



WORLD SHIP SOCIETY VICTORIA BRANCH

NEWSLETTER

Volume 52 Number 4

April 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.



Ken Murray took this great shot of the MIRRAT car park whilst on an outbound vessel recently highlighting the space shortage at West Webb Dock compounded by the slow dispatch of cars out of the terminal due to Quarantine Bio-Security measures where just about every car has to be inspected and washed on the wharf as a result of bugs / seeds and dirt - it seems a lot of cars were stock piled during the heady COVID19 days in open dusty areas whilst awaiting their ships. Throw in the lengthy delays by way of the immovable *Hoegh Trooper* which suffered a fire and has minimal power (that's her in the middle of the *Leo Spirit* at 1 and *Positive Leader* at 3) and under Salvor control at present, with her future movements unknown. Schedules at present are in turmoil as ships are delayed in Melbourne for up to a month leaving the lines to adopt all sorts of measures for future sailings – including bypassing Melbourne all together. FYI – cars are being cleared in Brisbane and Port Kembla in 5 – 7 days and one can only wonder why!! P Grunberg.

President's Report – April 2023

As the 'New Boy on Deck' following the fine example set by John Bone over so many years, it is with some apprehension that I take up the role of President. I will endeavour to fulfil the position, looking forward to the support and advice from John and indeed our membership. My career background has involved a connection with shipping in various capacities. Starting with a deck apprenticeship with a Welsh 'tramping' company, then as a deck officer followed by a long career in BHP Co Pty Ltd ashore in their shipping, then steel and iron-ore mining industries, in the management of the ALSOC LNG carriers and finally locally with Korevaar Marine in bunkering and harbour operations. Shipping has always been a great fascination for me and I still maintain that interest – sometimes viewed from my 30ft yacht out of Hobsons Bay.

The 2023 AGM was held on 4th March 2023 in which John Bone resigned as President and I stood down as Secretary and accepted the role of President. Philip Meyer took on the role of Secretary in addition to his existing one of Treasurer. Our committee now comprises John Bone, Jan de Jonge, Chris Spicer, Mike Spratt, Russel Griffiths, Marianne Woodward, Philip Meyer and Ralph Woodward. The Treasurer's Financial Statement was accepted by the floor and subsequently sent to Consumer Affairs Victoria. At the meeting it was proposed that in view of his dedicated long service to the Branch that John Bone should be offered Life Membership. This was subsequently reviewed by the Committee and in accordance with the Constitution, John was offered and accepted this in an 'ex-officio' capacity.

Currently we have nearly 100 members and are apparently one of the largest branches of the World Ship Society amounting to about 5% of the world total. While this is good to know, it would be very encouraging if our members could bring along friends or relatives to our monthly Branch meetings to maintain our membership strength. Our committee is constantly looking for interesting topics for presentation at Branch meetings, so any ideas or suggestions will be most welcome.

Our April Branch meeting will include showing a DVD on the Humber Ports in the UK supplied by Chris Piper on our Branch's newly acquired Audio Visual equipment. (This meeting will coincide with the Australian Grand Prix, so members proposing to attend should be mindful of potential traffic congestion around the Albert Park area.) As has been the custom lately, some of our members will continue to lunch at Pier 35.

At the 6th May Branch meeting, Jackie Watts, Chairperson of the Melbourne Maritime Heritage Network will bring along some guests to promote her and our organisations and we will present pictures and descriptions of some of the vessels visiting Victoria. This is a good opportunity to encourage the growth of our Branch.

It is with regret that we have been advised of the passing of Roger Pinhorn who has been a member since 2004 and our condolences go to his family.

Ralph Woodward



Port of Melbourne

Container Ships



MSC Tomoko, IMO 9309461, 94,489 GT, 332m loa - 43m PP beam, 114,125 dwt, 8,400 teu, flagged in Panama and built in 2006 at Daewoo Shipbuilding at Geoje, Sth Korea. Another new vessel on the Australia Express Service and she was alongside over the 25 – 27/2 at East Swanson Dock and no prizes for guessing that she registered to, beneficially owned, managed and operated by MSC of Switzerland. Photo from Dale Crisp.



