

# WORLD SHIP SOCIETY VICTORIA BRANCH



**Volume 51 Number 7**

**July 2022**

The Victoria branch of the World Ship Society now 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.



I normally pick something moving and topical for front covers but no inspiration was forthcoming until this happened around 0230 on the 25/6 with loading almost completed or almost completed on the panamax bulk carrier ***Kavo Yeraki*** ( more info in ATP ) at F Appleton Dock. The boom was apparently being stowed when something broke. Thankfully no one was hurt and no doubt investigations will take place and then the onerous task of removing the broken infrastructure. This will no doubt have all sorts of ramifications with cargo to be shipped out of this berth – maybe Geelong will score a little more but this may take weeks / months to resolve. Photo from Paul Finnigan.

FYG – The newsletter will be smaller this month due lack of time, travel and illness on my side - editor

## President's Report for JULY Newsletter 2022

**Dear members,**

It felt so good to be at the daytime meeting on **Saturday June 4<sup>th</sup>** when 20 members enjoyed a DVD on ship breaking in **Alang**; a presentation from **Ian Thomson** about the 'allision' between the cement carrier **Goliath** and two tugs in Devonport in January this year; as well as a convivial lunch together at **Pier 35**. We also watched 4 ship movements which provided excellent photo opportunities.

Following kind assistance in the previous week by an IT specialist from the Port of Melbourne Authority, the audio visual problem that had been experienced has now been remedied. This means that we can now screen some of the excellent DVDs held by the Branch at future meetings.

Thanks to **Russell Griffiths** for chairing the meeting during which a donation of \$500 to the Mission the Seafarers was unanimously approved.

The Branch has sourced a new printing company which produced the June newsletter at a substantial cost saving on high quality paper.

### FUTURE MEETINGS

**Saturday JULY 2<sup>nd</sup> at 10.00am.**

Members are invited to bring any books, photographs, memorabilia or other maritime items they wish to show, or sell at clearly labelled prices.

Tables will be available for the purpose. Anyone bringing such items is invited to speak about them. Any items on offer not chosen or purchased should be taken home after the meeting.

There will also be a showing of colour ship photos taken in Melbourne by member **Frank Eckermann** during the 1960s including well-known companies which many of us will remember fondly.

**Frank and his wife Inge**, long-time members now living in Drouin will be with us on the 2<sup>nd</sup> when Lindsay Rex will chair the meeting.

On **Saturday August 6<sup>th</sup>**, **Jan de Jonge** will show a video of a holiday cruise around the Norwegian coast on a **Hurtigen** ship. Jan will chair the meeting.

**All are invited to join us for lunch at Pier 35 after these daytime meetings.**

**It has also been suggested that future meetings could be held in daylight, perhaps on Saturdays which would make life easier for many of our older members.** Think about it and let us know!!

**TUESDAY SEPTEMBER 6<sup>th</sup>.** Program to be advised. Chair: **Chris Piper**

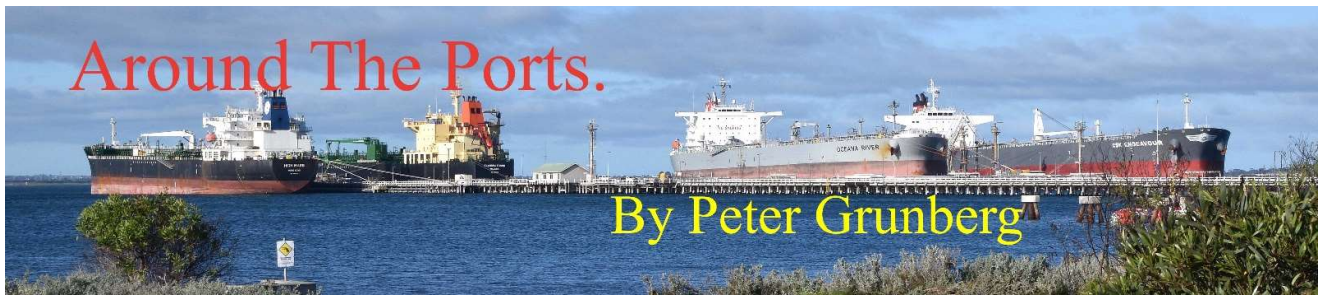
**TUESDAY OCTOBER 4<sup>th</sup>.** To be chaired by **Ralph Woodward**.

