



**Volume 51 Number 11**

**November 2022**

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 10.00am. Membership enquiries can be made through our Secretary at PO Box 5038 Middle Park Victoria 3206.



With a TEU capacity of around 10,962, the Bosphorus max twin island designed **CMA CGM Estelle** pictured here at VICTL's Webb Dock East berth no 5 now becomes the largest container vessel to call by virtue of teu capacity in an Australian port breaking the previous record of 10,622 held by the **CMA CGM Ural** which called several times in 2020-2021 – although by looking at the photo she is nowhere near full as she is halfway through her exchange of around 5000 moves. By necessity to maintain schedules, **CMA CGM Estelle** has joined the NEMO / AEX service plying from European ports and the Indian Ocean and returning via SE Asia and the Indian Sub-continent, a service now comprising 15 vessels. Her IMO is 9729116, gross tonnage of 95,256, deadweight tonnage of 109,794, 299.87m length overall with a 48.32m Post Panamax beam, flagged in Malta and built in 2018 at COSCO Shipping H.I. at Yangzhou, China. She is registered to the SPDBL no46 Shipping Lease Co of China, beneficially owned by the Shanghai Pudong Development Bank of China which has her long term chartered out to CMA CGM SA – The French Line with management and operation from the world's 3<sup>rd</sup> biggest shipping company based in Marseilles, France.

# WORLD SHIP SOCIETY - VICTORIA BRANCH

## President's Report for the November Newsletter 2022

Twenty members attended the Branch meeting on Saturday October 1<sup>st</sup> where **Ralph Woodward** (who chaired the meeting), gave an illustrated talk on some of the Ships of the BHP Transport fleet with which he was associated while working ashore in that company from 1967 to 1997 and later with the Australian LNG Ship Operating Company division from 1994 to 2000.

Thanks to **Russell Priest** who provided a number of photos.

Ralph was able to illustrate the presentation with a slide show. A couple of members present who had sailed in BHP ships added to the discussion.

Members enjoyed refreshments while watching a container ship "**Tintin**" berth at Swanson Dock on a pleasant sunny morning.

I regret to advise the passing of **Captain Patrick (Paddy) Michaelson** who had been a member since 2014 . He had been in poor health for some time. VALE Paddy.

As we go to press for this edition we have just learned of the passing of **Margaret Allport**. Margaret and John have been very active members of our branch since their joining in 2008. The President and Committee and Members of the branch extend our most sincerest condolences to John at this most sad time.

NEXT MEETING. SATURDAY NOVEMBER 5<sup>TH</sup>. P.E.C. 10.00AM

A DVD entitled "**Out of the Ashes**" telling the story of the bulk carrier "**Iron Pacific**" on a journey from Australia to the Philippines which was "trapped" there for some time following the eruption of a volcano which coated the ship with a thick layer of volcanic ash.

**END OF AN ERA. TASMANIAN FERRIES NO LONGER IN MELBOURNE.**

**Spirits of Tasmania 1 and 2** now travel to Devonport from Geelong, instead of Station Pier. Their familiar appearances will be missed. Their journey from Geelong to the Rip now takes 3 hours instead of two hours from Station Pier.

I hope the transition will be successful for all parties concerned and a welcome innovation for my home town of Geelong.

Kind regards to all readers.

John Bone (President)

## 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.



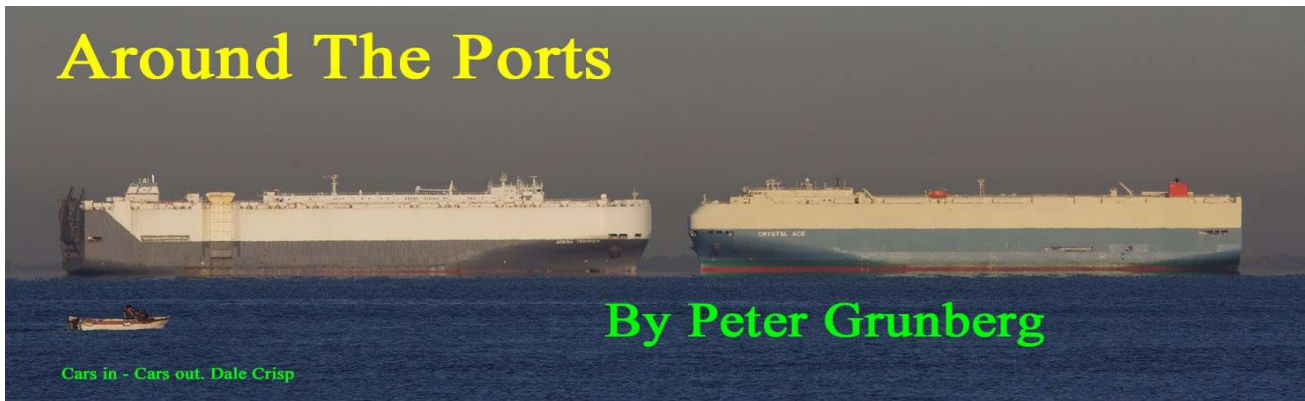
# Poseidon Pilots Arrive



The brand new Poseidon Pilot boat **Trident** is photographed by Lester Hunt following the BAL Container Line vessel **Zhong Gu Jiang Su** for Poseidon Sea Pilots first vessel on the 12/10. Trident is one of many pilot vessels built in Mornington by Hart Marine under licence from the French. These vessels can now be seen in many Australian and New Zealand ports playing their role in the maritime industry. The photo of **Trident** entering the creek in Queenscliff is also from Lester Hunt whilst the photo of Poseidon's Melbourne launch was taken by Bjorn Bjornesjo. I have to declare that I, the Editor work for Poseidon so I will leave the article at that with no opinion or commentary on being the third pilotage provider on Port Phillip and Westernport Bays.



