

WORLD SHIP SOCIETY VICTORIA BRANCH



NEWSLETTER

Sonangol Kizomba, Jim Grinter.

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The Victoria branch of the World Ship Society now meets on the first Saturday of each month at the Port Education Centre in Lorimer St Port Melbourne at 10.00 am. Membership enquiries can be made through our Secretary at PO Box 5038 Middle Park Victoria 3206.



Graham Flett took this great shot of the *TS Haiphong* arriving on her first call to Melbourne and on the first voyage of a new TS Lines CA2 service incorporating Chinese ports and the Australian ports of Sydney, Melbourne and Brisbane on a weekly basis. Chinese ports covered will be Qingdao, Ningbo (although these are being omitted currently due to COVID19 issues), Shanghai and Nansha. The first seven ships are the *TS Haiphong*, *TS Nansha*, *TS Laemchabang*, the chartered *Thorstar*, *TS Pusan*, *TS Kwangyang* and *TS Ningbo* although if you follow the schedule other vessels will slot in later on. TS Lines have been calling here since around 2008 and have the *Suez Canal* on their CAT – China Australia – Taiwan service and are represented in Australia by Seaways Agencies. This new service clearly demonstrates the large volumes of cargo southbound from NE Asian ports. Peter Grunberg.

Member News.

With regret, we advise the recent passing of **Bill Barber** from Geelong who had been a member for many years. Condolences to his family.

Former Secretary **Ron Parker** had a fall at home some weeks ago and fractured his hip. Following surgery he has remained hospitalised and unable to receive visitors. At 98 years of age, life is quite a struggle for him. Best wishes Ron.

Maurie Hutchinson is back at home at Mount Eliza following bladder surgery and recovering steadily.

Peter Wood has been in and out of hospital with a number of concerns as he approaches his 80th birthday with no celebrations possible.

Let's hope we will be able to get together again to enjoy each other's company before long.

Meeting Dates

Tuesday 7th September 7.30pm

Tuesday 5th October 7.30pm

Tuesday 9th November 7.30pm

Tuesday 7th December 7.30pm (Christmas Dinner)

John Bone.

New book by Nick Tolerton.

HOME BOATS. The ships that made New Zealand and their seafarers.

Published August 2021.

A4 hardcover, 330 pages, full colour photographs.

For a century until container ships came along, the Home Boats were the foundation of New Zealand's and Australia's prosperity. This book tells the story of these great passenger and cargo liners and the seafarers who manned them – salty stories of wars, storms, and smuggling, cargoes ranging from butter to bras to bombs, and tales from the bridge and from the engine room and of life aloft on the sailing ships.

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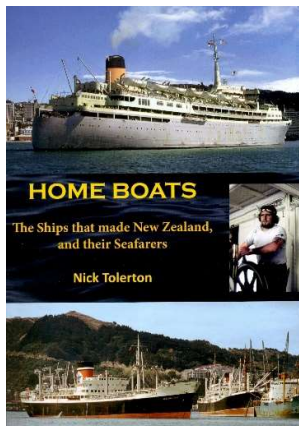
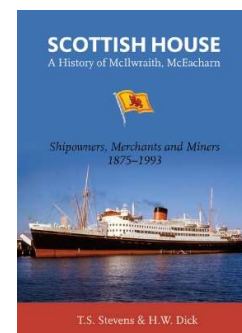
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PLUS

The Nautical Association of Aust. now have more copies of their recent publication **Scottish House**. To purchase this book please visit the NAA website to buy.



Around The Ports.

By Peter Grunberg

Port of Melbourne

Container Ships

Ariana – Paul Finnigan – Peter Doehle's smart looking containership has joined the ZIM / Gold Star Line CAX service from Chinese ports to Australia and is seen here on the Yarra.