### 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](mailto: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.





## Port of Melbourne

### Container Ships



**William**, IMO 9436068, 18,485/09 Wenchong Shipyard, 176m loa, 23,707 dwt, 1,732 teu, flag Portugal. After just coming off charter to OOCL, she is another vessel to join the ZIM – Gold Star C3A service and was at ESD over the 3 – 5/6. She is registered to MS ‘William’ Schiffahrts GmbH & Co KG of Germany and is managed by TB Marine Shipmanagement. Photo from Roger Hurcombe.





**CMA CGM Maupassant** has replaced the **CMA CGM Puccini** on the SE Asian AAX2 service which has gone to the A3N service in turn replacing the chartered **E.R.Denmark**. She is a sister to the **CMA CGM Moliere** already on the AAX2 service and is owned managed and operated by divisions within the CMA CGM Group. Photo from Dave Porrett of her alongside in Brisbane and Nathan Thompson on Moreton Bay.



The Croatian owned, Peter Doehle managed and MSC operated **Jadrana** departs Port Phillip after her first voyage here. A sister to the recently seen **Pohorje**, she has joined the MSC Wallaby service from NE Asian ports. The ship looks to have recently undergone a dry docking. Graham Flett.



**Kota Nebula** of the PIL variety arriving to discharge surplus imports from Singapore and back load empty equipment. Owen Foley.

## Tankers



Another of the ubiquitous fleet of Scorpio Tankers Intl to call in Victorian waters and here is the MR1 product tanker ***STI La Boca*** arriving from the Japanese refinery port of Shimotsu with petroleum products for ExxonMobil which she discharged at Holden Dock before moving on to Adelaide to complete. Graham Flett.



The latest of the Fairfield Chemical Carriers Fleet to visit is the ***Fairchem Rooibos*** ( Rooibos is native plant to South Africa and pronounced Roy Bos ) and she is photographed by Graham Flett arriving in ideal conditions bound for Melbourne to load tallow for the United States.





The heavily laden *Nave Casseiopeia* is photographed by Dale Crisp on her approach to Gellibrand Pier where she discharged 55,000mt of unleaded petrol that was loaded in the West Coast Indian port of Sika. She is owned and managed by the Navios Corporation of Greece and she operates within the Navig8 LR1 Pool of Aframax tankers. Sailed for the Persian Gulf on completion.



Lately we have come to see many units from the Scorpio Tankers International Inc fleet and here is the MR1 Tanker *STI Maximus* passing Point Lonsdale bound for Holden Dock with 25,000mt of petroleum products loaded in the South Korean Port of Daesan. She discharged the balance in Adelaide. G.Flett.



Lester Hunt 'droned' this great shot of the brand new product tanker ***Ocean Nisa*** as she approaches Port Phillip Heads with a full load of petroleum products from Singapore. Recently completed at Hyundai's Vinashin shipyard in Vietnam. She is owned by the large Sumitomo Corporation and on charter to SeaRiver Maritime – ExxonMobil for an undisclosed period.

### **Bulk Carriers / General Cargo / Etc Etc**

The colors of J Umland are always welcome but seen seldom. Here is the Norwegian flagged ***Carmencita*** outbound for Durban with 44,000mt of wheat loaded at F.Appleton Dock for Emerald Grains – possibly a market picked up with the shipping problems stemming from the Ukraine sea blockage. ***Carmencita*** is currently on a 12 month charter to Pacific Basin of Kong Kong. Graham Flett.







Formerly under MOL control, the now Daiichi Chuo Kisen controlled ***Basic Brave*** arrives from Japan to discharge steel products and eventually departed to complete discharge in Brisbane. Graham Flett.



The Danish owned ***Nord Bosphorus*** is photographed by Graham Flett arriving in ballast to load 44,000mt of barley for Chiwan, China. She is owned by Dampskibsselskabet D/S Norden AS of Hellerup. Also from their fleet in port at the time was the smaller ***Nord Nanami*** which loaded in Geelong.