# Around The Ports



## Port of Melbourne

### Container Ships



**Tintin** IMO 9330501, 36,483 GT, 238m loa, 42,930 dwt, 3,450 teu, flagged in Liberia and built in 2007 at Hyundai Mipo Dockyard in South Korea originally as the **ITAL Fulgida** 2007 – 2015 for Italia Line, **Uni Fulgida** 2015-2016 and then **Bomar Fulgent** 2016-2021 under Borealis ownership until she took her current name last year. She is the second ship to call at out shores for the 2017 established Dubai / Singapore based Sea-Lead Shipping. She was alongside at Swanson Dock and is the only service offering direct connections to the Indian Subcontinent. The port rotation is Qingdao, Xingang, Shanghai, Ningbo, Nansha, Sydney, Melbourne, Brisbane, Port Kelang, Nhava Sheva, Mundra, Karachi, Qingdao. Her registered owner is OCM Tintin LLC of Liberia, beneficial owners are Oaktree Capital Management of the USA, managers are Draco Buren Shipping of Singapore and she is on time charter to Sea-Lead Shipping. Photo from Bjorn Bjornesjo.

**Kota Lima** IMO 9267651, 66,292 GT, 278m loa – 40m Post Panamax beam, 67,197 dwt, 5,500 teu, Liberian flagged and Japanese built at Mihara's Koyo Dockyard and has replaced the **Kota Layang** in the CA2 service to Chinese ports. Looking anything but the normal 'Kota', she was originally K-Line's **Genoa Bridge** until 2015 before becoming just **Genoa** under Greek owner Danaos's normal penchant for vessel naming and just recently taking her current name. Here she is photographed heading up the Yarra by the incandescent lover of ship photography Paul Finnigan.





***Kota Naluri***, IMO 9362308, 20,902 GT, 180m loa, 25,985 dwt, 1,810 teu, Singapore flagged and built in 2008 at Dalian Shipbuilding and another of the Kota 'N' series that have either called here backloading empty containers or overflow imports from the Singapore region, this one arriving from Tauranga to top with empties which she did at Easrt Swanson Dock over the 15-16/10. Owned, registered to, managed and operated by Singapore's Pacific International Lines. Photo from Bjorn Bjornesjo.



**Melanesian Chief**, IMO 9405100, 9,957 GT, 147m loa, 13,760 dwt, 1,100 teu, flagged in Liberia and built in 2008 at Jinling Shipyard originally as the **Iberian Express** for Vroon 2008-2009, **MCC Sandigan** 2009-2016 for MCC Feeders and then **Iberian Express** until 2021 before sale to A.Blystad of Norway where she took the name **Songa Cheetah**. Recently drydocked and renamed, she replaced the **Lihir Chief** on Swire Shipping's Pacific Island Service trading around PNG to Australian ports and is about the tenth vessel to have this name over the years. Photo from Bjorn Bjornesjo



**MSC Barbados**, a former caller as the **CSL Atlantic** makes her way towards the Yarra rather light on for cargo with umports from Singapore having discharged most of her cargo in Fremantle prior. Built in 2005 for E.R.Schiffahrts and 10 year charter to Zim as the **Zim Beijing**, she then became **Atlantic Altair** until 2017 and then **CSL Atlantic** for Cyprus Sea Lines before being another of the feeder size vessels scooped up by MSC recently and was here on the adhoc KANGAROO service. Photo from Dale Crisp.



**ASL Hong Kong**, IMO 9958860, 18,724 GT, 172m loa, 24,350 dwt, 1800 teu, flagged in Hong Kong and just delivered from Huanghai Shipbuilding for Asean Sea Lines – ASL. On her maiden voyage, she has just commenced another service from the mainland Chinese ports of Qingdao, Shanghai and Shekou to the three main East Coast Australian ports and is the first vessel built for them as they have previously relied on chartered tonnage. Her registered owner is Huilong ( Tianjin ) Shipping Leasing Co Ltd of HK, beneficial owners are Jiangsu Financial Leasing Co Ltd of China, managers are V-Ships ( Shanghai ) Ltd and she is now under the control of Asean Sea Lines Co Ltd of Hong Kong. Photo from Dale Crisp



## Tankers



***Yuan Yu He***, IMO 9896256, 29,861 GT, 183m loa, 49,842 dwt, product tanker, flagged in China and delivered earlier this year from COSCO Shipping H.I. at Dalian. Another of the ubiquitous fleet of Chinese tankers cascading onto our shores, she was alongside at Holden Dock over the 28/9 – 1/10 discharging petroleum products from Singapore. She is registered to, beneficially owned by various divisions of the large COSCO China Shipping Group and she is commercially managed and operated by COSCO Shipping Energy Transportation. Sailed for Bayaquan, China on completion. Photo from Paul Finnigan



