

WORLD SHIP SOCIETY

VICTORIA BRANCH

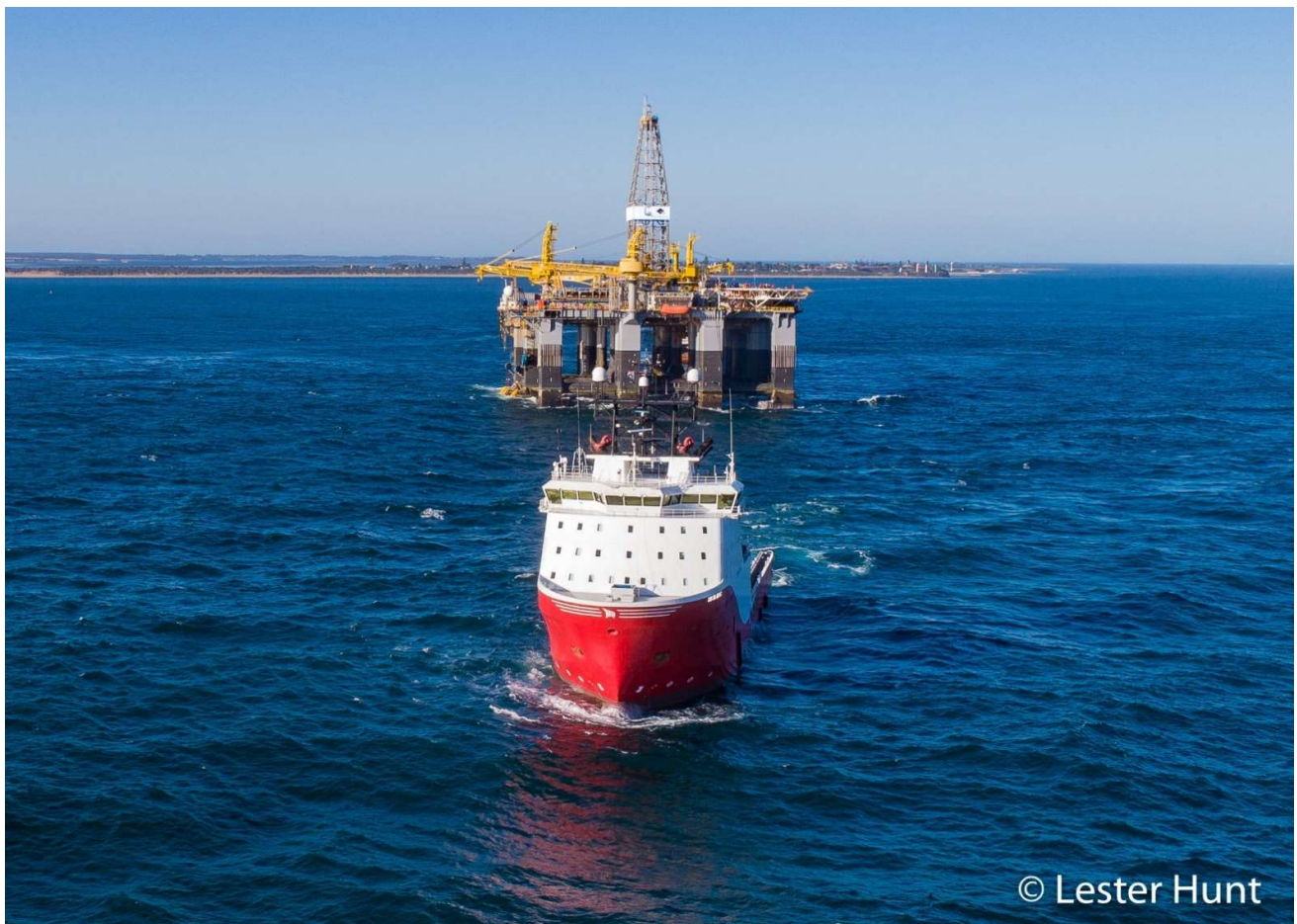


NEWSLETTER

Volume 50 Number 3

March 2021

The Victoria branch of the World Ship Society usually meets on the first Tuesday of each month at the Port Education Centre in Lorimer St Port Melbourne at 7.30pm. Visitors are most welcome. Membership enquiries can be made through our Secretary at PO Box 5038 Middle Park Victoria 3206.



© Lester Hunt

An aerial view of the semi submersible oil rig *Ocean Onyx* departing Port Phillip Bay at slack water on the 9/2 and bound for her drilling location in the Otway Basin field south of Port Campbell for Beach Energy. Her head tow is the *Siem Topaz* with the *Siem Sapphire* (obscured) assisting with the other support vessel *Siem Aquamarine* having left earlier in the day for the field. *Ocean Onyx* had spent nearly 12 months in Port Phillip Bay for a variety of reasons including Chapter 11 bankruptcy for the owners of the rig Diamond Offshore Drilling, the COVID19 outbreak and legal issues between Diamond and Beach Energy. Photo from Lester Hunt.

President's Report.

Our first meeting for 2021 was held on Tuesday 9 February at the Port of Melbourne Education Centre on a pleasant summer's evening. A few ships passing downstream including *Cape Citius* heading for Brisbane (see below) added much interest to the meeting on the night.



It was most pleasing that around 40 members and guests attended our first meeting for the year and despite some technical issues with the overhead projector and laptop a convivial evening was had by all.

Mike Carolin provided a fascinating and entertaining if not sobering insight into the operation and management of container ships which was particularly pertinent given recent events worldwide where a number of ships lost a few boxes 'overboard' due to various factors not withstanding bad weather.

WSS Victoria Branch is very lucky to have members of calibre such as Mike and others to provide such educational and entertaining insights into the life a sea. As a newbie to the WSS Victorian Branch I certainly appreciate these insights and stories. Our esteemed Treasurer John Bone reports that membership renewals are steadily arriving in port so to speak which is encouraging. Speaking of such matters we are still keen to hear from anyone that would be interested in taking on the Treasurer's role to give John a much well deserved break.

In terms of a program of events for us in 2021 I am working on a proposal for an excursion in the first quarter of 2021 that could involve a combination of the following options:

- From Docklands the ferry to Geelong / Portarlington then bus on a scenic trip across to Queenscliff then ferry to Sorrento then charter bus back to Melbourne via Port Phillip Bay
- As above but travelling from Sorrento to Stony Point then Hastings and Docklands
- Train to Geelong then ferry back to Docklands
- As above but reverse

My 14yo son Domenic is keen to try a 'two day round the bays' trip but I think in all seriousness we need to start small. Please feel free to contact me on 0432 012 118 or steven@pmi.net.au to discuss and share any ideas you might have for our meetings or future events.

Finally there was an article published in several newspapers in recent weeks reporting that significant delays were being experienced at ports such as Port Botany due to the flow-on impacts of COVID-19 restrictions and the increase in people ordering goods online that was coming from overseas. Everything from car parts to furniture and things in between was affected. It is a sobering reminder of how much we rely on shipping to provide goods and also for export as well.

