

# WORLD SHIP SOCIETY VICTORIA BRANCH



**Volume 52 Number 3**

**March 2023**

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.



The Grimaldi Group are not known for having their vessels in our waters ( the odd one seen here were chartered to Dyvi at the time ) so here is the RO/RO – LO/LO vessel **Grande Cotonou** arriving off Point Lonsdale from Europe via West Africa with a consignment of 183 Fendt Tractors loaded in Hamburg on a trial shipment and on her way to drydock in Guangzhou. Her spec - IMO 9672105, 71,543 GT, 236m loa - 36m beam, flagged in Italy and home ported in Palermo 31,340 dwt, can carry 1,800 teu on deck with 5,700 lane metres for cars break bulk in the hold. She and her sisters ( **Grande Tema / Abidjan / Lagos / Luanda** and **Grande Dakar** ) were all built at Hyundai Mipo Dockyard in Ulsan, South Korea, this one in 2015 and she trades primarily between Europe and West African Ports. Grimaldi was established in 1947 as Fratelli Grimaldi Armatori and shorted to the current in 1993 and is privately owned. She is registered to Inarmer Industria Compagnia de Navigazione SpA and operated by Grimaldi Deep Sea SpA. Cotonou is the capital of Benin and one of her ports of call with Cotonou translating to 'River of Death' in the local dialect. **Grande Houston** is due next month and possibly the **Grande Mirafiori** as well. Grimaldi vessels have a chequered history with the **Repubblica Di Genova** capsizing on the berth in Antwerp in 2007 the most famous one – **Grande America** sinking in 2016 off Casablanca gets a honorary mention – check their website for all their other 'misdemeanors' as it is an interesting read. The Grimaldi Group also has Finnlines, ACL, Minoan Lines and Malta Motorways as its subsidiaries. Photo from Graham Flett.

## PRESIDENT'S REPORT FOR THE BRANCH MEETING ON SATURDAY MARCH 4<sup>TH</sup> 2023

### Report on February Meeting.

Twenty members attended the February meeting and enjoyed a presentation by [Maurie](#)

[Hutchinson](#) about the paddle steamers which plied the waters of Port Phillip Bay from the 1900's to the 1940's. Much interest was shown in the story and photographs shown.

The president reported that 65 members to date had renewed their memberships for 2023.

A successful visit to the [Port Control Tower](#) was conducted in December and we plan to hold another one this year.

[Ian Thomson](#) reported that a War Memorial seat had recently been unveiled in Mornington to commemorate Australia's worst maritime disaster when 1053 prisoners of war plus a number of civilians aboard the [Montevideo Maru](#) perishes when it was sunk by an Allied ship's torpedo on July 1<sup>st</sup> 1942 sailing from Rabaul to Hainan. John Bone's uncle was among the prisoners who perished in the tragedy.

TODAY's Meeting will commence with tea and coffee before the brief AGM.

The AGM will be followed by a presentation from Ralph Woodward who will feature the newly purchased equipment by the Branch to enable programs to be shown with greater ease and convenience.

Members are invited to join for lunch at Pier 35 after the meeting.

### MEMBER NEWS

Our thoughts are with [Roger Pinhorn](#) from Surrey Hills who is very ill at the time of writing this letter.

[Peter Crosland](#) is keen to obtain any copies of the Stark-Schell Registers for the research he is doing.. Please phone [John Bone](#) on 0412 438 257 if you have any information.

[Derek Moore](#) reminds you of STEAMFEST 2023 to be conducted by the Melbourne Steam Traction Engine Club at 1200 Ferntree Gully Road, Scoresby from 11<sup>th</sup> to 13<sup>th</sup> March from 10.00am to 5.00 pm.

THE NEXT BRANCH MEETING WILL BE FEATURE A PROGRAM USING THE NEW PROJECTION EQUIPMENT.

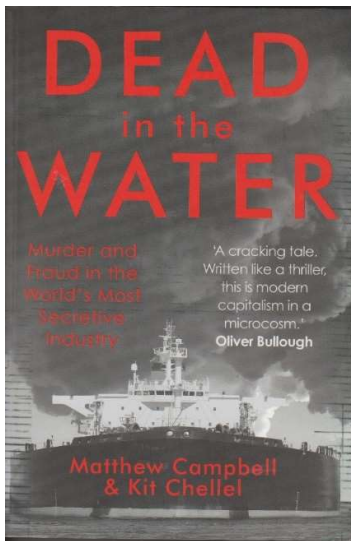
With Warm Regards.

John Bone . (President) 0412 438 257 [jbon1638@bigpond.net.au](mailto:jbon1638@bigpond.net.au)

### 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.

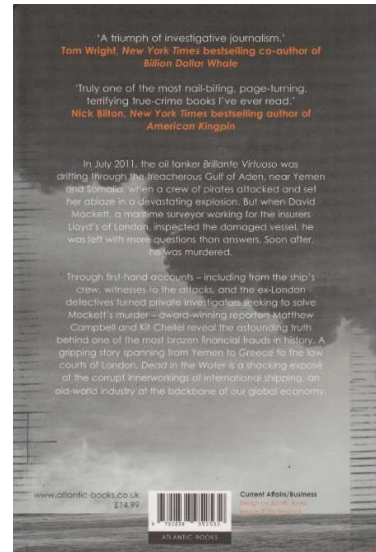
Thanks to all the contributors for the month. Please be advised no part of this newsletter may be reproduced without the express permission of either Peter Grunberg or John Nunn.



