

WORLD SHIP SOCIETY VICTORIA BRANCH



NEWSLETTER

Volume 50 Number 7

July 2021

The Victoria branch of the World Ship Society usually meets on the first Tuesday of each month at the Port Education Centre in Lorimer St Port Melbourne at 7.30pm. Membership enquiries can be made through our Secretary at PO Box 5038 Middle Park Victoria 3206.



Looking like the proverbial European coaster, here is the small general cargo ship *Eendracht* anchored off Melbourne awaiting her berth in Geelong to discharge what is known in the offshore / subsea industry as a 'Christmas Tree' – an assembly of valves, casing spools and fittings to regulate the flow of pipes in an oil or gas well – a piece of hardware that connects to the well head after drilling has ceased and the well begins pumping. This cargo was loaded in Batam / Indonesia. *Eendracht* has an IMO of 9512783, 2,981 GT, 3,394 DWT, 105m loa, a teu capacity of 149 serviced by 2 x 120mt cranes and classed as a 'Trader18' class as she can achieve 18 knots. Built in 2009 at Hartman Marine Shipbuilding in the Netherlands, she is registered to, beneficially owned and managed by Dutch outfit Global Seatrade CV of Sluisweg - interestingly the Captain is a part owner of the vessel with this type of arrangement is encouraged by the company which specialises in wind farm components, oversize equipment, small heavy lifts, boats and yachts. *Eendracht* is commercially managed and operated by Denmark's Ocean 7 Projects. She discharged her cargo at Lascelles 3 on the 16/6 before departing for Hobart. Photo from Ali Greenwood.

WSS (Victoria Branch)

June 2021 President's Report

On June 18 *The Age* newspaper ran an article titled 'String of disasters: China's shipping delays set to widen trade chaos' on the ongoing impact to world shipping from COVID and the unfortunate blockage in the Suez Canal by Evergreen's mega container ship *MV EVER GIVEN*.

Yantian Port one of China's (and the world's) largest container terminals was disrupted due to a COVID outbreak and drastically reduced its operating capacity. A spokesperson from Moller-Maersk noted that the ongoing disruption and subsequent congestion would take several months to clear and add already further worries to a stressed shipping industry.

The Age article noted that although the situation at Yantian was improving there was an average wait time of 16 days which resulted in Maersk diverting most of its ships elsewhere. The article further noted that there were 139 container ships at anchor off China awaiting slots in several ports which is a 50% increase than the average.

The article whilst made for sobering reading on the impact to world shipping and indeed the global economy it also highlighted just how reliant we are on the smooth and efficient running of the shipping trade to cater to even our economy's most basic needs.

On that note I am pleased to report that our July meeting will be held on Saturday 3 July at the Port Education Centre commencing at 10.00am. The program will include John and Marg Allport's entertaining 'Messages in a bottle' stories, followed by a slide presentation from some of Mike Spratt's extensive collection, the usual auction and morning tea. At the conclusion of the meeting we will adjourn to the usual lunch spot at 12.30pm at Pier 1.

Looking forward to seeing you all there – remember under current restrictions masks will need to be worn indoors at the PEC.

Take care and stay safe.

Steven Haby

WSS Victoria Branch President.



Recent rough weather here in Victoria gave the photographers lots of opportunities to get some good photos down at the heads. Jim Grinter was there and got the *Spirit of Tasmania 1* departing for Tasmania.

Member News.

Congratulations to former Branch Secretary, **Ron Parker** who turned 98 on May 24. Ron is doing well and still keen to know how the Branch is faring.

John Allport is also well and looking forward to making a presentation to us on Saturday 3rd July at the daytime meeting about their experiences with “Messages in Bottles” during many world cruises.

Former member **Roy McQuade** is now living in aged care accommodation. He is pleased that he can regularly see his wife who has dementia and is in the same location in Newport. Ron’s phone number is 0412 301 675 if you wish to phone him.

I spoke to **Peter Wood** recently who is home from a spell in hospital. Best wishes Peter.

Future Meeting Dates.

Saturday 3rd July 10.00am

Saturday 7th August 10.00am

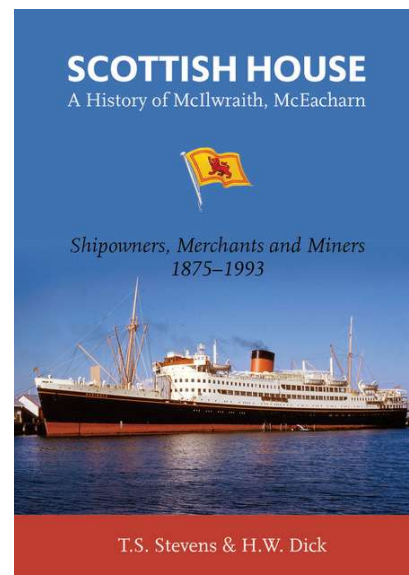
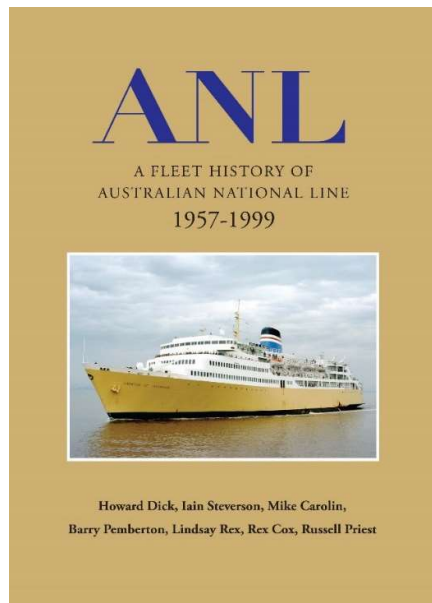
Tuesday 7th September 7.30pm

Tuesday 5th October 7.30pm

Tuesday 9th November 7.30pm

Tuesday 7th December 7.30pm (Christmas Dinner)

TWO NAA PUBLICATIONS FOR SALE



The two books shown above have been published by the Nautical Association of Australia. Stocks of both titles are low, so if anyone is desirous of purchasing them, visit the NAA website to purchase either or both.



Around The Ports.

By Peter Grunberg

Port of Melbourne

Container Ships

Nordamelia, IMO 9724958, 28,316 GT, 194m loa, 35,000 dwt , 2,500 teu – 3 x 45mt cranes, flagged in Cyprus and built in 2017 at Guangzhou’s Wenchong Shipyard as one of several sisters including the *Nordpacific* and *Nordmaple*. Was alongside at WSD over the 25 – 26/5 after joining the CMA CGM / Marfret PAD / NASP service from Northern Europe / US East Coast and via the Pacific Islands. Her registered owner is MS ‘Nordamelia’ Schiffarts GmbH & Co KG of Germany, beneficial owners and managers are Reederei Nord GmbH & Co KG and she is now under CMA CGM commercial management and operation. Photo from Dale Crisp in gloomy conditions.



