



# **WORLD SHIP SOCIETY**

## **FREMANTLE BRANCH MAGAZINE**

### **Volume 42 No.3 Issue 436**

### **March 2022**



ABOVE: The Australian-owned, ultra-luxury cruise ship, CORAL ADVENTURER, 2019 built in Vietnam, 5,516 gross, 94.5m loa, Australian flag, arrived at Fremantle on her latest visit 10/03/2022, from Adelaide but without any passengers onboard. Instead she proceeded to the Henderson shipyard precinct and berthed alongside the BAE shiplifter to make preparations for docking. On 12/03/2022, CORAL ADVENTURER was moved into the BAE shiplifter and brought ashore for her Periodic Docking Survey and some maintenance. This was completed 21/03/2022 when CORAL ADVENTURER was returned to the water and then shifted from BAE to the Fremantle inner harbour and berthed at Victoria Quay C shed. Passengers were subsequently embarked and then CORAL ADVENTURER departed mid-morning 23/03/2022 on a 12-night coastal cruise to Broome, WA. She is operated by Coral Expeditions, with Coral Princess Cruises as head owners/managers. CORAL ADVENTURER is scheduled to return to Fremantle on 12/11/2022.

*This is the official magazine of The World Ship Society – Fremantle Branch (Incorporated).*

*Compiled, written and produced by The Editor, Chris Gee.*

*Opinions expressed by contributors are not necessarily those of The Editor.*

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## FREMANTLE BRANCH NOTES

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<b>Secretary:</b>	<b>SITUATION VACANT – VOLUNTEER REQUIRED URGENTLY - PLEASE APPLY !</b>	
Editor:	Chris Gee	Contact by email only: cadrgree@gmail.com
Committee: Arthur Robinson, Barry Shaw, 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 MEETING WILL BE HELD on Wednesday 6<sup>th</sup> April 2022 - 1930 hours**  
**at the Leeuwin Sail Training Association office at Victoria Quay B Shed, Fremantle.**

**The evening's program will be a DVD presentation titled –**  
***"The KOOLAMA INCIDENT" - regarding the bombing of this Stateship during World War II***  
***and the dramatic aftermath to the ship, passengers and crew.***

Due to prevailing COVID-19 WA Government regulations and for safety of members in view of the rapidly spreading Omicron variant it is required that face masks are worn at indoor gatherings so please have these on accordingly. Meeting room access is via the main B shed Leeuwin office wharf entrance or the small B Shed "hobbit" door from the car park. Parking outside the venue is now unfortunately restricted due to the brewery/restaurant at A Shed. Please ensure you show your WSS parking ID on your car dashboard to avoid parking fines. Discussions are currently underway for finding an alternative meeting venue and we hope to have an update on this by the next meeting.

**WSS FREMANTLE ANNUAL BARBEQUE** - The following report was received from Committee Member, Terry Salomons: "What a great evening was had by all members who attended the summer BBQ held at John Tonkin Reserve opposite the Leeuwin Depot, East Fremantle, on March 5th. The weather conditions were perfect, 28 deg C., with little or no sea breeze. There was plenty to eat and drink and members all mingled. All members who put their names down attended which was great. All commented on the quality of the meat with plenty of drinks supplied. Without the help of a number of people the BBQ couldn't go ahead so I'd like to thank the following members. Dennis our chef who cooked all afternoon and I must say the meat was cooked perfectly, Bruce for getting the drinks and Don for bringing them down, Arthur Robinson for getting the cool drink and buns and a big thank you to Gail for supplying the coleslaw and cream sponge cake which was a big hit. Dom Papaluca our new treasurer and his wife Ann supplied home cooked biscuits which were also very enjoyable. Thank you again to all for a great evening."

### **FINAL REMINDER - WORLD SHIP SOCIETY FREMANTLE BRANCH (INC) MEMBERSHIP**

**Any still outstanding ANNUAL SUBSCRIPTION renewals ARE NOW OVERDUE FOR THE YEAR - 1ST JANUARY 2022 TO 31ST DECEMBER 2022 – the SUBSCRIPTION FEE is - A\$60.00 SINGLE.**

**Please ensure that payments are made at the next meeting latest to remain in membership. Thank you if you have already renewed. For those still to make payments then please use any of the following options:**

**Payment in cash at the next meeting.**

**Remittance by post to: World Ship Society, PO Box 18, North Fremantle, WA, 6159. Cheques payable to World Ship Society.**

**Direct Electronic Transfer to: BSB 806 015 A/C: 01824466 When carrying out a transfer please include surname.**

**EDITOR'S NOTE:** As it is the Editor's intention to keep this year's newsletters in a more manageable 16-20 page format limit, some regular features, articles received plus additional photos will be rotated between issues as space best permits to ensure both current news reports, selected features and nostalgia articles are covered sufficiently from month to month. Contributions are always welcome to the Editor and will be used in due course throughout the year.

## FEEDBACK TO PREVIOUS ISSUE 435/2 - FEBRUARY 2022

**REFERENCE – A REMARKABLE STORY p.33** – regarding the visit of the South Korean-owned bulk carrier MARGRETH PISSAREK to Fremantle and why the ship and her sister ship MARIANNE STOEGER, which was visiting Albany at the same time, were so named. The Editor was pleased to receive from John Nunn, (of Victoria), a photo he took of the sister ship MARIANNE STOEGER at Singapore on 05/03/2020 which clearly shows the Korean letter characters over the English wording on the bow. Thank you, John, for sending this photo as below.



ABOVE: A laden MARIANNE STOEGER anchored off Singapore bunkering, 05/03/2020. (Photo by John Nunn)

The MARGRETH PISSAREK after discharging her Kwinana cargo of wheat at Batangas, Philippines, 24-28/02/2022 then proceeded directly back to Fremantle, arriving 16/03/2022 and anchored at the Kwinana ORA again. She was not expected to shift to the Kwinana Grain Jetty load berth until circa 03/04/2022 to load 30,000T of wheat and 30,000T of Canola for shippers Graincorp.

**REFERENCE - BACK IN TIME p.44** – photo and report of the elderly tramp EASTERN VENTURE arriving at Fremantle in January 1965.

There was insufficient room to include port call data so following was omitted. EASTERN VENTURE arrived Fremantle 21.01.1965 from Indonesia, sailed same day 21.01.1965, for Melbourne. Remarks – Cargo, Water & Stores. The Editor received the following additional information regarding EASTERN VENTURE and her trades from Howard Dick, (of NSW). “This would have been voyage 1 of Djakarta Lloyd’s Indonesia-Australia line. EASTERN VENTURE made only one voyage, thereafter the ‘REGIDOR’- suffix named ships (on charter from John Manners & Co., of Hong Kong) were used. There had been a gap in the market because British-flag shipping (Blue Funnel, Austasia, Burns Philp) had to suspend services to Indonesia because of Sukarno’s campaign of Confrontation against Malaysia (with British, Australian and NZ forces involved on the Malaysian side). Initially there was not much cargo, but EASTERN VENTURE is so light ship from Indonesia that the purpose of this trial voyage must have been to load flour etc. in Melbourne (not wheat because as yet no milling capacity). I remember a few months later seeing a first visit on Djakarta Lloyd charter by VISAYA REGIDOR ex KOORAWATHA berthed at Melbourne’s North Wharf. There was a large tarp spread on the apron and on top of it was a mountain of bulk loose-leaf tea. Never seen so much tea, fortunately it was fine weather. Funnel colours in case of EASTERN VENTURE are of course Wallem’s, who were beneficial owners for Chao, later Wah Kwong. This EASTERN VENTURE was in fact the second of this name. The first-named EASTERN VENTURE was an ex US WWI standard, owned 1948-58, see book *Sold East* p. 88, for EASTERN VENTURE (II) see p. 98 of same book. As a final observation, EASTERN VENTURE had operated in Indonesian waters from August 1959 into 1961 on charter to Indonesian firms.” Thank you, Howard, for this interesting additional data.

