

WORLD SHIP SOCIETY



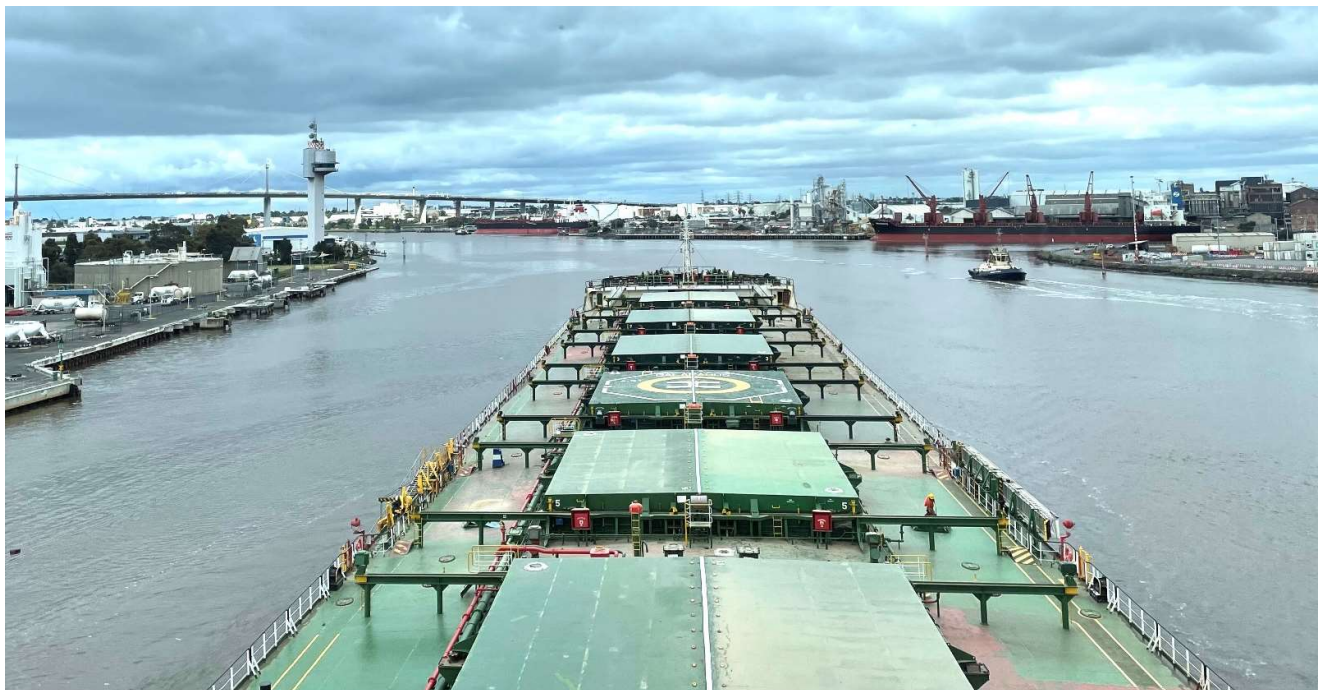
VICTORIA BRANCH

NEWSLETTER

Volume 51 Number 12

December 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.



Due to public demand, here is a view that has been missing for a while. The panamax *Galapagos* has just departed F Appleton Dock, swung and is outbound for Kuwait and is seen here passing Swanson Dock with her next landmark to pass being the Westgate Bridge. On the right is the *Broadgate* discharging cement clinker from Japan and just downstream from her is the *Philoxenia* at Holden Dock about to depart as well. And we must mention the VTS Tower on the left because they don't like being left out or unnoticed ! All ships appear in ATP apart from the *Broadgate* which is a repeat caller. Photo from Dave Porrett.

The editors and contributors extend Christmas greetings to all of our newsletter readers.



WORLD SHIP SOCIETY - VICTORIA BRANCH

PRESIDENT'S REPORT FOR DECEMBER NEWSLETTER 2022

NOVEMBER MEETING REPORT

Members enjoyed tea and coffee refreshments prepared by Marianne Woodward prior to the meeting where the attendance was 19 with 7 apologies recorded.

The program was a video made in 1992 of the voyage of the "Iron Pacific" from Australia to the Philippines when the nearby volcano Pinutubo erupted causing tonnes of ash to fall on the ship while it lay in the dry dock. Massive efforts by the ship's crew and locals were needed before the ship was able to return to Australia.

DECEMBER PROGRAM. SATURDAY DECEMBER 3rd. 10.00 am.

Member Chris Hart's program is entitled, 'Wharfies, A different View'. The program will include a film.