## A Good Read

I have recently read 'Dead in the Water' by Matthew Campbell and Kit Chellé – a 'riveting account' of the events that led to the assassination of a Lloyds Surveyor and an enquiry into the various dubious insurance claims when a 'super tanker' was effectively destroyed in the Red Sea just twelve years ago. The account details the frustration of

investigators in seeking to get to the bottom of what amounted to be a massive insurance fraud and sadly the death of a surveyor who was simply doing his job. I obtained a copy of the book from my local library and I recommend it to members of our Branch who would find this book very interesting.  
Ralph Woodward



Graham Flett sent us this photo of the tanker ***Pacific Coral*** outbound recently.

## Fifty Years Ago.



On June third 1972 the old steam tug Melbourne is seen proceeding upriver past the yet to be completed West Gate Bridge. Editors collection.

**PRESIDENT'S REPORT TO THE 2022 AGM ON MARCH 4<sup>TH</sup> 2023**

After more than two years of disruption and confusion due to the Covid pandemic it was a relief to return to almost normal proceedings at the Branch meeting in February at the PEC.

As the year unfolded it became obvious that 2022 was to be an eventful year for the Branch with a number of changes occurring .

With the ageing membership and the difficulties of driving at night it was decided to continue with daytime meetings and switch to Saturday mornings at 10.00am., a move that was welcomed and supported. This meant that we could adjourn to Pier 35 for lunch after each meeting. Attendance numbers also increased.

To cater for those who do not have internet, it has been my aim to provide a copy of the monthly newsletter printed **in beautiful colour** for those members. Happily this has been achieved at a very reasonable cost to the delight of those affected.

The monthly newsletter edited by **Peter Grunberg** assisted by **John Nunn** is eagerly awaited as each issue approaches. Peter's research work for "**Around the Ports**" is always worth reading and the excellent photographs supplied by a group of keen photographers as well as contributions from readers make for a fine product.

During the year members have enjoyed presentations on varied nautical topics from our knowledgeable members and guests. Meetings are friendly occasions which usually begin with tea, coffee and snacks thanks to **Marianne Woodward**.

Raffles of books and memorabilia are conducted by Alison Sambell and Chris Piper which keep such items in circulation as well as fundraising.

A visit to the **Port Control Tower** in December was a highlight which we plan to repeat in 2023.

Matters of topical shipping news are discussed at each meeting adding to our knowledge of what is happening in Victoria's ports.

The Branch is in a sound financial position thanks to Treasurer **Philip Meyer** and we were able to contribute \$500.00 to the Mission To Seafarers during 2022. Membership numbers are holding up well and I believe that the **\$40.00** Annual membership provides great value. We hope to achieve 90 plus members in 2023.

Sadly we were saddened during the year with the passing of a number of members including **Captain Patrick (Paddy) Michaelson** from Brighton, and **Stan Welch** from Sydney.

Our much loved member **Margaret (Marg) Allport** the wife of John died after a short illness in October. **John and Marg** were regular and stalwart members since 2008.

We should note that "**Spirit of Tasmania**" vessels moved their berth place to Geelong Quay in October and we wish them well in this endeavour, while missing their presence at Station Pier each day.

Our thanks go to the **Port of Melbourne** for allowing us the use of the Port Education Centre for our activities. This facility is one of very few like it in the world and we are most appreciative.

I have already stepped into the President's role once since retiring but there will not be a "Second Coming" for me. I have a number of health issues and I'm looking forward to turning 85 in April when I will step down for the last time.

The Branch is in very good shape but we would like to see a few more Committee members to support **Ralph Woodward** and **Philip Meyer** as Secretary and Treasurer respectively.

My best wishes go to all members for your support and I can say that the last two decades as President have given me great pleasure.

With warm regards.



# WORLD SHIP SOCIETY – VICTORIA BRANCH

## FINANCIAL SUMMARY FOR 2022

### CASH AT BANK

Opening balance at 1.1.2022	\$31,723.32	(at 1.1.2021 \$31,484.95)
Closing balance at 31.12.2022	\$34,266.77	

### INCOME

#### Subscriptions paid in 2022

For subscription year 2022	\$2,400.00
For subscription year 2023 (paid ahead).	\$2,440.00
Print copy supplement (2022)	\$130.00
Do. (paid ahead for 2023)	\$220.00
Donations	\$935.00
Raffles	\$216.00
Interest paid	\$3.22
<b>TOTAL INCOME</b>	<b>\$6,344.22</b>

### EXPENDITURE

Printing of newsletter	\$1,861.94
Postage of newsletter	\$646.80
Other postage	\$51.05
Catering	\$129.57
Consumer Affairs Victoria reg. fee	\$60.10
Subscriptions	\$100.80 (to WSS UK, MMHN)
Sundry	618.10 (refunds, share of PO Box, \$500.00 donation to Mission to Seafarers)
Administrative materials	137.60 (printer cartridge, paper, etc)
<b>TOTAL EXPENDITURE</b>	<b>\$3,605.96</b>

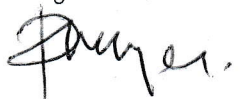
### OTHER


Merchandise sales in 2022	\$0.00
Stock of merchandise on hand at 31.12.2022 (mugs, glasses, etc)	Allow \$200.00
Assets: Projector, screen, hot water um, etc	Allow \$200.00

### NOTES

1. There were no outstanding debts or expenses carried over from 2021.
2. There are no investments, term deposits, or monetary assets other than cash in one transaction account with the NAB.
3. No allowance for depreciation has been applied to assets as none is believed to be applicable.
4. This summary has been compiled from the accounts and the bank record.
5. The accounts are overseen by the President and Secretary to whom the records are regularly shown.

