



Volume 51 Number 8

August 2022

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



Southern Victoria has been hit by some shocking weather of late (but then so has the whole East Coast as well) so here is the Indonesian Bogasari Flour Mills (Indofoods) owned ***Ocean Hiryu*** making her approach in a big swell in an area outside Port Phillip known as the trough and bound for Geelong to top up with a further 20,000mt of wheat. She had part loaded in Adelaide prior to Geelong with all cargo bound for the ports of Surabaya and Semarang. ***Ocean Hiryu*** is one of several vessels owned or controlled by Bogasari and basically do nothing other than ship wheat from Australian ports to Indonesia – others are ***Ocean Ace***, ***Ocean Glory***, ***Ocean Sukses*** and ***Ocean Makmur*** - and judging from the photo she looks in pretty good nick so she may have been recently out of drydock. Photo from Graham Flett.

PRESIDENTS REPORT FOR AUGUST NEWSLETTER 2022

Daylight Branch Meeting on Saturday 2nd July 2022

The second daytime meeting for 2022 was conducted on July 2nd with 17 members including **Neil Maclean** from Hamilton in attendance.

Nine apologies were received.

The meeting was chaired by **Lindsay Rex**.

Frank and Inge Eckermann from Drouin were unable to attend but a series of Frank's slides from Melbourne shipping in the 50's were screened for us by **Lindsay Rex** with a most interesting commentary.

Ian Thomson gave an update on the delayed salvage of the two tugs sunk by **mv 'Goliath'** in Devonport last January.

Members brought along many books and items of memorabilia which were given, swapped or sold.

Following a suggestion, **John Bone** asked for a show of hands regarding a continuation of holding branch meetings on Saturday mornings rather than Tuesday evenings to which an almost unanimous positive result was received. This matter is being seriously considered.

Following the presentation we strolled to Pier 35 for an enjoyable lunch while watching **mv 'Goliath'** passing upriver to her berth.

MEMBER NEWS

Secretary **Ralph Woodward** is recovering well after knee surgery. **John and Marg Allport** are both doing well after medical and Covid issues. **Maurie Hutchinson** is on the mend after cataract surgery.

FUTURE MEETINGS

Saturday 6th August at 10.00am. Member **Jan de Jonge** will give a presentation of a holiday cruise with his wife along the Norwegian coast on a **Hutigruten** liner a few years ago. I have always wanted to make this journey and I am looking forward to the pictures. **Jan de Jonge** will chair this meeting.

Saturday 3rd September at 10.00am. Program and date to be confirmed. To be chaired by **Chris Piper**

Saturday 1st October at 10.00am. Program and date to be advised. To be chaired by **Ralph Woodward**.

Kind regards and Best Wishes

John Bone. President. 0412 438 257 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 or 0403 817 917.

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

AROUND THE PORTS

By Peter Grunberg

Port of Melbourne

Container Ships



Hansa Regensburg, IMO 9435258, 18,327 gt, 175m loa, 23,357 dwt, 1,740 teu, Liberian flagged and built in 2008 and is one of the few Wenchong Guangzhou built 1740 teu container ships not to have called at Melbourne over the years so here she is finally departing after her first call on the ANL Trans Tas service having replaced the un mechanically sound ***Hansa Bitburg***. Until recently she was owned and managed by Leonardt & Blumberg, Germany's largest charterer of small containerships in the 1,500 – 3,500 category but has just been purchased by ANL outright and is to be renamed ***ANL Dhambi***. Photo from Graham Flett.



TS Dalian is photographed departing Port Phillip for Nansha by Lester Hunt. One of many sisterships to have called before on varying services this is her first under any of her trading names. Built, or rather completed in 2007 at Aker MTW at Wismar, Germany she was one of the class where the hull was built in Aker and the upperworks at Warnemunde and transported for completion. Her IMO is 9348857, 28,007 gt, 221m loa, 37,901 dwt, 2,742 teu, Marshall Island flagged. She has just joined the TS Lines service from Chinese ports and her history includes being launched as **King Aaron** for Columbia Shipmanagement / Schoeller Holdings, delivered at **Cape Mahon** and then chartered out to CSAV as the **CSAV Teno** from 2007 to 2009 before reverting to her house name. She became **TS Dalian** in 2021 and as can be seen from the photo requires a lick of paint.