MSC Letizia, IMO 9702065, 96,331 GT, 299m loa- 48m PP beam, 110,800 dwt, 8,819 teu, Panama flagged and built in 2015 at Dalian Shipbuilding. She was alongside at ESD over the 5 – 7/6 having joined the Australia to Europe and back Australia Express service. Her registered owner is Advance Matrix Ltd of Panama, beneficial owners are the financiers CIMC – China International Marine Containers which has long term chartered to MSC which act as her commercial, technical and operations manager. Photo from the Editor.



Phoebe, IMO 9293765, 90,449 GT, 334m loa – 43m PP beam, 100,948 dwt, 9,019 teu, Liberian flagged and built in 2005 at Hyundai Samho H.I. as the *Ever Champion* for NSB and charter to Evergreen until 2017 and she traded as *Conti Champion* (her NSB house name) until sale in 2020. *Phoebe* has replaced sistership *Northern Jaguar* as ONE's contribution on the AAX1 service from SE Asian ports and was alongside at Webb Dock over the 17 – 20/6 for her first call to Australia. She is registered to Rewarding International Shipping Inc of Liberia, her beneficial owner is the Danaos Corporation of Greece with manangement from Danaos Shipping Corporation and she is chartered to ONE until April 2022. Also on this particular service the *Conti Courage* has replaced the *Seroja Enam* – which after renaming to *OOCL Durban* was involved in the crane collapse at Kaohsiung, her first load port on her new charter !!! Photo. Dale Crisp.



Tankers

STI Milwaukee, IMO 9686974, 29,889 GT, 183m loa, 49,990 dwt, product tanker flagged in the Marshall Islands and built in 2014 at Hyundai Mipo Dockyard at Ulsan, South Korea. Alongside at Holden Dock over the 30/5 – 2/6 discharging 30,000mt of petroleum products loaded in Singapore for receivers ExxonMobil. Her registered owner is Sea Leasing 57 Co Ltd of the Marshall Islands, beneficial owners are Scorpio Tankers Inc of Monaco, managers are Scorpio Ship Management of Monaco, tech managers are Zenith Shipping of Turkey and she operates within the Scorpio MR2 Tanker Pool operated out of Singapore. She sailed for Adelaide to complete discharge. Photo from Graham Flett.



Maritime Glory, IMO 9863429, 62,416 GT, 250m loa, 114,122 dwt, Brand new Marshall Island flagged Aframax built in Hyundai H.I. at Samho, South Korea and on its second voyage. After anchoring off Melbourne on the 4/6, she was alongside at Gellibrand Pier over the 11 – 18/6 discharging 94,796mt of West Texas crude oil loaded at Ingleside / Corpus Christi for BP Shipping. Her registered owner is Xiang T120 HK Intl, beneficial owners and managers are Sinokor Merchant Shipping of South Korea, V-Ships of Norway are the technical managers and she is under commercial operation from ExxonMobil. The below photos from Graham Flett shows her approaching Point Lonsdale fully loaded to her marks.



Delta Hellas, IMO 9406673, 81,360 GT, 274m loa - 48m beam, 157,583 dwt, Suezmax flagged in Greece and built in 2009 at Hyundai Samho H.I. at Mokpo, South Korea and a sister to the *Delta Poseidon* featured last month. Alongside at Gellibrand over the 19 – 25/6 discharging 125,000mt of West African crude oil loaded at the FINA controlled Djeno Terminal in the Congo for receivers ExxonMobil. Her registered owner is Delta Hellas ENE of Greece with beneficial ownership, management and commercial operation from Delta Tankers of Greece. Photo from Ali Greenwood.



Klara, IMO 9405904, 29,472 GT, 183m loa, 49,999 dwt, MR Product tanker flagged in Panama and built in 2010 at the Hyundai Mipo Dockyard and traded as St Joseph for R.A.Oetker between 2015 – 2017. Alongside at Holden Dock over the 16 – 19/6 discharging 25,000mt of petroleum products for BP loaded in Singapore. She is registered to Klara Shipping Co Pte Ltd of Singapore with beneficial ownership and management from World Tankers Management of Greece of Greece, a company part of the Polys Haji -Ioannou dynasty that also includes Polyar Tankers. She is currently operating within the Hartmann controlled UPT – United Product Tankers Pool. Sailed for Adelaide to complete. Photo from Gerard Veldkamp as she glides down the river.



Fairchem Hawk, IMO 9804813, 12,188 GT, 145m loa, 19,956 dwt, chemical tanker – 18 s/s tanks, flagged in the Marshall Islands and built in 2019 at Kitanihon Shipbuilding at Hachinohe. After discharging caustic soda in NZ ports, she ballasted across the Tasman to load tallow at Devonport, Adelaide and Melbourne and she was at 1 Maribyrrong over the 22 – 23/6 where she loaded around 5,000mt and it is to be discharged at one of several BIO-Fuel facilities in New Orleans. Her registered owner is Michina Marina SA of the Marshall Islands, beneficial owners and managers are Saito Kaiun KK of Japan, Tech managers are Fleet Management of HK with commercial management and operation from Fairfield Chemical Carriers of the USA. Photo from the Editor of her at the pilot boarding ground. Photo from the editor.



Bulk Carriers / General Cargo / Etc Etc

CP Chongqing, IMO 9710517, 36,332 GT, 199m loa, 63,581 dwt, SDARI63 Ultramax flagged in Panama and built in 2016 at Shanghai's Chengxi Shipyard and one of a popular class. After a few hours at anchor doing a pre survey, she was alongside at F Appleton Dock over the 28/5 - 2/6 loading 44,000mt of wheat for Tanzanian port of Mombasa a/c shipper Emerald Grains. She is registered to CP Chongqing Shipping SA of the Marshall Islands, beneficial owners

and managers are Parakou Shipping of Hong Kong and at present she and several of her sisters are commercially managed and operated by EFE Chartering of Turkey. Photo. Dale Crisp.



KP Albatross, IMO 9552367, 33,096 GT, 197m loa, 58,743 dwt, Supramax flagged in the Marshall Islands and built in 2010 at Kawasaki H.I. at Sakaide, Japan originally as the *KT Albatross* for Kyoei Tankers of Jpan until sale in 2015 when the *KT* was changed to *KP* !!1. She was at F Appleton Dock over the 6 – 9/6 loading a part cargo of 25,000mt of wheat for Dammam, U.A.E. a/c shipper Emerald Grains and vessel charterer Al Ghurair Intl LLCof Dubai. Her registered owner is Amelia Shiptrade Corporation of the Marshall Islands, beneficial owners are the ubiquitous Nomikos Family of Greece with A.M. Nomikos Transworld Maritime Agencies SA of Greece her commercial manager and she operates within their AMN Aquarius pool of Supramax's. FYG – The A.M is derived from the company's founders Anastasios and Angele Nomikos.!! She departed for Albany to load a further 18,000mt of oats a/c shipper CBH. The below photo from Graham Flett captures her punching into a 60 knot + winds / terrible weather as she thrashes into Bass Strait and a 24 hour storm that caused considerable damage to much / many in the state.