Signed

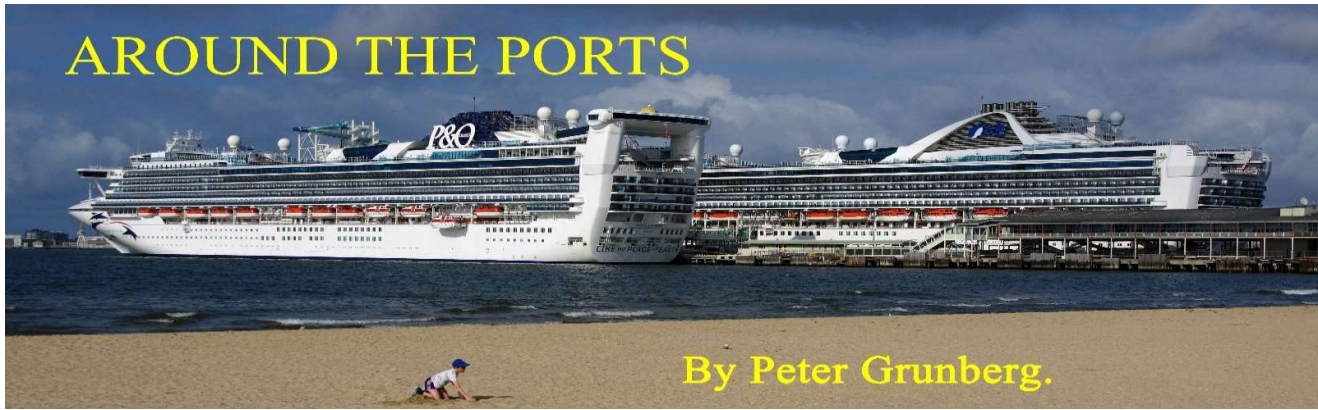
  
P. Meyer, Treasurer

  
J. Bone, President

  
R. Woodward, Secretary

4.2.23  
Date

# AROUND THE PORTS



By Peter Grunberg.

## Port of Melbourne Container Ships



**Jogela**, IMO 9619402, 48,338 GT, 255m loa – 37m PP beam, 58,032 dwt, 4,957 teu, flagged in Portugal and built in New Yanzjiang at Jiangsu and a sister to the previously seen **Jadrana** and **Pohorje**. She was alongside at Swanson Dock over the 24 – 26/1 replacing the **Xin Xia Men** on the A3S service to NE Asian ports. She is registered to MS 'Jogela' Puritano Schiffahrts GmbH & Co KG of Germany, beneficial owners are Peter Doehle Schiffahrts GmbH & Co KG of Germany, managers are Puritano Shipmanagement of Germany and at present she is on charter to China Shipping COSCO of China. Photo from Graham Flett.



**MSC Bremen**, IMO 9369734, 54,605 GT, 294m loa, 67,033 dwt, 5,029 teu, flagged in Liberia and built in 2007 at Hyundai Samho H.I. at Mokpo, Sth Korea originally for D.Oltmann but one of the many shipped scooped up by MSC over the last few years. She was alongside over the 25 – 26/1 at East Swanson Dock having joined the PANDA service from NE Asian ports. She is now owned, managed and operated by MSC of Switzerland. Photo from Graham Flett



**Spirit of Hong Kong**, IMO 9456953, 41,331 GT, 262m loa, 51,693 dwt, 4,300 teu, flagged in the Marshall Islands and built in 2010 at Hyundai Samho H.I. as the **Rio Cardiff** for MPC (2010 – 2015), becoming **AS Morgana** for Ahrenkiel (2015 – 2020) and then **Morgana** (2020-2021) before taking her current name. She was alongside at WSD over the 17-18/2 on a one off voyage on the A3X service from NE Asian ports. She is registered to MS 'Spirit of Hong Kong' Schiffahrts GmbH & Co KG of Germany, beneficially owned by The Asian Spirit Steamship Company GmbH & Cie KG of Germany, managed by Columbia Shipmanagement Deutschland and on this voyage was operated by CMA CGM. Photo from Bjorn Bjornesjo.



**Hansa Fresenburg**, IMO 9535101, 18,296 GT, 176m loa, 23,453 dwt, 1,740 teu, flagged in Liberia and built in 2013 and another of the popular Guangzhou Wenchong variety. **Hansa Fresenburg** has joined the TS Lines service but along with **Hansa Augsburg** travels West – East calling Fremantle first and then the Eastern States. She is another in the stable of the large Leonardt & Blumburg fleet from Hamburg, Germany. Photo from Graham Flett.



**Conti Cortesia**, IMO 9293753, 90,449 GT, 335m loa – 43m PP beam, 106,912 dwt, 8,084 teu, flagged in Portugal and built in 2005 at Samsung H.I. at Geoje, South Korea originally as the **LT Cortesia** for 12 year charter to Evergreen/Lloyd Triestino reverting to her house name in 2017 and one of eight sisters in a series. She has joined the Hapag Lloyd / CMA CGM Australia Europe Express / New NEMO service and was at ESD over the 18 – 20/2 and is a sister to the recently seen Phoebe, Conti Contessa, Conto Courage and Conti Conquest. Her registered owner is MS ‘Conti Cortesia’ Schiffahrts GmbH & Co KG of Germany, beneficial owners are the financiers Conti Group Holdings of Munich, managers are NSB of Buxtehude, Hamburg and she is on time charter to Hapag Lloyd. Photo from Owen Foley.