**REFERENCE the third Sealink ferry added to the Fremantle to Rottnest Island service p.27.** The Editor received from Peter Plowman (NSW) information regarding CAPRICORNIAN SUNRISE as follows: “This third catamaran ferry has spent some time operating on Sydney Harbour. She is one of five 400-seat sisters built by Aluminium Boats Australia in Brisbane for Transit Systems to operate in Gladstone for workers building the three Curtis Island CSG-LNG plants and terminals. CAPRICORNIAN SUNRISE came to Sydney in October 2016 after Transit Systems was bought by Sealink and operated for Captain Cook Cruises under its original green colour scheme. In November 2017, Sealink began their Rottnest fast ferry service with Western Australian subsidiary, also Captain Cook Cruises, acquired in February 2016.”



**50 YEARS AGO AT FREMANTLE - MARCH 1972**  
**ALL PHOTOS BY ROBIN SCOTT**

To enable more photos in this feature each ship's data and history details are combined on a separate page.



ABOVE: Bank Line's LINDENBANK departing 11/03/1972 for Bunbury, she had arrived 09/03/1972 from US Gulf ports.



ABOVE: The Italian, MIRTO arriving 04/03/1972 from Genoa for a one-day visit to discharge, next port was Adelaide.



ABOVE: The striking silver-hulled, Dutch cargo ship, HOLLANDS DUIN on arrival 30/03/1972 from Geraldton, WA.

## SHIP DATA FOR 50 YEARS AGO AT FREMANTLE for photos on pages 48 and 50:

LINDENBANK, built by Wm. Doxford & Sons (Shipbuilders) Ltd, of Sunderland, UK, completed in September 1961 for owners, Bank Line Ltd, managed by Andrew Weir & Co Ltd, registered at Glasgow, British flag, 6,234 gross, 487'9" loa, 5 holds/6 hatches, derricks 1x25t, 4x10t, 10x5t SWL, Wm. Doxford oil engine, single acting, 4 cylinder, 4800 bhp, 14 knots. LINDENBANK's career was cut short three years after this photo was taken when on 17<sup>th</sup> August 1975, she was wrecked in the Pacific Ocean off Fanning Atoll, (part of Kiribati) in position 03.45N. 156.24W. She was on a voyage from Kimbe, New Guinea, to the U.K, with a cargo of copra, palm oil and coconut oil and became a constructive total loss (CTL) after 14 years' service with Bank Line.

MIRTO, 1959 built in Italy, 8,605 gross, 484' 7" loa, 6 holds/hatches, derricks 1x30t, 12x5t SWL, service speed 17 knots, owned by "ORETEA" Soc. Per Azioni Di Navigazione, of Palermo, Sicily, Italy, Italian flag, with Palermo as POR as well. Sold in 1973 to China Ocean Shipping Co., (COSCO), of Shanghai, China, and renamed JIAN DE. Final fate unknown but deleted from registers in 1992. MIRTO was at Fremantle, 04-05/03/1972 on a voyage from Genoa to Adelaide, most likely under charter to Lloyd Triestino, whose funnel colours she carried.

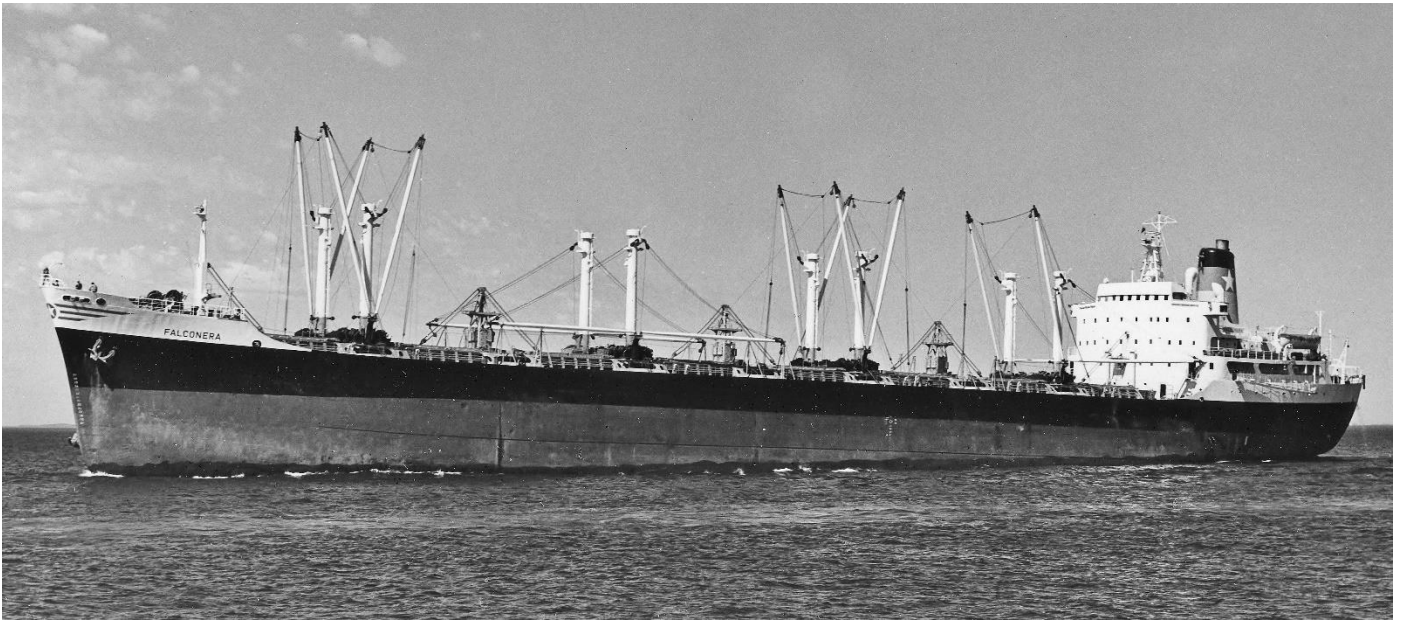
HOLLANDS DUIN, 1961 built in The Netherlands, 9,494 gross, 508' 7" loa, 5 holds/ hatches, derricks 12x3-5t SWL, service speed 13.5 knots, Dutch flag, originally built for NV Koninklijke Paketvaart Mij (KPM), , with management by Hollandsche Vrachtvaart Maats NV, both of The Netherlands. In 1970 transferred to Holland Bulk Transport, (HBT) following merger of various Dutch shipping companies, without name change but adopted the HBT funnel colours of black with HBT in white, as seen in the photo. Sold in 1973, renamed HARLANDSVILLE, registered owners as Harlandsville Inc, Liberian flag, with management by Seaville Holdings Ltd, of Hong Kong; sold in 1982, renamed NAJMA, Panama flag, owners Globe Nav Ltd; sold again within 1982 to Sakina Shipping Co (Panama) SA, managed by Tropic Line (S) Pte Ltd, of Singapore, renamed SAKINA, Panama flag; sold in May 1985 for scrapping at Kaohsiung, Taiwan. HOLLANDS DUIN arrived Fremantle 30/03/1972 partially laden with grain from Geraldton and went to the North Quay No.9 grain loading berth to top-up her cargo. She departed for Bandar Shapur, Iran, later the same day.

