIF with Doha as port of registry. In 1984, owners became Gulf Food Stuffs, Refrigeration and Trading Co, but retained same name and registry. Ownership changed again in 1990 to Misnad Bin Saad Al-Misnad, still as YOUSIF and Doha registered. Some 10 years later in 2000 the ship was renamed AL-YOUSIF 1 for unknown Qatari owners but did not last long as such, as she arrived at Gadani Beach, on 11/09/2000 for scrapping after a remarkable 45 years' service – I wonder what Captain Boe would think of that if he knew how long his little ship had lasted ?!! (Editor's note: It would appear that at the time of the referenced St Lawrence River incident and sinking that the ship was named JOREEFER and then probably re-entered service after repairs/purchase as POLAR REEFER.

The Editor's, Fremantle shipping movement records show POLAR REEFER arrived at Fremantle 13/09/1972 from the USA via Port Alma (Queensland). She would have discharged at the Woodman Point explosives jetty, then shifted to the inner harbour probably for bunkers and stores and some days later went out to Gage Roads anchorage to continue awaiting orders. POLAR REEFER eventually departed 06/10/1972 with next port listed as Sydney.

The Editor welcomes any contributions of additional photos of POLAR REEFER under any of her career names.

## BACK IN TIME



ABOVE: A calm weather day view of PORT VINDEK berthed at Victoria Quay A Shed in 1967 (photo by Geoff Atterton). This refrigerated cargo ship was laid down for Port Line Ltd, London, at the yard of Swan, Hunter & Wigham Richardson Ltd, at Newcastle, UK, in 1943. She was intended to be named PORT SYDNEY but whilst being built was taken over by the Admiralty and commissioned as an aircraft carrier, HMS VINDEK on 15/11/1943 for WWII service. Following the end of the war the ship was repurchased by Port Line and returned to the builders' yard for conversion into a refrigerated cargo liner, being delivered as PORT VINDEK on 01/06/1949. She was named as such in deference to the distinguished wartime service of HMS VINDEK and was the only Port Line vessel not to be named after a port or location in Australia, Canada or New Zealand. PORT VINDEK was registered at London, 10,489 gross, 532'11" (159.7m) loa, 6 holds/ 6 hatches, derricks 1x60t, 2x15t, 6x10t, 8x7t SWL and 1 crane of 3t SWL. Service speed was 16 knots and she had accommodation for 12 passengers. This ship would spend her entire commercial career with Port Line until sold for scrapping in 1971 at Kaohsiung, Taiwan, where she arrived 23/08/1971 after 22 years' service as a cargo ship. (Ref: "The Tyser Legacy" by Ian Farquhar.) Also visible in the photo, ahead of PORT VINDEK is the Fremantle Port Authority pilot boat LADY GAIRDNER, whilst astern can be seen the stern of the Stateship, KANGAROO.

## NAVAL EVENTS

### OLD SUBMARINE BROUGHT BACK TO FREMANTLE FOR SCRAPPING

On 27/09/2022, the Dutch-owned, semi-submersible, heavy load carrier ROLLDOCK SUN arrived at Fremantle from the Long Island Point anchorage area near Western Port, Victoria, and anchored in Gage Roads for a few hours before being taken to berth at the AMC#4 wharf at Henderson. This ship is multi-functional being capable of handling cargoes in various ways. The lift-on/lift off (lo/lo) method uses her 2 x 350t SWL deck cranes mounted on the port side of the ship. She is also semi-submersible with a fold down stern door allowing full width access into the box-shaped dock of the ship for float in/float out (flo/flo) cargoes with the dock capable of being submerged to up to 12.5 metres in depth. Also the stern door can be positioned as a ramp for roll on/roll off (ro/ro) cargoes. ROLLDOCK SUN is no stranger to Fremantle having called here many times in the past particularly in 2015/2016 when conveying constructions to new developments in the WA North-West Shelf/Barrow Island areas.

On her latest visit though her one item of cargo was very different. Stowed against the inner starboard side of the ship's dock hull was the former Royal Australian Navy's, long-decommissioned Oberon class submarine OTAMA in an externally heavily rusted condition. OTAMA was the last of her class to be decommissioned from the RAN back on 15 December 2000, whilst based at Fleet Base West, HMAS Stirling. ROLLDOCK SUN had loaded the submarine in Victorian waters by the flo/flo method in a controversial operation apparently organised between Parks Victoria and the Australian Defence Department after OTAMA had been laying to a mooring off Crib Point deteriorating for over 20 years. It was reported that OTAMA was still owned by the Western Port Oberon Association/Victorian Maritime Centre who have been unsuccessfully trying for all that time to preserve the submarine ashore at the Centre. However this never eventuated due to funding issues and lack of building permits. OTAMA was therefore, in a reportedly forced removal, loaded and shipped to Fremantle to be taken ashore at the AMC Henderson for scrapping by Birdon, who were reportedly the ROLLDOCK SUN's charterers. Birdon are also currently scrapping the former fleet oiler HMAS SIRIUS at the AMC complex.