## Tankers



**ST Michaelis**, IMO 9788473, 29,513 GT, 182m loa, 50,159 dwt, prod / chem tanker flagged in Singapore and built in Onomichi in 2018 and one of the class of ‘attractive’ looking tankers with this one no exception still in her HSUD / R.A Oetker livery. She is photographed by Graham Flett about to pass Point Lonsdale inward bound with a full load of diesel loaded in Singapore for ExxonMobil. She is registered to and managed by Singapore’s Shenlong Maritime Ltd, beneficial owners are Maruta Industries Co Ltd of Japan and along with several others is long term chartered to HSUD but with the AP Moller takeover, she is commercially managed and operated within the Maersk Tankers Pool of Singapore – and one can assume she will lose the red / white barber shop colours shortly.



***Seymour Sun***, IMO 9911501, 30,873 GT, 186m loa, 49,999 dwt, chem / prod tanker flagged in Singapore and recently completed in 2022 at Hyundai Mipo's yard at Ulsan and is the latest installment of the dual fuel tankers ( heavy fuel / methanol ) brigade and she was at Holden Dock over the 24 – 25/1 discharging petroleum products from Daesan, Sth Korea. Her registered owner is N YK Bulkship (Asia) Pte Ltd of Singapore, beneficial owners are NYK Line of Japan, tech managers are NYK Management Singapore and she is commercially managed and operated by Waterfront Shipping Ltd of Canada which is the shipping division of Methanex - the world largest producer of Methanol. Sailed for Adelaide to complete before she loads methanol for China in New Plymouth. Photo Dale Crisp.



***NCC Huda***, IMO 9399272, 29,234 GT, 183m loa, 45,453 dwt, chem / product tanker with an almost flush deck flagged in Saudi Arabia and built in 2011 at South Korea's SLS Shipbuilding at Tongyeong. She called at Both Gellibrand Pier and Holden Dock over the 1-8/2 with petroleum products from Sikka, India for Ampol. She is registered to and managed by National Chemical Carriers of Saudi Arabia, beneficial ownership from the Bahri Group of Saudi Arabia which has a fleet of 24 product / chem tankers and technical management from Mideast Shipmanagement. Sailed for Adelaide to complete. Photo from Graham Flett.



**Sven**, IMO 9434228, 29,636 GT, 183m loa, 51,703 dwt, chem / prod tanker flagged in Liberia and built in 2010 at Hyundai Mipo's shipyard at Ulsan originally as the **CPO India** for Claus-Peter Offen until sale in 2019 when CPO exited the tanker sector. Another in the Disney themed 'Frozen' series following on from **Olaf**, **BSL Anna**, **BSL Elsa**, she was alongside at Holden Dock over the 8 – 11/2 discharging petroleum products from Singapore for ExxonMobil. She is registered to Sierra Ltd of the Isle of Man, beneficial owners are Tufton Investment M'Ment Ltd of the IOM, managers are Tufton Management Ltd of the IOM, Tech managers are Zeaborn Tankers M'ment of Germany and she is currently on time charter to ExxonMobil. Sailed for Adelaide to complete. Photo from Dale Crisp.



**STI Mystery**, IMO 9829461, 29,991 GT, 183m loa, 47,499 dwt, Product Tanker flagged in Singapore and built in 2019 at Hyundai Vietnam Shipbuilding at Ninh Hoa originally as the **Marlin Mystery** and charter to Trafigura along with several sisters. When the Scorpio Group acquired these vessels in 2019 she became the **STI Mystery** and is pictured alongside Holden Dock where she discharged her 30,000mt cargo of petroleum products loaded in Singapore over the 5 -7/2. Her registered owner is Xiang T10 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. Photo from Roger Hurcombe.



***Tian E Zhou***, IMO 9538476, 43,718 GT, 229m loa, 75,583 dwt, Panamax product tanker flagged in Hong Kong and built in 2012 at Dalian Shipbuilding originally for China Shipping but now sailing under China COSCO Shipping. She was alongside at Gellibrand Pier over the 8 – 12/2 discharging 65,000mt of diesel fuel loaded in Singapore for Ampol. She is registered to Tianezhou Shipping SA of China and she is managed and operated by China Shipping Energy Transportation of China. Sailed for the Persian Gulf on completion and this photo is from Roger Hurcombe whilst on the Geelong Flyer.