MSC Brittany, IMO 9724049, 96,424 GT, 300m loa – 48m PP beam, 115,583 dwt, 9,288 teu, flagged in Portugal and built in 2016 at Daewoo Mangalia H.I. in Romania as the **Anaxagoras** for Capital Product Partners but delivered as the **CMA CGM Magdalena** and 5 year charter to CMA CGM and sold in 2021 at the completion of the charter. She has joined the Hapag Lloyd / CMA CGM Australia Europe Express / New NEMO service and was at ESD over the 12 – 14/3. She is another vessel swept up by her owners, beneficial owners, managers and operators MSC. Photo from Graham Flett.



CMA CGM Melisande, IMO 9473028, 91,498 GT, 335m loa – 43m Post Panamax beam, 101,387 dwt, 8,533 teu, flagged in Malta and built in 2012 at Jiangnan Changxing Shipbuilding and for 12 year charter to CMA CGM which continue to operate her. She has replaced the **Gulf Bridge** on the AAX1 service from SE Asia and is the last vessel on this service as it has been scrapped due to low volumes but it will continue on a new run known as the AAXS service with sisters **CMA CGM Tancredi** and **CMA CGM Bianca** (to be seen next month) She was at VICTL over the 22 -23/3 for the first time and is owned and managed by Greece's Danaos Corporation. Photo from Graham Flett.



I have just thrown this photo by long term NZ member Alan Calvert of the **Maersk Wellington** departing Lyttelton for good measure.

Tankers

Monax, IMO 9311256, 11,642 GT, 145m loa, 20,762 dwt, chem / prod tanker flagged in the Marshall Islands and built in 2005 at Usuki Shipbuilding as the Fairchem Steed for Fairfield Chemical Carriers, a name she held until sale in 2020 and she was at 1 Maribyrnong over the the 24 – 25/1 loading tallow for US

Gulf ports. Her registered owner is Fuchsia Shipping Ltd of the Isle of Man, beneficial owners are Tufton Investments M'ment of the UK, Tech managers are Synergy Navis of India and she is commercially managed and operated by Stolt Tankers BV of the Netherlands. Sailed for Port Botany and Brisbane to load more tallow. Photo Chris Finney whilst arriving in Adelaide prior to Melbourne.



STI Stability, IMO 9712840, 63,932 GT, 250m loa – 44m beam, 109,999 dwt, LR2 Aframax / Product tanker flagged in the Marshall Islands and built in 2016 at South Korea's Sungdong Shipbuilding originally as the **Navig8 Stability** for Navig8 Tankers until they were acquired by Scorpio in 2017. She was alongside at Gellibrand Pier over the 21-23/3 discharging the remaining petroleum products loaded in Singapore for Ampol. She is registered to Haoyang Intl Ship Lease Co Ltd of Hong Kong, beneficial ownership is from China's Bank of Communications Financial Leasing Co Ltd of China, managers are Scorpio Marine M'ment Pvt Ltd of India and she is operated within the Scorpio LR2 Pool of Tankers. Sailed for the Persian Gulf on completion. Photo from Bjorn Bjornesjo.

Bulk Carriers / General Cargo / Etc Etc



Marilita, IMO 9837016, 43,011 GT, 229m loa, 81,834 dwt, Kamsarmax flagged in the Marshall Islands and built in 2019 at Tsuneishi H.I. at Fukuyama. After ballasting from Japan, she was alongside at F Appleton Dock over the 5-17/3 where she loaded 50,000mt of canola for Pakistani port of Bin Qasim a/c shipper Emerald Grains. She is registered to Marian Marine SA of the Marshall Islands, beneficial owners are the Dimitris Apesakis (hence the 'A' on the funnel) controlled Mykonos Shipping of Greece with managers and operators being Anosis Maritime SA of Greece. Photos from Bjorn Bjornesjo.



SE Marina, IMO 9701047, 21,265 GT, 180m loa, 33,173 dwt, handysize flagged in Panama and built in 2017 at Kure by Kanda Kawajiri Shipbuilding. This striking looking bulker white aproned bulker was in port over the 6-15/3 firstly at E Appleton Dock discharging the remaining steel cargo loaded in NE Asian ports for SwireBulk before shifting over to 24 Victoria Dock where she loaded around 10,000mt of rice for the WC USA port of Sacramento (due to drought conditions apparently) having been chartered by Throco Shipping. She is registered to SE Carrier Corp SA of Panama, beneficial owners are the Sesoda Corporation of Taiwan with management from Sincere Navigation SA of Taiwan. Photo from Owen Foley.