Tankers



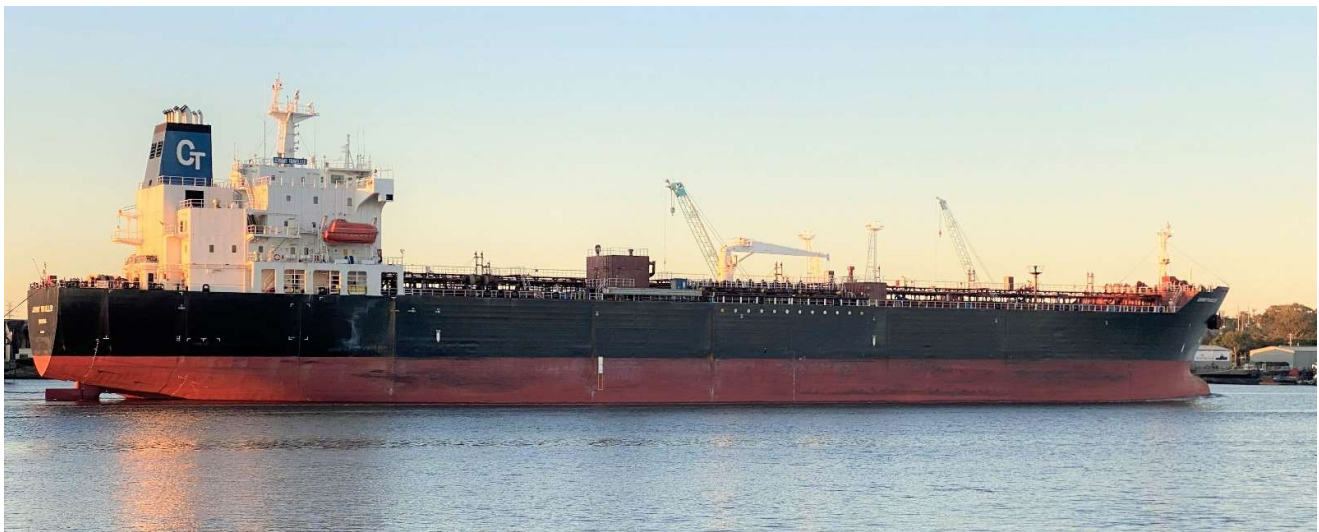
Am not sure if the **Signal Alpha** has called before but here she is anyway bound for Singapore with some left over unrefineable residues from Gellibrand Pier as well as a small parcel of crude oil loaded at Long Island point at Hastings – she has previously ballasted from Brisbane. Greek owned by the Thenamaris Group and operated within the Signal Maritime Pool of Aframax tankers. She has an IMO of 9412036, 62,884 gt, 250m loa, 116,337 dwt, Aframax flagged in Malta and built in 2011 at Daewoo in South Korea originally as the **Brave Catherine**, then **Stealth Skyros** and the **Sea Hymn** before taking her current name in 2017. Photo Graham Flett.



Fairchem Forte, IMO 9817585, 11,917 gt, 146m loa, 19,971 dwt, chem/prod tanker – 20 s/s tanks) flagged in the Marshall Islands and built in 2018 at Fukuoka Shipbuilding at Nagasaki. The next installment of vessels from the US based Fairfield Chemical Carrier Fleet is seen approaching Point Lonsdale Lighthouse fully loaded with vegetable oil cargoes loaded the Argentinian ports of Necochea and San Lorenzo a/c shipper Graincorp Oils. She is registered to Polaris Line Co Ltd of the Marshall Islands, managed by Anglo Eastern Of Singapore and commercially managed and operated by Fairfield Chemical Carriers of Wilton Connecticut, USA. Photo from Graham Flett.



DI Matteo, IMO 9424651, 28,231 gt, 180m loa, 46,492 dwt, product tanker flagged in Singapore and built Nakai Zosen Setoda in 2009 as the **High Strength** for D'Amico Tankers and sold in 2019 when she took her current name. She was alongside at Holden Dock over the 14 – 15/7 discharging 30,000mt of petroleum products loaded in Singapore for ExxonMobil. She is registered to Roberto 10 Pte Ltd of Singapore, beneficial owners are Stamford Shipping of Singapore, managers are Stamford Pansia Shipping Pte Ltd of Singapore, tech managers are Ishima Pte Ltd of Singapore and she currently operates within the Ardmore Tanker Pool operated out of Singapore. Sailed for Adelaide to complete. Photo from Roger Hurcombe.



Johnny Traveller wins the award for most original / interesting name of the month award. After discharging caustic soda from the US in Gladstone, she back loaded tallow in Brisbane, Melbourne and Adelaide with all cargo bound for New Orleans - she is photographed approaching her berth in Brisbane by your friendly editor. She has an IMO of 9265861, 30,018 gt, 183m loa, 46,215 dwt, product tanker flagged in Liberia and built in 2004 at STX Shipbuilding at Jinhae originally as the **Alcesmar** for Stelmar Tankers (2004 – 2006), then **Overseas Alcesmar** for the Overseas Shipping Group (2006 – 2018), **Seaways Alcesmar** for

International Seaways Shipping until 2021 when she took her current name. She is owned by Genoa Maritime SA of Greece and is commercially managed and operated by Norway's Champion Tankers.



STI Goal IMO 9717125, 64,245 gt, 250m loa, 109,999 dwt, Aframax tanker flagged in the Marshall Islands was the next large tanker to arrive with a full discharge of refined petroleum products from the West coast Indian refinery port of Sika. Built as the **Navig8 Goal** in 2016 at Longxue Shipbuilding in Guangzhou, she is one of the ugliest class of tanker so far seen and resembles a ship put together with all the leftovers of a closed yard. After Scorpio acquired the product tanker fleet of Navig8 in 2017, she took her current name and although Chinese owned by financiers, she is operated and managed within the large fleet of Scorpio Tankers Inc of Monaco. Photo from Roger Hurcombe.

Bulk Carriers / General Cargo / Etc Etc



EUKOR vessels on Wilhelmsen Wallenius Ocean charter are common in our waters with most vessel's prefixed 'Morning' making their way south at some point in time – but rarely taking eight years before doing so. **Morning Pride** was in port at Webb Dock over the 6 – 7/7 discharging cars, trucks and break bulk cargo from the European ports of Bremerhaven, Zeebrugge, Southampton and Santander with stops at East London and Durban before scaling the Indian Ocean towards Fremantle, Melbourne, Port Kembla and Brisbane. Built in 2014 at Hyundai H.I at Gunsan, South Korea, she is 199m loa, 65,424 gt, 22,675 dwt, a capacity of 7,627 cars, Marshall Island flagged, registered to Pride International & Associates of the Marshall Islands, managed by Wilhelmsen Ship Management and operated by EUKOR Car Carriers. Photo Dale Crisp.