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



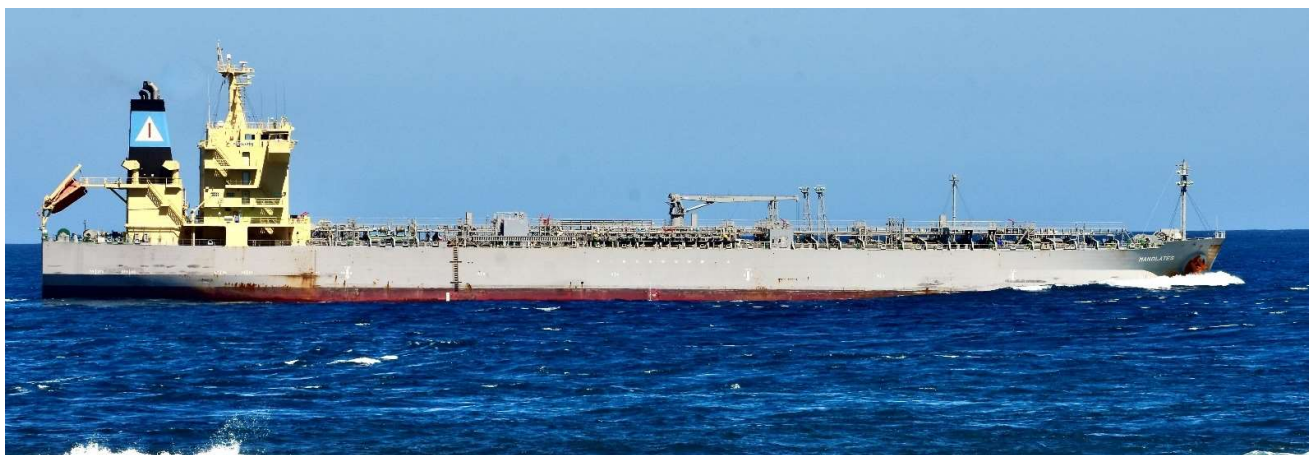
***BBC Olympus***, IMO 9508457, 8,255 GT, 126m loa, 9,317 dwt, general purpose / heavy lift vessel – 2 x 350mt cranes / 660 teu capacity, flagged in Antigua & Barbuda and built in 2012 at Xingang Shipbuilding at Tianjin. She discharged steel from Dammam at E Appleton Dock over the 25 – 27/1. She is registered to Amdorf Schiffahrts GmbH & Co KG of Germany, managers are Briese Schiffahrts GmbH & Co KG of Germany and she is obviously in the stables of BBC Chartering & Logistics of Germany. Photo from Dale Crisp



**Bakkedal**, IMO 9308728, 38,883 GT, 225m loa, 72,562 dwt, CABU ( Caustic/Bulk ) Panamax size with seven hatches and two small cranes to discharge cargo residuals, flagged in the Marshall Islands and one of the first five of this class of vessel built for Klaveness ( the others being **Bantry**, **Bangor**, **Banastar** and **Barcarena** ) this one in 2007 at Oshima Shipbuilding at Sakai. After ballasting from Gladstone, she anchored off Melbourne over the 3 – 11/2 and was alongside at F Appleton Dock over the 11 – 21/2 where she loaded 50,000mt of wheat for Shanghai a/c shipper Emerald Grains. She is registered to KCC Shipowning AS of Norway ( Klaveness Combination Carriers ), beneficial owners are the ubiquitous Torvald Klaveness of Norway and managers are Klaveness Shipmanagement of Norway. Photos from Bjorn Bjornesjo.

## Port of Geelong

### Tankers



**Manolates**, IMO 9756274, 29,465 GT, 182m loa, 49,999 dwt, chem / product tanker flagged in the Bahamas and built in 2018 at the Onomichi Dockyard at Saiki. A sister to **St Michaelis** featured in the Melbourne section, and in the unmistakable colours of the Samos Steamship, she was alongside at REF2 over the 23 – 27/1 discharging petroleum products from Pengerang, Malaysia before back loading products for Tasmanian ports. She is registered to Salter Shipping SA of Panama, beneficial owners and managers are Yawatahama Kisen KK of Japan which has chartered it out to Greece's Samos Steamship which has her on operating for Vitol / Mansel for an undisclosed period. After finishing in Tasmania, she ballasted to Port Bonython where she loaded condensate a/c Santos for the Japanese port of Shiogama. Photo from Graham Flett.



***Aliakmon***, IMO 9305051, 30,030 GT, 183m loa, 46,792 dwt, prod tanker flagged in the Bahamas and built at STX Shipbuilding at Jinhae in 2006. It may have been here before but if not she was at REF4 over the 8-11/2 discharging 40,000mt of Maui condensate loaded near New Plymouth in NZ. She is registered to Productivity Co Ltd of Greece, a shelf company for Sun Enterprises Athens Co Ltd which is in turn a Livanos Company. Sailed back for New Plymouth on completion. Photo Peter Grunberg



***UOG Andros***, the former and recently renamed from ***UACC Sila*** rounds city bend destined for REF3 and to discharge 10,000mt of petroleum products for Quantum which she did over the 13 – 14/2. UOG is derived from Greece's United Ocean Group, a company owed by Golden Greek Peter Georgiopoulos ( of Genmar / Gener8 / and Baltic Trading to name a few of his former shipping vehicles ) and a company that now incorporates United Arab Chemical Carriers and Maritime Equity Management in the mix. Photo from Peter Grunberg.

## **Bulk Carriers / General Cargo etc**



**Belle Lune**, IMO 9897937, 26,272 GT, 180m loa, 42,446 dwt, TESS42 class handysize flagged in Panama and built in 2021 at Tsuneishi's yard at Zhoushan. After part discharging in Brisbane and Newcastle, she discharged the remaining 27,500mt of phosphate rock loaded at Lascelles over the 27/1 – 1/2 a/c importers WengFu Australia. She is registered to Sun Lanes Shipping SA of Panama, beneficial owners are Nissen Kaiun KK of Japan, managers are Dalian Hongfeng Intl of China and she operates for MOL subsidiary Inui Logistics of Japan. On completion she sailed for Ardrossan to load dolomite for Port Kembla and then she heads for NZ to load logs. Photo from Graham Flett.



