



**Volume 53 Number 3**

**March 2024**

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. Visitors are most welcome.



Owen Foley got this great 'working' photo of the port including the *Spirit of Auckland* heading up river accompanied by her Svitzer tugs for Swanson Dock for her usual exchange of containers on the OC1 / Trident service from East Coast American ports to New Zealand and Australia – although her deck looks reasonably bare. She had arrived from Brisbane, a port added to the schedule recently with Sydney being dropped most likely due to congestion.

Other vessels featured in the photo are Wallenius Wilhelmsen's *Don Juan* at West Webb 2 discharging cars from China on the ARMACUP service ( mostly Tesla's) with NYK's *Rigel Leader* at 3 West Webb ahead of her discharging cars / ute's from Thailand.

On the eastern side of Webb Dock is the partly obscured chartered coastal vessel *Liekut* at 2 East Webb with the container vessels *Charlotte Schulte* at 4 East Webb Dock and *MSC Langsar* at 5 East Webb Dock.



## **President's Report – March 2024**

Our first Branch meeting of 2024 on 3<sup>rd</sup> February was attended by 20 members.

The speaker at this meeting was our member Captain Jorgen Berg who gave a most interesting and enjoyable presentation of his experiences in the Danish Lauritzen Antarctic vessels, as an apprentice on mv 'Kista Dan' in the 1960's through to deck officer. He illustrated his talk with slides of ships involved in Antarctic operations, Danish, French, German and Australian as well as amusing pictures of the Antarctic's unique inhabitants – the penguins, recounting their apparent curiosity at 'human immigrants' and antics.

Our March meeting will commence with the AGM and this will be followed by a presentation by Michael O'Brien on "A Great Maritime Port – Melbourne". This will comprise a history of shipping in our Port and its development into the major operation and facility that it is today.

We look forward to your attendance if possible.

Next Meeting (AGM and Branch) **10.00am Saturday 2<sup>th</sup> March 2024** at the Port Education Centre.

Ralph Woodward



Owen Foley took this great shot of the cruise ship *Grand Princess*.

## **Disclaimer**

The newsletter is produced monthly by the Victoria Branch of the World Ship Society. Whilst every effort is made to ensure the accuracy of the items contained herein, the editor cannot take responsibility for items printed ( other than his own ). Any correspondence should be forwarded to the Editor, Peter Grunberg at 23 Bungalalli Avenue Clifton Springs Victoria 3222 or [p\\_grunberg@hotmail.com](mailto:p_grunberg@hotmail.com) or 0403 817 917.

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



# Around The Ports.

By Peter Grunberg

## Port of Melbourne

### Container Ships



One of the biggest vessel's employed on MSC's Capricorn Service from SE Asia to Australia and New Zealand ports is the 2004 built, 54,881 grt , 294m loa, 5,059 teu *MSC Eleni* photographed at Point Lonsdale departing Port Phillip by Kevin Finnigan. She looks pretty spotless so a recent dry docking may have been done with the new scrubber fitted at the same time.



A visitor on the PANDA service was the **MSC Kalamata IV** photographed alongside at East Webb Dock by Dale Crisp. Originally built in 2003 as the **Maersk Kalamata** for Costamare and long term charter to AP Moller, she became **MSC Kalamata** in 2016 and the ‘VI’ was added recently. At 304m loa and 40m wide, she has a capacity of 6,479.



**Zim Sparrow**, a sister to the recently seen **Zim Danube** is photographed departing Webb Dock by Bjorn Bjornesjo in a fairly light condition judging by her out of the water bulbous bow. This one is owned and managed by Navios Container Management and on long term lease to Zim Lines who are in partnership with MSC on the Panda service to NE Asian ports



**TS Melbourne**, IMO 9960784, 29,658 grt, 37,380 dwt, 186m loa x 35m PP beam, 2,954 teu, flagged in the Marshall Islands and built in 2023 at Fujian Mawei Shipbuilding. A first timer on the TS Lines CA2 service from Chinese ports she was alongside at WSD over the 31/1 – 1/2 abd is owned, managed and operated by TS Lines of Taiwan - next month I plan to do a pictorial on as many ships with the name ‘Melbourne’ in them – photographed by Kevin Finnigan at Point Lonsdale.