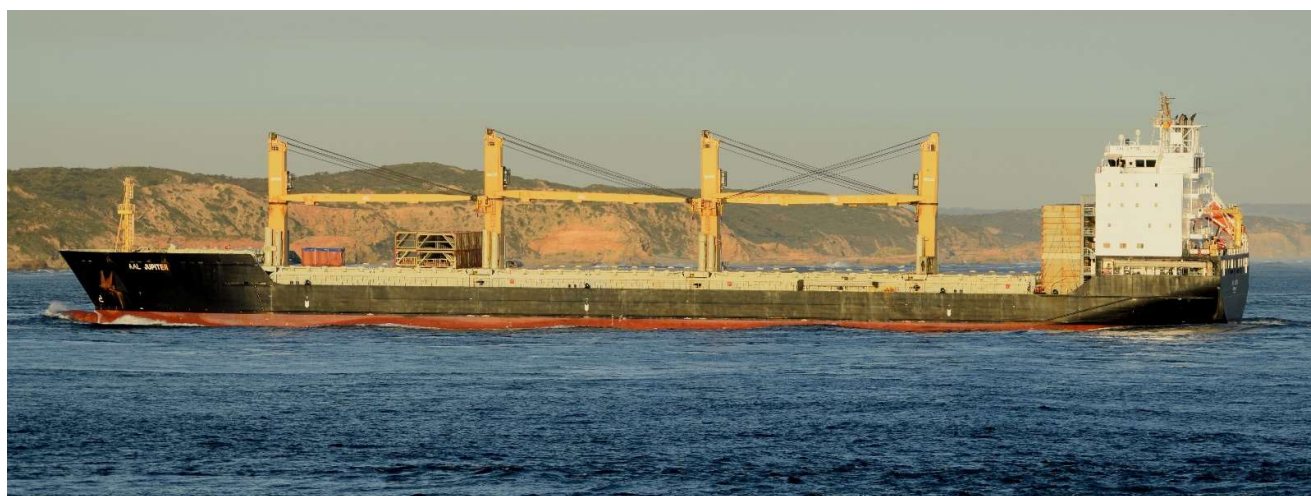


Star Georgia, IMO 9361196, 43,189 gt, 229m loa, 82,298 dwt, Kamsarmax flagged in the Marshall Islands and built in 2006 at Tsuneishi Shipbuilding in Tokyo originally as the **Coal Hunter** for Maryville Shipping until sale in 2013. She loaded 50,000mt of wheat for the Filipino port of Batangas a/c shipper Emerald Grains and had to use a hastily sourced grain conveyor loader after last month's accident where the fixed shore based one collapsed over the **Kavo Yeraki**. **Star Georgia** is registered to, beneficially owned, managed and operated by divisions within the Petros Pappas US Nasdaq listed Star Bulk Carriers. Photo above from Roger Hurcombe with the below photo from Patrick Walsh.





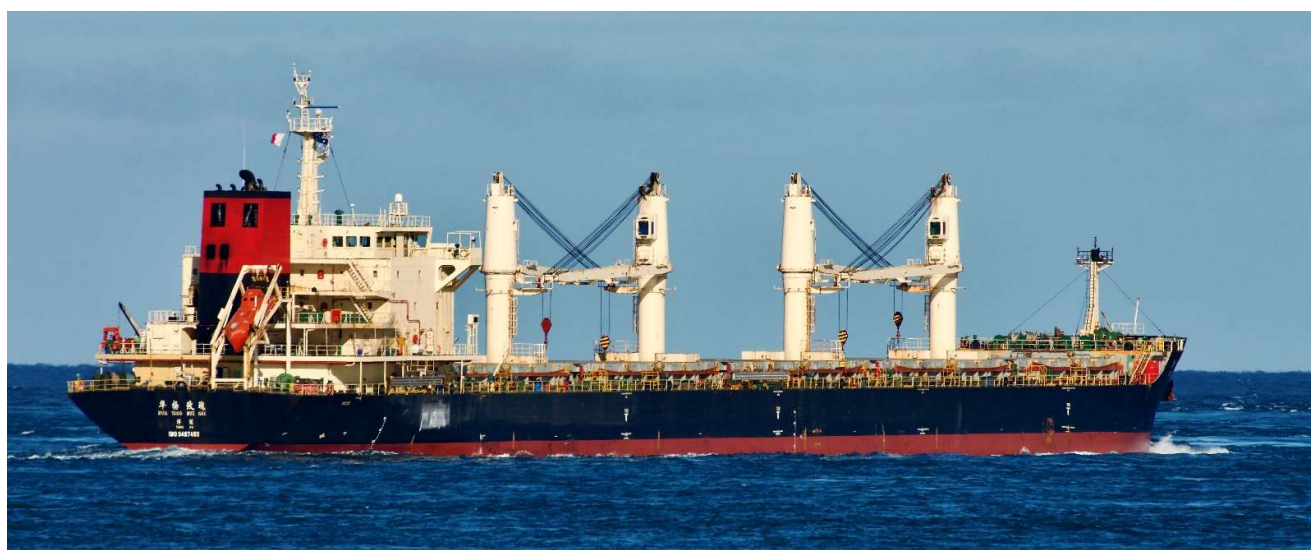
Saga Odyssey, IMO 9401788, 29,758 gt, 199m loa, 46,500 dwt, open hatch box sided general cargo ship – 760 teu / 10 hatches / 2 x 40mt travelling gantries, HK flagged and built in Oshima in 2008. Hot on the heels of the April port call of the ***Saga Navigator***, the first Saga Welco to visit our shores, comes the arrival of sistership ***Saga Odyssey*** seen here alogside B Appleton Dock discharging pulp loaded in the Chilean port of Lirquen. Like her sister a few months back, she is registered to Saga Shipholding Norway AS with beneficially owned by Saga Welco AS of Tonsberg, Norway, technically managed by Anglo Eastern of HK. To recap Saga Welco is a joint venture between Saga Forest Carriers and Westfal Larsen also of Norway. Photo Roger Hurcombe.



