



Volume 51 Number 4

April 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.



The Panama flagged , 2005 built MOL RORO Pure Car Carrier / Pure Car /Truck carrier ***Felicity Ace*** is photographed in happier times by Dale Crisp on a previous voyage to Melbourne. Most will be aware she caught fire in late February before finally capsizing on the first of March in the Atlantic Ocean south of the Azores on a voyage from Europe to the USA with around 3,965 Volkswagen Group cars including Audi, Porsche, Lamborghini and Bentley models – the start or cause of the fire was determined to be most likely an electric car or the result of a lithium battery with the fire quickly spreading. Anyway all of that will come out eventually after the investigation is completed. The total loss is in the vicinity of around US350 – US400 Million Dollars. The other photos of her on fire / drifting are taken from various internet publications.

PRESIDENTS REPORT FOR APRIL 2022 NEWSLETTER

How pleasing it is to know that Australia will be allowing passenger ships to be visiting our shores in mid April after almost two years.

I find myself looking forward to the arrival of the newsletter each month to realise that Victoria's ports continue to function despite so many awful things happening in other parts of the world.

The AGM was held prior to the Branch meeting in March, with John Bone continuing as Acting President, Ralph Woodward as Secretary, and Philip Meyer as Treasurer. The Branch finances are healthy and the Committee members remain as for 2021.

'Show and Tell' presentations were made by Russell Griffiths with an illustrated commentary about visits by RMS Queen Elizabeth in Hobart in 1941; its demise as Seawise University in Hong Kong, and BHP's Iron Pacific, at one time the world's largest bulk carrier plus other vessels of note. Ian Thomson brought along a 138 year old model of a steam engine built by his grandfather who arrived in Melbourne in 1880 on a ship named 'Tartar'. Lindsay Rex brought in five model ships constructed by Captain Peele who was Master of the early Union SS Ro-Ro vessel 'Seaway Queen'.

It was suggested that members with ship models could bring them along to a future meeting.

MEMBER NEWS

Our thoughts are with several members who are having health problems including Peter Wood, John Allport, Graeme Anderson and Peter Crosland.

A family luncheon to celebrate the remarkable life of the former Secretary, Ron Parker, was held at Pier 35 in February where many tributes were paid.

We were sad to read of the passing of Dennis Nilson from Geelong who had been an active member for several years. Dennis and his wife, Jenny, kindly hosted several Committee meetings at their home in Geelong. I've just received word that John Halton passed away this week only a month after being diagnosed with pancreatic Cancer. John had been a Branch member since 2012 and had been actively involved with the Branch and as a volunteer at the HMAS Castlemaine at Gem Pier in Williamstown. I will send a message to John's wife Johanna.

Donations of books from member families are providing useful raffle prizes at our monthly meetings.

Thanks to member Alan Voss for a parcel of photos, magazines and articles from his time at work in the shipping industry.

Yesterday I was invited to join with a group from the Peninsula Ship Society where we travelled independently to Williamstown for a visit to Seaworks followed by lunch at the Customs House Hotel. After lunch we strolled across to the Gem Pier for a guided Tour of HMAS Castlemaine. It was a most enjoyable day for all concerned and I'm sure such a visit would go down well with The Vic Branch. I hadn't been to any of the spots visited and I was suitably impressed with what I saw and heard. Let's have your thoughts.

NEXT MEETING Tuesday, April 5th 2022 at 7.30pm at the Port Education Centre.

A DVD to be selected from the Branch selection will be shown.

MEMBERSHIP RENEWALS

Members are reminded to keep their renewals coming in. Your support is greatly appreciated.

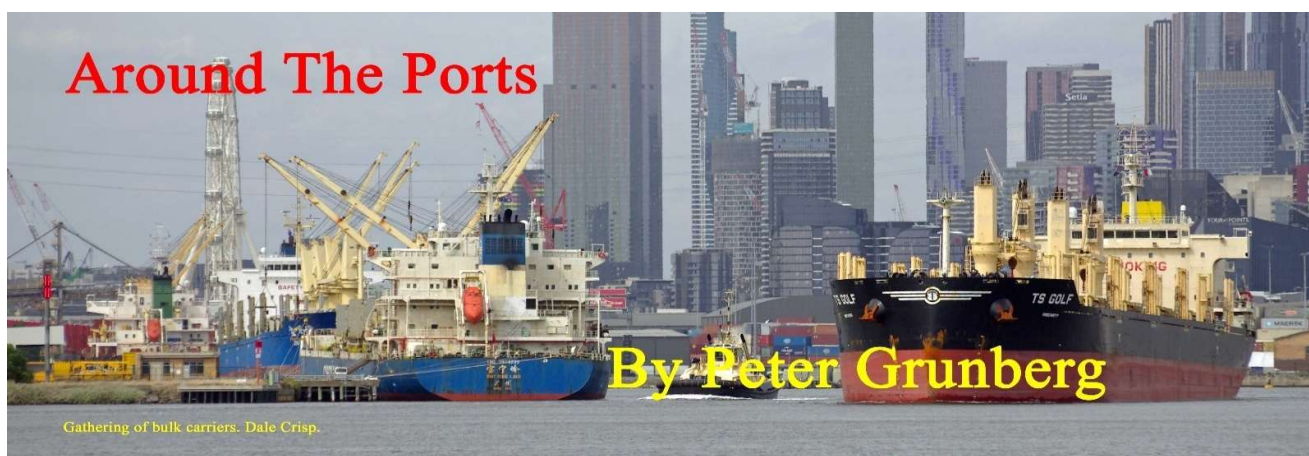
\$40.00 payable by the end of March 2022.

BSB 083 310 – Acct 21870 0067 WSS Vic Branch (NAB)

Don't forget to include your name with the deposit.

