

WORLD SHIP SOCIETY

FREMANTLE BRANCH MAGAZINE

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December 2022



ABOVE: A change of tack from our usual ship photo front cover page. This view is part of the very successful Fremantle Ports Maritime Day held 29/10/2022 at Victoria Quay. It shows two significant sailing craft in mid-harbour during the Dutch Australian Wooden Boat Foundation's sail past the passenger terminal and seen against North Quay containers.

At left, ROSE F, (B 69), is 119 years old, and the most historically significant West Australian pearl lugger afloat in WA and currently still under restoration. Jeremy and Andrew Eagleton rescued ROSE F from slowly sinking to a watery grave in Bunbury in 2016. She is a pre-World War 1 pearl lugger built in 1903 in Fremantle which worked the WA coast until the late-1970's. When purchased ROSE F was in poor condition and over the past 5 years has slowly been rebuilt to a point where she can once again be sailed. Recycled materials were used where possible and has been restored with assistance from friends and volunteers. Also see another photo p.228 this issue (Further details in a future issue.)

At right, TORTUGA, is 70 years old and owned by Doug Watson. She was launched in 1952 as a sailing crayfishing boat at the Bach Brothers Yard in North Fremantle. Rumour has it her keel was actually laid in 1929 then the Great Depression and Second World War delayed the build. Luigi Santaromita then had her built and in the late 1960's her mast was struck for a large deckhouse forward and sailed no more. In 2018, TORTUGA was bought by the Watson family and restored to a sailing vessel based at Fremantle Cruising Yacht Club. (Reference: Dutch Australian Foundation)

FREMANTLE BRANCH NOTES

BRANCH PERSONALIA

Chairman	Chris Keys	0417 989066 (email: captkeys@iinet.net.au)
Vice Chairman:	Denis Dewar	0400 054424 (email: capden@hotmail.com)
Treasurer:	Dominic Papaluca	0428 214505
Secretary:	Barry Shaw	0401 264393
Editor:	Chris Gee	Contact by email only: cadrgree@gmail.com
Committee: Arthur Robinson, Clarry Cole, Wayne Walker, Rhod Jones, Terry Salomons.		

ALL MEMBERSHIP AND GENERAL ENQUIRIES TO THE CHAIRMAN PLEASE, NOT THE EDITOR

ALL NEWSLETTER CONTRIBUTIONS TO THE EDITOR (to the email address above)

Branch Postal Address for general correspondence: PO Box 18, North Fremantle, WA, 6159

The next monthly meeting will be at our new venue

The Bicton Palmyra RSL Hall, 28 Foss Street, Bicton

on THURSDAY, DECEMBER 1st at 7.30PM

Unfortunately technical issues last month prevented the intended DVD presentation being shown. Therefore the December meeting will be the same DVD to be presented by Capt. Richard Ireland, titled "Island Lights", a program on Tasmanian lighthouses featuring the lighthouse tender, CAPE DON.

Our new venue is just off Canning Highway from which Foss Street is on the left-hand side if going up the hill heading towards Perth or right-hand side if heading down the hill towards Fremantle, with McDonalds on the corner. The hall is on the right-hand side of Foss Street just two buildings in from Canning Highway, opposite McDonalds. There is free street parking at the front, also parking in the adjacent street opposite and in the nearby Leopold Hotel car park and next to McDonalds.

A reminder that we will now hold our monthly meetings on the **FIRST THURSDAY OF THE MONTH instead of Wednesdays (except no meeting is held in January).**

We look forward to seeing you all at our new and much more spacious and full facilities venue.

World Ship Society Fremantle Branch Meeting Schedule for 2023

Please note these dates in your diary.

Thursday 2nd February Committee members meeting 7.00PM then AGM meeting for all members 7.30PM

Thursday 2nd March general meeting for all 7.30 PM

Thursday 6th April Committee members meeting 7.00PM then general Meeting for all members 7.30PM

Thursday 4th May general meeting for all members 7.30PM

Thursday 1st June Committee members meeting 7.00PM then general meeting for all members 7.30PM

Thursday 6th July general meeting for all members 7.30PM

Thursday 3rd August Committee members meeting 7.00PM then general meeting for all members 7.30PM

Thursday 7th September general meeting for all members 7.30PM

Thursday 5th October Committee members meeting 7.00PM then general meeting for all members 7.30PM

Thursday 2nd November general meeting for all members 7.30PM

Thursday 7th December Committee members meeting 7.00PM then general meeting for all members 7.30PM

WSS FREMANTLE CHRISTMAS BARBEQUE will be held on 10th December 2022, at the usual location at John Tonkin Reserve, East Fremantle (opposite Leeuwin Barracks) at 3.00PM. Drinks, meat, and bread rolls will be supplied. As previously please bring your own salads and chairs. Names of attendees to be taken at the next meeting so please sign-up for our end-of-year function.

SEASONS GREETINGS to all members and their families for an enjoyable Festive Season

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FREMANTLE PORTS MARITIME DAY

On Saturday, 29/10/2022, Fremantle Ports held their annual Maritime Day upstairs at the Fremantle Passenger Terminal and outside from 1000hrs to 1600hrs, as the previous venue B Shed is under repair. There were over 90 display stands set up inside the G shed side featuring many nautical companies, services, products and promotions as well as an impressive display of model ships of all types and Fremantle Ports superb display boards of old port and ship photos. There were also other displays of small boats, military and cargo handling equipment set-up outside in the forecourt. Music, a fashion show, military and school bands and historic displays were all included in the days' entertainment.

Once again Fremantle Ports kindly invited WSS Fremantle to have a display stand there. Several members attended the terminal at 0600hrs on the day to set up the allocated booth which was decorated with flags and photos of shipping. During the course of the day we had a large contingent of people stop and discuss what the World Ship Society was about, what we do including when do we hold meetings and how do you become a member. At the end of the day a cocktail party was held for the exhibitors for which two people were selected to attend. Dennis Dewar attended on behalf of the World Ship Society and Chris Keys on behalf of Master Mariners. Thank you to Dom, Clarry, Rod, Chris, Bruce, Terry, Wayne and Dennis for their great help on the day. The general consensus on the day was that holding it in the passenger terminal was excellent as there was much more room to move around than at B Shed with good parking and better facilities too. We welcome new member Graham Hopcroft who has joined us since the day.



ABOVE: The WSS Fremantle stand manned by our former Treasurer and current Committee member, Wayne Walker, out front displaying a sample of our magazine, with current Vice Chairman, Denis Dewar behind. (WSS photo)

A highlight of the overcast, windy and slightly damp day was the presence alongside G shed of the Royal Australian Navy's latest AMCAP completed, mid-life upgraded Anzac class frigate, HMAS TOOWOOMBA. She was opened for public inspection which is indeed a rare event these days. Free ticketed 30-minute harbour tours were regularly provided by Jetwave Marine using their open back deck launch JETWAVE JEMMA. The tug SVITZER REDHEAD was alongside for most of the time for visitors to see but not board. The intended Dutch Australian Wooden Boat Foundation's sail past the passenger terminal venue of about 20 vintage wooden boats was unfortunately reduced to only about 6 participants due to the strong winds and rough conditions on the river and at sea causing many of the boats to withdraw prior. However those that could attend put on a good show with sails up on several craft and some impressive wooden launches. An unexpected extra attraction was having the large cruise ship CORAL PRINCESS alongside still at the adjacent F shed part of the passenger terminal following her late change of itinerary to stay in port for an extra day due to poor weather conditions to the south. (See photo gallery next page)

**SOME SCENES FROM FREMANTLE PORTS MARITIME DAY
29/10/2022**



ABOVE: HMAS TOOWOOMBA alongside for inspection. ABOVE: Foreground JETWAVE JEMMA offered harbour tours.



ABOVE: Several views of part of the model ships display with tugs, motor yachts and navy ships amongst others.



ABOVE: The former pearling lugger ROSE F mid-harbour. ABOVE: Wooden launches HIAWATHA and AVONITA (rear).



ABOVE: The launch HIAWATHA, yacht CANOPUS & launch SARATOGA against MARGARET RIVER BRIDGE at North Quay.

50 YEARS AGO AT FREMANTLE – NOVEMBER 1972 – ALL PHOTOS BY ROBIN SCOTT

ABOVE: FRESBURG, a conventional cargo ship laden with a deck load of containers, arrives Fremantle, 12/11/1972.



ABOVE: The graceful white hull lines of the Danish, cargo ship HELLE SKOU are on display as she departs, 25/11/1972.



ABOVE: LADY CHRISTINE an early survey ship in the IOS (later AOS), P&O Group fleet, arriving 25/11/1972.