Steven Haby WSS Victorian Branch President

Searoad Tamar Sold



SeaRoad Shipping have sold the longstanding 1991 built Bass Strait stalwart *Searoad Tamar* for a reported \$US1.3M to Greeks where she will no doubt spend the rest of her trading life in the Mediterranean. She is to be replaced by the 2020 built RO/RO *Liekut* until SeaRoad's new vessel is constructed and enters service in 2023 with the *Searoad Tamar* is to be handed over to her new owners on the 5/4. The last vessel built at Newcastle's Carrington Slipway, *Searoad Tamar* had a relatively trouble-free career although many will remember the voyage in the 90s where she lost a lot of cargo overboard including a container of plastic bags that washed up on Sorrento / Portsea back beach – after this incident the Naval architects got together and worked out the only way to make her less stable was to add the module up forward which was done in Western Australia some time later

The Siem owned *Liekut* is the last vessel to be constructed at Flensburger and was laid up upon delivery before eventually moving to the Polish port of Gdynia. She has undergone 'Australian' modifications including deck strengthening, installing barriers and drainage as well as modifying the stern ramp to suit the berth in Devonport. *Liekut* is similar but larger *Searoad Mersey II* with around 70% more lane metre capacity than the vessel she replaces. *Liekut* has around 4,076 lane metres compared to the 1,406 of the *Searoad Tamar*.

Photo below from F.Vornholt / Shipspotting of her on sea trials. Above photo from Graham Flett.





Port of Melbourne

Container Ships

Cape Moss, IMO 9445916, 35,878 GT, 212m loa, 41,411 dwt, 2,758 teu – 4 x 45mt cranes, Marshall Islands flagged and built in 2011 at China's Guangzhou Wenchong Shipyard and a sister to several ships that called here many years back including *Calandra*, *POS Sydney* and *POS Melbourne*. This one has joined MSC's Capricorn Service from SE Asia to Australia and return via New Zealand and was at ESD over the 2 – 3/2. She is registered to Cape Moss Navigation Co Ltd of Cyprus, beneficially owned by Marine Fleet Ltd of the Marshall Islands, managed by Columbia Shipmanagement of Cyprus and she is now on charter to MSC. Photo from Dale Crisp.



Cape Citius, IMO 9848742, 31,622 GT, 186m loa - 34.8m PP beam, 36,634 dwt, Maric 2700 class containership known as the 'Chittagongmax' 2,756 teu/ 700 reefer - 3 x 45 mt cranes, flagged in Cyprus and built / launched in Dec 2020 at Guangzhou Huangpu Shipyard as one of four sisters for Cape Shipping SA of Greece – in total 15 of this class are to be built for Lomar Shipping, Tufton Oceanic, Peter Dohle, Log-In Logistica, X-Press Feeders and of course Cape Shipping which has all four chartered out to Gold Star Line. She was alongside at ESD over the 8 – 10/2 for the first time and her registered owner is Luna Seatrading Inc of Greece, commercial managers and operators are GSL – Gold Star Line with Cape

Shipping of Greece her beneficial owner and manager. She appears to be a sister to the recently seen *Bright* but with the addition of cranes. Photo from Lester Hunt .



OOCL Canada, IMO 9477880, 91,563 GT, 334m loa – 42.8m PP beam, 101,411 dwt, 8,888 teu, flagged in Hong Kong and built in 2011 at Hudong Zhonghua Shipbuilding as one of four sisters including the *OOCL Miami* / *OOCL Beijing*. The largest ship to berth at WSD so far eclipsing the previous record holder *Conti Courage* by 73cm, she has replaced the *Xin Da Lian* on A3S for one voyage and then takes the place of the *COSCO Indonesia* on the A3C service from NE Asian ports to Australia. Her registered owner is Newcontainer No52 MI Shipping of Hong Kong with her beneficial owners, managers and commercial operators being the COSCO owned Orient Overseas Container Line. Photo from Ali Greenwood.



Venetia, IMO 9400203 GT, 268m loa, 52,788 dwt, 4,250 teu, flagged in Portugal and built in 2010 at CSBC Corp Taiwan. She was launched as the *Hammonia Venetia* but delivered as *Valparaiso Express* and charter to Hapag Lloyd before reverting to her house name in 2012. She then reverted to her current name in 2016 and was at VICTL Webb Dock over the 21 – 22/2 having replaced the *Seaspan New Delhi* as COSCO's contribution to the ASAL service from SE Asia. Ships on this service are *OOCL Panama*, *OOCL Norfolk*, *Seaspan New Delhi* (returns next voyage), *Venetia* and the *Holsatia*. Hapag Lloyd removed the 306m *Jazan* and *Al Hilal* due to their size and subsequent delays at this berth (most are of the 334 variety here and there is only 600m of wharf apron). This vessel is registered to, beneficially owned and managed by Peter Doehle Schiffahrts GmbH & Co KG of Germany. Photo from Dale Crisp.



PL Germany (formerly *APL Germany* photographed outward bound after being missed on her last voyage – Dale Crisp



And here is the oddly named *Mate*, the former *Kota Ekspres* making her way to Swanson Dock after PIL's withdrawal from the AUST/NZ – USWC trade lane – Dale Crisp.

Tankers

Vukovar, IMO 9707819, 29,785 GT, 183m loa, 49,990 dwt, chem/prod tanker flagged in Croatia and built in 2015 at the popular Hyundai Mipo Dockyard in South Korea and one of many sisterships built there. After doing two Australia – Singapore round trips it was her turn to visit Melbourne this time and she was at Holden Dock over the 31/1 – 1/2 discharging 25,000mt of petroleum products for importer ExxonMobil. It has been a while since we have seen a Croatian vessel and this one is registered to Vukovar Shipping LLC of Croatia, her beneficial owner and managers are Tankersska Plovidba DD of Croatia and she is currently operating within the Scorpio Commercial pool of MR Tankers. Sailed for Adelaide to complete discharge. Photo from Dale Crisp.



Stavanger Eagle, IMO 9412995, 55,898 GT, 228m loa, 105,355 dwt, Aframax tanker flagged in Panama and built in 2009 at Sumitomo H.I. at Yokosuka originally as the *Eagle Stavanger* for American Eagle Tankers before sale in January 2021 for a reported \$18.5 million to Greek outfit Coral Shipping. After waiting for the Suezmax *Moscow Spirit* to sail, she was alongside at Gellibrand Pier over the 17 – 26/2 discharging 85,000mt of NW Shelf condensate loaded from the Shell controlled Prelude LNG facility NNE of Broome in the Timor Sea. Prelude FLNG – the largest Floating Liquefied Natural Gas Platform in the world and is a joint venture between Royal Dutch Shell / INPEX/ Kogas. Her registered owner is Eagle Stavanger KS of Norway, beneficial owners are DSD of Norway (Det Stavangerske Dampskibsselskab AS of Norway, managers are DSD Shipping AS of Norway and she is still under commercial management and operation from Teekay Shipping of Singapore.



It was announced on the 10/2 that the ExxonMobil owned / operated refinery in Altona would cease to be a refinery by the end of June and that petroleum products would be imported and current tanks would be used for the storage of the fuels – so despite all the Government money that has been put into the refinery, all the tax breaks and finally the thought process that Suezmax vessels would make the difference between staying open or closing. Only two refineries will now exist in Australia after this closure – the Vitol / VIVA refinery in Geelong and the Caltex refinery in Lytton, Brisbane. More to come in following newsletters.

Also I featured a story last month about the *Minerva Doxa* becoming the ship with the largest discharge amount for the Port Of Melbourne / Gellibrand Pier – that was the case when the story was written – however the receivers decided to onsell some of the cargo to Caltex in Brisbane and as a result she discharged her cargo here over two calls leaving for Brisbane in between !!!