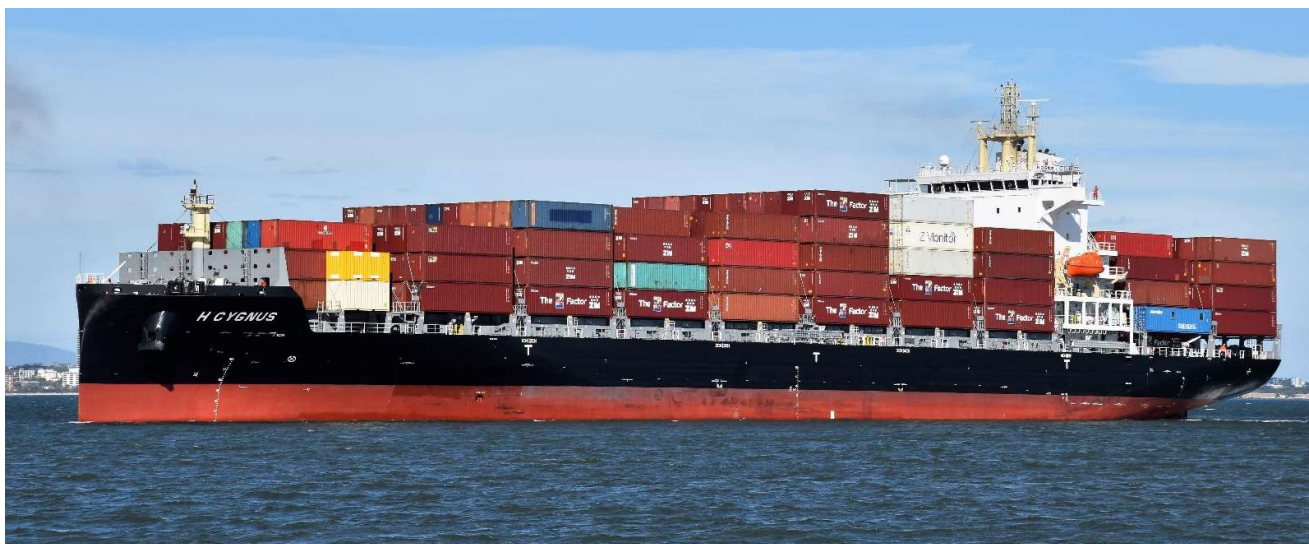
With kind regards,

John Bone (Acting President)



Port of Melbourne

Container Ships



H Cygnus, IMO 9946233, 18,888 GT, 172m loa, 22,000 dwt, 1,800 teu, flagged in Liberia and recently completed at Yangzhiang Changbo Shipbuilding and is the first container ship built at this yard (looks very similar to some of the 'TS' Line ships). On her maiden voyage and having just joined the ZIM – Gold Star C3A service, she was at Webb Dock over the 26 – 28/2. She is registered to H Cygnus Shipping Co Ltd of Liberia, beneficial owners and managers are China's Jiangsu Huayuan Shipping & Logistics Co Ltd and she has gone on a three year charter to ZIM / GSL like her soon to be delivered sister **H Mercury**. Photo from Paul Finnigan.

ITAL Universo, IMO 9196993, 68,888 GT, 285m loa – 40m PP beam, 63,216 dwt, 5,652 teu, Italian flagged and built in 2001 at Mitsubishi Shipbuilding at Kobe and is ostensibly the same as the nine sisters from Evergreen (Ever U series). Another of the famous twin funnel design, she has replaced either the **Ever Uberty** or the **Ever Unific** (too confusing) on the CAT service and was alongside at WSD over the 25 – 27/2 for the first time. She is registered to and managed by Italia Marittima SpA of Italy with her beneficial wners, commercial operators and managers being Evergreen Marine Corporation of Taiwan, the company that took over Italia Line in 2007. Photo from Bjorn Bjornesjo



Good Prospect – The Shoei Kisen KK owned and former **MOL Prosperity** departs for the first time under her new name having replaced the **PL Germany** on the Maersk / MSC ‘DRAGON’ service to NE Asian ports. Photo from Kevin Finnigan.



CMA CGM Dutch Harbour, IMO 9389409, 40,466 GT, 261m loa, 51,653 dwt, 4,275 teu, flagged in Malta and built in 2009 at Samsung H.I. at Geoje, South Korea originally as the **Hanjin Gdynia** until 2017, **Seaspan Grouse** for a short time in 2017 and was sold last year by Asiatic Lloyd where she traded as **ALS Fides**. She has replaced the **ANL Tongala** on the AUST / NZ / USWC service with a brief fill in voyage from the **Northern Guild** and was alongside at WSD over the 28/2 – 2/3 for the first time. She is now

registered to, beneficially owned, managed and operated by CMA . Photo. Kevin Finnigan.



ALS Vesta, IMO 9525950, 26,374 GT, 208m loa, 34,376 dwt, 2,500 teu, flagged in Singapore and built in 2014 at Jiangsu Yangjiziang Shipbuilding originally as the **Anette S** for H.Schepers until sale in 2018. Interestingly she was built with pedestals for three cranes but they were / have not been added to the ship up until now. She was alongside at ESD over the 6 – 8/3 having joined the CA2 Express service for ZIM / Gold Star Line service from calling at the ports of Nansha and Yantian as well as Laem Chabang and Ho Chi Minh northbound from Australia. She is registered to ALS Vesta Shipping Pte Ltd of Singapore, beneficial owners are the Bunnemann Group of Germany, managers are Asiatic Lloyd Shipmanagement of Singapore, commercial managers and operator are Asiatic Lloyd Maritime LLP of Singapore and she is on time charter to Gold Star Line. Photo from Roger Hurcombe.



Rio Grande, IMO 9363376, 40,030 GT, 260m loa, 50,842 dwt, 4,253 teu, Maltese flagged and built in 2008 at Samsung H.I. at Geoje, South Korea originally as the **Zim Rio Grande** for 10 year charter to Zim. Another of the popular Samsung 4250's that has not called here before and having replaced the one off caller **Lady Jane** on the Triple AAA service from SE Asian ports, she was alongside at ESD over the 9 – 11/3 for the first time. Her registered owner is Bayview Shipping Inc of Liberia, beneficial owners and managers are the Danaos Corporation of Greece and she is now on time charter to OOCL. Photo from Chris Gee as she departs Fremantle.