SHIP'S DATA FOR PHOTOS ON PAGE 229

FRESENBURG, 1960 built in Germany, 3,982 (CSD) gross, 356' 1" (108.5m) loa, 4 hold/hatches, derricks 1x50t, 1x25t, 10x5t, 14 knots service speed, 4 pax, cargo ship with refrigerated space, German flag, owned by H. Peters, of Hamburg, hence the HP letters on the funnel. She was at Fremantle 12-15/11/1972 berthed at Victoria Quay A shed during a voyage from Genoa to Adelaide, no doubt under voyage charter to one of the European shipping liner services. The photo shows her laden with many containers on deck, a good example of how conventional cargo ships tried to contend and compete with the onset of full containerisation. FRESENBURG remained with her German owners for 22 years until sold in 1982, 10 years after her Fremantle call, to China Ocean Shipping Co (COSCO) and renamed PAN LONG under the Chinese flag, registered at Yingkou. In 1987 there was a change in registered owners to Yingkou Marine Transport Co., but without change to name or flag. Then in 1989 the by then 29-year-old ship had her registered owners became Yingkou Marine Shipping Co Ltd., and this time she was renamed to JIN NIU SHAN, still under Yingkou port of registry. Thereafter like so many ships ending their career under Chinese ownership her ultimate fate is unknown. Miramar records that she was deleted from Lloyds Registry in August 2010 as "existence in doubt".

HELLE SKOU, 1963 built in Denmark, 4,267 gross, 416' 4" (126.9m) loa, 4 holds/5 hatches, derricks 2x25t, 4x10t, 12x5t SWL, service speed a brisk 17 knots, 12 pax, general cargo ship (no reefer space), Danish flag, owned by Ove Skou, of Copenhagen, Denmark, whose fleet of "white yachts" always impressed. She was at Fremantle 24-25/11/1972 following in the wake of FRESENBURG on a similar voyage from Genoa to Adelaide, probably under the same charter. HELLE SKOU's Danish career ended after 16 years when sold in 1979 to Lebanese owners, Tristar Shipping Ltd, a subsidiary of Tareck Gandour, and reregistered at Tripoli, under the name NAGAN. She remained as such until 1985 when sold to Thai owners, registered as Mah Boomkrong Shipping Co Ltd, of Bangkok, a subsidiary of Chin Seng Hong Ltd, of Hong Kong, with the ship renamed to MAH III. As such she did not last long with them as in December 1986, MAH III was sold to Taiwanese shipbreakers at Kaohsiung, 23 years after build.

LADY CHRISTINE, ex HAMME - 1972, converted 1972 from stern trawler to research/survey vessel, when purchased as HAMME from West German owners by International Offshore Services (Liberia) Ltd., (IOS), under the Panama flag, a P&O Group subsidiary, and given a LADY-prefix name. These "LADY-boat" names would become well known in Australian waters on the many oil rig supply vessels (ORSV's), subsequently owned by the P&O Australia Ltd controlled company, Australian Offshore Services (AOS). LADY CHRISTINE, 862 gross, 178'9" (54.5m) loa, service speed 12 knots, at the time of her Fremantle visit was engaged in what was reported as "local surveys" and she would return to port again in early-December 1972. Her career was not to last much longer though as on 16/04/1974 she ran aground in the Maldiv Islands where she was abandoned and became a total loss.

SHIPS DATA FOR PHOTOS ON PAGE 231 – data continued on p.232

OINOUSSIAN MOTHER, 1966 built by Lithgows Ltd, at Port Glasgow, Scotland, as JERSEY BRIDGE for H. Clarkson & Co Ltd, of Glasgow, with J & J Denholm (Management) Ltd, as ship managers, British flag, bulk carrier strengthened for ore cargoes, 22,490 gross, 657' 3" (200.3m) loa, 7 holds/hatches, gearless except for stores derricks 2x5t and 2x2t, service speed 14.5 knots. After only six years' service JERSEY BRIDGE was sold in the latter half of 1972 to London-based Greek owners, L.C. Lemos Co Ltd., and renamed OINOUSSIAN MOTHER registered at Piraeus, Greece, with registered owners as Mother Shipping Corporation. At the time of this Fremantle visit it was reported that the ship was on her first voyage for these Greek owners. She had initially called at Geraldton, W.A., to load a part cargo of wheat before proceeding to Fremantle to top-up the cargo with additional wheat here. OINOUSSIAN MOTHER berthed at the North Quay No.9 grain loading facility early-morning of 06/11/1972 and then departed during the evening of the same day with her total 32,000-ton cargo bound for Egypt. In 1981, OINOUSSIAN MOTHER was sold to other Greek owners, Golden Wave Shipping Co S.A., of Piraeus and renamed ANNA CH. retaining the Greek flag but with registered owners as Golden Rain Shipping Co. They only kept her until 1983 when sold to yet another large Greek shipping company, Good Faith Shipping Co S.A., also of Piraeus, and renamed PACIFIC. She was transferred to the Panama flag, with registered owners as Good Hope Compania Naviera S.A. However they kept her for an even shorter time as within the following year, in July 1984, she was sold to Taiwanese shipbreakers at Kaohsiung, after 18 years' service.



ABOVE: OINOUSIAN MOTHER on her first voyage after a recent renaming from British owners, arriving 06/11/1972.



ABOVE: FOURSEAS VENTURE makes a fore-and-aft flag bedecked maiden voyage arrival at Fremantle 23/11/1972.



ABOVE: TRICOLOR also on her maiden voyage arrives 05/11/1972, first of 5 x RO/RO's, ending conventional ships days.

Continued from p.230. The OINOUSSIAN name prefix comes from the cluster of islands known as Oinousses situated off the north-east coast of the Greek island of Chios, west of Turkey. The islands are noted as the origin of an unusual cluster of successful ship-owning families including Lemos as well as the Pateras, Hadjipateras, Samonas, Kollakis and Lyras families. Whilst most of the families now live elsewhere most of the year, the islands and town are well maintained with a strong naval connection. Oinoussians abroad are noted for their successful entrepreneurial skills in the industrial transportation industry. Although the number of Oinoussian ship operating companies has fallen since their heyday in the 1960s they still maintain a formidable position in the shipping / transportation industry.(Wikipedia)

FOURSEAS VENTURE, 1972 built in Japan, 14,765 gross, 544' 10" (169.12m) loa, 5 hold/hatches, 5 x 15t SWL deck cranes, bulk carrier, Liberian flag, had registered owners as Dah Wah Shipping Co Ltd, with management by Wah Kwong Shipping Agency Co Ltd., of Hong Kong. The historical company name is Venture Shipping hence the predominant use of a red V on their ship's bow badges, funnels, house flag and VENTURE-name suffixes. FOURSEAS VENTURE arrived Fremantle, 23/11/1972 direct from the shipyard at Saiki, Japan, entering port as seen in the photo with full flag bunting flying on the foremast, radar mast and aft mast, certainly a rare sight for a bulkship. The large V bow badge is also clearly visible. However the ship does not carry the Venture Shipping/Wah Kwong funnel colours but instead are those of her Japanese charterers, Showa Kaiun KK, of Tokyo. FOURSEAS VENTURE berthed at North Quay No.9 to load her first cargo, being bulk grain, which was completed 25/11/1972 and she then departed to return to Japan. Surprisingly this new ship would only remain in the Wah Kwong fleet for 3 years until sold in 1975 to Ocean Carriers Agencies Inc., of Piraeus, Greece, and renamed OCEAN RANGER under the Greek flag. Registered owners were North Star Maritime Corp. She remained in their ownership for 10 years and was then sold in 1985 to other Greek owners, Triaina Maritime S.A, of Glyfada, Greece and renamed PUMA, changing to Cyprus flag. Registered owners were Mountain Peak Maritime Ltd, of Limassol. They kept her in service until a further sale 9 years later to Delta International Shipping, of Valletta, Malta, in 1994 who renamed the by then 22-year-old ship, AL MUTAWAKALI under the Malta flag. Yet another change of owners came in 1997 when owners became Rank Resource Co Ltd, also of Valletta, and retaining Malta registry but renamed to JAIMATA. This was to be short-lived though as in January 1998 she went to scrap at Alang, India, after 26 years trading.