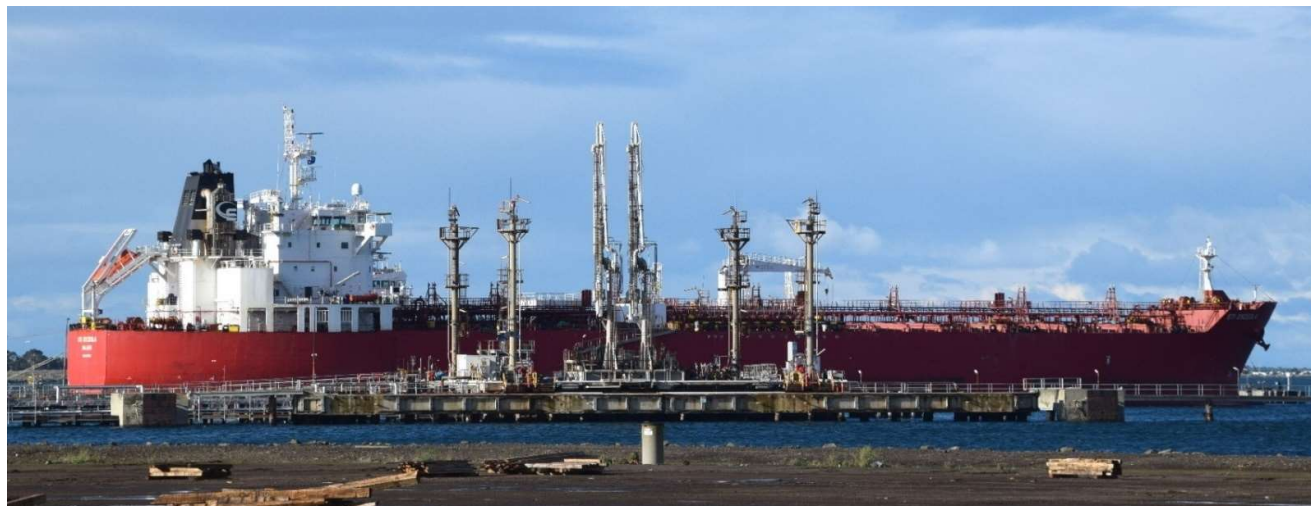


*MN Tangara* is photographed at anchor awaiting bunkering enroute from Mauritius to New Caledonia. A sister to the previously seen *MN Calao* she is operated by the French Ministry of Defence providing logistics to French bases in foreign countries, French overseas departments and territories for overseas exercises and lastly for military exercises. The 'MN' is derived from Cie Maritime Nantaise and the vessels are designed for cargo handling of ISO containers, haz cargo, reefer containers, trucks, trailers and project cargoes and she was built in 2014 at the Hyundai Mipo Dockyard. Photo from Roger Hurcombe.



The Kamsarmax *Kavo Yeraki* is photographed by Roger Hurcombe on one of his many sojourns on the Melbourne – Geelong ferries. She is loading 52,000mt of malting barley for Jebel Ali, U.A.E.. The vessel is owned and managed by Greece's Gourdomichalis Maritime, a company that we only seldomly ships from, and she is chartered long term Commodities Trader Aquavita of Greece. Sadly just before completion, the grain loaded toppled onto the hatch covers of the hold she was loading at the time. No one was hurt but the vessel was still in port at time of going to press.

## Port of Geelong



Another of the STI Fleet was seen when the ***STI Osceola*** called at Geelong to discharge 30,000mt of petroleum products loaded in the Malaysian ports of Tanjung Pelapus and Pengerang. She completed discharge in Adelaide before ballasting to Japan for her next cargo. Kevin Finnigan.



Japanese owned and operated by the Irish domiciled Italian company D'Amico shipping, here is the 2018 Onomichi built product tanker ***High Explorer*** entering Port Phillip bound for Geelong with petroleum products. Whilst there she back loaded for Tasmanian ports before ballasting back to Singapore. Graham Flett

The 2008 STX built product tanker ***High Mars*** seen with her new funnel mark of International Seaways of New York loading product in Geelong for Tasmanian ports. She is in the same fleet of the recently seen in Geelong ***Atlantic Rose***. Photo John Nunn.