TS Bangkok, IMO 9784233, 17,449 GT, 172m loa, 21,361 dwt, 1,808 teu, flagged in the Marshall Islands and built in 2017 at China Shipbuilding Corporation in Keelung and one of many sisters in the TS Lines fleet. She was alongside at ESD over the 17 – 18/3 and now operates with the on TS Lines CA3 service from the Chinese ports of Qingdao, Shanghai, Nansha and Shekou with sisters **TS Nansha**, **TS Qingdao**, **TS Hochiminh** and **TS Pusan** with this service using Patreck's at East Swanson Dock. Her registered owner is TS Empire Holding Ltd of Taiwan, beneficial owners, managers and commercial operators are TS Lines Co Ltd of Taiwan with Fleet Management of HK her technical manager. Photo from Dale Crisp



Seamaster, IMO 9625920, 20,239 GT, 170m loa, 24,129 dwt, 1,756 teu – 3 x 40mt cranes, flagged in Malta and built in 2013 at SPP Shipbuilding at Sacheon, South Korea. Having joined the Zim / Gold Star Line's new C3A service (same as the **H Cygnus**) from Chinese ports, she was alongside at ESD over the 21 – 22/3. Her registered owner is the wonderfully named Pansy Shipping Ltd of Greece with Eastern Mediterranean Shipping of Greece her beneficial owner and manager and she has gone on charter to ZIM / GSL for an unknown period. Photo from Paul Finnigan.



MSC Alabama enters Port Phillip Bay for her first visit in many years and complete with nher new scrubber gear working in fine form !! She appears to be doing adhoc voyages from Singapore to the various main Australian ports. In the mid 2000s she and sister **MSC Japan** used to ply the Aust – Japan trade and at the time was one of the fastest ships around. She was then owned by Costamare and chartered but is now owned by MSC and retains the same name she has held for many years. Photo from Owen Foley.

In Mid to late March Pacific International Lines, TS Lines, Yang Ming Line and new entrant Sea Lead Maritime (a Dubai / Singapore based company) are commencing a new service from NE Asian ports on what is to be known as the CA2 service utilizing the following 6 x c.4250 teu vessels – **Kota Legit , Kota Lukis, TS Ningbo, TS Kelang, YM Eternity** and **Moana**.

Tankers



STI Galata, IMO 9785689, 29,760 GT, 183m loa, 49,990 dwt, product tanker flagged in the Marshall Islands and built in 2017 at South Korea's Hyundai Mipo Dockyard. She was alongside at Holden Dock over the 21-23/2 discharging 30,000mt of petroleum products loaded in the Taiwanese port of Mailiao for ExxonMobil. She is now registered and beneficially owned by Taiping & Sinopec TJ9 Shipping Co Ltd of China, managers are Scorpio Tankers Inc of Monaco, tech managers are Zenith Gemi Isletmeciligi A.S of Turkey and she operates within the large Scorpio MR Tanker Pool, this one out of Singapore. Sailed for Adelaide to complete discharge. Photo from Bjornesjo.



Fairchem Success, IMO 9758090, 13,120 GT, 150m loa, 22,346 dwt, chem/prod tanker – 20 s/steel tanks flagged in Panama and built in 2017 at the Shin Kurushima Dockyard at Onishi. Another in the ever increasing fleet of Fairfield Chemical Carriers to visit our shores recently, this one was alongside at 1 Maribyrnong over the 25– 28/2 discharging 9,000mt of vegetable oil loaded in the Argentinian port of Necocchea for Graincorp Oils Pty Ltd before back loading 8,000mt of tallow and 4,000mt of canola oil for US Gulf Ports. Her registered owner is Ever Bright Shipping SA of Panama, beneficial owners and managers are Keisho Kaiun KK of Japan, tech managers are Synergy Navis Marine Pte Ltd of India and she is commercially managed and operated by Fairfield Chemical Carriers of Wilton, Connecticut, USA. Photo from Dale Crisp.



Fairchem Restio, IMO 9920291, 12,101 GT, 146m loa, 19,971 dwt, chem / prod tanker – 20 s/steel tanks flagged in the Marshall Islands and recently delivered on the 14/1/22 from Fukuoka Shipbuilding and is the third sister ship to be delivered of the South African ‘Bird’ series/class. On her maiden voyage, she discharged caustic soda and liquid potash loaded in Japan for New Zealand ports before heading across to load tallow at 1Maribyrnong over the 28/2 – 1/3 with the cargo bound for US Gulf ports. She is registered to Fernus Line SA of Panama, beneficial owners are Fairfield Maxwell Ltd of the USA, commercial management and operation is from Fairfield Chemical Carriers of the USA with tech management from Anglo Eastern Shipmanagement Pte Ltd of HK. She sailed for Brisbane to load more tallow. Photo from Graham Flett.



Forever Assurance, IMO 9880398, 29,063 GT, 183m loa, 49,999 dwt, product tanker flagged in Hong Kong and built in 2020 at Guangzhou Intl Shipyard at Nansha and one of several sisters seen recently. She was at Holden Dock over the 2 – 5/3 discharging 40,000mt of petroleum products from Singapore for ExxonMobil. Her registered owner is Yong Da Marine Pte Ltd of Hong Kong with her beneficial owner, commercial manager and operator being the Nanjing Tanker Corporation. She sailed for Port Bonython to load Cooper Basin Crude Oil for Tolo Harbour, Hong Kong. Photo from Roger Hurcombe.



Flagship Violet, IMO 9520857, 42,816 GT, 228m loa, 74,999 dwt, LR2 Product tanker flagged in the Marshall Islands and built in 2011 at Hyundai H.I. at Ulsan, South Korea originally as the **Rio Luxembourg** for Schoeller's / Columbia Shipmanagement until sale the next year in 2012. After a long voyage from the Indian West Coast refinery port of Sikka, and after a few days at anchor, she was alongside at Gellibrand Pier over the 11 – 15/3 with a full discharge of 60,000mt of petroleum products. Her registered owner is Violet Shipping LLC of the Marshall Islands, beneficial owners are Flagship Marine Ventures with commercial management and operation from Prime Tanker Management of Greece. Sailed for Singapore on completion. Photo from Bjorn Bjornesjo.