TRICOLOR, built in Dunkirk, France, completed 01/09/1972, 13,874 gross (later remeasured to 23,912 gross), 680' 5" (207.4m) loa, maximum speed 22.5 knots, service speed 18 knots, Norwegian flag, owned by Wilh. Wilhelmsen, of Tonsberg. The first of five advanced design ro/ro vehicle deck cargo and container ships fitted with a large fold-down starboard quarter ramp to be introduced into the Northern Europe/Australia trade by the ScanAustral consortium. This comprised three Scandinavian ship owners, Wilh. Wilhelmsen, of Norway, East Asiatic Co (EAC), of Denmark and Rederi A/B Transatlantic, of Sweden. All being long established companies in the trade utilising conventional and Skandia-type, semi-container cargo ships which within a year of the ro/ros entering service had all been withdrawn. Sister ships to be subsequently introduced were BARRANDUNA in September 1972 for Rederi A/B Transatlantic followed by TARAGO, for Wilhelmsen and LALANDIA, for EAC, both in February 1973, with the last being TOMBARRA in August 1973 for Wilhelmsen. Only TARAGO was also French built whilst the other three were built by Eriksberg at Lindholmen, Sweden. They all had five vehicle decks, could carry 1,227 teus, (92 in the one cargo hold, 847 on the ro/ro decks and 556 on the upper weather deck. The stern ramp had a 65-ton capacity and was 32m long x 7m wide. Internal vehicle deck space on the French built ships was 17,395m², and the Swedish built ships, 16,802m². TRICOLOR was at Fremantle on her maiden voyage, 05-06/11/1972 berthed at North Quay No.6, as part of the northbound leg of this trade, arriving from Adelaide and departing for Bordeaux, France. She was the first ro/ro container ship to enter regular service through Fremantle. However the first of this type to visit Fremantle was the similar design ro/ro, PARALLA, coincidentally also owned by Rederi A/B Transatlantic, of Sweden. This ship made a once only visit to Fremantle in February 1971 during her maiden voyage upon delivery from the same Swedish builders and on her way to east coast Australia to join the PAD – Pacific Australia Direct service. ScanAustral was changed to ScanCarriers in March 1978. There were subsequent service reductions and member lines introduced new and larger ro/ro tonnage in 1984. This saw the entire first class of 5 ro/ro ships sold off in January 1985 to the United States Government MARAD for use in the US Navy Reserve Fleet. TRICOLOR was renamed CAPE DIAMOND, T-AKR 5055, registered at Norfolk, Virginia. All underwent modifications to US Coast Guard standards and USN use as logistics vessels. They have all ever since been based at Charleston, South Carolina, USA (and with the former PARALLA), now being circa 40 years old.

CRUISE SHIP ARRIVALS

ISLAND ESCAPE, built in Vung Tau, Vietnam, delivered 10/2021, 994 gross, 53.5m loa, 32 pax, 14 crew, Marshall Islands flag, is operated and shipmanaged by Island Escape Cruises Ltd, of Auckland, New Zealand, with registered owner as Seasons Shipping Ltd, a subsidiary of Island Escape Cruises. The vessel is described as a luxury expedition cruise ship or mega yacht and arrived at Auckland, NZ, from Vietnam 31/12/2021. ISLAND ESCAPE commenced cruising in New Zealand waters mainly in the Fjordland and Stewart Island areas until April this year when she departed for Broome, WA, via Cairns, Queensland, (17-22/04/2022), arriving Broome 02/05/2022 for an intended season of 10 x 12 night cruises between Broome and Darwin through Kimberley waters until September.

ISLAND ESCAPE may have carried out some local cruising from Broome with a cruise to Darwin due to start on 03/07/2022. Unfortunately on that date the cruise was abruptly cancelled leaving the 30 intended pax waiting to join stranded ashore. Three subsequent cruises were also cancelled and company founder and CEO of the company, Peter Bissett, resigned on 04/07/2022 with senior staff also leaving. The company was placed into receivership with the appointment of Auckland-based insolvency specialists, Calibre Partners as receivers. This move was brought about by the company's lenders including the Bank of New Zealand and came after reportedly a rise of complaints about the boutique operator. Calibre Partners clarified that that they were the receivers of two entities domiciled in New Zealand, these being Island Escape Cruises (NZ) Ltd and Seasons Shipping Ltd. They were not the receivers of the entity domiciled in Australia known as Island Escape Cruises (Australia) Pty Ltd which is based in Western Australia and whose sole Director and Secretary is a John Annat of Churchlands, WA, although that company is 100% owned by the New Zealand-based business. ISLAND ESCAPE was impounded at Broome anchorage by a Federal Court Order restricting its movements and operations. Passengers with bookings made were told there was little chance of their cruise fares, some up to \$30,000, being refunded. A new CEO, Erik Helseth was appointed with a statement in mid-July that it was their intention to work through the issues to get the operations back on track, issue refunds and resume cruises. In late-September the media revealed that Island Escape Cruises had not even applied for a coastal trading temporary licence from the Australian government to carry out their intended interstate cruising between Broome and Darwin.

ISLAND ESCAPE departed Broome 02/05/2022 to relocate to Fremantle whilst still under arrest. She arrived here 02/11/2022 and proceeded to the Jervoise Bay northern harbour at Henderson and berthed at the Bhagwan Marine jetty there to continue her lay-up there and where she remains as at end-November. (This article is based on information from the following sources: The LOG, magazine of the Nautical Association of Australia; a travel bulletin issued by www.travelbulletin.com.au; and internet posted ABC News reports dated 05/09/2022 and 29/09/2022 by Tallulah Bieundurry; and online Facebook posts, all acknowledged with thanks for use in the public domain.)



ABOVE: ISLAND ESCAPE arriving 02/11/2022 in the Jervoise Bay northern harbour to berth and continue in lay-up.

CUNARD RETURNS TO AUSTRALIA

The arrival of QUEEN ELIZABETH at Fremantle 07/11/2022 marked the return of the first Cunard Line cruise ship to Australian waters since the COVID-19 driven cruising closure in early-2020. After a 2022 summer season of Mediterranean cruises, QUEEN ELIZABETH departed Barcelona, Spain, 10/10/2022 to commence her voyage to Australia where she will be homeported for nearly four months through to March 2023. After a Suez Canal transit on route, port calls were made at Safaga, Egypt, Salalah, Oman, Singapore, Tanjung Priok, Indonesia, Benoa, Indonesia, and then on to Fremantle. She arrived at 0430hrs berthing prior to sunrise, at the Victoria Quay Passenger Terminal F Shed. An exchange of passengers was made prior to departure late that evening for Adelaide, Melbourne and Sydney and then continuing northabout Australia as part of an around Australia circumnavigation cruise. The first of its type carried out by Cunard since 2014. QUEEN ELIZABETH was scheduled to return to Fremantle 02/12/2022 as part of this cruise but due to a COVID-19 outbreak onboard the Bali (Benoa) port call was cancelled and she was due to arrive earlier, now circa 1030hrs, 30/11/2022 but with ETD still shown as 2200hrs 02/12/2022. She is also booked to call at Fremantle 07/03/2023 at the end of her Australian deployment.

QUEEN ELIZABETH, 2010 built in Italy, 90,901 gross, 294m loa, Bermuda flag, has registered owners and operators as Cunard Line Ltd, Southampton, whilst shipmanaged and head owned by Carnival Corporation, USA. She has a variety of luxury accommodation types spread over 7 of her 16 decks of which 12 are accessible by passengers. Passenger capacity is 2,092 passengers in lower beds up to a maximum of 2,547 passengers and carries a crew of around 1250 personnel. The ship's design is a heavily modified version of the Vista-class being slightly larger than her 2007 built, near-sistership QUEEN VICTORIA. Main engines are 4 × MaK 12VM43C and 2 × MaK 8M43C diesel electric oil engines of 64,000 kW (86,000 hp) combined. Propulsion is by two ABB Azipod propellers (2 × 17.6 MW) and she is fitted with three ABB bow thrusters (3 × 2,200 kW). Maximum speed is 23.7 knots with service speed as 21.7 knots. QUEEN ELIZABETH is named after Queen Elizabeth - the Queen Mother (1900-2002).

THREE CRUISE SHIPS AT FREMANTLE TOGETHER AT VICTORIA QUAY is expected to occur on 02/12/2022 subject to the final schedule of QUEEN ELIZABETH. On this day there should be Oceania Cruise's REGATTA at D shed, Cunard's QUEEN ELIZABETH at F shed and Holland America Cruises, NOORDAM at G shed, along Victoria Quay, REGATTA departs 2000/02, QUEEN ELIZABETH at 2200/02 whilst NOORDAM overnights till departure 1300/03. Further report next issue.

The following two reports were written by Peter Plowman for the WSS NSW Branch Newsletter – November 2022 edition and are reproduced (edited and slightly enlarged upon) here with acknowledgement and thanks to Peter.

UPDATE RE AUSTAL BUILT PASSENGER FERRY 'QUEEN BEETLE'

The trimaran ferry QUEEN BEETLE (2,582/20), Hull No 396, was completed at the Austal yard in Henderson, in September 2020 and departed for Japan 05/10/2020. The 83.5m long ferry was originally scheduled to enter service for Japanese operator JR Kyushu Jet Ferry on the busy 115 nautical mile route between Busan in South Korea and Fukuoka, Japan, in time for the 2020 Olympic Games, but when they were delayed a year, delivery was put back to October 2020. She is the first high-speed trimaran vessel to be owned by a Japanese company but with the continuing COVID situation QUEEN BEETLE was laid up for two years before entering service on 4/11/2022. With a cruising speed of 37 knots, the ferry is fitted with high quality seating for 502 passengers on two decks. The upper deck consists of two sections, with lookout seating for 16 passengers who are afforded a view of the horizon directly ahead of the bow, and business class seating for another 120. The main deck has economy class seating for 366 passengers. During good weather, all passengers will have access to an outdoor forward viewing area on the upper deck.