***STI Veneto***, IMO 9690822, 64,827 GT, 256m loa, 109,999 dwt, Aframax sized LR2 / Crude oil tanker flagged in the Marshall Islands and built in 2015 at Hyundai Samho H.I., South Korea and one of several sisters ( and also subsequently 'scrubbed' ). The next in the long running list of tankers from the Scorpio fleet to call at a Victorian port and after part discharging in Port Botany, she discharged the remaining 50,000mt of low sulphur diesel at Gellibrand Pier over the 19-22/10, cargo originally loaded in the Japanese port of Iwakuni. She is registered to STI Veneto Shipping Co Ltd of Monaco, beneficial owners are the Scorpio Group of Monaco, managers are Scorpio Tanker Management of Monaco and she is commercially managed and operated within their Scorpio Tankers Inc Pool of Tankers. Fyi - Veneto is an area in NE Italy stretching from the Dolomites to the Adriatic Sea. Photo from Roger Hurcombe.

## Bulk Carriers / General Cargo / Etc Etc

***ARC Commitment***, the former Wallenius Wilhelmsen owned and operated **Tiger** alongside at Webb Dock discharging her cargo of cars, trucks and breakbulk from Europe. Having renamed to ***ARC Commitment*** in 2021, she was transferred to United States subsidiary American Roll on Roll off Carrier's which transport Government cargoes and when not on those voyages operate on any of the numerous WWO services. Photo Bjorn Bjornesjo.



K-Lines's *Dover Highway* approaching the Webb Dock swinging basin to discharge her cargo of cars and trucks – Paul Finnigan.



*Ardennes*, IMO 9646699, 24,247 GT, 180m loa, 36,062 dwt, Seahorse35 class bulk carrier flagged in the Marshall Islands and built in 2013 at Nanjing's Jinling Shipyard. On voyage charter to SwireBulk, she was alongside at Appleton Dock discharging steel products from Kaohsiung, Taiwan having part discharged in Brisbane prior. She is registered to Stallion One Shipping Co SA of the Marshall Islands, beneficial owner



and managers are the Xylas Family controlled Ariston Navigation Corporation of Greece and she is commercially managed and operated by the German – Greek TMA Bulk Pool ( Termgroup of Germany – M/Maritime of Greece - Ariston Navigation ). These companies were originally part of the Aug Bolten managed Sea Stallion Pool of bulk carriers bjtut the pulled out on 2020 to set up their own show. Sailed for Adelaide to complete before returning to Port Phillip to load grain in Geelong for the a/c Riordan Grains. Photo Paul Finnigan.



**Clipper Tyne**, IMO 9594535, 19,998 GT, 175m loa, 31,905 dwt, handysize flagged in the Marshall Islands and built in 2012 at Wenchong Shipbuilding at Huangpu originally as the **Western Australia** 2012 – 2015 and charter to Western Bulk, **SFL Tyne** for Ship Finance International 2015 – 2021 and one of several ships sold by Fredriksen / SFL to CDB Leasing of Hong Kong with this one going on charter to Danish tramp operator Clipper Bulk. After discharging sulphur from Vancouver in Adelaide, she then loaded dolomite in Ardrossan bound for Port Kembla and stopped at the Melbourne anchorage for bunkers – she is photographed by Kevin Finnigan passing Queenscliff bound for the Melbourne anchorage.

## Port of Geelong



I think everyone in Victoria and Tasmania know by now that the two ferries have commenced operating out of Geelong and all the reasons why. So for the first time since the **Abel Tasman** started in 1985, the Victoria to Tasmania service has now moved from Station Pier to Corio Quay South in Geelong. This photo of the **Spirit of Tasmania 1** was not the maiden call due to rain and bad weather but taken on one of her trial trips in sunshine by Kevin Finnigan.

## Tankers



**Seagalaxy**, IMO 9847231, 63,500 GT, 250m loa – 44m beam, 114,700 dwt, Arfamax tanker flagged in Hong Kong and built in 2019 at Namura Shipbuilding. She was alongside at REF4 over the 22-28/9 discharging crude oil from Pengerang, Malaysia and Singapore for Vitol. She is nominally owned by Wave Marine Corp of the Marshall Islands, beneficial owners and managers are Canada's Valles Steamship ( hence the large 'V' on the funnel ) and she is currently under commercial management and operation from STASCO – Shell International Trading & Shipping Co Ltd. On completion she sailed for the US Gulf for her next cargo. photo from Kevin Finnigan.



**Neutron Ray**, none other than the former Ocean Tankers product tanker **Ocean Stellar** makes her first port to Victorian waters as she approached Geelong Geelong to discharge product from Singapore. She is now operated by Germany's Inter Orient. Photo from Kevin Finnigan.