Bulk Carriers / General Cargo / Etc Etc



Jin Wang Ling, IMO 9487108, 19,993 GT, 178m loa, 31,775 dwt, handysize flagged in Hong Kong and built in 2010 at Shanghai Shipbuilding. After the **Bao Ning Ling** last month, comes the next Chinese bulk carrier with this one discharging pipes at C Appleton Dock over the 20 – 26/2 China. Her registered owner is Jinwangling Maritime Co Ltd of China, beneficial owners is China COSCO Shipping Corporation with commercial managers and operators being COSCO Specialized Carrier Group. Interestingly Walle's Of Hong Kng is listed as her technical manager so she may have been sold with the registers not having caught up yet- which may explain why there is no COSCO logos on the hull or funnel. She sailed for Tauranga on completion to load logs. Photo from Roger Hurcombe.



Lanna Naree, IMO 9496939, 22,641 GT, 181m loa, 33,843 dwt, handysize flagged in Thailand and built in 2012 at Jiangsu Yangzijiang Shipbuilding. She was alongside at F Appleton Dock over the 19 – 23/2 loading 30,000mt of wheat for NZ ports and after discharge will presumably backload logs for Asia or India. Her registered owner is Precious Lands Ltd of Thailand, beneficial owners and managers are Precious Shipping Co Ltd of Thailand, tech managers are Great Circle Shipping Agency of India and she is currently under commercial management and operation from Oldendorff Carriers. Photo from Roger Hurcombe.



Irie Iris, IMO 9633290, 17,019 GT, 169m loa, 28,250 dwt, handysize flagged in the Marshall Islands and built in 2012 at Imabari originally as the **King Rice** for Shoei Kisen KK and sold in late 2021. After discharging phosphate at Risdon and then loading ferro-manganese at Burnie, she ventured up to Melbourne's anchorage where she bunkered enroute to the US Gulf port of Houston. Her registered owner is now Gabinius MI Ltd of the Marshall Islands, beneficial owners, commercial managers and operators are Hong Kong's Taylor Maritime Investments with tech management from Tamar Shipmanagement. Photo from Kevin Finnigan.



JOSCO Yongzhou, IMO 9872511, 34,573 GT, 199m loa, 61,348 dwt, Ultramax flagged in Hong Kong and built in 2020 at NACKS – Nantong COSCO KHI Shipbuilding. After weather affected part discharges in Brisbane and Port Kembla, she was alongside at C Appleton Dock over the 12 – 15/3 discharging steel products loaded in Kaohsiung, Taiwan on voyage charter to Swire Bulk – and is a much larger vessel than the norm for this service – maybe nothing else was available and she would be able to pick up a grain cargo after completion, which she did loading 55,000mt of wheat in Adelaide. She is registered to Hai Huo Shipping 1952B Ltd of China, beneficial owners are the Industrial & Commercial Bank of China (ICBC) with commercial management and operation from the Jiangsu Ocean Shipping Company (JOSCO). Photo from Dale Crisp.



Indian Bulker, IMO 9791925, 23,232 GT, 180m loa, 37,717 dwt, log fitted handysize flagged in Panama and built in 2017 at Imabari Shipbuilding. After severe weather delays in Brisbane and Port Kembla, she was alongside at C Appleton Dock over the 16 – 18/3 discharging steel products loaded in Inchon, South Korea and Kaohsiung, Taiwan on voyage charter to SwireBulk. Her registered owner is Blue Cypress Line SA of Panama, beneficial owners and managers are Misuga Kaiun KK of Japan and she is long term chartered to Lauritzen Bulkcarriers whose colours she carries. Photo from Craig Murchie of her on Moreton Bay with storm clouds gathering that would lock her in port for over 9 days.



Having not been photographed on her last call, here is the **CSK Longevity** photographed By Bjorn Bjornesjo alongside F Appleton Dock loading 50,000mt of wheat for the Chinese port of Chiwan a/c shipper Emerald Grains. She is owned by Tai Chong Cheang of Hong Kong and operated out of their Singapore office with the 'CSK' being derived from the company's founder C.S.Koo. **CSK Longevity** is currently on time charter to DS Norden of Norway.



Yes – I know its been before but I like blue hull, blue water and blue sky so here is Farenco's ***Ocean Dalian*** departing with 50,000mt of wheat loaded at F Appleton Dock bound for the Chinese port of Huangpu or Nantong. Photo from Kevin Finnigan.

Port of Geelong

Tankers



Elandra Sound, IMO 9821706, 62,370 GT, 250m loa x 44m beam, 115,666 dwt, Aframax / LR2 tanker flagged in Liberia and built in 2018 at Daehan Shipbuilding at Mokpo originally as the ***Sea Tanana*** for John Fredriksen's Seatankers / Hemen Holdings and sold along with sister ***Sea Pecos*** in 2019. After a few days at anchor awaiting the departure of the Platanos, she was alongside at REF4 over the 26/2 – 1/3 discharging 82,000mt of Malaysian crude oil loaded in the port of Kimanis for shipper Petronas / importer Vitol. We have seen many Elandra product tankers over the years but not one of the Aframax size. She is now registered to Elandra Sound Shipping Ltd of Liberia, beneficial owners are Vitol Holding BV of the Netherlands, managers are LSC SIA – Latvian Shipping Corporation of Riga and she is commercially managed and operated by Mansel Pte Ltd of Singapore, the shipping vehicle for Vitol Holdings BV. Sailed for Port Bonython to load a cargo of Cooper Basin crude also for Geelong and she was back over the 8 – 10/3. Photo Graham Flett.