AAL Jupiter (ex ***Warnow Jupiter***) is one of class of 13 sister ships built at Zhejiang Ouhua originally for Hermann Buss / Marlow Navigation of which the former had six with ‘Trader’ names and the latter with ‘Warnow’ having seven. Gradually most of them have ended up at some time in the ownership or operation of Schoeller’s AAL Shipping. In 2017 Marlow merged with Schoeller’s Columbus Shipmanagement although both remain separate entities. AAL currently has five ‘W’ class in the fleet. ***AAL Jupiter*** arrived from Europe via Dampier and is not on any of AAL’s Asia – Australia services. She discharged 9,000mt of woodpulp at Appleton Dock that originated in the Netherlands. These vessels 4 x 60mt cranes – teu capacity of 1158 teu in box shaped holds and are 179m in length, gross tonnage of 22,863, dwt of 33,217 and are equipped to carry containers, heavy lift and general cargo in five hatches. (thanks to D.Crisp for above info) Photo from Graham Flett.



Uni Horizon, IMO 9811517, 22,734 gt, 180m loa, 36,861 dwt, handysize flagged in Hong Kong and built in 2018 at Oshima Shipbuilding. Pictured alongside at 5 Yarraville by Dale Crisp discharging sugar loaded in Mackay on voyage charter to CSL. She is registered to Yamasa Shipholding Victoria SA of Panama, beneficially owned by Uni-Asia Holdings of Hong Kong, technically managed by Wealth Ocean Ship Management and is under Oldendorff control. She sailed in ballast to Port Kembla where she loaded coal for Whyalla and after completion of that cargo she returned to Melbourne to bunker enroute for Gisborne, NZ where she loads logs for South Korea.



Hua Yang Mei Gu, IMO 9497490, 18,722 gt, 176m loa, 30,000 dwt, handysize bulk carrier flagged in China and built in 2011 at China's New Century Shipbuilding yard at Jinhjiang originally as the **Niki C** for Greece's Cosmship. Bunkered off Melbourne en route from Port Pirie to Risdon presumably with lead dross. From Risdon she heads for the US Gulf port of New Orleans after loading zinc. Recently sold she is now owned by Huayang (Hainan) Shipping Co Ltd of China but other details are harder to find. Photo from Graham Flett.

Pia, IMO 9384318, 9,618 gt, 138m loa, 12,272 dwt, general cargo ship – 665 teu / 2 x 150mt cranes, flagged in Antigua & Barbuda and built in 2007 at Jiangdong Shipyard in Wuhu, China for Bockstiegel originally as

the *Western Voyager* but delivered as the *BBC Alabama*, a name she kept until 2017. She is registered now to MS 'Pia Krey' Schiffahrts Gmbh & Co KG of Germany, beneficial owners and managers are Krey Schiffahrts Gmbh & Co KG of Germany and having recently come off charter from Spliethoff, she is now under the commercial and operational control of BBC Chartering & Logistics of Germany. She was alongside at 24 Victoria Dock loading 8,000mt of rice a/c shipper Ricegrowers for a Japanese port. Photo from Graham Flett.



Port of Geelong



Atlantic Blue pictured alongside at REF3 in Geelong discharging the remaining 10,000mt of JetA1 Aviation fuel loaded in the South Korean port of Ulsan for Quantem Terminals, having part discharged in Brisbane and Port Botany prior. A relatively new building having been completed at China's New Times Shipbuilding yard in Xingang in 2021. She has an IMO of 9889124, 63,302 gt, 250m loa, 109998 dwt, Aframax and flagged in Liberia and is Japanese owned and managed by Taihei Kaiun KK which has the vessel long term chartered out to the Singapore operated Eastern Pacific Shipping (EPS). Sailed for Dampier to load condensate for Japan. Photo from Kevin Finnigan.



Nord Mirai, IMO 9890939, 30,560 GT, 183m loa, 49,995 dwt, prod tanker flagged in the Marshall Islands and completed in 2021 at Minanippon Shipbuilding at Oita. Arrived from Mailiao, Taiwan via Esperance to discharge unleaded petrol before back loading product for Tasmanian ports. She is registered to and beneficially owned by Shoen Kisen Kaisha of Japan which has her and two other sisters ***Nord Miyako*** / ***Nord Minami*** on long term charter to DS Norden AS and they all operated within the Nororient Pool of Product Tankers. Photo from Graham Flett.