Previously seen as the *Nord Sincere* under Taiwanese ownership and Danish charter, the recently sold *Sincere* is photographed by Ali Greenwood anchoring off Melbourne awaiting her berth at 5 Yarraville to discharge 24,000mt of furnace slag loaded in the Japanese port of Higashi Harima for importers Adelaide Brighton Cement. Recently sold, she is now registered to and beneficially owned by Oaktree Capital Management LLC, managed by Cetus Shipping of Greece, technically managed by Uniteam Marine Shipping and commercially managed and operated by South Korea's Global Marine Trust.

Port of Geelong

Tankers

Seaborn, IMO 9288746, 57,296 GT, 244m loa, 105,042 dwt, Aframax tanker flagged in Malta and built in 2005 at Hyundai Samho H.I. at Mokpo, South Korea. After a few days at anchor she was alongside at REF4 over the 28/5 – 2/4 discharging 23,000mt of Vietnamese crude from Rong Doi, 9,900 mt of bitumen from Tanjung Pelapus and 41,000mt of Malaysian Labuan crude oil for Vitol. Her registered owner is Bellona Shiptrade S.A of the Marshall Islands, beneficial ownership is from the Constantinos Martinos controlled Thenamaris Shipping of Greece with commercial management and operation from Thenamaris Shipmanagement of Greece and from photos on the internet appears to have spent the majority of her working life in the Med / Europe / Black Sea / West Africa part of the world. In the past we would have been lucky to see one of their ships once a year and now we see plenty with the *Seachance* also in Geelong mid month. Photo from Kevin Finnigan.



Bass, IMO 9885908, 54,403 GT, 229m loa, 83,500 dwt, classed as a CLEANBU – Bulk / oil / chemical Carrier with 7 tanks / holds and a deck crane for hose connections / cargo residual and can be operated as an LR1 Product tanker or a Kamsarmax bulk carrier, she is Marshall Islands flagged and is the last of eight sister ships (all with fish names) to be built at China's Jiangsu Newyangzi shipyard and also a sister to the *Barramundi* that called at Hastings last year. A vessel capable of carrying wet or dry cargoes to minimise ballast voyages, she is on her maiden voyage and after part discharging in Gore Bay, she was alongside at REF3 over the 1 – 3/ discharging the last 16,000mt of diesel loaded in the Taiwanese port of Mailiao. Her registered owner is KCC Shipowning AS of Norway, (Klaveness Combination Carriers) with her beneficial owner, manager and operator being Klaveness Ship Management of Norway. She departed for Bunbury on completion to load alumina for Sitra / Bahrain. Photo from Graham Flett.



Bulk Carriers / General Cargo etc

Susanoo Harmony, IMO 9791054, 23,700 GT, 180m loa, 37,140 dwt, handysize flagged in Liberia and built in 2020 at the Onomichi Dockyard at Sakai, Japan. Named after the Storm God in Japanese mythology and after a long voyage from Hamburg and Antwerp via the Suez and Singapore for bunkers and then after part discharging in Brisbane, she was alongside at Lascelles 2 over the 24 – 27/5 discharging 10,000mt (four grades) of potash for importers IPL. She is registered to Rishiri Marine SA of Panama, beneficial owner is the Japanese Trading House Orix Maritime Corp, managers are MMS Bulk Singapore and she is time chartered to Norway's DS Norden. Sailed for Adelaide to complete discharge and she then ballasts to Port Kembla to load steel for Mexico.

KT Birdie, IMO 9597343, 40,341 GT, 225m loa, 74,886 dwt, Panamax flagged in Singapore and built in 2011 at Japan's Sasebo Shipyard. After ballasting from Port Kelang, she was, she was alongside at BGP3 over the 25 – 30/5 loading 55,000mt of canola for the Belgian city of Ghent a/c shipper Cargill. Her registered owner is Lepus Maritime SA of Panama, beneficial owners are NYK of Japan, commercial managers are subsidiary Kyoei Tankers of Japan (hence the KT), commercial operators and her time charterer is Cargill BV of the Netherlands and she is managed by Sandigan Ship Services of the Philippines. The photo of her passing Point Henry is from the Editor.



Lan Bao Hai, IMO 9738105, 24,748 GT, 180m loa, 39,779 dwt, Deltamarin39 class handysize flagged in Hong Kong and built in 2015 at Xingang Shipbuilding at Tianjin, China. A sister to the popular Louis Dreyfus class (but not log fitted), she was alongside at Lascelles 2 over the 27 – 29/5 discharging 19,000mt of granular urea loaded in the Qatari port of Messaieed on for importer IPL. She is registered to Lan Bao Hai

Shipping Ltd of Hong Kong, beneficial ownership is from China COSCO Shipping Corporation of China, managers are COSCO Shipping Tianjin Co Ltd, operates within the COSCO Shipping / China Bulk carriers pool of bulk carriers and on time charter to Oldendorff Carriers of Germany. Sailed for Portland for further discharge. Photo from John Nunn.