ROLLDOCK SUN was berthed port side too at the AMC4 berth with her stern almost in line with the AMC's own floating dock berth. In a day long operation on 29/09/2022, ROLLDOCK SUN flooded her dock area and was ballasted down sufficiently to enable the submarine to be refloated for removal through the lowered stern door. At the same time the AMC's floating dock was also ballasted down to a depth to receive the submarine. The removal task took some hours with the submarine first being winched/towed partially out of the ROLLDOCK SUN's dock, then lines were run across the short distance from the AMC dock to the submarine to enable her to be winched directly into the floating dock. Once the submarine was clear of the ROLLDOCK SUN, two small assist tugs, TOTAL FORCE and SEAHORSE PARMA, also took lines to help control the submarine but were instructed to stay clear of the hull as it was in a fragile condition. Once OTAMA was positioned within the AMC floating dock, the dock was deballasted and OTAMA was lifted dry and then moved by multi-wheel low loader trailers to a position within the AMC yard on the western side of the facility to await scrapping. ROLLDOCK SUN was subsequently deballasted and readied for sea, leaving the berth on 30/09/2022 to proceed to the Kwinana ORAN anchorage to apparently await orders where she remained in early-October.

ROLLDOCK SUN was the first of three sister ships built in Surat, India, for Rolldock Shipping BV, the Netherlands, being completed in 2010, 12,802 gross, 140.64m loa, 832 teus, Netherlands flag.

HMAS OTAMA (62), was built by Scotts Shipbuilding & Engineering Co., in Scotland being laid down on 25 May 1973, launched 03 December 1975, commissioned on 27 April 1978, and arrived at HMAS Platypus in Sydney on 15 December 1978 as the last of the six Oberon class submarines for the RAN. OTAMA also received a special electronic surveillance fit out. Her name was a North Queensland Aboriginal word meaning dolphin, which was a break in RAN submarine naming tradition. Data for OTAMA was: Displacement 1,610t standard, 2030t surfaced, 2,410t submerged, 90m loa, 8.1m beam, 5.5m draft. Propulsion: 2 x Admiralty Standard Range supercharged V16 diesel generators, 2 x English Electric motors, 3,500 bhp, 4,500 shp, 2 shafts. Speed 12 knots surfaced, 17 knots submerged, 11 knots at snorkel depth. Range 9,000 nautical miles at 12 knots. Test depth 200 metres. Complement: 8 officers, 56-60 sailors.





ABOVE & BELOW: Three views of ROLLDOCK SUN in Woodman Channel on her way to berth at the Australian Marine Complex at Henderson. Just visible is the sail of the submarine OTAMA stowed in her well deck, 27/09/2022.



ABOVE: ROLLDOCK SUN in her fully ballasted down mode to permit OTAMA to be floated out through the stern door. BELOW: OTAMA is almost clear of the ROLLDOCK SUN's stern door and about to enter the AMC floating dock at left. In the background can be seen the former HMAS SIRIUS being scrapped at the AMC#6 berth. Both photos 29/09/2022.



The online-encyclopedia Wikipedia records OTAMA's post decommissioning era as follows, with some edits:

"OTAMA paid off on 15 December 2000, problems with the introduction of the Collins-class submarines kept OTAMA and sister boat ONSLOW in service for several years beyond their planned decommissioning date. OTAMA was the last Australian Oberon to leave RAN service.

The submarine was sold in 2001 to the Western Port Oberon Association, a community group intending to preserve her as a museum vessel and building the Victorian Maritime Centre in Hastings, Victoria. The association beat 32 other tenders for the disposal of OTAMA and received a \$500,000 "Centenary of Federation" grant from the Federal Government to fund the purchase and relocation. The grant included the \$50,000 purchase price of the submarine, plus \$300,000 to relocate OTAMA from Fremantle to Hastings, Western Port, Victoria, with the balance to be used in bringing the boat ashore once a suitable venue was built. OTAMA arrived in Western Port (off Crib Point jetty) in 2002, where she was moored while waiting for the approval and development of the museum.

By late 2008, plans for three separate locations for the Victorian Maritime Centre – Hastings, Crib Point, and Stony Point – had all been rejected by the Department of Sustainability and Environment. As the Western Port Oberon Association could no longer afford to maintain the submarine while waiting for a favourable decision, OTAMA was listed on eBay for sale in November 2008. Although no bids were placed by the time the online auction closed in late December, the association received several expressions of interest: including from the St Kilda Marina, Frankston City Council, and one purporting to be a tourism operator but believed by the Western Port Oberon Association to be wanting to restore the submarine for drug smuggling (which was referred to the Australian Federal Police and the Australian Security Intelligence Organisation). No sale was made, and the submarine remained in the possession of the association.