Aristodimos sporting a new bland color scheme as she approaches city bend bound for Refinery4. Kevin Finnigan.

Matilda, IMO 9407457, 62,775 gt, 250m loa, 112,935 dwt, Aframax flagged in Malta and built in 2009 at New Times Shipbuilding in China as the ***King Conrad*** for CSM / Schoeller but delivered as the Matilda. She was alongside at REF4 over the 23 – 25/7 discharging crude oil from Singapore for Vitol. She is registered to Blue Cloud Navigation of Malta, a shelf company for Thenamaris Shipping of Greece, her beneficial owner, manager and operator. Most vessels of their fleet have 'Sea' as the first three letters but this vessel and one sister call Isabella may be named after wives or daughters of company directors.



Bulk Carriers / General Cargo etc



African Pipit, IMO 9890903, 23,322, 179m loa, 37,636 dwt, handysize flagged in Panama and completed in 2020 at Imabari Shipyard. Named after a bird that inhabits the Canary Islands / Madeira, *African Pipit* discharged 14,500 mt of phosphate loaded in Beihai, China for importers WengFu Australia at Lascelles Wharf over the 3 – 5/7. Japanese owned by Toei Holdings Ltd, she is long term chartered out to MUR Shipping of the Netherlands. Sailed for Adelaide to complete and then ballasted to Gisborne, NZ to load logs. Photo from Graham Flett



Flag Lama, IMO 9474711, 44,027 gt, 229m loa, 80,891 dwt, Kamsarmax flagged in the Marshall Islands and built in 2017 at COSCO's Dalian shipyard. She loaded 55,000mt of wheat at Bulk Grain Pier 3 over the 29/6 – 4/7 for the Chinese port of Tianjin / Xingang a/c shippers Graincorp. She is registered to Southport Treasure SA of the Marshall Islands, beneficially owned by the Veniamis Group of Greece with management and commercial operation from operating subsidiary Golden Union Shipping and the 'W' on the funnel is derived from World Management Incorporated which is her technical manager. Photo from Kevin Finnigan.



Manousos P, IMO 9394753, 43,158 gt, 229m loa, 82,561 dwt, Kamsarmax flagged in Liberia and built in 2008 at Tsuneishi Shipbuilding. She loaded 50,000mt of wheat at Bulk Grain Pier 3 for shipper Graincorp before departing for Brisbane where she topped up with a further 10,000mt with all cargo bound for the Japanese port of Kagoshima a/c shipper and charterer Raffles of Singapore. As can be gathered from the photo she is registered to Ray Marine SA of Panama with beneficial ownership, management and commercial operation from the Greece's Tsakos Group of companies. Photo from Lester Hunt.



Atalanti GR, IMO 9849784, 34,542 gt, 199m loa, 60,394 dwt, NEO60 Class Ultramax flagged in the Marshall Islands and built in 2019 at Mitsui's Shipbuilding yard at Chiba. After ballasting from Surabaya and after several days at anchor off Melbourne she loaded 30,000mt of wheat for the Filipino port of Subic Bay a/c shipper Cargill. She is registered to Forever Shipping S.A. of Panama, beneficially owned by Tsurumi Yuso Shipping Co of Japan and she is long term chartered out to Greece's M-Maritime which commercially manage and operate her. She departed for Lucky Bay in South Australia to top up with a further 20,000mt. Photo from Graham Flett.



Explorer Europe IMO 9632985, 34,800 gt, 199m loa, 61,457 dwt, HK flag, Ultramax built in 2012 at Iwagi Shipbuilding as the **Triton Swan** for Triton Navigation of the Netherlands for long term charter to Eastern Bulk Shipping. Now trading as **Explorer Europe**, she discharged 44,000mt of cement clinker loaded in the Japanese port of at Lascelles 1 on voyage charter to Swire Bulk. Ownership details unknown. On completion she sailed for Newcastle to load coal for Japan. Photo from the irrepressible John Nunn.