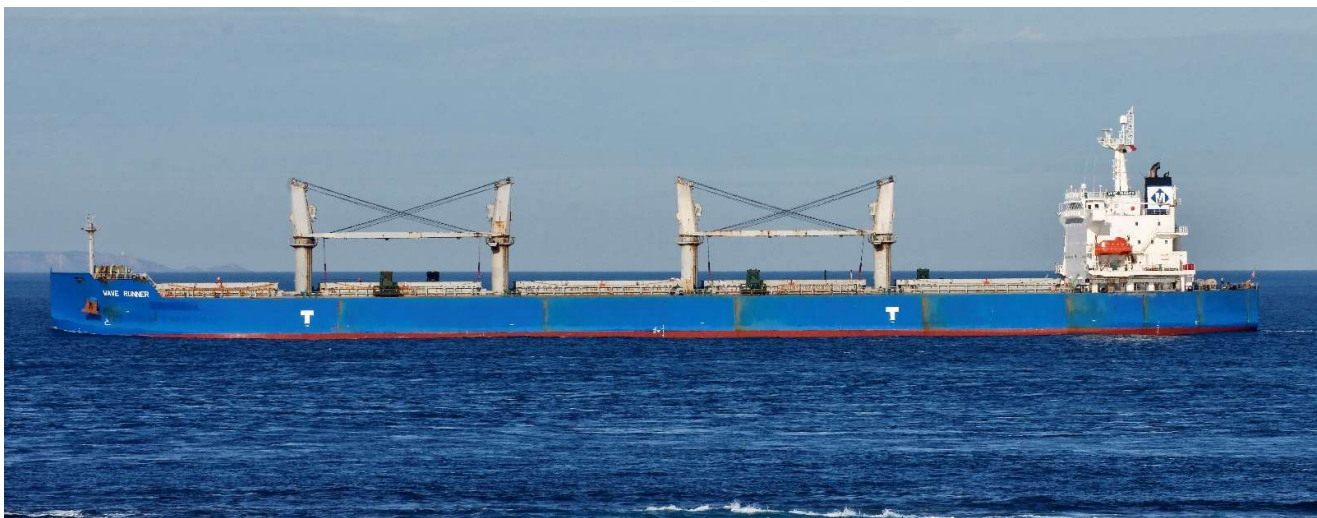


Lemessos Lion, IMO 9623829, 40,354 GT, 225m loa, 74,933 dwt, Panamax bulk carrier flagged in Malta and built in 2012 at Sasebo H.I. in Japan originally as the *Vivace* for K-Line, a name she held until sale in 2016. After spending several days at anchor off Melbourne, she was alongside at BGP3 over the 2 – 5/6 loading 50,000mt of wheat for the Malaysian port of Pasir Gudang a/c shipper Viterria. Her registered owner is Larnaca Shipping Corporation of Greece, beneficial owners are Safe Bulk carriers Incorporated of Greece with management and commercial operation from Safe Bulk carriers Management with the company established by Vassos Hajioannou (hence the VH on the funnel) and now led by his son Polys Hajioannou. FYG – Lemessos is the Greek name of Limassol, the port city of Cyprus. Photos from Glenn Ross/Kevin Finnigan.





Wave Runner, IMO 9323895, 31,532 GT, 190m loa, 56,676 dwt, supramax flagged in Liberia and built in 2006 at IHI Marine United at Yokohama as the *Four Shinano* for Premuda until sale in 2015 where she became the *Shinano* before taking her current name after sale in 2020. A return visitor after many years, she was alongside at Lascelles 2 over the 2 – 8/6 discharging 50,000mt of rock phosphate loaded in the port of Kpeme in Togo, Central Africa on voyage charter to DS Norden and for importers IPL. Her registered owner is Cavelli Maritime Ltd of Liberia with Meadway Shipping & Trading of Greece her beneficial owner, manager and commercial operator. Cleaned holds on departure before moving up to Melbourne to load 45,000mt of wheat for the Indonesian port of Jakarta a/c shipper Emerald Grains which she did over the 14 – 22/6. Photo of *Wave Runner* is from Graham Flett.



Ikan Seligi, IMO 9479058, 31,753 GT, 190m loa, 56,236 dwt, Mitsui NE056 class Supramax flagged in Panama and built in 2010 at Mitsui Shipbuilding at Ichihara initially for charter to Pacific Carriers Line of Singapore (PCL), an arrangement that ended a few years back however the vessel still holds her initial name. After a few days at anchor, she was alongside at Lascelles 1 over the 12 – 24/6 discharging (slowly due to conveyor issues) 44,000mt of clinker cement loaded in the Japanese port of Ube for USG Boral. Her registered owner is Tohshin Kisen Kaisha of Japan, beneficial owners are Keishin Kaiun KK of Japan, managers are KISM Shipmanagement of Japan, she is head chartered to Danisk tramp operator Union Bulk and she is sublet to Pacific Basin Shipping of Hong Kong which is her current commercial manager. Sailed for Picton on completion to load logs. The photo of her below in stormy conditions is from Graham Flett.



Oriental Breeze, IMO 9797709, 36,461 GT, 190m loa, 43,673 dwt, smallish wood chip vessel flagged in Panama and built in 2016 at the Shin Kurushima yard at Toyohashi. After part loading two hatches in Brisbane and after a few days drifting in Bass Strait, she was alongside at BGP3 over the 10 – 13/6 loading 26,000mt of chips for the Japanese port of Mishima- Kawanoe on behalf of shipper SPE – Soft Pine Exports. Her registered owner is Pegasus Shipholding SA of Panama, beneficial owners are NYK with subsidiary Hachiuma Steamship of Japan her commercial manager and operator. Photo from Chris Mackey of her departing Brisbane.



Glorious Plumeria, IMO 9357901, 39,904 GT, 199m loa, 49,636 dwt, wood chip carrier flagged in Panama and one of the many wood chip carriers built at Tsuneishi's yard at Tadotsu in Japan, this one in 2007. Surprisingly on her first voyage to Geelong, she was alongside at North Corio 4 over the 11 – 15/6 loading 42,000mt of chips for the Chinese port of Yangpu a/c shipper Midway. Her registered owner is SK Shipping SA of Panama, beneficial owners and operators are NYK Line with her managers being subsidiary Kitaura Kaiun KK of Japan. Photo. John Nunn.



Ken Hope, IMO 9424106, 19,801 GT, 175m loa, 31,889 dwt, handysize flagged in Panama and built in 2010 at the Hakodate Shipyard originally as the *Ocean Hope* for NYK, a name she held until 2015. After a few days drifting in Bass Strait, she was alongside at Lascelles 3 over the 16 – 17/6 discharging 9,600mt of phosphate rock loaded in the Chinese port of Beihai for importers WengFu Australia. One of the few ‘Ken’s not too have called at a Victorian port, she is registered to Delica Shipping of Panama, beneficial owners and managers are the Inui Steamship Company of Japan (a subsidiary of MOL) with tech management from Eneos Ocean Shipmanagement of Singapore. Sailed for Portland to complete.

Agia Dynami, IMO 9502764, 22,402 GT, 180m loa, 35,220 dwt, handy size flagged in Liberia and buyilt in 2010 at Nantong Changqingsha Shipyard at Rugao, China originally as the *United Tenorio* for United 7 until they went belly up in 2015 and then as *Asia Pearl IV* for AMPC until sale in 2020. After part discharging in Portland, she was alongside at Lascelles 2 over the 23 – 26/6 discharging 19,285mt of urea from the Saudi port of Ruwais for importer WengFu Australia. She is registered to Agia Dynami Maritime Ltd of Greece with beneficial owners, managers being Greece’s Samios Shipping Company of Piraeus and sge is currently commercially managed and operated by Singapore based Norvic Shipping. On completion she cleaned holds in Bass Strait and will then return to load barley in Geelong. Photo from Chris Mackey whilst on a recent visit to Brisbane.



