

WORLD SHIP SOCIETY

FREMANTLE BRANCH MAGAZINE

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ABOVE: The Svitzer Fremantle-based tug SVITZER REDHEAD leans to starboard whilst applying some indirect towage techniques with her tow rope. This is visibly connected through the tugs forward bull ring to the ship's centre lead aft deck bits and used to assist the large Kamsarmax-size bulk carrier JAG ADITI to turn to starboard from the Woodman Channel into Jervoise Channel, whilst underway to the Alcoa Jetty No.1 berth, 12/03/2023. JAG ADITI, 2011 built in South Korea, 43,790 gross, 80,325 dwt, 229m loa, 32.24m beam, Indian flag, wholly owned/managed by Great Eastern Shipping Co Ltd, India, had arrived at Fremantle 12/03/2023 to undergo hold inspections prior to proceeding on to Bunbury to load bulk alumina there. However whilst the ship was at Fremantle it was decided to load a small amount of her alumina cargo, approx 10,500 tonnes, at the Alcoa Jetty, Kwinana and then the balance of about 47,400 tonnes at Alcoa Bunbury. Therefore JAG ADITI was berthed alongside at Alcoa Kwinana 14-16/03/2023 loading and in doing so became the largest ship to ever berth on the north side of the jetty. Upon completion she departed for Bunbury.

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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.

APRIL MEETING : THURSDAY 6th APRIL 2023 at 7.30PM

Programme: A DVD presentation "Shanghai Express" at the time, one of the world's largest container ships on a voyage from Rotterdam to Hamburg plus cargo handling.

Running time 50 minutes,

MAY MEETING : THURSDAY 4th MAY 2023 at 7.30PM

Programme: A DVD presentation "Vasco Da Gama " a large dredger showing the vessel's operations dredging up large volumes of sand then transporting to another site.

Running time 50 minutes.

VENUE: The Bicton Palmyra RSL Hall, 28 Foss Street, Bicton, just off Canning Highway.

AGM MEETING held 02/02/2023 – an election to fill all Branch personnel positions and Committee was held and all incumbent members were returned to their positions unopposed.

ANNOUNCEMENT - BRANCH MAGAZINE TO GO BI-MONTHLY

Unfortunately ongoing restrictions in time due to the Editor's work and other commitments will prevent production of a monthly magazine this year. It has therefore been decided that the magazine will now be published every two months instead. This gives more time to produce each issue and they will cover a two-month news period of shipping at Fremantle instead. The size of the bi-monthly magazine will be about 50-75% larger than each monthly edition to ensure sufficient coverage of the most important and interesting ships which have visited Fremantle during the previous two-month period. For those that like the "oldies" in the 50 Years Ago feature each month, this will be expanded to cover two months of shipping from 50 years ago. Also we are able to branch out into colour images in that feature from this issue courtesy of scanned slides from Robin Scott on an as and when available basis but if not then will use B&W instead. Similarly, the last page 'Back In Time' section will also be expanded to a 2-page feature in each edition from now on. The Editor regrets having to make this change but considers this is the best way forward to maintain the standard of quality reporting which has been our goal for many years now. It will also mean that from now on the dates and programmes for the next **TWO** monthly WSS Fremantle Branch meetings will be included in each magazine. Please mark these dates in your calendar so as not to miss them.

AVAILABLE FOR FREE: The Editor has 3 cartons of approximately 6000 x loose 35mm colour slides which are leftovers from an extensive sorting through of much of the large collection of Melbourne-based photographer, William (Bill) Barber deceased, which was advertised for sale. There are photo quality issues with these slides which are taken at Melbourne, various Australian ports and also from overseas exchanges. Many are of ships also seen at Fremantle since the 1980's. They would be of interest to anyone who likes viewing ship slides and is not too worried about the quality of the shot. If anyone is interested in collecting these cartons for FREE then please contact the Editor by email: cadrgee@gmail.com . They can also be brought to a future WSS branch meeting for collection if required.

FEEDBACK RECEIVED BY THE EDITOR



ABOVE: Ref 445/p.5, regarding the first arrival photo of Stateship's NYANDA for modifications at Fremantle. Correspondent, Gerd Fiebiger, of Hamburg, kindly sent his above very interesting photo of TRANSONTARIO being renamed NYANDA. It was taken 01/12/1972 on the dolphins at Hansahafen, Hamburg, before taken over by the Australian owners. There are repairs on the bow in progress and she still has her German owners funnel colours and company wording on the hull. The Y - letter in NYANDA appears to have been painted the wrong way around.



ABOVE: Ref 445/p.32 – Back In Time – Photo of the large Swedish tanker EMANUEL HOGBERG berthing at North Wharf. It was commented that in the background just visible was the also Swedish and also Eriksberg, Sweden built, Swedish Navy cadet training ship ALVSNABBEN. Correspondent, Rex Cox, of Hobart, Tasmania, sent the above superb photo of ALVSNABBEN berthed at Hobart in January 1967. Rex commented that this may have been after her Fremantle call and perhaps dating the magazine photo to late-1966 ? Thank you to Rex for this feedback, the photo is by David Kirby, from the Rex Cox collection.

50 YEARS AGO AT FREMANTLE – FEBRUARY / MARCH 1973 IN COLOUR

ALL PHOTOS BY ROBIN SCOTT – each ship's data is on pages 37 and 39

BELOW: A trio of stern views



ABOVE: The beautiful lines of the Swedish, CIRRUS are clearly evident as she departs Fremantle, laden, 10/02/1973.



ABOVE: One of the Editor's favourite types, the British built SD14 design, SANTA VASSILIKI departs 10/03/1973.



ABOVE: The smart lines of Blue Funnel Line's PATROCLUS departing in Swedish charterers funnel colours 17/03/1973.

CIRRUS, 1950 built at Gothenburg (Goteborg), Sweden, by Gotaverken, for Rederi A/B Transatlantic, Swedish flag, 7,544 gross (T.Mk); 526'3" loa, 6 holds/hatches, cargo ship with refrigerated spaces, ice strengthened, service speed 19.5 knots, accommodation for 12 pax, one of the superbly designed Cloud-class operated in the Transatlantic's, Swedish Australia Line cargo service between Scandinavia/Europe/Australia/NZ return. On this voyage CIRRUS was at Fremantle 07-10/02/1973 whilst homeward bound from the Eastern States to Europe. In late-1969, Transatlantic along with Wilhelmsen (Norway) and East Asiatic Co (Denmark) formed the ScanAustral consortium to ultimately operate five new, large stern quarter-ramped ro/ro container ships in this trade. These eventually replaced all these company's conventional cargo and Scandia-type unit-load ships in this trade. Transatlantic's one contribution, BARRANDUNA entered service in 1972. So this may well have been the last port call here by CIRRUS but she was kept operating in other trades until sold by Transatlantic in 1976. She had been purchased by Greek owners, S. Stravelakis Compania Naviera S.A, of Piraeus, and renamed POLYDORUS under the Greek flag. They further renamed her KASTOR in 1977 and remained as such until May 1982 when scrapped at Gadani Beach, Pakistan, after 32 years' service.

SANTA VASSILIKI, 1971 built by Austin & Pickersgill Ltd, at Sunderland, UK, 9,038 gross, 462'7" loa, 5 holds/hatches, derricks 10x5t SWL, Greek flag, SD14 Liberty Ship Replacement standard design cargo ship, owned by Colocotronis Ltd., of London, but Greek management transferred in 1974 to J. Colocotronis, of Piraeus. Sold in 1976 to Josef Roth Reederei, of Hamburg, West German, renamed JOSEF ROTH but Panama flagged. In 1982 transferred to Josef Roth's Cypriot subsidiary and reflagged to Cyprus but in 1984 transferred back to Josef Roth Hamburg again but retained Cypriot flag. Sold in 1985 to European Navigation inc., of Greece, and renamed LILY under Panama flag; 1989 sold to China Ocean Shipping Co (COSCO), of Beijing, China, renamed LIAN FENG, PRC flag; 1992 transferred to the rather grandly named Dalian Container Steam Shipping Co, of Dalian, PRC flag; 1993 reported renamed to SHU DE but registers show this did not occur till 2003, same owners. 2005 sold to Cambodian owners, Billion Gainer Development Ltd., of Phnom-Penh, renamed WELLUCKY under Cambodian flag; in 2007 sold to Fuzhou Hailing Shipping Co Ltd, also of Cambodia, renamed HONG BO 3. As such she was sold in October 2009 to shipbreakers at Ningde, Fujian, China for scrapping. At the time the by then 38-year-old vessel had been under Chinese Port State Control detention at Xiamen with 11 major defects including hull cracking and corrosion throughout the ship. SANTA VASSILIKI was berthed at North Quay No.6, 09-10/03/1973, probably just for bunkering, during a voyage from Adelaide to Bordeaux, France.

PATROCLUS, ex *GLENALMOND* – 1973, 1966 built by Mitsubishi Heavy Industries, at Nagasaki, Japan, 12,299 gross (T.Mk), 563ft 7" loa, 6 holds/hatches, refrigerated spaces, cranes 6x5t, derricks 1x60t, 2x10t, 10x5t SWL, service speed 21 knots, owned by Ocean Transport & Trading Ltd, of London, British flag. She was one of six Priam class or "Super P's" designed as fast cargo liners for trade from the UK to the Far East. Of these 4 were built for Glen Line and 2 for Blue Funnel Line. The order was split between 4 being built at Vickers Ltd, Newcastle-upon-Tyne and 2 at MHI, Japan. PATROCLUS was built in Japan for Glen Line and as *GLENALMOND* was the first of the class of six to enter service due to building delays at Vickers. She transferred to Blue Funnel line ownership (Ocean T&T) in 1973 renaming to PATROCLUS. In 1974 registered owners became China Mutual SN Co Ltd., London, until 1977 when transferred to the Dutch subsidiary Nederlandsche Stoomvaart Mij "Oceaan" BV, (NSMO) of Amsterdam and changed to Netherlands registry retaining the same name. She was the only Priam-class ship to do so. However this did not last for long as the following year, 1978, NSMO was closed down due to the decline of their conventional services, so PATROCLUS went back to China Mutual SN Co Ltd registered ownership, back under the British flag. She remained as such until 1982 when overtaken by containerisation she was sold to Rajab & Co, of Jeddah, Saudi Arabia, and renamed RAJAB 1. On 18/07/1984 she caught fire during a voyage from Bangkok to Dubai with a mixed cargo of grains, beans and wood and had to put into Port Rashid, Dubai. It took 4 days to extinguish the fire and by then she had suffered severe damage to her electrical and firefighting equipment. Not long afterwards on 20/08/1984 it was reported that the ship has suffered severe main engine damage due to saltwater entering the crankcase. As a result RAJAB 1 was sold for demolition at Gadani Beach, Pakistan, being renamed SAHAR for the final voyage to the breakers still under the Saudi flag, with registered owners as Molasses Trading & Export Corp, of Jeddah. When photographed PATROCLUS had been at Fremantle 15-17/03/1983 berthed at Victoria Quay D shed, during a voyage from Adelaide to Japan whilst under charter to Atlantraffik, Sweden. She carried the funnel colours of A/B Svenska Ostasiatiska Kompaniet (Swedish East Asiatic Company) instead of the tradition Blue Funnel Line ones. A service in which Blue Funnel sister ships PHEMIUS and PHRONTIS were also engaged with calls at Fremantle but was somewhat short-lived.



ABOVE: The Dutch flag, Shell tanker KOSICIA makes an early morning arrival 25/02/1973, one of the many K-Class.



ABOVE: The Russian cadet training ship PROFESSOR YUSCHENKO also arriving during early-morning on 27/03/1973.



ABOVE: The pioneering sheep carrier AL MAHROSA arrives 04/02/1973 having been in the trade to Kuwait since 1962

KOSICIA, 12,146 gross, 555'9" loa, construction of this tanker was commenced at Cockerill-Ougree shipyards at Hoboken, Belgium, being launched in July 1956. The ship was then taken to the Wilton-Fijenoord shipyard at Schiedam, the Netherlands, for completion and then entered service for Shell Tankers in January 1957. She was initially registered to ownership of NV Petroleum Mij "La Corona, under the Dutch flag at The Hague. In 1960, KOSICIA transferred to Shell Tankers NV ownership retaining The Hague registry. One of a large number of K-class tankers within the Shell fleet, KOSICIA remained with them for her whole 20-year career, going as such to Taiwanese shipbreakers at Kaohsiung in January 1977. When photographed at Fremantle 25/02/1973, KOSICIA was in port just for that day whilst on a voyage from Derby, in north-west WA to Adelaide, most likely discharging petroleum products at all ports along the way.

PROFESSOR YUSCHENKO (in registers as PROFESSOR YUSHCHENKO), 1971 built by Stocznia Szczecinska, at Szczecin, Poland, as a B80 class - cadet training ship, operated by the Vladivostok High School of Marine Engineering, with management by USSR – Far Eastern Shipping Co., (FESCO) of Vladivostok., 6,038 gross, 403'3" loa, Russian flag, capacity for 180 cadets, 3 holds/hatches, cranes 1x5t, derricks 1x30t, 2x25t, 4x2.5 - 5t SWL. Following the dissolution of the USSR states in 1991, ownership went to the Far Eastern Higher Engineering Marine College, at Vladivostok. This was changed in 1995 to Far East State Maritime Academy, retaining Russian registry throughout. Just two years later in September 1997, PROFESSOR YUSCHENKO was sold for scrapping at Calcutta, India. She was at Fremantle 26-29/03/1973 having arrived from Melbourne and departed for Bunbury, probably loading wool bales for Russia.