FALCONERA, 1960 built in Japan, 13,980 gross, 578'5" loa, Liberian flag, 8 holds/hatches, derricks 16x5t SWL, bulk carrier, initial registered owners as Alora Compania Naviera S.A., with management by Global Chartering & Brokerage Co. Inc., New York, on behalf of the Greek, head owners, Andros Compania Naviera. She remained under these same Greek head owners for her entire career during which she alternated between Greek and Liberian flag/registry and thus changed registered owners to suit. She was Greek flag 1960-1965 with Piraeus as port of registry (POR); Liberian flag 1965-1973 with Monrovia (POR) as photographed; back to Greek 1973-1974 but with Andros POR; again to Liberian 1974-1977 with Monrovia (POR). She then completed her career as Greek flag, 1977-1982 with Andros (POR) when scrapped in April that year at Gadani Beach after 22 years' service. FALCONERA had arrived at Fremantle partially laden with grain loaded at Geraldton on 03/03/1972 and must have anchored in Gage Roads to await berthing. She subsequently went to the North Quay No.9 grain berth to complete loading, 06-08/03/1972 and then departed for Chile. Sisterships in this class also visited Fremantle in the early-1970's including SIFNOS, PAROS, KYTHNOS and KEA.

LILY M, was built in 1957 at St. Nazaire, France, as LOUIS L.D. for Louis Dreyfus & Cie, of Dunkirk, France, 7,110 gross, 453'10" loa, 5 holds/6 hatches, derricks 10x5t SWL, sold in 1970 to Compania de Navegacion Aghia Dectini S.A., with management by Michalinos Maritime & Commercial Co Ltd., of Piraeus, Greece, and renamed LILY M, registered at Piraeus, Greek flag. She remained as such until 1978 when renamed MAESTRALE under registered owners, Domenica Shipping Corp. S.A., with managers as Compania Maritima G & C Inc, of Piraeus retaining Greek registry. In 1980 she was sold again to Cyclopus Shipping Co., with management by Palmyra Tsiris Lines S.A., and renamed CYCLOPUS initially remaining Greek flag until transferred to their Lebanese flag operation in 1982. As such she was scrapped at Gadani Beach, Pakistan, in April 1984. LILY M had arrived at Fremantle 25/03/1972 partially laden with grain from Albany, WA, and berthed at the North Quay No.9 grain berth to top-up here. She departed 26/03/1972 for the UK.

MARSHAL ROKOSSOVSKIY, built 1970 at Nikolayev, Russia, 5,942 gross, 426'6" loa, 4 holds/hatches, derricks 7x3t SWL, a later unit of the numerous Sibir-class, diesel-electric powered, freezer fish carriers with a service speed of 16.5 knots, owned by USSR (Dalryba), registered at Vladivostok. After the break-up of the Soviet Union in 1982, owners changed to Vostokrybkhodflot, of Vladivostok, but retained Russian flag. She was scrapped at Bombay, India, in April 1995 having retained her original Russian name and registry throughout her 25-year career. MARSHAL ROKOSSOVSKIY arrived Fremantle from Antarctic waters for bunkers/stores at Victoria Quay F Shed, 10-11/03/1972, then to Overseas.





ABOVE: A forest of masts/derricks on the Greek, bulk carrier, FALCONERA, arriving 06/03/1972 to top-up with grain.



ABOVE: The French built and formerly French-owned bulk carrier LILY M has a finely sheared hull, departs 26/03/1972.



ABOVE: The USSR built/owned fish carrier MARSHAL ROKOSSOVSKIY arrives 10/03/1972 for bunkers and stores.

## AUSTRALIAN CRUISE NEWS

The Australian Federal Government recently announced that cruising will be allowed to resume in Australia after April 17, 2022, concluding a two-year ban due to the coronavirus pandemic. The human biosecurity emergency period under the Biosecurity Act 2015 ban blocking international cruise vessels from entering Australia has been in place since March 2020. However, State Governments will still get the final say on when or how cruising will resume. State and territories will advise their readiness to receive cruise ships at a later date.

**P&O CRUISES AUSTRALIA**, Carnival Corporation's Australia-focused brand, announced a return to cruising on May 31, 2022. They will launch a new 2022 program of sailings from Sydney, Brisbane, Adelaide and Melbourne. The company said in a statement that the next important step is for State governments to reopen their ports to cruise ships noting that discussions are progressing with the Eastern States to finalise a set of health protocols.

The new 2022 P&O Australia cruise program includes:

PACIFIC EXPLORER will sail from Sydney on May 31 on a four-night roundtrip cruise to Brisbane, where the ship is scheduled to make the first call at the city's new cruise terminal on June 2.

PACIFIC EXPLORER will then sail from Sydney on a series of Queensland and South Pacific cruises until late October, replacing PACIFIC ADVENTURE's scheduled program.

PACIFIC ADVENTURE will begin her maiden season of cruises from Sydney on October 22, when PACIFIC EXPLORER will sail to Adelaide for a new mini-season of four cruises.

All P&O Australia cruises from Fremantle for 2022 had already been cancelled some months ago and will not be reinstated until early-2023 at per last advice received.

Published intentions so far by some of the other major cruise line to resume cruising from Eastern Australian ports are anticipated as follows, subject to all State clearances, crewing and vessel positioning requirements:

**PRINCESS CRUISES** to resume with CORAL PRINCESS from Brisbane, 16 June 2022, MAJESTIC PRINCESS from Sydney, 20 October 2022 and GRAND PRINCESS from Sydney, 2 November 2022.

**CARNIVAL AUSTRALIA** resume local cruising with CARNIVAL SPLENDOR from Sydney, 5 October 2022.

**CELEBRITY CRUISES** resume cruising with CELEBRITY ECLIPSE from Sydney, 22 October 2022, CELEBRITY SOLSTICE from Sydney, 19 October 2023 and CELEBRITY EDGE from Sydney, 9 December 2023.

**CUNARD LINE** resume cruising with QUEEN ELIZABETH from Sydney 15 November 2022, QUEEN VICTORIA from Sydney, 1 March 2023 and QUEEN MARY 2 from Sydney 12 March 2023. Fremantle Ports are currently showing port call bookings by QUEEN ELIZABETH at Fremantle for 07 November and 02 December 2022 as part of a 25-night Australian circumnavigation cruise from Fremantle to Fremantle.

**ROYAL CARIBBEAN INTERNATIONAL** resume cruising with QUANTUM OF THE SEAS from 29 October 2022, OVATION OF THE SEAS from 1 November 2022 and ENCHANTMENT OF THE SEAS from 22 October 2023.

**Ref 435/p.26 - True North Adventure Cruising's** small, luxury cruise ship TRUE NORTH departed Fremantle, 03/03/2022 for a 10-day West Coast Explorer cruise to Dampier.

**Ref 435/p.27, APT Travel Group's** also small, luxury cruise ship CALEDONIAN SKY remained anchored off Fremantle till mid-March. During this period she frequently went out to sea for a few hours on numerous days to carry out ship's operational requirements, trials and exercises. On 18/03/2022, CALEDONIAN SKY berthed at Victoria Quay C Shed for the day to embark passengers for a coastal cruise to Broome, departing early-evening same day. The next APT advertised cruise was for a 7-day Kimberley Coastal Encounter, Broome to Broome, commencing 28/03/2022.



## FREMANTLE SHIPPING

**MAIDEN VOYAGES:** This month saw two ships visit Fremantle on their maiden voyage and one on her second voyage.

KINLING, 22,360 gross, 179.99m loa, Singapore flag, was built in Oshima, Japan being commissioned 14/01/2022 as the latest addition to the large bulk carrier fleet of owners, the famous Swire Shipping Pte Ltd., of Singapore. Registered owners are Swire Bulk Holdings Pte. Ltd, Singapore, and head owners as Swire & Sons Ltd, UK. KINLING departed the Oshima shipyard in Japan after commissioning and after a brief stop in Busan anchorage, South Korea, proceeded to Zhanjiang, China, to load her first cargo, bulk fertiliser for discharge at Geraldton (22-27/02/2022) and Fremantle. KINLING arrived from Geraldton 28/02/2022 and anchored in Gage Roads to await berthing. The first parcel of her cargo was discharged at the Kwinana KBB3 berth 07-09/03/2022. The ship then had to shift to Kwinana ORAN anchorage until 12/03/2022 when she went to berth at Kwinana KBB4 jetty to complete discharge of the remaining fertiliser cargo onboard and wash down holds. On 15/03/2022, KINLING departed from KBB4 and went outside port limits to discharge hold washing waters from preparations for her next cargo. She returned to Gage Roads anchorage later the same day to await berthing at the Alcoa Jetty No.1 berth, Kwinana to backload a cargo of alumina. KINLING subsequently loaded there 24-27/03/2022 and then departed bound for Sitra, Bahrain, in the Persian Gulf.