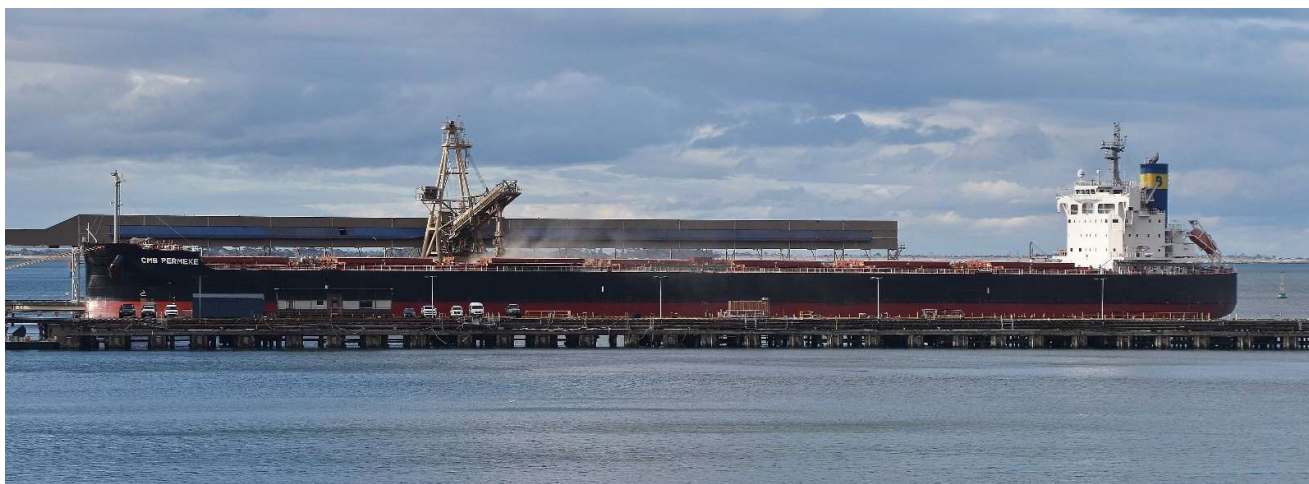




## Bulk Carriers / General Cargo etc



We have seen a plethora of vessels from Taiwan's Wisdom Lines lately so here is a smaller unit from one of the other predominant Taiwanese bulk shipping company's Shih Wei with the small handy size *Margaret SW* awaiting at anchor for her berth in Geelong, She has an IMO 9495583, 15,861 GT, 157m loa, 25,010 dwt, and flagged in Panama. A rather smaller than usual bulk carrier to call and she loaded a small parcel of 10,000mt of wheat for the Vietnamese port of Phu My a/c Riordan Grains. Photo from Roger Hurcombe.



The Japanese owned Kamsarmax CMB Permeke is photographed loading her cargo of 40,000mt of wheat at Bulk Grain Pier with her cargo bound for Cai Mep in Vietnam. After loading completed she sailed for Portland to top up with a further 20,000mt. Whilst she has the livery and naming scheme of a Savery owned CMB – Compagnie Maritime Belge, she is owned by Noma Kaiun KK of Japan, managed by Zeaborn and currently on charter to bulk specialist Oldendorff Carriers. Photo from Roger Hurcombe.



The Japanese built Supranax **List**a is photographed by Roger Hurcombe arriving into Geelong at dawn where she discharged around 44,000mt of cement clinker from the Japanese port of Ube for importers USG Boral. She then went out into Bass Strait to clean holds before returning to the Melbourne anchorage awaiting the BGP3 berth in Geelong where she loads 45,000 mt of canola for Japan. But after failing survey, she proceeded to C Appleton Dock where clearly shoreside assistance was required to get her in the required condition to load a food cargo. She was originally built in 2011 for Japanese interests and long term chartered to Hanjin as the Hanjin Matsue until that company's demise in 2016, reverting to the name Matsue and subsequent charter to MOL Bulk. The name **List**a was taken in 2019 reviving an old J Ludwig Mowinckels name and that Norwegian company is now part owner of the ship and commercially manages and operates her with Union Commercial of Greece her technical manager.