AL MAHROSA, 1952 built by G. Renck Jr. KG, at Hamburg, as a general cargo coaster for Gehrke & Co, Hamburg, as CHRISTA, owners later changed to H.Schmidt KG, Hamburg; 1962 sold to Abdul-Mushin & Yousef Ahmad Al-Dager & Co., of Kuwait, and converted into a livestock carrier (sheep), renamed AL MAHROSA 1,939 gross (post conversion) 240'11", loa, Kuwaiti flag. This small vessel was one of the earliest ships which entered the live export sheep trade between Fremantle and Kuwait. Danish owners, C. Clausen, initially using associates Cimbria Reederei livestock vessels commenced this trade in late-1960. AL MAHROSA was a regular caller at Fremantle working back and forth to Kuwait until she probably became too small for the trade and was sold for scrapping at Gadani Beach, Pakistan, in October 1974 after 10 years as a cargo ship and then 12 years as a livestock carrier. When photographed she was at Fremantle, 04-09/02/1973 to load having as usual arrived from Kuwait and was destined to return there but was only 18 months away from be scrapped.



ABOVE: Japanese cargo ships maintained a quite standard design as per TENNESSEE MARU arriving 25/02/1973.

TENNESSEE MARU, 1965 built by Kawasaki Dockyard Co Ltd, at Kobe, Japan, for Kawasaki Kisen K.K., (K Line) of Kobe, Japan, and not surprisingly registered at Kobe, too, under the Japanese flag, 9,056 gross, 156.7m loa, cargo ship (with refrigerated space), 7 holds/6 hatches, derricks 2x25t, 10x10t, 6x5 ton SWL, service speed 17 knots. She would remain with K Line for only 13 years as breakbulk cargoes fell away to containerisation. In 1978, TENNESSEE MARU was sold to Prompt Shipping Corporation Ltd, of Hong Kong, who had a large fleet of second-hand bulk carriers and cargo ships, all having names with the suffix-CAREER. TENNESSEE MARU was renamed ROSS CAREER, under the Panamanian flag, with registered owners as Ross Maritime Carriers Inc. ROSS CAREER was sold to Chinese shipbreakers at Shanghai and arrived there in August 1984 for scrapping. Prompt Shipping was founded in Hong Kong in June 1964 and purchased many older ships over subsequent years but by the end of the 1980's had disappeared as shipowners. TENNESSEE MARU was at Fremantle 25/02 to 01/03/1973 engaged in K Line's regular Japan/Western Australian ports cargo service.

For the bulker enthusiasts – ship's data is on p.41



ABOVE: A little worn looking for only 5 months old, MAERSK COMMANDER berthing at Victoria Quay 10/02/1973.



ABOVE: ANNA swinging mid-harbour after departing the North Quay No.9 berth 08/02/1973, with NYANDA behind.



ABOVE: WORLD NAUTILUS arriving in ballast 24/02/1973, one of several of this Niarchos-owned class to visit.

SHIP DETAILS for photos on page 40

MAERSK COMMANDER, built in Norway by Kaldnes NV at Tonsberg, completed in September 1972, 15,871 gross, 180.3m loa, bulk carrier, 6 holds/hatches, derricks 12 x 10t SWL, 15.75 knots service speed, owned by The Maersk Co Ltd, of London, UK, and registered at London, British flag. She remained with Maersk for only nine years until sold in 1981. Lloyd's Register has the ship being briefly renamed to SUNGLORY before renamed again to SUNWIND II but that intermediate name is not shown in Miramar Ships Register. As SUNWIND II, owners were Rodson Shipping Inc., of Florida, USA, whilst her registered owners were Pacific Shipping Co Ltd, with port of registry as George Town under the Cayman Islands flag. Ten years later in 1991, the ship was sold to Eureka Shipping Co S.A., Greece, and renamed EXONI, under the Maltese flag, with registered owners as Glyfada Maritime Ltd. In 1994, sold again to P. Lofaro & Navicor Shipping Services S.r.l., renamed BAJDA retaining Maltese registry at Valletta, with registered owners as Bajda Shipping Co Ltd. They kept her until 1997 when the by then 25-year-old ship was sold to shipbreakers at Alang, India, for scrap. MAERSK COMMANDER was only five months old when she was at Fremantle 10-13/02/1973 to load a cargo of wheat for China. At the time Maersk ships were not regular arrivals at Fremantle and mainly limited to occasional visits by reefers and tankers. Very few MAERSK bulkers have been seen at Fremantle in subsequent years. This would of course later expand considerably with regular visits by their vehicle carriers, offshore supply ships and for what they are now best known for, container ships.

ANNA, 1960 built by A/S Bergens M/V., at Bergen, Norway, as the bulk carrier GERWI for Rolf Wigands R/A, also of Bergen, Norway, and thus flagged accordingly. In 1965, GERWI was lengthened by about 20 meters giving vessel statistics thereafter as 16,826 gross, 190.7m loa, 7 holds/hatches, derricks 12 x 5t SWL, service speed 14.5 knots. GERWI was sold in 1972 to Panoceanic Freight Transport Ltd, of Piraeus, Greece, and renamed ANNA under the Greek flag. 1981 - sold to Intertrans Shipping Ltd, of Piraeus, Greece, renamed INTERSPIRIT, Greek flag, registered owners as Interspirit Shipping Co SA. 1983 - transferred to ownership of Moffarij Shipping Co Ltd, of Jeddah, Saudi Arabia, and renamed MOFFARIJ D, under Saudi registry. Moffarij was a subsidiary of Intertrans, Greece. 1984 – Sold to Cape Shipping Ltd, renamed CAPE under Malta registry but by end-January 1985 had arrived at Chittagong, Bangladesh, to be scrapped, after 25 years' service. ANNA was at Fremantle 07-09/02/1973 topping-up her cargo of wheat loaded at Albany and then departed for Italy.

WORLD NAUTILUS, launched as *WORLD HAPPINESS* - 1967 built by IHI Industries, at Aioi, Japan, 23,064 gross, 41,992 dwt, 194.5m loa, 7 holds/hatches, derricks 2x3t SWL aft (for stores), Liberian flag, one of a class of 8 x WORLD N-suffixed named bulk carriers for London-based Greeks, Niarchos (London) Ltd. The very large Niarchos fleet was notable for every ship being registered to a separate single ship company ! WORLD NAUTILUS having registered owners as Capricorn Shipping Co., of Liberia. Several of this class visited Fremantle during the early-1970's. This ship would spend her entire 19-year career with Niarchos, ending with going to Taiwanese shipbreakers at Kaohsiung in September 1986. WORLD NAUTILUS was at Fremantle 24-28/02/1973, during which she loaded a cargo of wheat for an unspecified overseas destination.

50 YEARS AGO EXTRA - **FAREWELL WILGA**

Departed Fremantle 17th March 1973 for the last time bound for Singapore

WILGA, ex *BANBURY CROSS* – 1955, ex *METINDA II* – 1950 ex *EMPIRE NAN* – 1946, 1945 built by Scott & Sons, Bowling, Scotland, 256 gross, 113ft loa, triple-expansion engine, 'Modified-Warrior' class, steam tug, 12.5t bollard pull, commenced service at Fremantle in 1955 as WILGA, the aboriginal name for "teeth". She came to Fremantle as a replacement for the tug FAIDHERBE, ex *EMPIRE SINEW*, 1942 built, which was purchased in 1954 by Adelaide Steamship Industries & Swan River Shipping Co, and had been stationed at Dakar. However on her delivery voyage to Fremantle via Cape Town and Mauritius, disaster struck off the South African coast 2 days after leaving Cape Town when she sank off Mossel Bay, Cape Agulhas on 26/10/1954 with the tragic loss of all hands onboard. It had been intended she would be renamed WARDA after arrival at Fremantle. As a replacement, *BANBURY CROSS* was purchased from Tees Towing Co Ltd, UK, renamed WILGA and registered at Fremantle to the same Adelaide SS/Swan River Shipping combo-owners. These were changed in 1970 to Fremantle Tug Operators. WILGA was retired in November 1972 at Fremantle when

replaced by the new diesel tug HAMILTON. The steam tug YUNA had been out of service since 1971 with collision damage so it meant WILGA was the last steam tug operating at Fremantle. WILGA was laid-up until sold in March 1973 to Prioper Shipping P/L., of Fremantle, WA, retaining Australian registry but departed for Singapore in search of work. Sold in 1975 to Straits Engineers (Sing) P/L, of Singapore, Panama flag, and re-engined/rebuilt in October that year to a diesel tug with a G.M. Detroit 2 stroke/16 cyl diesel, 1158hp. In 1976 sold to World Dredging Ltd., Singapore (who also owned 3 other former Empire tugs), Panama flag, but retained her name WILGA throughout these transactions. Managers became Geylang, Singapore, in 1980 and her Lloyds Register class was withdrawn in 1983. The ultimate fate of WILGA is unknown but remarkably to this day she is still listed in Lloyds Register of Shipping. However it is most likely she was scrapped many years ago in the Singapore region.



ABOVE: The 28-year-old WILGA departs Fremantle for the last time 17/03/1973, still Australian-owned at that stage but bound for Singapore. (Photo: Robin Scott)



ABOVE: WILGA after conversion to a diesel tug seen anchored off a stormy Singapore, 03/06/1981 (Photo: C.Gee)

FREMANTLE SHIPPING

This issue covers two months shipping from late-January 2023 to late-March 2023 with a selection of the ships in port during this period as well as updates to previous reports included.

CRUISE SHIP ARRIVALS

The only cruise ship to make her first visit to Fremantle during the review period of this issue was Holland America Line NV's, ZUIDERDAM which made an overnight visit 21-22/02/2023 berthed at the Fremantle Passenger Terminal, F shed Victoria Quay. This was during a 129-night Grand World Voyage cruise westabout around-the-world which began at Port Everglades, USA, on 04/01/2023. She arrived from Adelaide and was bound for Port Louis, Mauritius, an 8-day voyage across the Indian Ocean from Fremantle. ZUIDERDAM, 2002 built in Italy (Venezia), 82,820 gross, 285.42m loa, Netherlands flag, service speed 22 knots, has 924 pax cabins, total 2502 berths, 812 crew, is the lead ship of the four Vista-class vessels in the HAL fleet and is a sister to OOSTERDAM, WESTERDAM and NOORDAM. The prefixes of the four ships' names represent the four directions of the compass in Dutch. As with all Vista-class ships, ZUIDERDAM is equipped with a diesel-electric main engine power plant and an azipod propulsion system. Some eighty-five percent of her staterooms have ocean views and sixty-seven percent have verandahs. The ship's art collection carries a Venetian theme throughout the ship; the most dazzling features figures in the time of Carnival in Venice, created by Daniel Ogier. Holland America Line is a subsidiary of the Carnival Corporation, of Florida, USA. (ref. Wikipedia)



ABOVE: ZUIDERDAM makes her way downstream on departure Fremantle, 22/02/2023. (Photo by Graeme Waller)

Cruise ships which arrived during February/March 2023 which have previously visited Fremantle and were described with ship's data in earlier editions of this newsletter/magazine have been:

AZAMARA QUEST, Azamara Cruises, also made an overnight stay at Fremantle at Victoria Quay F shed, 18-19/02/2023, during a cruise from Sydney to South East Asia, having arrived from Albany and departed for Geraldton.

CORAL ADVENTURER, Coral Princess Cruises, Australia, a small, luxury expedition cruise ship, was at Fremantle again 01-02/03/2023 berthed at Victoria Quay D shed, having arrived from Hobart and was bound for a Coastal Explorer cruise northwards along the WA coastline to Darwin.

CORAL PRINCESS, Princess Cruises, returned to Fremantle for her second visit 06/03/2023 after a westbound around the top of Australia cruise from Brisbane. She departed later the same day for a short 9-night WA coastal cruise

Fremantle to Fremantle via Exmouth, Broome and Geraldton. CORAL PRINCESS was back in port here 16/03/2023 then departed to return northabout around Australia to Sydney. She then commenced another cruise circumnavigating Australia southabout this time which will see CORAL PRINCESS in Fremantle again, 13/04/2023.

QUEEN ELIZABETH, Cunard Line, at Fremantle, 07/03/2023 on her outbound end of an Australian-based cruise season, carrying out a cruise from Sydney to Singapore. After disembarking pax there QUEEN ELIZABETH went to the Sembawang Semcorp Marine Admiralty shipyard in Singapore for drydocking. Once complete she will carry out a Mediterranean arena summer cruising programme before returning to Australia again for her 2023-24 cruise season. This will include a Fremantle call on the southbound positioning cruise, 27/11/2023.



ABOVE: For a change of scenery here is QUEEN ELIZABETH arriving at Hobart, Tasmania, 08/02/2023.

SEABOURN SOJOURN, Seabourn Cruise Line, at Fremantle 20/03/2023 as part of an around-the-world cruise westabout from Miami, where she departed 07/01/2023. SEABOURN SOJOURN was making four ports of call in Western Australia, Albany, Bunbury, Fremantle and Broome as part of this cruise.

QUEEN MARY 2, Cunard Line, at Fremantle 21/03/2023, as the last of her Australian ports of call. The first port was Darwin then to east coast and southern coast Australian ports during a swing around Australia as part of her World Cruise which began in Southampton, 15/12/2022. Fremantle was an end-of-sector port with many pax disembarking and others joining here for the next leg of the cruise. This being a 33-night voyage back to Southampton via Port Louis (Mauritius), Reunion, Durban, Port Elizabeth, Cape Town, Namibia and Tenerife. QUEEN MARY 2 is scheduled to return to Fremantle 17/02/2024 during her next World Cruise.