New Leader, IMO 9471795, 22,683 GT, 187m loa, 36,830 dwt, handy size flagged flagged in Panama and built in 2011 at Hyundai Mipo Dockyard and one of a popular class (Densa etc etc). A sister to the

previously seen *New Commander* at Hastings a few years back, she was alongside at Lascelles over the 17 – 19/6 discharging the remaining 15,000mt of granular urea loaded in the Qatari port of Messaieed for importers IPL having part discharged in Port Kembla previous to Geelong. She is registered to Peachleaf Shipping Co Greece, beneficial owners are the Polembros umbrella of companies with managers and commercial operators being New Shipping Ltd of Greece, a Polemis Family owned company that split from Polembros probably after a spate of incidents . The funnel mark is the Greek lower case symbol for ‘P’ Sailed for Adelaide for further discharge. Photo from Alistair Dehnert.



Kennadi, IMO 9703576, 36,295 GT, 199m loa, 63,240 dwt, Ultramax flagged in the Marshall Islands and built in 2016 at Jiangsu Yangzijiang Shipbuilding. After ballasting from Tianjin, she was alongside at BGP3 over the 24 – 27/6 loading 50,000mt of wheat for the Filipino port of Batangas a/c shipper Graincorp. She is registered to SPDBL No 11 Ship Leasing Co Ltd of China for beneficial owners Shanghai Pudong Development Bank Ltd of China (SPDBL) with management and commercial operation from Starbulk SA of Greece. She was one of sixteen vessels sold and chartered back by Starbulk, this one for eight years with purchase options.





Featured but not pictured last month was the Pacific Basin controlled *Ipswich Bay* which is preparing to drop her anchor off Melbourne to clean holds prior to ballasting for Burnie where she loaded logs for Bintulu, Sarawak - and as can be seen from the picture is crying out for a drydock !! Photo. Glenn Ross.



A return caller after several years, here is *Yangtze Keeper* departing Port Phillip bound for New Zealand with wheat loaded in Geelong – Photo from Mike Randall.

Port of Portland

Gorgypikoos, IMO 9288461, 39,964 GT, 225m loa, 76,498 dwt, Panamax flagged in Malta and built in 2005 at Tsuneishi'S Tadotsu shipyard originally as the *POS Eternity* for Pan Ocean Shipping until sale in 2013, then *Top Eternity* until 2014. Named after a 12 century church, she was alongside at berth KSA1 5 over the 1 – 8/6 loading 65,000mt of wheat for the Sri Lankan port of Trincomalee a/c shipper Graincorp. She is registered to Mount Sterna Maritime Ltd of Greece, beneficial owners and managers are Anbros Maritime SA of Greece, a company established in 1934 by the Angeleakis Brothers (hence Anbos) that

started in the traditional Greek way of olive oil, cement, agricultural products and construction material .
Photo photo from Joy Smith.



Da Kang / Da Xin, IMO 9774599 / 9688427 both general cargo – heavy lift – multi-purpose vessel / 1,035 / 970 teu – 1 x 100 – 2 x 350mt cranes, flagged in China / Hong Kong and built in 2013 / 2014 at Shanghai Shipbuilding and both are part of large fleet of of this type of vessel for COSCO. Both vessels were in port in June discharging wind turbine equipment from Dalian and Penglai respectively. Both vessels are basically owned and managed by the huge COSCO group with COSCO Specialized Carriers their commercial managers and operators.



Alcor, IMO 9767314, 23,682 GT, 181m loa, 37,347 dwt, handysize flagged in the Bahamas and built in 2016 at the AVIC Shipyard at Weihai, China. The next one in line with a shipment of alumina from Bunbury and was alongside at the smelter berth over the 9 – 14/6 discharging 32,000mt of cargo on voyage charter to Oldendorff Carriers. Her registered owner is Meri Marine Ltd of the Bahamas, beneficial owners are the Tomastos Brothers of Greece with management and commercial operation from subsidiary Super ECO Bulkers Management of Greece. Photo from Chris Howell / Bluff on a previous visit there.



Amis Wealth, IMO 9897896, 36,000 GT, 199m loa, 63,111 dwt, Panama flagged and a brand new AERO Line class Ultramax completed in March 2021 at Tsuneishi H.I. at Balamban, Philippines. After discharging her first cargo of soya bean mill in Brisbane and Newcastle, she ballasted to Portland to lift a 50,000mt shipment of wheat for the South African port of Durban a/c shipper Graincorp. She is registered to Elite Steamship SA of Panama, with beneficial owners, managers and commercial operators being Taiwan's Wisdom Lines. Photo from Joy Smith.





Another view of the *Delta Hellas* from Graham Flett as she enters Port Phillip.



Kriti Galaxy alongside at REF4 - she was formerly the *Esteem Brilliance* – David Porrett



Pacific Basin's *James Bay* arriving to discharge soda ash in Geelong – Graham Flett



Missed in the last edition, here is the *Hansa Bitburg* arriving on her 2nd call – Graham Flett



The Eukor / WWO controlled *Asian Trust* arriving with break bulk / cars / trucks from Europe and the USA. One of the multitude of PCC's / PCTC's seen lately at West Webb Dock – Photo from Dale Crisp.



ALS Kronos. Photographed by Capt. Ray McAllister. PPSP.

Australasian Antarctic Vessels: Nella Dan (including her Demise).

By Mike Carolin and Bruce McBain. Part 6.

In the June WSS Newsletter Part 5 of this series of articles was published, titled 'The **Nella Dan** Story. Courtesy of Dr. Stefan Czordas (dec). President of the Australian National Antarctic Research Expeditions (ANARE) Club Inc.' We omitted to acknowledge that the article was originally written for the Shiplover's Society of Victoria, and was reproduced with their kind permission. The article gives the ANARE version of their chartering of the 'Dan' vessels over the years and more specifically **Nella Dan** and her demise.

In Part 6 we will give the version of the salvor of the vessel, Captain David (Dave) Hancox. Dave was a frequent contributor to *The Log*, the Quarterly Journal of the Nautical Association of Australia Inc.(NAA), and he wrote a very informative article about **Nella Dan**, and her salvage, in two issues of *The Log*, Vol. 43. No.1 and No.2; Issue 179 and 180 2010. A *précis* of his article is written here, and you will see that the ultimate fate of the vessel has a slightly different slant than that of ANARE and several other bodies. Captain Hancox gave a talk to the Victorian Branch of the World Ship Society (WSS) and showed a video of the salvage, wherein he again stated the view of the salvage company on the success of the operation, as opposed to the opinion of others. Basically he stated that the salvage was a 100% success, even though the ship sank in deep water!