**Diva**, IMO 9609811, 33,037/11 Jiangsu Hantong, 190m loa, 56,582, Supramax flagged in Liberia. She discharged 36,000mt of granular urea loaded in Sitra, Bahrain for shipper/importer Koch Industries. She is owned by China Merchants Bank / CMB Financial Leasing and long term chartered to US Nasdaq listed Greek bulk specialist Star Bulk Carriers. The photo was taken by Graham Flett as she departs Port Phillip Bay for Adelaide to complete discharge and she then heads to Mackay to load peas.





The Japanese built and Greek owned *Maximos* nears city bend on her way into Lascelles where she discharged around 18,000mt of granular urea loaded in the U.A.E port of Ruwais a/c shipper / importer WengFu Australia. Photo from the effervescent John Nunn.



The 2011 Chinese built Supramax *Soldoy* ( plus rainbow ) arrive in rough conditions to discharge the reamining 5,000mt of phosphate rock loaded in the Moroccan port of Jorf Lasfar for importer IPL having part discharged in Townsville and Brisbane prior. She is Turkish owned and controlled by Singaporean commodities trader Suseasea Holdings Pte Ltd and was the first vessel built for this entity. Sailed for Newcastle on completion to load coal for China. Graham Flett.



Winner of the 'Best Name of the Month' award goes to the 2012 Sakai Built handysize bulk carrier ***Daydream Believer***, arriving to load 32,000mt of of barley for the South Korean port of Inchon. Her Japanese owner Far East Trading has over the years named several of their vessels after song titles with just about everybody knowing that this vessel is named after a song by The Monkees. Graham Flett



Meadway's second operated vessel for the month was the 2019 built handysize ***Danai*** photographed here by Kevin Finnigan arriving into Geelong to discharge the remaining 11,000mt of granular urea loaded in the Qatari port of Messaieed a/c importer IPL. Kevin Finnigan



Been before in 2013 but here is a nice shot of the Greek owned ***Aeriko*** entering Port Phillip Bay with 50,000 of Togo Rock all the way from Kpeme, Togo for Western Bulk Carriers. Graham Flett





The 2021 Japanese built and owned Kamasarmax *Hampton Sky* is photographed by Roger Hurcombe at anchor awaiting BGP3 in Geelong where she loaded 20,000 wheat / 30,000mt of barley for the Japanese ports of Shibushi / Hakata a/c her time charterer and shipper Viterra.



The 2016 Japanese built Lauritzen Handysize *American Bulker* is 'droned' by Owen Foley arriving at the pilot boarding ground on her way to Geelong to discharge 18,300 mt of urea loaded in the U.A.E. port of Ruwais for shipper / importer Koch Industries.



Vessels of the Christen Smith Belships fleet to visit in Victorian waters have been rare over the last decade but are becoming a bit of a renaissance lately with the calling of several for food commodities. Here is the relatively new Japanese ( Tadotsu ) built *Belmar* at anchor off Melbourne waiting to complete discharge of her remaining 18,000mt of SBM loaded in the Argentinian port of San Lorenzo for importers Viterra, a food commodities trader that has her on time charter.

## Port of Portland

*Pacific Prospect* and *Pacific Endeavour* were both in Portland over the last month and are now classified as the world's largest general cargo vessels at over 200m LOA. Both vessels set out from the Chinese port of Yangzhou fully loaded with 28 sets of onshore wind turbine towers for Vestas - a total of around 62,000 cubic

metres of cargo. They are of the SDARO design and built in Jinling shipyard for the China Merchants Group and commercially managed and operated by Hong Kong Ming Wah shipping. Photo courtesy of Paul Paparella / Asiaworld with the vessel on her way having just completed loading .



A former caller as the *Bahia Castillo* and *Spirit of Shanghai*, here is the straight out of drydock *Maersk Willemstadt* in her new livery arriving to rejoin the Triden / OC1 service to the East Coast / Central America. Personally, I think she looked better in her former HSUD colours. Photo Graham Flett.



*SSI Privilege* was covered a few months back with a ballast photo in Portland, but here she is departing in horrible conditions with 50,000mt of wheat for Beira, Mozambique a/c shipper and charterer Vittera. She is owned by the Densay Group, a Turkish company domiciled in the U.A.E. Photo Graham Flett.