**Marlin La Plata**, IMO 9823560, 65,552 GT, 250m loa – 44m PP beam, 114,752 dwt, Aframax tanker flagged in the Marshall Islands and recently delivered from China's Dalian Shipbuilding as the **Maersk Stella** and one of six sisters sold to asset player JP Morgan Asset Management with this one going on long term charter to Trafigura Beheer BV of the Netherlands. She discharged crude oil from Houston and departed for the Van Gogh Field on the NW Shelf on completion. She is registered to Polar 9 Ltd of Bermuda, beneficially owned by JP Morgan Chase & Co of the USA, technically managed by Greece's Optra Shipping Ltd, managed by the UK's Oceanix Services Ltd and as stated previously on charter to Trafigura. Photo from Lester Hunt.





***Elona***, IMO 9488011, 59,024 GT, 244m loa, 105,258 dwt, Aframax tanker flagged in Malta and built in 2012 at Hyundai H.I. at Ulsan, South Korea as the ***Champion Prince*** for NYK Bulkships until sale in 2018. After part discharging in Gore Bay, she was alongside at REF4 over the 8 – 14/10 completing discharge of crude oil loaded in Tanjung Pelapus a/c shipper Vitol. She is registered to Fairseas Co Ltd of Greece with beneficial ownership, management and commercial operation from Greece's Eastern Mediterranean Maritime of Greece.



***Wisdom Venture***, IMO 9773741, 60,126 GT, 237m loa, 112,186 dwt, Aframax flagged in Hong Kong and built in 2017 at Sumitomo H.I. at Yokosuka. She was alongside at REF4 over the 16 – 20/10 discharging 77,000mt of crude oil loaded in the Malaysian port of Sungai Linggi. She is nominally owned by Acclaim Shipping Ltd of Hong Kong, beneficially owned and managed by the large Wah Kwong Shipping Group of Hong Kong and she is currently on charter to Penfield Marine LLC of the USA. On departure she sailed for the Pyrenees Oil Installation in the Exmouth basin on the NW shelf operated by BHP – Apache Energy. Photo from Kevin Finnigan.

## Bulk Carriers / General Cargo etc



**Star Nike**, IMO 9875094, 35,835 GT, 199m loa, 63,445 dwt, Ultramax flagged in the Marshall Islands and built in 2020 at Imabari Shipbuilding. She was alongside at Lascelles 3 over the 29/9 – 8/10 loading 33,000 mt of barley a/c shipper Riordan Grains for the Mexican port of Manzanillo. She is registered to Proceed Shipping SA of Panama, beneficial owners and managers are Maki Kisen K.K. of Japan, tech managers are Japan's First Marine Services and she is on long term charter to Norway's G2 Ocean with purchase options. Photo from Roger Hurcombe as she passes North Shore.



**Darya Sita**, IMO 9790660, 35,035 GT, 199m loa, 61,152 dwt, Ultramax flagged in Hong Kong and built in 2019 at the Shin Kurushima Dockyard at Onishi. She was alongside at BGP3 over the 28/10 – 1/10 loading 45,000mt of wheat for Subic Bay, Philippines a/c shipper Cargill. She is registered to Sita Shipping Ltd of Hong Kong, with beneficial ownership, management and commercial operation from Hong Kong's Chelleram Shipping of Hong Kong. She topped up with a further 10,000mt of wheat in Port Kembla. Photo from Roger Hurcombe.

**World Royal**, IMO 9919656, 34,738 GT, 199m loa, 61,201 dwt, Ultramax flagged in Panama and delivered earlier in 2022 from DACKS – Dalian COSCO KHI Shipbuilding and a sister to the recently seen **Global Royal**. After a long voyage from Central Africa, she was alongside at Lascelles 2 over the 2 – 8/10 discharging 50,000mt of Togo Rock loaded in the Togan port of Kpeme for on voyage charter to Western Bulk. She is nominally registered to Universal Royal Shipping SA of Panama, beneficial owners are Dow Line of Japan with technical management from Fleet Management Hong Kong - and we now think the 'H' on the funnel



stands for Hiong Guan Navegaceon Co Ltd of Japan. After bunkering at the Melbourne anchorage, she sailed for Newcastle to load coal for Japan. Photo from Lester Hunt.



***Andros Spirit***, IMO 9592537, 45,335 GT, 229m loa, 82,740 dwt, Kamsarmax flagged in the Marshall Islands and built in 2012 at STX Offshore & Shipbuilding in Jinhae, South Korea originally for Enesel of Greece as the ***Maverick Guardian*** until that company had financial difficulties and was sold with her sisters becoming ***Marina S*** in 2016 and then ***Magica G*** in 2019 before taking her current name in 2021. She was alongside at BGP3 over the 6 – 9/10 loading 60,000mt of wheat for the Indonesian port of Ciwandan a/c shipper Graincorp. She is registered to Andros Bulk Ltd of Greece with beneficial ownership, management and commercial operation from Greece's Moderna Marine Management Ltd - interestingly the only other ship in their fleet, the ***Spetses Spirit*** was also on the Australian coast at the same time loading coal in Hay Point For Brazil. Photo from Roger Hurcombe.



