



Volume 51 Number 5

May 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.



Owen Foley got this nice up close and personal photo via drone of the LR2 Product tanker ***STI Lombard*** riding the swell and seen just about to enter Port Phillip Bay and bound for Gellibrand Pier to discharge the largest cargo of refined products so far, a 100,000 mt cargo from the Indian West Coast refinery port of Sikka. Due to her very deep draft of around 14.5 the approach to the entrance and most of the South Channel is done at no more than 8 knots. She was alongside discharging from the 15 – 20/4 before departing for Singapore for orders. Details for ***STI Lombard*** are as follows : IMO 9708150, 62,709 gross tonnage, 109,999 deadweight, 250m length overall, flagged in the Marshall Islands and built in 2015 at Daewoo Shipbuilding & Engineering and one of around 30 in this class. She is registered to STI Lombard Shipping Ltd of the Marshall Islands, beneficial owners are the Emanuele Laro controlled Scorpio Tankers International SAM of Monaco, managers are Scorpio Tankers Inc of Monaco and she operates within the Scorpio Pool of Product Tankers. In the space of just a few years a Scorpio tanker alongside in Geelong or Melbourne has become a regular feature – the fact that Australia only has two refineries now in Geelong and Brisbane assist with their fleet being regulars on the Australian Coast. Peter Grunberg.

President's Report for May Newsletter 2022

Dear members,

I was unable to attend the April branch meeting due to a hospital visit and my thanks go to Russell Griffiths for chairing the meeting in my absence.

These medical appointments will probably continue so it is becoming imperative that someone in the branch is prepared to step into the role of President to keep the organization functioning successfully.

We now have over 70 paid up members with an excellent Secretary and Treasurer supported by an active committee so the need is obvious. PLEASE COME TO OUR AID!!!

The next branch meeting will be held on Tuesday May 3rd at the Port Education Centre at 7.30. The program for the evening is being finalized.

During the winter months the branch meetings will be held on the first Saturday morning of each month at 10.00 am. June 4th, July 2nd, and August 6th, followed by lunch at the nearby Pier 35.

The Show and Tell program in March was well received and I would urge members to bring along some items of interest to the meeting whenever possible as they are always appreciated.

As usual, there will be good raffle prizes available from the generosity of members.

Kind regards and best wishes,

John Bone (still Acting President seeking a replacement)

Singapore 2007, President John Bone out and about taking photos in the Eastern anchorage.

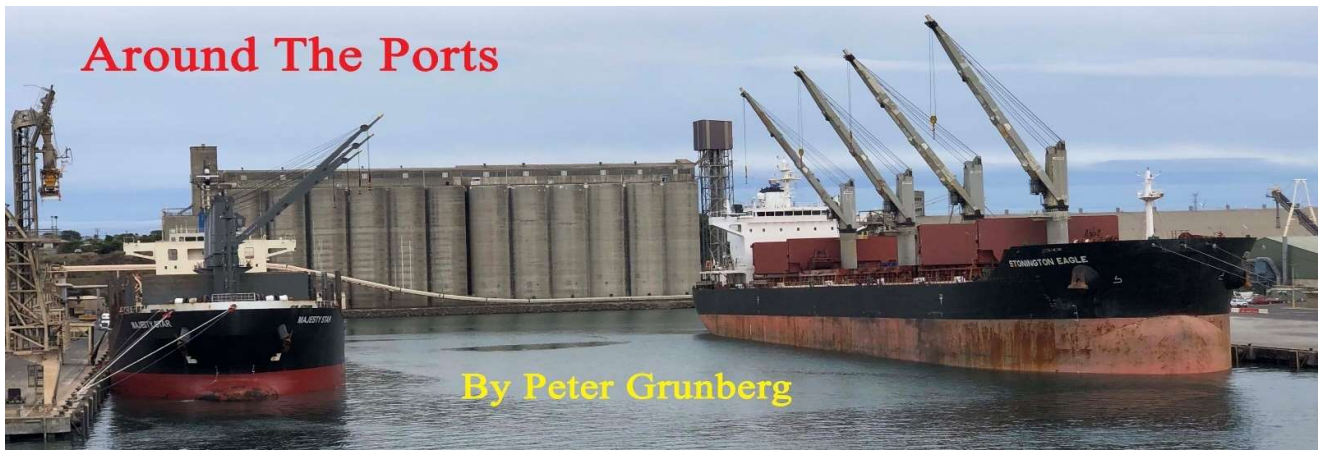


Disclaimer

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.