Happy Dynamic, IMO 9551973, 14,784 GT, 157m loa, 18,043 dwt, Heavy Lift Ship – 2 x 400mt / 1 x 120mt cranes, flagged in the Netherlands and built in 2011 at Zhejiang Ouhua Shipbuilding in China as one of five sisters for BigLift BV of Amsterdam, a company now part of the Spliethoff Group. She was in Melbourne at E Appleton Dock over the 16 – 24/3 discharging pieces of a boom for a very large crane that was loaded in Europe. Her sister **Happy Diamond** was chosen as a replacement vessel to cover the 2022/23 Antarctic season

when faults were discovered on the local vessel *Nuyina*. BigLift has its origins in 1973 when founded by the Nedlloyd Group NV AS Mammoet Shipping BV and after 1989 was a joint venture with German company Hansa until becoming part of the Spliethoff Group in 2000. Sailed for Newcastle to discharge yachts. Photo from Owen Foley.

Port of Geelong

Tankers



Energy Achilles, IMO 9947964, 29,597 GT, 183m loa, 49,812 dwt, chem / product tanker flagged in the Isle of Man and built in 2022 at the K Shipbuilding at Jinhae, Sth Korea (formerly the yard at STX Offshore & Shipbuilding) and one of four sisters. This attractive scrubber fitted tanker was alongside at REF2 over the 27 – 2/3 discharging petroleum products from Singapore and back loaded products for Tasmanian ports. She is registered to Gizmo Shipholding Ltd of Greece, beneficial owners are the Restis Group of Greece with commercial managers and operators being their tanker spin off Golden Energy Management of Greece. Photo from Graham Flett.



Proteus Sinead, IMO 9923413, 66,982 GT, 250m loa – 44m, 119,999 dwt, Singapore registered, built in 2022 at COSCO Guangzhou Wenchong as the second of twelve Dual fuelled LNG tankers for long term charter to Shell. After part discharging in Newcastle and Sydney, she was alongside at REF3 over the 25 – 27/2

discharging the remaining 10,000mt of diesel loaded in the Taiwanese port of Mailiao for Vitol / VIVA. She is registered to Xiang T15 SG International Lease Pte Ltd of Singapore, beneficial owners are the Bank of Communications Financial Leasing Co Ltd of China, managers are Bernhard Schulte Shipmanagement of Singapore and she is chartered to STASCO – Shell International Trading & Shipping Co Ltd of the UK. Photo from Kevin Finnigan.



Dong-A Thetis, IMO 9749532, 62,350 GT, 250m loa x 44m beam, 113,284 dwt, Aframax tanker flagged in Panama and built in 2016 at Hyundai H.I. at Ulsan, South Korea. I think we have had the odd car carrier from this fleet before but this would be the first tanker from the fleet of South Korea's Dong-A Tankers that has graced our waters and she was alongside at REF4 over the 22-25/3 discharging around 75,000mt of crude oil loaded in Singapore. Photo from Jonathon Nunn.

Bulk Carriers / General Cargo etc



FJ Bianca, IMO 9866172, 43,237 GT, 229m loa, 81,750 dwt, Kamsarmax flagged in Panama and built in 2020 at Tsuneishi's yard at Fukuyama. After ballasting from China and spending few days at anchor off Melbourne, she was alongside at Bulk Grain Pier 3 over the over the 27/2 – 1/3 loading 50,000mt of wheat for the South Korea port of Pyongtaek before departing for Portland to top up with a further 15,000 with the cargo a/c shipper Cargill BV of the Netherlands. She is registered to Wailea Line Inc / FJ Shipping Co Ltd of Japan, beneficial owners, managers and operators are Fukujin Lisen KK of Japan. Photos from Peter Grunberg / Graham Flett.