Oriental Gold, IMO 9399870, 30,110 GT, 183m loa, 50,591 dwt, product tanker flagged in Panama and built in 2008 at SPP Shipbuilding at Sacheon, South Korea. After several days at anchor, she was alongside at REF3 over the 8 – 10/3 discharging 30,000mt of fuel oil / dirty crude oil loaded in Singapore for importers Vitol. Her registered owner is Gold Navigation SA of Panama, beneficial owners and managers are Hyundai Merchant Marine of South Korea, tech managers are HMM Ocean Service Co Ltd of South Korea and she is currently chartered out to Indonesian regional shipping & Transport company, PT Arpeni Pratama Ocean Line TBK. Sailed for Adelaide to complete discharge. Photo from John Nunn.



Chrysanthemum, IMO 9417452, 57,281 GT, 244m loa, 105,187 dwt, LR2 Product tanker / Aframax tanker flagged in the Bahamas and built in 2009 at Hyundai H.I. at Ulsan. After a long voyage from the US Gulf port of Ingleside in Texas via the Panama Canal, then around the bottom of New Zealand's South Island and finally after a few days at Melbourne's outer anchorage, she was alongside at REF4 over the 19 – 23/3 discharging 75,000mt of West Texas Midland STI Crude oil For VIVA / Vitol. She is registered to Prosper Navigation Ltd of Liberia, beneficial owners are Lyras Maritime Ltd of Greece, managers are subsidiary Orpheus Marine Transport Co SA of Greece, tech managers are V-Ships UK Ltd and she is currently commercially managed and operated in the Signal Maritime Pool of Product Tankers. Photo from Kevin Finnigan.

Bulk Carriers / General Cargo etc



Krousson, IMO 9590101, 44,282 GT, 229m loa, 81,316 dwt, Kamsarmax flagged in the Marshall Islands and built in 2011 at Sungdong Shipbuilding in South Korea. After a few days at anchor awaiting the departure of the Equity, she was alongside at BGP3 over the 25 – 28/2 loading 50,000mt of wheat for the Iraqi port of Umm Qasr a/c shipper Viterra. She is registered to Lobelia Marine Corp Ltd of the Marshall Islands with beneficial ownership, management and commercial operation from the Anastasia Efsthathiou controlled Efshipping of Greece. Interestingly at the same time the Krousson was in Port Phillip Bay, Efshipping's ***Argolis*** was loading wheat for Indonesia and the ***Kynouria*** was also loading wheat for Iraq in Brisbane – with all three ships on voyage charter to Golden Ocean of Norway. Photo from Kevin Finnigan.



MP Ultramax 1, IMO 9703590, 36,286 GT, 199m loa, 63,340 dwt, SDARI class Ultramax flagged in the Marshall Islands and built in 2016 at Jiangsu Yangzijiang Shipbuilding. After a long awaiting the departure of the **Selena**, she was alongside at Lascelles 2 over the 27 – 28/2 discharging 7,000mt of granular urea loaded in the Saudi port of Ras Al Khair a/c importers Koch Industries. She is registered to, beneficially owned and managed by M Pallonji Logistics Singapore, a privately owned Indian Company involved in Shipping & Transportation, Finance, dredging and barging and is currently in the stables of Klaveness of Norway – and to top it off she wins the most unimaginative name of the month award. Sailed for Brisbane to complete discharge. Photo from Tim Baird after just taking her pilot in Brisbane.



Nine Frontier, IMO 9363106, 49,720 GT, 209m loa, 64,539 dwt, Wood Chip Carrier – 6 hatches / 3 x cranes and hoppers, flagged in Panama and built in 2008 at the Sanoyas Mizushima Works. After 14 years of trading, the **Nine Frontier** has finally made it to a Victorian port and she was alongside at Midway's Corio Quay facility at berth 4 over the 26/2 – 4/3 loading 50,000mt of woodchips for the Japanese port of Niigata. Her registered owner is Caribstar Shipping SA of Panama, beneficial owners and operators are Mitsui OSL Lines of Japan with her management from Chugoku Sougyo Co Ltd of Japan, a subsidiary of MOL. Photo from John Nunn.



Sunrise Jade, IMO 9732955, 36,333 GT, 199m loa, 63,244 dwt, Dolphin44 class Ultramax flagged in Singapore and built in 2015 at Jiangsu Hantong H.I. at Tongzhou and one of a very popular design. After a few days at anchor awaiting the departure of the ***Alpha Bulker***, she was alongside at Lascelles 3 loading 50,000mt of canola for the Filipino port of Batangas a/c shipper Riordan Grains. She is registered to Sunrise Jade Shipping Pte Ltd of Singapore, beneficial owners are Dasin Holdings Pte Ltd of Singapore with commercial management and operation from Dasin Shipping Lte Ltd of Singapore. Most vessels in this fleet are prefixed with 'Dasin' and with it emblazoned all over the hull but this one and a few others in their fleet are prefixed 'Sunrise' – Although ships in this fleet are regular callers to Australia, I think this is the first to call at a Victorian port. Photo from Kevin Finnigan as she departs Port Phillip.



ST Pinot, IMO 9596179, 32,311 GT, 189m loa, 57,949 dwt, TESS58 class Supramax flagged in the Marshall Islands and built in 2013 at Tsuneishi, Balamban, Cebu City originally as the Ocean Heaven for United Ocean Shipmanagement until financial pressure saw that company fold up in 2017 and she was sold. After part discharging in Auckland, she was alongside at Lascelles 2 over the 13 – 16/3 discharging nearly 18,000mt of SBM loaded in the Argentinian port of Nueva Palmira for shippers / importers Viterro BV. Her registered owner is One Ship Ltd of the Marshall Islands, beneficial owners are the holding company Ship Finance Maritime Corporation of the Marshall Islands, managers are Seaquest Shipmanagement Pte Ltd of Singapore with commercial management and operation from C Transport Maritime SAM of Monaco. Sailed for Newcastle to complete discharge. Photo from Hans Fairhurst on a previous voyage to Kwinana.