Chris will explain the struggles the wharfies had in the early days and why they went through such a militant period.

The meeting will be followed by lunch at Pier 35 with perhaps a festive drink or two.

The next meeting is due on **SATURDAY FEBRUARY 4th 2023**

PORT CONTROL TOWER VISIT

It is hoped to arrange a visit to the Port Control Tower before the end of the year for interested members. It will be on a week day around 10.00 am. Details at the meeting.

PASSING OF STAN WELCH

I regret to announce the passing of Stan Welch aged 88 from Eastwood in Sydney. Stan had been a member since 2004. Our condolences go to his son Ian and family.

SUBSCRIPTIONS FOR 2023

Subscription details for 2023 will be as for 2022. Membership remains at \$40.00 or \$50.00 for those who wish to receive the colour print copy in addition to the online version.

THANKS

Sincere thanks to Editor Peter Grunberg and John Nunn who have continue to provide us with the excellent newsletter each month which provides us with an informative and current news about shipping activities in Victoria. It is widely circulated and greatly appreciated.

SEASONS GREETINGS

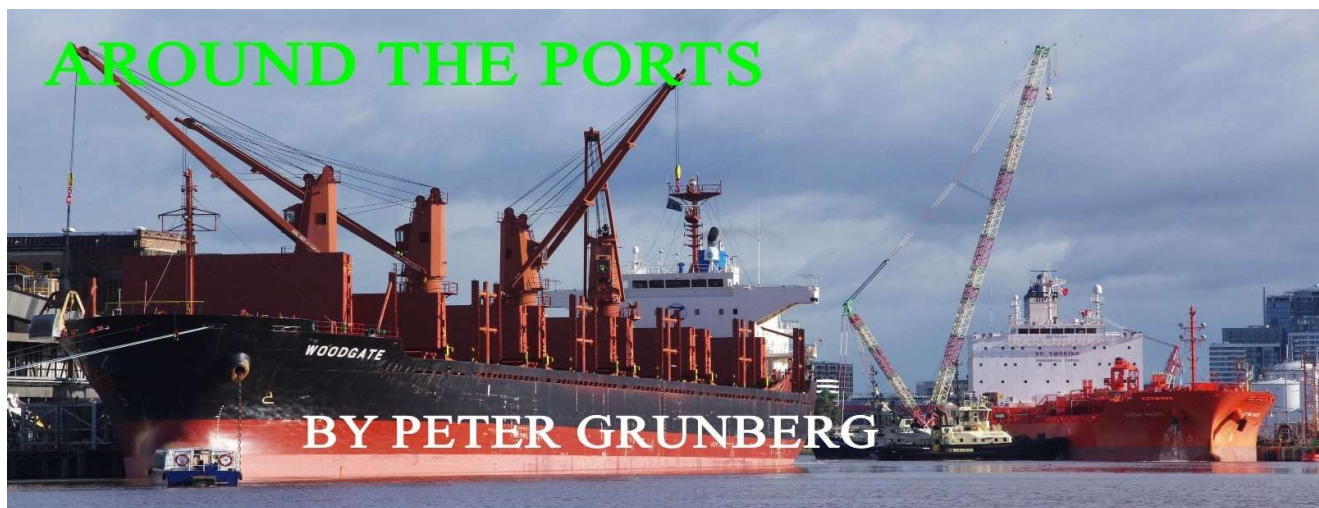
I extend my hearty good wishes for Christmas and the New Year to all readers. Let's look forward to a less difficult year in 2023.

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 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



MSC Sasha IMO 9720500, 95,514 GT, 300m loa – 48m Bosporusmax 109,520 dwt, 9,411 teu, Portuguese flagged and built at Jiangnan Changxing Shipbuilding in Shanghai. Hot on the heels of the **MSC Amalfi** featured last month, she is also of the two Island design and is photographed turning to starboard after entering Port Phillip Bay having joined the MSC – CMA CGM Australia Express – Nemo service from Europe. She is registered to Hai Kuo Shipping 1306 Ltd of Hong Kong. Beneficial owners are ICBC of China and she is on long term lease to MSC Of Switzerland. Photo from Graham Flett.