Around The Ports



Port of Melbourne

Container Ships



Ophelia, IMO 9765586, 17,907 GT, 172m loa, 22,000 dwt, 1,700 teu, flagged in the Marshall Islands and built in 2018 at Guangzhou's Wenchong Shipyard. Having just joined the ZIM – Gold Star C3A service, she was at East Swanson Dock over the 31/3 – 2/4. She is registered to Fortune Aspiation II Shipping of the Marshall Islands, beneficial owners and managers are Leonhardt & Blumberg of Hamburg and she is on charter to ZIM / GSL. Photo from Graham Flett.

Ever United, IMO 9116589, 69,218 GT, 285m loa – 40m PP beam, 63,309 dwt, 5,652 teu, flagged in Singapore and built in 1996 at Mitsubishi Shipbuilding at Kobe and one of nine sister ships. Another of the famous twin funnel design, she has replaced the ***Ever Unific*** on the CAT service and was alongside at WSD over the 12 – 14/4 for the first time. She is registered to, beneficially owned, managed and operated by the very large Evergreen Marine Corporation of Taiwan.

Tzini IMO 9625906, 20,239 GT, 170m loa, 24,157 dwt, 1,756 teu – 3 x 40mt cranes, flagged in Malta and built in 2013 at SPP Shipbuilding at Sacheon, South Korea. A sister to the Seamaster featured last month and also having joined the Zim / Gold Star Line's new C3A service from Chinese ports, she was alongside at ESD over the 29 – 30/3. Her registered owner is Seashell Shipping Ltd of Greece with the Thanassis

Martinos owned Eastern Mediterranean Shipping of Greece her beneficial owner and manager with ZIM / GSL her current commercial manager and operator.



X-Press Nuptse, IMO 9678630, 18,871 GT, 169m loa, 23,245 dwt, 1,700 teu, flagged in Liberia and built in 2014 at Zhejiang Ouhua Shipbuilding as the **Kriti Sea** for Avin Internaytional but sold shortly thereafter. Making a one off call to deliver overflow containers for CMA CGM due to many delays on their AAX1 / AAX2 services from SE Asia and back. Her registered owner is Eastaway Ship Management Pte Ltd of Singapore, beneficial owners are X-Press Feeders Ltd of Singapore with her commercial managers and operators being the Sea Consortium Ptd Ltd (X-Press Feeders) of Singapore – a company that operates over 100 small type feesder containerships mostly in and around SE Asia and the Indian Sub-continent and the Middle East – with X-Press Pearl catching fire off Sri Lanka in 2021 and sinking !! This vessel is also rumoured to be returning to commence a coastal service between Melbourne – Bell Bay – Hobart primarily to carry containerised logs. Photo from Graham Flett.



ALS Venus, IMO 9525948, 26,374 GT, 208m loa, 34,409 dwt, 2,500 teu, flagged in Singapore and built in 2014 at Jiangsu Yangzijiang Shipbuilding as the **Kriti Sea** for Avin International but sold shortly thereafter. She is a sister to the **ALS Vesta** featured last month and is also minus her three cargo cranes with only pedestals present. Another smallish type feeder vessel to join on one of Zim / GSL's services from NE Asian ports, this one has joined the CAX service calling at Haiphong / Xiamen / Ninhgo and Shanghai. She is registered to ALS Venus Shipping Lte Ltd of Singapore, beneficial owners are the Bunnemann Group of Germany, with management from Asiatic Lloyd Shipmanagement LLP / Asiatic Lloyd Maritime LLP of Singapore. Photo from Graham Flett.

Tankers



Cajun Sun – been before but a nice shot by Bjorn Bjornesjo as she is seen departing for Hastings to complete her discharge of petroleum products from Singapore.

Bulk Carriers / General Cargo / Etc Etc



Pacific Cypress, IMO 9605097, 23,273 GT, 180m loa, 38,055 dwt, handysize (non log fitted) flagged in Panama and built in 2012 at Shiminami Shipyard at Imabari. After waiting a few days at anchor, she was alongside at F Appleton Dock over the 29/3 – 2/4 loading 32,000mt of wheat for Kuwait a/c Emerald Grains on voyage charter to Baltnav of Singapore. Her registered owner is Blue Cypress Line SA of Panama, beneficial owners are Shoeni Kisen Kaisha of Japan, managers are Misuga Kaiun KK of Japan, MOL is her head charterer and commercial manager / operator Photo from Graham Flett.