Suez Canal – Dale Crisp – has joined the CAT service (China - Australia – Taiwan) having replaced the Shimin and is seen here on the Yarra River – the 2002 built vessel has recently been renamed from the *Suez Canal Bridge* and is owned and managed by the Danaos Corporation of Greece and is now under the commercial operation of TS Lines of Taiwan.



New Jersey Trader - Graham Flett – the former *Cape Madrid* returns in the colours of the Lomar Corporation which now owns her – has joined the ZIM / Gold Star Line CAX service from Chinese ports to Australia.



Sydney Express – Graham Flett – recently renamed from *Switzerland* and out of drydock, she has joined the AAX1 service as Hapag Lloyd's contribution after the withdrawal of the *Northern Jupiter* - she is now Chinese owned and long term chartered to Hapag Lloyd.



TS Nansha - Graham Flett – Seen departing after her maiden call approaching Point Lonsdale – She is owned, managed and operated by TS Lines of Taiwan.



Tankers

Fairchem Kiso – Dale Crisp – arriving into Melbourne to load tallow for the US Gulf Port of New Orleans. She is owned, managed and operated by Fairfield Chemical Carriers of the USA.



Kriti King – Graham Flett / Glenn Ross - arriving deeply laden with crude oil from Arzew / Algeria but with only 40,000mt of cargo for Melbourne with the balance bound for Brisbane. Owned, managed and operated by Greek Outfit Avin International of Piraeus





Marlin Majestic – Graham Flett – departing for New Zealand after a part discharge at Holden Dock with petroleum products from Singapore. She is Chinese owned, has the funnel mark of fuel trader Trafigura but commercially controlled by Scorpio Tankers International out of Singapore.



Turmoil – Graham Flett – Seen arriving from Singapore and bound for Melbourne to discharge petroleum products at Holden Dock a/c ExxonMobil. She is owned, managed and operated by Transpetrol Maritime Services of Belgium.



Redwood Mariner – Graham Flett – arriving in the rain at Point Lonsdale and bound for Holden Dock to discharge petroleum products from Singapore. Owned and managed by South Korea's Sinokor Shipping but one of the few not on charter to STASCO.



Puffin Pacific – Glenn Ross – anchoring off Melbourne awaiting her berth at Holden Dock. One seven year charter to ExxonMobil with ownership from Malaysia's Kuok Group controlled Pacific Carriers Line.



Bulk Carriers / General Cargo / Etc Etc

Taokas Wisdom – Dale Crisp – discharged 27,000mt of furnace slag loaded in the Japanese port of Kashima for importers Adelaide Brighton Cement – another vessel owned and managed by Wisdom Lines of Taiwan and is currently under Pacific Basin operational control.



CL Tiffany – Paul Finnigan – alongside at F Appleton Dock loading wheat for the East African port of Djibouti. On charter to DS Norden, she is Chinese owned.



Tannhauser – Graham Flett – the latest from the WWO fleet (Wallenius Wilhelmsen Ocean) to call here and she is captured turning towards the South Channel bound for Melbourne.



Iguazu Highway – Dale Crisp – K-Line's latest vessel to visit and she is photographed here departing for Adelaide.

Pottersgracht – Grant Jordan – Seen here anchoring off Melbourne to bunker before heading north for Newcastle and Brisbane – the yacht was loaded in Europe – owned, managed and operated by Spliethoff of the Netherlands. Until recently she was the HHL Macao of the now defunct Hansa Heavy Lift outfit and prior to that she had three different 'Beluga' names from the also defunct Beluga Shipping of Germany.



Port of Geelong

Tankers

Forties – Graham Flett – been before but she is seen here for the first time under her new name with crude oil from Malaysia. She is now owned by the UK's Union Commercial – she features in a fantastic youtube video departing Milford Haven under her previous name *British Robin*.



Champion Tern – Graham Flett – discharged 9,000mt of UAN (liquid fertiliser) loaded in the Baltic Port of Sillomae a/c importer IPL. She is owned , managed and operated by Champion Tankers of Norway – she may have called here several years ago as the *Okhotsk Sea* when owned by Sovcomflot.