ASL Bauhinia, IMO 9958860, 18,526 GT, 172m loa, 24,400 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 second 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 Bjorn Bjornesjo



Sovereign Maersk, IMO 9120841, 92,198 GT, 346m loa – 42.8m Post Panamax beam, 110,387 dwt, 9578 teu, flagged in Denmark and built at Maersk’s Odense Shipyard in 1997 and when completed was at the time the largest container ship in the world – she was one of eleven sisters with her accommodation being raised three decks in 2011 to accommodate more containers and is a sister to the previously seen **Soroe Maersk** in 2021 which took the honour of being the largest container ship to visit Melbourne – so they are now joint holders. She is photographed by Graham Flett arriving from Jintang, China with all but a few empty containers on board. One could assume she was only here to load empty containers for repositioning elsewhere, but alas she was here to load the export cargo that was meant to be shipped on the **Spirit Of Melbourne** but left behind at short notice. So after a few days at anchor, she loaded a few hundred boxes at VICTL over the 23 – 24/11. She seems to have been sold to Japan’s Mitsubishi Corporation using Sun Sovereign SA of Panama as her registered owner with commercial operation and vessel management from Maersk Shipping – the ‘Maersk’ painted over the baby blue hull looks rather inadequate.

Tankers



Venture III, IMO 9895202, 29,671 GT, 183m loa, 49,999 dwt, chem / product tanker flagged in Singapore and built in 2021 at the Hyundai Mipo Dockyard in Ulsan, South Korea. Another of the ubiquitous fleet of

tankers built at this yard, she was alongside at Holden Dock over the 1 – 3/11 discharging 25,000mt of petroleum products from Singapore for BP Shipping. She is registered to Minerva Marine Pte Ltd of Belgium, with beneficial ownership, management and commercial operation from Belgium's Transpetrol Maritime Services. She sailed for Adelaide to complete discharge. Photo from Dale Crisp



Sunny Isles, IMO 9396775, 30,056 GT, 183m loa, 50,698 dwt, product tanker flagged in Malta and built in 2009 at Tongyeong Shipbuilding. Launched as the *Navig8 Loucas* in 2009 but delivered as *Fyla*, she held that name until sale in 2013 when Pyxis Maritime bought her and named her *Pyxis Loucas*, a name she held until 2017. She was alongside at Gellibrand Pier over the 7 – 10/11 discharging petroleum products from Singapore for AMPOL. She is registered Sunny Isles Shipping LLC of the Marshall Islands, beneficial owners are MSEA Capital Limited (a shipping investment group / asset manager), managers are ITM – International Tanker Management of the UAE and she is currently on time charter to ExxonMobil of the USA. Sailed for Singapore on completion. Photo from Bjorn Bjornesjo as she approaches the berth.



STI Park, IMO 9690793, 64,827 GT, 256m loa, 109,999 dwt, Aframax sized LR2 / Crude oil tanker flagged in the Marshall Islands and built in 2014 at Hyundai Samho H.I., South Korea. The next installment from the Scorpio fleet to call at a Victorian port and after part discharging in Port Botany, she discharged the remaining 50,000mt of petroleum products at Gellibrand Pier over the 10 – 13/11 that was originally loaded in Singapore .She is registered to STI Park 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. Photo from Bjorn Bjornesjo.



STI Lobelia, IMO 9838228, 63,338 GT, 250m loa, 109,994 dwt, Aframax Crude oil / Product tanker flagged in Singapore and built in 2019 at China's New Times Shipbuilding originally as the ***Marlin Lobelia*** and charter to Trafigura along with several sisters. When Scorpio acquired these vessels also in 2019 she became the ***STI Lobelia***. She is photographed arriving by Lester Hunt in ideal conditions for a drone and made her way to Melbourne's outer anchorage before berthing on the 22/11 at Gellibrand Pier to discharge her 80,000mt cargo of petroleum products loaded in Singapore. Her registered owner is Xiang T26 SG International Ship Lease Pte Ltd of Singapore, beneficial owners are China's Bank of Communications Financial Leasing, managers are Scorpio Marine Management of India and she operates within the Scorpio LR2 Tanker Pool managed out of Singapore.



Philoxenia, IMO 9857250, 29,551 GT, 183m loa, 49,999 dwt, product tanker flagged in the Marshall Islands and built in 2019 at South Korea's Hyundai Mipo Dockyard. After a few days at anchor, she was alongside at Holden Dock over the 23 – 26/11 discharging 30,000mt of low sulphur diesel loaded in the Japanese port of Nishihara for receivers ExxonMobil. Her registered owner is Formica Navigation Ltd of Liberia, beneficial owners are the Mavroleon Family of Greece controlled Niovis Shipping, technical management from Ishima Pte Ltd of Singapore and she is currently commercially managed and operated by the Signal Maritime MR Pool of product tankers. I think we may have only seen a Niovis vessel once before when the previous ***Maroudio*** called in Portland many years ago so to see this vessel and the ***Philoxenia*** in Melbourne at almost the same time is coincidental at best. Sailed for Adelaide to complete. Photo from Paul Finnigan.