Nella Dan was built at Aalborg, Denmark, for the Danish Company J. Lauritzen, in October 1961 and incorporated many of the innovations of the three previous 'Dan' ship. This state-of-the-art polar ship was 2,187 gt, 2,235 dwt, 246'10" (75.21m) loa, 47'2" (14.38m), and 21'7" (6.58m) draft. Registered at Esbjerg, Danish flag, LR No. 524876. 8 cyl. B&W oil engine for 13 knots. 736t bunkers. Classified Ice class No1. 1 x 35t. derrick; 1 x25 t der.; and 6 x 10t derricks. She was also equipped with an Australian Army (Light Amphibious Rescue Craft (LARC), an ice-breaking bow, ice knife and ice fins protecting the CPP propeller. She could carry 42 passengers and had 32 crew. She was the same size as the two previous vessels, **Thala** and **Magga Dan**, but she had a different layout; accommodation ¼ aft,



and No. 3 hatch aft, with a permanent helicopter deck on it. She was not a big ship but exceptionally strongly built.

Chartered to ANARE from January 1962, she replaced **Magga Dan**, which went to the Belgian/Dutch Antarctic expeditions. However, due to the increased workload from increased bases,

and the requirement of more voyages per season, she invariably worked with a second ship each season. The second vessel varied over the time, but in 1961 it was **Thala Dan**. Another frequent companion vessel was **Nanuk S**.

So began **Nella Dan**'s remarkable 85 voyages for ANARE over 25 years, carrying nearly 5,000 expeditioners, and steaming nearly half a million sea miles, often in extreme conditions, with few serious accidents. The ship was very fondly remembered by the people who sailed on her and they formed a **Nella Dan** fan club, even though they lived in small cramped cabins on a ship that had a reputation for rolling. The vessel transported the majority of food and other basic supplies, buildings, equipment, vehicles, personnel, fuel, etc, to ANARE's four Antarctic bases: Casey, Davis, Mawson and Wilkes (closed 1969), as well as supplying Macquarie Island and Heard Island. She mostly

operated out of Hobart but also visited Melbourne, New Zealand and other islands, including Kerueglen Island (a French dependency). She also undertook scientific research both on land/ice and at sea with scientists and laboratories onboard. In 1979 she was refitted with advanced equipment for deep-sea research, including trawling gear. By starting the season earlier with two ships, ANARE was able to complete two or more trips to each locality per season, allowing personnel to spend a number of summer months ashore down south and a much smaller contingent to 'winter over', i.e. stay there during the six months of winter. Thus the ship was preparing for its first voyage south in October and laid up in Hobart as late as May. This exposed her to more extreme weather conditions in October /November and April /May and it was in December 1987 the she came to grief due to the weather at Macquarie Island.

Macquarie Island. A good description of Macquarie Island is contained in Captain Dave Hancox's article in the NAA's *The Log* Issue 179:

"Macquarie Island is a tiny speck in the Southern Ocean. It has a area of 46 square miles with a total length of about seven miles in a north / south direction, and a maximum width of about three miles; situated at latitude 54° 25' south, and 158° 59' east. The Island lies square in the 'Furious Fifties' where gale-force winds are normal weather and even a mid-summer's day can produce, within a 12 hour period, a dense fog, a screaming gale with winds of 75 knots, followed by rain and heavy snow, to round out a perfectly miserable day! Macquarie Island is considered as one of the northern extremities of Australia's Antarctic Territory, being situated 795 miles SE of Tasmania and 580 SSW of the southern tip of the South Island of New Zealand. It lies on the same latitude as Cape Horn, is further south than the Falkland Islands, and, in fact, only South Sandwich, South Orkney and South Shetland are further south than Macquarie Island. "

Macquarie Island was discovered by Captain Frederick Hasselborough in July 1810, and he reported on vast seal colonies there. Sealers descended on the Island, wiped out the seals by 1819 and nearly all marine life by 1834, leaving a legacy of ship's rats and feral cats as the only living inhabitants. From 1895 onwards Macquarie Island became a sort of half-way house for supplies and stores for Antarctic expeditions. The Island became a metrological and radio-relay station for expeditions between the Wars. Sealers were banned from 1919 and the Island was declared a wildlife sanctuary in 1934 and an Australian nature reserve from 1971. Since then penguins and seals have flourished. Under ANARE's control since 1948, as a gazetted territory, only persons with an official 'landing permit' are allowed ashore there. ANARE scientists and technicians established a shore base there for scientific purposes.

In 1986 Lauritzen's informed ANARE that they intended withdrawing **Nella Dan** from Antarctic service and that the 1987-8 season would probably be her last. **Nella Dan** departed Hobart on 27 November 1987 with the annual changeover of staff, scientists and stores to resupply Macquarie Island. She arrived at Buckles Bay anchorage on the east side of Macquarie Island on the 1 December 1987 and work proceeded till 1000hrs on the 3 December, when a gale force easterly wind warning was received. It was decided to continue to pump fuel ashore by floating hose to replenish the Island's tanks. However, a later Marine Inquiry ruled that the Captain and officers did not monitor the ship properly and did not realise she was dragging anchor. At 1900 on the 3rd the ship was driven ashore onto rocks about 50m from the shore. During the night a heavy swell and high tide resulted in her being pushed firmly aground, with severe damage to the underwater hull in the way of the engine room and other spaces aft, with subsequent flooding of those spaces. Excellent work by the LARC managed to evacuate the crew and passengers ashore to the now overcrowded shore station. Between 4th. and 6th. December much discussion took place between the owners, their P&I Club (insurers), Federal Government Department of Transport (DoT) experts, and AUSTPAC, re the salvage of the vessel. (AUSTPAC was the dominant salvage company in Australia, being originally formed as a subsidiary of Howard Smith Shipping Company, as United Salvage). AUSTPAC was able to nominate the oil rig tender/supply vessel **Lady Lorraine** which was working in East Bass Strait, as a salvage vessel. (**Lady Lorraine** LR No.7923938. 1179 gt., 1816 dwt. 64.7m loa x 14.3m beam x 6.4m draft. 2 x 16 cyl Nobab diesel engs. Twin screw 2 x CPP props. 14 kts. Built NSW State Dockyard Newcastle, 1982. In 1987 jointly owned by Howard Smith and Peninsular & Oriental, managed by Australian Offshore Services.)



On the 7 December **Lady Lorraine** started fitting out for the task, loading salvage gear at Barry Beach, including some unusual stuff such as Antarctic clothing (actually ski apparel). She set sail at 0345 hrs on the 10 December 1987. The 1,080 nm journey took three and a half days, arriving at Macquarie Island 1702 hrs on

Sunday 13 December. AUSTPAC later stated that their salvage contract from the Federal Government, was to:-

1. Remove all oils, fuels and pollutants from **Nella Dan**.
2. To then remove the vessel from the rocks at Macquarie Island, if possible.
3. If the vessel was too damaged to get her back to a port, then to scuttle her in deep water away from Macquarie Island.