ABOVE: KINLING off Challenger Beach, 24/03/2022, as she approaches the Alcoa Jetty north side to berth.

Swire shifted from their traditional home port base in Hong Kong to Singapore back in 2009. Sadly Swire's ceased using their traditional shipping company name of China Navigation Co Ltd (CNCo), in October 2021 "as part of a wider exercise to streamline the two brand identities (Swire & CNCo) into a single brand, building on Swire Shipping's well-established name. The CNCo name is an important part of our heritage and remains the name of our holding company in the United Kingdom where we are called The China Navigation Company Ltd." Some of the Chinese-named CNCo ships were also being renamed with the existing CHIEF-name suffix style names. Last year Swire's bulk shipping division was separated to become Swire Bulk, which now acts as a stand-alone company operating the bulk carrier fleet including KINLING. 2022 is also the 150<sup>th</sup> anniversary of the commencement of the company's operations on the Yangtze River in China, in 1872. Refer p.61 this issue regarding the sale of the entire Swire Pacific Offshore Ltd division.

GOLDEN KIKU, 44,318 gross, 229m loa, Panama flag, Kamsarmax-size bulk carrier, was built by Japan Marine United Corp (JMU), at Tsu, Japan, and commissioned 14/02/2022 (same date as KINLING above !) for the very large Taiwanese, bulk shipping company, Wisdom Marine Lines SA, of Taipei, whose ships are regular arrivals at Fremantle. GOLDEN KIKU departed from Tsu after delivery and also proceeded to Busan anchorage, South Korea, (like KINLING), for a brief stop and then continued on in ballast direct to Fremantle. She arrived here 07/03/2022 and anchored in the Kwinana ORA anchorage to join the queue to load at Kwinana Grain Jetty. This turned out to be a long wait as the ship did not go alongside until 29/03/2022 to commence loading 56,627 tonnes of barley for shippers, Viterra. This cargo is destined for Rotterdam so a long voyage with her first cargo and to where she departed for 31/03/2022. Most of the Wisdom Marine Lines bulk carriers which visit Fremantle have name prefix's of either AMIS, BUNUN, DAIWAN, POAVOSA and SAKIZAYA or a name-suffix of WISDOM but this is the first in their fleet to have a GOLDEN-name prefix. In March port calls were also made at Fremantle by their AMIS FORTUNE, AMIS VICTORY, AMIS WEALTH and SAKIZAYA MIRACLE. (See photo of GOLDEN KIKU next page)





ABOVE: GOLDEN KIKU at anchor in Kwinana ORA, 12/03/2022 during her long wait to berth at the Kwinana Grain Jetty.

By coincidence an identical sister ship of GOLDEN KIKU named FJ CAMELIA delivered in 11/2021 from JMU, Japan, was at the Kwinana ORA anchorage at the same time and was only on her second voyage having circumnavigated the world on her maiden voyage. This was achieved when FJ CAMELIA, 44,318 gross, 229m loa, Marshall Islands flag, left Tsu, Japan, 12/11/2021 in ballast for the long voyage across the Pacific Ocean to the Panama Canal and then on into the US Gulf to the Plaquemines Cedar Grove Anchorage, arriving 17/12/2021. She later shifted to the St. James Belmont Anchorage, off Louisiana, before finally going alongside the Convent Zen Noh Grain terminal, in the port of South Louisiana, to load, 02-04/01/2022. This cargo (presumably grain) was destined for Zhanjiang, Guangdong, China, back on the western side of the Pacific Ocean ! To get there, FJ CAMELIA crossed the Atlantic to Gibraltar anchorage for bunkers, then onwards through the Mediterranean to the Suez Canal. After Suez transit and into the Indian Ocean she headed for the Malacca Strait to Singapore anchorage for bunkers again. FJ CAMELIA finally arrived at Zhanjiang, 19/02/2022 just over 3 months since leaving the shipyard in not too far away Japan. She was subsequently alongside discharging till 01/03/2022 and then departed in ballast bound for Fremantle, proceeding via Sunda Strait. Upon arrival 11/03/2022, FJ CAMELIA went to the Kwinana ORA anchorage to anchor, meeting up with GOLDEN KIKU there. However cargo readiness must have been in place for FJ CAMELIA as next day, 12/02/2022, she shifted to Kwinana Grain Jetty to load 55,000 tonnes of barley for shippers, ADM Trading. Like GOLDEN KIKU, this cargo was also bound for Rotterdam, The Netherlands, to where FJ CAMELIA departed 16/03/2022 on yet another long voyage back to the other side of the world ! FJ CAMELIA is owned/managed by Fukujin Kisen KK, Japan, and head owned by FJ Shipping Co Ltd, Japan, the FJ-name prefix coming from the word Fukujin. She is operating under charter to Oldendorff Carriers GmbH & Co., Germany.



ABOVE: Despite having circumnavigated the world once already the paintwork of FJ CAMELIA was still relatively unmarked as seen here when shifting from the Kwinana ORA anchorage to berth at Kwinana Grain Jetty, 12/03/2022.

### PANAMAX SIZE BULKER PART LOADS AT ALCOA

The majority of the many bulk carriers that load bulk alumina on the north side of the Alcoa Jetty, Kwinana, fall within the Handysize, Handymax and Supramax sizes of between 160m to 200m loa. Many years ago some bulk carriers in the 200m to 215m loa range also occasionally loaded there. However what appears to be the first actual Panamax size bulk carrier to berth at Alcoa was the recent visit by the 225m loa, SUNSHINE BLISS, 2010 built in Japan, 40,070 gross, 76,441 deadweight, Singapore flag, owned by Kawasaki Kisen Kaisha Ltd (K Line), Japan. Registered owners are K Line Pte Ltd, Singapore with third party management by BSA Transportation, of Singapore. SUNSHINE BLISS was nearing the end of her voyage from Fukuyama, Japan, to Bunbury, WA, to load approx. 58,000 tonnes of alumina at the Alcoa berth in that port for Jebel Ali when on 12/03/2022 she was diverted to arrive off Fremantle port limits instead. She later moved into Gage Roads anchorage to undergo a hold inspection survey prior to going to Bunbury. However mid-afternoon that same day SUNSHINE BLISS proceeded instead to the Alcoa Jetty No.1 berth, to load a small quantity of alumina, approx. 12,600mt, with 3 tugs being used for her berthing alongside. This operation was believed to be a trial exercise and after completion, SUNSHINE BLISS departed 14/03/2022 to resume her voyage to Bunbury, arriving there later that day. She subsequently loaded the majority balance of her alumina cargo at that port, 24-26/03/2022. Ships of this Panamax size are of course regular visitors to the south side No.2 Alcoa Jetty berth with the frequent visits by the Klaveness-owned CABU-class combination carriers discharging caustic soda there.



ABOVE: A near broadside angle of SUNSHINE BLISS departing 14/03/2022 was chosen to emphasise the ship's length.

Amongst other bulk carriers loading at Alcoa Kwinana in March was JIU FENG LING, 2011 built in China, 19,995 gross, 177.5m loa, Chinese flag, which is owned/operated/shipmanaged by Hainan Haisheng Shipping Co. Ltd., a subsidiary of group owner, COSCO Shipping Bulk Co Ltd, of Guangzhou, China. JIU FENG LING arrived 01/03/2022 and anchored at the Outer Anchorage to await berthing. This turned out to be a long wait as she did not get to berth at the Alcoa Jetty No.1 until 17/03/2022. Loading was completed 20/03/2022 and then JIU FENG LING departed for Fujairah, UAE.