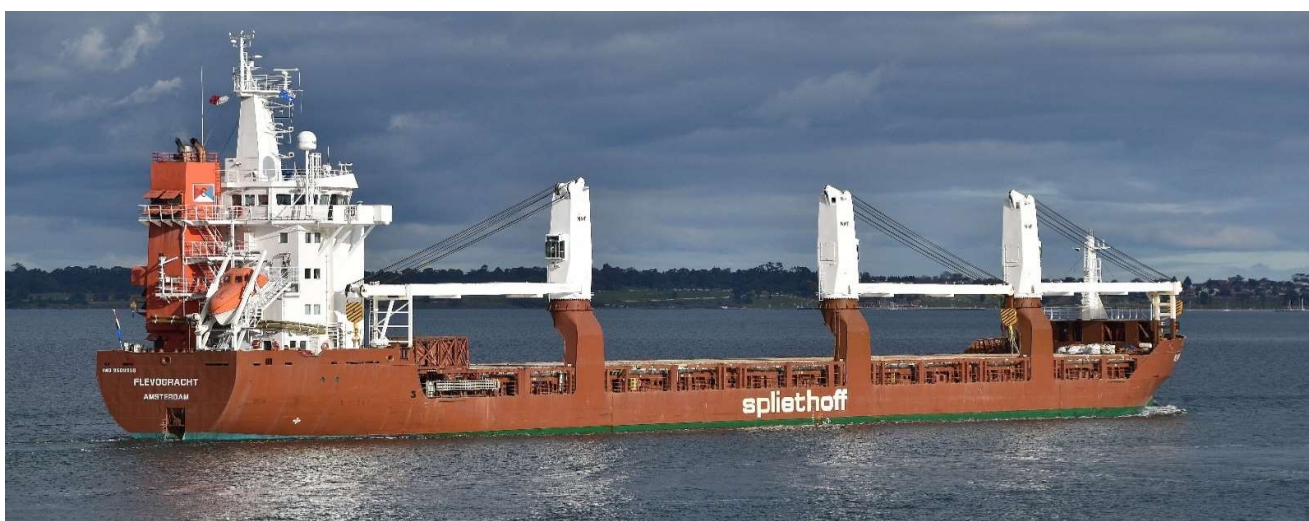
Grebe Bulker, IMO 9441312, 33,064 gt, 189m loa, 57,809 dwt, Supramax flagged in the Marshall Islands and built in 2010 at Dayang Shipbuilding at Yangzhou and one of many sisters that have visited our shores over the years, this one being taken on charter by Lauritzen Bulkers until around 2015 but her owners never changed the name dropping the 'Bulker' suffix. She was alongside at Lascelles 3 over the 12 – 17/7 discharging 33,000mt of rock phosphate loaded in the Chinese ports of Beihai and Fangcheng a/c shipper / importer Koch Industries. She is nominally registered to Grebe Shipping LLC of the Marshall Islands, a shelf company for her beneficial owner, manager and operator Eagle Bulk Shipping of the USA. Sailed for Port Kembla to complete discharge. Photo from Nick Granger.



Alcor, IMO 9717682, 44,074 gt, 229m loa, 81,600 dwt, Kamsarmax flagged in the Marshall Islands and built in 2015 at Jinling Shipyard in China. Not to be confused with a smaller vessel of the same name that called in Geelong a few years ago, this one loaded 60,000mt of wheat at BGP3 over the 20 – 25/7 bound for the Vietnamese port of CaiMep a/c shipper Graincorp. Another of the numerous vessels under the ownership and management of Monaco's Transocean Maritime Agencies, she is commercially managed and operated by Germany's Oldendorff Carriers. Photo from Nick Granger.



TS Honour, IMO 9719393, 24,159 gt, 182m loa, 38,805 dwt, handysize flagged in the Marshall Islands and built in 2017 at China's Shanhaiguan Shipyard at the easy to say Qinhuangdao and one of ten sisters that have all called in our waters of the fleet of Dalian Tiger Shipping. Was alongside at Lascelles 2 from the 25/7 discharging 34,000mt of urea loaded in the Malaysian port of Sipitang for importers Marnco. Graham Flett



‘Gracht’ vessels are not seen as often as they used to so here is Spliethoff’s *Flevogracht* captured in the late afternoon rays of sunshine departing for Brisbane having loaded 10,000mt of steel scrap a/c shipper Infrabuild. Prior to this she had discharged a similar amount of deadweight of steel piles from China because we are incapable of making them ourselves anymore!! Photo from the ubiquitous John Nunn.

Port of Portland



A semi-regular to the Aussie coast is the K-Line operated *Forest Harmony* seen here departing Portland for Pusan in South Korea fully loaded with wood chips and ‘droned’ by Owen Foley



Last month we featured the maiden voyage of the Hong Kong Ming Wah controlled *Pacific Prospect* and this month we have the arrival of sister ship *Pacific Endeavour*, ‘droned’ by Owen Foley whilst at anchor off Portland awaiting a berth to discharge another full cargo of wind farm equipment. She is another of the recently built, world’s largest general cargo vessels of the 200m length variety.

Port of Hastings

Gaschem Iliad arrives at the Westernport boarding ground and is one of three sisters now under the control of Origin Energy shipping LPG from Hastings Long Island Point Terminal to Brisbane predominantly and

ad hoc cargoes to Tasmanian ports as well as North Queensland ports and Botany Bay. She runs with her sisters ***Gaschem Homer*** and ***Gaschem Odyssey***. These vessels have basically been taken on to avoid the costly need to have a large LPG vessel anchored in Moreton Bay for months on end whilst the smaller vessels ‘wean’ off it until empty and the next fully loaded vessel arrives. Photo from Owen Foley.



Pampero IMO 9689548, 46,789 gt, 226m loa, 53,503 dwt, LPG tanker flagged in the Marshall Islands and built in 2015 at Shanghai's Jiangnan Changxing Shipyard. After ballasting from Inchon, South Korea, she loaded 42,000mt of butane, propane at Long Island Point bound for the same port of Inchon a/c shipper ESSO / ExxonMobil. She is registered to Poolville Shipping Inc of Panama, beneficially owned by financiers, managed by V-Ships Asia and commercially managed and operated Norway's Avance Gas Holding Ltd. Photo from Stuart Bachmann.



A previous caller some years back was the Sesoda Corp owned, Sincere Maritime of Taiwan operated handysize **SE Card**i and here she pops again entering Westernport with 20,000mt of steel coil to discharge that was loaded in Port Kembla for Bluescope. Photo from Wayne Wood.