WESTERN AUSTRALIAN OPERATOR, TRUE NORTH ADVENTURE CRUISES, is returning their first ship to its fleet and expanding to a two-vessel operation. The original TRUE NORTH, 273 gross, 34m loa, 1999 built by Image Marine, Fremantle, operated Kimberley cruises until being replaced by the current larger TRUE NORTH in 2005. The first TRUE NORTH has been operating charters in Indonesian waters as INDIES TRADER IV from 2005 to 2013 and thereafter was renamed to RATU MOTU. This vessel will return to Fremantle at the end of 2022 to undergo a refit before entering service in March 2023 as TRUE NORTH II. The re-equipped ship will have capacity for 22 guests and feature adventure boats as well as a helicopter. (Further details in due course)

CONTAINER SHIPS

There were several first time MSC container ship arrivals at Fremantle during November and the first occasion in which 3 x MSC's were alongside in port together, at one stage.

MSC CORDELIA III, ex *CORDELIA* – 2021, 2003 built in South Korea, 28,596 gross, 222.13m loa, 2824 teus, Liberian flag, is fully owned and shipmanaged by MSC Mediterranean Shipping Co., of Geneva, Switzerland. She still has the blue hull and buff coloured superstructure colours of her previous German owners, Harper Petersen Holding and prior to that Contchart GmbH & Co KG, although the funnel colours are now those of MSC. MSC CODELIA III arrived off Fremantle 17/11/2022 from Tanjung Pelepas, Malaysia to await berthing. She was fully laden with overflow cargo from other MSC services for discharge at Fremantle only. This was done when she was subsequently alongside at North Quay CT3, 20-23/11/2022 as well as little backloading being available. The ship then departed in very light trim to return directly back to Tanjung Pelepas.



ABOVE: MSC CODELIA III in light trim heading northbound after clearing the harbour entrance outwards 23/11/2022.

MSC SASHA, 2016 built in China, 95,514 gross, 109,250 dwt, 299.85m loa, 9400 teus, 19 container rows wide, Portugal (Madeira) flag, is operated and shipmanaged by MSC Switzerland but is long-term leased from Chinese financiers, ICBC – Industrial & Commercial Bank of China Ltd. The registered owners are Hai Kuo Shipping 1306 Ltd, whom are somewhat oddly domiciled in the Irish Republic. MSC SASHA is operating in the MSA Joint VSA service with CMA CGM and was berthed at North Quay CT 1, 23-25/11/2022, arriving from Adelaide and departed for Singapore. This is the third, two-island design MSC container ship to visit Fremantle and is one of a class of 10 ships. Another of this class to have previously visited was the second two-island MSC seen here, MSC BRANKA, (ref 442/p.193) whilst the first two-island MSC was the similar but different class MSC AMALFI in August this year, (ref 441/p.175). MSC AMALFI made a second visit to Fremantle, 19-22/11/2022, in the same VSA service.



ABOVE: On a hazy sea misty day and with strong winds MSC SASHA turns towards the harbour entrance on arrival.

The occasion of three MSC's alongside at North Quay together occurred on 20/11/2022 when the two-island MSC AMALFI was at CT2 berth, the MSC extra voyage vessel MSC CODELIA III was at CT3 berth and the MSC Capricorn service vessel MSC STAR R was at CT4 berth, on her second visit (ref 442/p.193). See photos of the line-up next page.



ABOVE: Three x MSC's at North Quay – from left MSC AMALFI, MSC CORDELIA III and MSC STAR R, on 20/11/2022.
BELOW: From Cantonment Hill only the laden MSC CORDELIA III (left) and MSC STAR R were visible as MSC AMALFI was hidden behind a vehicle carrier berthed at H berth.



In the COSCO/OOCL, Singapore to Fremantle return weekly container shuttle service which operates two container ships, the latest pair have been the similar design FITZ ROY and ELA, with each one calling here in turn, week about. It turns out that ELA was only chartered for three round voyages as a temporary replacement for previous incumbent ATOUT whilst that ship was drydocked in China. The three calls at Fremantle made by ELA were 27-29/08/2022, 15-17/09/2022 and 01-02/10/2022. ATOUT rejoined the service at Singapore, 28/10/2022 and was back at Fremantle 07-09/11/2022 berthed at CT1 terminal on North Quay, returning again 25-28/11/2022.



ABOVE: ELA making her final arrival at Fremantle 01/10/2022, refer 441/p.176 for this ship's history and details.

OOCL ITALY, ex VIETNAM EXPRESS – 2013, ex OOCL ITALY - 2010, 2007 built in Japan, 66,462 gross, 280.54m loa, 5888 teus, Hong Kong, China flag, operated and ship managed by Orient Overseas Container Line (OOCL), Hong Kong, whilst head owned by parent, Orient Overseas International Ltd (OOIL), with registered owners as Newcontainer No 142 MI Shipping, of the Marshall islands. She has joined the Triple A2 service/SE Asia to Australia as a replacement for the chartered RIO GRANDE and arrived off Fremantle 03/11/2022 from Westport, Malaysia. OOCL ITALY anchored until berthing at North Quay CT3, 05/11/2022 on her first visit. She departed 06/11/2022 bound for Port Botany (Sydney), Melbourne and Adelaide before returning to Fremantle 25-28/11/2022 on her northbound run to Singapore.

BULK CARRIERS

MAIDEN VOYAGES AND NEWBUILDS

The latter half of November saw five arrivals at Fremantle by Kamsarmax size bulk carriers either on their maiden or second voyages with several of them in port at the same time.

TRANSCENDEN AG, was built at Shanhaiguan, China, from where she departed 26/10/2022 on her maiden voyage bound initially for Singapore for bunkers and then on to Fremantle arriving 15/11/2022 and anchored at the Kwinana ORA anchorage to await berthing at the Kwinana Grain Jetty. She was alongside that berth 21-23/11/2022 loading 65,000 tonnes of canola for shippers CBH Grain, and then departed bound for Jebel Ali, UAE. TRANSCENDEN AG, 49,509 gross, 84,740 dwt, 227.2m loa, 7 holds/hatches, gearless, Marshall Islands flag, is operated and shipmanaged by Shandong Hengchang Shipping Co Ltd, of Hong Kong, China, which is a subsidiary of head owners, Shandong Shipping Corp. of Shandong, China. The AG-letters name suffix stand for AL GHURAIR which is also painted in full in large white letters on her hull sides midships. It would appear that TRANSCENDEN AG is operating under a possible time charter to Al Ghurair (also known as the Saif Al Ghurair Group) which is a Dubai, United Arab Emirates-based business group founded by the Al Ghurair family in 1960. They are a diverse conglomerate with operations in the Middle East, North Africa, Europe and North America. The grandsons of Al Ghurair Group founder Ahmad Al Ghurair run the group which has three main lines of business: manufacturing, real estate (inc shopping centres) and investments. The group's manufacturing businesses include petrochemicals, aluminum, steel, and packaging.



ABOVE: This bow angle of TRANSCENDEN AG approaching her berth, highlights the large V-shape of the bridge wings.

KANKO MARU was built at Taicang, Jiangsu, China, departing from there 26/10/2022, also initially bound for Singapore for bunkers before continuing on her maiden voyage to her first load port at Albany, WA. She arrived there 11/11/2022 and anchored for a few hours before being alongside at Albany No.3 berth, 12-15/11/2022 to load 50,000 tonnes of barley. From there KANKO MARU proceeded to Fremantle arriving 16/11/2022 and was at the Outer Anchorage 17-18/11/2022. She then shifted to the Kwinana Grain jetty to complete loading her first cargo with a top-up of another 10,000 tonnes of barley, all for shippers Viterra. After this was completed KANKO MARU moved 18/11/2022 to the Kwinana ORAN anchorage for a few hours cargo fumigation before departing for Jeddah, Saudi Arabia. KANKO MARU, 44,511 gross, 82,325 dwt, 229m loa, 7 holds/hatches, gearless, Panama flag, is fully owned, operated and shipmanaged by Okouchi Kaiun KK, of Ehime, Japan. It is quite rare these days to see Japanese MARU-named ships at Fremantle in complete contrast to many years ago when virtually all the many Japanese ships which arrived here had a MARU-name suffix including the dozens of tuna boats. These days most Japanese-owned ships, excluding fishing boats and some research/training ships, have non-MARU names reflecting the move to using third party owners or often foreign-flagged or trade trendy influenced naming themes. (See photo next page)



ABOVE: In very strong winds and choppy seas KANKO MARU departs Kwinana Grain jetty 18/11/22 with her first cargo.