After surveying the situation and working out a salvage plan, the following was decided:

1. Pump out all fuels (approx. 450 tonnes).
2. Pressurise 15 damaged tanks
3. Pump out the engine room spaces and seal them from further ingress.
4. Seal No3 hold, and pump it out.
5. Lay out ground tackle (anchors) and swing the bow to seawards.
6. Re-ballast the forward spaces, refloat the vessel and tow her off the rocks with **Lady Lorraine** pulling, and ground tackle.
7. If the vessels could not be towed to a safe port, then to scuttle her in deep water away from Macquarie Island.

The salvage followed this plan (A more detailed article about this salvage can be found in Captain Hancox's article in the NAA's journal *The Log* Issue 180 No. 2, 2010.) The salvage took place in most inhospitable conditions and dangers, including divers in the water doing underwater hull inspections. **Lady Lorraine** dragged anchor during the night of the 13/14 December. Use of the LARC to convey salvage equipment to **Nella Dan** was very successful but dangerous: there was often heavy surf present, and the usual variant daily weather of fog, sunshine, gales, rain and hail, etc.

After two days of preparation on the 14/15 December, pumping out of bunkers (358,000 litres) took place between 1330 on 16 December and 1705 on the 18th, and the vessel was prepared for refloating. Refloating operations commenced at high tide Sunday 20 December at 2230, and by 0130 the bow had been rotated approximately 90° to 140° and pointing out to sea. The casualty was refloated at 2230hrs 21 December and brought up on ground tackle, anchored in Buckles Bay with AUSTPAC personnel onboard her. The only thing keeping her afloat was continuous running of the salvage pumps.

While the vessel was being surveyed and prepared for towing, there erupted an exchange of communications between all parties involved. The Company (Lauritzens) and some others wanted the vessel brought back to a port (Hobart) for repairs and further trading. An incentive sum of \$3m was rumoured. The DoT and P&I club, plus AUSTPAC, were very sceptical that this could be achieved due to the damage to the ship and the length of the tow under the conditions expected to be encountered. However, by 1200 on the 23 December it was evident that re-

insurance was not available for a tow to Hobart and preparations commenced for scuttling her. Captain Hancox told us (at the WSS meeting) that it was deemed too dangerous to leave the AUSTPAC crew members onboard **Nella Dan** overnight of the 23rd and they were withdrawn. The pumps were left running all night and the next morning the pumps overheated and the engine room caught fire. Removal of salvage gear and towing the vessel out of Buckles Bay to deep water became more urgent. She was in position by 1600hrs, many miles SE of Buckles Bay, in 2,000 fathoms of water when scuttling commenced, but she did not go immediately. She had to be induced, but at 1742 hours on 24 December 1987 she sank. Surprisingly the weather was very mild on this day, as per the photos.

Lady Lorraine collected all the remaining gear, and she departed for Hobart at 2355 24 December and arrived there 1700 Sunday the 27 December. The voyage was described by Captain Hancox as “not too pleasant” due to foul weather and the fact that they had 11 extra personnel onboard the rig tender comprising the salvage crew, some **Nella Dan** crew, one ANARE official, and four Army LARC handlers. Controversy on the non-delivery of **Nella Dan** back to a mainland port existed for years after. The sudden loss of the **Nella Dan** suddenly forced ANARE into obtaining a relief vessel for the 1987/8 season, and the long term provision of Antarctic supply vessels for their programs.



Source of photos is: _ Nella Dan & Lady Lorraine K. Barr/R.Priest/NAA collection. Other four:- ANARE website pages



From the Vault – Gamzat Tsadasa



Who can remember the last time they saw the hammer and sickle of a Soviet vessel sailing up or down the Yarra River ? And with Russian Italics as well ? Pictured here by Ray Verhoeven looking rather dull, dreary and unspectacular and in her original grey livery is the smallish container vessel *Gamzat Tsadasa* departing Melbourne in 1978 - note the deck containers of the time – this one went to a maximum of three on deck at the most and compared with the 8, 9 or 10 you see nowadays. *Gamzat Tsadasa* was originally built as a general cargo vessel in 1970 with three sets of derricks for'd of the accommodation before conversion to a container ship in Jurong in 1976 where she was lengthened from 161m to 176m. Originally built at the Uljanik Shipyard at Pula, she and three of her sisters *Novikov Priboy*, *Ivan Kotlyarevskiy* and *Konstantin Paustovskiy* were known as the 'Pula' class and all visited Australia from the late 70s to mid 80s – *Gamzat Tsadasa* continued into the 90s when the others were replaced by the larger *Maksim Mikhaylov/ Khudozhnik Zhukov* and *Khudozhnik Ioganson* on the FESCO (Far Eastern Shipping Company of Vladivostock). Named after Russian poet, she had an IMO of 7025994, 176m loa, 13,212 gross tonnage, 13,999 deadweight, a teu capacity of 704, Russian flagged, home ported in Vladivostock. The vessel had accomodation for 44 crew and could carry 11 passengers / cadets. For the duration of her time on the Australian run she called at Melbourne, Sydney, Brisbane, Vladivostock, Hong Kong, Manila and Osaka in Japan – (I stand corrected). She finally left the Australian Far East Service in the early 90s and spent time bwtween there and New Zealand before finishing her days feeder between Busan and Vladivostock, finally beaching in Alang 2008 for demolition. Photos from Ray Verhoeven in 1978, shipspotting 1975 in Vancouver in her original guise and in 1989 at East Swanson Dock. For those of us who frequented West Swanson Dock (for work purposes of course), would always remember the used cars that were loaded on the accommodation decks via the aft derricks that were purchased in Melbourne or Sydney and for sale back home!!!!



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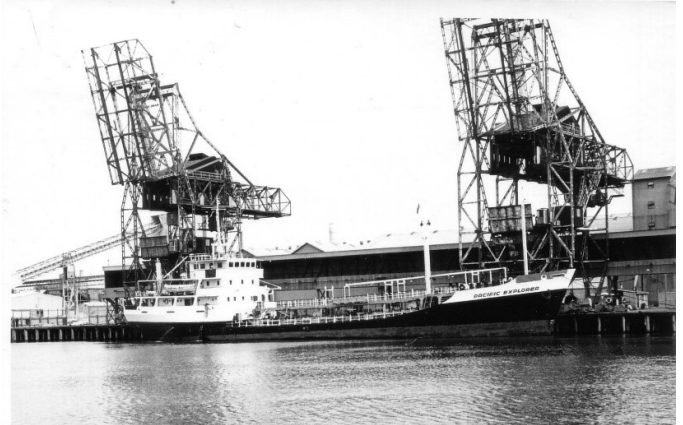
The newsletter is produced monthly by the Victoria Branch of the World Ship Society. Whilst every effort is made to ensure the accuracy of the items contained herein, the editor cannot take responsibility for items printed (other than his own). Any correspondence should be forwarded to the Editor, Peter Grunberg at 23 Bungalalli Avenue Clifton Springs Victoria 3222 or p_grunberg@hotmail.com or 0403 817 917.