Galileo, IMO 9698317, 35,873 GT, 199m loa, 63,243 dwt, Crown64 class Ultramax flagged in the UK and built in 2014 at Yangzhou Dayang Shipbuilding. She bunkered at the Melbourne anchorage on the 29/3 enroute from Newcastle to Richards Bay with a cargo of coal. Her registered owner is Newmarket Shipping Ltd of the UK, beneficial owners are shipping fund managers Marine Capital Ltd of the UK, managers are Norbulk Shipping of Glasgow. Photo from Graham Flett.



Pisti, IMO 9893503, 44,487 GT, 229m loa, 81,737 dwt, Kamsarmax flagged in the Marshall Islands and built in 2021 as one of the last ships built at Sasebo Heavy Industries (sister **Tolmi** was featured in February's newsletter was the last). Next in line for F Appleton Dock was the almost brand new **Pisti** and was alongside over the 10 – 16/4 loading 50,000mt of wheat for the Chinese port of Huangpu a/c shipper Emerald Grains. Her registered owner is Sea Leopard Marine SA of Liberia, beneficial owners are the Los Family Group of Greece, managers are Vrontados SA of Greece and she is on charter to Piolaris Shipping of South Korea. Photo from Bjorn Bjornesjo



Saga Navigator, IMO 9371062, 29,758 GT, 199m loa, 46,500dwt, Open Hatch box sided general cargo ship with capacity for 760 teu – 10 hatches / holds serviced by 2 x 40mt travelling gantries (similar to G2 Ocean vessels but with a much smaller teu capacity 760 v 1,898), flagged in Hong Kong and built in 2007 at Oshima

Shipbuilding. One of 49 similar vessels that trade in specific parts of the world (Europe – NW USA – Europe South America – US WC Asia but not Australia). After part discharging in Brisbane and Port Kembla she was alongside at E Appleton Dock over the 14 – 18/4 discharging 8,000mt of paper pulp loaded in the Chilean port of Lirquen. 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. On completion she set sail all the way for Nueva Palmira in Argentina. Photo from Tim Baird as she drops her pilot leaving Brisbane.



AOM Sveva, IMO 9852793, 43,484 GT, 229m loa, 81,625 dwt, Kmsarmax flagged in Singapore and built in 2019 at Imabari Shipbuilding. Another large vessel waiting to load a grain cargo at F Appleton Dock and after waiting at anchor for the **Pisti** to sail she was alongside over the 19 – 26/4 loading 50,000mt of wheat for Nansha, China a/c shipper Emerald Grains on charter to DS Norden AS of Norway. She is registered to Grace Ocean Pty Ltd of Singapore, beneficially owned by Grace Ocean Investments Ltd of Hong Kong, managed by Filteam Shipmanagement Inc of the Philippines and she is under long term charter to Augustea Oceanbulk Maritime (AOM) of Italy which commercially manages and operate her. Photo from Lester Hunt who we welcome back after some time.

Belsouth, IMO 9744063, 36,321 GT, 199m loa, 63,297 dwt, Ultramax flagged in Norway and built in 2015 at Jiangsu Hantong Shipbuilding at Tongzhou originally as the **Southern Light** for Lighthouse Navigation until their merge with Belships in 2018. Another call from a 'Bel' vessel and she bunkered off Melbourne on the 19/4 enroute from Albany to the Mexican port of Manzanillo with a consignment of wheat. Her registered owner is LHS2 Southern Light AS of Norway, beneficial owners are Belships ASA of Norway, managers are Belships Management Singapore Pte Ltd with commercial management and operation from Lighthouse Navigation Co Ltd of Thailand.

Port of Geelong

Tankers



Beagle, IMO 9814181, 29,447 GT, 183m loa, 49,850 dwt, product tanker flagged in Panama and built in 2019 at Japan Marine United (JMU) and one four sisters (the owners clearly have a penchant for dogs as the others are **Boxer**, **Basset** and **Bulldog**). After part discharging in Dampier, she was alongside at REF2 over the 2 – 4/4 discharging the remaining 25,000mt of low sulphur diesel loaded in Singapore and back loading for Sydney. Her registered owner is Nikko Kisen Co Ltd of Japan, beneficial owners and managers are Nissen Kaiun KK of Japan, Synergy Navis Marine Pvt Ltd of India is her technical manager with Beagle and her sisters all commercially managed and operated within the Hafnia Tankers Pool of Product tankers out of Singapore. Photo from Graham Flett.