RICHWAY TRADER, was built at Yangzhong, Jiangsu, China, (nearby to KANKO MARU's builders) and departed from China 30/08/2022, for Yosu, South Korea, for bunkers. This ship's maiden voyage was to Vancouver, Canada, to load cargo (probably grain) destined for Dongjiakou, Nantong and Jiugaigang, China with part discharges at each port. Upon completion RICHWAY TRADER departed 02/11/2022 in ballast bound for Fremantle to load her second cargo. She arrived here 17/11/2022 and proceeded to the Kwinana ORA anchorage for cargo hold cleanliness inspections. RICHWAY TRADER then berthed later that afternoon at Kwinana Grain jetty immediately after the departure of KANKO MARU from that berth. She loaded a cargo of 60,000 tonnes of canola for shippers CBH Grain which was completed 21/11/2022 and then departed on a long voyage bound for Rotterdam, The Netherlands. (The KGJ berth was taken by TRANSCENDEN AG immediately afterwards). RICHWAY TRADER, 44,560 gross, 82,231 dwt, 7 holds/hatches, gearless, Panama flag, is fully operated, owned and shipmanaged by Nisshin Shipping Co Ltd., of Tokyo, Japan, with registered owners as Ratu Shipping Co SA, Panama. Just one recent example of a non-MARU named, Japanese owned ship.



ABOVE: The laden RICHWAY TRADER is also seen departing Kwinana Grain jetty but in calm conditions 21/11/2022.

ORIENT ORCHID, arrived at Fremantle 23/11/2022 for a brief visit spending a few hours at the Kwinana ORAN undergoing hold cleanliness inspections whilst on her way from Fangcheng, China, to Adelaide, SA. This was her second voyage since built at Yangzhou, Jiangyin, China, being delivered 06/09/2022. Her first with cargo was from Tacoma, USA being ironically back to Fangcheng, China, before heading to Australia. ORIENT ORCHID, 44,577 gross, 82,254 dwt, 229m loa, 7 holds/hatches, gearless, Singapore flag, is operated and shipmanaged by Tongli Shipping Pte Ltd, Singapore, head owned by Fortune Xinli Shipping Pte Ltd, Singapore and bareboat owned by Orient Glory Shipping Pte Ltd, Singapore, which is a subsidiary of Tongli. Technical managers are COSCO Wallem Ship Management, China.

MOUDROS, is another maiden voyage bulk carrier arrival at Fremantle having been built at Yangzhong, Jiangsu, China, and delivered on 02/11/2022 and then departed from Zhoushan anchorage. She proceeded directly to Fremantle arriving 23/11/2022 and proceeded to the Kwinana ORA anchorage to await berthing at Kwinana Grain Jetty. MOUDROS was alongside at that berth, 26-29/11/2022 loading about 60,000 tonnes of canola for shippers CBH Grain and destined for Ghent, Belgium. MOUDROS, 44,616 gross, 82,177 dwt, 228.9m loa, 7 holds/hatches, gearless, Panama flag, is operated and shipmanaged by Laskaridis Maritime SA, of Athens, Greece, with head owners as Alimia Shipping Ltd, of Nicosia, Cyprus. Registered owners are Clamor Shipping SA, Greece. (See photo next page)



ABOVE: The maiden voyage MOUDROS at anchor in Kwinana ORA5 position, 25/11/2022, waiting to berth at KGJ.

ANOTHER TAYLOR GIRL

MAJESTIC MARINA, ex *CAPRI QUEEN* – 2021, ex *WHITE CORAL* – 2020, 2009 built in Japan, 19,817 gross, 175.53m loa, Marshall Islands flag, 5 holds/ hatches, 4 x 30t SWL deck cranes, operated/shipmanaged by Taylor Maritime HK Ltd, of Hong Kong, China, a subsidiary of head owners, Taylor Maritime Investments, also of Hong Kong. This vessel is the latest in a long list of predominantly female-named bulk carriers to call at Fremantle, all with a descriptive adjective name-prefix but we dare not question what inspired such adulation for Marina ! MAJESTIC MARINA had been drydocked at the Chattogram FMC Shipyard, at Chattogram, Bangladesh, from mid to late October and during which she was repainted from the red hull of her previous owners to the blue hull colours of Taylor. From there she proceeded to Geraldton, WA, where she loaded a part cargo of copper concentrates (5,513t) and zinc concentrates (11,006t). MAJESTIC MARINA then proceeded to Fremantle and arrived at Outer Anchorage 21/11/2022 and anchored until shifting 21/11/2022 to go alongside at the Alcoa Jetty No.1. The remaining empty hatches were loaded with bulk alumina which was completed 26/11/2022 and then she departed for Taichung, Taiwan.



ABOVE: The already partly loaded MAJESTIC MARINA berths at Alcoa Jetty No.1, Kwinana, 21/11/2022 to load alumina.

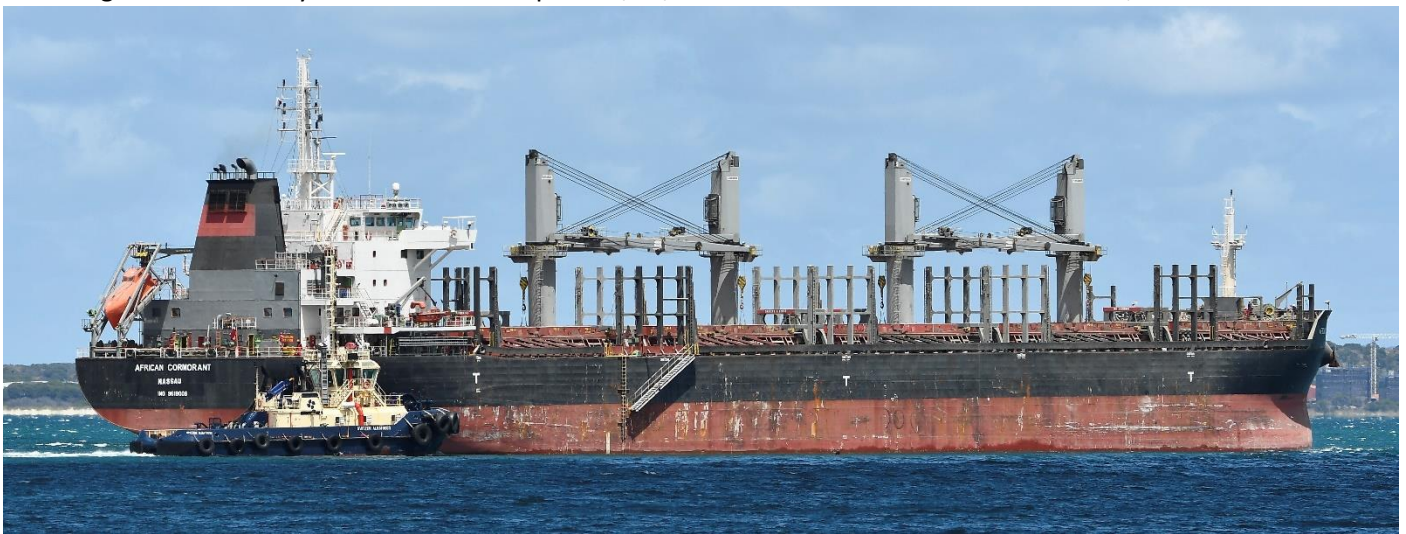
LOUIS DREYFUS SELLS BULKER FLEET

Back in July this year it was announced that French family-owned shipowner, Louis Dreyfus Armateurs SAS, (LDA) of Suresnes, France, had advised their partners Groupe Roullier and Peugeot Invest as well as institutional investors that LDA had reached a sale agreement with a joint venture comprising the J.P. Morgan Global Alternative's - Global Transportation Group and the Dubai-based shipowner, MUR Shipping BV. This agreement was for the sale of the LDA fleet of 13 handysize and supramax bulk carriers in an en-bloc deal valued at over US\$304m. This leaves LDA with significant shipping interests still in ro/ro vessels, windfarm ships, cable repair ships, shallow deck cargo ships, tugs and anchor handling vessels. They are also involved with an Antarctic supply ship, port and vessel management, logistics, transport and marine industrial solutions. Louis Dreyfus bulk carriers have been occasional visitors to Fremantle for many years, usually with LA-prefix names or L.D.-suffix names.

The delivery of the ships to their new owners happened very quickly and the class of eight x LDA, Tianjin-Xingang built bulkers which have been occasional recent arrivals at Fremantle have already been renamed (r/n) as follows:

LA BRIANTAIS renamed AFRICAN CORMORANT; LA LANDRAIS r/n AFRICAN NIGHTHAWK; LA RICHARDAIS r/n AFRICAN CONDOR; LA SOLOGNAIS r/n AFRICAN LOGRUNNER; LA SILLONAIIS r/n AFRICAN ORIOLE; LA CHAMBORDAIS r/n AFRICAN DIPPER; LA SATERNAIS r/n AFRICAN STORK and LA GUIMORAIS r/n AFRICAN SWIFT. Two other similar bulkers built by Yangfan, at Zhoushan, were LA CHESNAIS r/n AFRICAN ROADRUNNER and LA PARTENAIIS r/n AFRICAN TEAL. Operation and shipmanagement of the MUR vessels is carried out by MUR Shipping BV, of Amsterdam, the Netherlands, with head ownership by Global Meridian Holdings of Hamilton, Bermuda.