ABOVE: JIU FENG LING passing the Henderson Cliffs lookout bound for the Alcoa Jetty No.1, 17/03/2022.

Bulk carrier visits to the inner harbour have continued during March intermixed with ro/ro's and break-bulk cargo ships all vying for the berths at North Quay 11/12. One of these bulk carriers was COHIBA, ex *PHOEBE STAR* – 2021/12, ex *FANTHOLMEN* – 2020, ex *WESTERN STAVANGER* – 2016, 2010 built in China, 20,846 gross, 179.9m loa, Marshall Islands flag, which arrived 11/02/2022 to load scrap metal but did not get to berth at North Quay 11, till 01/03/2022. On 07/03/2022, COHIBA had to vacate the berth for a priority Ro/Ro, DON CARLOS, and went to Gage Roads anchorage. She returned to berth at North Quay No.12, 08/03/2022 to continue loading scrap which was completed 11/03/2022 when COHIBA departed for Adelaide. Owners / shipmanagers are Madmar Ship Management Ltd., of Athens, Greece.



## CONTAINER TRADES: Latest first-time arrivals at Fremantle during March have been:

KOTA NEBULA, 2010 built in China, 20,902 gross, 179.67m loa, 1810 teus, Singapore flag, bareboat chartered, operated and shipmanaged by Pacific International Lines (PIL), Singapore, from Sugahara Kisen KK, of Hiroshima, Japan, with registered owners as Bright Marine Co Ltd-JPN, was the second PIL ship to visit Fremantle on an apparent one-off visit in recent weeks. The first being KOTA JOHAN, an “empty-sweeper” call, featured in the last issue, ref 435/p.28. KOTA NEBULA arrived Fremantle 11/03/2022 from Singapore to discharge containers at North Quay CT3 and also backload some empty 40ft containers. This was completed 13/03/2022 but the ship has 3 active COVID-19 crew members onboard so she was only permitted to proceed to Gage Roads anchorage whilst the crew were further monitored over subsequent days before proceeding on to her next Australian port of Sydney. The ship was held there under W.A. Police control until they permitted her to finally depart 21/03/2022.



ABOVE: KOTA NEBULA makes a rapid departure from the inner harbour 13/03/2022 stacked with empty containers.

RIO GRANDE, ex *ZIM RIO GRANDE* – 2020, 40,030 gross, 260.07m loa, 4253 teus, Malta flag, owned and shipmanaged by Danaos Shipping Co Ltd, Greece, and chartered to Orient Overseas Container Line - OOCL, of Hong Kong, China, has joined the Triple A service from SE Asia to Australia as replacement for the one-voyage charter, LADY JANE. RIO GRANDE has made three visits to Fremantle so far, firstly southbound from Westport, Malaysia, she arrived at the outer anchorage area 28/02/2020 until berthed at North Quay CT1, 01/03/2022. A short visit in and out on the same day and was bound for Adelaide and Melbourne. From there she returned direct to Fremantle for her northbound call, 14-15/03/2022 berthed at North Quay CT4. Upon departure she went to Singapore (Pasir Panjang) and then back to Westport, Malaysia having completed the first voyage rotation. RIO GRANDE then commenced the second-round voyage and was back at Fremantle again 30-31/03/2022, berthed at North Quay CT4.



ABOVE: On a rare overcast day a very rusty looking RIO GRANDE passes North Mole outbound, 01/03/2022.

COSCO ROTTERDAM, 2002 built in Japan, 65,531 gross, 280m loa, 5618 teus, United Kingdom flag, (POR is London), is head owned by China COSCO Shipping Corp Ltd., of Shanghai, China, but registered to COSCO Shipholdings UK Ltd and shipmanaged by COSCO Maritime UK Ltd, both of Essex, UK, with COSCO Shipping Lines Co Ltd, China as operators. She has also joined the Triple A service for COSCO and was at Fremantle, 15-16/03/2022, berthed at North Quay CT3.

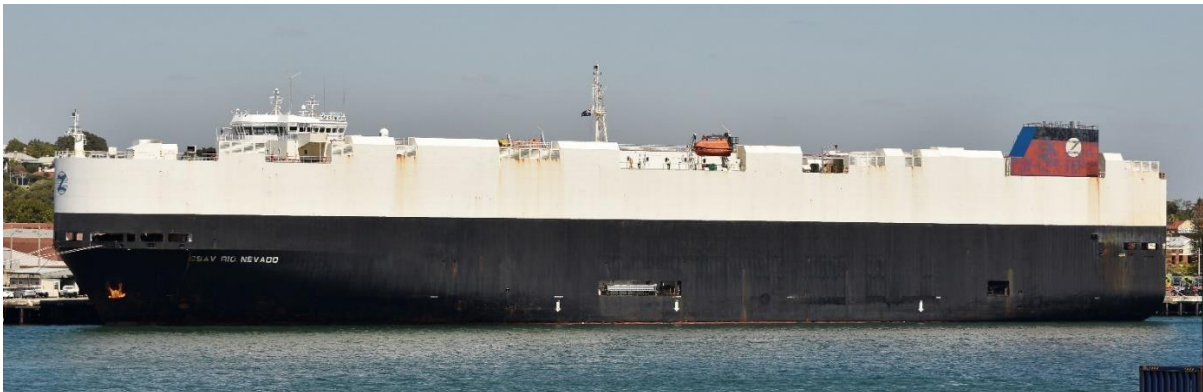
Last port was Westport (Port Klang), Malaysia and next ports after Fremantle were Melbourne and Adelaide before returning to Fremantle 30-31/03/2022 on her northbound voyage. COSCO MELBOURNE has replaced the sister ship COSCO ANTWERP in this service and has the same highly hooked-bow design feature of the class of 7 ships.



ABOVE: COSCO ROTTERDAM approaching the inner harbour on arrival 15/03/2022, the ship's first visit to Fremantle.

### VEHICLE CARRIERS:

CSAV RIO NEVADO, 2007 built in China, 46,800 gross, Liberian flag, 4943 vehicles (ceus), was a recent first timer caller to Fremantle amongst the never-ending lines of ubiquitous vehicle carriers calling at Fremantle mainly in the colours of K Line, MOL, NYK and Wallenius Wilhelmsen. This vessel arrived Fremantle 12/03/2022 direct from Hiroshima, Japan, under voyage charter to K Line, Japan. CSAV RIO NEVADO had to drift/anchor off the port awaiting a berth until 16/03/2022 when she went to Victoria Quay H berth to discharge her ro/ro "car-go". This was not a rushed affair and she remained alongside till 20/03/2022 and then departed for Darwin, NT, to complete discharge there. CSAV RO NEVADO is owned and shipmanaged by Zodiac Maritime Ltd., of London, UK, and as her name-prefix indicates has been since build on long term charter to CSAV, which stands for Compania Sud Americana de Vapores S.A., of Valparaiso, Chile. They are currently the largest company of its type in Latin America and also one of the oldest ones, having been founded in 1872. It was noticed whilst the ship was alongside that the now faded and blotched CSAV funnel colours were apparently in the process of being painted over with the dark blue colours of Zodiac with the white disc and blue Z logo, possibly indicating an end to the CSAV charter ?



LEFT:  
CSAV RIO  
NEVADO  
alongside  
Victoria  
Quay H  
berth  
17/03/2022



LEFT:  
CARMEN  
departing  
Fremantle  
01/03/2022  
with the  
enlarged  
scrubber  
funnel  
fitted

Some of the older Wallenius Wilhelmsen Ro/Ro's are now being retrofitted with funnel exhaust scrubber systems resulting in a new enlarged square funnel replacing the original smaller one. These have so far been seen on CARMEN and TITANIA. With these ships already being spoilt by the ghastly revised paintwork the big square funnel doesn't help.