**Star Electra**, IMO 9442536, 44,372 GT, 229m loa, 83,494 dwt, Kamsarmax flagged in Liberia and built in 2011 at Sanoyas Shipbuilding at Mizushima originally as the **Hanjin Hirose** (2011-2016), **Harbor Hirose** (2016-2017), **Songa Hirose** (2017-2018). She ballasted from Japan and after several days at anchor Geelong and was alongside at BGP3 over the 10-14/02 loading 60,000mt of canola for the Japanese port of Hakata a/c shipper Cargill BV of the Netherlands. She is registered to Sea 72 Leasing Co Ltd of Greece, beneficial owners are StarBulk Shipping of Greece, managers are Equinox Shipmanagement of Greece and she is commercially managed and operated by Cargill BV of the Netherlands. Photo from Graham Flett.



**AI Stratis**, IMO 9952426, 44,6716 GT, 229m loa, 82,000 dwt, Kamsarmax flagged in Panama and recently completed in late 2022 at Jiangsu Shipbuilding at Hantong. On her maiden voyage, she loaded 55,000mt of barley at Bulk Grain Pier over the 6 – 9/2 for the Filipino port of Mariveles on the island of Luzon a/c shippers Viterra. Her registered owner is Arafura Maritime SA of Panama, beneficial owners are the Laskaridis Shipping Group of Greece, managers are Lavinia Bulk Shipping of Greece and she is commercially managed and operated by Oldendorff Carriers of Germany. Photo from Graham Flett.

**Salaminian**, IMO 9717709, 44,855 GT, 229m loa, 81,565 dwt, Kamsarmax flagged in Cyprus and built in 2014 originally as the **Ocean Ambition** for the Noble Group (2014-2018) and the **Core Ambition** for Panacore 2018. After ballasting from Japan, she was alongside at BGP3 over the 19-21/2 loading a part cargo of 40,000mt of wheat for the Chinese port of Machong a/c shipper Graincorp. She is registered to Fairmyl

Shipping Ltd of Cyprus, beneficial owners and managers are the Charalambous Mylonas led Transmed Shipping Ltd of Greece. She sailed for Port Kembla to load a further 30,000mt. Photo from Kevin Finnigan



**Navios Felicity 1**, IMO 9864679, 44,120 GT, 229m loa, 81,962 dwt, Kamsarmax flagged in Panama and built in 2020 at Nantong COSCO KHI Shipbuilding. After awaiting the departure of the *Salamanian*, she was next on the berth and loaded 60,000mt of canola a/c shipper Graincorp and bound for the Belgian port of Ghent. Her registered owner is Forever Shipping SA of Panama, beneficial owner is Hisafuku Kisen KK of Japan and she has been head chartered out to Navios Shipmanagement of Greece. Photo Roger Hurcombe.



**Belnippon**, IMO 9801249, 35,832 GT, 199m loa, 63,602 dwt, Ultramax flagged in Norway and built in 2018 at Imabari Shipbuilding and one of several under the Belships Stables and included in a fleet of 31 Supramax / Ultramax vessels. After arriving direct from drydock in Zhoushan, she was alongside at Lascelles 3 over the 24 – 1/3 loading 30,000mt of canola a/c shipper Riordan Grains before sailing for Portland to load a further 15,000 with all cargo bound for Japan. She is registered to Almirante Shipping SA of Japan, beneficially owned by Shoei Kisen KK of Japan, managers are SM Tech Shipmanagement of South Korea and she is on long term charter to Belships ASA with purchase options - currently she is sublet to commodity trader Viterro. Belships is an interesting company steeped in shipping tradition and was established in 1918 by Christen Smith & Co and became Skibs A/S Belships in 1926 and now trades as Belships ASA. Photo from Roger Hurcombe.

## Port of Portland



**Ultra Diversity**, IMO 97980854, 35,971 GT, 199m loa, 63,490 dwt, Ultramax flagged in Singapore and built in 2017 at Shin Kasado Dockyard at Kudamatsu. An appropriately named vessel as her stay included a fair bit of diversity where she initially discharged 35,000mt of petroleum coke over the 16 – 21/1 that was loaded in the Omani port of Sohar. She then proceeded to the Melbourne anchorage to await a berth in Geelong, finally loading 55,000mt of barley over the 26 – 31/1 for Shanghai. She is registered to Ultra Summit Singapore Pte Ltd, beneficially owners are Ultra Bulk Holdings/ Sumitomo, managers are Belships Singapore and she is commercially managed and operated by Ultrabulk of Denmark. Photo from Roger Hurcombe as she rounds city bend in Geelong.



**Bamboo Star**, IMO 9866639, 23,232 GT, 180m loa, 37,609 dwt, handysize flagged in the Marshall Islands and built in 2019 at Minaminippon Shipyard at Imabari. She was alongside at the smelter berth / anchorage over the 2 – 23/2 discharging 35,000mt of alumina loaded in Bunbury for Alcoa. She is registered to SK Ocean

Maritime SA of the Marshall Islands, beneficial owners and managers are Sugahara Kisen KK of Japan and she is commercially managed and operated by Cargill Ocean Transport of Singapore. On completion she sailed for Gladstone to load grain for Yangon, Burma a/c Graincorp. Photo from Chris Mackey on a previous trip to Brisbane.



***Illovo River***, IMO 9791951, 23,506 GT, 180m loa, 37,516 dwt, Handysize flagged in Hong Kong and built in 2016 at Imabari's Shiminami Shipyard. After part loading logs in Burnie, she topped up with a further 20,000mt in Portland with all cargo bound for the Indian port of Kandla. Named after a river in Africa, she is owned, managed and operated by Hong Kong's Pacific Basin Shipping. Photo from Kevin Finnigan.