***Aquataurus***, IMO 9757034, 34,323 GT, 198m loa, 60,238 dwt, Ultramax flagged in Liberia and built in 2017 at Shin Kurushima Shipyard. After several days at anchor off Melbourne, she was alongside at Lascelles 3 loading 15,000mt of barley bound for the South African port of Durban a/c shipper Riordan Grains – a long voyage considering how much so she loaded compared to what she can load – possibly a way of repositioning her back to an area she may trade in from now on. Her registered owner is Galene Maritime SA of Greece, beneficial owners and managers are Carras ( Hellas ) SA of Greece and she is currently on time charter to Dutch food commodities trader Bunge SA. Photo Roger Hurcombe.



***Athos***, IMO 9761334, 32,478 GT, 190m loa, 57,420 dwt, AERO Line class Supramax flagged in Barbados and built in 2016 at Tusneishi's yard at Cebu City Balamban. After part discharging in Brisbane, she completed discharge of the remaining 24,000mt of soya bean mill loaded in San Lorenzo a/c shipper Viterra. She is registered to Athos Navigation SA of Liberia with beneficial ownership management and operation from Helikon Shipping Enterprises of the UK ( London Greeks ). On completion she sailed for Portland to load 40,000mt of barley for China topping up with a further 10,000 in Brisbane a/c Graincorp. The above photo is of her discharging at her Pinkenba berth in Brisbane from the passing Matt Stannard.





**Nordorinoco**, IMO 9741712, 23,974 GT, 189m loa, 38,040 dwt, Emerald38 Mk 11 class non log fitted bulk carrier flagged in Portugal and one of eight sisters built in Zhejiang Ouhua Shipbuilding at Zhoushan with her ownership easy to work out to the naked eye with the striking orange cranes and mast. She was alongside at Lascelles 1 over the 15 – 19/10 discharging 17,500mt of urea loaded in the Malaysian port of Bintulu in Sarawak for shippers / importers Koch Industries. She is registered to MS ‘Nordorinoco’ Schiffahrts GmbH & Co KG of Germany, beneficial owners and managers are Reederei Nord of Germany ( established in 1964 by the late Klaus Oldendorff – the ‘other’ Oldendorff ) and she operates within the Hanseatic Unity Handysize Pool comprising vessels from Reederei Nord – Peter Doehle – Transworld Shipping – Splosna - Hanzevast. She sailed for Brisbane to complete discharge. Photo from Roger Hurcombe in the early morn as she approached city bend in Geelong.

**Kythira**, IMO 9943243, 23,749 GT, 180m loa, 37,400 dwt, non-log fitted handysize, Liberian flagged and just delivered from Onomichi Shipbuilding at Saiki. On her maiden voyage, she loaded 28,600 mt of wheat at Bulk Grain Pier for the PNG ports of Lae and Madang a/c shipper Cargill BV which she has been time chartered out to. Named after an island at the south east tip of the Peloponnese Peninsula in Greece, she is registered to Amila Shipping Ltd of Liberia, beneficial owners are the Dragnis Group of Greece, managers are Goldenport Shipmanagement of Greece and she is commercially managed and operated by Cargill BV’s Tramp division in Singapore. Photo from Lester Hunt.



**Woodgate**, IMO 9493236, 17,025 GT, 169m loa, 28,219 dwt, handysize flagged in Liberia and built in 2011 at Imabari Shipbuilding and one of a very popular design and now superseded by an even more popular design! After a few days at anchor off Melbourne, she proceeded to Lascelles 1 to off load around 5,000mt of furnace slag loaded in the Japanese port of Higashi Harima before proceeding to her originally intended berth at Yarraville to discharge the remaining 18,000mt for importers Adelaide Brighton Cement. She is nominally owned by Shaz Shipping Inc of Liberia, beneficially owned by the Zodiac Group Monaco SAM ( Ofer ), managed and operated by Zodiac Maritime Ltd of the UK with this being a Pacific Basin voyage charter. Photo from Roger Hurcombe as she passes Corio.



## Port of Hastings



***Bai Lu Zhou***, IMO 9538464, 43,718 GT, 229m loa, 75,594 dwt, Panamax size LR2 tanker flagged in Hong Kong and built in 2011 at Dalian Shipbuilding and a sister to the *Kong Que Zuo*, previously seen in February at Gellibrand Pier. She was alongside at Crib Point Jetty discharging petroleum products loaded in Onsan for importers United Petroleum. She is registered to Bailuzuo Shipping Ltd of Hong Kong, beneficially owned by China COSCO Shipping with commercial managers and operators being COSCO Shipping Energy Transportation Co Ltd of China. Sailed for Bell Bay and then Brisbane to complete. Photo Stuart Bachmann.