Black Pearl, IMO 9579743, 43,445 GT, 229m loa, 78,890 dwt, Kmsarmax flagged in the Marshall Islands and built in 2012 at Wujiaui Shipbuilding in Nantong. Sounding more like something from the Pirates of the Caribbean, the **Black Pearl** was next vessel to load a grain cargo at Bulk Grain Pier 3 and she loaded 57,000mt of canola for the British port of Liverpool over the 13 – 17/3 a/c shipper Cargill BV. Her registered owner is Peithon Management Corporation of Greece, beneficial owners are the Kalogeratos Group of Greece, managers are subsidiary Primerose Shipping Co Ltd of Greece and she is currently on time charter to commodities trader Cargill BV of the Netherlands. Photo from Kevin Finnigan



Crystal Admirer, IMO 9866196, 43,044 GT, 229m loa, 81,794 dwt, Kamsarmax flagged in Panama and built in 2020 at Tsuneishi H.I. at Zhoushan, China. After a few days waiting at anchor off Melbourne, she was alongside at BGP3 over the 17 – 20/3 loading another canola cargo, this one of around 60,000mt bound for the Belgian port of Ghent a/c shipper Graincorp. She is registered to MTO Maritime SA of Panama, beneficial owners are Miyazaki Sangyo Kaiun Co Ltd of Japan, managers are Hokuku Marine Co Ltd of Japan and she is commercially managed and operated by food commodities trader ADM – Archer Daniel Midland. Photo from Kevin Finnigan.



Iolcos Confidence, IMO 9598799, 41,254 GT, 225m loa, 76,036 dwt, Panamaxflagged in Malta and built in 2013 at Hudong Zhonghua Shipbuilding. After several days at anchor, she will be alongside at BGP3 loading 50,000mt of canola also for the Belgian port of Ghent a/c shipper Viterra. She is registered to Caspian Anthem Shipping Co Ltd of Greece a shelf company for her beneficial owners, managers and commercial operators Iolcos Hellenic Maritime Enterprises Co Ltd of Greece, a company controlled by Andreas Theodoros Petrakis

with the ATP being the vessel's funnel mark – has been a while since we last saw a vessel from this outfit when the *Anny Petrakis* called here several years ago. Photo from Graham Flett



American Bulker, IMO 9736420, 22,426 GT, 179m loa, 36,228 dwt, handysize flagged in Panama and built in 2016 at Shikoku Dockyard at Takamatsu and one of the smart looking bulk carriers that come out of this yard. She was alongside at Lascelles 1 over the 20 – 23/3 discharging 15,000mt of phosphate loaded in the Chinese port of Tianxing a/c shipper Ameropa. She is registered to Grace Hawk Shipping SA of Panama, beneficially owned by Eiko Kisen KK of Japan, managed by Filharmony Shipmanagement with commercial management and operation from her long term charterer the J.Lauritzen Bulker Group of Norway. Photo from Owen Foley on a previous trip to Brisbane.



Venus Sky, IMO 9796951, 34,605 GT, 199m loa, 61,588 dwt, Ultramax flagged in Singapore and built in 2017 at NACKS – Nantong COSCO KHI Shipbuilding. After part discharging in Kwinana and Adelaide, the *Venus Sky* was alongside at Lascelles 3 over the 20 – 24/3 discharging the remaining 20,000mt of phosphate loaded in the Russian Baltic sea port of Ust - Luga near Leningrad for shipper Ameropa. She is registered to New Marion Pte Ltd of Singapore, beneficial owners are the Mitsubishi Corporation of Japan, managers are MC Shipping Of Singapore, tech managers are Fleet Management of Singapore. After completion she is scheduled to back load at 30,000mt of wheat at BGP3 a/c shipper Cargill BV. Photo taken by John Nunn in gloomy conditions.

Port of Hastings



TBC Prime, IMO 9618501, 24,020 GT, 183m loa, 38,529 dwt, handy size flagged in Panama and built in 2011 at Minaminippon Shipbuilding at Usuki originally as the **Turquoise Ocean** until sale last year. After several coastal voyages prior, she was alongside at Bluescope over the 19 – 26/2 discharging 20,000mt of steel coil loaded in Port Kembla. She is registered to Almazo Holdings Inc of the Marshall Islands, beneficial owners are Transworld Holdings Ltd of India, managers are TW Ship Management Pte Ltd of Singapore and she is commercially managed and operated by Transworld Bulk Carriers. She sailed for Fremantle on departure. Photo from Wayne Wood.



Grand Winner 2, IMO 9906697, 29,707 GT, 183m loa, 50,301 dwt, product tanker flagged in Panama and recently completed in late July 2021 at the Hyundai Vinashin Shipyard in Vietnam. She was alongside at Crib Point 1 over the 5 – 7/3 discharging 25,000mt of petroleum products loaded in the South Korean port of Daesan for importer United Petroleum. She is registered to POS Maritime SA of Panama, beneficial owners are Pan Ocean Shipping of South Korea with commercial management and operation from varying divisions within the large Pan Ocean Group. Sailed for New Plymouth and Tauranga to complete discharge. Photo from Stuart Bachmann.