Yasa Hawk, IMO 9619531, 29,593 GT, 183m loa, 49,990 dwt, product tanker flagged in the Marshall Islands and built in 2017 at SPP shipbuilding at Sacheon, Sth Korea. We have had Ya-Sa bulk carriers and crude tankers but this is the first product tanker in their fleet to visit our shores and she was alongside at REF2 over the 8 – 13/4 discharging 30,000 mt of petroleum products loaded in Singapore for VIVA / Vitol. She is registered to Beacon Shipmanagement Inc of the Marshall Islands, beneficial owners are Ya-Sa holdings AS of Istanbul, Turkey, managers are Ya Sa Tanker Isletmeciligi AS of Turkey and she is currently on a 12 month charter to DS Norden AS of Denmark. Sailed for Adelaide to complete discharge. FYI Ya-Sa is derived from founder and chairman **Yalcin Sabanci** who established the company in 1999. Photo from Kevin Finnigan.



SKS Doda, IMO 9531648, 65,830 GT, 250m loa – 45m beam, 119,456 dwt, Aframax / LR2 tanker with the capability of carrying both crude oil and refined products, flagged in Norway and built in 2010 at Hyundai Samho H.I. at Mokpo as one of ten sisterships of which all but **SKS Driva** and **SKS Dokka** have visited before. Having part discharged in Port Botany prior to Geelong, she was alongside at REF3 over the 14 – 16/4 discharging the remaining 35,000mt of Jet Fuel A1 loaded in the Taiwanese port of Mailiao. Her registered owner is SKS OBO & Tanker AS of Norway, beneficial owners are Kristian Gerhard Jebsen Skipsrederi AS of Norway(KGJS), managers are OSM Bergen Tank AS of Bergen with commercial operation and management from SKS OBO & Tankers Fleet Management of Bergen. SKS is derived from Sinochem , KGJS and Sovcomflot which was an OBO Pool that operated from 1991 – 1995 by a UK outfit known as Pelican Shipping. KGJS took over the fleet of OBO's 1996 with the fleet now consisting of 2 x OBO's and 10 x LR tankers. She sailed for the Persian Gulf on completion. Photo from Graham Flett.



Pacific Opal, IMO 9893096, 63,555 GT, 250m loa x 44m beam, 113,305 dwt, Aframax / LR2 tanker flagged in the Marshall Islands and completed in Nov '21 at Samsung H.I. at Geoje, South Korea as the eight vessel in an order of 10 tankers that are dual fuelled and carry two LNG cylinders on deck. After a few days at anchor, she was alongside at REF4 over the 16 – 19/4 discharging 80,000mt of crude oil loaded in Singapore for importer Vitol. She is now registered to Compass Shipping 75 Corp Ltd of Hong Kong, beneficial owners are CCB – China Construction bank which have financed it on behalf of Sinokor Merchant Marine, managers are Synergy Maritime Pte Ltd of India and like her sisters, she is on long term charter to Shell Singapore. On completion she headed to Westernport and loaded 65,000mt of Gippsland crude oil at Long Island Point for Singapore with a top up at the FPSO Liberdade / Bayu Undan in the Timor Sea. Photo from Kevin Finnigan.



Ionic Artemis IMO 9426441, 60,379 GT, 243m loa, 107,605 dwt, Aframax flagged in the Marshall Islands and built in 2009 at Tsuneishi's Tadotsu Shipyard originally as the ***Diamond Bliss*** for Mitsubishi / Diamond Tankers and sold in 2018. Has been to Geelong before as the ***Diamond Bliss*** but I got this shot of her arriving in Brisbane to part discharge her 100,000mt cargo of Sokol Crude oil from Sakhalin and lightered off a mother vessel at Yosu anchorage in South Korea 67,000mt was for Geelong and she discharged that at REF4 over the 19 – 21/4. She is of course now owned, managed and operated by Ionic Tankers of Greece. Sailed for Port Bonython to load a further cargo for Geelong and she is due back end of month.



Avenca, IMO 9410002, 30,010 GT, 183m loa, 51,237 dwt, LR1 Product tanker tanker flagged in Malta and built in 2008 at STX Shipbuilding as the ***Agamemnon II*** for Capital Marine Enterprises until sale in 2021. Another vessel performing the long liquid fertiliser voyage from the Estonian Port of Sillomae and after part discharging in Kwinana and Adelaide she was alongside at REF1 over the 25 – 27/4 discharging 10,000 mt of UAN for importers IPL. She is registered to Oryx Shipping Co NV of the Netherlands, beneficial owners are GHouse Investments of Portugal, managers are V-Ships and she is currently commercially managed and operated by Chemikalien Seetransport of Germany. Sailed for Singapore on completion. Photo from Mick Callen.