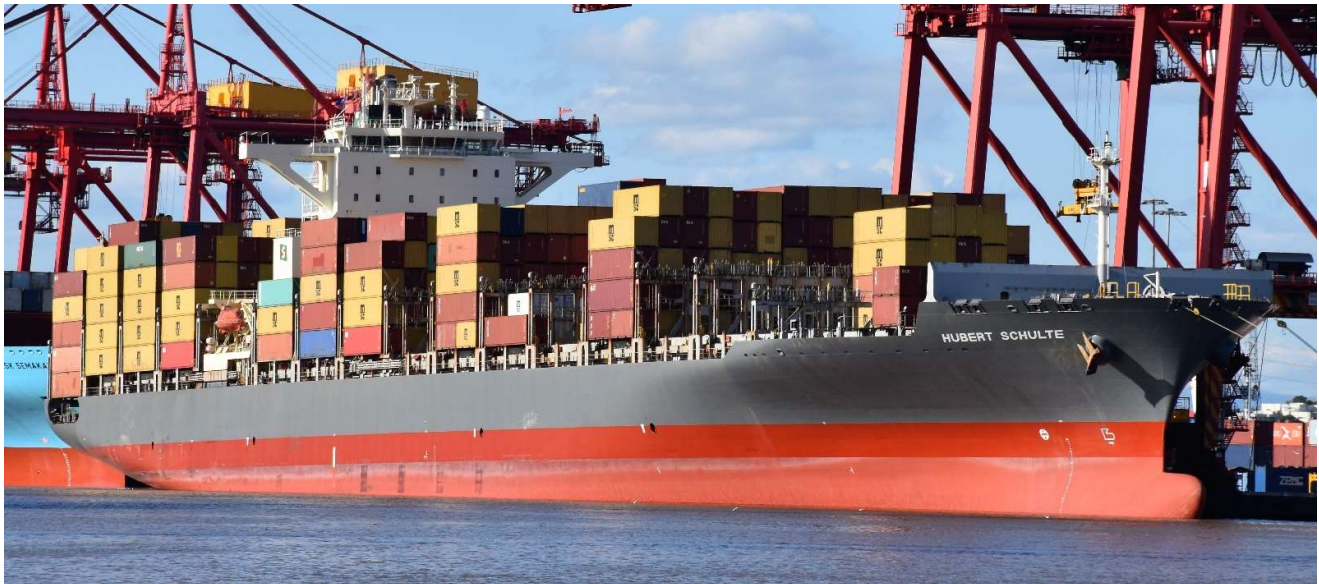
***Maritime Verity***, IMO 9853553, 33,355 GT, 183m loa - 35m PP beam, 49,993 dwt, product tanker flagged in Singapore and built in 2021 as the last of eight sisters at the CSSC Shipyard at Chengxi. After part



discharging in Port Botany, she discharged the remaining 15,000mt of petroleum products that originated from Onsan in South Korea for receivers United Petroleum. She is registered to, beneficially owned and managed by IMC Shipping of Singapore ( International Maritime Carriers of Hong Kong ) and operated within their Aurora Tankers Pool of 22 MR2 tankers. Photo from Stuart Bachmann



**RCC Asia**, the former **CSSC Asia** makes her first call to Port Phillip under her house type name for owners Ray Car Carrier. This photo is from Kevin Finnigan as she turns to starboards after passing Point Lonsdale.



**Hubert Schulte**, the former **MOL Growth** and recently renamed and drydocked is seen in a rather light condition alongside at East Swanson Dock. Her 10 year charter to MOL has now expired, she has reverted to her Schulte house name and gone straight on charter to MSC and has joined their PANDA Service. Photo from Paul Finnigan

Recently Louis Dreyfus Amateurs announced the sale of its entire bulk fleet consisting of 13 vessels to a joint venture between MUR Shipping and J.P. Morgan for a reported \$UD304M – MUR being the shipping division of Dutch based Macsteel International. New names for the often seen in our waters Deltamarine39 class bulk carriers as follows:

**La Briantais – African Cormorant / La Landrais – African Nighthawk / La Richardais – African Condor / La Solognais – African Logrunner / La Sillonais – African Oriole / La Chambordais – African Dipper / La Sauternais - African Stalk / La Guimorais - African Swift.**

Pictured is *La Sillonais* discharging at Yarraville some years back – photo Grenville Powell



*Saga Frontier*, IMO 9343510, 29,758 GT, 199m loa, 46,550dwt, Open Hatch box sided general cargo ship with capacity for 760 teu – 10 hatches / holds serviced by 2 x 40mt travelling gantries, flagged in Hong Kong and built in 2007 at Oshima Shipbuilding. Looking like the recipient of a recent drydock, she becomes the third sister vessel to call at Appleton Dock with paper pulp from the Chilean port of Lirquen and after part discharging in Brisbane and Port Kembla she was alongside at B Appleton Dock over the 8 – 10/10 discharging the remaining 7,5000mt of cargo. She is registered to Saga Shipholding Norway AS, beneficial owners and managers are Saga Welco AS of Tonsberg, Norway with Anglo Eastern Shipmanagement of Hong Kong her technical managers. Saga Welco is a joint venture between Saga Forest Carriers Intl of Norway and Westfal Larsen of Norway having previously acquired NYK Holdings of Europe and Singapore's Masterbulk. Like the *Saga Navigation* and *Saga Odyssey* before her, she set sail for South America in ballast bound for Rio Grande in Brazil. Photo from Paul Finnigan.