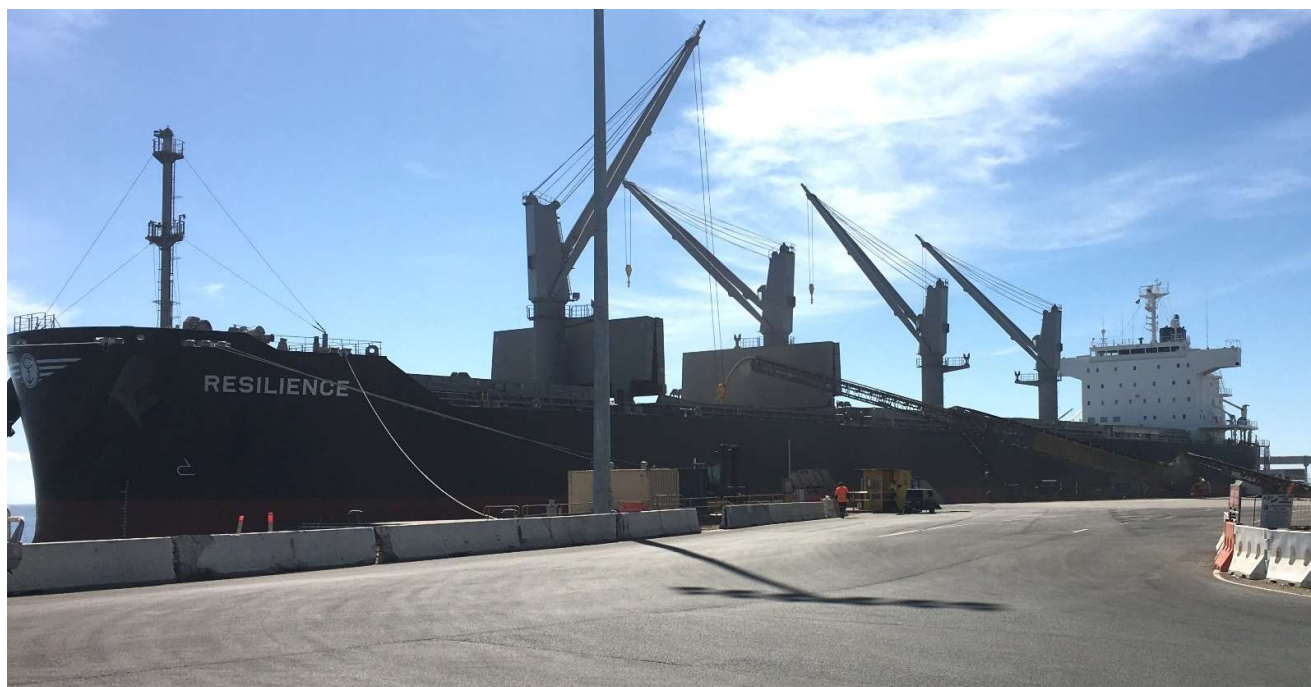
Flagship Willow, IMO 9512484, 42,341 GT, 225m loa, 74,127 dwt LR2 product tanker flagged in the Marshall Islands and built in 2011 at SPP Shipbuilding at Tongyeong originally as the **Marka** until sale in 2013. After part discharging in Port Botany, the next 'Flagship' to arrive in our waters was alongside at Crib Point Jetty over the 16 – 19/3 discharging 40,000mt of diesel products loaded in the South Korea port of Daesan for importers United Petroleum. Her registered owner is Flagship Willow Inc of Greece, beneficial

owners and managers are Prime Tanker Management of Greece, tech managers Greenwich Shipping of Russia with her commercial managers and operators being Flagship Marine Ventures LLC of Greece. Sailed for Singapore on completion. The photo of the ship is taken in Rotterdam and courtesy of Barry Vd Meijden.



Port of Portland

Wooyang Hermes, IMO 9421257, 31,091 GT, 189m loa, 54,296 dwt, Supramax flagged in South Korea and built in 2008 at Taizhou Kouan Shipbuilding briefly as the *Serenade* and then *Desert Serenity* for ABC before sale in 2017. We have had 'Dooyang's in the past but never a 'Wooyang' and she was alongside at KSA1 over the 23 – 25/2 discharging 6,000mt of granular urea loaded in the Saudi port of Ras Al Khair on charter to Pan Ocean Shipping of South Korea. Her registered and beneficial owners are is Woo Yang Shipping Co Ltd of South Korea, managers are Korea Shipmanagers Co Ltd and she is on time charter to Pan Ocean Shipping. Sailed for Burnie, Newcastle and Brisbane to complete discharge.



Resilience, IMO 9916238, 36,177 GT, 199m loa, 63,626 dwt, Ultramax flagged in Panama and recently completed in late 2021 at the Shin Kasado Dockyard at Kudamatsu. After her maiden voyage with grain from

Port Kembla to Vietnam, she ballasted to Portland where she loaded 18,000mt of faba beans at berth 6 over the 26/2 – 4/3 a/c shipper Riordan Grains bound for the Egyptian port of Adibiyah. She is registered to Seavance Shipping SA of Panama, beneficially owned by Taiyo Kaiun KK of Japan which has chartered her out long term to Belships / Lighthouse Navigation with purchase options (her livery and the crest on the bow is the giveaway) which will commercially manage, technically manage and operate her. She sailed for Port Giles to load 15,000mt of wheat and Port Lincoln for a further 20,000mt. Photo from Jeff Cook / Monson.

Belguardian, IMO 9911654, 34,617 GT, 199m loa, 61,070 dwt, Ultramax flagged in Norway and built in 2021 at Dalian COSCO KHI Shipbuilding (DACKS). Late last year we put the **Belatlantic** on the front page as she was the first Belships vessel in years to call - since then we have had the Belpariel and now the **Resilience** and **Belguardian** (maybe the late founder of Belships Christen Skibs should have set up a Victorian office !!). After discharging her Soya Bean Mill cargo in Tauranga and Brisbane (smaller cargoes now from Argentina due to a lack of water in the River Parana), she ballasted to Port Kembla to load 25,000mt of canola before topping up with a further 30,000 at berth 5 over the 20 – 30/3 for shipper Riordan Grains with all cargo bound for the US west coast port of Stockton. Her registered owner is Belships Shipholding II SA of Norway, beneficial owners are Belships ASA of Norway with commercial management and operation from Belships / Lighthouse Navigation of Thailand.

EXTRAS



Featured last month but not properly photographed is the Supramax **Eternity SW** departing for NZ to load logs after completing her cargo of Cement clinker in Geelong– photo from John Nunn.



Also not photographed was the **Gharapuri Island** – here she is on a previous trip in Singapore and captured by John Nunn on one of his Singapore jaunts.



A nice photo of the Austral Asia Line vessel ***AAL Singapore*** on Moreton Bay arriving into Brisbane from Capt Craig Murchie complete with the WSS acting President's new floating gin palace !!!!