MAJESTIC PRINCESS, Princess Cruises, at Fremantle 22/03/2023 during a 15-day cruise northabout from Sydney via Brisbane, Airlie Beach, Yorkeys Knob, Darwin, Busselton (anchorage) and then back up to Fremantle. After a turnaround of pax here MAJESTIC PRINCESS commences a 13-night cruise back to Sydney via Port Lincoln, Kangaroo Island, Adelaide, Melbourne, Hobart and Eden having circumnavigated Australia in the process of these two cruises.

CORAL GEOGRAPHER, another of the small but luxury cruise ships owned by Coral Princess Cruises returned to Fremantle 27-28/03/2023, berthed at Victoria Quay F Shed. She had just completed a very long Indian Ocean circuit cruise ending with a three week at sea transit from Zanzibar back to Fremantle. From here CORAL GEOGRAPHER was heading back to Broome via a coastal explorer cruise.

CALEDONIAN SKY, is also a small, expedition cruise ship being operated by APT Luxury Travel which arrived Fremantle 25/03/2023 after a 5 week drydocking and refit in Singapore followed by just over two months in lay-up at Loyang, in Singapore. She arrived without passengers and was anchored in Gage Roads until berthing at Victoria Quay D berth 27/03/2023 to prepare for her return to cruising. This 32-year-old ship which has had five previous names departed

Fremantle 01/04/2023 on a 15-day West Coast Explorer cruise to Broome. CALEDONIAN SKY will then make a southbound similar cruise back to Fremantle arriving here again 25/04/2023.

P&O Australia Cruises PACIFIC EXPLORER (ex-DAWN PRINCESS) will commence her Autumn cruise season from Fremantle on 08/04/2023 with 6 cruises scheduled. An earlier mid-March departure was cancelled.

Below is the Fremantle Ports cruise ship schedule for Fremantle through till the end of the 2024 autumn cruise season.

Arrival Date/Time	Departure Date/Time	Ship	Operation	Berth
Sat 08 Apr 2023 04:30	Sat 08 Apr 2023 16:00	PACIFIC EXPLORER	Turnaround	F Berth
Thu 13 Apr 2023 05:30	Thu 13 Apr 2023 17:00	CORAL PRINCESS	Transit	F Berth
Mon 17 Apr 2023 10:30	Mon 17 Apr 2023 21:00	PACIFIC EXPLORER	Turnaround	F Berth
Sat 22 Apr 2023 04:30	Sat 22 Apr 2023 16:00	PACIFIC EXPLORER	Turnaround	F Berth
Tue 25 Apr 2023 08:00	Tue 25 Apr 2023 17:00	CALEDONIAN SKY	Turnaround/Transit	F Berth
Wed 26 Apr 2023 07:30	Wed 26 Apr 2023 17:00	PACIFIC EXPLORER	Turnaround	F Berth
Fri 05 May 2023 05:30	Fri 05 May 2023 16:00	PACIFIC EXPLORER	Turnaround	F Berth
Mon 08 May 2023 05:30	Mon 08 May 2023 16:00	PACIFIC EXPLORER	Turnaround	F Berth
Thu 18 May 2023 06:30	Thu 18 May 2023 16:00	PACIFIC EXPLORER	Turnaround	F Berth
Sat 26 Aug 2023 07:00	Sat 26 Aug 2023 19:00	SILVER EXPLORER	Turnaround	F Berth
Fri 20 Oct 2023 06:30	Sat 21 Oct 2023 17:00	CORAL GEOGRAPHER	Turnaround	C Berth
Sat 11 Nov 2023 05:30	Sat 11 Nov 2023 17:00	CORAL PRINCESS	Transit	F Berth
Mon 27 Nov 2023 03:30	Mon 27 Nov 2023 22:00	QUEEN ELIZABETH	Transit	F Berth
Sat 02 Dec 2023 07:30	Sat 02 Dec 2023 23:00	SILVER WHISPER	Turnaround	F Berth
Wed 06 Dec 2023 05:30	Wed 06 Dec 2023 20:00	CRYSTAL SYMPHONY	Turnaround	F Berth
Fri 08 Dec 2023 10:00	Sat 09 Dec 2023 20:00	REGATTA	Transit	F Berth
Wed 20 Dec 2023 09:00	Thu 21 Dec 2023 18:00	AZAMARA JOURNEY	Turnaround	F Berth
Wed 10 Jan 2024 08:00	Thu 11 Jan 2024 20:00	REGATTA	Transit	F Berth
Thu 11 Jan 2024 05:30	Thu 11 Jan 2024 17:00	AIDASOL	Transit	G Berth
Fri 16 Feb 2024 06:30	Sat 17 Feb 2024 17:00	VOLENDAM	Transit	G Berth
Sat 17 Feb 2024 03:30	Sat 17 Feb 2024 20:00	QUEEN MARY 2	Turnaround	F Berth
Mon 19 Feb 2024 08:00	Tue 20 Feb 2024 17:00	AZAMARA JOURNEY	Turnaround	F Berth
Thu 22 Feb 2024 05:30	Thu 22 Feb 2024 17:00	ISLAND PRINCESS	Transit	F Berth
Tue 27 Feb 2024 06:00	Tue 27 Feb 2024 10:00	CORAL GEOGRAPHER	Turnaround	C Berth
Fri 01 Mar 2024 06:30	Sat 02 Mar 2024 09:00	CORAL GEOGRAPHER	Turnaround	C Berth
Fri 01 Mar 2024 07:00	Fri 01 Mar 2024 19:00	BRILLIANCE OF THE SEAS	Transit	F Berth
Sun 03 Mar 2024 05:30	Sun 03 Mar 2024 19:00	AMBIENCE	Transit	F Berth
Fri 15 Mar 2024 06:30	Fri 15 Mar 2024 17:00	CORAL PRINCESS	Transit	F Berth
Wed 27 Mar 2024 06:30	Wed 27 Mar 2024 18:00	CRYSTAL SERENITY	Turnaround	F Berth
Wed 03 Apr 2024 04:30	Wed 03 Apr 2024 16:00	PACIFIC EXPLORER	Turnaround	F Berth
Mon 15 Apr 2024 04:30	Mon 15 Apr 2024 16:00	PACIFIC EXPLORER	Turnaround	F Berth
Fri 19 Apr 2024 07:30	Fri 19 Apr 2024 18:00	PACIFIC EXPLORER	Turnaround	F Berth
Mon 22 Apr 2024 05:30	Mon 22 Apr 2024 16:00	PACIFIC EXPLORER	Turnaround	F Berth
Thu 02 May 2024 05:30	Thu 02 May 2024 16:00	PACIFIC EXPLORER	Turnaround	F Berth
Sun 05 May 2024 05:30	Sun 05 May 2024 16:00	PACIFIC EXPLORER	Turnaround	F Berth
Sat 15 Jun 2024 05:30	Sat 15 Jun 2024 16:00	PACIFIC EXPLORER	Transit	F Berth

The Australian expedition cruise vessel TRUE NORTH arrived Fremantle 29/01/2023 and berthed in the Fremantle Fishing Boat Harbour after departing from Broome, NW WA, 29/10/2022. This was a long-segmented cruise which saw her circumnavigating northabout Australia calling at many ports in each state along the way. TRUE NORTH then carried out her annual refit ashore at the AME/Echo Marine shipyard in Jervoise Bay, 01/02 to 25/02/2023. She then shifted to the Fremantle Fishing Boat Harbour to lay-by before departing Fremantle 02/03/2023 to return to Broome.

Ref 445/p.12 re TRUE NORTH II, (the original TRUE NORTH) completed her refit ashore at SFM Marine in Rous Head Harbour, 08/02/2023 and shifted back to the Fremantle Fishing Boat Harbour. Peter Plowman, Editor of the WSS NSW Branch newsletter, advised that TRUE NORTH II would depart Fremantle 28/03/2023 on a 10-night cruise via the

Abrolhos Islands, Ningaloo Reef and the Montebello Islands to Dampier. From there TRUE NORTH II will make another one-way cruise to Broome, where it will be based for Kimberley cruises. (Thanks Peter).

IMMORTALIS, which arrived at Fremantle 10/03/2023 from Benoa (Bali), Indonesia, is the latest luxury expedition motor yacht to be owned by Fremantle-based but internationally renowned interior designer, Ashley Sutton, to arrive at Fremantle. He has created numerous mostly Asian-location bars/restaurants with “jaw-dropping” interiors including one in Fremantle named Darling Darling. That bar name also being used for a small, converted Fremantle workboat which was modified to look like an old-fashioned style-diving tug for use in a movie sequence some years ago. Since then he brought a previous expedition/dive/motor yacht named INFAMIS to Fremantle in June 2019, ref 407/p.156 for details/ photo. INFAMIS had been converted from the former Japanese fishery patrol vessel GENKAI, built in Japan in 1998, 193 gross, 32.11m, registered at Fremantle to owners, Terra Australis Productions, owned by Ashley Sutton. INFAMIS changed owners in June 2021 to Blue Water Research LLC, of Rarotonga and was reregistered at Avatiu, Cook Islands without name change. It is not clear if there is still a Sutton ownership connection as the vessel is based at Cairns, Queensland. Ashley Sutton is also well-known for his Captain’s role in the TV series “Shipwreck Hunters”.

IMMORTALIS is the former Japanese, scientific fisheries research, survey and crew training ship, KOSHIJI MARU, 1996 built in Japan, 319 gross, 42m loa, with Cook Islands registry, purchased in April 2020 and subsequently converted into a luxury expedition/dive motor yacht in Indonesia, being completed in 2021. The vessel has exterior design by Periscope Naval Architects, whilst her interior was created by Ashley Sutton Design, with naval architecture by Niigata Shipyard. Up to 12 guests are accommodated on board in 6 guest cabins. The yacht has a steel hull and aluminium superstructure, is powered by 2 Niigata Power Systems Co. Ltd engines, with twin screws and a cruising speed of 10.0 knots and max speed of 12.0 knots with a range of 7,500NM. Registered owners are Boutique Ocean Escapes Ltd, with operators and shipmanagers as Samudra Ocean Salvage and Towing. Both these companies have the same address in Busselton, south-west, WA, and presumably are connected to Ashley Sutton. IMMORTALIS carries the same somewhat racy mermaid funnel colours/logo as INFAMIS. She was berthed in Rous Head Harbour until departure early morning 23/03/2023 bound for Esperance. IMMORTALIS is currently listed as being for sale at an asking price of just under USD4 million. (Reference: Superyacht Times website). IMMORTALIS is the Latin word for being immortal.



ABOVE: The motor yacht IMMORTALIS makes her way towards Rous Head Harbour on arrival, 10/03/2023.

CONTAINER SHIPS

Reference the large articles regarding new container services calling at Fremantle in the previous issue 445/ pp.13-17:

1) **TS LINES**, of Taiwan, following on from their December 2022 owned ship arrivals, the chartered HANSA FRESENBURG was at Fremantle 05-06/02/2023 berthed at North Quay CT4 terminal on her way from Singapore to Adelaide. Subsequent sailings were paused until the next scheduled caller, the chartered HANSA AUGSBURG, 2008 built in China, 18,274 gross, 175.5m loa, 1740 teus, owned by Leonhardt & Blumberg Reederei, Germany, which was

berthed at North Quay CT4, 28-29/03/2023. After that though TS Lines have advised that their short-lived CA3 service through Fremantle will be indefinitely suspended due to insufficient container volumes and falling cargo rates.

2) ZIM/GOLD STAR LINE - THAILAND FREMANTLE EXPRESS (TFX)

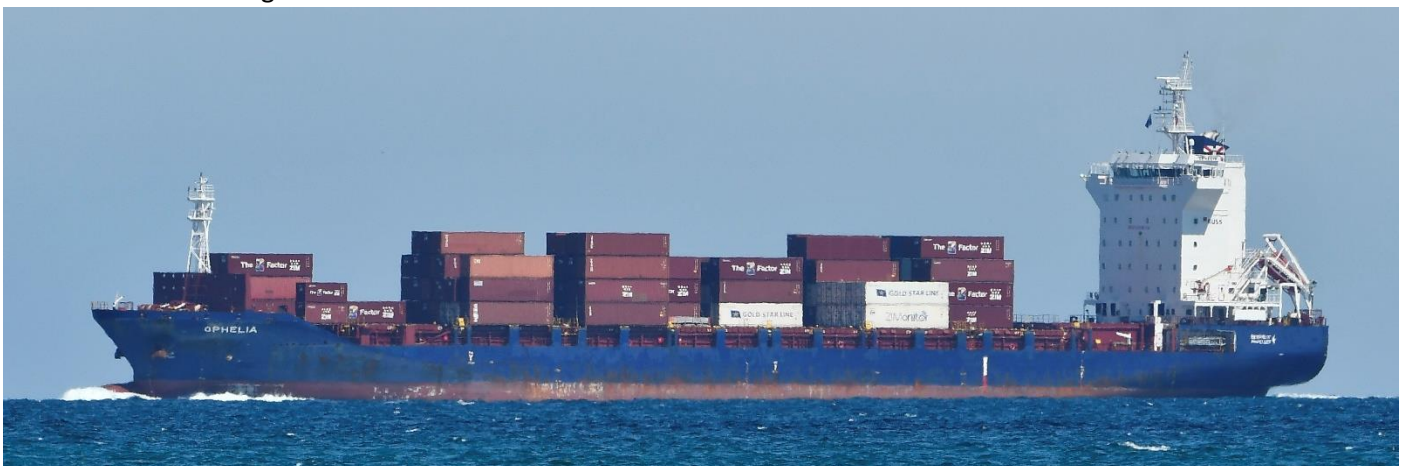
This new container service is jointly operated by ZIM Integrated Shipping Services Ltd (formerly ZIM Line), of Haifa, Israel, and Gold Star Line, (GSL), of Hong Kong with a weekly Southeast Asia-Australia service rotation of calling at east coast Australian ports before Fremantle on the homeward run back to SE Asia. Initially they were intending to use 7 x 1700-2600 TEU ships and those which have visited Fremantle so far have been:

GSL AFRICA, (build name *SEARED*), 2010 built in Japan, 27,213 gross, 199.93m loa, 2450 teus, 3x 40t SWL cranes, Liberian flag, has registered owners as GSL Africa Ltd, Liberia; is technically managed by Hellastir Shipping Enterprises, Greece; shipmanaged by Zim Integrated Shipping Services, of Israel; chartered by Gold Star Line Ltd, Hong Kong; and head owned by Global Ship Lease Inc., of London, UK, to complete the international smorgasboard of who does what ! This ship was the first to call at Fremantle in this new service being berthed at North Quay CT1, 30-31/01/2023, having arrived from Melbourne and departed for Westport, (Port Klang), Malaysia. GSL AFRICA returned to Fremantle for her second visit 22-23/03/2023 and berthed at CT1 again. It must be a rarity that by coincidence the GSL-name prefix can be applied to reflect both the head owners and the charterers company names. GSL AFRICA carried the funnel colours of Gold Star Line though.