Thanks to all the contributors for the month. Please be advised no part of this newsletter may be reproduced without the express permission of either Peter Grunberg or John Nunn.

Dilmun Navigation. Part Two.

By Jan De Jonge.

8. PACIFIC EXPLORER IMO 7320502 Built 1973 by N.V. NoordNed. Scheepsbouw, Groningen yard no 375 oil tanker Gt 954 DWT 1642 loa 71.9 x 11.7 metres, 12 knots, single screw initially to be managed by Dilmun London. diesel, 12 knots . Registered Fiji. Here berthed in Melbourne. 1996 sold to Sembawang in Singapore . 2003 sold and renamed ISLAND SPIRIT



Scrapped at Nansha China in April till August 2004.

9--PACIFIC SHELL IMO 7502186 Built as PAPUAN ENTERPRISE for PNG
Built 1975 GT 493 DWT 724 45 x 9.8 m. Yard Sing Koon Seng in Singapore yard no: 254
Sold to Dilmun in 1983 and renamed **PACIFIC SHELL** by new Owners Dilmun - Fiji flag
In 1990 sold to Pacific Tankship in Port Moresby and renamed PACTARA

10--PACIFIC MARINER (2) IMO 7635347 built as VITTA THERESA in 1977
built by Sonderborg Skibsverf yard 81 loa 75 m beam 12.5 m. GT 1237 DWT 2174
To Dilmun in 1989 as **PACIFIC MARINER (2)** 2003 ALISA 2005 MIRANDA-DV 2010 ALISA
Howard Smith Industry In 1996 sold to Singapore interests ending up with Russian flag.



11--PACIFIC ROVER IMO 7812256 Built 1979 at Koyo Dy Co Mihara yard no 851
GT 1594 DWT 1963 loa 80 m.x 13.3 built for Dilmun but management partly done by MacDonald-
Hamilton &Co In 1989 possibly taken over from Dilmun.
In 1996 sold to Singapore interests. In 2003 sold and renamed ROVER Fiji flag
Several changes, also had Singapore flag in 2003 Broken up at BU Jiangyin November 2011



12--PACIFIC SPIRIT IMO 8410847 Built 1985 Towa Shimonoseki as Brage Trader
yard no 559 Neth Antilles flag GT 4839 DWT 7303 loa 114.5 m. beam 18.2 m. yard 559
1990 Blankvann Sold to Dilmun in 1992 and renamed **PACIFIC SPIRIT** and in 2004 sold and renamed
LITTLE LADY In 2005 SUNBRIGHT 2010 ZUNXIA NG and in 2014 PERKASA HIU it looks like the
vessel was managed by Howard Smith during the period 1992 to early 2004.
In 2017 sold and renamed XING MIG YANG 888



13—PETRO DISCOVERER IMO 8519382 built 1986 by Shitaoe Zosen, Usuki yard no: 1056
 GT 1963 DWT 3283 loa 88 m. beam 13.6 m.
 Built as TRUSTY (Panama flag), notice the name on a photo. Slipping in Nelson, NZ
 1988 Stolt Kingfisher 1994 Kingsfisher 1994 Stolt Kingfisher 1997 **PETRO DISCOVERER**
 in 2007 sold and renamed LMS LAXAPANA Cairns Slipway



14--PETRO NAVIGATOR IMO 8619003 built at Nordsovaerftet in Ringkobing, in 1988 yard 193
 Launched as LEA TERKOL GT 1711 DWT 3294 loa 83.5 m. beam 13.5 m. 1996 LEA WONSILD
 1997 **PETRO NAVIGATOR** 2006 sold to Island Oil and renamed ISLAND TRANSPORTER

Above, at anchorage and next photo at right finishing off Antifouling.

On slipway in Cairns June 2001



In 1996 Dilmun Navigation sold 3 tankers to Sembawang group in Singapore.
 Those vessels are: Pacific Explorer, Pacific Mariner (2), Pacific Rover

15-PETRO VOYAGER IMO 8505575 **landing barge** built at Damen shipyard in Hardinxveld-Giessendam in 1989 yard no 643 GT 532 DWT 550 51 m. in length with a beam of 10 m. In 1989 originally built as S.Vicente, renamed Vicente in 1991 then renamed **PETRO VOYAGER (2)**



16-PACIFIC VENTURER IMO 9265770

Built by Samho in Tongyeong in 2003, yard no:1040
GT 2490 DWT 3000 loa 84.5 m. and beam 14.4 m

In 2005 sold and renamed SARA THERESA After 2017 HANYU DREAM .

In 2004 ASP Ship Management Singapore took over the operation of following 3 vessels in 2004 December.

PACIFIC VENTURER IMO 9265770

PETRO DISCOVERER IMO 8519382

PETRO NAVIGATOR IMO 8619003

All operate on a time charter for oil major EXXON-MOBIL.





Found another series of vessels which were constructed by **Nieuw/NoordGroninger Shipyards**:

AL GHAZAL IMO 6810043 tanker built April 1968 GT 653 DWT 1290 l.o.a.68 m.

Yard no 356 In 1984 sold and renamed AL HAMRIYA In 1987, IRENE-1, 1989 MED OIL, 1992 A.QUARTA broken up Allaga in May 2004.

The actual period when Dilmun (Gray McKenzie) was involved 1968 till 1984

AL SHAHEEN IMO 6605759 small tanker GT 497 DWT Built 1966 yard no: 344

1985 Newport 1987 Laertis 1990 San Tito, 1994 Alexandra

Broken up Allaga July 2005. Thus activity with Dilmun (Gray MacKenzie) 1966-1983

AL SOREYA IMO 6519235 Built 1965 yard no 341 GT 498 DWT 1016 l.o.a. 65 m.

Completed Sep 1965 Due to an explosion (fire) vessel lost in Abu Dhabi July 1979

FAREEDA IMO 7016498 In 1970 to Dilmun (Gray McKenzie) GT 909 DWT 1486

yard no 368 l.o.a. 70 m. In 1985 sold and renamed NEW QUARY 1997 NASEEM ALBAHAR

1998 RANA R, Lost due to fire off Bahrein in Sep 2006

FAIZA IMO 7025346 Built 1970 GT 911 DWT 1486. Yard no 367

In 1979 till 1983 operated by Gray McKenzie.

2020 sold and renamed NURFAIZAH 08