Bulk Carriers / General Cargo / Etc Etc



Paleisgracht, IMO 9448346, 17,644 GT, 169m loa, 19,496 dwt, general cargo ship – 974 teu / 2 x 700 – 1 x 180 mt cranes, flagged in the Netherlands and built in 2011 at Shanghai's Hudong Zhonghua Shipyard as the ***Beluga Procession*** but delivered as the ***HHL Tokyo*** for Hansa Heavy Lift. She and several of her sisters were acquired when they ran into financial difficulties in 2019. She is the second vessel to beat this name with the former Paleisgracht being broken up in 2019 on an Indian beach. She was alongside at B Appleton Dock discharging paper reels from Rauma in Finland. She is owned, managed and operated by Spliethoff Bevrachtungskantoor B.V. of Amsterdam. Photo Roger Hurcombe.



Galapagos, IMO 9473169, 41,342 GT, 225m loa, 76,000 dwt, panamax bulk carrier flagged in Malta and built in 2010 at China's Jiangnan Shipyard in Shanghai. Reasonably fresh from a recent drydocking / repair yard after a collision in the Malacca Straits with a containership where she was t-boned, she is photographed arriving off Point Lonsdale bound for F Appleton Dock where she was alongside over the 9 – 24/11 loading (very slowly) 50,000mt of wheat for the Kuwaiti port of Al Shuwaikh a/c Oldendorff carriers of Lubeck. She is registered to Primco Ltd of Liberia, beneficial owners are the Prokopiou Family, the founders of Dynacom, with commercial and technical management from bulk subsidiary Sea Traders, a company that has had the ***Bali***, ***Tahiti*** and ***Fiji*** call in our waters previously to put a sub tropical feel to the company. Photo from Graham Flett.



Unity Light, the former *Venus Harmony* is photographed by Bjorn Bjornesjo discharging sugar from Mackay for CSR at 5 Yarraville. I havent been able to work out what the 'U' stands for but it is too easy to assume it is derived from 'Unity'. She was previously owned by Orix Corporation of Japan and on charter to DS Norden.

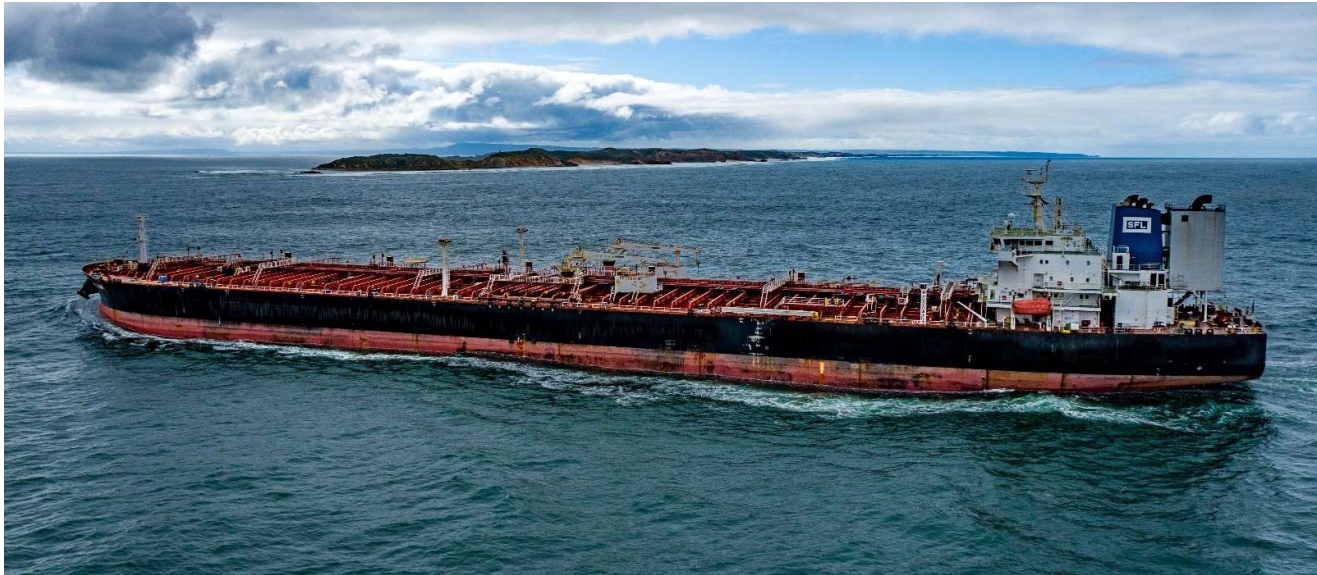
Port of Geelong

Tankers



Atlantic Star, IMO 9337523, 29,266 GT, 183m loa, 49,999 dwt, product tanker flagged in Hong Kong and built in 2008 at South Korea's popular Hyundai Mipo Dockyard. She was alongside at REF2 over the 12 – 17/11 discharging petroleum products from Singapore and then back loading product for Tasmanian ports. She is registered to Heroic Hercules Inc of Hong Kong, beneficial owners are International Seaways Inc of the USA, managers are Diamond S Management Shipping of the USA, tech managers are Singapore's Anglo