ABOVE: The return of smaller size, geared container ships are represented here by GSL AFRICA departing 23/03/2023.

OPHELIA, 2018 built in China, 17,907 gross, 171.92m loa, 1700 teus, Marshall Islands flag, is shipmanaged and head owned by Leonhardt & Blumberg, of Hamburg, Germany, whilst chartered to Zim Integrated Shipping Services, of Haifa, Israel. This ship has also made two visits to Fremantle in this service, the first 10-11/02/2023 and the second, 16/03/2023, being berthed at North Quay CT1 terminal each time. OPHELIA has the well-known funnel colours of Leonhardt & Blumberg.



ABOVE: A long distance hazy view of OPHELIA heading towards the inner harbour entrance 16/03/2023.

TZINI, 2013 built in South Korea, 20,239 gross, 170.06m loa, 1756 teus, 3 x 40t SWL cranes, Malta flag, is chartered to Zim whilst shipmanaged and head owned by Eastern Mediterranean Maritime Ltd (EASTMED), of Athens, Greece. She was berthed at North Quay CT1 terminal, 15-16/03/2023, on what will have been her only visit here. TZINI has its owners' distinctive funnel colours of dark blue with a white vertical and white horizontal band quartering the funnel.



ABOVE: TZINI alongside at North Quay CT1 terminal 15/03/2023 on her one and only visit in the ZIM/GSL service.

Expected visits by SEAMASTER and WILLIAM didn't eventuate and from late March the ZIM/GSL TFX service will dispense with OPHELIA, TZINI, WILLIAM and SEAMASTER. They will introduce instead former CAX/C2A services vessels BRIGHT and ARIANA, as an upgrade to 6 x 2,800 TEU ships. There will also be a further revised port rotation of Port Klang, Laem Chabang, Ho Chi Minh, Yantian, Nansha, Port Botany, Brisbane, Melbourne, Fremantle, Port Klang.

END OF AN ERA FOR 'BRIDGE' TWINS

For most of the past 13 years Fremantle has seen a weekly visit by one of the two small, sister container ships MARGARET RIVER BRIDGE and SWAN RIVER BRIDGE. They have been operating in turn week about in the fortnightly container shuttle service between Singapore, Fremantle and return in the Japanese lines - K Line / WASCO / ONE (K Line, NYK, MOL) with occasional substitutes during dry-docking periods. Their local-place names added a significance to their presence in port. MARGARET RIVER BRIDGE, 2009 built in Japan, 17,211 gross, 171.91m loa, 1708 teus, Panama flag, owned by Taiyo Kaiun Kaisha Ltd, Japan, arrived at Fremantle on her maiden voyage 15/10/2009 and carried a black hull with the K Line funnel colours. Several years ago those were painted over to make a plain dark blue funnel for an unknown reason. MARGARET RIVER BRIDGE was joined by SWAN RIVER BRIDGE, 2010 built in Japan, 17,237 gross, 171.99m loa, 1708 teus, Singapore flag, owned by K Line, Singapore/Japan, some six months later. Since build she had spent a few months initially in SE Asian trades before joining the Fremantle shuttle service, arriving here for the first time on 08/04/2010. She had a grey hull and the K Line funnel colours, the latter being retained throughout.

As reported last issue, ref 445/pp 16-17, as part of a massive restructuring of Southeast Asian container services the ONE service shuttle utilising the two small BRIDGE ships would be replaced by a new Western Loop trade grouping of Maersk (WAC – Western Australia Connect); Hapag-Lloyd (S2A) and ONE (WAU) using 3 x vessels rotating Tanjung Pelepas, Singapore, Fremantle, Tanjung Pelepas. The first sailing was by MAERSK GAIKLOCH, previously seen at Fremantle some years ago along with her G-class sister ships in Maersk's own service, followed by the chartered DALIAN and IONIKOS to maintain a weekly port call here. As a result the two smaller BRIDGE ships have now made their final port calls at Fremantle. SWAN RIVER BRIDGE was the first to go being berthed at North Quay CT3 for the last time 08-10/03/2023. She was followed by MARGARET RIVER BRIDGE which was at the same berth 16-18/03/2023. The final departures bringing their long service in this trade to an end with both being redeployed into other Asian services instead.

Ship details for their replacements are:

MAERSK GAIRLOCH, 2003 built in South Korea, 50,686 gross, 292.07m loa, 4544 teus, Singapore flag, has registered owners as Moller Singapore AP Pte Ltd, Singapore, is shipmanaged by Maersk A/S, Denmark, and head owned by Moller AP, Denmark. Since 2019 she has been technically managed by ZEABORN Ship Management, Germany. MAERSK GAIRLOCH was last seen at Fremantle in May 2016 and returned for her first call in this new service 24-27/03/2023 berthed at North Quay CT3 terminal. Second call is currently scheduled for about 13/04/2023.

DALIAN, ex *ZIM DALIAN* – 2021, ex *OOCL NOVOROSSIYSK* – 2017, ex *ZIM DALIAN* – 2013, 2009 built in South Korea, 40,030 gross, 260.05m loa, 4253 teus, Malta flag, owned and managed by Danaos Shipping Co Ltd., of Piraeus, Greece, another of the seemingly endless Samsung standard 4250 class container ships. DALIAN was at Fremantle 30/03-01/04/2023 berthed at North Quay CT4 terminal on her first visit.

IONIKOS, ex *CMA CGM JASPER* – 2021, 2009 built in The Philippines, 40,560 gross, 259.8m loa, 4360 teus, Liberian flag, with registered owners as OCM Ion LLC, Greece; shipmanagers as Dioryx Maritime Services Corp., Greece, and head owned by Oaktree Capital Management LP, of Los Angeles, USA. IONIKOS is due to arrive at Fremantle on her first visit circa 06/04/2023.

The new WESTERN LOOP service (ref 445/p.17) to be operated by ANL (CMA CGM), (AAX-W) service comprising 3 x 1,800 TEU vessels, rotating Port Klang, Singapore, Fremantle, Port Klang commenced with the first port call here by GREEN WAVE, which was berthed at North Quay CT1 terminal, 29/03-02/04/2023. She will be followed by the previously seen here ELA and then a third ship still to be nominated. Ship details for GREEN WAVE, 2020 built in South Korea, 17,954 gross, 172.07m loa, 1809 teus, Singapore flag, has registered owners as Ehuang Maritime Pte Ltd, Israel; is shipmanaged by XT Management Ltd, Israel and head owned by XT Group, of Tel-Aviv, Israel. The latter company being listed as a subsidiary of the Quantum Pacific Group, of Singapore.

The new SOUTHERN LOOP service (ref 445/p.16) AAX-S replacing AAX1 grouping, saw its first vessel to call at Fremantle as CMA CGM MELISANDE, 2012 built in China, 91,498 gross, 334.96m loa, 8533 teus, Malta flag, is long term chartered by CMA CGM SA The French Line, of Marseille, from shipmanagers and head owners, Danaos Shipping Co Ltd, of Piraeus, Greece. She was berthed at North Quay CT3 terminal 13-16/03/2023 on her first southbound port call here during a voyage from Singapore to Adelaide.



ABOVE: CMA CGM MELISANDE alongside at North Quay CT3 terminal on her first visit 15/03/2023.

CMA CGM MELISANDE replaced GULF BRIDGE in what was AAX1 but as of 01/03/2023 is renamed as AAX-S. Stevedoring in Melbourne is moving upriver from the downstream VICT terminal to Patrick East Swanson Dock so all vessels have to be able to get under the West Gate Bridge. Therefore there will be several substitutions of previous AAX1 service ships. Leaving the trade will be GULF BRIDGE, APL HOUSTON, APL BOSTON and CONTI CONQUEST. They will be replaced by CMA CGM MELISANDE, CMA CGM TANCREDI, CMA CGM BIANCA and CONTI ANNAPURNA. The current incumbents SYDNEY EXPRESS and MAERSK SEOUL will remain whilst the two-island MAERSK STRALSUND will be added as 7th vessel.

Ref 445/p.17:

- TONSBERG, ex *RIO BARROW* – 2021, ex *NAVEGANTES EXPRESS* – 2015, ex *RIO BARROW* – 2011, ex *MSC HONG KONG* – 2010, ex *CSCL HONG KONG* – 2008, 2001 built in South Korea, 65,059 gross, 274.76m loa, 5447 teus, Liberian flag, head owned by Technomar Shipping Inc-LIB, of Athens, Greece, and shipmanaged by ConChart Commercial Inc., also of Greece. TONSBERG made her once only Fremantle call 26/02-01/03/2023 berthed at North Quay CT1 in the AAX2/Komodo service.

- TIAN CHANG HE, ex *COSCO TIANJIN* – 2017, 2005 built in Japan, 66,380 gross, 278.94m loa, 5816 teus, operated/shipmanaged by COSCO Shipping Lines Co Ltd, China and head owned by China COSCO Shipping Corp Ltd., of Shanghai, China, was at Fremantle on her first visit 03/03/2023 berthed at North Quay CT3 having in turn replaced the one voyage charter SEASMILE which in turn had replaced XIN XIA MEN, in the Triple A2 southbound service. TIAN CHANG HE had arrived from Pt Klang and departed for Sydney. She returned to Fremantle on her second visit, 21-22/03/2023 berthed at the same terminal.



ABOVE: A profile view of TIAN CHANG HE seen just prior to turning into the entrance channel on arrival 21/03/2023.

MEDITERRANEAN SHIPPING CO (MSC) – Latest first arrivals at Fremantle

- In AES/NEMO – VSA service with CMA CGM (call northbound only)

CONTI CORTESIA, ex *LT CORTESIA* – 2017, 2005 built in South Korea, 90,449 gross, 334m loa, 8084 teus, Malta flag, chartered to MSC, owned and shipmanaged by various divisions of the Conti Holding GmbH & Co KG group, of Hamburg, Germany, was berthed at North Quay CT2 01-03/03/2023. She has replaced GSL NINGBO in this trade.

MSC TOMOKO, 2006 built in South Korea, 94,489 gross, 331.99m loa, 8401 teus, Panama flag, fully owned and managed by MSC Mediterranean Shipping Co, Geneva, Switzerland, was berthed at North Quay CT1 terminal 07-10/03/2023.



ABOVE: A windy day view of MSC TOMOKO alongside at North Quay CT1 terminal 08/03/2023 exchanging containers.

MSC BRITTANY, ex *CMA CGM MAGDALENA* – 2021, ex *ANAXAGORAS* – 2016, 2016 built in Romania (by Daewoo of South Korea !) 96,424 gross, 299.99m loa, 9162 teus, Portugal (Madeira) flag, is operated and shipmanaged by MSC but head owned by Financial Products Group Co Ltd, of Tokyo, Japan, was berthed at North Quay CT2, 22-26/03/2023. MSC BRITTANY still retains the CMA CGM owners dark blue hull and the MSC funnel logo is painted on the side of the superstructure due to lack of a substantial enough funnel to paint them on.



ABOVE: MSC BRITTANY departing Fremantle deeply laden to 14.20m draft with tug escorts after her visit. Note the former charterers CMA CGM roughly painted out hull side lettering.

All above arrived from Adelaide and departed for Singapore in this multi-continent visiting trade from Europe and return.

- In MSC Capricorn service – SE Asia/Australia/NZ southbound

REN JIAN 16, ex *STADT MARBURG* – 2017, ex *AMSTERDAM BRIDGE* – 2014, ex *STADT MARBURG* – 2009, 2009 built in South Korea, 42,112 gross, 260.32m loa, 4380 teus, Chinese flag, has registered and head owners as China Financial Leasing Co Ltd., of Beijing, China; is shipmanaged by Hainan Ancheng Shipping Co., of Hainan, China, and chartered to MSC. She was berthed at North Quay CT4 terminal 21/03/2023, having arrived from Jakarta then departed for Adelaide. What the Ren Jian connection/meaning is, is still being worked out !



ABOVE: A colourful REN JIAN 16 alongside at North Quay CT4 terminal laden with MSC containers, 21/03/2023.

MSC TANIA, ex *TELEMANN* – 2021, ex *STAR RIVER* – 2019, ex *HERMANN WULFF* – 2016, ex *IBN KHALLIKAN* – 2012, ex *OOCL ENERGY* – 2007, ex *HERMANN WULFF* – 2006, 2006 built in Poland, 32,200 gross, 210.92m loa, 2732 teus, Liberian flag, is fully owned/managed by MSC. She has been subjected to a particularly ugly large funnel scrubber installation housing tacked onto the back and sides of her superstructure. MSC TANIA was berthed at North Quay CT4 terminal 23-25/03/2023.

(With thanks again to Dale Crisp, of Melbourne, for his assistance with details of the various ships and services.)