Bulk Carriers / General Cargo etc



Sinlau Bulker, IMO 9749960, 21,574 GT, 180m loa, 34,485 dwt, Handysize flagged in Panama and built in 2018 at Hakodate Shipyard. ***Sinlau Bulker*** initially was berthed at 24 Victoria Dock over the 25 – 28/3 to clean holds with shoreside assistance (previous cargo was Urea to Adelaide) before proceeding to Geelong where she loaded 30,000mt of barley for shipper Riordan Grains bound for the Vietnamese port of Cai Mep. She is registered to Admiral Logistics Corporation of Panama, beneficial ownership is from the Sesoda Corporation of Taiwan, management is from Sincere Industrial Corporation of Taiwan and she is long term chartered to Lauritzen Bulkcarriers of Denmark. Photo from Bjorn Bjornesjo.



Nord Nanami, IMO 9624627, 323,264 GT, 180m loa, 38,204 dwt, Handysize flagged in Panama and built in 2012 at Imabari Shipbuilding. After a long voyage from the Arctic Russian port of Murmansk which included bunker stops in Malta and Singapore, and after part discharging in Geraldton and Kwinana, she was alongside at Lascelles 2 over the 4 – 7/4 discharging the remaining 21,000mt of potash a/c importers Marnco Industries. She is registered to Luster Maritime / Higaki Sangyo, beneficially owned by Shoen Kisen Kaisha, managed by Itaya Shosen KK, tech managed by Bernhard Schulte of Hong Kong whilst on long term charter to DS Norden AS of Norway. Sailed for Port Lincoln to load wheat for Phu My, Vietnam. Photo from Graham Flett



Kavala, IMO 9391971, 44,213 GT, 229m loa, 83,688 dwt, Kamsarmax flagged in Liberia and built in 2009 at Sanoyas Hishino Maisho Corporation at Okayama originally as the ***Tiare*** until sale in 2015. After a few days at anchor awaiting the departure of the ***Alpha Charm*** and the ***Frontier Leader***, she was alongside at BGP3 over the 11 – 15/4 loading 57,000mt of canola for the port U.A.E port of Jebel Ali a/c shipper Cargill BV of

the Netherlands. She is registered to Kavala Shipping Co Ltd of Greece, beneficial owners and managers are Greece's Chronos Shipping and she is chartered to commodities trader Cargill. Photo from Kevin Finnigan.



African Oasis, IMO 9866536, 35,834 GT, 199m loa, 63,477 dwt, Ultramax flagged in Panama and built in 2020 at Iwagi Zosen Shipbuilding. After a long voyage from the Argentinian port of Rosario, she was alongside at Lascelles 2 over the 7 – 14/4 discharging 33,518mt of soya bean mill a/c shipper / receiver Cargill BV. She is registered to Kawana Kaiun KK of Japan / KTM Corporation, managers are Kawana Kaiun KK, tech managers are Santoku Senpaku and obviously from the name she is commercially managed and operated by MUR Shipping BV of the Netherlands. Sailed for Nelson on departure. Photo from Graham Flett.



Bunun Ochid, IMO 9894624, 23,232 GT, 179m loa, 37,875 dwt, non-log fitted Handysize flagged in Panama and built in 2021 at Imabari Shipyard and one of many sisters calling here. After part discharging in Newcastle, she discharged 11,900mt of DAP / MAP loaded in Townsville at Lascelles 1 over the 10 – 12/4 for receivers IPL. She is another unit in the fleet of Taiwan's Wisdom Line's Fleet and she was to discharge more cargo in Burnie and Adelaide. Photo from Graham Flett.

Amis Ace, IMO 9552989, 33,937 GT, 199m loa, 60,830 dwt, Ultramax flagged in Panama and built at the Sakai yard of Oshima Shipbuilding in 2013. After several days drifting in Bass Strait, she was alongside at BGP3 over the 23 – 27/4 loading 50,000mt of wheat for Nacala, Mozambique a/c shipper Cargill BV. As can

be gathered she is registered to Amis Star SA Pty Ltd of Panama with her beneficial owners, managers and commercial operators being the large Wisdom Lines of Taiwan. Photo from Kevin Finnigan.