In early 2010, OTAMA's interior was used to represent a Russian submarine for the short film - Deeper Than Yesterday. The 20-minute film won awards at the 2010 Australian Film Institute Awards, the 2010 Leeds International Film Festival, and the 2011 Sundance Film Festival.

In-principle approval to build the Victorian Maritime Centre was given by Victorian environmental minister Ryan Smith in March 2013. The association submitted plans in June for a 2.5-hectare (6.2-acre) site on the seawall of the Western Port Marina at Hastings, to be built on reclaimed land. The proposed site was on the outer edge of the existing seawall, with OTAMA enclosed in a semi-recessed concrete pit designed to support the main internal deck at ground level, located between the seawall and the planned site of the maritime centre. As of February 2015, design work had been completed but the association was awaiting the approval of a planning permit.

In January 2016 it was announced that new mooring cables worth \$50,000 were needed if the vessel was to withstand winter storms. By May 2016 difficulties in raising the funds led to the Western Port Oberon Association looking into selling the submarine for scrap if necessary. Pledges of more than \$10,000 were received by the end of May. The following month the moorings were repaired by Patrick Ports Hastings after being contracted by Parks Victoria.

In June 2021 the ship listed and was in danger of capsizing requiring a leaking ballast tank to be patched up and return the submarine to an even keel.

In September 2022 a decision was made to scrap OTAMA with Parks Victoria moving to remove the vessel despite the previous efforts to preserve the vessel and its heritage value. Appeals to save the vessel to Defence Minister Richard Marles had not received a response. Specialists started preparing her to be taken away to be scrapped. This was against the wishes of the owners who had been trying to preserve the vessel as a historical artifact, with the overall cost of scrapping her far exceeding the cost of relocating the vessel to land where it could be preserved."

(E & OE)

Further to above the Editor adds:



The successful tenderer for the towage of the decommissioned OTAMA from Fremantle to Victoria was the Fremantle-based towage and salvage company, Southern Ocean Maritime. This company's former oil rig tender SOUTHERN SALVOR, 1968 built/499 gross, was assigned the task of towing the submarine away. SOUTHERN SALVOR arrived at HMAS Stirling 14/04/2002 to commence connecting up to the submarine. Departure was expected on 16/04/2002 but was delayed due to bad weather at the time. Tug and tow departed from HMAS Stirling at 0940hrs, 17/04/2002 with the Total Marine small tug SACRAMENTO assisting their passage through the Parmelia and Success Channels to sea. (ref. 227/May 2002 - pp 584/585 with photo of tug and tow). Tug and tow arrived in Western Port Bay on 29/04/2002 with OTAMA left at anchor off Cowes. It is therefore quite ironic that some 20 years and 5 months later that OTAMA should be shipped back to Fremantle to be scrapped.



ABOVE: A fine view of OTAMA being shifted out of the dock of the submerged ROLLDOCK SUN (at right) into the AMC floating dock. This photo appeared on the Facebook page of EDGE 247 Recovery & Salvage, but who the photographer was is not mentioned so it is reproduced here with due credit and acknowledgements to all parties concerned.



ABOVE: OTAMA looking rather forlorn positioned in what is probably her final resting place near the western side breakwater within the AMC Henderson yard, 01/10/2022.

### AUSTAL EVOLVED-CAPE CLASS PATROL BOATS FOR THE RAN UPDATES

Ref 441/p.165, the second of this class to be completed ADV CAPE PERON (315), which had been at HMAS Stirling since 11/08/2022, departed from there 27/09/2022 for Darwin where she was due to arrive 02/10/2022.

Ref 439/pp. 134-135, the third of this class, ADV CAPE NATURALISTE (316) carried out sea trials daily 07 to 09/09/2022 and again on 15/09/2022. Since then she has remained alongside at Austal's jetty in Jervis Bay (JBN).



ABOVE: ADV CAPE NATURALISTE returns to Jervis Bay, after her first day of trials, 07/09/2022, in Cockburn Sound.

The fourth of this class, ADV CAPE CAPRICORN (317) was launched at Austal shipyard's on 27/09/2022 and towed to their jetty in the Jervis bay northern harbour to complete fitting-out.



ABOVE: ADV CAPE CAPRICORN is manoeuvred by tugs in Jervis Bay northern harbour after launching, 27/09/2022.