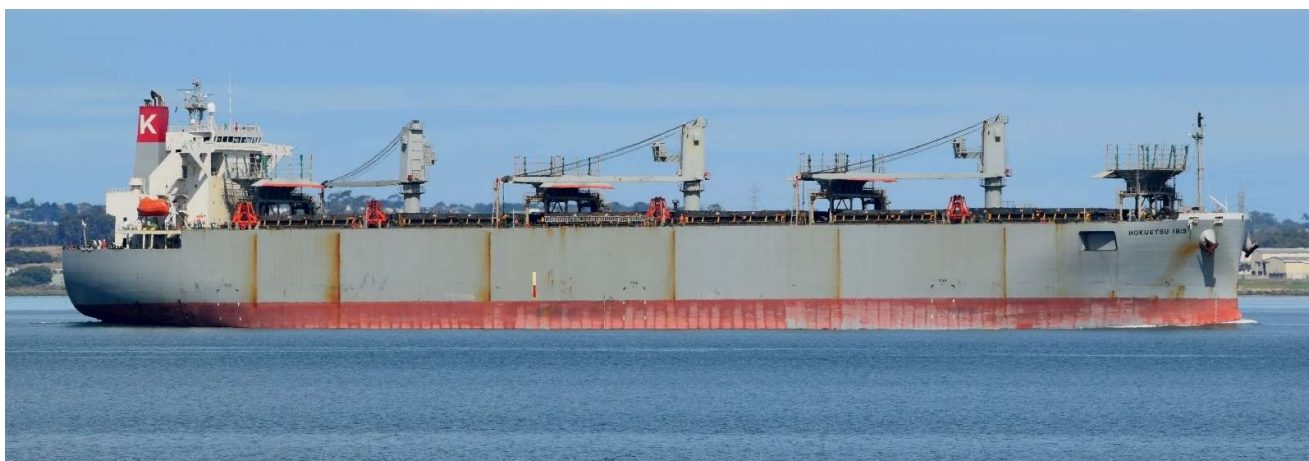


Ariston Bulker, IMO 9875109, 23,277 GT, 180m loa, 37,594 dwt, handysize flagged in Panama and built in 2020 at Minaminippon Shipbuilding at Imabari. She ballasted from Shanghai and was alongside at Lascelles 3 over the 7 – 14/3 loading 30,000mt of wheat for the Mexican port of Manzanillo a/c shipper Riordan Grains. She is registered to Jtop Navigation / Kinriki Kisen KK of Japan, beneficial owners are Kinriki Kisen KK of Japan, managed by Filharmony Shipmanagement of Manila and she is head chartered to Meadway Shipping & Trading of Greece (not to be confused with Meadway Bulkers of Greece) and operated out of their Singapore office. Photo Kevin Finnigan.





BBG Grace, IMO 9702704, 43,007 GT, 229m loa, 81,952 dwt, Kamsarmax flagged in HK and built in 2015 at Tsuneishi H.I. at Fukuyama. After ballasting from HK and a few days awaiting a berth, she loaded 55,000mt of wheat at Bulk Grain Pier over the 11–15/3 for the Vietnamese port of CaiMep a/c shipper Viterra. Her registered owner is CL Heifei Ltd of HK, beneficial owners are the China Development Bank of China, of Greece, managers are An Shun Ship Management of HK and her head charterer and operator is BG Shipping Co – Beibu Gulf Shipping, a HK based company controlled by Guangxi Province owned Beibu Gulf Port Group. Photos from Kevin Finnigan / Owen Foley.



Hokuetsu Ibis (nee Hokuetsu Bin Chicken!!), IMO 9363651, 49,072 GT, 210m loa, 60,527 dwt, Wood Chip Carrier flagged in Japan and built in 2008 at Oshima Shipbuilding. After ballasting from Niigata, Japan, she was alongside at 4 North Corio Quay over the 10-14/3 loading a part cargo of 50,000mt of chips for the Japanese port of Shingu a/c shipper Midway. She is registered to OSC 10401 Shipping Co Ltd of Japan with beneficial owners and managers being K-Line RORO Bulk Shipmanagement of Japan and she is basically under the control of the Japanese Paper Company the Hokuetsu Group. Photos from Kevin Finnigan / John Nunn.