Port of Hastings

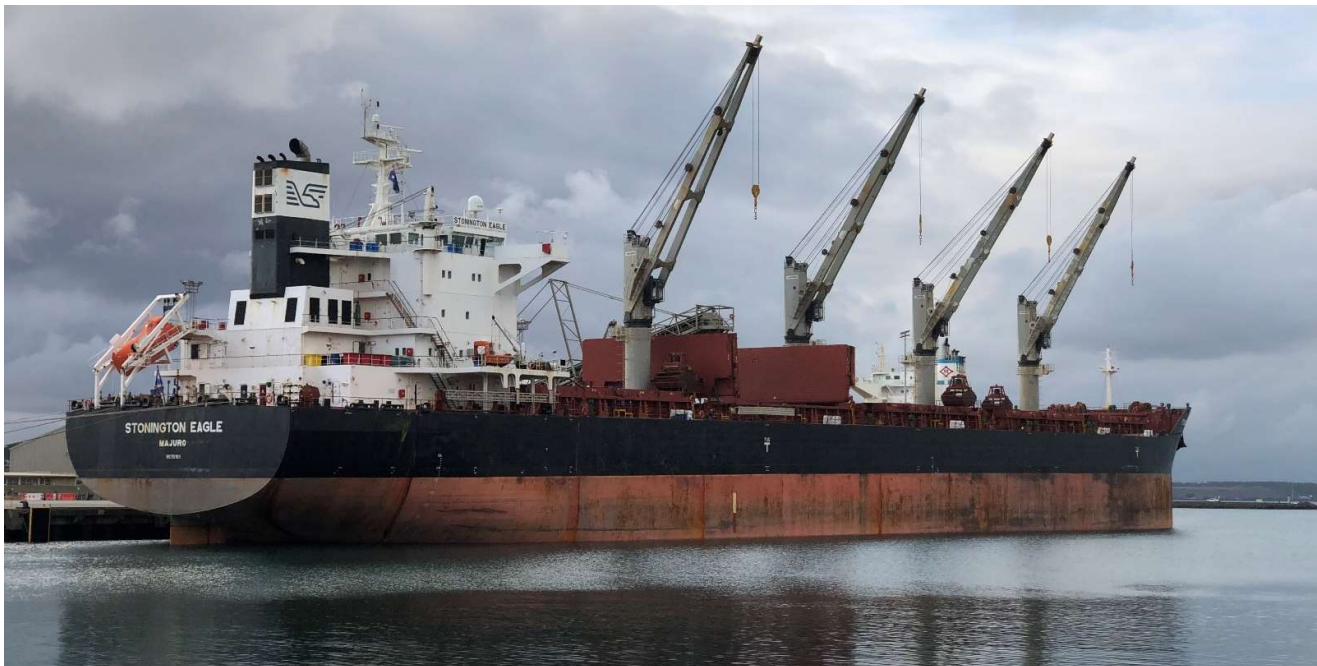


Red Marauder, IMO 9839739, 48,714 GT, 230m loa, 55,316 dwt, LPG / Ethane tanker flagged in Singapore and built in 2020 at Jiangnan Shipyard, Shanghai as one of several sisters. After ballasting from Gwangyang, she loaded 45,000mt of LPG for the Chinese port of Ningbo a/c shipper ExxonMobil / ESSO at Long Island Point over the 21 – 24/4. She is registered to Compass Shipping 54 Pte Ltd of Singapore, beneficial owners and managers are Petredec Pte Ltd of Singapore, tech managers are Executive Ship Management of Singapore and she is operated by STASCO. Photo from .

Port of Portland

Majesty Star, IMO 9658800, 21,168 GT, 176m loa, 33,283 dwt, Handysize flagged in Liberia and built in 2013 at Shin Kurushima Dockyard as the **Loch Maree** for Castleton Commodities and she has recently been sold. After a few days at anchor she was alongside at KSA1 over the 5 – 7/4 discharging 12,500 of super

phosphate loaded in Risdon for shippers IPL. Her registered and beneficial owners are is Majesty Star Shipping SA of Liberia, beneficial owners are KN Shipping of Japan with her commercial managers and operators being Meadway Shipping & Trading of Greece. Sailed for Adelaide to complete discharge before loading mineral sands for Bunbury. Photo from Walter Pless of her in Hobart.



Stonington Eagle, IMO 9575151, 35,812 GT, 199m loa, 63,301 dwt, CROWN63 class Ultramax flagged in the Marshall Islands and built in 2012 at Dayang Shipbuilding at Yangzhou originally as the **JS Garonne** for Setaf-Segat until sale in 2017. Having part loaded in Port Kembla, she topped up in Portland with a further 34,000mt of wheat at berth 5 over the 2 – 9/4 a/c shipper Riordan Grains bound for the Batangas in the Phiklippines. Her registered owner is Stonington Eagle LLC of the Marshall Islands with her beneficial owner and management from Eagle Bulk Shipping LLC of Stamford, Connecticut with Oldendorff Carriers her current commercial manager and operator. Photo from Gerard Veldkamp.