Sunny Atlantica. The *Sunny Atlantica* was at No 4 Refinery pier from 26th – 28th Aug before departing back to the Melbourne anchorage. Photo by John Nunn.



Bulk Carriers / General Cargo etc

AC Amity – Walter Pless – loaded barley for the Japanese port of Shibushi – she is owned, managed and operated by the Sesoda Corporation / Sincere Navigation of Taiwan.



Yasa Mars – Kevin Finnigan – seen arriving at Point Lonsdale after a long voyage from the Argentinian port of Rosario a/c shipper Cargill. She is owned, managed and operated by the Turkish outfit Ya Sa Shipping of Istanbul.



Artemis 1 – Kevin Finnigan - Seen alongside doing hold surveys just after her arrival – she loaded 58,000mt of wheat for Vietnam via Singapore for bunkers. She is owned, managed and operated by Transocean Maritime Agencies of Monaco.



Eastgate – Kevin Finnigan – arriving into Geelong to discharge around 16,000mt of granular urea loaded in the Malaysian port of Sipitang – owned and managed by Zodiac Maritime Agencies of the UK and commercially managed by Oldendorff Carriers.



Daiwan Glory – Kevin Finnigan - seen departing after loading 32,000mt of wheat for Vietnam – owned, managed and operated by Taiwan's Wisdom Lines.



Federal Tambo – Kevin Finnigan – arriving off the berth awaiting the *Daiwan Glory* to depart and load a combined cargo of barley / wheat for two Japanese ports – Owned, managed and operated by FEDNAV Canada.



Bunun Brave – Graham Flett – Loaded 40,000mt of wheat for the Mexican port of Manzanillo for Graincorp. Owned, managed and operated by Taiwan's Wisdom Lines.



Gramos – Kevin Finnigan – we failed to get her moving this time as well as her last call due to night in / night out but here she is part loading at Corio Quay a cargo of 27,000mt of wheat a/c shipper ADM for the Filipino port of Subic Bay. She topped up in Portland with a further 25,000mt of wheat.



Navi Star – Graham Flett – departing from Geelong with 32,000mt of wheat for Shibushi, Japan. She has now called at Port Phillip under all here three names of *Clipper Bari-Star*, *Ocean Bari-Star* and now *Navi Star* under the new owners Orient Line.



SE Kelly – John Nunn – Owned by Sesoda Corporation / Sincere Navigation of Taiwan and seen arriving into Geelong to load 30,000mt of wheat for New Zealand – clearly on long term charter to Lauritzen Bulkcarriers of Denmark. Nice looking ship as well !



Port of Hastings

STI Stability – Dean Kelly - arriving at the Westernport boarding ground enroute to Crib Point to finish discharge of petroleum products for United Petroleum – She is owned, managed and operated by Scorpio Tankers International of Monaco.



Port of Portland

Darya Heera - Joy Smith – arriving part loaded from Vancouver to top up with 22,500mt of wheat all bound for Tuticorin / India - owned, managed and operated by Chelleram Shipping, an Indian Shipping Company domiciled in Hong Kong.



Other callers.



The seismic survey vessel *Geo Coral* called at Geelong in mid August and was at Corio Quay North, much to the chagrin of the protesters who were out in force to press their point home about the continued fossil fuel exploration programmes. Photo by Kevin Finnigan.

MM / CGM Vessel **KANGOUROU.** By Mike Carolin



Above is an excellent photo of the vessel **Kangourou**, taken by Chris Mackey on 08/11/1984, off Rottnest Island, bound for Fremantle. **Kangourou** was a vessel that did not seem to attract a lot in maritime interest, and I have not seen a lot of photos of her, and an even less number of good ones. **Kangourou** was built in 1970 for the Cia des Messageries Maritimes (MM), and later became part of Compagnie Generale Maritime (CGM) in 1977, which later became CGM-CMA: the 3rd. largest container company in the world. As built **Kangourou** had a very stylish white line down her hull, with seven large MM's in the line. Like most white lines, they were later painted over as being too expensive to upkeep.