Vendome Street, IMO 9573672, 28,778 gt, 180m loa, 47,879 dwt, product tanker flagged in Liberia and built in 2011 at Iwagi Shipbuilding at Kamijima originally as the **Pacific Garnet** for Tanker Pacific until an internal change of ownership in 2018. On this voyage she discharged petroleum products loaded in the South Korean port of Onsan a/c importers United Petroleum with Bell Bay and Adelaide other disports. She is registered to Arpege SA of Liberia, beneficial owners are the Zodiac Group of Monaco, managers are Zodiac Maritime Ltd of the UK and she is currently operated within the Maersk Pool of Product Tankers. Photo Stuart Bachmann.

Talara, IMO 9569994, 42,010 gt, 228m loa, 73,371 dwt, panamax product LR1 tanker flagged in the Marshall Islands and built in 2010 at New Times Shipbuilding at Jingjiang originally as the Cape Talara for Schoeller / CSM and changed hands in 2018. After bypassing Port Botany, she was alongside at Crib Point 1 discharging 25,000mt of petroleum products loaded in the South Korean port of Yosu for United Petroleum. She is basically owned, managed and operated by Chemnav Shipmanagement of Greece and is currently on charter to BP Shipping. Photo from Wayne Wood.



Pacific Basin's handysize 2005 built *Port Alfred* may have called before but if not here she is entering Port Phillip Bay in some of the wild conditions experienced lately and on her way to Yarraville 5 to discharge furnace slag loaded in the Japanese port of Oita for consignee Adelaide Brighton Cement. Graham Flett



Welcome back to the fold for Bjorn Bjornesjo who got this nice snapshot of the *YM Success* about to pass the Breakwater on her way to West Swanson Dock .

MSC Star R made her first call to Melbourne under her current name. She began life as the *Santa Carlotta* as one of five sisters built at Samsung H.I. for Claus-Peter Offen and were the largest geared containerships in the world and ostensibly built for the African trade. She was taken on immediately as the *P&O Nedlloyd Olinda* which called as that name back in 2005 before reverting to her house name later in the year after the Maersk takeover. In 2011 she was sold to Greece's Metrostar and renamed the *Carlotta Star*, a name she kept after she was acquired by Greece's Goldenport in 2014 and again in 2017 by Hammonia Reederei. She was one of the many vessels acquired by MSC in 2021. With some of the naming schemes now adopted by MSC, 'R' signifies denotes a high capacity, 'F' are designated feeder ships and the 'III' signifies ships under financing arrangements. The below photo is of her on Moreton Bay from Chris Mackey.



The former one off caller *APL Shenzhen* has returned after many years and is now trading as the *MSC Belmonte III* and is photographed by Graham Flett in perfect sunshine on her first call here under MSC having joined the PANDA service from Chinese ports. Her one and only call many years ago saw her divert into Webb Dock when a thick fogbank rolled in suddenly and she never came back – until now !!!

Text and photos by Jan de Jonge

SOLOMON ISLANDS

Solomon Islands is a sovereign country consisting of six major islands and over 900 smaller islands in Oceania, to the east of Papua New Guinea and northwest of Vanuatu. It has a land area of 28,400 square kilometres (11,000 sq mi), and a population of 652,858. HONIARA is their capital city . (WIKIPEDIA)

Some recent visits to the islands by Chinese diplomats caused some concern about the true reason for these visits.

Officials at the US foreign aid agency reacted with alarm to news of a controversial security pact between China and the Solomon Islands, describing the agreement as “very troubling” and “unfortunate”.

As our society is not involved with politics of this kind, we will of course concentrate on maritime subjects as hitherto.



SOLOMON CHIEFTAIN

SOLOMON CHIEFTAIN imo 8602323

Constructed by ASI (Tenix) yard no 259 in Fremantle in 1988 for SOLOMON Fishing Group.

GT 632 DWT 100 loa 57 m. beam 11.5 m.

In 2010 sold to RD TunaVentures in the Philipines and registered/renamed as Doloris 839. In the 1990's sold and renamed PACIFIC VOYAGER



SOLOMON PREMIER imo 8602311

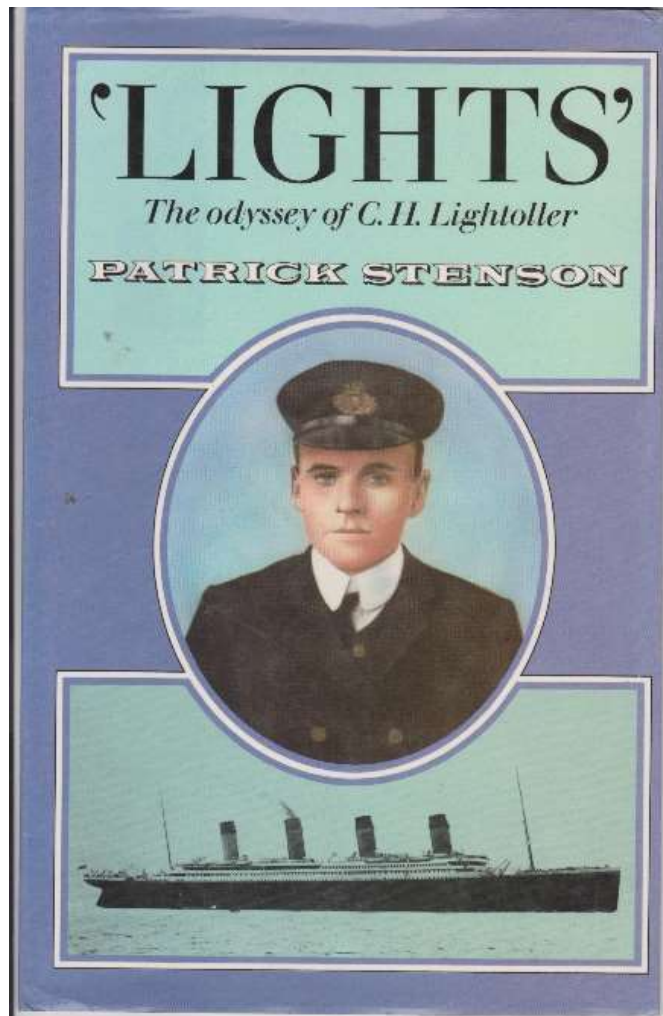
Constructed by ASI (TENIX) yard no 258 in Fremantle.