MUR's, AFRICAN-name prefix bulk carriers are regular visitors to Fremantle and it didn't take long for one of the former French ships to turn up under here under her new MUR name. This accolade fell to AFRICAN CORMORANT, ex *LA BRIANTAIS* - 2022/09, 2013 built in China, 24,725 gross, 179.99m loa, 5 holds/hatches, 4 x 30t SWL deck cranes, Bahamas flag, which arrived at Fremantle 29/10/2022 from Cilacap (Tanjung Intan), Indonesia, 29/10/2022 and anchored in Gage Roads. She was laden with a cargo of cement clinker for discharge at the KBB2 Kwinana jetty. AFRICAN CORMORANT was later berthed alongside there unloading 07-12/11/2022 and once completed shifted to the Kwinana ORAN anchorage 12-15/11/2022 to carry out hold cleaning. From there she moved to Gage Roads anchorage for several days and then left the port 16/11/2022 bound in ballast for Port Kembla, NSW.



ABOVE: AFRICAN CORMORANT departs KBB2 jetty, 12/11/2022, with partially painted over Dreyfus funnel colours.

Other MUR bulk carriers to visit Fremantle recently were:

AFRICAN BATELEUR, 2015 built in Japan, 38,203 gross, 199.99m loa, Panama flag, which was berthed at Kwinana Grain Jetty, 26-28/10/2022 loading 55,000 tonnes of wheat bound for Gresik, Indonesia, for shippers Austgrain. This was her first visit to Fremantle.

AFRICAN QUAIL, 2015 built in Japan, 23,337 gross, 179.97m loa, Bahamas flag, discharged a very dusty cargo of white clinker cement from Mina Saqr, UAE, at the Kwinana KBB2 jetty, 01-07/11/2022. Once completed the ship departed for Bunbury to carry out hold cleaning alongside there presumably due to lack of an available berth at Fremantle. She arrived back at Fremantle 11/11/2022 and anchored in Gage Roads until berthed in the inner harbour at NQ12 to load scrap metal 12-18/11/2022. AFRICAN QUAIL had to vacate that berth 18-21/11/2022 to enable several PCTC's to berth there which have priority. Once the berth was clear again AFRICAN QUAIL returned alongside 21-26/11/2022 to complete loading her scrap metal cargo then departed for Singapore. This vessel has visited Fremantle on several occasions previously.

A NORD-IC GATHERING

Ships owned/chartered by the Hellerup, Denmark based, D/S Norden A/S have been quite regular arrivals at Fremantle for many years with their NORD-prefix names, light blue hulls and distinctive black, white and red banded funnels. Meetings of several of their ships in port at the same time have been covered in past issues and November saw another gathering of four of Norden's ships here with three being first time arrivals. Brief details as follows:

NORD HARMONY, 2020 built in Vietnam, 29,782 gross, 183.08m loa, Panama flag, chemical/products tanker, operated by Norient Product Pool ApS, Denmark, shimanaged/head owned by Masumoto Shipping Co Ltd, Japan, was berthed

at Alcoa Jetty No.2 berth, 09-12/11/2022 discharging caustic soda which had been loaded at Tianjin and Longkou, China. This was the first visit of NORD HARMONY to Fremantle and upon unloading completion departed for Singapore.



ABOVE: NORD HARMONY in Woodman Channel outward bound from Alcoa Kwinana, in strong winds, 12/11/2022.

NORD VANCOUVER, 2022/03 built in Japan, 23,238 gross, 180m loa, Panama flag, is also only chartered to Norden with head owners as Shoei Kisen KK, Japan. Operators/ shipmanagers and registered owners are all Pedregal Maritime SA, Panama, a subsidiary of the Japanese owners. NORD VANCOUVER arrived at Fremantle from Taicang, China, and was anchored in Gage Roads, 06-12/11/2022. She then loaded alumina at Alcoa Jetty No.1, 12-15/11/2022, and departed bound for Fujairah, UAE. This was the first visit by NORD VANCOUVER to Fremantle and only the second Australian port she had called at since entering service in March this year.

If there hadn't been so many delays to the berthing of NORD VANCOUVER at Alcoa Jetty No.1, caused by the prior vessel on the berth, then she would have been alongside there before NORD HARMONY had departed from the south side Alcoa No.2 berth. Therefore making a great photo opportunity to get both alongside the jetty together. But with the delays it eventuated that NORD VANCOUVER berthed 2 hours after NORD HARMONY had sailed.



ABOVE: NORD VANCOUVER arriving, photographed in same position as NORD HARMONY, just under two hours later.

NORD PLUTO, 2014 built in The Philippines, 42,995 gross, 228.89m loa, Panama flag, Kamsarmax class bulk carrier, is chartered to Norden, head owned by Keishin Kaiun Co Ltd, whilst operated and shipmanaged by Toshin Kisen Co Ltd., Japan, a subsidiary of the owners. This vessel made only a short stopover at Fremantle 15-16/11/2022 anchored in Gage Roads to undergo a hold inspection survey check whilst on her way in ballast from Hong Kong to Albany. At that port NORD PLUTO would load 60,118 tonnes of canola for shippers CBH Grain, 21-24/11/2022 bound for France. This was the first time she had visited Fremantle and Albany.

NORD MAGELLAN, 2020 built in Japan, 35,832 gross, 199.98m loa, Panama flag, Ultramax class bulk carrier, arrived Fremantle in ballast, 24/11/2022 from Qinhuangdao, China, where she had been drydocked at Shanhaiguan. This vessel went to the Kwinana ORA anchorage for hold cleanliness inspection surveys prior to berthing at Kwinana Grain Jetty. She was alongside there 25-26/11/2022 loading 46,518 tonnes of wheat for shippers, Graincorp, which was bound for Japanese ports. NORD MAGELLAN is also only chartered to Norden being fully owned and managed by Tokei Kaiun Ltd, Japan. This was her second visit to Fremantle.

BREKBUK / HEAVY LIFT CARGOES

BBC ORION, ex *INDUSTRIAL DAWN* – 2015, ex *ORION J* – 2007, 2007 built in Portugal, 7,223 gross, 119.82m loa, 506 teus, 3 holds/hatches, 2 x 250t SWL deck cranes, Antigua & Barbuda flag, multi-purpose cargo ship, owned and shipmanaged by Jungerhans Maritime Services, of Ems, Germany, chartered to BBC Chartering & Logistics GmbH, of Leer, Germany, was at Fremantle on her first visit 07-08/11/2022 berthed at North Quay No.2. She had arrived from Eleusis, Greece, via Suez, to discharge three firefighting helicopters here for use during the summer season. A regular movement each year and usually carried on BBC-ships, which sees the helicopters used in Western Australia during the southern summer and in Greece during the northern summer. Upon completion of discharge here, BBC ORION departed for Tanjung Priok, Indonesia, and this was her first visit to Fremantle.



ABOVE: BBC ORION enters the inner harbour on arrival 07/11/2022 with her cargo of helicopters hidden below deck.

BBC ROSARIO, ex *ROSARIO* – 2014, launched as *BBC ROSARIO*, 2007 built in China, 9,620 gross, 138.54m loa, 665 teus, 3 holds/hatches, 2 x 120t SWL deck cranes, Liberian flag, multi-purpose cargo ship, is operated and shipmanaged by Liberty Blue Shipmanagement GmbH & Co, of Leer, Germany. She is head owned by NSB Niederelbe Schifffahrtsges, of Buxtehude, Germany, and chartered to BBC, Germany. BBC ROSARIO arrived at the Fremantle outer anchorage 21/11/2022 and berthed 22/11/2022 at North Quay No.11 to discharge. Late evening 24/11/2022 saw BBC ROSARIO shift to the AMC#5 berth, at Henderson, to continue cargo operations there which were completed 27/11/2022. She then departed bound for Port Hedland, WA, this was also her first visit to Fremantle.



ABOVE: A rather bland looking BBC ROSARIO arriving in equally bland conditions, passing North Mole, 22/11/2022.

SJARD, 2007 built in China, 12,936 gross, 143.17m loa, 958 teus, 3 holds/hatches, 3 x 80t SWL deck cranes, Antigua & Barbuda flag, multi-purpose cargo ship, is owned and managed by Briese Schifffahrts GmbH & Co., of Leer, Germany, (the principals of BBC). She arrived Fremantle 14/11/2022 from Port Kembla, NSW and anchored in Gage Roads first until berthing later that evening at North Quay No.2. The ship then discharged even more of the recent influx of shipments of very large industrial size rubber tyres here. Once completed SJARD departed Fremantle 16/11/2022 bound for Port Hedland, WA. Sjard is a German masculine given name considered of an individual, reserved or serious character and probably named after someone with family / work connections to Briese/BBC. (See photo next page)



ABOVE: SJARD alongside at North Quay No.2 berth, early-morning 16/11/2022, discharging very large industrial tyres.