Bulk Carriers / General Cargo / Etc etc

Xia Men Ze Ping, IMO 9304019, 20,471 GT, 178m loa, 27,415 dwt, general cargo ship – 1,364 teu / 2 x 45 – 2 x 40mt cranes, Chinese flagged and built in 2006 at Kouan Shipbuilding at Taizhou originally as the *PAC Deneb* 2006 – 2016, *Deneb* 2016 -2018. She was alongside at C Appleton Dock over the 6 – 8/2 discharging breakbulk cargo from the various NE Asian ports on voyage charter to Austral Asia Line – their normal vessels appear to be spending time moving empty containers around the world at very high charter rates hence the chartered in tonnage. Her registered owner is Xiamen Qiyuan Shipping Co Ltd of China, beneficial owners are most likely some division of COSCO with her management and operation from Jiangsu Fareast Shipping Co of China.



Star Mistral, IMO 35,812 GT, 199m loa, 63,306 dwt, Crown63 class Supramax flagged in Liberia and built in 2014 at Yangzhou Dayang Shipbuilding and one of a very popular design. After loading a wheat cargo for Subic Bay from Kwinana she ballasted to Melbourne and was alongside at F Appleton Dock over the 27 – 25/2 loading 46,000mt of barley for the U.A.E. port of Dammam a/c shipper Emerald Grains. She is registered to Misty Sea Navigation Corp of Liberia, beneficially owned and managed by the Kalogiratos Family's Primerose Shipping Co Ltd of Greece and she is commercially managed and operated by SwissMarine Services SA of Switzerland. Photo from Glenn Ross as she anchored on the 27/2 to fumigate holds before setting sail for the the Gulf.



The Greek owned *Aktea R* alongside at F Appleton Dock and in the process of completing cargo in hatch one and then subsequent sailing for Indonesia with 25,000mt of wheat. A former visitor she is Greek owned by Roussos Shipping. Photo from Paul Finnigan.

Port of Geelong

Tankers

Nave Atria, IMO 9459060, 30,052 GT, 183m loa, 49,992 dwt, chem / prod tanker flagged in Panama and built in 2012 at Dae Sun Shipbuilding in Busan, South Korea and one of many sisters. A replacement vessel for the initially scheduled *New Breeze*, she was alongside at REF2 over the 7 – 16/2 discharging (slowly) 30,000mt of Maui condensate loaded at New Plymouth, NZ. Her registered owner is Sea 66 Leasing Co Ltd of Hong Kong, beneficial owners are the financiers China Merchants Bank of China with managers and commercial operators being Navios Tankers Management Inc of Greece - she was sold by Navios and leased back with further purchase options after six years. Sailed for Singapore on completion. Photo by John Nunn.



Briolette, IMO 9524982, 56,326 GT, 228m loa, 104,588 dwt, Aframax flagged in the Marshall Islands and built in 2011 at Sumitomo H.I. at Yokusuka originally as the *Rich Duke II* for Fuyo Kaiun until 2015, then she became *Maersk Jamnagar* for Maersk until 2019 and was sold in 2019 to her current owner. She was alongside at REF4 over the 15 – 21/2 discharging 40,000mt of condensate from the Malaysian port of Labuan and 32,500mt of Miri crude also from Malaysia for Vitol / Viva Energy. She is registered to Tarawa Shipping Co Inc of Greece, beneficial owners are Performance Shipping Inc of Greece with Unitized Ocean Transport Ltd of Greece her commercial manager and operator. Sailed for Port Bonython on completion to load for Geelong and she was due back on the 27/2. Photo from John Nunn – the Maersk buff superstructure paintwork is slowly being painted out and the duck blue hull looks odd with the the now predominant white paint job !!



Seatrust, IMO 9274800, 62,877 GT, 250m loa, 114,549 dwt, Aframax tanker flagged in Malta and built in 2004 at Samsung H.I. at Geoje, South Korea as the *Sparto* for NS Lemos / Enesel until her sale in 2018. She was alongside at REF4 over the 22 – 24/2 discharging 78,500mt of Indonesian Bayu Urip crude oil loaded in at their installation in Eastern Java for importers Vitol. Her registered owner is Swan Marine Ltd of the Marshall Islands with beneficial ownership, management and operation from Greece's Thenamaris Ships Management. Sailed for Singapore on completion. Photo from Michael O'Connor as she enters Port Phillip.



Bulk Carriers / General Cargo etc

Berge Tateyama, IMO 9866706, 35,752 GT, 199m loa, 63,511 dwt, I-Star61 Ultramax flagged in the Isle of Man and built in 2020 at Shin Kasado Dockyard at Kudamatsu. After ballasting from KoSichang, Thailand, she was alongside at BGP3 over the 25 – 29/1 loading 50,000mt of barley bound for the U.A.E. port of Dammam a/c shipper Cargill. Named after a mountain in Japan (also referred to as Mount Tate), her registered owner is Berge Tateyama Co Inc of Singapore, beneficial owners are Berge Bulk Ltd of Bermuda, with her commercial managers and operators being Berge Bulk Maritime Pte Ltd of Singapore. Photo from Kevin Finnigan.



Lisa Auerbach, IMO 9388900, 9,611 GT, 138m loa, 12,684 dwt, general cargo ship - 665 teu / 2 x 150mt cranes, flagged in Liberia and built in 2008 at Qingshan Shipyard as the *Beluga Finesse*, a name she held until *Beluga*'s fall from grace in 2011 and then just *Finesse* from 2011 to 2018. She is a former caller as *Beluga Finesse* many years ago but she had an interesting cargo for Geelong which was what is known as a 'Christmas Tree' in the offshore world which is basically an expensive kit that sits on the sea floor to control the well. This cargo was loaded in Port Kelang and it was discharged in Geelong over the 29-30/1 before she sailed for Melbourne where she discharged construction steel from Abu Dhabi and prefabricated steel from Batu Ampar in Indonesia at Appleton Dock. Her registered owner is MS 'Auerbach' Schiff GmbH & Co KG of Germany, beneficial owners are Auerbach Schiffahrts GmbH & Co KG of Germany, managers are Auerbach

Bereederung GmbH & Co KG and she is under commercial management and operation from BBC Chartering & Logistics of Germany. Sailed for Newcastle on completion. Photo by Roger Hurcombe.



MSXT Cathy, IMO 9849057, 36,730 GT, 199m loa, 63,342 dwt, Dolphin64 Ultramax bulker flagged in Liberia and built in 2019 at Nantong Xiangyu Shipbuilding. This ship over the last month or so has discharged a full cargo of soya bean mill in Brisbane, Newcastle and Kwinana before ballasting to Geelong to load 26,000mt of wheat for the Filipino port of Subic Bay which she did over the 2 – 6/2 with the shipper being Bunge. This vessel seems to have recently changed hands and is now registered to Minyi 24 Ltd of Hong Kong, beneficial owners are the Qingdao based Seacon Shipping with managers and commercial operators being Seacon Shipmanagement of Hong Kong – interestingly the MSXT is derived from Minsheng Trust of Hong Kong. She sailed for Portland to top up with a further 30,000mt of cargo. Photo from Toby Shelton.



Western Singapore, IMO 9856270, 35,906 GT, 199m loa, 63,688 dwt, Dolphin64 class Ultramax flagged in Panama and built in 2020 at Nantong Xiangyu Shipbuilding in 2020 and a sister to the recently seen *Berge Catherine*. On her 6th commercial voyage, she was alongside at Lascelles 2 over the 6 – 11/2 discharging 36,000mt of rock phosphate loaded in the Moroccan port of Jorf Lasfar for shipper /importer Koch Industries

– it is the first shipment from here in many years and is one of the purist phosphate / Phosphorous in the world. Her registered owner is Ratu Shipping Co Ltd of Japan, beneficial owners and managers re Nisshin Shipping Co Ltd of Japan and she is on long term charter to Western Bulk of Norway but commercially managed and operated out of their Singapore hub. Sailed for Newcastle to complete discharge. Photo from Toby Shelton.