Remaining alongside at the Austal Ships yard are the Guardian Class patrol boats FSS DAVID W PANUELO and HMNGPS GILBERT TOROPO, although the former did carry out additional trials on 05/09/2022 and 20/09/2022. Also the former Armidale class patrol boat HMAS MAITLAND, known as PBAT SENTINEL, is also still at her berth at the Austal jetty since arrival in June 2022 (ref 439/pp133-134). She is awaiting conversion work to an autonomous vessel but some small Austal logos have recently been added to the ship's upperworks.

The HMAS Stirling-based submarine rescue ship STOKER operated by Teekay for the RAN was taken ashore via the BAE shiplifter in early-September for maintenance. She left BAE 18/09 to return to FBW and the departed 20/09 for Sydney. It was noted that she now bears the familiar red kangaroo navy fixture on her black-topped, white twin funnels.



## FREMANTLE SHIPPING

### CONTAINER TRADES:

First-time container ship arrivals at Fremantle during September have been a trio of MSC ships.

MSC BRANKA, 2016 built in China, 95,514 gross, 110,527 dwt, 299.85m loa, 9400 teus, Portugal (Madeira) flag, operated and ship managed by MSC Mediterranean Shipping Co, Switzerland, but long term leased from head owners/financiers, ICBC Financial leasing Co Ltd, China, was berthed at North Quay CT3, 31/08-03/09/2022. This was during what was an extra voyage with overflow containers from SE Asia and the Indian Sub-Continent to Australia. MSC BRANKA had arrived from Singapore and next port was Adelaide followed by Melbourne.



ABOVE and BELOW: The second two-island style MSC container ship to visit Fremantle, MSC BRANKA departs 03/09/2022, with the scrubber funnel puffing away with white smoke as she passes North Mole outbound.



MSC STAR R, ex *CARLOTTA STAR* – 2021/12, ex *SANTA CARLOTTA* – 2011, ex *P&O NEDLLOYD OLINDA* – 2005, launched as *SANTA CARLOTTA*, 2000 built in South Korea, 37,113 gross, 243.15m loa, 3430 teus, 4 x 45t SWL deck cranes, Liberian flag, was berthed at North Quay CT3, 16-17/09/2022. She is engaged in MSC's Capricorn service between SE Asia and Australia/New Zealand. Whilst operated by MSC Mediterranean Shipping Co, Switzerland, and shipmanaged by MSC Shipmanagement Ltd, Cyprus, this ship appears to be chartered from head owners, Albermarle Shipping Co Ltd, of Douglas, Isle of Man, with registered owners as Malvern 2 Shipping Ltd, Cyprus. The R-name suffix is thought to stand for 'reefer' indicating that the ship has a high refrigerated container capacity, in this case 800 teus.

MSC ARCHIMIDIS, ex *ARCHIMIDIS* – 2022/07, ex *BUNGA SEROJA SATU* – 2012, 2006 built in South Korea, 89,776 gross, 103,717 dwt, 317.8m loa, 8266 teus, Liberian flag, was berthed at North Quay CT3 27-30/09/2022 whilst engaged in the MSC Joint VSA service with CMA CGM between UK/Europe/Australia and return via SE and Middle Asia. This is not strictly a first-time visitor to Fremantle having called here a number of times when named just *ARCHIMIDIS* under charter to MSC. However, she was recently purchased by MSC Switzerland, from Capital Ship Management Corporation, Greece, and this is her first visit now bearing the MSC-name prefix. The scrubber funnel was in the process of receiving the MSC colours and logo, the latter being applied by a large transfer applied to it. This had been revealed on the port side but the starboard side of the funnel was still under wraps. Unusually, on the bow, instead of just adding the MSC prefix letters to the original name on the hull the latter was painted out and MSC ARCHIMIDIS repainted in new lettering high up on the side of the bow bulwarks.



ABOVE: MSC ARCHIMIDIS in Gage Roads on arrival 27/09/2022 awaiting the departure of RIO MADEIRA from her North Quay berth. Yellow smoke can be seen emitted from the ship's scrubber funnel but at least it is "clean" smoke !?



ABOVE: An interesting meeting at North Quay of container ships from two well-known traditional German shipping companies, being at left Hamburg Sud's RIO MADEIRA about to depart from North Quay CT2 and at right, Hapag-Lloyd's SYDNEY EXPRESS at North Quay CT3, on 27/09/2022.

Sadly, the names, traditional red hulls and red/white funnels of Hamburg Sud are now disappearing. The company was taken over by Maersk Line in 2017 and in a recent development as the Hamburg Sud ships are progressively being drydocked, they are emerging in full Maersk blue hull and funnel livery and renamed to Maersk-prefix names.

Hapag-Lloyd became a subsidiary of the German shipping giant TUI in 1998. Currently, the company is owned by public and private investors based largely in Hamburg. Kuhn Holdings AG and container shipping company CSAV, of Chile, now hold the majority of shares.