**CMA CGM Maupassant** passing Point Lonsdale outbound for Sydney – Lester Hunt



**Stream Pacific**, IMO 9838670, 12,075 GT, 146m loa, 19,999 dwt, Marshall Islands flagged prod/chem tanker - 20 S/Steel tanks built in 2019 at Nagasaki's Fukuoka Shipbuilding and one of many sisters. The next 'Fairchem' to call in our waters – well chartered to them in any case and after discharging caustic soda in New Zealand, she loaded tallow for US Gulf ports at Maribyrnong over the 25-26/10. She is registered to Stream Shipping AS of the Marshall Islands, beneficial owners and managers are Anders Utkilen AS of Bergen, Norway, tech managers are Diamond Ship Management of Singapore and is one of four sisters ( others being **Stream Baltic** / **Stream Atlantic** and **Stream Arctic** ) from this Norwegian company that are commercially managed and operated within the Fairchem Chemical Carriers Pool of product tankers of the USA. Photo from Lester Hunt.





**TS Taichung**, IMO 9359727, 27,356 GT, 190m loa, 33,549 dwt, flagged in Taiwan and built in 2007 at Naikai Shipbuilding at Onomichi as the **Hanjin Qingdao**, a name she held until 2016 after Hanjin's demise. Another vessel joining one of TS Lines strings, this one the CA3 service and she is pictured by Lester Hunt arriving in gloomy conditions off Point Lonsdale. She is registered to, beneficially owned, commercially managed and operated by Taiwan's Ts Lines with tech management from Alfa Shipmanagement of Singapore



**BW Wren** departing after her first call here in her new colours. Photo from Kevin Finnigan.



**Everest Spirit**, IMO 9281009, 62,845 GT, 250m loa- 44m PP beam, 115,048 dwt, Aframax flagged in the Bahamas and built in 2004 at Daewoo Shipbuilding in South Korea. I'm sure the **Everest Spirit** has called before but I have included it for two reasons – 1. Because of George Malory's quote of it being there and 2. I will use any opportunity / excuse to include a Teekay tanker in a newsletter!! She is photographed by Graham Flett passing Point Lonsdale inward bound to Geelong to discharge bunker fuel loaded in Tanjung Pelapus, Malaysia and looks to be the recipient of a recent drydock – then again Teekay vessels always look immaculate and tend to always look to be straight out of drydock. She is registered to Everest Spirit Holding LLC of Singapore, beneficially owned by Teekay Shipping of Canada, managed by Teekay Shipping Glasgow with commercial management and operation from Teekay Marine Singapore.



## SHIPS OF YESTERYEAR:- M.V. *EASTERN MINICON*.

Ex-*SOUTH ESK*. By Mike Carolin



Whilst in Manila mid-1974 on the *Australian Explorer*, I sighted a ship called the *Eastern Minicon* at the adjacent berth. I immediately recognised her as the old *South Esk*, ex ANL. The full story and history of the *South Esk* is contained in the NAA's book "ANL A Fleet History 1957-1999". The history of this ship, and her sister, *North Esk*, began where they were built at Walkers of Maryborough, Qld. in 1956-8. They were designed as two small coastal general cargo ships for around the Coast, and especially bagged grain to Tasmania. Above deck they had a different arrangement of masts, samson posts and derricks. Within a few years they were re-constructed for two different trades, and they looked totally different. The *North Esk* was converted to a self-discharging bulk wheat ship, and in March 1960 it was decided that *South Esk* would be fitted with cranes to work alongside of the *Bass Trader* carrying 'unit' cargo to and from Tasmania. Units were cargo strapped to pallets up to 14 tonnes. These were usually 14'6" flats: the first standard type of container on the Coast. Other bundles of cargo that could be strapped together, eg timber, could also be carried. The ship was stripped of her derrick arrangements, and three of the biggest (and ugliest) cranes were fitted to handle units up to 15 tonnes. They could be laid on the flat parts of the lower holds, and on the hatches. Thus she could carry up to 1300 odd tonnes of cargo that could be loaded on to or off any wharf by her own cranes. This versatile little ship was useful on other runs round Australia. For example she made several trips up to the Gulf of Carpentaria, with wharf equipment for Groot Island and Weipa. Sort of "build your own wharf" from the cargo. After conversion she resumed sailings in Bass Strait on 8<sup>th</sup>.April.1961.

However her usefulness diminished with the arrival of the third "Black Widow" Trader, when most ports on the Eastern Seaboard were serviced by big, fast RORO vessels. She was laid up at Snails Bay Sydney Oct. 1972, and sold two months later to Eastern Shipping Lines of Manila, Philippines, and renamed *Eastern Minicon*. She departed Sydney on 16/12/1972. For the next seven years she was a successful container feeder service between Hong Kong and Manila / Cebu .

On the 15th. of February 1980 she departed Hong Kong for Manila, and started sending distress messages on the morning of the 17<sup>th</sup>, saying she was in gale force winds, the deck cargo had shifted and had been washed overboard, and she required urgent assistance. At 2159 she sent her last message saying they were abandoning ship. That was the last heard of her: the ship, crew (29), and cargo all vanished without trace. There was consideration about a weakness between the two holds where the upper deck cuts down to a well deck, as shown. Three other ANL ships with raised quarterdecks ended their days sinking at sea in heavy weather. (*Nongah, Nilpena and Inyula*)

So ended 20 years of very useful cargo carrying , of a very different nature than she was designed for. The same with the *North Esk*. At one stage she was the most profitable ship in ANL carrying bulk wheat to Tasmania from 1957 till 1979. The ANL inhouse magazine All Hands in 1977 claimed that in 640 voyages, she had carried over 1,000,000 tonnes of grain. Sold in 1979 to carry bulk salt, and renamed North Sky. She was severely damaged by a cyclone in Suva Harbour March 1983, and scrapped in 1984. (For the full stories see the ANL book.) Apologies for the poor photo quality.