NAVY SHIP MOVEMENTS

USS ASHEVILLE, SSN-758, a Los Angeles-class, nuclear powered fast attack submarine, commissioned September 1991, made several visits to Fremantle from mid-February to early-March and of course was berthed at HMAS Stirling, Fleet Base West, on Garden Island. Whilst at sea during this period she exercised with several RAN Collin's class submarines and ANZAC class destroyers. ASHEVILLE's actual first arrival date was not reported but it was in mid-February then departed for sea 26/02/2023. During the exercises ASHEVILLE returned to Gage Roads several times for boat transfers of personnel. After completion of exercises ASHEVILLE then returned to HMAS Stirling for a second visit, 10-14/03/2023. It was reported that ASHEVILLE has visited Fremantle twice before in previous years. ASHEVILLE is 6,927 tons full displacement, 110m loa, 10m beam and 9.4m draft. Surface speed is around 20 knots but faster when submerged. Complement onboard usually comprises about 20 officers and 110 crew. ASHEVILLE is home ported at Naval Base Guam, her motto is "From The Mountains, To The Seas" and nickname is "The Ghost of the Coast". The city of Asheville is the largest in North Carolina, USA. The submarine's visit coincided with the AUKUS rukus at the time !



ABOVE: USS ASHEVILLE arriving at HMAS Stirling, Fleet Base West, on a windy day in mid-February 2023. (Photo by ABIS Rikki-Lea Phillips, as appeared on the United States Consulate Facebook page)

OCEAN TRADER RETURNS

The "highly secret" United States Military Sealift Command - Special Warfare Support ro/ro ship OCEAN TRADER continues to surprise with a return visit to Fremantle in late-February. She was the subject of a detailed 3-page article with numerous photos following her first visit to Fremantle in early-December 2022 in the previous edition of this magazine, reference 445/pp 6-8 for full data as it will not be repeated here. OCEAN TRADER initially arrived in Gage Roads anchorage 21/03/2023 where she stayed from 0400hrs to 1500hrs then departed out to sea again. She had to wait for the departure of the Japanese icebreaker SHIRASE from Victoria Quay D shed on 25/03/2023 before there was a berth available for OCEAN TRADER. She therefore returned to Fremantle 1100hrs on 25/03/2023 after the 1000hrs departure of SHIRASE and this time came into the inner harbour and occupied D/E berths. A 50-meter seaward exclusion zone around the vessel was established and patrolled by a picket boat until OCEAN TRADER departed mid-evening 27/03/2023.

JDF SHIRASE, ref 444/p.247, this Japanese Maritime Self Defence Force icebreaker, Antarctic supply and observation ship, also made a return visit to Fremantle during her northbound voyage from Antarctica back to Japan. This meant that she had called here on both legs of her southern summer deployment this season. The second visit commenced late-afternoon 19/03/2023 when she anchored in Gage Roads overnight until berthing next morning at Victoria Quay D shed until departure 25/03/2023 bound back to Japan.

SIRIUS BISECTED- ref 445/p.21, by early-March the scrapping of this former RAN fleet oiler has advanced with all deck fittings removed. On 08/03/2026, tugs shifted the SIRIUS hull from port side alongside at the AMC#6 berth, Henderson around into a Mediterranean moor with the aft end facing the shore up against the wharf face. The bow was held in position by mooring lines run to two new buoys placed off each side forward of the bow and then the whole hull was ballasted down to waterline level. Over the next few days, a carefully calculated event took place. The ship was neatly cut into two halves midships by above and below water steel cutting equipment. This was done so that in turn each remaining half of the ship would fit into the AMC floating dock and then presumably be taken ashore for scrapping within the AMC Henderson complex. The bow half of SIRIUS made her final waterborne move on the morning of 28/03/2023 when it was towed around to the AMC floating dock and positioned within it. The section was then raised high and dry but remains there as at end-March. It has not been moved ashore so perhaps requires some further cutting/lightening before that is possible. The ballasted down aft section remains in place at the AMC#6 berth.



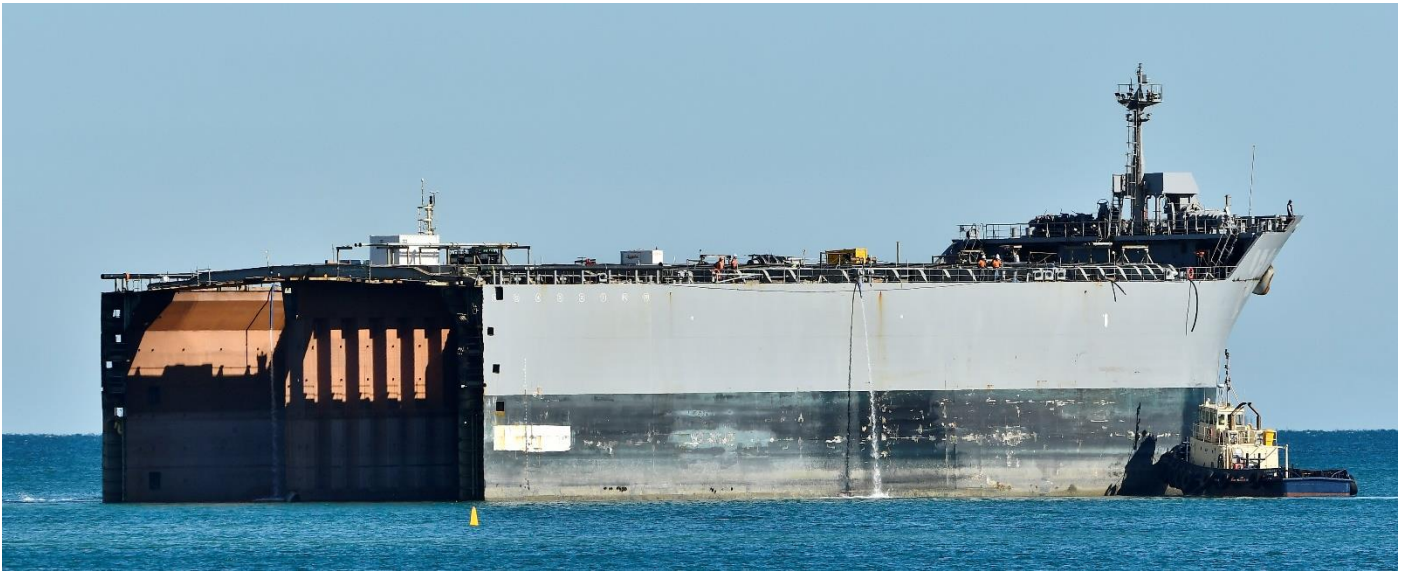
ABOVE: SIRIUS being manoeuvred into a Mediterranean moor position at AMC#6 berth, 08/03/2023.



ABOVE: The now cut off & deballasted front half of SIRIUS is moved away from the still deeper stern half 28/03/2023.



ABOVE: The tugs SVITZER HARRIER (left) and STIRLING SKATE (right) guide their unusual charge ahead.



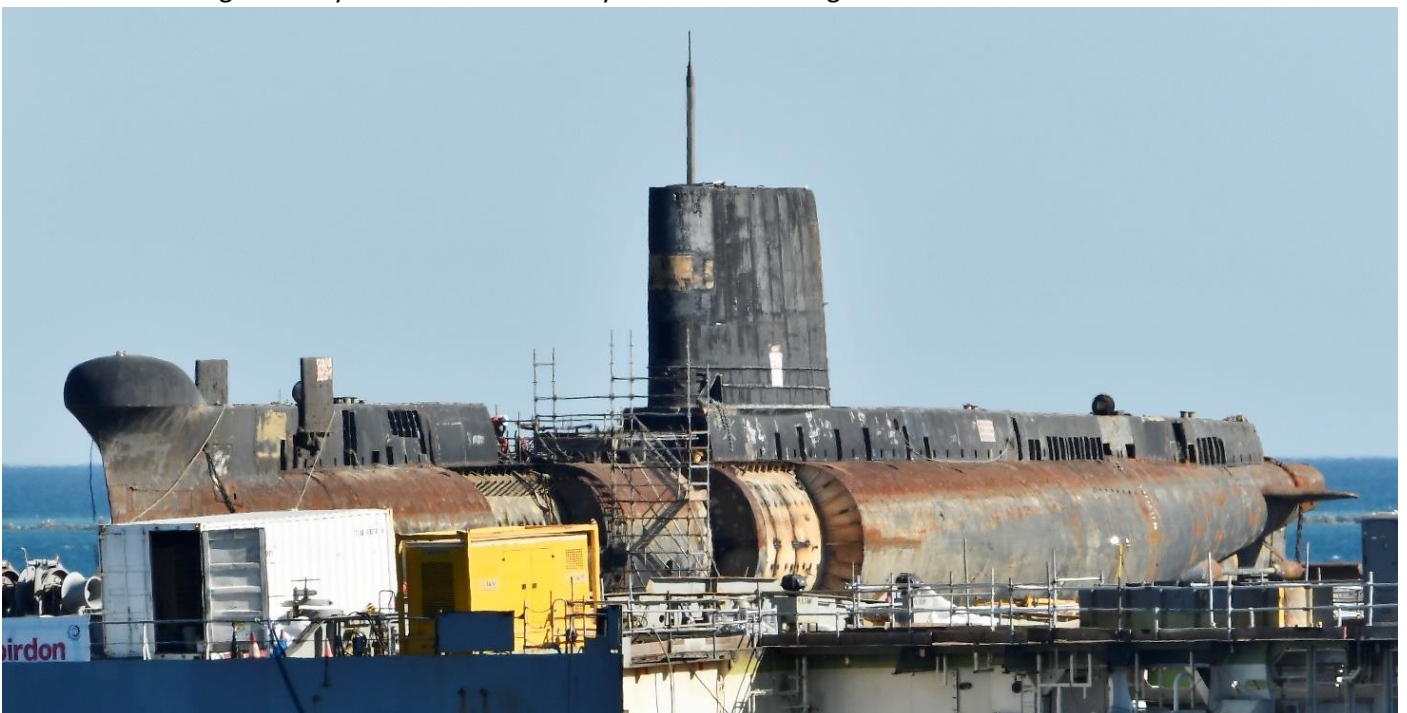
ABOVE: A clear view of the forward half of SIRIUS, with tug STIRLING SKATE assisting during the shift to the AMC dock.

RAN ANZAC CLASS FRIGATES

- Ref 445/p.21 : HMAS ANZAC carried out a maintenance period at the AMC#2 berth at Henderson from 20/01/2023 until 20/03/2023 when she was cold-ship towed back to HMAS Stirling.

- Ref 444/p.246 : During February HMAS STUART was moved from her position ashore within the BAE Henderson shipyard where she has spent over twelve months undergoing the major AMCAP/CEFAR mid-life upgrade modifications and returned to the water via the BAE shiplifter. STUART was then towed to the AMC#3 wharf and berthed alongside where work continues on the ship. Once STUART had been cleared from her shore position in the central runway, HMAS PARRAMATTA which is also undergoing these mid-life modifications, was moved from the south-east BAE repair runway into the central one that STUART had been in. This left the smaller south-east one to be clear for tug refits to continue. Still occupying the north-east repair runway is HMAS BALLARAT, on which the mid-life modifications are now quite well advanced. STUART was shifted in late-March around from AMC#3 to AMC #2 berth.

OTAMA - Ref 445/p.21, demolition work on the derelict submarine OTAMA ashore within the AMC Henderson complex commenced during February. So far this has mostly involved removing outer hull tank sections.



ABOVE: OTAMA now being cut up ashore at the AMC Henderson laydown area, as at 20/03/2023, SIRIUS in foreground.

AUSTAL SHIPS

- EVOLVED CAPE CLASS OF 8 PATROL BOATS FOR THE RAN – ref 445/p.21-22

ADV CAPE NATURALISTE, third of the class, departed from HMAS Stirling, Fleet Base West, 22/02/2023 bound for Darwin to commence service.

ADV CAPE CAPRICORN, fourth of the class was delivered by Austal Ships to Defence Australia 13/02/2023 at the Austal jetty. On 24/02/2023, ADV CAPE CAPRICORN shifted to HMAS Stirling, Fleet Base West, where she remains alongside.

ADV CAPE WOOLAMAI, fifth of this class was launched at Austal Ships, 01/02/2023 and berthed alongside their jetty to continue fitting-out work. She is named after the headland at the south-eastern tip of Phillip Island in Victoria, ADV CAPE PILLAR, sixth of this class is expected to be launched at Austal circa 21/04/2023.



ABOVE: ADV CAPE WOOLAMAI after launching at Austal Ships, 01/02/2023, in the Jervoise Bay northern harbour.

- GUARDIAN CLASS PACIFIC PATROL BOATS - Ref 445/p.22

FSS DAVID W. PANUELO, 16th of the class, built for the Federated States of Micronesia was taken ashore at the Austal shipyard during February and remains there as at end-March.

HMPNGS GILBERT TOROPO, 17th of the class, remains alongside at the Austal jetty, Henderson.

NAFANUA III, 18th of the class carried out a further day of trials 15/02/2023 but has since also remained alongside at the Austal jetty.

HENDERSON/JERVOISE BAY ACTIVITY

NEW ESPERANCE HARBOUR TUG ARRIVES

The family-owned Mackenzie Marine & Towage Pty Ltd, who have provided towage services at the southern WA coastal port of Esperance for 50 years, have taken delivery of their latest new tug. This is LILLIAN MAC, 328 gross, 24.4m loa, which was built by Sanmar Denizcilik Makina ve Ticaret AS at Altinova (Istanbul), Turkey, to a Robert Allan (of Canada) design. She is the first Mark II version of the new RAmports 2400SX series of tugs designed to achieve improved levels of low emission and a low environmental impact tugboat operation and meets IMO Tier III standards. The tug was launched 08/10/2022 and then commissioned 25/11/2022. The hull had originally been intended to be named BOGACAY LI for Turkish owners before being used for Mackenzie's order instead. LILLIAN MAC is powered by twin Caterpillar V16 engines, giving a service speed of 12 knots, has firefighting capabilities of 1200 cubic metres per hour and is equipped with emergency response equipment as well as accommodation for six personnel.