Agia Eirini Force, IMO 9340063, 31,236 GT, 190m loa, 55,624 dwt, Mitsui56 Class Supramax flagged in the Marshall Islands and built at Mitsui Engineering & Shipbuilding at Tamano in 2008 originally as the *Gemini Pioneer* for charter to MOL and a name she held until 2019 and subsequent sale. After a few days drifting off port and then a few more at anchor off Melbourne, she was alongside at 1 North Corio over the 7 – 20/2 loading 30,000mt of wheat for the Filipino port of Illigan a/c shipper Bunge. She is registered to Vega Brightness Maritime Ltd of Greece, beneficial owners and managers are Polforce Shipping Co SA of Greece and she is time chartered out to commodities trader Bunge Agribusiness. Photo from Ali Greenwood.



La Richardais, IMO 9646900, 25,725 GT, 180m loa, 40,481 dwt, Deltamarin37 class handysize flagged in Malta and built at Tianjin Xingang Shipbuilding and one of ten sisters, all of which have now called at a Victorian Port with the arrival of the *La Richardais* And she was alongside at Lascelles 3 over the 9 – 11/2 discharging 21,000mt of calcite loaded in Gladstone for shipper Omya Southern and on voyage charter to CSL. She is registered to Saint-Malo Finance SNC of France, beneficially owned by Louis Dryfus Armateurs

SAS of France with commercial management and operation from LD Bulk SASU of France but operated out of their Singapore hub. Sailed for Hobart to complete discharge. Photo from Kevin Finnigan.



Oceania Graeca, IMO 9841952, 44,095 GT, 229m loa, 82,033 dwt, Kamasarmax flagged in Cyprus and built in 2019 at Jiangsu Newyangzi Shipbuilding. It has been a while since we have seen one of this fleet in our waters and the Oceania Graeca was alongside at BGP3 over the 10 – 13/2 loading 50,000mt of barley for the port of Saudi port of Jeddah a/c shipper Graincorp. Her registered owner is Oceania Graeca Navigation Ltd of Greece, beneficial owners are Angelakos Hellas SA of Greece, a company founded in 1970 by Evangelos Angelakos, managers are subsidiary Cosmonav Shipmanagement of Greece and she is currently under Oldendorff time charter. Photo from Quinton Pettigrove.



Genco Pyrenees, IMO 9511832, 32,837 GT, 190m loa, 58,018 dwt, Crown58 supramax flagged in the Marshall Islands and built in 2010 at Yangzhou Dayang Shipbuilding as the *Pearlor* for the French outfit Setaf Saget but sold prior to delivery along with many sisters, this one with her current name. After part discharging in Port Lincoln, she was alongside at 2 Lascelles over the 19 – 21/2 discharging 19,000mt of urea loaded in the Saudi port of Ras Al Khair on voyage charter to Panocean Shipping of South Korea. She is registered to Genco Pyrenees Ltd of the USA, beneficial owners GENCO Shipping & Trading with Wallem Shipmanagement her commercial managers and operators. Sailed for Newcastle to complete discharge. Photo from Lester Hunt.



SSI Splendid, IMO 9848077, 36,353 GT, 199m loa, 63,562 dwt, DOLPHIN64 class Ultramax flagged in the Marshall Islands and built in 2019 at the Jinling Shipyard at Nanjing. Another one loading a grain cargo and she was at BGP3 over the 21 – 23/2 loading 49,000mt of wheat for the Thai port of Kosichang a/c shipper Graincorp. Her registered owner is Meridia Shipping Inc of the U.A.E, beneficial owners and managers are Turkey's Densay Shipping & Trading DMCC. The 'SSI' is derived from the owners private businessShipping Industry – although from a past vessel several years ago it came from Shivarama Steel Industries of India (maybe coincidence) !! Photo from Roger Hurcombe.



Bunun Ace, IMO 9628570, 23,274 GT, 179m loa, 37,744 dwt, IS Bari-Star38 class handysize flagged in Panama and built in 2013 at Imabari's Shiminami Shipyard. Another of this popular design to visit our shores and after part discharging some cargo in Brisbane, she was alongside at Lascelles 1 over the 24 – 26/2 discharging 14,500mt of soda ash loaded in Portland, Oregon for importers Natrio / Redox and O-I. Her registered owner is Bunun Marine SA of Taiwan, beneficial owners and managers are Wisdom Marine Lines SA of Taiwan and she is currently under commercial management and operation from Pacific Basin Carriers of Hong Kong. Sailed for Adelaide to discharge more cargo. Photo from Chris Mackey alongside in Brisbane.



Kota Bahagia, IMO 9593672, 18,169 GT, 161m loa, 24,964 dwt, general cargo vessel – 1,497 teu 1 x 60 / 2 x 100mt cranes, Singapore flagged and built in 2011 at Dalian Shipbuilding as one of seven sisters. This vessel was over two months late after she sustained a fire in hatch 1 whilst in the port of Napier and was eventually alongside at 1 South Corio over the 26 – 27/2 discharging some wind blade compnenets loaded in China. She is registered to PSI 2 Pte Ltd of Singapore with her beneficial owners, managers and commercial operators being Pacific International Lines of Singapore. Photo from Harvey Wilson and taken in Singapore.



Previously seen but not photographed is the *African Goshawk* and here she is approaching Port Philip with a full load of urea from the Persian Gulf – Lester Hunt.

Port of Hastings

Nord Olympia, IMO 9747132, 29,513 GT, 182m loa, 49,995 dwt, chem/prod tanker flagged in Panama and built in 2018 at Japan's Onomichi Dockyard. She was alongside at Crib Point over the 18 – 20/2 discharging 30,000mt of petroleum products loaded in the South Korean port of Yosu for importers United Petroleum. She is registered to Fractal Marine Corp of Denmark, beneficially owned by the Orix Corporation of Japan which has her on long term charter to DS Norden AS of Denmark and she is commercially managed and operated within the Nororient Product Pool of MR2 tankers. Sailed for Port Botany to complete discharge. Photo from Stuart Bachmann.



George Jacob, IMO 9482859, 43,904 GT, 228m loa, 75,618 dwt, Panamax LR1 class products tanker flagged in Liberia and built in 2011 at Dalian Shipbuilding as one of sixteen sisters, 12 for the BW Group and four for Ernst Jacob. She was alongside at Crib Point over the 25 – 27/2 discharging 30,000mt of diesel products loaded in the South Korean port of Onsan for importers United Petroleum. Her registered owner is Jacob Tank Zweite Beteiligungsgesellschaft & Co KG of Germany, beneficial owners and managers are Ernst Jacob GmbH & Co KG of Germany and she currently operates out of Singapore in the Navig8 LR8 Pool of product tankers. Sailed for Bell Bay to continue discharge. Photo from Chris Mackey on its previous visit to Brisbane.