## A SELECTION OF RECENT TANKER ARRIVALS

### - TO BP KWINANA

MANTA GALATASARAY, ex *CELSIUS RICHMOND* – 2022/08, ex *UNIQUE FIDELITY* – 2018, 2010 built in Japan, 28,465 gross, 182.5m loa, product tanker, Marshall Islands flag, as can be seen is very recent renaming and her first visit here as such in early-September means this ship has now called at Fremantle under all her three names so far. The new name with a MANTA-prefix and her funnel colours of red over yellow with a yellow M style logo on the red would indicate ownership by Manta Denizcilik Şirketi (Manta Maritime Company), of Istanbul, Turkey. This company has until now only owned bulk carriers so it would appear they are entering the tanker business with the purchase of this ship. It is therefore surprising to find that registers currently list her as being owned, operated and ship managed by Maersk Tankers AS, of Copenhagen, Denmark. What the connection between the two companies is has not yet been established. As to the meaning of GALATASARAY there is a football (soccer) team in Turkey named as such whose team colours are coincidentally red and yellow but there is also a basketball team and a university in Turkey with the Mantasaray name. This tanker arrived at Fremantle 05/09/2022 laden with petroleum products from Singapore and anchored in the Outer Anchorage. She was then berthed at BP ORJ1 discharging 06-08/09/2022 and upon completion departed to return to Singapore. MANTA GALATASARAY then loaded another cargo of products also destined for Fremantle and returned here arriving 29/09/2022 and proceeded directly to the BP Kwinana ORJ1 jetty again to discharge. Departure after completion was made 01/10/2022 with the ship heading back to Singapore once again.



ABOVE: MANTA GALATASARAY makes a late-afternoon departure from BP ORJ1 jetty, 01/10/2022 (Photo: Robin Scott)

KMARIN REGARD, ex *BRITISH REGARD* - 2020, 2016 built in South Korea, 64,309 gross, 109,543 dwt, 249.85m loa, Isle of Man flag, crude oil/products tanker, had been a regular visitor Fremantle under her former BP Tanker name of *BRITISH REGARD* before being returned to her South Korean financier owners, Kmarin in 2020. Although now managed by Synergy Maritime Private Ltd, of Chennai, India, she is still on charter to BP Shipping Ltd, UK, with Kmarin as head owners. Registered owners remain as Kmarin No.17G SA, India. KMARIN REGARD arrived Fremantle for the first time under this name, 14/09/2022 with petroleum products loaded at Jinzhou, China and berthed at the BP Kwinana ORJ3 berth. The same berth she used to use when discharging crude oil here as *BRITISH REGARD* prior to the closure of the BP refining process last year. KMARIN REGARD completed unloading 17/09/2022 and then departed for Dampier, WA.

### - TO KBB3 / KBB4 BERTHS KWINANA

JENNINGS BAY, 2015 built in South Korea, 29,86 gross, 183.04m loa, chemical/products tanker, Marshall Islands flag, is another unit from the large fleet of tankers operated by Scorpio Tankers, of Monaco, but without their familiar STI-name prefix or funnel logo. The latter on this tanker being just plain black whilst she does have the red STI hull colour. JENNINGS BAY is operated/ ship managed and head owned by Scorpio Commercial Management and despite having called at many Australian ports previously, the arrival at Fremantle 21/09/2022 was her first. She initially anchored on arrival at the Outer Anchorage before proceeding 22/09/2022 to the Kwinana KBB3 jetty to unload her petroleum products cargo which had been loaded at Sungai Udang and Tanjung Langsat, both being in Malaysia. This cargo was destined for Ampol here and was stored in the Coogee Chemicals tank farm. Discharge was completed 24/09/2022 when JENNINGS BAY departed for Singapore. (See photo next page)



ABOVE: JENNINGS BAY about to berth at Kwinana KBB3 jetty 22/09/2022 to discharge fuel oil. (Photo: Robin Scott)

#### - New PUMA tank farm pipeline opened

The very large petroleum tank farm being built for Puma Energy at Kwinana, adjacent to the KBJ facility over the past couple of years is evidently nearly completed. A discharge pipeline for Puma fuel imports was also constructed from the KBJ jetty (KBB3/4) to connect with the new tank farm. The new pipeline was first utilised in the second half of September by three tankers successively discharging their cargoes of petroleum products at the KBB4 jetty berth to commence filling the many tanks at the new Puma storage facility. These tankers were all on their first visits to Fremantle:

STI MARVEL, ex *MARLIN MARVEL* – 2020, 2019 built in Vietnam, 29,991 gross, 183m loa, Singapore flag, chemical/product tanker, operated by Scorpio MR Pool Ltd, Monaco, managed by Scorpio Commercial Management, Monaco, leased from head owners, Bank of Communications, China, with registered owners as Xiang T11 SG International. This tanker arrived Fremantle laden with products from Yosu, South Korea, 11/09/2022 at the Outer Anchorage to await berthing. STI MARVEL was subsequently alongside at KBB4 jetty 17-20/09/2022 discharging then departed for Singapore.