The very long delivery voyage was carried out by crew(s) from Transport & Offshore Services Ship Delivery BV (TOS Ship Delivery), of Rotterdam, The Netherlands, with the tug being registered at Portsmouth, in Dominica for its duration. LILLIAN MAC left the Turkish shipyard 09/12/2022 and after several anchorage stops departed for the Suez Canal 15/12/2022 transiting through the Dardanelles and arrived Suez 19/12/2022. The Canal transit was made 20/12/2022 and the tug then departed for Galle, Sri Lanka. She was in port at Galle, 09-11/01/2023 for bunkers and possible crew changes. From there it was an 18-day voyage to Fremantle arriving 29/01/2023 and proceeding to the Kwinana ORAN anchorage. Early next morning LILLIAN MAC shifted to berth at the BAE shiplifter north wet berth to lay-by and carry

out works onboard whilst mooring arrangements for the new tug were finalised in Esperance. LILLIAN MAC remained at BAE for a month finally departing 28/02/2023 initially for Bunbury and perhaps unusually still being Dominica registered/flagged. The tug remained alongside in Bunbury overnight 28/02-01/03/2023 before continuing onto her home port of Esperance arriving there 03/03/2023.

LILLIAN MAC enters the northern end of the Henderson shipyard basin to berth at BAE. The delivery crew TOS houseflag can be clearly seen and also the colourful flag of Dominica under which the delivery voyage was made.



On departure LILLIAN MAC still had the welded raised port of registry lettering of Fremantle painted over above the temporary Portsmouth registry panel when she left here. To mark Mackenzie's half century milestone, the vessel is named LILLIAN MAC in honour of Managing Director, Sean Mackenzie's late grandmother who was also a company founder with the late Don Mackenzie in 1972. The company and tugs have been owned by three generations of family members including Sean's daughter, Brooke Mackenzie, who is now a certified tug master with the company and represents the fourth generation of the family. The \$10 million, LILLIAN MAC is their most powerful tug and joins three other Mackenzie tugs at Esperance, HELLFIRE BAY, SHOAL CAPE and CAPE PASLEY. The official naming ceremony for LILLIAN MAC will take place at Esperance on 21/04/2023.

Once LILLIAN MAC had arrived at Esperance, Mackenzie's smallest tug, CAPE PASLEY, 2001 built in Fremantle, 150t gross, 21.7m loa, departed from there for Fremantle where she arrived 13/03/2023 and berthed at the BAE shiplifter north wet berth. This tug was shifted into the shiplifter the next day and taken ashore for her periodic maintenance and repair programme.

BAE HENDERSON TUG REFIT UPDATES

Ref 445/p.20 The Port Hedland tug FMG HAMMERHEAD completed her refit ashore at BAE 27/02/2023 and was returned to the water by the shiplifter and berthed at the north wet berth. She carried out sea trials and a bollard pull test 12/03/2023 then departed 13/03/2023 to return to Port Hedland.

The next of FMG's, Port Hedland based tugs to arrive for her five-year drydocking was FMG MAKU, 2019 built in Vietnam, 498t gross, 31.5m loa, Australian flag, which arrived Fremantle early-morning 21/03/2023 and berthed at the BAE shiplifter north wet berth. She was shifted into the shiplifter 25/03/2023 and taken ashore for work to begin.

Ref 445/p.20, The Port Walcott based tug GURRGURA was taken ashore at BAE 23/02/2023 after nearly 4 weeks alongside the berth there and remains ashore to date undergoing her major refit.

Ref 445/p.20 – The Svitzer former Bunbury tug, SVITZER NAIAD remains ashore within the AMC Henderson complex and appears to be in dry storage lay-up.

AUSTAL SHIPS – See Navy Ships section this issue p.55.

Ro/Ro BARGE SOLD AND DEPARTS

Ref 445/p.21 re the 54.37m loa, double-end ramp ro/ro barge TOLL FIREFLY which had been laid-up in the Jervoise Bay northern harbour since arrival 13 months ago on 23/02/2022. The barge was recently sold by Toll Transport and her name shortened to just FIREFLY with registry changed from Australia to Vanuatu. The new owners are currently undisclosed but believed associated with Highland Maritime Co Ltd, of Bangkok, Thailand. FIREFLY finally departed from her lay-up berth very late-afternoon 25/03/2023 with her AIS indicating next port as Koolan Island, NW WA.

FURTHER DREDGER UPDATES

- Ref 445/p.23, re the chartered trailing suction hopper dredgers MODI R & VIKING R:

MODI R completed her dockyard refit in Singapore and departed from there 29/01/2023 to return to Fremantle. She arrived here 12/03/2023 after a two-week voyage and berthed at the Kailis jetty in the Fishing Boat Harbour. Shortly after, MODI R resumed the sand-nourishment programme of Port Beach adjacent to Leighton beach, North Fremantle. The first part of this was carried out in early-July 2022, ref 440/pp154-155 for details and photo. As before MODI R was utilised to dredge sand from the Deepwater Channel entry into Gage Roads and then proceed to close inshore and pump the sand ashore at Port Beach by spectacularly rainbowing it from her forward discharge nozzle. In between spells doing this work MODI R was berthed back at the Kailis jetty. By mid-March this project had been completed and then MODI R was off again, departing Fremantle 17/03/2023 bound for Adelaide.



ABOVE: MODI R rainbowing sand ashore at the Sandtrax/Port Beach area 16/03/2023 nearing the end of this work.

Meanwhile VIKING R took a break from her Cockburn Cement shell sand dredging in Owen Anchorage when she departed Fremantle 20/02/2023 for Bunbury. At that port she carried out maintenance channel dredging in company with the tug EDI which is equipped with stern mounted seabed levelling and wrack removal drag equipment. After completion of this work VIKING R arrived back at Fremantle 10/03/2023 to resume the shell sand dredging work for discharge at Woodman Point after 18 days absence.

BREAKBULK CARGO SHIPS

AAL GUNSAN, ex *BBC AMERICA* – 2022, ex *SEABOARD AMERICA* - 2020, 2010 built in China, 19,128 gross, 159.8m loa, 1571 teus, multi-purpose cargo ship, deck cranes 2x120t and 1x60t SWL, Cyprus flag, shipmanaged by Intership Navigation Co-CYP, of Limassol, Cyprus, whilst head owned by Schoeller Holdings Ltd, also of Cyprus, was a recent first time arrival in the AAL service from Asia to west coast Australian ports. AAL GUNSAN arrived Fremantle 04/02/2023 from Shanghai, Kaohsiung, Laem Chabang and Singapore and proceeded to the Kwinana ORAN anchorage. She was subsequently berthed at AMC#4 berth, Henderson, 06/02/2023, to discharge some larger pieces of cargo until shifting

early-evening to the inner harbour and berthed at North Quay No.11. This was an extended stay alongside there until all remaining cargo had been unloaded by 17/02/2023. AAL GUNSAN then shifted back to the Kwinana ORAN anchorage to prepare the holds for her next cargo which was to be mineral sands from Bunbury and Geraldton. She departed for Bunbury 22/02/2023.



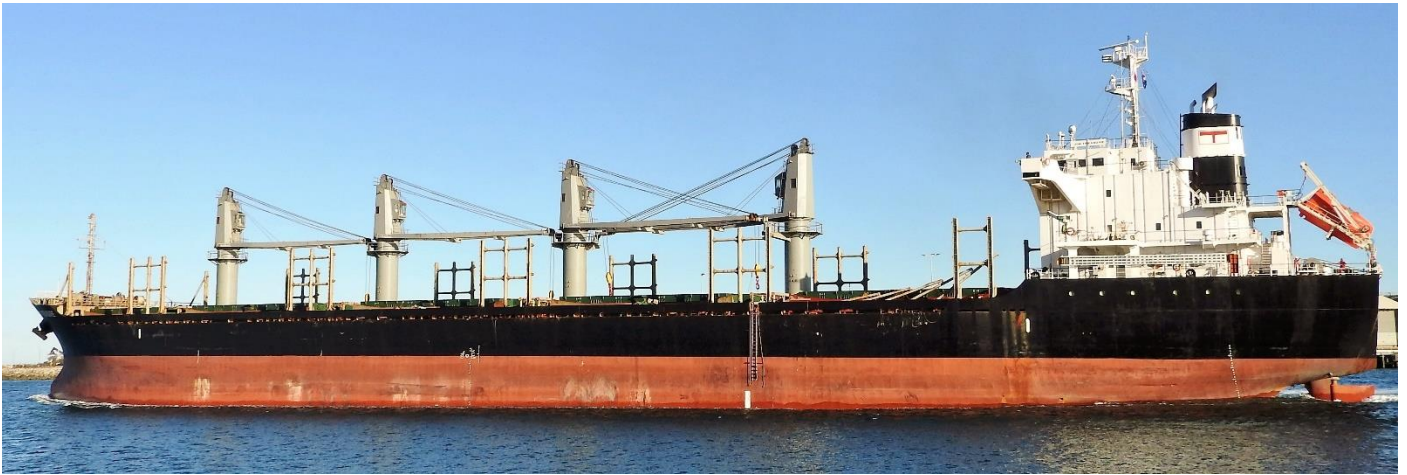
ABOVE: An in-ballast AAL GUNSAN makes a near sunset departure from the inner harbour 17/02/2023. (by G.Waller)

MIENA DESGAGNES, ex JAN – 2018, 2017 built in China, 11,492 gross, 147.01m loa, 842 teus, multi-purpose cargo ship, deck cranes 2 x 250t SWL, Barbados flag, operated/shipmanaged by Desgagnes Transport Inc., of Quebec, Canada, whilst head owned by Royal Bank of Canada, of Montreal, was berthed at North Quay No.12, 11-18/02/2023 discharging breakbulk cargo. She had loaded in the USA Gulf ports of Mobile, Houston South and Pasadena with cargo for discharge at Port Hedland, NW WA and then Fremantle.



ABOVE: MIENA DESGAGNES also outbound from Fremantle but on the morning of 18/02/2023. (Photo by G.Waller)

RIN TREASURE, ex CONTINENTAL TAIGA – 2021, ex LAKE KONPIRA – 2020, 2009 built in Japan, 17,018 gross, 169.37m loa, bulk carrier, deck cranes 4 x 30.5t SWL, Liberian flag, operated/shipmanaged by Soki Kisen KK, of Ehime, Japan, whilst head owned by Mitsubishi Logistics Corp., of Tokyo, Japan. This ship carried the funnel colours of Taylor Maritime, Hong Kong, presumably as charterers as her name doesn't seem to fit their usual style of a female-prefix followed by a descriptive adjective ? RIN however is a type of Japanese currency, as well as a character in a Japanese anime series. RIN TREASURE was berthed 25-26/02/2023 berthed at North Quay No.12. She had loaded at Hibikinada, Japan, a cargo of large truck tyres for discharge at Port Hedland and then Fremantle. SEE PHOTO NEXT PAGE



ABOVE: RIN TREASURE passing Victoria Quay on a morning departure 26/02/2023. (Photo by Graeme Waller)

BBC EVEREST, 2011 built in China, 8,255 gross, 12.79m loa, 660 teus, deck cranes 2 x 350t SWL, multi-purpose cargo ship, German flag, is a multi-purpose cargo ship, operated by BBC Chartering GmbH & Co KG, shipmanaged by Briesche Heavylift GmbH & Co KG, whilst head owned by Briesche Schiffahrts GmbH & Co., all of Leer, Germany. She has visited Fremantle once before but on her latest arrival was berthed 15-16/03/2023 at North Quay No.2 to load a large number of mostly 40ft shipping containers all containing the sound, lighting, staging, electronics and other equipment belonging to British pop music superstar, Ed Sheeran. They were packed and brought to Fremantle wharf following his record-breaking sold-out show at Optus Stadium in Perth to be shipped to the next place of his world tour, all the way to Houston, USA, via the Panama Canal.

BBC MARYLAND, 2010 built in China, 9,627 gross, 138.53m loa, 665 teus, deck cranes 2 x 150t SWL, multi-purpose cargo ship, Antigua & Barbuda flag, operated by BBC Chartering GmbH & Co KG, of Leer, Germany; shipmanaged by Delft Schiffahrt GmbH & Co KG, of Emden, Germany and head owned by R. Briesche, also of Leer, was berthed at the AMC#4 wharf, Henderson, 16-17/03/2023, having arrived from Batu Ampar, Indonesia via Port Hedland. After discharge of a small amount of breakbulk cargo she departed bound for Kaohsiung, Taiwan.

ANTARCTIC CHARTER SHIP INCIDENT - Ref 443/p.221 re HAPPY DIAMOND visiting Fremantle in October 2022 whilst on her way to Hobart after being chartered by the Australian Antarctic Division (AAD). She was required to carry out Australian Antarctic supply summer season work from Hobart as part replacement for the still under repair new icebreaker NUYINA laid-up at Singapore. Unfortunately, HAPPY DIAMOND also encountered engine troubles after leaving Hobart for Antarctica and had to return to Hobart for repairs. She subsequently successfully completed resupply programmes at Australia's, Casey and Davis stations in Antarctica. HAPPY DIAMOND was in the final stages of operations at Mawson when she hit a shoal off the station during the evening of 19/02/2023 and was grounded for about an hour before freeing herself. Minor damage occurred to a ballast water tank and the vessel's operator, Big Lift Shipping B.V, assessed that there was no danger posed to personnel, the vessel or the environment. She was escorted out of the sea ice area by the also AAD chartered icebreaker AIVIQ and was expected to return to Hobart but instead was diverted to Fremantle.