The recently dry docked and re-liveried **Maersk Bali** departs after her first call to Melbourne over the 30-31/1 and follows the recent call of the **Maersk Butom** - I think of all the vessels in this series only the **Maersk Balam** has not been here – like all the other calls of vessels in this series, she is on the OCI / Trident service to the East Coast of NZ and Central America with ports of call being Brisbane, Melbourne, Port Chalmers, Tauranga, Balboa, Manzanillo, Philadelphia and Charleston. Photo from Dale Crisp.





The MSC's continue with the large *MSC Rikku* arriving with containers from NE Asian ports on the PANDA service. A recent purchase from Eastern Pacific Shipping where she traded as *Kotor Bay* and prior to that *Hyundai Loyalty* for HMM, she has an IMO of 9393319, is of 340m loa – 45.6m Post Panamax beam, 94,511 grt, 123,281 dwt, 8,500 teu and flagged in Portugal and is photographed here approaching Webb Dock prior to her swing by Bjorn Bjornesjo – and looking to be a recent recipient of a dry docking judging by her clean lines.



*MSC Sydney VI* is pictured here departing Port Phillip Bay by Kevin Finnigan with her new wind deflector on show on the bow in a case of retrofitting - and for a vessel that is now a respectable 25 years old having traded as the *Hanjin Amsterdam* from 1999-2016 or until Hanjin went bust, when she reverted to her Conti house name of *Conti Canberrra* until sale to MSC in 2022. Anyway, like so many container ships in the twilight of their career have a habit of turning up on our shores near the end and at the grand old age of 25, she has now joined the PANDA service from NE Asian ports.



*Cape Skagen*, a sister to the *Cape Spencer* featured last month departs for New Zealand with a full load of empty reefer containers having recently joined the CMA CGM / Marfret - Pacific Australia Direct / NASP North Atlantic South Pacific service. Also registered in the easy to say port of Skovshoved !!!



Also delivering several hundred empty reefer containers ( but these are most likely new ) is the Neptune Pacific Direct Line vessel *Capitane Tasman* arriving from dry dock in China to resume her schedule connecting Australia and New Zealand ports with South Pacific Ports. Photo from Bjorn Bjornesjo.

Looking very colourful in the Yarra was the *TS Sydney* arriving on the 28/2 for her berth at Swanson Dock with a full load of containers on the CAT Service ( China Australia Taiwan ). A repeat caller but I just like the colours so included it here. He is owned, operated and managed by Taiwanese company TS Lines. Photo from Bjorn Bjornesjo.





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





Not often seen are ships from MX Bulk of the Isle of Man, so here is the ***Greeba Manx***, a TESS63 AEROLINE class of Ultramax bulk carrier photographed by the Editor anchoring off Melbourne to complete a hold survey prior to her loading 50,000mt of barley at F Appleton Dock for the Chinese port of Huangpu in early February. Owen Foley got her just off Queenscliff outward bound in the laden condition. Greeba is the name of a mountain and a castle on the Isle of Man with manx referring to the anything about the Isle of Man ( thank you Roger H )



The 15 year old G2 Ocean owned , managed and operated ***Star Kirkenes*** was alongside at D Appleton Dock over the 4-8/2 discharging steels loaded in Chinese and Indonesian ports. Photo from Bjorn Bjornesjo.



Ray Car Carriers ***RCC Antwerp***, a former caller as the ***Hoegh Antwerp*** makes her first call to Melbourne under her current name and discharged cars from Japan under MOL charter – coincidentally ***RCC Asia*** was also alongside at West Webb at the same time.





***Pacific Harmony***, IMO 9701451, 22,362 grt, 166m loa, 31,798 dwt, general cargo ship flagged in Hong Kong and built in 2015 at Huanghai Shipbuilding at Rongcheng. Owned, managed and operated by Huanghai HK Shipping, she discharged steels loaded in Indonesia at Appleton Dock. Photo from Bjorn Bjornesjo.



***FW Mercury*** is photographed by Graham Flett arriving to discharge around 22,000mt of phosphate rock loaded in Jorf Lasfar / Morocco for importers IPL which she did at Lascelles 2 over the 19 - 23/2 before proceeding to Melbourne anchorage to clean holds prior to her loading 50,000mt of wheat at F Appleton Dock for Jakarta / Semarang on voyage charter to Bogasari Flour Mills which she did over the 25 – 29/2. The ‘FW’ stands for Fortune Wave Shipping of Hong Kong.