## BREAKBULK CARGO SHIPS

PORTHOS, ex *PINE 3* – 2016, launched as *OMAHA BELLE*, 2011 built in China, 22,998 gross, 182.9m loa, 974 teus, 3 x 35t SWL and 2 x 40t SWL deck cranes, 5 holds/hatches, Panama flag, is a multi-purpose, dry/breakbulk cargo ship with container carrying capacity. No cell guides are fitted in the holds but she probably has removable tween deck covers for block stacking and has deck fittings for container securing/lashing and can also load bulk cargoes. PORTHOS arrived at Fremantle 06/03/2022 from Changshu, China, via a brief at Manila anchorage (for crew changes ?) on the way. She anchored in Gage Roads on arrival until shifting to berth at the AMC Henderson #5 wharf to discharge her breakbulk cargo including some large pieces carried on deck. PORTHOS remained alongside there until 20/03/2022 when she departed in ballast for Merak, Indonesia. The ship is operated/shipmanaged by Interunity Management (Deutschland) GmbH, of Bremen, Germany, but head owned by Interunity Management Maritime Co., of Athens, Greece.



ABOVE: PORTHOS rounds the Woodman Channel cardinal buoy outbound from AMC Henderson, 20/03/2022.

HUANGHAI ADVANCE, launched as *MACARENA*, 2012 built in China, 20,965 gross, 166.37m loa, 1735 teus, 2 x 200t SWL and 1 x 45t SWL deck cranes, 4 holds/hatches with portable tween decks, bulk grain capacity 39,100 cbm, Hong Kong, China flag, is operated and shipmanaged by Tianjin New Legend Shipping Co. Head owners are Tianjin Xinhai International Ship Management with registered owners as Huanghai HK Ji An Shipping Co., all being of Tianjin, China. This ship spent a lot of time at Fremantle alternating between berths and also visited WA outports. HUANGHAI ADVANCE commenced her voyage at Klaipeda, Lithuania, where she loaded a full cargo of fertiliser departing 20/12/2021. The long voyage to Fremantle being made via Gothenburg anchorage, Skaw, Dover Straits, Gibraltar, Valletta (Malta) anchorage (bunkers) to Port Said, for Suez Canal transit, then direct to Fremantle. HUANGHAI ADVANCE arrived off the port 05/02/2022 to await berth availability at the Kwinana Bulk Jetty (KBB3/KBB4) to unload part of her cargo. Ten days later the ship was shifted 15/02/2022 to the Kwinana ORAN anchorage. Berth congestion continued at the KBJ with no berth yet available so on 19/02/2022 it was decided to send the ship to sea and on to her intended second port of discharge at Esperance, WA. HUANGHAI ADVANCE was subsequently alongside at Esperance, 21-23/02/2022 for this purpose and then departed to return to Fremantle.

She arrived back at the Fremantle Outer Anchorage area 26/02/2022 where the wait for a Kwinana discharge berth continued. HUANGHAI ADVANCE remained there for a further 8 days and then finally on 05/03/2022 (a month after her initial arrival) shifted to the Kwinana KBB3 berth to commence unloading the rest of her fertiliser cargo. Two days later, 07/03/2022, the ship was required to shift from KBB3 to KBB4 berth due to berth priority protocols with other ships. Cargo discharge was finally completed at KBB4 on 12/03/2022 when the ship shifted to Gage Roads to prepare for her next cargo which was to load scrap metal at Fremantle and Bunbury. She also went out to sea for a few hours to discharge hold washing waters first. On 13/03/2022, HUANGHAI ADVANCE shifted to the inner harbour and berthed at North Quay No.2 and commenced loading scrap metal. But this was not the end of her movements. On 16/03/2022 the ship was shifted back out to Gage Roads and had to wait there until 19/03/2022 when she returned to the inner harbour but berthed at North Quay No.12 this time to continue loading the scrap metal cargo. This was finally completed on 23/03/2022 when HUANGHAI ADVANCE departed the port bound for the short run down to Bunbury, her second scrap metal load port. Once again she had to await a free berth so anchored off Bunbury 24/03/2022 until going alongside Bunbury #5 berth on 27/03/2022 to load 10,000t scrap metal. This was expected to be completed circa 03/04/2022, just under two months after her initial arrival off Fremantle ! Interestingly this ship was originally

ordered for delivery to Iran Shipping Lines hence the launch name of MACARENA. However, this order must have fallen through and the ship ended up being delivered to the current Chinese owners.



ABOVE: A bin load of scrap is just visible being emptied into No.2 hold of HUANGHAI ADVANCE at No.2 North Quay.

## A SELECTION OF RECENT TANKER ARRIVALS

MAERSK BRIGIT, ex *BRIGIT MAERSK* – 2015, 2006 built in China, 19,758 gross, 175.24m, Singapore flag, chemical/product tanker, is the latest to make the long voyage from Sillamae, Estonia, where she departed 24/01/2022 via Suez, with a cargo of liquid UAN fertiliser. This cargo is often sourced from Sillamae for discharge at Kwinana. MAERSK BRIGIT arrived at Fremantle, 12/03/2022 and anchored in Gage Roads to await berth availability. She was later berthed at Kwinana KBB4 jetty, 18-19/03/2022 discharging her full UAN cargo to receivers, Nutrien. Upon completion MAERSK BRIGIT departed bound for Belawan, Indonesia. As noted above, in 2015 this ship reversed her name from BRIGIT MAERSK to MAERSK BRIGIT. This happened when she was changed from Denmark to Singapore registry and shipmanagement from A.P. Moller to Maersk Tankers A/S, both of Denmark. Registered and head owners are Maersk Tankers Singapore Pte Ltd., under operation of Handytankers A/S, Denmark, another Maersk subsidiary. The reasoning for the need to reverse the ship's name though is not clear.



ABOVE: A considerable amount of photo adjustment work was required to lift MAERSK BRIGIT out of the thick early-morning murk and haze shimmer, seen when on her way to berth at Kwinana KBB4 jetty, 18/03/2022, to discharge.

ORPHEUS, 2019 built in South Korea, 29,917 gross, 183.06m loa, Marshall Islands flag, chemical/products tanker, arrived at Fremantle 07/03/2022 with a cargo of caustic soda solution loaded at Etajima, Japan. After a few hours stay at the Outer Anchorage, ORPHEUS shifted to berth at Alcoa Jetty No.2 (south side of jetty) to discharge her full cargo. This was finished 09/03/2022 when ORPHEUS departed for Singapore. Registered owners are the Banc of America Leasing, of Tucker, USA, who are also head owners whilst the ship is managed and operated by Empire Navigation Inc., of Athens, Greece, as disponent owners for the Banc of America (spelling of Banc is correct). Operators are interestingly listed as Maersk Tankers MR K/S, of Denmark. (See photo next page)





ABOVE: The ridiculously over-sized scrubber funnel dominates the profile of ORPHEUS berthing 07/03/2022 at Alcoa.

ST. NIKOLAI, 2018 built in Japan, 29,513 gross, 182.5m loa, Singapore flag, chemical/products tanker, arrived Fremantle, 26/03/2022, laden with petroleum products from Beilun, China, and proceeded directly to the BP Kwinana ORJ1 jetty to discharge. This tanker has her registered owners, operators, managers and head owners all as Shenlong Maritime Pty Ltd, of Singapore, who in turn are a subsidiary of Maruta Sangyo KK, at Ehime-ken, Japan. The ST. (saint)-name prefix has been traditionally used mainly by tankers in the fleet of the German owners, Rudolf A. Oetker, part of Hamburg Sudamerikanische D-G ApS & Co KG. This ship is fully painted up in their unmistakable colour scheme of red hull with red and white funnel thereby indicating she is probably under long term charter to Hamburg-Sud, who are now a subsidiary of Maersk. ST. NIKOLAI completed discharge and departed from BP Kwinana 30/03/2022, bound for Darwin, NT. The use of much larger Aframax (LR2)-size tankers to bring in oil products since the closure of the refining plant at BP has seen a gradual reduction in the number of these smaller size product tankers arriving at BP.