## Port of Hastings

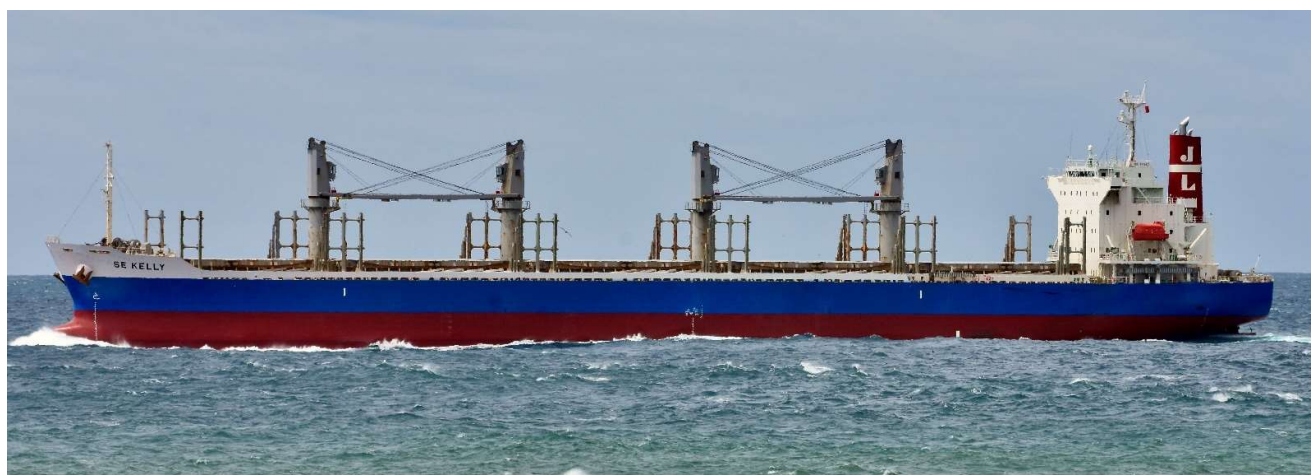


***Grouse Sun***, IMO 9911513, 30,873 GT, 186m loa, 49,999 dwt, product tanker flagged in Panama and recently completed at the Hyundai Mipo Dockyard in late 2022. Aister to the ***Seymour Sun*** featured for Melbourne, she was alongside at Crib Point Jetty over the 3 – 6/2 discharging petroleum products loaded in Onsan, South Korea for importers United Petroleum. Ownership is the same as the ***Seymour Sun*** so I won't duplicate. After some time anchored off Cowes she departed for Bell Bay to complete discharge and then headed also for New Plymouth for her next cargo. Photo from Roger Hurcombe.

***Lian Yang Hu***, IMO 9783382, 43,687 GT, 220m loa, 72,712 dwt, Panamax LR2 Product tanker flagged in HK and built in 2018 at Dalian Shipbuilding. After part discharging in Port Botany, she was alongside at Crib Point Jetty over the 8 – 9/2 completing discharge of her diesel cargo loaded in the South Korean port of Daesan. She is another in the large fleet of tankers managed and operated by China Shipping Energy Transportation and on completion sailed for Bayu Undan in the Timor Sea. Photo Roger Hurcombe.



*Ruby Enterprise* arriving to load a part cargo of grain at Lascelles for Vietnam. Graham Flett



*SE Kelly* arriving to load 30,000mt of barley for Shimizu, Japan. Graham Flett



**FPMC 29** ( Formosa Plastics Marine Corporation ) arriving with petroleum products from Muara, Brunei, Graham Flett



**Aprillia** outward bound for Cochin, India with a full load of wheat loaded at Lascelles – Roger Hurcombe



**Viking Neptune** at anchor off Geelong in Corio Bay – Graham Flett



At 22 years old, Pacific Basin's **Gold River** approaches her berth at Yarraville to discharge furnace slag from the Japanese port of Oita for importers Adelaide Brighton Cement. Photo from Bjorn Bjornesjo.



*Noble Island*, Scorpio Bulk Inc's former *SBi Hydra* departs Geelong after discharging 44,000mt of clinker cement from Ube, Japan for USG Boral. Now owned by Hong Kong's Pacific Basin Shipping, she has only had her funnel painted and no doubt will be in full PB colors after her next dry docking. Interestingly for an Ultramax bulk carrier, she has had deck staunchions added to her deck configuration so logs can be carried on deck as well - although as can be seen she can't be too highly stacked on deck as the ship cranes are not as high on their pedestals as vessels that are initially built for log cargoes are. Photo from the ever present John Nunn.



Two car carriers at Appleton Dock almost seems like something from yesteryear with all PCC'S now going to MIRRAT's West Webb Dock Terminal. Pictured here by Dale Crisp is the elderly K-Line chartered *Green Lake* and WWO's *Thermopylae* most likely due to the stevedoring arrangement with Qube - who run Appleton Dock and were assisting with the incredible delays being suffered by car companies lately due to the bio security hazards of imported cars and where they were held prior to shipment ( in some cases open grassed paddocks allowing bugs / seeds to contaminate the cargoes. At any given time over the last two months there has been three ships alongside with up to 15 drifting in Bass Strait awaiting their turn - making scheduling almost impossible for the subject vessel's port call let alone their next intended voyage. But interestingly the same car carriers got through their previous ports of Brisbane and Port Kembla without anywhere near the delays being experienced at the Port of Melbourne. And to make matters worse the Hoegh Autoliners vessel *Hoegh Trooper* suffered an auxiliary fire and at the time of going to press has only one generator. The

highlight was seeing the indefatigable and irrepressible agent for the vessel, Bill Farrelly donning his fire fighting equipment and racing down the stairs at breakneck speed to render what assistance he could !!! He was then observed several minutes later disembarking down the gangway with the whole engine crew on his back!!! The vessel is now in the hands of salvors and will most likely need to be towed to Singapore and then possibly further for scrap as she has reached the grand old age of 28 having been built in 1995 making her one of the eldest to visit here lately. At the time of going to press there was still around 1200 units originally bound for Port Kembla to come ashore and due to the painstakingly slow level / speed of discharge its anyone's guess when the berth will be clear for the next vessel – FYG **Talisman** waited nearly a month off Torquay to get a berth.