## Port of Geelong

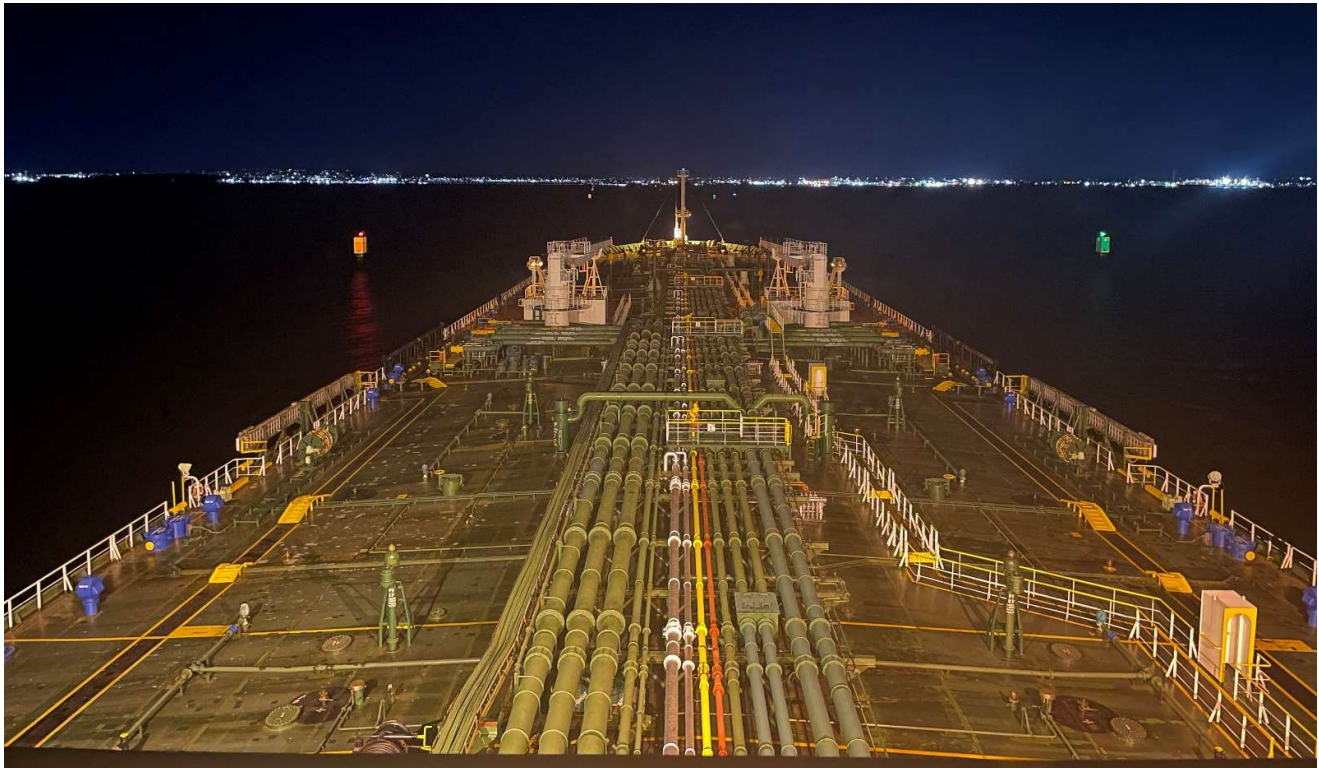
### Passenger Ships



Viking Lines ***Viking Neptune*** at anchor off Geelong whilst the passengers go ashore for their shore excursions. Photo from Graham Flett.



## Tankers



The lit up deck of the Greek Avin International owned Aframax tanker ***Kriti Journey*** as she approaches her berth at the Refinery in Geelong in the middle of the night - Photo from Dave Porrett

## Bulk Carriers / General Cargo etc



***YM Pioneer***, IMO 9902548, 43,424 GT, 81,898 dwt, 229m loa, Kamsarmax flagged in Liberia and built in 20121 approaches Port Phillip Heads bound for Bulk Grain Pier 3 where she loaded 60,000mt of barley for the UAE port of Jebel Ali over the 27/1 – 1/2. Photo from Graham Flett.