Eastern Tanker Management Pte Ltd and she is commercially managed and operated within the Nororient Product Tanker Pool of Denmark. Photo from Kevin Finnigan.



SFL Lion, 9664770, 65,358 GT, 250m loa, 115,162 dwt, Aframax tanker flagged in the Marshall Islands and built in 2014 at China's Guangzhou Longxue Shipyard as the **Front Lion** for Fredriksen's Frontline Tankers until sale in 2021. She anchored on the 24/11 and was still there at time of going to press. She will eventually discharge 75,000mt of condensate loaded at the Inpex operated Ichthys Terminal in the Timor Sea 890 km from Darwin in the Browse Basin. She is registered to and managed by SFL Lion Inc of the Marshall Islands (Ship Finance International Ltd), technically managed by OSM Maritime Ship Management of Singapore and she is on time charter to fuel trader Trafigura BV until 2027. Photo from Lester Hunt.

Bulk Carriers / General Cargo etc



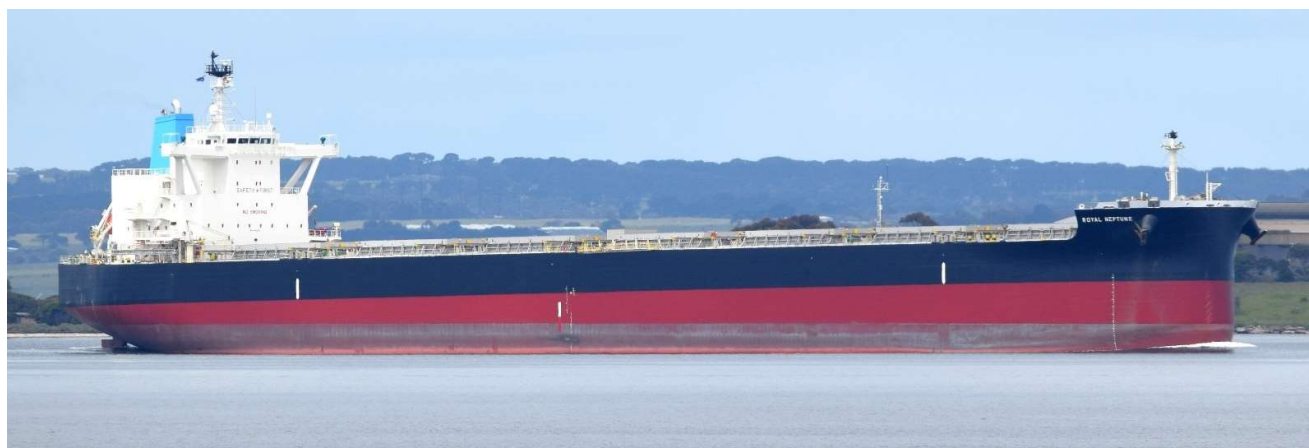
Pacqueta Island, IMO 9440930, 32,457 GT, 189m loa, 58,632 dwt, Supramax flagged in Hong Kong and built in 2009 at Tsuneishi H.I. at Cebu City originally as the **La Carita** which she has visited to Geelong in the past. Named after an island on Guanabara Bay at Rio, she was alongside at Lascelles 1 over the 29/9 – 8/10 discharging 45,000 mt of cement clinker loaded in Ube, Japan for shippers USG Boral. She is registered to Pacqueta Island Pty Ltd of Hong Kong with beneficial owners, managers and operators being Hong Kong's Pacific Basin Shipping. On completion she sailed for Gladstone where she loaded 40,000mt of alumina for Kitimat, Canada. Photo from Graham Flett.