Port of Portland

Voge Emma, IMO 9464948, 22,683 GT, 187m loa, 36,839 dwt, Handymax flagged in Liberia and built in 2011 at South Korea's Hyundai Mipo Dockyard. She was alongside over the 24 – 26/1 loading 30,000mt of ilmenite for the Chinese port of Zhanjiang a/c shipper Iluka Resources. She is registered to Avior Gmbh & Co KG of Germany with her beneficial owner, manager and commercial operator being H.Vogemann Reederei Gmbh & Co KG of Germany. Photo from Martin McKeever



BTG Matterhorn, IMO 9731822, 43,229 GT, 229m loa, 81,060 dwt, Kamsarmax flagged in the Bahamas and built in 2016 as one of six sisters for Norway's Bulk Trading Group and all named after mountains. Straight from dry dock, she was alongside at berth 5 over the 27/1 – 3/2 slowly loading 33,000 mt of canola a/c shipper Bunge. *BTG Matterhorn* is registered to BTG Shipowning VI Ltd of Bermuda, with her beneficial owners being KGJS AS of Norway – Kristian Gerhard Jebsen Skipsrederi. She sailed for Adelaide to load a further 30,000mt of canola with all cargo bound for the Dutch port of Rotterdam. Photo by Joy Smith.



Medi Portland, IMO 9782625, 34,808 GT, 199m loa, 60,192 dwt, Ultramax flagged in Panama and built in 2018 at Onomichi's yard at Saiki H.I. This namesake ship was alongside at berth 5 over the 7 – 21/2 slowly loading 45,000 mt of wheat for the Filipino port of Batangas a/c shipper Riordan Grains. Her registered owner is Southern Route Maritime SA of Japan, beneficial owners and managers are Nissen Kaiun Co Ltd of Japan which has her long term time chartered to disponent owner / commercial manager and operator D'Amico Dry DAC, an Italian company domiciled in Ireland. Photo from Joy Smith



Letizia Oetker, IMO 9731717, 34,748 GT, 199m loa, 61,288 dwt, I-Star61 class Ultramax flagged in Liberia and built in 2015 at the Shin Kasado Dockyard at Kudamatsu originally for five year charter to Ultrabulk as the *Ultra Letizia* with that charter ending in late 2020. After part loading in Newcastle, she was alongside at berth 5 over the 23 – 28/3 loading 10,500mt of beans (one hatch) for the port of Egyptian port of Adibiyah a/c shipper ADM. Her registered owner is MS 'Letizia Oetker' Schiffahrts GmbH & Co KG of Germany, beneficial owners are AO Schiffahrts GmbH & Co KG of Germany (Alexander Oetker), managers are Orion Reederei of Germany and she is now commercially managed and operated by Oldendorff Carriers. Photo from Mark Keane.





The Japanese built *Royal Harmony* arrives with urea from Malaysia in perfect condition for Lester Hunt's drone. She is head chartered to Mitsui - OSK Lines and she has been sublet to commodities trader Cargill BV of the Netherlands.



Sapura Constructor inbound for Geelong – she has been working on both the Yolla Platform and Thylacine Project lately – Photo from Owen Foley.



Pacific Hope discharging furnace slag from Japan at 6 Yarraville. She is head chartered to Hyundai Merchant Marine and sub chartered to South Korea's Global Maritime Trust – Photo Paul Finnigan.

ANARE's Chartered Ships Pt Two, continued.

RIVER FITZROY and TOTTAN. By Mike Carolin & Bruce McBAIN.

After ANARE's experiences with their first two ships, *Wyatt Earp* and *Labuan*, one would have thought ANARE might have been a bit more circumspect with their 3rd. ship. So a fully laden cargo freighter half way through a voyage would not be an ideal choice for a voyage to sub-Antarctica coming on winter. Out of all the vessels on the Australian Coast in 1951, surely there was something more suitable? However historical records say 'No', and ANARE, in urgent need of a relief vessel to re-supply Macquarie Island following the damage to *Labuan*, chartered a vessel called the ***River Fitzroy*** from the Australian Government Line: the ASB. The full story and history of this ship is contained in the NAA book recently published called : "ANL A Fleet History of The Australian National Line" (see the website www.nautical.asn.au).

To quote from the ANL book: _ "In April 1951, late in the southern resupply season prior to winter, ANARE found itself caught short after their supply ship, the landing ship (LST) *HMAS Labuan*, had broken down on a voyage back from Heard Island. Without any notice it was impossible to find a suitable ship with the endurance for a voyage to sub- Antarctic Macquarie Island to resupply the base there. To deal with the emergency the ASB allocated the ***River Fitzroy***. The ship, under command of Capt. M. W. Mathers, was fully loaded with iron ore on an eastbound voyage from Whyalla to Port Kembla. She was diverted to Melbourne where she berthed 25/04/1951."



(Note:- The ***River Fitzroy*** was one of 13 war-time built general cargo freighters built in Australia, and operated after the War by the Australian Shipping Board (ASB), which was a Federal Government department. She was 5,001 gt., 8,555 deadweight, 449' (157m) loa x 56'8" (17m) beam and 24'6" loaded draft. She was built at Evans Deakin in Brisbane; launched 22/04/1944, and commissioned 16/11/1944: Mc Donald Hamilton managers for the AUSN, and the Australian Govt.; becoming under ASB control in 10/1947. Triple-expansion steam engine, speed 11 knots. 5 holds and 'tween decks, 10 x 5 ton derricks, 1 x 20 ton heavy lift derrick, 44 crew, and accommodation for 70 men.)

“ The ***River Fitzroy*** sailed from Melbourne on Sunday 28th April and encountered gale force winds during the run south, arriving at Macquarie Island on 04/05/51. Discharging into the two Army DUKWS which she carried south proved to be extremely difficult as was instanced with the landing of a bulldozer that was swinging precariously on the end of a heavy-lift derrick in a heavy swell, and the ever-present possibility of punching a hole in the ship's side. Later one of the DUKWS was wrecked and in the end the 2nd Officer and three deck crew had to row the ship's whale boat through the surf to retrieve Dr. Law: the Director of ANARE, and his three returning scientists. Dr. Law none too happy about it, and later wrote in his book 'How to be Lucky' that “during the voyage we had men pilfering the ANARE cargo, and at Macquarie Island problems with Union expeditions resulting in the crew refusing to carry out deck duties under conditions regarded as normal by the crews of our previous expedition ships”. Notwithstanding, it was an onerous task for which the crew had not volunteered. For a week's cargo work they received waterside workers pay in addition to their normal pay, but deserved a good deal more. After eight days the ship headed north on 13th May for Hobart to disembark the ANARE personnel. In the course of the three and a half days passage back to Hobart a lifeboat was smashed. The ***River Fitzroy*** finally arrived in Newcastle on 21st. May 1951 to discharge the iron ore cargo she carried throughout.”

A personal note:- I think this was probably Dr. Law, and ANARE's, first experience with 'Seamen's Union of Australia' (SUA) crews, and of course they were working to Union Rules. These are many, varied and require some interpretation to work with. They govern every aspect of work on an Australian merchant ship, including hours of work, wages, overtime, penalty rates, extra allowances, working on Saturdays, Sundays, and Public holidays, leave accruals, food, meal hours, and so on. In times of emergency or urgent work the crew will respond accordingly, but otherwise it's 'work to Union rules'! After the RAN crews on the *Wyatt Earp* and *Labuan*, it must have been a bit of a shock to Dr. Law that the crew would longer hours per day because “the weather was good”. Some reports say the crew did very well, considering the circumstances.

After one voyage for ANARE, the *River Fitzroy* dropped all the ANARE gear and personnel at Hobart, and sailed from there for Port Kembla to resume her normal commercial life; mostly iron ore and coal cargoes. She was sold 3/1963, and was broken up in Japan 5/1963.