The 'scratchless' 2023 Tsuneishi built NYK Bulkship managed and operated Ultramax ***Global Sky*** approaches city bend in Geelong and about to discharge 30,500mt of phosphate loaded in Jorf Lasfar / Morocco ( one of many this season ) for importers WengFu Australia which she did at Lascelles 2 over the 5-8/2 . After completing discharge in Portland and Newcastle she ballasted to Brisbane to load coal for Japan. Photo from Kevin Finnigan





***Ocean Flame***, IMO 9979204, 36,312 gt, 199m loa, 63,425 dwt, Ultramax flagged in Panama and completed recently Iwagi Zosen KK in late 2023. She loaded 4 hatches of wheat for Kashima and 1 hatch of barley for Shimizu at BGP3 over the 15-18/2 on charter to DS Norden. She is Japanese owned by Meiho Kauin KK which manage and operate her. Photo from Graham Flett – eagle eyes will notice the ‘flame’ on her funnel!!!





Meadway Bulkers recently acquired 2013 built handy size bulker *Valentina* ( ex *Super Valentina* for Taylor Maritime and originally *Eternal Ocean* for Sumitomo ) approaching her berth at Lascelles to discharge 10,000mt of phosphate from Townsville. Photo from Roger Hurcombe.



*Bantry*, IMO 9304069, 38,883 GT, 225m loa, 72,562 dwt, CABU ( Caustic/Bulk ) Panamax size with seven hatches and two small cranes to discharge cargo residuals, flagged in the Marshall Islands and one of five sisters built for Klaveness ( the others being *Bakkedal*, *Bangor*, *Banastar* and *Barcarena* ) this one in 2005 at Oshima Shipbuilding at Sakai. After ballasting from Bunbury where she discharged caustic soda, she anchored off Melbourne before loading 50,000 of wheat at BGP3 over the 20 – 23/2 for the Chinese port of Nansha a/c shipper Cargill BV. She is registered to KCC Shipowning AS of Norway ( Klaveness Combination Carriers ), beneficial owners are the ubiquitous Torvald Klaveness of Norway and managers are Klaveness Shipmanagement of Norway. Photo from the Editor of her just before cargo completion.



The Ultramax *Red Cosmos* is photographed in a grey and black cosmos by Roger Hurcombe near Point Henry whilst on one of his trips on the Melbourne – Geelong ferry. Another vessel from Jorf Lasfar and she discharged 9,700mt of phosphate rock at Lascelles 2 over the 25 – 27/2 before departing for Portland. She is Japanese owned by Misuga Kaiun and chartered to Koch.

*SSI Interceptor*, IMO 9919008, 35,846 grt, 63,898 dwt, 199m loa, Ultramax flagged in the Marshall Islands and built in 2023 at Nantong Xiangyu Shipbuilding. After part discharging in Port Kembla, she became the fourth ship to arrive recently with phosphate rock from the Moroccan port of Jorf Lasfar and she discharged 18,000mt over the 27/2 – 1/3 at Lascelles 2 for importers Koch Industries. She is owned, managed and operated on the spot market by the Turkish Densay Shipping & Trading which is domiciled in Dubai. She is photographed by Owen Foley flying in his chitty chitty bang bang drone !!



Owned by the Singapore investment fund Straits Investment Trading, the Taylor Maritime managed / operated Supramax *Straits Bay* departs Geelong after completing discharge of her cargo of cement clinker from Japan on voyage charter to Pacific Basin. She cleaned holds at the Melbourne outer anchorage before departing for Nelson to load logs. Photo from Kevin Finnigan as she departs in average light. Her previous names include *Orient Phoenix* and *Stove Phoenix*.





Wisdom Lines handysize *Poavosa Brave* edges closer to her berth at Lascelles where she will discharge 25,000 of furnace slag loaded in the Japanese port of Fukuyama. Photo Kevin Finnigan



Chelleram Shipping's Supramax *Darya Aum* swings on the pick at Melbourne anchorage whist awaiting BGP3 in Geelong where she will load 55,000mt of barley for the Chinese port of Nansha a/c shipper Graincorp. The 'KC' is derived from the company's founder Kisinchand Chelleram who established a textile business in 1916, branching into shipping in 1979 and operating out of Hong Kong but retaining the Indian ownership.