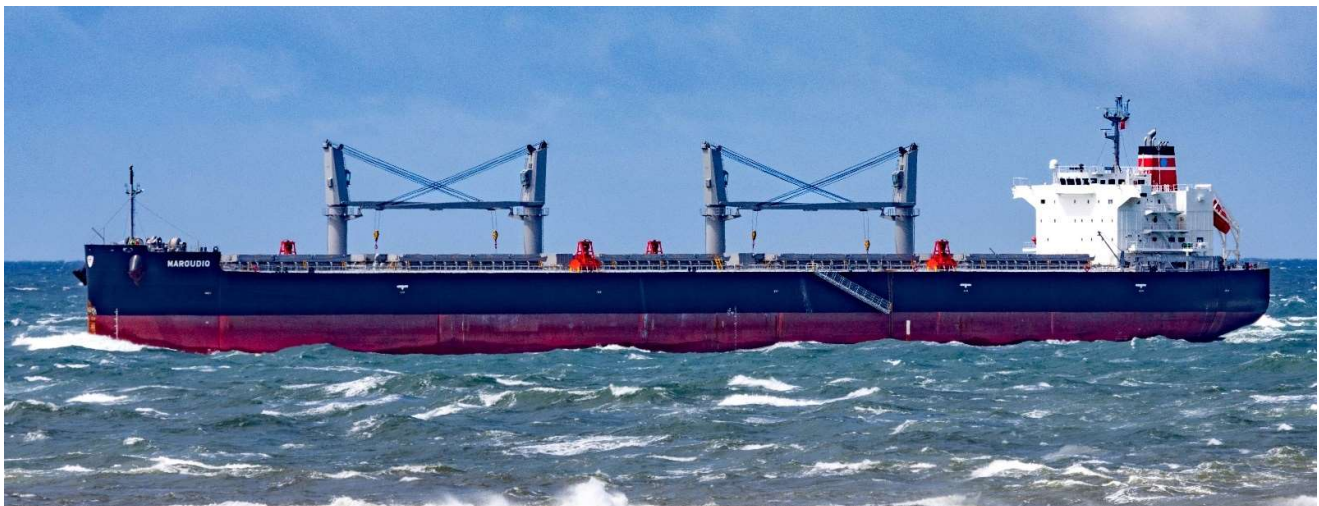
Amadeus, IMO 9749855, 44,425 GT, 229m loa, 81,676 dwt, Kamsarmax flagged in Panama and built in 2016 at the Namura Shipyard in Imari, Japan. She was alongside at BGP3 over the 31/10 – 4/11 loading 59,000mt of wheat for the Malaysian port of Port Kelang a/c shipper Cargill. Her registered owner is Blue Castle Investments Inc of Panama, beneficial ownership and management is from Goulandris Brothers Hellas Ltd of the UK with tech management from Anglo Eastern Ship management of Hong Kong. Photo from Lester Hunt.



Kanavu Benefit, IMO 9912361, 23,759 GT, 180m loa, 37,292 dwt, handysize flagged in Panama and built in 2021 at Saiki H.I. After several days waiting in Bass Strait and Melbourne's outer anchorage, she was alongside at Lascelles 3 over the 8 – 11/11 loading a small parcel of 15,000mt of wheat for the South African port of Durban. She is registered to, beneficially owned, managed and operated by Taiwan's Wisdom Lines. Photo from John Nunn.



Royal Neptune, IMO 9851517, 43,315 GT, 229m loa, 80,673 dwt, Kamsarmax flagged in Panama and built in 2020 at Japan Marine United. After several days at anchor off Melbourne, she was alongside at BGP3 over the 4 – 8/11 loading 59,000mt of canola bound for the French port of Montoir a/c shipper Glencore. Her registered owner and manager is Tokei Kaiun KK of Japan, 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 Kevin Finnigan.



Maroudio, IMO 9815965, 36,088 GT, 199m loa, 62,100 dwt, Ultramax flagged in the Marshall Islands and recently completed in 2022 at Oshima Shipbuilding. This is the third vessel to bear the name Maroudio, and after part discharging in Tauranga, New Zealand, she completed discharge of the remaining 18,835mt of soya bean mill loaded in San Lorenzo a/c shipper Viterra. She is registered to Veldor Navigation Co of the Marshall Islands, beneficial owners are the Mavroleon Family of Greece, management is from the Niovis Shipping Co SA of Greece and she is under Viterra commercial management and operation. She departed for Adelaide to complete discharge and then returns to Geelong where she loads 50,000mt of canola also for shipper Viterra. The above photo is of her arriving off Point Lonsdale is from Graham Flett.

New Handy, IMO 9908255, 25,759 GT, 183m loa, 41,830 dwt, handysize flagged in Liberia and recently completed at Oshima Shipbuilding at Saikai. On her maiden voyage, she loaded a full cargo of phosphate rock in Beihai, China and discharged 14,100mt in Geelong over the 16 – 18/11 at Lascelles 2 for importers WengFu Australia before sailing on to Portland and Adelaide to complete. Her highly original registered owner is New

Handy Shipping Co Ltd of Liberia with her beneficial owner, manager and commercial operators being Taiwan's Hsin Chien Marine Co Ltd. Photo from Kevin Finnigan.