SUNDA, 2019 built in Japan (Onomichi), 44,400 gross, 79,902 dwt, 219m loa, Panama flag, a larger size LR-1 class products tanker, arrived Fremantle 17/09/2022 laden with products from Singapore and anchored at the Outer Anchorage. However with bad weather prevailing from 18-20/09/2022 the ship shifted to drift outside port limits until it had abated. On 20/09/2022, SUNDA went to berth at KBB4 jetty to discharge her cargo, a task completed 23/09/2022 when she departed for Ras Tanura, Saudi Arabia.

MORNING SWAN, 2014 built in Japan (Onomichi), 44,009 gross, 79,995 dwt, 219m loa, Liberian flag but with Japanese ownership comprising Nakata Maritime Corp., as registered owners, Asahi Tanker Corp, as charterers, Nakata Mac Corp., as ship managers, and Nakata Gumi KK as head owners. This vessel is of similar design and from same builders as SUNDA, being another of the larger LR-1 class product tankers. MORNING SWAN arrived at Fremantle 23/09/2022 laden with products from Daesan, South Korea, and also anchored at the Outer Anchorage to await berthing. She was alongside at KBB4 jetty discharging 24-26/09/2022 and then departed for Singapore.

#### - TO HMAS STIRLING, FLEET BASE WEST

Fuel and oil product deliveries direct to the HMAS Stirling navy base are made on an occasional basis by commercial product tankers. The latest of these to arrive there was the rather unusually named PIS POLARIS, a vessel better known at Fremantle under her former name of CHALLENGE POLARIS when owned by the Japanese, NYK Line. PIS POLARIS was berthed at Fleet Base West, 13-15/09/2022 discharging part of her products cargo loaded at Singapore. From Fremantle PIS POLARIS proceeded on to Adelaide and Port Lincoln, South Australia, to complete her discharge at those ports before returning to Singapore. PIS POLARIS, ex *CHALLENGE POLARIS* – 2018, 28,051 gross, 179.88m loa, Singapore flag, is head owned by PT Pertamina (Persero), of Indonesia, and shipmanaged by Bernhard Schulte Singapore, whilst operated in the Norient Product Pool ApS, of Denmark. The PIS-name prefix stands for Pertamina International Singapore who were the ships managers until changed to Schulte in April this year and despite other possible interpretations we will leave it at that !



### - TO INNER HARBOUR

FAIRCHEM ALDEBARAN, 2017 built in Japan, 11,788 gross, 145.53m loa, Liberian flag, chemical/product tanker, was berthed at North Quay No.1, 23-24/09/2022 loading tallow bound for Bluff, New Zealand. She is the latest from the fleet of Fairfield Chemical Carriers, USA, to visit Fremantle, and as commented before with previous arrivals of this company's ships, they are quite smartly maintained with a colourful and intricate funnel logo design. Fairfield however are only the ship's charterers and managers as she is long-term leased from head owners, Tamba Kisen KK, of Japan.



ABOVE: This photo of FAIRCHEM ALDEBARAN was taken when arriving at Melbourne 13/09/2022, where she called prior to proceeding to Fremantle and was kindly supplied by the photographer, Dale Crisp, of Melbourne.

### BREAKBULK CARGO SHIPS

BBC MINNESOTA, ex *ABB LYDIA* – 2022/02, ex *CORCOVADO* – 2019, ex *THORCO DIAMOND* – 2014, ex *BBC MINNESOTA* – 2013, ex *FREESIA* – 2012, ex *BELUGA ELEGANCE* – 2011, ex *BBC MARYLAND* – 2004, launched as *NORDWIND*, 2004 built in China, 9,611 gross, 138.07m loa, 665 teus, Panama flag, multi-purpose cargo ship, 2 x 120t SWL deck cranes, arrived at Fremantle 25/09/2022 and anchored in Gage Roads having previously called at Brisbane, Botany Bay anchorage and Port Kembla on her way here. She berthed in the early hours of 30/09/2022 at North Quay No.12 to discharge breakbulk cargo. The ship seems to have a complex ownership arrangement whilst under charter to BBC, Germany. Head owners are Inversiones Fray Leon SA, of Chile, whilst operators and shipmanagers are Oslo Bulk Holding Pte Ltd, of Singapore. Technical management is by Bulkship Management AS of Norway, whilst registered owners are Fray Leon International SA, of Singapore ! BBC MINNESOTA was expected to depart Fremantle circa 06/10/2022. This ship has visited Fremantle once before when also under the name BBC MINNESOTA back in April 2013 but now has a different colour scheme and funnel markings. The latter being Ocean Bulk's rather than BBC's as per previously seen here.