ABOVE: A humidity shimmered view of ST. NIKOLAI entering Cockburn Sound 26/03/2022 bound for BP Kwinana.

In March, two Aframax (LR-2)-sized tankers were used to bring in the larger shipments of products to BP, these were:

STI GRACE, 2016 built in South Korea, 62,734 gross, 109,999 dwt, 255.9m loa, Marshall Islands flag, crude oil/products tanker, arrived Fremantle 09/03/2022 and after a few hours in the Outer Anchorage proceeded to the BP ORJ3 jetty to discharge her full cargo from Jamnagar, India. This took 10 days and it was not until 19/03/2022 that she finally completed and departed, bound for Fujairah, UAE. Ownership details are another complex example of multi-national involvement. Registered owners are Fortune Zhen Shipping Ltd, a brass plate in the Marshall Islands; the ship is operated by Scorpio LR2 Pool Ltd, of Monaco; shipmanagement is by Sinokor Merchant Marine Co Ltd, in South Korea; bareboat charterers are STI Grace Shipping Co Ltd, Marshall Islands; voyage chartered by BP (probably BP Singapore); whilst head owned by CSSC (Hong Kong) Shipping Co Ltd., of Hong Kong, China.

STAR PROSPERITY, ex *CHAMPION PROSPERITY* – 2021/09, 2009 built in Japan, 59,179 gross, 115,098 dwt; 243.8m loa, Marshall Islands flag, crude/oil products tanker, operated, shipmanaged and head owned by Chartworld Maritime Management, of Athens, Greece, with registered owners as Kitries Shipping Corp, in the Marshall Islands. This tanker had loaded petroleum products at Vadinar, in India, and arrived at the Fremantle Outer Anchorage area 13/03/2022 to anchor and await berthing at BP. STAR PROSPERITY shifted to the Kwinana ORAN anchorage 15/03/2022 and re-anchored then moved to the BP ORJ3 jetty on 19/03/2022 as soon as vacated by the outbound STI GRACE. Discharge of STAR PROSPERITY took until 26/03/2022 when she departed Fremantle on a return voyage to Vadinar.

## SPECIALIST TYPES

LAY VESSEL 108, 2014 built in Spain, 10,838 gross, 132.44m loa, Malta flag, is a specialised pipe layer, operated and shipmanaged by McDermott Inc., of Houston, USA, a subsidiary of head owners, McDermott International Inc., USA, with registered owners as Hydro Marine Services Inc., USA. She arrived at Fremantle, 07/03/2022 from Broome, where she had stayed for 3 weeks, and proceeded to the Kwinana ORA anchorage for repairs, maintenance and crew changes. On 28/03/2022, LAY VESSEL 108 shifted to AMC Henderson #4 berth and was expected to remain there till about 09/04/2022. She is classed as a dynamically position (DP2) flexible pipe layer and construction support vessel. A large vertical pipe lay tower is fitted midships on the starboard side with a reel drive system from 5 reels onboard each capable of carrying up to 400 tonnes of flexible pipe. The main deck crane has a max lifting capacity of 400t SWL and a secondary crane of 100t SWL is also fitted. There is accommodation onboard for 129 persons. For divers she has a moonpool facility whilst a helicopter deck is fitted forward above the superstructure extending to the bow. An ROV launch and recovery system is also mounted on the starboard side. Propulsion machinery consists of 5 x Wartsila Finland diesel electric oil engines connected to 2 electric motors of (3,500kW) driving 2 Azimuth electric drive propellor units. Total Power: 16,160kW (21,970hp) giving a service speed of 15kts. This ship also has forward, 2 Tunnel bow thrusters of 2,050kW(2,787bhp) and 1 Retractable directional thruster of 2,050kW(2,787bhp). LAY VESSEL 108 has similarities to LAY VESSEL NORTH OCEAN 105 at Fremantle, from June to August 2020. (ref 417/p.197 & 419/p.251)



ABOVE: LAY VESSEL 108 passes Jervoise Bay breakwater 28/03/2022 on her way to berth at AMC Henderson.

BELOW: RELIANCE in her new paintwork scheme was taken in the same position 17/03/2022, also bound for the AMC.



RELIANCE, this impressive looking cable layer made a return visit to Fremantle arriving from Nuku'alofa, Tonga, and anchored north of the port 14/03/2022. She then entered port waters on 17/03/2022 to proceed to berth at the AMC Henderson #4 berth to load equipment and carry out other ship requirements. These were completed 26/03/2022 when she shifted to Gage Roads anchorage. RELIANCE remained there till 30/03/2022 and then departed to carry out cable-work to the north and west of Fremantle for about 2 weeks. She will then return to port circa 12/04/2022 to go back to the AMC Henderson for several days. Since RELIANCE was last at Fremantle in July/August 2021, she has been drydocked at the Singapore ST Marine Shipyard, in Singapore, during November 2021. During this time the ship received a full "makeover" repaint with the fresh grey hull now sporting dark grey, black and light blue aft-leading



stripes just forward of midships. A black trim band has been applied along the full length of the hull at main deck level and lower deck aft. Boot topping has changed from red to black and the twin funnels repainted from black-topped white with black logo to very dark blue with light blue logo and word SUBCOM in white beneath. Changes which have considerably improved her appearance. RELIANCE, ex *TYCOM RELIANCE* – 2010, was built in Singapore in 2001, 12,184 gross, 139.15m loa, and is owned/shipmanaged by Transoceanic Cable Co LLC, of Baltimore, USA, with head owner as Tyco Global Networks Ltd, of Bermuda. Full details and pre-drydocking photo of RELIANCE were given in newsletter ref 428/p.152-153, when on her first visit to Fremantle.

## OFFSHORE VESSELS AND TUGS REPORT

**TUG AND BARGE TOW VISITS END**, ref 435/pp 36/37, regarding the four tug/barge tow trains operating between Henderson and the Gorgon Field of Barrow Island, NW WA. These tug and barge tows have ended with the last departure from the AMC at Henderson being that of the Swire Pacific Offshore group-owned PACIFIC VULCAN towing barge EOS 3302 on 26/02/2022. After the barge had been discharged offshore NW WA, PACIFIC VULCAN continued to Benoa, Bali, Indonesia where the barge was left. PACIFIC VULCAN then went to Singapore for drydocking at Jurong.

- In early-March came the highly surprising news that the world's largest offshore fleet vessel owner's, Tidewater Inc, of Houston, USA, had purchased Swire Pacific Holdings Ltd (a subsidiary of Swire Pacific Ltd) for approximately USD\$190 million. This will include Swire Pacific Offshore Ltd's (SPOL) entire fleet of 50 offshore supply vessels comprising 29 x Anchor Handling Tug Supply ships (AHTS) and 21 x pipe supply vessels (PSV). This will bring the Tidewater fleet up to 174 x OSV's and a total of 203 vessels including crew boats, tugs and maintenance ships. The deal was expected to close in the second quarter of 2022 with the Swire fleet being debt-free. The future of the thousands of SPOL staff and crews is deeply uncertain it was commented.

### ARRIVALS:

IRON BROLGA, 2017 built in Singapore, 710 gross, 34.94m loa, Australian flag, is the latest harbour tug from Port Hedland to arrive at BAE Henderson for her periodic maintenance dry-docking. She arrived Fremantle very early morning 04/03/2022 and proceeded directly to BAE and went into their shiplift facility (before sunrise), was raised and taken ashore. IRON BROLGA was expected to be returned to the water after completion of refit in early-April. This tug is owned by BHP Towage Services, Perth, WA, head owned by BHP Billiton Petroleum P/L., Perth, and technically managed by Rivotow Marine P/L., of Port Hedland.