TOTTAN

After a search for a more suitable vessel to service Heard and Macquarie Islands than *Wyatt Earp*, *Labuan* and *River Fitzroy* had proved to be, the Minister for External Affairs Mr. R G Casey later Baron Casey announced on 25 January 1952 that a vessel “perfectly suited for Antarctic voyages” had been sub chartered from Expedition Antarctique Francaise and would be available to ANARE at the end of the current relief voyage to Adelie Land.

Designed and built as a corvette what became *Tottan* was launched from John Brown's Clyde shipyards post hostilities in 1945. Not being required by the RAN, an engineless hull was towed to Norway where she was fitted with 4 stroke KRUPP diesel engines with the intent to modify it as a coastal passenger ship. It seems either *Tottan* was not suited for that trade or conversion costs were prohibitive but, in any event, commercial life began as a less glamorous Norwegian sealer under the ownership of Partrederiet Tottan. After a period as a sealer *Tottan* was chartered to replace *Commandant Charcot* in servicing French Adelie Land.

Tottan as finally completed was 540 gross tons, a length of 74m and capable of 11 knots, she had 2 holds, 2 hatches and 2 booms and winches. *Tottan* also had freezer and cool cargo capacity. Although only slightly bigger than *Wyatt Earp*, *Tottan* was newer and, despite some engine issues was more powered, had a bow strengthened against ice and was more stable in angry waters than *Wyatt Earp* and *Labuan* had been.

Tottan made a total 4 voyages to Heard and Macquarie Islands.

Expedition Leader	Master	Depart Melbourne	Destination
Philip Law	LL Fredriksen	19-02-1952	Heard and Kerguelen Islands
Philip Law	LL Fredriksen	24-03-1952	Macquarie Island
Jeremiah Donovan	Hans Christian Andersen	05-02-1953	Heard and Kerguelen Islands
Jeremiah Donovan	Hans Christian Andersen	23-03-1953	Macquarie Island

Tottan being small was not equipped to carry DUKWS, so instead cargo was unloaded and transported to shore by inflatable pontoons with wooden decking.

The first voyage under Australian sub charter became a mercy relief for 6 huskies who had arrived in Melbourne aboard *Tottan* on 5 February 1952, with the intent of being transferred to France. Quarantine restrictions meant the dogs were not permitted ashore and the Master/Owner Captain Engerbretsen said they would be destroyed. Philip Law intervened and saved the dogs by agreeing to take them to Heard Island on *Tottan's* next voyage.

I am uncertain about catering aboard *Tottan* during its Australian voyages but Captain Engerbretsen who commanded the vessel prior to the Australian sub-charter is quoted as saying "without wine it is impossible to live" adding that under French Charter the *Tottan* had capacity for 6000 litres of Vin Rouge which he said was then diluted with equal parts of water.

Despite its capability, *Tottan* voyaged through hostile waters, and was thrown around by the seas. On one occasion rough seas destroyed the sheep pen's, resulting in an immediate upgrade for the sheep to the Captains Bridge,

THE Adelaide Advertiser reported on 6 March 1953 that *Tottan* had come close to twice being wrecked off Heard Island, firstly when caught by a sudden fierce storm. *Tottan* was driven within 100 yards of a Rogers Reef a jagged and rocky headland whilst attempting to retrieve a dragging anchor which ultimately to save *Tottan* was jettisoned. 4 days later whilst attempting to retrieve the anchor the engines failed and a hawser twisted around her rudder, disabling *Tottan*, again she came perilously close to jagged rocks. Fortunately, at the last minute the engines were restarted and the propellor blades cut the hawser enabling a narrow escape from what appeared would be certain disaster. The delay caused by the storm meant however an eagerly anticipated but unscheduled call at McDonald Islands was cancelled

Tottan on the return voyage again had a narrow escape which demonstrated its seaworthiness, when 1300 kms from Perth it was struck in the early hours of March 6, 1953 by hurricane Force winds, described by officers as the worst seas they had experienced. *Tottan* was forced to heave to for over 22 hours during the storm which loosened deck cargo and flooded cabins as huge waves described as huge smoking plumes crashed over the ship. Cascades of water washed across the heaving deck and the horizon seemed to roll 70 degrees at a time. The mast was encrusted with ice and those bunked in the bows were thrown up and down as *Tottan* was battered by 50' waves, fortunately despite the conditions there were no injuries. In the galley, plates skated 10' down mess tables and cooking pots were catapulted to the deck.

On 16 April 1953, *Tottan* arrived at her North Wharf berth for the last time. Next relief voyage would be undertaken by *Kista Dan* and this time the destination would be Mawson Base on the mainland.

This however was not the end of *Tottan*'s polar service. After leaving Australia she primarily operated in the Arctic region but in 1955 & 1956 returned to the Weddell Sea for the British Royal Society as part of the International Geophysical year.

In 1960 *Tottan* was again undertaking sealing and fishing activities in Canadian Waters and in 1976 was converted to a diving and salvage vessel. We have no further record of her service and would be grateful for any update.

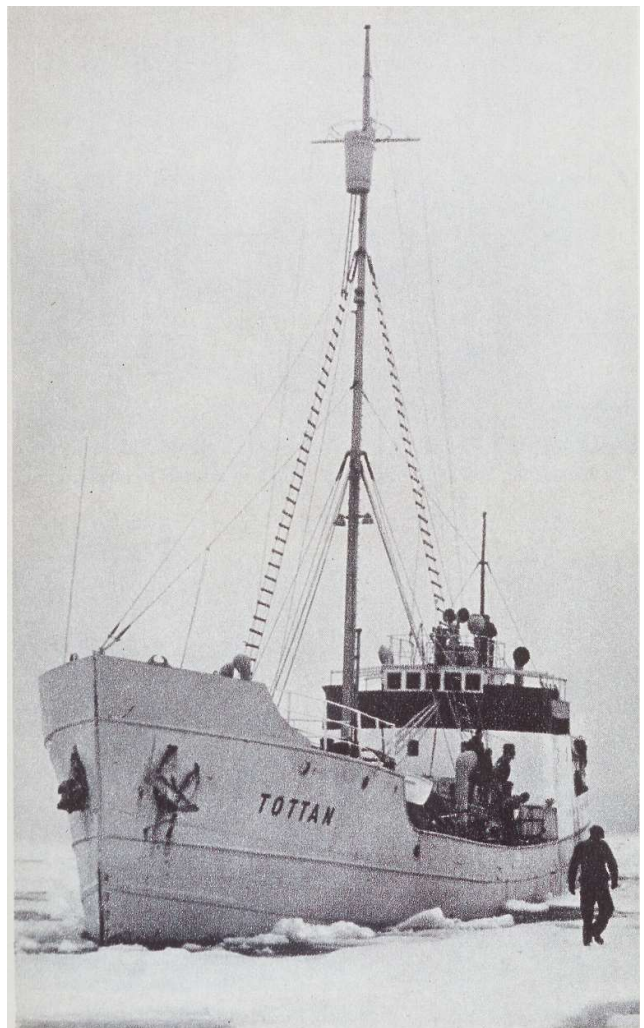


Tottan in Hobart above and below.



Tottan photos are reproduced from the ANARE website.

Tottan in ice.



Spanish Influenza and the SS Boonah. Part Two.

By Maurie Huchinson. SSV

Because of the level of feeling among the public the ship was declared free of infection and departed for the east via Albany on 20 December after nine days at anchor. That this was not true is apparent, as four more men came down with the flu before the *Boonah* reached Albany. These men had been separated from the others during the short passage and were taken ashore to the quarantine station on arrival.