BILLIE, ex *BILLESBORG*, 2022/10, ex *CLIPPER ANGELA* – 2012, launched as *BILLESBORG*, 2011 built in China, 9,627 gross, 138.52m loa, 665 teus, 3 holds/hatches, 2 x 150t SWL deck cranes Liberian flag, a multi-purpose cargo ship of the very numerous Volharding 12500 design like BBC ROSARIO and many others seen at Fremantle. Lloyd's Register currently lists that some 320 ships of this design with variations have been delivered since circa 2004 ! As can be seen BILLIE is a very recent renaming having taken place during October whilst at anchor in Singapore (19/10 to 05/11/2022) with only minimal paint required to change name from BILLESBORG. The ship still retains her full hull/funnel colours and markings of previous owners WECO Shipping/Dannebrog, Norway. BILLIE now has operators and shipmanagers as BF Shipmanagement GmbH & Co KG, a subsidiary of head owners Foroohari Schiffahrts KG, both of Niederelbe, Germany. BILLIE arrived Fremantle 20/11/2022 from Map Ta Phut, Thailand, anchoring in Gage Roads on arrival until shifting very early hours 23/11/2022 with intention of berthing at the AMC#5 berth Henderson but only proceeded to the Kwinana ORAN anchorage instead. She later berthed at the AMC early hours of 24/11/2022 to discharge and then departed there evening of the same day to return to the ORAN anchorage as the berth was required by BBC ROSARIO shifting from the inner harbour. Upon the evening departure of that vessel from AMC#5, 26/11/2022, BILLIE then returned to the same berth to continue cargo operations, berthing in the middle of the night again. She was not alongside there again for very long, departing this time in daylight at 1400hrs 27/11/2022 bound for Newcastle, NSW.



ABOVE: BILLIE in Woodman Channel upon departure from the AMC Henderson 27/11/2022, again in strong winds.

Ref 443/p.222 - ROLLDOCK SUN returned to Fremantle 31/10/2022 from Barrow Island, off the NW WA coast where she had loaded a large mobile wharf crane which was stowed in her well deck and anchored at the ORAN anchorage. She berthed next day at the AMC#4 berth for 24 hours and then shifted 03/11/2022 around to the AMC#5 berth. The mobile crane was discharged to the AMC wharf and then ROLLDOCK SUN departed 05/11/2022 bound for Singapore.

CORRECTION: Issue 443/p.219, paragraph 3, line 3, the ship name should read PAGNA not PADUA.

Ref 201/p.221 - HAPPY SKY returned to Fremantle 11/11/2022 on her second visit to load further new and large component structures for the Hay Point coal terminal upgrade project running in conjunction with HAPPY STAR. On this visit HAPPY SKY remained in Gage Roads anchorage until 16/11/2022 when she shifted south to the Kwinana ORAN anchorage. HAPPY SKY remained there until 19/11/2022 and then moved to the AMC Henderson and berthed at the #4 wharf. The ship subsequently loaded a number of very large and heavy, steel deck platform sections for the jetty with her two x 900t SWL heavy lift mast booms. Once all structures were secured on deck, HAPPY SKY departed 29/11/2022 to return to Hay Point/Mackay, Queensland. The very large complete ship loader structure itself remains within the AMC yard awaiting shipment, no doubt once all the new terminal components are in place.

HENDERSON SHIPYARD TUG REFIT UPDATES

Ref 443/p.223 – The tug RT CLAIRE carried out trials 21/10/2022 and then departed the BAE wet berth 22/10/2022 to return to Whyalla, SA, to resume work there.

Ref 443/p.223 - RT ROTATION was returned to the water for the second time via the BAE shiplifter 04/11/2022 then carried out trials 08/11/2022 including a bollard pull test at the KBB4 Kwinana jetty. She departed from BAE wet berth 16/11/2022 for her repositioning voyage to Port Hedland to work for FMG there and now carries their full colours.

The former temporarily Bunbury based Svitser tug, SVITZER NAIAD carried out some trials from BAE 07/11/2022 following her major refit ashore at BAE but was subsequently put back up on the BAE shiplifter for further works. Once completed the tug was returned to the water and berthed at BAE again circa 17/11/2022 where she remains end-November.

Ref 443/p.223 & 442/p.200, the former Groote Eylandt-based tug, YIRUMBA, which was built at Jervoise Bay back in 1989, ended her lay-up in the Jervoise Bay northern harbour on the mooring buoy off Bhagwan's jetty circa 21/11/2022 when she was shifted to the BAE shiplifter and taken ashore for some much-needed refit work.



LEFT: The 33-year-old tug YIRUMBA on a mooring in the Jervoise Bay northern harbour 31/10/2022 whilst waiting to be refitted at BAE Henderson. She was the third of a class built nearby at Ocean Shipyards facility and her arrival here back in September was the first time she had returned since build.

FISHING BOAT HARBOUR

MMA Offshore's, 2012 built, anchor handling vessel MERMAID STRAIT ended her 3.5 months layby at the Kailis jetty in the Fremantle Fishing Boat Harbour on 11/11/2022 when she shifted to Victoria Quay E berth for a few hours bunkering there. She then departed early hours 12/11/2022 for Darwin. Her berth in the FBH / Kailis jetty was subsequently taken by a return visit of the second oldest member of the MMA fleet, the 2008 built offshore supply ship MERMAID SEARCHER, which arrived 16/11/2022 from Darwin to lay-up here.

SUPER YACHT DEPARTS + FURTHER DETAILS

Ref 443/p.223, The ultra-luxury super yacht WANDERLUST departed from the AMC#2 Henderson berth 05/11/2022 to begin her delivery voyage to her new owners with first stop being at Singapore. Some further details of the yacht are now available. Operator and shipmanagers are given as Master Yachts Safety SL, of Palma de Mallorca, Spain, with registered owners as Project Silver World Explorer Ltd, care of the same managers in Spain. Builders are listed as Hanseatic Marine P/L, Henderson, despite as mentioned last issue this company being rebranded in 2014 to Silveryachts. Machinery comprises 2 x oil engines reduction geared to screw shafts driving 2 FP propellers, Total Power: Mcr 5,760kW (7,832hp) Max. Speed: 23.00kts, Service Speed: 18.00kts. Engine Design: M.T.U. (Group: Rolls Royce), Engine Builder: MTU Friedrichshafen GmbH - Friedrichshafen 2 x 16V4000M73L, 4 Stroke, Single Acting, Vee 16 Cy. 170 x 190, Mcr: 2,880 kW (3,916 hp) at 2,050 rpm. The yacht's keel is recorded as being laid back in December 2018 with a commissioning date of 28/10/2022 so nearly four years in the making.

AUSTAL SHIPS – Jervoise Bay northern harbour

- GUARDIAN CLASS PATROL BOATS (PPB-R) – Ref 439/p.135

HMPNGS GILBERT TOROPO, (404), 17th of the class, carried out her first sea trials in Cockburn Sound and out to sea 10/11/2022 but has since remained alongside the Austal jetty.

FSS DAVID W PANUELO, 16th of the class, also carried out a few hours' sea trials 10/11/2022 once the above vessel had returned.

- REPLACEMENT PPB-R FOR SAMOA LAUNCHED

On 20/11/2022, the 17th Guardian class PPB-R hull to be built is NAFANUA III which was moved by road transport from the Austal off-site yard in Naval Base (the suburb) to the AMC Henderson and positioned opposite the AMC floating dock. Next morning she was taken into the dock, floated and then towed to Austal's jetty in Jervoise Bay for fitting out. NAFANUA III is actually a replacement boat for the October 2019 commissioned PPB-R, NAFANUA II, the fourth of this class completed by Austal and was gifted by the Australian Government to the Government of Samoa. That boat was declared a constructive total loss after she had run aground 05/08/2021 on a reef near Salelologa wharf in Samoa, whilst transporting police officers to Savai'i to manage a protest. In December 2021 the officer-in-charge of the boat at the time of the accident, Superintendent Taito Sefo Faoi Hunt, was found guilty on three charges of negligence by a Police disciplinary tribunal. He was fined \$2000 Samoan tālā and demoted from superintendent to corporal. NAFANUA II was successfully salvaged on 15/09/2022 and subsequently loaded onto a barge for transport to Cairns, Australia, for slipping ashore so a full assessment of the damage could be made. This found that the 2-year-old vessel was beyond economical repair, so ownership of NAFANUA II was transferred from the Government of Samoa back to the Australian Government for final disposal. It is understood the boat was subsequently scrapped by Birdon. It is noted that both the Austal built PPB-R's, NAFANUA II and her replacement NAFANUA III, carry the same hull pennant number 04, which will no doubt cause identification confusion in years to come !