Arvika, IM O 9624043, 31,538 GT, 190m loa, 55,848 dwt, Supramax flagged in Liberia and built in 2012 at JMU Shipbuilding at Kure originally as the Sansho until sale in 2013. She was alongside at Lascelles 2 over the 13 – 17/11 discharging 17,450mt of phosphate rock for shippers / importers Koch Industries. She is registered to Avrika Shipping Ltd of the UK, beneficially owned and managed by Ocean Agencies Ltd of the UK with technical management from Staff Centre Shipmanagement of Odessa. She sailed to Portland and Adelaide for further discharge. Photo from Graham Flett.

Port of Portland



K-Line's wood chip carrier **Forestal Gaia** loaded and waiting to sail for her discharge port in Japan. Photo from Gerard Veldkamp.



Handy Inclusivity, IMO 9951800, 23,228 GT, 180m loa, 37,743 dwt, brand new handysize launched in October from Imabari's Shiminami Shipyard and flagged in Panama. On her maiden voyage she completed two commercial trips with alumina from Bunbury for Alcoa. She is registered to Forever Shipping SA of Panama, beneficially owned by Hisafuku Kisen KK of Japan, managed by Japan's Misuga Kaiun KK and she has gone on charter to Cargill BV of the Netherlands and will be operated out of there Singapore office. Photo from Gerard Veldkamp.



Mistral, IMO 9623817, 40,334 GT, 225m loa, 74,886 dwt, panamax flagged in Liberia and built in 2012 at Sasebo H.I. originally as the **Ikan Berkas** for PCL until sale in 2019. She was alongside at KSA 1 over the loading 61,900mt of wheat for the Indonesian port of Ciwandan a/c shipper Graincorp. She is registered to Mi-Das Line SA of Panama, beneficial owners and managers are Doun Kisen KK of Japan and she is long term chartered out to Greece's Minerva Shipmanagement. Photo from Gerard Veldkamp.



Super Trader, IMO 9452854, 32,987 GT, 190m loa, 56,867 dwt, supramax flagged in the Marshall Islands and built in 2011 Jiangsu Hantong H.I. at Tongzhou, China as the ***Tasman Castle*** for H.Schulte until sale in 2018. After part loading in Adelaide prior to Portland, she topped up at berth 5 over the 22 – 27/11 with 21,000mt of faba beans a/c shipper Riordan Grains for the Egyptian port of Damietta. She is registered to Super Trader Maritime Co Ltd of the Marshall Islands with beneficial ownership, management and operation from Greece's Load Line Marine SA a company that we only seen one of their vessels previously when the Foxtrot bunkered a few months back. Photo from Gerard Veldkamp.

Port of Hastings



Gas Umm Al Rowaisat, IMO 9849631, 49,394 GT, 228m loa, 54,551 dwt, LPG Tanker flagged in Kuwait and built in 2020 at Hyundai H.I. at Ulsan. She was alongside at Long Island Point loading Propane / butane for Singapore a/c shipper ESSO ExxonMobil. She is registered to the Kuwait Oil Tanker Company with commercial management and operation from the Kuwait Petroleum Corporation, a company whose ships are rare in our waters at best. Photo Stuart Bachmann.



CMA CGM Semarang inbound from drydock and then imports from Singapore. She has replaced the **ANL Dhambi** on the trans tasman run. Photo from Bjorn Bjornesjo