ABOVE: A hazy shimmered view of BBC MINNESOTA whilst waiting at anchor in Gage Roads, 27/09/2022.

BBC PEARL, ex *NORTH SEA CARRIER* – 2012, 2012 built in China, 12,838 gross, 153.45m loa, 987 teus, Antigua & Barbuda flag, multi-purpose heavy-lift cargo ship, 2 x 400t and 1 x 80t SWL deck cranes, is operated by BBC Chartering & Logistic GmbH, shipmanaged by Briese Heavylift GmbH & Co KG, and head owned by Briese Schiffahrts GmbH & Co KG, whilst registered owners are Pearl Briese Schiffahrts, all of Germany. This ship arrived at Fremantle 26/09/2022

and berthed at North Quay No.2 after a voyage from Rotterdam, the Netherlands, via Suez. It would appear she only had a small amount of breakbulk cargo to discharge at Fremantle before departing the next day, 27/09/2022 for Singapore. BBC PEARL is one of a class of 10 sister ships of this design, several others of which have visited Fremantle.



ABOVE: A lightly laden BBC PEARL enters the inner harbour on arrival 26/09/2022 to berth at North Quay. The smart paintwork is from her recent dry-docking in Bremerhaven, Germany, just prior to this voyage from Rotterdam to Fremantle.

HEEMSKERKGRACHT, a multi-purpose general cargo ship from the large fleet of Spliethoff, the Netherlands has called at Fremantle a few times before and was detailed in earlier issues. However on her latest visit she had just one item of cargo to discharge from her deck, an extremely large wind farm rotor blade. This ship arrived at Fremantle 22/09/2022 and anchored in Gage Roads. She was later berthed at the AMC#5 wharf on 25/09/2022 for discharge of the blade then shifted to the ORAN anchorage to take bunkers before departing that evening for Port Hedland. It is not clear where the blade was loaded as her voyage seems to have started at Rayong, Thailand and then to Singapore for bunkers thence calls at Newcastle, Melbourne, Geelong and Adelaide before arriving at Fremantle.



ABOVE: As can be seen the one windfarm turbine blade stowed on the deck of HEEMSKERKGRACHT occupies two-thirds of her deck space ! She is seen here turning into the entrance to AMC Henderson, 25/09/2022. (Photo R.Scott)

GAJA, ex DONALD – 2022/07, ex ZEA BREMEN – 2020, ex DONALD – 2018, ex HR CONSTITUTION – 2017, ex BELUGA CONSTITUTION – 2011, hull built in Nikolayev, Ukraine in 2006 then completed at Foxhol, The Netherlands, 10,899 gross, 156.76m loa, 675 teus, multi-purpose/heavy-lift cargo ship, 2 x 240t SWL deck cranes, Antigua & Barbuda flag, has registered owners, operators and shipmanagers as the rather vague ADW 9 Schiffahrtsgesellschaft, of Germany, whom are subsidiary of head owners, Foroohari Schiffahrts, Germany, whilst under charter to Ocean 7 Projects. She is technically managed by Jens u Waller GmbH, also of Germany. GAJA arrived at Fremantle 18/09/2022 from



Melbourne and initially anchored at the Kwinana ORAN anchorage. The ship went alongside the AMC#5 berth at Henderson, 21/09/2022 to discharge items of breakbulk cargo until 24/09/2022 when she went back out to the Kwinana ORAN anchorage to await backloading. On 01/10/2022, GAJA returned to the AMC Henderson, this time berthing at the AMC#4 berth where she subsequently loaded some large sections of conveyor belt structures on deck which are bound for Port Hedland. GAJA was scheduled to depart to that port 04/10/2022. This recently renamed ship is a sister ship to DAISY which also followed a similar discharge/loading sequence during her Fremantle port call in June this year, which was reported with photo in issue 439/p.126. Since then DAISY has passed to Chinese ownership but without change of name.



ABOVE: GAJA exits Woodman Channel on her way back to berth at the AMC Henderson, early-morning of 01/10/2022.

MARIA, 2004 built in Germany, 8,383 gross, 151.67m loa, German flag, multi-purpose/heavy lift cargo ship, 2 x 350t SWL and 1 x 250t SWL deck cranes, registered owners, operators and ship managers are SAL Heavy Lift GmbH, Of Germany, which is a subsidiary of head owners, Harren & Partner Reederei GmbH, Germany. This company became the new owners of SAL, taking over from K Line, in 2017. In 2021, SAL formed a commercial joint venture with Jumbo Shipping, the Dutch maritime heavy lift transport and installation contractor, known as the Jumbo-SAL-Alliance. MARIA arrived at Fremantle, 20/09/2022 after the long haul from Antwerp and Rotterdam via Lagos and around the Cape of Good Hope to Port Elizabeth, South Africa and then onto Fremantle where she anchored in Gage Roads to await berthing at the AMC Henderson. She was subsequently alongside at the AMC#5 berth 27/09 to 01/10/2022 discharging breakbulk cargo there. SAL's heavy-lift ships used to be quite regular visitors to Fremantle but MARIA is the first to be seen here in quite a long while. She last visited Fremantle in August 2010.