As built **Kangourou** was 26,437 gt., 44,060 dwt., 1490 TEU's. 228m loa x 30.5m beam x 10.7m draft. Built at La Ciotat, France, she was a steam turbine vessel, single screw, for 21 knots. This may have contributed to her relatively short lifetime (17 years), due to the oil crisis after building, with turbine ship being high consumers of bunkers. She was the MM contribution to the European Lines entry into the containerisation of the Europe to Australia, following the British ships of ACT and OCL. MM formed an loose alliance with Hapag-Lloyd, Nedlloyd, and Lloyd Triestino; all of whom contributed similar sized steam turbine containerships. **Kangourou** was very similar to the OOL original Bay class (without the ugly funnel extensions!). But by 1977 CGM-CMA started becoming a much bigger company, and maybe an aging steamship did not fit into their plans. **Kangourou** went to the breakers at Kaoshiung Feb. 1987, and was replaced by the new-building **CGM La Perouse** in 1988. Meanwhile they chartered the **Tolaga Bay** to fill in. They also swung 4 large RORO's onto a round the world service: the **CGM Rabelais**, **CGM Rimbaud**, **CGM Racine**, and **CGM Renan**. And of course they took over the ANL container business in 1996.

I did not pilot the **Kangourou**, but I did go on her as a 'leadsman' (trainee), with Capt. Craig. He told me always go for a French ship if you can get one, as they are the best feeders. It was not uncommon at meal time to score a silver-service tray with an excellent two-course meal, white starched table napkins, and a small carafe of red wine! Five star!



The above photo of the *Kangourou* was taken by Chris Howell.



Above. *MSC Maria Laura* , photographed by the late John Regan began life as *CGM La Perouse*.

NANOK S. ANARE supply ship. Bruce McBain.

As discussed in earlier articles the early generation of post war expeditions into the treacherous Southern Ocean was carried out by small and largely unsuitable vessels. It would take until 1954 before a specialized ice strengthened *Kista Dan* was used to establish bases on the Southern Continent. Following *Kista Dan* and often working with her sisters several specially designed ice strengthened vessels were chartered by ANARE but despite better design and ice strengthening the journey South remained perilous and difficult for expeditioners. For a number of years ANARE operated a two ship program to support major construction work at its bases one of these ships was *Nanok S*.



MV *Nanok S* whose name in Inuit language means *Polar Bear* made 8 voyages South between 1979 and 1984. Built in 1962 at Svenborg Skibsvaereft Denmark for owner's AG Sorensen of Svenberg, *Nanok S* met Finnish Ice Class 1A standards, provided accommodation for 20 passengers and a crew of 24.

Powered by a Mak type MZV582 single acting 10-cylinder 4 stroke diesel engine with 2, diesel auxiliary engines which provided a service speed of 13.2 kts, *Nanok S*'s hull and other details were 3,000-ton gross capacity, length 88.5 metres and breadth 12.75 metres.

Prior to journeying south for ANARE, *Nanok S* had carried supplies and people from Denmark to outposts in Greenland.

On its first journey South *Nanok S* carried a large naval contingent as part of the 1979-80 ANARE expeditionary team and in 1980 took the first female medical officer, Dr Louisa Holliday to Davis Station.

In 1981, *Nanok S* suffered rudder damage when caught in pack ice and would require dry docking in Melbourne this risked delaying that year's program. In announcing the news to Parliament, the Acting Minister for Science and Technology Michael Hodgman said Australia's ANARE activities were hampered by dependency on foreign charters and stressed Australia urgently needed domestic ice breaker capacity.