HAPPY DIAMOND arrived here 04/03/2023 and proceeded to the Kwinana ORAN anchorage where she remained for 19 days at anchor probably undergoing inspections and assessments whilst plans were worked out for the ship. On 23/03/2023, HAPPY DIAMOND shifted to the inner harbour and berthed at North Quay No.12. All the Antarctic cargo, and equipment onboard including several small workboats were unloaded there for eventual return to Hobart by other means. HAPPY DIAMOND departed the berth 25/03/2023 and went to anchor in Gage Roads until leaving there 29/03/2023 bound for Singapore no doubt for repairs. It appears that the cargo unloaded from HAPPY DIAMOND will be reloaded on to sister ship HAPPY DOVER which is due at Fremantle 05/04/2023 to also berth at North Quay No.12 and then is listed to depart several days later for Hobart.

TANKERS

A small selection of first-time product tanker arrivals in February - March 2023

JAG PRAKASH, 2007 built in South Korea, 29,909 gross, 183m loa, Indian flag, owned by Great Eastern Shipping Co Ltd, India, was alongside Kwinana ORJ2, for an extended period, 14-23/02/2023 discharging products from Singapore.



ABOVE: JAG PRAKASH, making an early morning departure from Kwinana ORJ2, 23/02/2023. (Photo by Robin Scott)

YASA ALBATROSS, 2019 built in South Korea, 29,681 gross, 183.06m loa, Marshall Islands flag, operated/ shipmanaged by Equinor ASA of Norway, head owned by Ya Sa Shipping Industry & Trading SA of Istanbul, Turkey, was alongside Kwinana ORJ1, 26/02-03/03/2023 discharging products from Singapore and departed for Townsville, Queensland.



ABOVE: YASA ALBATROSS departed under a long trail of scrubber smoke as seen here outward bound 03/03/2023.

BOW HARMONY, 2008 built in Japan, 19,444 gross, 170m loa, Norwegian flag, chartered by Odfjell Tankers AS, Norway, shipmanaged by Odfjell Management AS, Norway whilst head owned by Hisafuku Kisen KK, Japan. This tanker discharged liquid UAN fertiliser loaded at Baton Rouge, USA, at Kwinana KBB3 jetty, 10-12/03/2023 for CSBP. The BOW-prefix Odfjell owned/operated tankers used to be regular visitors to Fremantle pre-2000's but are rarely seen here now.



ABOVE: BOW HARMONY passes through Cockburn Sound in calm conditions after departing KBB3 jetty, 12/03/2023.

NAVIG8 GRATITUDE, 2019 built in China, 30,237 gross, 183.23m loa, Liberian flag, is operated by Navig8 MR Tanker Pool, Singapore and shipmanaged by Navig8 Group, of London, UK. However this tanker has registered owners as Xiang T62 International, of Hong Kong, and is head owned by financiers, the Bank of Communications Financial Leasing Co Ltd (BOCOM), of Shanghai, China. NAVIG8 GRATITUDE arrived Fremantle with products loaded in Singapore which were discharged at Kwinana ORJ2 in two periods. Firstly from arrival 10/03/2023 to 11/03/2023 and then a second discharge 15-16/03/2023, being anchored at Kwinana ORA in-between.



ABOVE: NAVIG8 GRATITUDE shifting 15/03/2023 from ORA5 anchorage back to ORJ2 berth to complete discharge.

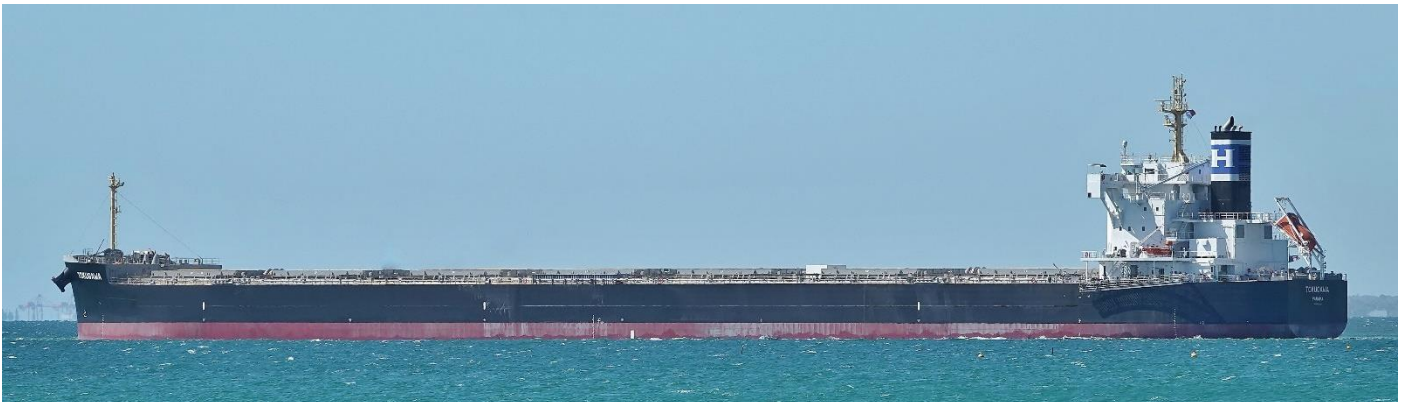
BULK CARRIERS

A small selection of first-time bulk carrier arrivals in February - March 2023

TO KWINANA GRAIN JETTY:

With another expected record grain harvest to be shipped out of WA's grain exporting ports with Kwinana as the largest facility, the annual queue to load at Kwinana Grain Jetty has reformed in the port's anchorages in the past couple of months. However not to the extent of last year and most ships had up to about a week or so waiting before berthing although there were one or two longer period exceptions due to hold cleaning requirements or waiting cargo issues. There has been a particular emphasis this season on chartering the large Panamax/Kamsarmax size gearless bulk carriers with many taking shipments between 60,000-65,000 tonnes each time in these size vessels.

TOKUGAWA, 2023-01 built at Cebu, The Philippines, 43,672 gross, 228.99m loa, Panama flag, is owned/operated and shipmanaged by Hayama Senpaku KK, of Tokyo, Japan. After delivery at Cebu, 18/01/2023, TOKUGAWA proceeded on her maiden voyage to Singapore (bunkering) and then to Albany arriving 31/01/2023. She was alongside at Albany 03-04/03/2023 to part-load her first cargo, 25,000 tonnes of barley. TOKUGAWA then proceeded to Fremantle, arriving in Gage Roads anchorage 06/02/2023 before later being alongside at Kwinana Grain Jetty on 08/02/2023 to completing loading with an additional 32,273 tonnes of barley, with all cargo bound for Jeddah, Saudi Arabia.



ABOVE: TOKUGAWA departs Kwinana Grain Jetty on her maiden voyage with cargo 08/02/2023. (Photo by Robin Scott)

MAHA YAYA, ex MYNIKA – 2022-11, ex C MAX – 2013, 2013 built in South Korea, 45,999 gross, 235m loa, Indian flag, operated and shipmanaged by Five Stars Shipping Co Private Ltd, of Mumbai, India, with registered and head owners as BG Shirke Construction Technology Pvt Ltd, of Pune, India, a company which Five Stars were amalgamated with in

2017. MAHA YAYA arrived Fremantle 01/02/2023 from Singapore and anchored at Kwinana ORA. She was alongside Kwinana Grain Jetty, 18-20/02/2023 loading 60,000 tonnes of barley for Jebel Ali, UAE, and Dammam, Saudi Arabia.



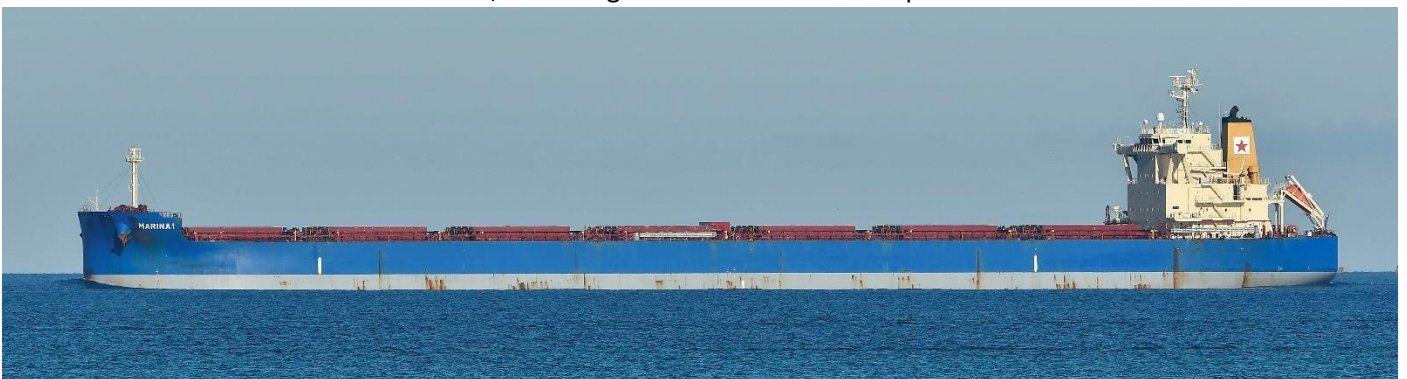
ABOVE: MAHA YAYA, inward bound to Kwinana Grain Jetty in calm conditions 18/02/2023. (Photo by Robin Scott).

MONDIAL COSMOS, 2017 built in Japan, 43,473 gross, 228.90m loa, Marshall Islands flag, is operated/shipmanaged by MC Shipping Ltd-JPN, of Tokyo, Japan, whilst head owned by Mitsubishi Logistics Corp, also of Tokyo. She arrived Fremantle, 13/02/2023 from Koh Si Chang, Thailand, and proceeded to Kwinana ORA to anchor and await berthing at Kwinana Grain Jetty (KGJ). MONDIAL COSMOS was alongside at that berth 22-25/02/2023, loading 60,000 tonnes of wheat bound for Japanese ports – Hakata, Kobe and Chiba.



ABOVE: MONDIAL COSMOS, anchored in Kwinana ORA, 21/02/2023, waiting to load. (Photo by Graeme Waller).

MARINA I, ex *BTG EVEREST* – 2020, 2015 built in Japan, 43,229 gross, 229m loa, Marshall Islands flag, is wholly owned and shipmanaged by Neda Maritime Agency Co Ltd, of Piraeus, Greece, which is a subsidiary of the London-based Greeks, Lykiardopulo & Co Ltd. This ship had part loaded at Esperance, W.A., with 40,000 tonnes of wheat and then proceed to Fremantle to complete loading with an additional 10,000 tonnes of wheat, all bound for Shuwaikh, Kuwait. MARINA I arrived Fremantle 28/02/2023 and anchored at the Outer Anchorage, was alongside loading at Kwinana Grain jetty 03/03/2023 and then carried out cargo fumigation at ORAN anchorage before departure 04/03/2023. Whilst at anchor at ORAN, MARINA I was passed by former sister ship and fleet mate, BTG DENALI when transiting to Kwinana ORA anchorage on arrival. MARINA I and several others in the Lykiardopulo fleet carry the numeral suffix as a capital letter I rather than the numeral 1. Despite this it appears to be referred to as “one” as there is also a MARINA II in the fleet which is “two” not “eleven”, confusing ? MARINA I retains her previous owners blue hull colours.



ABOVE: MARINA I, transits Parmelia Channel on her way to complete loading at Kwinana Grain Jetty 03/03/2023.

GENEVA QUEEN, 2012 built in South Korea, 44,174 gross, 229m loa, Marshall Islands flag, wholly owned/shipmanaged by Sinokor Merchant Marine Co Ltd, of Seoul, South Korea, arrived Fremantle 02/03/2023 from Shanghai where she had been drydocked. She was anchored at the Kwinana ORA for hold surveys and then berthed at Kwinana Grain Jetty, 03-06/03/2023 loading 60,000 tonnes of barley bound for Phu My, Vietnam. She is a sister ship to the notably named MARGRETH PISSAREK and MARIANNE STOEGER which visited Fremantle in March and April last year (ref 435/p.33 and 437/p.77 for full details), apart from GENEVA QUEEN now having a large scrubber funnel fitted.



ABOVE: GENEVA QUEEN, departs deeply laden after completing loading at Kwinana Grain Jetty, 06/03/2023.

TALIMEN, 2016 built in China, 44,029 gross, 229.13m loa, Liberian flag, is operated/shipmanaged by Delta Management & Consulting Ltd, of London, UK, whilst head owned by Delta Shipping Co Ltd., of Jersey, Channel Islands. She arrived Fremantle 23/03/2023 from Nansha, China, and proceeded to the Kwinana ORA anchorage for hold inspections. With these passed, TALIMEN berthed early-evening same day at Kwinana Grain Jetty to load 60,000 tonnes of canola. bound for Rotterdam, The Netherlands. TALIMEN departed 25/03/2023 to start her long voyage.



ABOVE: TALIMEN clears Parmelia Channel on arrival, early-morning 03/03/2023, with funnel colours not seen before.



ABOVE: The meeting of two ships from the well-known and historic Belships ASA, Norway, fleet of owned/operated ships. They are seen here passing each other, morning of 03/02/2023 just off Kwinana Grain Jetty. On the left is the laden, Belship-owned hence blue hulled BELRAY which has just left the jetty. Whilst at right is the in-ballast, chartered black-hulled BELTOKYO, about to berth at the same jetty. (Photo by Robin Scott).