ABOVE: A broadside view of MARIA in Woodman Channel after departure from AMC Henderson 01/10/2022.

#### **BAE HENDERSON TUG REFITS – ref 441/p.172**

The Port Walcott based tug MATSUZAKA carried out trials on 30/08/2022 but did not depart from BAE to return to her home port until 11/09/2022.

Another Port Walcott based tug, BARRURA, and a sister-tug to MATSUZAKA arrived at Fremantle 22/09/2022 and berthed alongside the BAE shiplifter. She was expected to be taken ashore at BAE via the shiplifter circa 04/10/2022.

The Port Hedland based tug IRON IBIS completed refit works ashore 20/09/2022 and was returned to the water via the BAE shiplifter. IRON IBIS carried out trials 21/09/2022 and then departed later that day for Port Hedland.

## LOCAL BUILT TUG RETURNS AFTER MANY YEARS

YIRUMBA is a small tug which recently returned to Fremantle for the first time some 33 years after she was built here! This tug was a product of the now long defunct local shipbuilders, Ocean Shipyards (WA) P/L, in Jervoise Bay, back in the days when we were able to build our own tugs, fishing vessels and other working non-naval craft – sadly now mostly lost to cheap overseas builders. YIRUMBA, 1989 built, 190 gross, 23.95m loa, registered at Darwin, was built for Groote Eylandt Mining Co. (GEMCO) for use by BHP at their port of Groote Eylandt in the Gulf of Carpentaria. She appears to have spent her entire career working there until her recent sale to Port Lincoln Tugs Pty Ltd, a company jointly operated by Stannard and Svitzer. YIRUMBA left Groote Eylandt in early-September for her delivery voyage to Port Lincoln, South Australia, where she is to be based. The tug called at Darwin, Exmouth and Geraldton, these being most likely being bunker stops, before arriving at Fremantle 22/09/2022 and berthed in the Fremantle Fishing Boat Harbour. Next day YIRUMBA shifted to the Jervoise Bay northern harbour and went to the Bhagwan Marine jetty, where she double-banked outboard of their tug PEDRO 1. This was ironically just a few metres away from where the tug had been built all those years ago. YIRUMBA departed during the evening of 30/09/2022 and headed south to proceed around the Cape's but then turned around and went into the Geographe Bay area before then returning to Fremantle early morning 03/10/2022 going back to her Bhagwan berth at Jervoise Bay. The reason for this return movement is unknown and YIRUMBA is currently listed to depart again circa 06/10/2022. YIRUMBA will join two near sister tugs in the Port Lincoln Tugs fleet, these being CARAWA (built as BEACON) and PELSAERT which were built in 1987/1988 by Ocean Shipyards for P&O Towage Services for use as harbour tugs in Geraldton, WA.

## FISHING

The long term laid-up, 24-year-old, fishing vessel CORINTHIAN BAY, has finally departed from Henderson after a sale/renaming. This vessel had been alongside at various BAE berths since completing refit there in December 2020. She was one of three fishing vessels owned by Perth-based, Austral Fisheries P/L which came to Fremantle at that time (ref 421/pp304-305, & 422/p.334.) During September, CORINTHIAN BAY was renamed ALLANKAY and her flag changed from Australia to Tuvalu with her Fremantle port of registry repainted up as Funafuti. As such she finally departed BAE 25/09/2022 for a month-long voyage to Namibe, in Angola, Africa. The delivery voyage being undertaken by Fremantle-based, International Maritime Services - AST, who specialize in this type of work. The ship's ownership is also currently shown as being this company as well but one would expect this to change after completion of delivery.



ABOVE: ALLANKAY with the light blue Tuvalu flag, which bears the Union Jack, seen flying from the stern when departing from BAE Henderson 25/09/2022 to commence her long delivery voyage to Angola.

**EDITORS NOTE ABOUT THIS ISSUE:** Due to Editors holidays during September this issue has been a late-month production with reduced local photographic coverage whilst away. In view of time and space restrictions some news items, the RECENT BULK CARRIER visits round-up and additional local shipyard activity reports have had to be carried over to next month. The usual back page BACK IN TIME feature appears on page 187 of this issue instead. With thanks to those who have contributed including Robin Scott for his photo coverage of Kwinana shipping movements.