Red Diamond, IMO 9331713, 32,637 GT, 190m loa, 53,430 dwt, Supramax flagged in Liberia and built in Haiphong, Vietnam in 2011. After part discharging in Esperance and Adelaide, she was alongside at Lascelles 2 over the 16 – 21/3 completing discharge of the relaing 34,000mt of phosphate loaded in the Moroccan port of Jorf Lasfar on voyage charter to DS Norden. She is registered to Firon Shipping Inc of Liberia, beneficial owners and managers are Israel's XT Management Ltd with technical management from ASM Maritime BV of the Netherlands. On completion she sailed for Port Kembla to load coal for for anot,her long voyage, this time all the way to the Baltic port of Lulea, Sweden. Photos from John Nunn / Owen Foley



CL Juijiang, IMO 9938781, 44,579 GT, 229m loa, 82,000 dwt, Kamsarmax flagged in the Marshall Islands and just delivered from Yangzhou Dayang Shipbuilding. On her maiden voyage, she was alongside at BGP3 over the 16 – 20/3 loading 55,000mt of wheat for the Chinese port of Nantong a/c shipper Cargill BV. She is registered to Tianjin Heysea -11 Leasing Ltd of China, beneficial owners are the China Development Bank Financial Leasing (CL), managers are Shenzhen Ocean Shipping and she is head chartered to COFCO. Photo from Kevin Finnigan.



Hai Chang, IMO 9687198, 22,385 GT, 180m loa, 37,595 dwt, handysize flagged in HK and built in 2014 at Oshima Shipbuilding at Saiki. She loaded 30,000mt of canola at BGP3 over the 20-21/3 for the Japanese port of Nagoya a/c shipper Cargill BV of the Netherlands. She is registered to Hai Chang Maritime Inc of HK, Beneficial owners are the OL Group of Companies with management and operation from Hong Kong's Ocean Longevity Shipping. Photo from the Editor.