BELRAY, 2019 built in Japan, 35,048 gross, 199.92m loa, Norwegian flag, had loaded 22,000 tonnes of wheat, 02-03/02/2023 bound for Westport, Malaysia and Makassar, Indonesia. BELTOKYO, 2021 built in Japan, 36,177 gross, 199.98m loa, also Norwegian flag but chartered by Belships Management, Singapore, whilst shipmanaged and head owned by Taiyo Kaiun Kaisha Ltd, of Imabari, Japan. She has the Belships funnel colours, the black hull is attributable to her Japanese owners. BELTOKYO loaded 22,000 tonnes of lupins and 25,000 tonnes of canola, 03-04/02/2023 at KGJ, the departed for Incheon, South Korea.

A second meeting of Belships owned/operated ships occurred in early-March and involved a return visit by BELRAY which met up with their BELMAR although different berths were involved for each. BELMAR, 2021 built in Japan, 36,174 gross, 199.98m loa, Norwegian flag, is long term chartered by Belships from shipmanagers, Almirante Shipping SA, Japan, which is a subsidiary of head owners, Shoei Kisen KK, Japan. BELMAR arrived Fremantle 22/02/2023 and anchored at Kwinana ORA to begin a long wait for the KGJ berth. She was eventually alongside there, 10-12/2023 loading 55,000 tonnes of wheat bound for Chiwan, China. Meanwhile after BELRAY had discharged her grain cargo she proceeded back to Fremantle in ballast and was berthed at the Kwinana KBB2 jetty, 11-14/03/2023 loading a cargo of silica sand for Onsan, South Korea. This visit coinciding with that of BELRAY berthed at nearby Kwinana Grain Jetty.



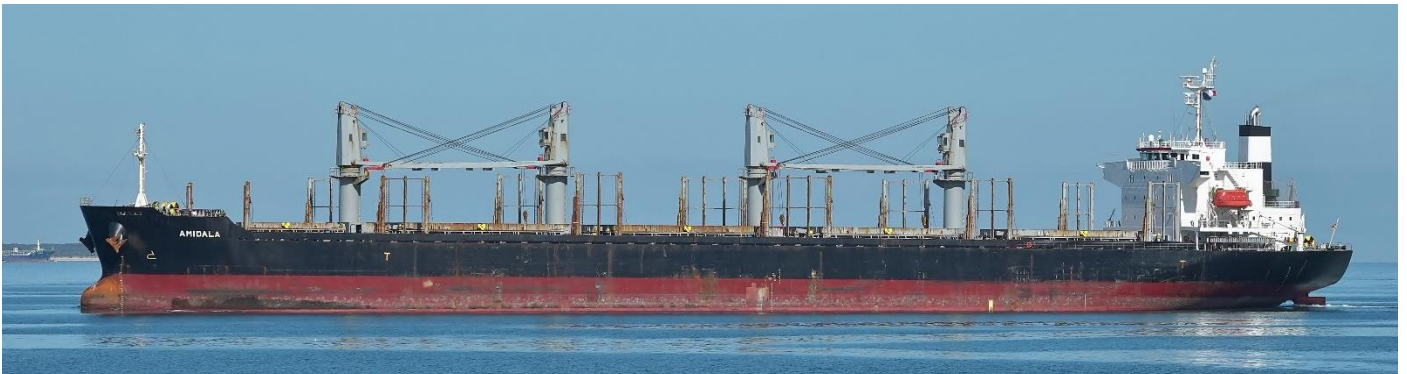
ABOVE: BELMAR anchored at Kwinana ORA, 02/03/2023 has the full Belships livery despite being only chartered.

TO: ALCOA JETTY No.1, KWINANA

YASA ROSE, 2022/08 built in China, 25,163 gross, 179.9m loa, Marshall Islands flag, fully owned/managed by Ya-Sa Gemi Isletmeciligi ve Ticaret AS (Ya-Sa Shipmanagement & Trading SA), of Istanbul, Turkey, which is a subsidiary of Ya-Sa Shipping Industry, Turkey, anchored in Gage Roads off Fremantle, 11/02/2023 having arrived from Geraldton where she had loaded a part cargo of 13,000 tonnes of lupins. She was later alongside at Alcoa Kwinana, 13-16/02/2023, completing loading with bulk alumina and then departed for China, Taiwan and Japan.



ABOVE: YASA ROSE after departing Alcoa 16/02/2023 in early-morning calm conditions. (Photo by Robin Scott)



ABOVE: AMIDALA passes Henderson Cliffs lookout whilst on her way to berth, also 16/02/2023. (Photo by Robin Scott)

AMIDALA, ex *XING JING HAI* – 2022/01, 2015 built in Japan, 21,532 gross, 179.96m loa, Liberian flag, has the interestingly named registered owners as, Awesome Ltd., of Cyprus, is operated and shipmanaged by Tufton Asset

Management Ltd, Cyprus, but head owned by LS Assets Ltd, of Guernsey, Channel Islands. Just to add a bit of flavour to the mix she is technically managed by ZEABORN Ship Management, of Germany ! AMIDALA arrived Fremantle 09/02/2023 from Bunbury where she had an extraordinarily long stay at that port. She had arrived there back on 26/12/2023 from Richmond, California, USA to discharge “minerals” but remained at anchor there until 30/01/2023. AMIDALA was alongside at Bunbury discharging 30/01-04/02/2023 and then carried out hold cleaning at sea until arrival at Fremantle 09/02/2023 and anchored in Gage Roads. This ship loaded alumina at the Alcoa jetty, 16-19/02/2023 then departed for Bahrain and Jubail, Saudi Arabia.

HANDY INCLUSIVITY, 2022/10 built in Japan, 23,228 gross, 180m loa, Panama flag, has registered owners, operators and shipmanagers all as Forever Shipping SA, Panama, which is a subsidiary of head owners, Hisafuku Kisen KK, of Hiroshima, Japan. Since entering service in October 2022 this ship has mainly traded in Australian waters. Her first three cargoes were all consecutive coastal voyages from Bunbury to Portland, Victoria with alumina. She then went to Albany, WA, to load grain for Shibushi, Japan. After discharge HANDY INCLUSIVITY then made a short voyage between China and Taiwan before heading back to Australia in ballast to Fremantle, arriving 21/02/2023. She subsequently loaded a part cargo of alumina at the Alcoa Jetty 04-06/03/2023 then went back to Bunbury again to complete loading with additional alumina cargo from that port. All of which was for another coastal voyage to Portland, Victoria. After discharge at Portland, HANDY INCLUSIVITY was bound for Nelson, New Zealand. Inclusivity is not a commonly seen or used word especially in a ship’s name and means “the practice or policy of providing equal access to opportunities and resources for people who might otherwise be excluded or marginalized, such as those having physical or intellectual disabilities or belonging to other minority groups”.



ABOVE: HANDY INCLUSIVITY swinging into her berth at the Alcoa Jetty 1, 04/03/2023, with distinctive funnel marking.

AFRICAN TEAL ex LA PARTENAIS – 2022/10, launched as *CRESCENT STAR*, 2015 built in China, 24,604 gross, 179.99m loa, Bahamas flag, operated/shipmanaged by MUR Shipping BV, of Amsterdam, the Netherlands, whilst head owned by Global Meridian Holdings Ltd, of Bermuda, which is a subsidiary of JPMorgan Asset Management UK. This bulk carrier arrived Fremantle 23/03/2023 from Vietnam and after a day in Gage Roads anchorage was alongside Alcoa Jetty No.1 loading alumina, 24-27/03/2023, then departed for Fujairah, UAE. AFRICAN TEAL is one of 10 sister ships purchased “en bloc” from French owners, Louis Dreyfus late last year hence her former LA-prefix name, ref 444/p.239.



ABOVE: AFRICAN TEAL manoeuvres off Challenger Beach to berth at the Alcoa Jetty 24/07/2023, the former owners funnel colours have been painted out making just a plain black funnel and awaiting repainting to MUR livery.

FIRE DAMAGED BULKER TOWED TO BUNBURY

Ref 445/p.31 re INTERLINK SAGACITY which had been immobilized by an engine room fire and later towed into Albany anchorage for assessment as reported in the last issue with full ship details and photo. At that point the tug ASD AQUILON was about to tow the ship to Bunbury where full repairs were to be carried out being the only port in WA which could offer a free berth for the duration required to do these. ASD AQUILON departed Albany anchorage 02/02/2023 with INTERLINK SAGACITY in tow and arrived at Bunbury early morning 05/02/2023. The ship was berthed at the Outer Harbour No.1 berth whilst the tug departed later the same day, making a return visit to Albany 11-15/02/2023. She then headed back to return to her transshipment barge handling work at Whyalla, South Australia, arriving there 19/02/2023. Meanwhile repair work commenced on INTERLINK SAGACITY at Bunbury but she had to vacate her berth 18-20/03/2023 when taken out under tow by the two Svitzer Bunbury harbour tugs to the anchorage. This was to enable the cruise ship SEABOURN SOJOURN to use the No.1 berth on 19/03/2023. Engine repairs continued once returned to the same berth and at present INTERLINK SAGACITY is listed as possibly being ready to depart for sea circa 07/04/2023.



ABOVE: INTERLINK SAGACITY is towed dead-ship by ASD AQUILON into Bunbury inner harbour 05/02/2023 with the two Svitzer Bunbury-based harbour tugs SVITZER MARLSTON and SVITZER KOOMBANA assisting on the port side.



ABOVE: A close-up of the towing tug ASD AQUILON at Bunbury with the towline to INTERLINK SAGACITY visible.
(Both above photos by Graeme Waller who travelled to Bunbury to record this tow-in event)

BACK IN TIME



ABOVE: Two early-morning views of the former Australian National Line, triple expansion steam-turbine cargo ship BINBURRA under her new name of MALAYSIA PERTAMA swinging in mid-harbour at Fremantle on arrival 09/02/1970.

BINBURRA was built by Evans Deakin & Co Ltd, at Brisbane being completed in September 1950, the second of five B-class general cargo ships of this design for the Australian Shipping Board (ASB), with port of registry as Brisbane. The first two of which, including BINBURRA, were oil-fired steamers whilst the remaining three were motor ships. BINBURRA was 3,952 gross, 405'5" loa, 4 holds/hatches, derricks 2x25t, 16x5t SWL, service speed 11 knots, 39 crew, and her name was aboriginal for the White Beech tree. Soon after completion the two steamers were fitted with a 'welsh bonnet' on top of the funnel to deflect smoke and fumes, as can be seen above. In April 1957, ownership was transferred to the newly formed Australian National Line – ANL - (Australian Coastal Shipping Commission). The pressure of recession by the end of 1959 saw BINBURRA laid-up for almost two years at Brisbane until she was recommissioned after October 1961. A second 25t heavy-lift derrick, this one to serve No.3 hold, was fitted in early-1963. At the same time her tween decks were modified to give wheeled vehicles access through from No. 1 to No.3 hatches. They were also fitted to carry small Searoad container units.

BACK IN TIME continued:

A forward gun port side door for direct forklift access was fitted in December 1965 followed by a second, on the port side at No.4 hold in 1967. This is what the lighter painted patch visible on hull aft is in the two photos.

The B-class were eventually replaced in ANL by the TRADER-class Ro/Ro container ships and BINBURRA was the first of the five to be sold. She marked the end of her ANL career with a serious collision with a Brisbane wharf whilst berthing there ! BINBURRA was subsequently sold on 09/09/1969 to become the very first ship in the newly formed Malaysian state enterprise known as Malaysia International Shipping Corporation (MISC) and was renamed MALAYSIA PERTAMA (meaning 'Malaysia First') departing Sydney as such on 15/11/1969. MISC of course would go on to become a very large shipping entity with many of their BUNGA-named container ships, bulk carriers and tankers visiting Fremantle for many years. MALAYSIA PERTAMA's initial three voyages were between Fremantle and Port Swettenham, Malaysia, and it was during the first of these that she was photographed arriving here, still with her partially painted-out ANL funnel colours not yet changed to the MISC colours and design. From the Editor's schoolboy days port shipping movements records it was ascertained that on this voyage she was in port 09-19/02/1970. The second Fremantle port call was a very long one for some reason, 21/03-11/04/1970 whilst the third and final visit was 09-16/05/1970.

In 1971, MALAYSIA PERTAMA and two other MISC purchased former ANL B-class were replaced in the MISC fleet by new fast cargo liners. Therefore MALAYSIA PERTAMA was sold to Pac Trade Navigation Co., (A.P.Madriral), of Manila and renamed SANTA ROSA under Panama registry. They kept her until June 1974 when sold for demolition at Kaohsiung, Taiwan after a 24-year career.

Some background observations in these photos are based on the Editor's port records. The upper one shows the top of the funnel of the assisting steam tug YUNA behind the ship and against the FPA building. In the lower photo the funnel of a British India Steam Navigation Co Ltd cargo ship can be seen above the middle of No.3 hatch, this was CHAKRATA. Forward of the ship can be seen the tripod masts of an A-class unit load cargo ship of the Danish, East Asiatic Co., at Victoria Quay, which is their ATREVIDA. Whilst on the extreme right-hand side in the background can be seen the twin funnels of a SMIT-LLOYD oil rig tender berthed at Victoria Quay A Shed although her exact identity has not been established.



ABOVE: For comparison with the MALAYSIA PERTAMA photos is this fine but undated view of BINBURRA moored to a buoy in Sydney Harbour in ANL funnel colours.

REFERENCE: Most of this ships' history data is taken from the superlative large hardback book "ANL-A Fleet History, 1957-1999" by joint authors published in 2020 by The Nautical Association of Australia Inc (NAA), which is acknowledged with thanks. A few copies of which are still available for purchase via the NAA website:

www.nautical-association.org

PHOTOS CREDIT – Photographer(s) unknown, negatives from the C.Gee collection.