Wisteria, IMO 9916565, 36,177 GT, 199m loa, 63,659 dwt, Ultramax flagged in Panama and recently completed at Shin Kasado Dockyard at Takamatsu. On her maiden commercial voyage, and after spending several days at anchor, she was to load 30,000mt of wheat over the 25 – 29/4 for the Indonesian port of Cigading a/c shipper Riordan Grains. Her registered owner is Wisteria Line / Ehime Kaiun KK of Japan, beneficial owners and managers are Ehime Kaiun KK of Japan. She sailed for Adelaide where she topped up with a further 30,000 mt of cargo. The photo from Gerard Veldkamp shows a scratchless ship !.



Lardos, the former **Glorious Sawara** for PCL alongside and discharging petroleum coke and aluminium fluoride from Zhenjiang China. She is now owned by Oaktree Capital Management with Uniteam Marine Shipping of Germany her commercial and operational manager. On completion she sailed to Eden to load logs for Indonesia. Photo from Gerard Veldkamp



Kypros Loyalty, IMO 9717424, 41,759 GT, 225m loa, 77,998 dwt, panamax flagged in Cyprus and built in 2015 at Sasebo Heavy Industries. After a ballast voyage from Lanshan, China she was alongside at KSA1 over the 15 – 23/4 loading 60,000mt of canola for the German Baltic port of Rostock a/c shipper Graincorp. She is registered to Gloverfive Shipping Co of Greece, beneficial owners are Safe Bulk Inc of Greece, managers are Safety Management Overseas SA of Greece and like so many Greek bulk carriers on charter to commodity traders, she is on long term charter to Cargill. Photo from Gerard Veldkamp.



Wooyang Hermes, featured last month and pictured departing Brisbane after completion of her urea cargo and bound for Newcastle to load wheat for Hong Kong. Photo from Chris Mackey.



Another shot of the heavily laden **Sinlau Bulker** departing Port Phillip. To those interested the Sinlau is derived from the owner **Sincere Navigation** and **Lautitzen Bulk**ers, the long term charterer. Photo from Graham Flett.



The Hong Fa operated ***Chipol Changjiang*** arrives with break bulk cargo for discharge at B Appleton Dock. Photo from Bjorn Bjornesjo



Advantage Anthem ex ***Power*** Turkish controlled but managed and operated out of Geneva – several ships ex Geden lines of Turkey. Alongside at REF4 for the first time under this name discharging Sokol Crude oil lightered in Singapore. Photo from Kevin Finnigan.



Beks Atlantica, the former ***Minerva Atlantic*** alongside at REF4 discharging crude oil from Singapore. Photo Kevin Finnigan



Formerly Pan Ocean's ***Pos Harmony***, here is Thoresen's ***Thor Maximus*** just about to depart after topping up with 20,000mt of canola and bound for Chittagong, Bangladesh via Singapore for Bunkers. Photo Kevin Finnigan.



KS Grace, the former *Alam Sinar* arriving to discharge the balance of her urea cargo from Ruwais, U.A.E. She is now owned by Korin Star Shipping (hence the KS), operated by Pan Ocean Shipping and beneficially owned by Samho Industry & development Co Ltd of South Korea. Photo by the ever present John Nunn !!



Any excuse for showing photos Greek Royalty so here is the Alpha Freighters (Angelicoussis) owned *Alpha Charm* outbound for Chiwan, China with 55,000mt of wheat.



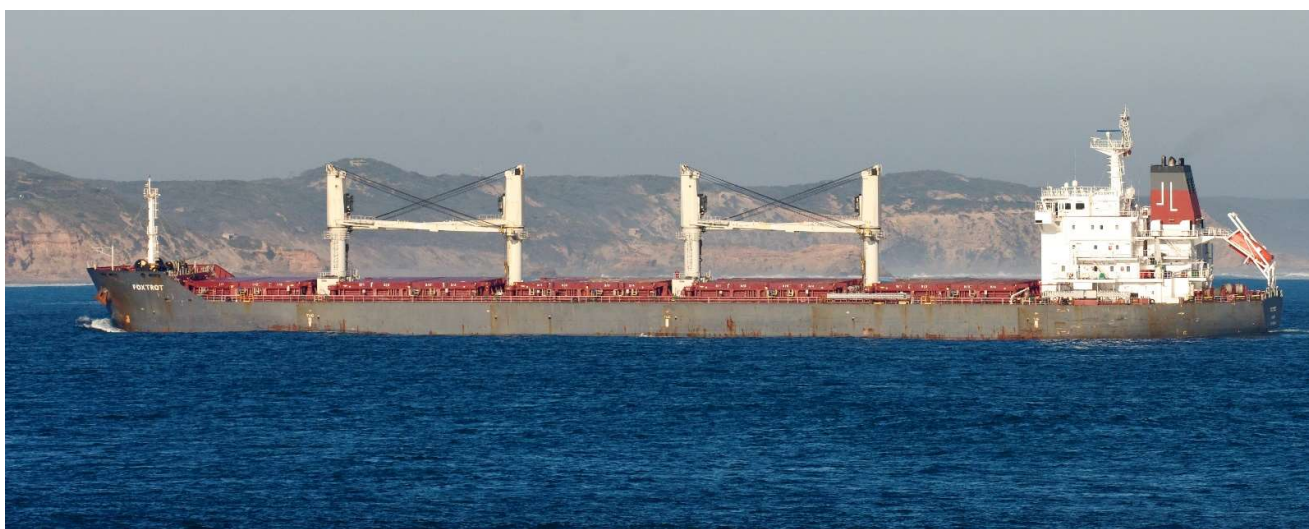
Featured in March but not photographed, here is Kumiai Senpaku's *Frontier Leader* approaching her berth in Geelong to load 50,000 mt of malting barley bound for Jeddah, Saudi Arabia. Photo Kevin Finnigan.