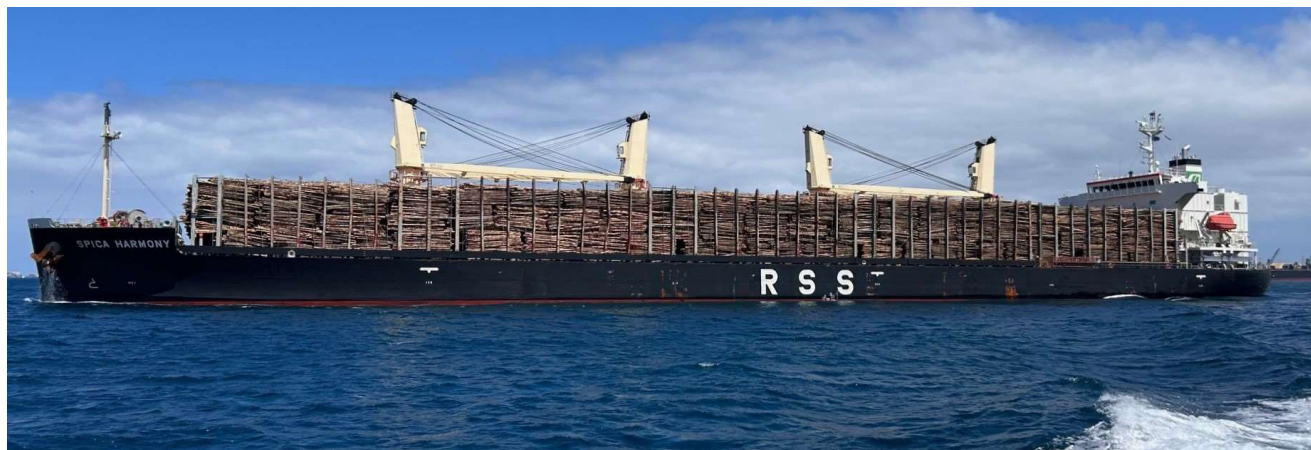
*Mamma Mia*, IMO 9846548, 34,178 grt, 60,446 dwt, 199m loa, Ultramax flagged in Liberia and built in 2019 at Sanoyas. She is photographed here in the Geelong Channel by Owen Foley in perfect conditions. She is to load 34,000mt of wheat ( not ABBA paraphernalia !! ) at Lascelles 3 and tops up in Portland with a further 18,000 with all cargo bound for the Philippines a/c shipper Riordan Grains. Registered to Hawk Marine Corp of Japan, managed by Marine Ace Co Ltd of Japan and owned by Far East Shipping & Trading Co of Japan, a company that's names its ships after famous songs!!!

## Port of Portland

**Cetus Naharwal**, IMO 9670779, 26,411 grt, 43,482 dwt, 190m loa, handysize flagged in Liberia and built in 2016 at Qingshan Shipyard originally as the **Venture Spirit** for Hamburg Bulk Carriers, a name she held until recently when that company merged with Asia Maritime Pacific to become Cetus Maritime. **Cetus Naharwal** discharged 25,000mt of Aluminium fluoride and petroleum coke loaded in the Chinese port of Zhenjiang at the Smeleter berth over the 17-25/02. The above photo is from Gerry Veldkamp.



**CMB Floris**, IMO 9908499, 36,177 grt, 63,628 dwt, 199m loa, Ultramax flagged in Singapore and built in 2021 at Tadotsu Shipyard. After part loading in Albany, she topped up with a further 25,000mt of wheat bound for the Filipino port of Batangas a/c Graincorp. She is registered to Konlink Shipping Pte Ltd of Singapore, managed by Phelippe Barko Management of the Philippines, is head chartered to Compagnie Maritime Belge ( CMB ) but has been sublet to CT Maritime of Monaco with her sister **CMB Teniers** which will load in Portland as well in mid March. Photo from Gerry Veldkamp as she departs Portland.





The Japanese owned and Ravensdown Shipping Services Handy Size *Spica Harmony* has finally worked her way around to Portland and loaded a full cargo of logs for the Indian port of Kandla and is photographed by Gerry Veldkamp.



Taylor Maritime's Handysize *Regal Rachel* loading logs for the Chinese port of Fangcheng and not an Indian port ( first time load for China since the tariff situation ). Launched as Lauritzen's *Louise Bulker* from the Hakodate Dockyard in 2010 before becoming *Flying Duchess* in 2019 with her last name change in 2022 – Photo Gerry Veldkamp

## Corner Inlet – Barry's Beach Marine Terminal



*BBC Everest* alongside at Barry's Beach Marine Terminal in early February discharging containers and general cargo from Thailand and some breakbulk loaded at the Henderson Facility near Kwinana in the west. Photo from Capt Ray McAllister.