***South Esk***. LR No. 5335101. 1608 gt. 2014 dwt. (after conversion 1616gt. 1318 dty. 263'7" (80.4m) loa x 37'5" (11.4m) b x 16' draft. Built Walkers , Maryborough Qld. Compt. 1.59. Engine 6 cly. British Polar built by NSW State Dkyd. Newcastle., Converted to unit load carrier at Storey & Keers Sydney 10.1069-4.1961. Sold 12.1072 to Eastern Shipping Lines Philippines, renamed *Eastern Minicon*. Foundered in the South China Sea on a voyage from Hong Kong to Manila. 16.2.1980, with the loss of all 29 crew.



## **‘MISSISSIPPI MISHAPS’**

*The lower reaches of the Mississippi were the scene of a couple of incidents now many years ago involving two ships of the same company, both on their respective ‘maiden voyages’ from the same shipyard. I was present for the first in 1964 and the second – more ‘dramatic’ in 1970, described by a friend who was also 3<sup>rd</sup> Officer at the time.*

### **“Australian City” – Baton Rouge, Louisiana, 20<sup>th</sup> November 1964**

After the two week Atlantic crossing from the Fairfield shipyard on the Clyde and an overnight passage up the Mississippi past New Orleans, mv “Australian City”, Reardon Smith Line’s first bulk carrier, anchored mid-stream in Baton Rouge to await loading at the grain elevator.

All was quiet – as one would expect and as (first trip) 3<sup>rd</sup> Mate, I was keeping ‘anchor watch’ while the other ship’s officers were having lunch. I noticed that some distance upriver, a freighter was drifting downstream towards us – but ‘sideways’ and clearly ‘not under command’. I quickly alerted the lunchtime diners and the crew were organised to be ready with what fenders could be found as the Spanish vessel approached. Fortunately it just ‘glanced’ off our port side near the foc’sle and continued its drifting passage past us. Later the first cargo of 27,000 tons of yellow corn and soya was loaded and the passage to Amsterdam continued without further incident.

*‘Contact!’*



*‘Any damage?’*



*mv “Australian City” (3 months later)*



**mv “Prince Rupert City” – south of New Orleans, Louisiana, April 1970**

Also on its ‘maiden voyage’ from the Upper Clyde (previously Fairfield) shipyard, mv “Prince Rupert City” was the second ship of the ‘840’ class built for Reardon Smith Line. It was heading downstream having loaded its first cargo of 25,800 tons of wheat at the Destrehan grain elevator for Japan.



**Launching – Upper Clyde Shipyard**



**On Trials**

Having passed south of New Orleans, the Pilot instructed the 3<sup>rd</sup> Mate to tell the engine room “Wind her up to full sea revs as we are not stopping for another hour”.

The Master went below for a coffee and freshen up. 10 minutes later the steering gear, both manual and auto-pilot failed, as the ship approached another bend in the river at 17 knots. The Master returned to the bridge, coffee in hand to be confronted with the mud bank looming ahead. The quick thinking 3<sup>rd</sup> Mate immediately rang ‘double full astern’ and the duty engineers responded, managing to get the ship from full ahead to pounding astern at 50 rpm before it hit the mud. The combined actions saved the vessel from hitting the levee and no real damage was suffered although the bow dug into the soft mud by at least 80 feet, about halfway along No.1 hatch. It sort of sat there for a minute or two and then slewed off as the propeller bit in driving it astern at a rate of knots toward the other bank. Engines were stopped and orders to drop anchor were given. Not such an easy task with so much stern way! The windlass brake could not hold the cable streaming out at speed and the brake pads started to smoke and actually caught fire. Eventually the cable was held by dropping the heavy steel locking bar across it and with some fear that the cable might break it came to a shuddering stop with the ship coming to rest in mid-stream.

Somewhat shattered by the experienced the pilot admitted that he had “been on this river for over 30 years and had never had a collision or grounding!” To which the Master and 3<sup>rd</sup> Mate responded “Well, you have now!”

Down in the steering flat it was found that the tiller head of the steering gear had completely broken away from the actual rudder mechanism, from one side of the hydraulic rams to the other. The ship’s engineers spent some 12 hours reconnecting it.

As the anchor was being weighed, prior to proceeding upriver in accordance with US Coast Guard instructions, it snagged and fractured an underwater gas pipeline, effectively cutting off a considerable part of New Orleans gas supply.

It seems the Coast Guard were not at all happy with the turn of events however after an inspection, checking that the ship was seaworthy it was cleared to depart for its onward passage to Japan.

The inevitable legal proceedings between parties involved took some time to be resolved.

As the saying goes “Anything can happen at sea” – and up big rivers too!

**Ralph Woodward**