Now in the livery of Hafnia Tankers, *BW Swift* departs with a coastal cargo for Tasmanian ports. Photo Kevin Finnigan.



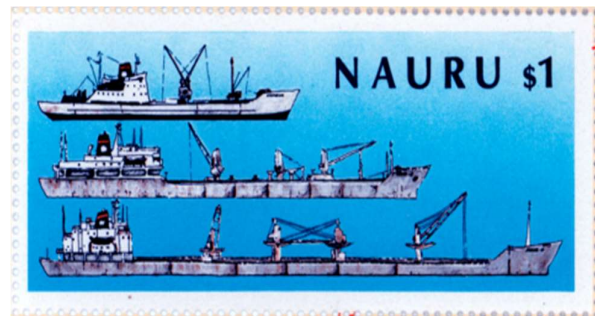
Ocean Jubilee was featured a few months back in Portland but not photographed. Here she is on a return visit departing for Adelaide to discharge more urea having just discharged 25,000mt at Lascelles Wharf in Geelong. She is Japanese owned by Keishun Kaisha and on time charter to DS Norden A/S. Photo from Graham Flett.



Another bulkie bunkering at the Melbourne anchorage, here is the Handysize *Foxtrot* IMO 9580144, 23,587 GT, 180m loa, 34,400 dwt arriving of Point Lonsdale on the 25/4 enroute from Albany / Adelaide to Matarani, Peru with a full load of wheat / Barley. She is owned, managed and operated by the George Souravlas controlled Load Line Marine SA of Greece. Photo from Graham Flett.

NAURU PACIFIC SHIPPING COMPANY. *KOLLE D.* By Jan De Jonge

Thanks to Mike Carolin for placing some information on the vessels of NAURU in the last Newsletter.



The hulls of the NPL ships were light green in the topsides indeed with dark **green boot-topping**, and a light cream in the superstructure.

During a branch meeting in Melbourne I explained that this type of paint at the time was used in the **areas from l.l.l. to d.l.l.** meaning light load line and deep load line. (simply called boot-topping). Another name being used for this area is known as the “belt” area.

Let's take ***KOLLE-D.*** (IMO 7235082. 119,564 gt., 32,466 dwt., 175m loa x 25m beam. Built Japan 1973. Sold 1988 r.n Popi Greek owned, '97 r.n. Ioannis V; '99 r.n.Ana. The vessel was broken up at the Gadani Beach September 1999.)

You can see me in the picture at Subic Bay, a couple of hours from Manila, where I attended the painting work, which progressing over a period of 10 days. Some 14.000 litres paint were used during these 8 to 10 days in dock.

The tall movable structure in the back may be used to clime and/or negotiate the entry to the vessel from which ever level. The very new dry dock facility in Subic Bay had been built with expertise from Kawasaki Engineering of Japan and the size was enormous. It could handle vessels up to 400.000 tons. All 10 vessels of NAURU PACIFIC were owned or chartered from other Companies, except for the *EIGAMOYA*, as that one was especially built for them.

Lots of information on this shipping company is available and especially for members of W.S.S. there is some reference to the newsletters volume 48 March 2019 and April 2019 (also NAA's LOG May 1994)

Each time that Nauru Pacific Shipping did not pay their bills on time, the easiest way available to get paid was to arrest the *EIGAMOYA* in Melbourne. Thus I presented my accounts to the sheriff's office in Morris Blackburn's, and within 2 weeks they released the funds. ***Text and photos Jan de Jonge***