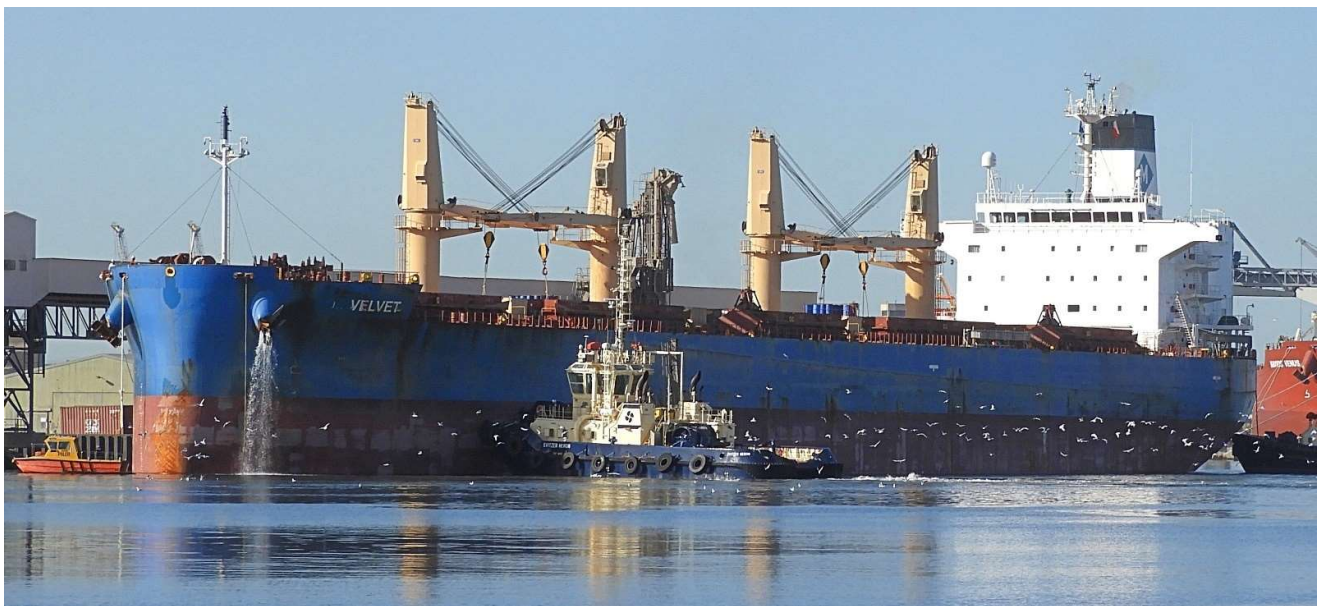


Bordo Mavi, IMO 9917050, 34,467 GT, 199m loa, 61,251 dwt, Ultramax flagged in Singapore and built at Nantong COSCO KHI Shipbuilding (NACKS). After a long voyage from Kpeme. Togo, she was alongside at Lascelles 2 over the 22 – 27/3 discharging 51,000mt of Togo Rock on voyage charter to Western Bulk for im porters IPL. She is registered to NCN Corporation of Japan, beneficial owners are Nippo Kaiun KK of Japan, managers are Susesea Shipmanagement of Singapore and she is operated by Susesea Bulk Ltd of Singapore a company with close links to Turkey's Turgut Aydin Holdings hence the Turkish name. Photo from Roger Hurcombe whilst on the Geelong Flyer.



Kmarin Goteborg, IMO 9643300, 43,673 GT, 229m loa, 81,497 dwt, Kamsarmax flagged in the Marshall Islands and built in 2013 at South Korea's Sungdong Shipyard at Tongyeong originally as the **Bergen Trader 11** for Nisshin Shipping of Japan, a name she kept until sale in 2017. Straight out of drydock, she was alongside at BGP3 over the 22 -24/3 loading a small parcel of 20,000mt of canola a/c Cargill for the German port of Rostock on the Baltic Sea. She is now owned by the Bank of America Inc, managed by Kmarin Ocean Services Corp (KOSCO), with commercial management and operation from Kmarin Ship Chartering with Kmarin being derived from Kukje Maritime Investment Corporation of South Korea. She sailed for Albany to load a further 37,000mt of canola. Photo from Kevin Finnigan.

Port of Portland



Velvet, IMO 9826433, 35,332 GT, 199m loa, 62,625 dwt, Ultramax flagged in Liberia and built in 2018 at Oshima Shipbuilding at Saiki originally as the **Nord Baltic** until sale in July 2022. After loading peas in Adelaide, she topped up with 16,000mt of lentils at Berth 5 over the 20-25/3 with all cargo bound for the Egyptian port of Damietta. She is registered to Carina Enterprises SA of Liberia with beneficial ownership, management and operation from the Costas Delaportas Meadway Shipping & Trading of Greece. Photo from Chris Finney in Adelaide.



WVO's *Parsifal* departing after discharging her cargo of cars, trucks and breakbulk at Appleton Dock due to the continual berth congestion at Webb Dock West - WVO and K-Line have used Appleton Dock recently as their stevedoring company QUBE use both Webb and Appleton Dock. Photo from Bjorn Bjornesjo.



The oddly named *Bull Shark* discharging petroleum products from Ulsan, South Korea at Refinery 2 after doing bthe same at Holden Dock. She was formerly and recently the *Nord Minute* having originally sailed as the *Alpine Minute* for ST Shipping / Glencore. Photo from Kevin Finnigan.



Kota Bahagia has returned after a call some time ago as the replacement for the *Tasman Chief* on the Swire Shipping Trans Tasman service – Photo from Bjorn Bjornesjo

Geelong. March 1976. 47 Years ago..