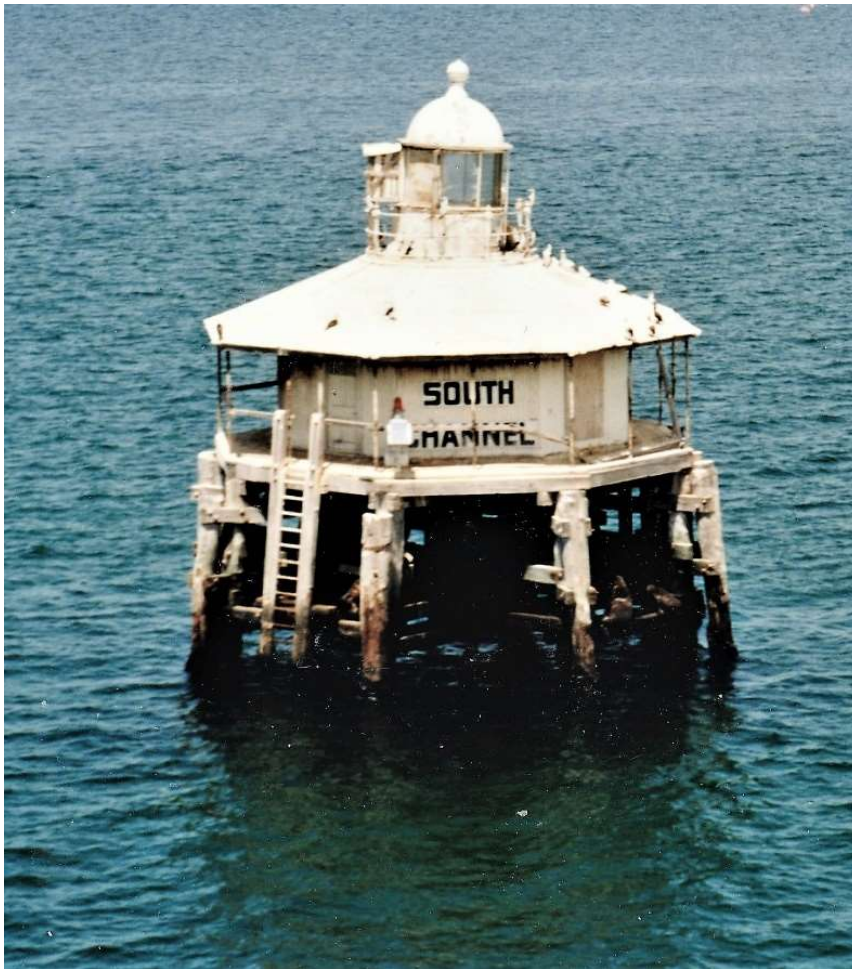
There isnt anything remarkable about this photo of the German owned and TS Lines chartered **Hansa Augsburg** – its just that during her recent drydock she had her two cargo working cranes removed and after seeing these ships relentlessly for the last 20 years it just looks a odd. Graham Flett.

The former **Conti Emden** returns after several years under the rather oddly named **Goofy** and is the second vessel following the **Tintin** featured last month calling at Australian ports and making a direct connection to the Indian Sub continent. Photo from Paul Finnigan.



SOUTH CHANNEL PILE LIGHT.

By Mike Carolin.



I recently came across this photo of the South Channel Pile Light, which along with two other piled lights, were quite historic and unique to Port Phillip. The light was the front lead (along with the rear lead: the Eastern Light at McCrae), which together formed a lead for the South Channel, from where vessels turned off the Heads, to Rye. As built a number of vertical piles were driven into the sandy bottom, and tied together by horizontal timbers. On top of the pile structure was a self-contained room for the lighthouse keeper(s). The room contained a living /lounge area with a fire place and chimney, a bedroom with 4 bunks, an office / store room, and a tank for collecting rain water. The toilet was a round hole in the timber decking! Above the room as the light apparatus which was originally kerosene, and later acetylene. I am told there was a dingy for rowing ashore for stores etc, otherwise the keeper lived on the structure till 1924.

The structure was built 1872-4, and functioned as a light 111years till 1985. By the mid-1990's it was very dilapidated due to lack of maintenance. In an incident 02/05/1993, the containership Berlin Express grounded after steering difficulties very close to the structure. The incident weakened the piles, and the lighthouse was in danger of falling over into the Chanel. Due the cost of repairs for a non-working lighthouse, it was going to scrapped. However due to the howls of protest and petitions ashore, eventually the structure was handed over to Parks Victoria in 1998. The room and lighthouse were taken by barge to Melbourne and refurbished. It was repositioned on a new pile structure about 3km away near Rye (out of the way of big ships!). The remaining piles at the original site were left there as they had become home to a colony of seals that were attracting a lot of tourist interest. You can just see some in the photo above. People started swimming with the seals, although I'm told they were a bit smelly! To get on the horizontal beams they would swim fast through the water and launch themselves out of the water up onto the beams; occasionally knocking a seal already resting there into the water. A local fishermen/ come tourist boat operator trained a particular seal to leap onto his boat for a feed of fish. The tourists thought this fantastic.

I usually pointed them out to the people on the Bridge when passing the Pile, and if there were any seals visible. One regular caller Japanese Master use to get quite excited over them; esp. if the seal leaped into the fishing boat for a fish feed. I do not know if it is still going on nowadays. Another similar "seals on beacons" takes place on the structure known as the "Chinaman's Hat" down near the Annulus. It was especially rebuilt for the seals. Swimming with the seals is more popular there.