Philippine flag, GRT 632 DWT 100 loa 57 m. beam 11.5 m.

Operated by RD Tuna Ventures Inc. sold as Dolorus.



In a different livery, photographer unknown.



After 'winning' this remarkable biography at one of our WSS Branch auctions a few months ago I eventually read it while recovering from surgery.

What an amazing career this Merchant Marine officer experienced! Starting as an apprentice on a '**Cape Horner**' in 1888 at age 13 he was shipwrecked four times – perhaps most notably as the senior surviving officer in **RMS 'Titanic'**, encountered an almost catastrophic fire and then a massive cyclone aboard a clipper and nearly drowned in breakers off the West African coast. He decided to 'swallow the anchor', albeit temporarily and nearly died prospecting for gold (unsuccessfully) in Canada before returning to sea as a deck officer on the North Atlantic mail liners. As a key witness at the lengthy inquiries into the 'Titanic' disaster and later in Court Marshalls on the sinking of naval vessels, **Charles Herbert Lightoller** proved himself as a worthy advocate. He was promoted to command destroyers in World War 1 and rammed and sank a U-boat. Sadly he realised that because of his association with the 'Titanic' sinking, his employer, **White Star Line**, had no intention of ever promoting him to Master and he decided to resign from a seagoing career.

As war threatened in July 1939, the British Government 'recruited' him to take his 60ft cabin cruiser '**Sundowner**' on a survey of the north German coast to assess sites for a possible invasion. In one of the many amusing anecdotes, the author describes how

Lightoller and his crew – his wife, were intercepted by a German patrol boat. 'While his wife waved and cooed at them as idiotically as she could, the Germans demanded "Wo ist der Kapitan? Wo ist der Kapitan?" Presently 'der Kapitan' appeared with a gin bottle in one hand and a glass in the other looking to be rather worse for wear. Up went his glass towards the observers in a great demonstration of good will. The granite faces of the German Navy looked bemused but suddenly creased into laughter and bored with the joke they were gone.

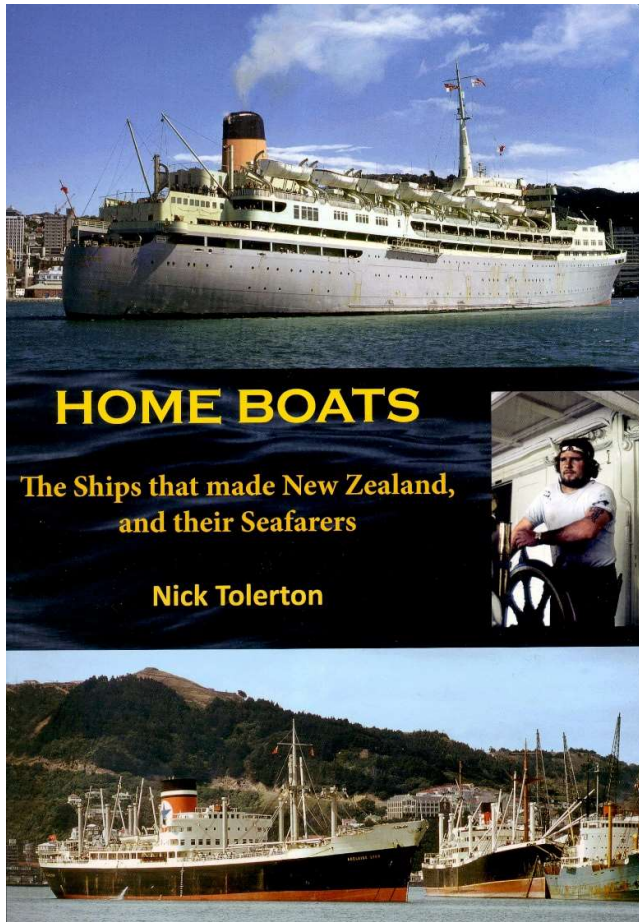
In 1940, Lightoller took '**Sundowner**' in the **Dunkirk evacuation** rescuing 130 soldiers in the 60ft boat avoiding sustained attacks by enemy aircraft while endeavouring to keep his heavily overloaded vessel from capsizing. Lightoller passed away peacefully in 1952.

As an ex seafarer, the experiences of this heroic and adventurous seaman, in Patrick Stenson's 'riveting account' is to me, one of the great sea stories of recent times and a very worthwhile read.

Ralph Woodward

New book by Nick Tolerton.

HOME BOATS. The ships that made New Zealand and their seafarers.



Published August 2021.

A4 hardcover, 330 pages, full colour photographs.

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