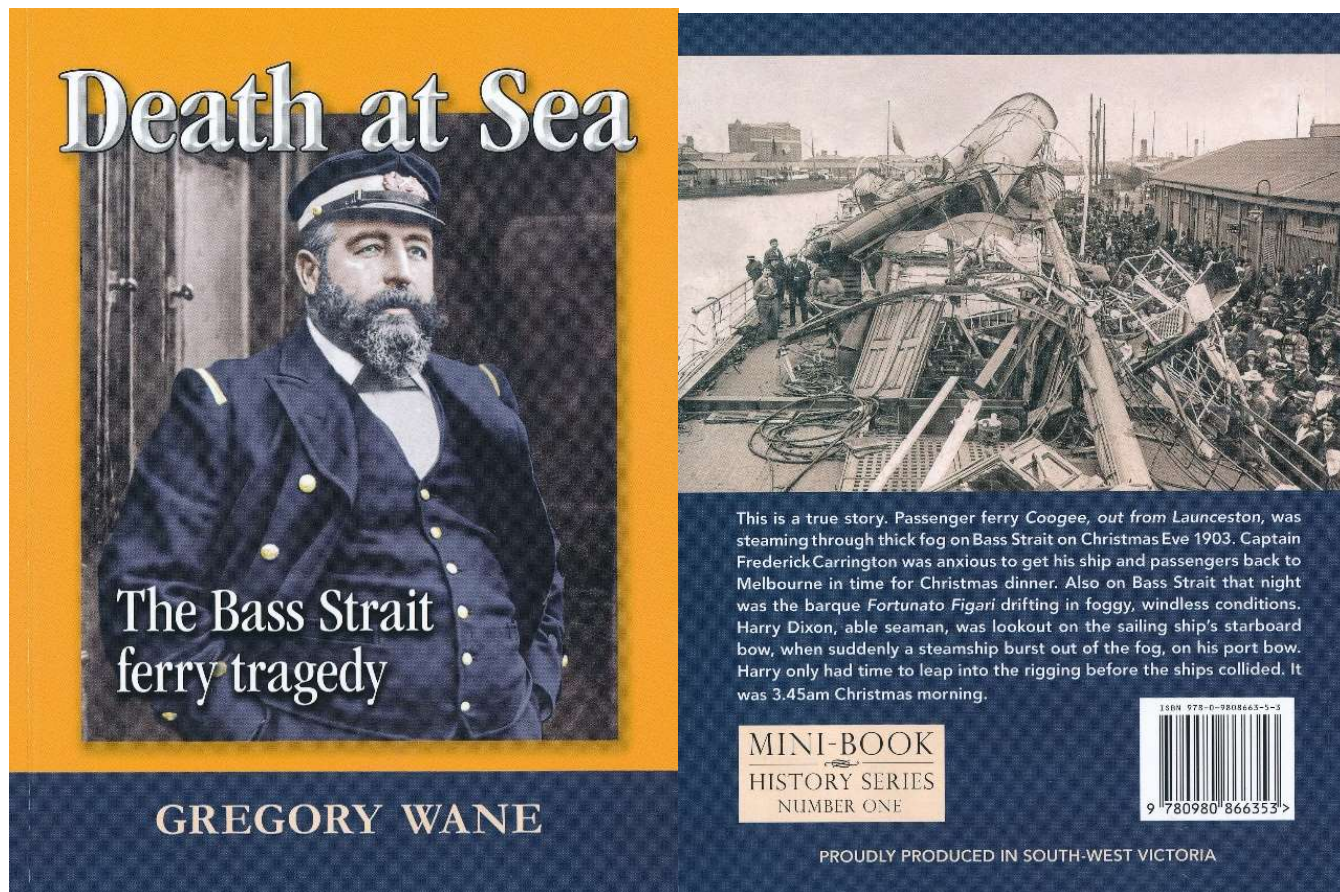


In March 1976 the Russian freighter *Bukhara*, down to her marks loaded with grain is moved off the berth at No 2 Silo pier bound no doubt for one of the Eastern Bloc countries. It's the dying days of the Geelong Harbor Trust with the two tugs sporting the blue and white GHT colours.

Bukhara. Built 1966 Gdansk Shipyard. IMO 6613005, 4531 GT, 6637 DWT, Loa 123m.

Both images from the Late Ray Verhoven Collection.





Local historian and author Greg Wane has produced this book title *Death at Sea*. The book tells the story of the collision between the ferry *Coogee* and the barque *Fortunato Figari* on Christmas Eve 1903. The book is well illustrated in black and white photos which have reproduced extremely well. The book is soft covered in A5 size with 104 pages.

Greg is offering his book to WSS members at \$15.00 plus \$5.00 postage to anywhere in Australia. Normal RRP is \$22.00. Buyers can contact Greg at gwbooks75@gmail.com or by phone at 0425730588.

Disclaimer

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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.

The newsletter editorial team welcome our new President Ralph Woodwood. We know Ralph has had a varied and interesting career at sea, and we look forward to Ralph's contributions to the newsletter.