The Schulte owned **Mia Schulte** makes her first call to Melbourne on the PAD/NASP service for CMA CGM – Dale Crisp



Not to be confused by the WWO operated PCC/PCTC **Tonsberg**, here is the Technomar/ Conchart owned vessel of the same name making a one off call on AAX2 having replaced the **CMA CGM Moliere**. Varying CMA CGM services are being altered with this service only calling at Brisbane and Sydney in the future. **Tonsberg** has called in Melbourne several years ago as the **Rio Barrow** on the same service. Photo from Dale Crisp.

## ROUGH WEATHER PHOTOS.

From Mike Carolin.

ANL;s LAKE BARRINE .12,076 gt./ b1978. . I was 1<sup>st</sup>-ship Master on Lake Barrine on a voyage from Bundaberg to Fremantle with a full load of bulk raw sugar. On 26/10/1982, about 100 miles SE of Esperance in the Great Australian Bight, a small intense low pressure system formed south of Albany. When it hit us we suddenly went from 'fresh' weather to gale force, with a rapidly growing well. To prevent slamming the ship reduced speed, but we still hit the occasional 'milestone' as



shown. About 10 hours latter it was all over, and we were back to full speed. A bit of water got into the holds and I had to 'Note Protest' in Fremantle, to claim damage as an 'act of God'. The sugar was OK. A sugar refinery employee once told me the only thing they cannot get out of contaminated sugar is kerosene and sawdust. Sugar is the nicest smelling of all the bulk cargoes, but is very sticky. If it gets wet, eg rain, then you end up with sugar 'clogs' om your feet.

The ARATERE. 12,596 gt./1998. Interisland Line (NZ Govt.) Rail ferry, 04/03/2006, in Cook Strait, encountered server weather. Reported cars were hurled across the vehicle deck, and passengers hurled across the lounges. Heavy vehicles snapped their lashings. 31 cars damaged, 6 trucks, 8 vans, and 7 rail wagons. 4 passengers and 1 crew injured. On 22/06/2006 the Wellington newspaper, Dominion Post, published an article on the incident, along with the above photo; supposedly taken from a harbour rescue helicopter. After the readers had stopped saying 'OMG's, if they looked closer down the bottom of the photo the editor did say it had been 'digitally enhanced'! Still, it is an interesting photo. Cook Strait is notoriously bad, as was the number of breakdowns the Spanish built Aratere had

in her lifetime



USSCo' WAIMATE. 3506 g./1951. Photo is taken outside the 2<sup>nd</sup>. Engineer's cabin., amidships, star. side, looking forward, during a 40 degree roll. This isn't a doctored photo. I know, because I was there; 08/08/1965, on a voyage from Lyttleton to Devonport, Tasmania. I was 3<sup>rd</sup>. Mate onboard, having obtained my ticket April 1965, and joined Waimate 03/05/1965 The ship is about 300 miles east of Hobart, when an intense low pressure trough and cold front hit us. Wind speed 35-45 knots: ship's speed- lucky if she's was doing 5 knots. Typical lower Tasman Sea weather, esp. in August. This is the further most south the trans-Tasman ships get down to ;45 degree's South. Well into the 'Roaring Forties' as this area was nicknamed. Fiordland NZ to Hobart is the shortest distance across the Tasman-about 1000nm. Poor, little, old Waimate:-small, underpowered, almost light ship, and very lively in seas like this. No hot meals: just tea and sandwiches for who want them. Certainly not a Princess Cruise ship! These conditions only last a day or so, as the weather roars off towards Fiordland.



SSCo.'s KAWAROA. 3532 gt. /1950. Another day on the Tasman Sea. It is not like this every day, but it is fairly common. When loaded these ships only have about 3'6" freeboard (main deck to load line), so it doesn't take much of a sea before it comes slopping onboard. Doesn't do the deck cargo much good, and cars were often carried on the hatches. Rope safety lines would be rigged along the deck, and if you got caught all you could do is grab the lifeline and hang on. Nowadays OH&S inspectors would probably have nightmares!

One afternoon we were taking the pilot off New Plymouth on the Koranui. I was sent down with the 3<sup>rd</sup>. Mate to get the pilot. There was a big swell running, and the ship was put broadside on to seas to provide a lee at the ladder, and the ship started rolling. The pilot indicated that he would jump onboard, and we were to grab him. Unfortunately he mistimed his jump somewhat, and came onboard about 2' above the bulwark, along with a big, green wave. We grabbed him and all three of us clutched the lifeline while the water went up to our waists in the well deck. Exactly the same thing happened to me boarding the old Goliath (I) as a pilot one morning off Point Lonsdale.

Not a very good photo, but you get the point. I found it on the USSCo. group Facebook page, photographer unknown. . You can see why the USSCo. put their cargo gear and winches on top of deckhouses.