The need for ice breaker capacity was again demonstrated when *Nanok S* was trapped in pack ice in 1983. Again it was the Minister, this time Barry Jones who announced *Nanok S* was jammed and had been offered assistance by the Russian Ice breaker *Captain Myshevsky*. Eventually *Nanok S* managed to free herself and reached Hobart safely.

In 1984 *Nanok S* hit an uncharted submerged rock near Mawson, suffering damage to the double bottom and loss of 60 tonnes of bunker fuel, it returned to Mawson for inspection of damage and to obtain additional fuel, after inspection it was deemed safe to sail for Hobart.

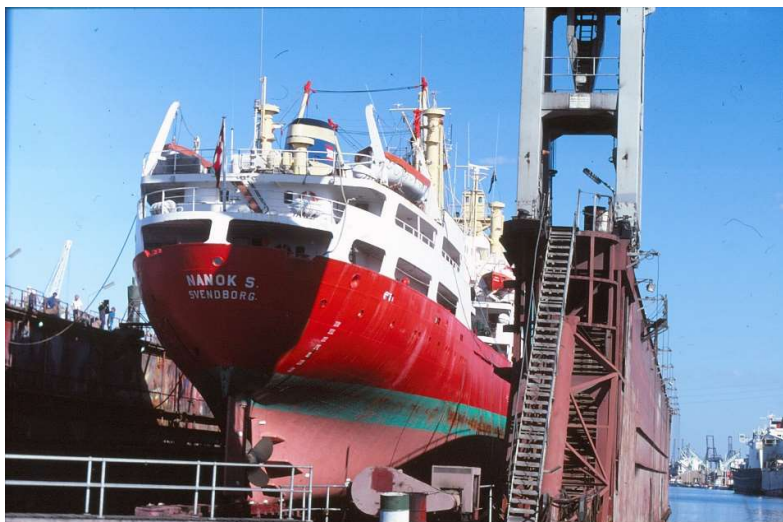
Nanok S's final voyage south in the 1982-3 season demonstrated the hazards of the Southern Waters even for vessels specially designed for rough and icy waters. On its way south *Nanok S* hit huge seas which threw it, crew, and passengers around. With speed reduced by 50% to 6 knots, expeditioners and crew had a far from enjoyable experience. The voyage South to Mawson took 17 days, a dubious record of the longest time from Hobart to Mawson. Unloading at Mawson made up some time, but more trouble lay ahead. Leaving Mawson for Davis *Nanok S* was pounded by hurricane force winds and threatened by pack ice which formed much earlier than normal, for a while it looked that once again, she would require ice breaker assistance, but she managed to free herself on 19TH March. Reaching Hobart on 31 March 1983, the round voyage was a record 47 days.

In 1987 *Nanok S* was sold to a Chinese shipping company and renamed *Yan Dang Shan* and possibly converted to a tanker.



The three photos of the *Nanok S* were taken in March 1984 by the late Ray Verhoven.

Nanok S in the Waggelen dry dock in early 1984.



Disclaimer

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. The editors apologise for the abbreviated version of this months newsletter. Prevailing conditions prevent us from bringing the newsletter in its usual high standard.

Some additional information with thanks to Mike Carolin and Bruce McBain

ICEBIRD constructed at Brand in Oldenburg in 1984 IMO 8403533
renamed **POLAR BIRD** in 1994 serving the Antartics.

She drydocked in Melbourne at Wagglen Drydock and I had quite a bit to do with this vessel .

The attending superintendant was a rather young officer who was in charge of same docking as such
(forgot his name....anybody?) *photo by J Y Freeman*

NANOK S constructed at the Svendborg Skibsvaerft in 1962 IMO 5246922

Quite exceptional I see this vessel again in Melbourne after I boarded her several times in
Rotterdam (1960-ties to 1970-ties) Belonged to A.S. Soerensen Skibsrederiet.



POLAR BIRD

text:

Jan de Jonge



Nanok S