The ship was in need of more coal for the passage to Adelaide as the concerns over bringing the infection ashore while coaling in Gage Roads had prevented this from happening. Difficulties arose with the waterside workers in Albany who had watched the drama unfolding in their local press. Understandingly they were worried about the dangers they faced if they boarded the ship. The union tried to reach an agreement with the ship's owners for compensation should any labourer become ill, lose time at work, be quarantined or die from the flu. With no agreement reached a coal hulk was brought alongside and the coal was loaded onto the ship by the crew and the healthy troops.

The final leg of the journey departed from Albany on 24 December and arrived at Adelaide five days later with fourteen new cases of pneumonic influenza. These men were immediately taken ashore to the Torrens Island quarantine station. On the following day 29 December the remaining 414 men also were taken to



Torrens Island bringing to an end their voyage of around ten weeks aboard the *Boonah*. All enjoyed a hot bath followed by a nourishing hot meal. Conditions at Torrens Island were a great improvement with the men accommodated in wooded buildings and provided with adequate food of good quality. During the summer days they had plenty of opportunity for sports and other outdoor activities during the daytime but there was little to do in the evenings. Those who avoided contracting the infection, together with those who had been ill, were released after a further three weeks of convalescing and quarantine. There were no deaths among the men while at Torrens Island.

By the time all those taken to Woodman's Point had been released twenty-seven Australian and New Zealand troops and four of the nurses who had been caring for them had died. The men from the eastern states in most cases returned home by train after being released. The SA troops taken to Torrens Island aboard the *Boonah* returned directly to their homes while many bound for the eastern states were carried aboard the troopship *Leicestershire* to Melbourne disembarking on 22 January. Nearly 170 Victorians had arrived in Melbourne by train two days earlier. Those from NSW and Qld returned home by train from Melbourne and those bound for Tasmania on the Bass Strait ferry, *Loongana*.

The book, *The Boonah Incident* by Ian Darroch 2004 provides a detailed account of the Spanish Flu aboard the ship and a great deal of information is available on the internet. The two best references for the story of the ship during WWI (though rather rare and difficult to find) are *The Official History of Australia in the War of 1914–1918 Volume IX – The Royal Australian Navy, 1914–1918* by Arthur W Jose, first published in the 1920s, and *Sea Transport of The AIF* by Greville Treagarthen, Melbourne, Naval Transport Board, June 1925. Information about the effects of the pandemic throughout Australia can be readily found on the internet.

s.s. *Boonah* ex-Melbourne

The steamship *Melbourne* was launched by Flensburger Shipyard, Flensburg, in 1912 for the Deutsche-Australische Linie, Hamburg (German-Australian Line). She was a single screw ship powered by a triple expansion engine with these measurements: 5,926 gross tons, length 137.2 m, beam 17.7 m. Fitted with refrigeration to a part of her cargo space she was typical steamer of the period with a speed of 12.5 knots.

Her career in the service of her owners was short as she was taken over by the British authorities while in Sydney at the opening of WWI and placed under Australian control. Though registered in London as the property of the King she was loaned to the Australian Navy Department. With a critical need for shipping she was quickly converted into a troop transport, re-named s.s. *Boonah* and allocated the number HMAT36. Manned by Australian officers and seamen and with her alterations completed in time she sailed with the second convoy on 31 December 1914 with Australian and New Zealand troops for the war.

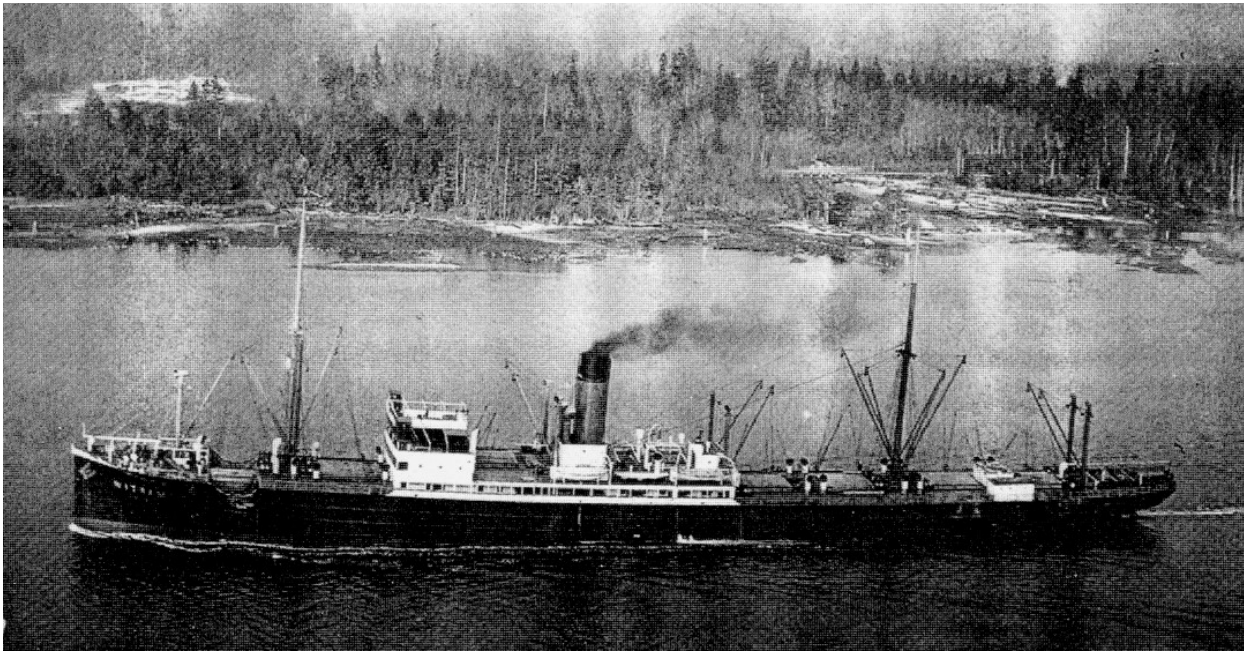
Though the story of the first convoy, with the drama of the sinking of the SMS *Emden* by HMAS *Sydney*, is better known, the second convoy took a further 11,000 troops, with horses and supplies. It was made up of 14 Australian troop transports, 3 New Zealand troop transports, and escorted by the AMC *Berrima* towing the submarine AE2 (which was to later gain fame as the first submarine to enter the Sea of Marmora). An interesting fact about the second convoy, is that it included five ex-German ships which had been taken in port, or soon after their arrival, in Australia. By the time of the departure of the convoy the danger to shipping from Australia had been removed. With the sinking of the *Emden* and of Graf von Spee's squadron at the Battle of the Falkland Islands, there was no longer the need for the convoy to be escorted by warships.

By February, 1917, she had made three more trips with troops from Australia to Egypt and England. In July 1915 she sailed with Convoy 7 transporting troops from Brisbane and Fremantle. With Convoy 16 in January 1916 she sailed from Sydney and in October of the same year with Convoy 25 from Brisbane taking 1235 troops. During her war service some of her passages were carrying cargo rather than troops and she visited Glasgow, Naples, Genoa, Marseilles, Salonica, Port Said, Galveston, Pensacola, and New York. After her passage with Convoy 25, with two other Australian transports she was employed by the Admiralty for three months while carrying Nigerian troops to East Africa during the return passage to Australia.