ABOVE: NAFANUA III is towed towards the Austal Ships jetty after launching 21/11/2022 via the AMC floating dock.

ADV CAPE NATURALISTE (316), the third of the Austal built Evolved-Cape class patrol boats for the Royal Australian navy, carried out additional sea trials, this time with RAN crew onboard, 19-21/10/2022. A delivery ceremony was held at Austal's jetty 03/11/2022 and CAPE NATURALISTE shifted over to berth at HMAS Stirling, Fleet Base West, 07/11/2022 where she remains as at end-November. (Ref 442/p.192 for photo and earlier report)

ADV OCEAN PROTECTOR, the 2007 built former offshore support ship purchased in 2016 for operation as a patrol vessel by Australian Border Force and jointly manned with ABF officers and a Teekay Shipping Australia crew, returned to Fremantle 20/11/2022 from her latest deployment. She made a quick stop alongside the Ammunition Jetty at Garden Island to offload munitions and then shifted to berth at HMAS Stirling, FBW. Since her last visit to Fremantle in 11/2021, the ship's former red hull has been repainted into ABF dark blue like the other ABF vessel's. OCEAN PROTECTOR has also lost the white ADV lettering that was painted on her hull as part of her name before. These changes no doubt took place whilst OCEAN PROTECTOR was dry-docked at the Sembawang Semcorp Marine Admiralty Shipyard, in Singapore from 20/05/2022 to 26/06/2022. She remained alongside at HMAS Stirling as at end-November.

LAST ANZAC CLASS FOR AMCAP MID-LIFE UPGRADES ARRIVES AT BAE

HMAS PARRAMATTA arrived Fremantle 27/09/2022 and proceeded to berth at HMAS Stirling, Fleet Base West to prepare for docking at Henderson. Early morning of 01/11/2022 saw PARRAMATTA (154) cold-ship towed to Henderson and docked within the BAE shiplifter. She was then lifted and moved into the BAE yard where she joins HMA's STUART (153) and BALLARAT (155) which are both at various stages of undergoing the major AMCAP upgrades and modifications. STUART is the most advanced of the two and already fitted with her new SEAFAR domed mast. The movement of PARRAMATTA from HMAS Stirling to Henderson was significant in being the last of the 8 x ANZAC class frigates to be taken ashore at BAE for this program thus making it the last ever afloat movement of an unmodified ANZAC-class RAN frigate. Upgrade works on these vessels usually takes between 12-18 months. By coincidence this means that ANZAC hull pennant numbers 153, 154 and 155 are all ashore at BAE !



ABOVE: A superb aerial view of the BAE Henderson shipyard on 01/11/2022. HMAS PARRAMATTA, at right, has just been brought ashore and is about to be swung on the turntable to line-up for movement astern into her final position angled in line with the sheds behind. At far left is HMAS BALLARAT and next to her with the new mast fitted, HMAS STUART, both at various stages of their AMCAP upgrades. The tugs ashore are BARRURA at left and RT ROTATION at right, both undergoing refits. (Photo by RAN, POIS Richard Cordell, kindly supplied by Ross Gillett).

Another ANZAC class frigate, the already modified, HMAS PERTH (157) arrived back at Fremantle from Darwin, 30/09/2022 and berthed at HMAS Stirling. She proceeded 06/10/2022 from FBW to berth at AMC#3, Henderson for maintenance works there where she remains as at end-November.

The fifth Anzac class to complete the AMCAP modifications, HMAS TOOWOOMBA (156) which was returned to HMAS Stirling from BAE/AMC Henderson several months ago, commenced her first sea trials since then from 06/10/2022 both within Cockburn Sound and out to sea whilst returning to Fleet Base West during them when required. Following several subsequent weeks at sea TOOWOOMBA berthed in the inner harbour 28/10/2022 at Victoria Quay G shed, passenger terminal, to take part in Fremantle Ports Maritime day event 29/10/2022 during which she was open for public inspection. Once that event had ended, she shifted to Victoria Quay C shed for crew R&R until departure back to sea, morning of 31/10/2022. TOOWOOMBA subsequently returned to HMAS Stirling and additional trials.



HMAS TOOWOOMBA in pristine condition and with white uniformed ships' company manning ship arrives 28/10/22.

Ref 443/p.223, re SIRIUS - the now bare hull of SIRIUS was shifted back to the AMC#6 berth from AMC #5 berth, 02/11/2022 with her scrapping continuing there. Most works are currently centered on the port side aft end where external plating has been removed to probably expose the engine room machinery for removal.

JDF SHIRASE, AGB 5003, commissioned May 2009, 14,500 gross, 138m loa, the Japanese Maritime Self Defence Force, icebreaker and Antarctic Observation ship, arrived Fremantle from Tokyo for her annual southbound call, 26/11/2022 whilst in her way from Japan to Antarctica to supply Japanese base stations there. This time she berthed as per pre-COVID days in the inner harbour at Victoria Quay D shed. SHIRASE was last berthed in the inner harbour in 11/2019, with the 11/2020 voyage bypassing here due to the pandemic outbreak. For the 2021/2022 season SHIRASE berthed at HMAS Stirling, Fleet Base West on both a southbound (11/2021) and a non-usual northbound call (03/2022) here. SHIRASE shifted to Gage Roads anchorage 29/11/2022 and was due to depart 01/12/2022 bound for Antarctica.

EDITOR's NOTES

The next magazine will be produced before end-January and cover December/January shipping reports. Due to space restrictions and November being a quiet month in terms of first-time tanker arrivals at Fremantle reports on these have been held over to the next issue.

The Editor wishes to thank all those who have assisted with contributions to this magazine throughout 2022 and look forward to receiving further Feedback, reports and photos (especially of the 50 Years Ago ships) for use next year.

The Editor has 3 cartons of approximately **6000 x loose 35mm colour slides** which are leftovers from an extensive sorting through of much of the large collection of Melbourne-based photographer, William (Bill) Barber deceased, which was advertised for sale. There are photo quality issues with most of these slides which are taken at Melbourne, various Australian ports and also from overseas exchanges. Many are of ships also seen at Fremantle since the 1980's. If anyone is interested in collecting these cartons for FREE then please contact the Editor by email: cadrgree@gmail.com

BACK IN TIME

Provided by Alan Pearce, Archivist at Fremantle Ports. It is a West Australian Newspapers photo, reference C8279.



ABOVE: A very striking and quality view of the Fremantle salvage and harbour steam tug YUNA, (1943 built), towing the cargo ship MEDIC into berth at No.10 North Wharf on 02/06/1959. MEDIC had broken down in the Indian Ocean on 14/05/1959 and was towed to Fremantle by the Adelaide-based tug TUSKER as YUNA was already at sea at the time towing the disabled tanker FARMAND to port. Close attention to the MEDIC shows her port anchor is unshackled and her stem has damage consistent with a wire hawser scraping around it as the vessel yawed under tow. Also MEDIC has the two black “not under command / manoeuvring with difficulty” balls flying from the mast. MEDIC only carried this name for two years from 1958-1960 whilst under charter to Shaw, Savill & Albion Line and this was the only time she called here The Blue Funnel Line ship at No.8 North Wharf is SARPEDON (1931 built as AJAX) which was in port 29/05 to 09/06/1959, with the trusty old tender IVANHOE nestled under her bow. In the background it looks like the old cargo F Shed is being demolished on Victoria Quay. YUNA was ex ZEALANDIA – 1952, ex EMPIRE WINNIE – 1947.

MEDIC was built by Harland & Wolff at Govan, Scotland, being completed in March 1956 as SOUTHERN PRINCE for the Prince Line Ltd, part of the Furness, Withy Group, UK, 7,917 gross, 478' 4" (142.28m) loa, British flag. In 1958 she was chartered to Shaw, Savill & Albion Line and renamed MEDIC until 1960 when reverted to SOUTHERN PRINCE at the end of the charter. MEDIC remained as such until 1971 when briefly transferred to Royal Mail Line Ltd ownership without name change. Later that year MEDIC was sold to Eastern Glory Enterprising Co, of Hong Kong, but registered at Mogadishu under the Somali flag, and renamed ARGOSY. The owners being described as “one of several Somali companies set up by Communist China.” In 1977, sold to Orient Prosperity Maritime S.A., and renamed ORIENTAL PROSPERITY under Panama flag. Later that year sold again to Topaz Maritime S.A., of Panama, and renamed TOPAZ but only a few months later on 06/03/1978 arrived at Kaohsiung, Taiwan, to be scrapped.

With many thanks to Michael Gregg of the Western Australian Maritime Museum (WAMM) for providing the information and comments about the towing of MEDIC and duties YUNA was undertaking. Also for ascertaining the actual date the photograph was taken and identifying the other ships in the background.