Looking quite colourful is the ***RCC Passion*** making her first call to our waters under her new name. She was formerly the ***Glovis Passion*** but has now been retuned to **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.

her owners Ray Car Carriers hence the RCC. Photo from Kevin Finnigan.



Magnus, the former **British Mallard** alongside at Viva REF4 discharging crude oil from Malaysia and photographed by Kevin Finnigan. Another former unit of the BP Fleet now operating for London Greek firm Union Maritime Ltd and on charter to fuel trader Trafigura.

The last page consists of the **New Legacy** departing for Mexico after loading wheat, **Tsukyomi Harmony** arriving from Murmansk with potash, and the second 'passenger' ship for the Melbourne cruise season, the **Coral Adventurer**. Photos John Nunn, Graham Flett, Dale Crisp.



As the British Phosphate Commission wound down, many of the ships and assets; and esp. the shoreside operations and phosphate deposits on the island of Nauru, passed to the Government of the newly independent Republic of Nauru, which gained independence on 31st January 1968. It was their vision to become a major shipping force in the South Pacific through their Nauru Pacific Line (NPL). The story of Nauru and their shipping line is contained in the NAA's LOG Vol 27 No. 2 May 1994; written by WSS member Harvey Wilson. It includes a full fleet list of all their ships.



Eigamoiya in River Yarra.

(Photo R Priest./ K Barr collection)

Their first ship, and ‘pride of the fleet’, was the *Eigamoiya*. To quote from Harvey Wilson’s article :-“The first move into shipowning by the new Government was to order, in 1967 (before independence) a cargo vessel from Henry Robb Ltd., Leith. Launched in Dec. 1968 as the *Eigamoiya* (the ships were mostly named after prominent Nauruan women), the ship was completed in April 1969. The builder by this time had become the Robb Caledon Shipbuilders Ltd. *Eigamoiya* was built to carry phosphate and general cargo. There were four holds, with No. 1 being suitable for the carriage of cased petroleum, and No. 4 hold being partly refrigerated. Some of the tanks carried fresh water (a problem on the island), and the forward deep tank could carry light diesel oil. There was a crew of 34, and in addition accommodation for 12 passengers in seven cabins. *Eigamoiya* was fitted with an elaborate mooring system including a special electric mooring winch on the forecastle, so that she could service the off-shore ship moorings in Nauru. Service speed was 15 kts, with 16.7 kts being achieved on trials in ballast.

The Nauru Pacific Line went on to own another eight vessels over the next 20 years, and chartered four more. They set out to provide a shipping service for most of the Pacific Islands ranging from the Marshall Islands in the North; to Fiji, Tonga, and Samoa in the East; to NZ, Australia and PNG. At one stage they even traded to the West Coast North America, and Hawaii. They owned 4 passenger ship (defined as carrying more than 12 passengers), two dedicated ‘handy’ bulk carriers, and three general cargo ships. However their expertise in operating a shipping company did not match their ideals, and in the end the Line folded through incompetence. The *Eigamoiya* was the NPL longest serving vessel: the 1st, and the last! How she operated also indicated the Line’s problems. She was essentially the “grocery” ship for the Island of Nauru. She often brought cargoes of phosphate south, but looked out of place as a small, colourful, general cargo ship being grabbed out at Yarraville. Carrying only 5000 odd tonnes of phosphate, she would hardly be a big profit maker. She would then spend up to 4-5-6 weeks alongside, before Nauru needed some more groceries; and then funds had to be despatched from Nauru, and all the bills paid, before anyone would provide cargo, provisions or services. Nauru was notorious throughout the South Pacific for non-payment of bills.

If one desired to own and/or skipper a South Sea Island trader, then the *Eigamoiya* would be their choice. She was one of the prettiest ships round. I piloted the *Eigamoiya* on a number of occasions, and most times it proved “interesting”. While the Masters were mostly off the Aust. and NZ coast; the crew were Nauruans, and their generally ‘amicable Polynesian’ nature was sometimes lackadaisical work-wise. The Masters found that ‘persuasion’ worked better than the Captain Bligh approach. There are some funny stories round about incidents on NPL ships!

Harvey concluded the history of the *Eigamoiya* by saying:-“(with the sale of the 2nd. last ship *Rosie D II* in 1991), ..this left the *Eigamoiya* as their last ship, which had been laid up in Melbourne in poor condition since 30th Sept. 1990 (alongside of the Wagglan Floating Drydock dolphins). Towards the end of 1992 she was sold to the Greeks, operating from Singapore. A great deal of work was required on her engines before she was able to sail. Her departure on 25th Mar. 1993 marked the demise of the Nauru Government’s shipowning venture. Once the pride of the Nauruan fleet, she left Melbourne with the Nauruan flag flying, and still in Nauru Pacific Line colours.” The grocery roll was continued with the chartering of the *Kinzan Maru*, and later the Sofrana Line ships, but they continued to spend weeks in Melbourne awaiting money transfers.



Eigamoiya departing Melb. 25.3.93 as mentioned above. (Photo H. Wilson).

Regards the colours, Harvey went on to say:-“These colours were attractive and symbolic. The dark blue on the funnel represented the ocean, the narrow yellow band near the top signifies the equator, and the twelve pointed white star just below the band indicates Nauru’s position just below the equator. The twelve points of the star signify the twelve tribal groups of Nauru. The hulls of the NPL ships were light green, with dark green boot-topping, and cream superstructure. *Eigamoiya* was 4418 gt., 5956dwt. IMO No. 6904507. 112.1m loa x 16.8m beam x 7.6m draft. Powered by two 6 cyl. Mirless diesels to a single shaft, for 15 kts. Sold and r.n *Chrysanthi* Owners Lassos, reg. Belize 1993. Sold 94 r.n *Windsor III*. Sold 1997 r.n *Asoka II*. There appears to be no concrete information on the ultimate fate of this vessel. Does anyone know where or when she was scrapped, or history after 1997??

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.