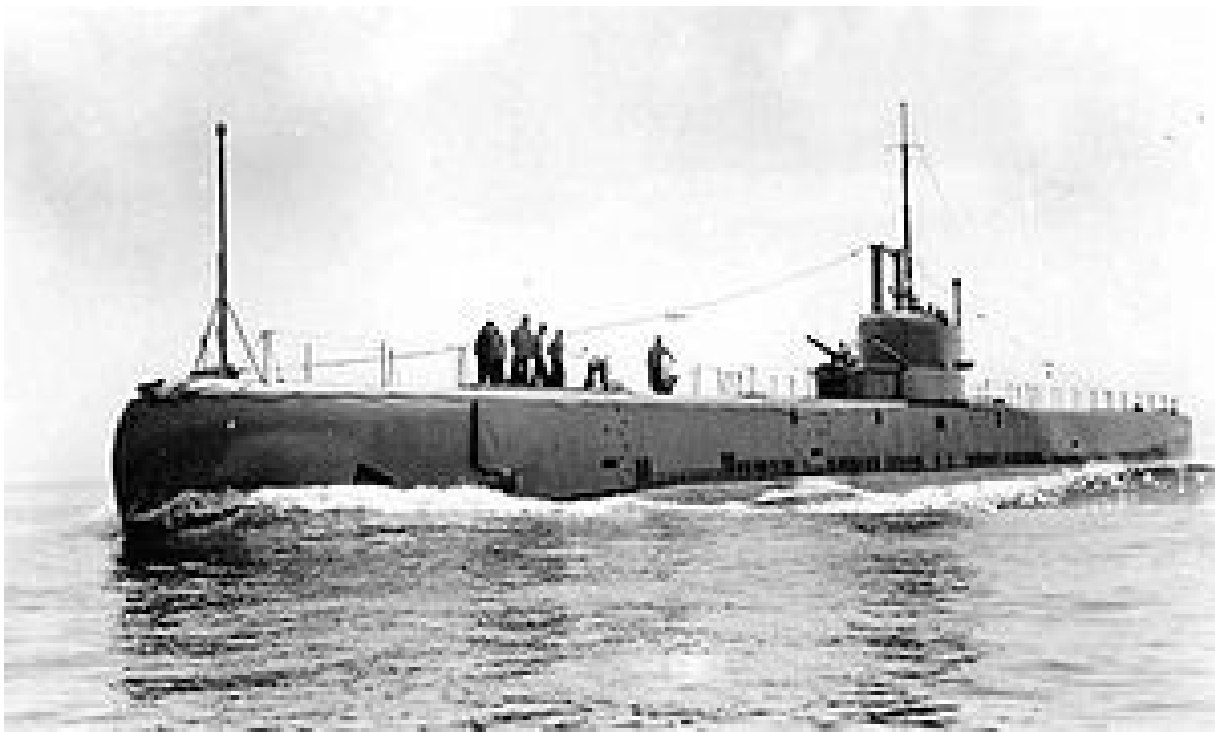
According to, *The Official History of Australia in the War of 1914–1918 Volume IX – The Royal Australian Navy, 1914–1918*, the *Boonah* experienced three attacks by U-boats. In October 1915 she was pursued by a U-boat near Salonica in the Mediterranean but managed to out-run her enemy. Her gunners were credited with the sinking of a U-boat which attacked her on her passage from the UK to Dakar in March 1917 but the latest internet sites which appear to cover every U-boat of WWI do not show this. The date, 10 March 1917 and the position, off Erris Head, Ireland, do not relate to any U-boat sunk or missing. Mentions of this incident which appear in several references all seem to quote from that in A W Jose's book. Her third encounter was on 23 July 1918 south of the Tuskar Rock. Torpedoes fired at the *Boonah* were seen approaching and her captain was able to avoid them but they struck the AMC *Marmora*, which was escorting the convoy, sinking her in half an hour.

With the other ex-German ships she was transferred from the control of the Transport Branch of the Navy Department to the Commonwealth Line in 28 March 1918. After her involvement with the Spanish Influenza episode, she returned to her work carrying cargoes to Europe and bringing troops home until no longer required by the services.

She continued in the service of the Commonwealth Line until sold to the Bremen based Roland Line in September 1925 and was renamed *Witram*. In January 1926 Roland Line became part of Nord Deutscher Lloyd and she served with that company until January 1937 when she was sold to Hamburg Sudamerikanische Line and renamed *Buenos Aires*. She was required again for war service and taken over in 1940 but this time by the Kriegsmarine of the Third Reich. Her story came to an end on the night of 1 May 1940 when she was torpedoed and sunk by the submarine HMS *Narwhal* off the northern Jutland Peninsula with the loss of thirty lives.



Witram. Roland Line.



HMS *Narwal*.

***Strathnaver* the first of the White Sisters.**

For the people of Melbourne, enduring the economic depression of the time, the arrival of a new liner on her maiden voyage brought a spark of excitement. Articles about the ship, in the daily papers, resulted in a large crowd being at Station Pier to greet her on the morning of 9 November 1931. The ship was the P&O liner *Strathnaver* of 22,000 tons with a length of 203 m and accommodation for 500 first-class and 688 tourist-class passengers. At that time she was the largest ship to visit Melbourne.

She was easily identified as she approached gleaming white in the early morning light. Today one expects that a cruise ship is usually white but it was not the case before 1931. All previous P&O ships had black painted hulls. *Strathnaver* was not a cruise ship, of course, but one of the liners which provided the regular mail and passenger service between Australia and the UK. The advent of the jumbo-jet brought that service to an end.

The first of the Five White Sisters built for P&O. she had three yellow funnels that morning but older people who remember her in post-WWII days would recall her with one funnel. Only the middle funnel was functional, with the others intended to impress potential travellers. During WWII the fore and the aft funnels were removed. Her sister *Strathaird* (1932) was also built with three funnels but the later trio, *Strathmore* (1935), *Stratheden* (1937) and *Strathallan* (1938), had only one. The *Strathnaver* was unusual in that her steam turbines did not drive her propeller shafts. Her turbines were connected to electric alternators and her propeller shafts were driven by reversing electric motors. *Strathaird* used the same system but in the later 'Strath' ships the turbines drove the propeller shafts directly through gears.

The Melbourne daily newspaper *The Argus* claimed that the *Strathnaver* could achieve 26 knots but her usual speed was around 20 knots. The same article describes the décor and lists the dignitaries who were aboard. Those who are interested should check the 'Trove' site of the National Library of Australia on the Internet, to read the column on page 7 of *The Argus* of 10 November 1931.

Most of those who greeted the *Strathnaver* could only dream of sailing aboard her. A holiday to the UK in those days required considerable wealth as well as time because weeks had to be added to allow for the ocean passages. A small group of children however did have the pleasure of visiting the ship at an afternoon tea on the day she arrived. The winners of a P&O essay competition received their prizes from the captain and a framed picture of the *Strathnaver* was given to the school which each one represented.

After two days the liner departed for Sydney but when she returned on Sunday 29 November on her return passage to the UK about 12,000 people met her at Station Pier. From 2.00 pm to 6.00 pm the public was permitted aboard, to inspect the ship, and nearly 5,000 managed to do so despite the congestion.

By Maurie Hutchinson (Pres PSS)

The Peninsula Ship Society meets at Hastings Yacht Club
on the fourth Tuesday of each month at 10 am.

Contact: T: Maurie 9787 5780 E: mauriehutch@gmail.com

Visitors always welcome.



The P&O Electric Ship *Strathnaver*. From a post card of the 1930s.