MMA Offshore Ltd's, AHTS vessel, MERMAID SOUND, a regular visitor to Fremantle, returned 20/03/2022 from Dampier and berthed again at the Kailis jetty in the Fremantle Fishing Boat Harbour. On 29/03/2022 she left the berth and shifted to the Kwinana ORAN anchorage to take on bunkers from bunker tanker ABSOLUTE 1. Next day, 30/03/2022 she departed for Christmas Island.

### DEPARTURES:

Ref 435/p.36:

NORMAND SWAN ended her lay-up at BAE Henderson on 08/03/2022 when she left the BAE heavy lift wharf and shifted to Gage Roads anchorage. This vessel remained there until 10/03/2022 when she departed for Dampier. NORMAND RANGER has also ended her stay at BAE Henderson when she left the BAE shiplifter north side berth on 20/03/2022 and shifted to the Kwinana ORAN anchorage to take on bunkers from ABSOLUTE 1 there. On 22/03/2022 NORMAND RANGER departed from ORAN and Fremantle bound for the Ichthys Field offshore NW WA coast.

Ref 435/p.38-39: The Withnell Bay (Dampier) based tug RIVERWIJS ROWAN completed her refit ashore at BAE Henderson 02/03/2022 when she was returned to the water via the BAE shiplifter and berthed alongside there. Sea trials were conducted 04/03/2022 and then the tug departed 05/03/2022 to return to her home port.

**SVITZER UPDATES ref 435/p.40-41** -The two former Bunbury tugs purchased by Svitzer Australia from Mackenzie Marine Services have completed their full refits at Henderson. SVITZER BASS, the former *CAPE LEEUWIN* conducted trials 08/03/2022 and then shortly afterwards departed on her delivery voyage to Port Kembla, NSW. She called at Port Lincoln, SA, 14-15/03/2022 for bunkers and then made a brief visit to Adelaide 16/03/2022 before arriving at her new home working port of Port Kembla on 21/03/2022. SVITZER FLINDERS ex *CAPE NATURALISTE* carried out brief trials in Cockburn Sound 21/03/2022 and then returned to her berth at the AME jetty in the Jervoise Bay northern harbour. This tug's departure intentions for Port Kembla have not yet been finalised.



LEFT:  
SVITZER BASS, the former *CAPE LEEUWIN*, departs from Jervoise Bay northern harbour 21/03/2022 at the start of her positioning voyage to Port Kembla, NSW. She appears to be going out backwards (stern-first) but it is common for this type of ATD (azimuth tractor drive) propulsion tug to proceed in either direction.

The first of Svitzer's two new tugs for Bunbury, SVITZER KOOMBANA, arrived there at the end of her delivery voyage from Haiphong, Vietnam via Benoa, Indonesia, at 1700hrs 17/03/2022 and berthed at the breakwater tug berths. She was met and escorted into port by one of the two temporary incumbent tugs there, SVITZER NAIAD. On arrival SVITZER KOOMBANA was still under St. Vincent & Grenadines flag and registry at Kingstown. The second new tug for Bunbury, SVITZER MARLSTON was launched at the Song Cam, Vietnam yard, on 14/03/2022. Delivery is expected in May 2022.



LEFT: A superb view of the RSD (reverse stern drive) propulsion units of the second new Bunbury tug, SVITZER MARLSTON just before launching in Vietnam in mid-March.

Note that Fremantle is already showing as port of registry on this tug

(Photo from Svitzer Global Facebook by Alfred Keong) and is reproduced here with due acknowledgement.)



## NAVAL EVENTS

**CORRECTIONS to Issue 436 p.35**, regarding the two Evolved Cape Class patrol boats built by Austal Ships:  
The first of the class was reported as named ADF CAPE OTWAY - this should have read ADV CAPE OTWAY.  
The second of the class was reported as named ADF CAPE BARRON - this should have read ADV CAPE PERON.

### **FIRST EVOLVED CAPE CLASS DELIVERED** (Austal Media Release)

“Austal Australia has delivered the first of six Evolved Cape-class Patrol Boats (ECCPB’s) to the Royal Australian Navy. The vessel, ADV CAPE OTWAY (314), was officially accepted and named by the Minister for Defence, The Hon. Peter Dutton MP at a ceremony held at Austal’s Henderson, Western Australia, shipyard, on 23/03/2022. He was accompanied by the Chief of the Royal Australian Navy, Vice Admiral Michael Noonan AO, and Head of Maritime Systems, Capability Acquisition and Sustainment Group, Rear Admiral Wendy Malcolm CSM. The 58-metre aluminium monohull patrol boat is the first of six to be delivered to the Royal Australian Navy under a A\$324 million contract awarded to Austal Australia in May 2020. With greater capability than the benchmark Cape-class Patrol Boats, the Evolved Capes feature new, larger amenities to accommodate up to 32 people, improved quality of life systems and advanced sustainment intelligence systems that will further enhance the Royal Australian Navy’s ability to fight and win at sea.”

Prior to delivery ADV CAPE OTWAY carried out a second round of extensive trials in Cockburn Sound and out to sea with RAN officers and crew onboard. As at end-March, CAPE OTWAY remains alongside at Austal. The second of the class ADV CAPE PERON is also alongside the Austal jetty and has not commenced any trials yet.



ABOVE: Austal Ships yard, Henderson, 05/03/2022, with ADV CAPE OTWAY (314) testing her water spray monitor. On the left side of the jetty, is in front, CIPPB TE KUKUPA II, with ADV CAPE PERON (315) astern of her.

The Japanese Maritime Self Defence Force icebreaker, Antarctic observation and supply vessel JDS SHIRASE (AGB 5003) made a return visit to Fremantle, 14-16/03/2022. She was on her homeward voyage from the Japanese base at Antarctica to Japan (southbound Fremantle call report ref 433/p.307). Prior to COVID-19 the annual round voyage of SHIRASE was usually made southbound via Fremantle berthing at Victoria Quay and the return voyage northbound via Sydney. On her two Fremantle visits on this season’s round voyage she berthed at HMAS Stirling, Fleet Base West.

The US Navy - Maritime Administration Division (MARAD) chartered supply tanker MAERSK PEARY, ex *JUTUL* – 2011, 2004 built, in South Korea, 25,487 gross, 180m loa, chemical/product tanker, USA flag, owned/operated/managed by Maersk Line Ltd-USA, visited Fremantle back in January this year. She was making her annual jet fuel (avgas) and diesel oil resupply voyage to Antarctica. MAERSK PEARY had loaded her cargo at Agioi Theodori (Soussaki), Greece, departing there 22/12/2021 and then proceeded via the Suez Canal (transit on Christmas day) to Fremantle and anchored at the Kwinana ORAN anchorage, 18-20/01/2022 to take on bunkers and supplies. From here the tanker went to the US Antarctic base station at McMurdo Sound, 02-06/02/2022. From there MAERSK PEARY returned to Greece via the South Atlantic to Punta Arenas, Chile and then onwards to Cadiz and Rota, Spain and Augusta, Italy, before arriving back at Agioi Theodoroi, Greece, 29/03/2022. The around the world voyage having taken just over three months. MAERSK PEARY has been an almost annual visitor to Fremantle on this supply voyage to McMurdo Sound since 2012.



## BACK IN TIME



ABOVE: An interesting scenic view of the western end of North Wharf in December 1967 with contrasting types of ships. Prominent is the Dutch-owned, new unit-load, container/cargo ship WESTERKERK berthing at No.2 berth on her maiden voyage, with tugs WALANA (left) and YUNA (right) pushing her alongside. To the left partially visible is the stern of the conventional Dutch cargo ship, STRAAT VAN DIEMEN. To the right at the angled No.3 berth is the interesting Indonesian freighter DJATIMULIA, and ahead of her the stern of the Greek bulk carrier, CAPETAN PSARROS from the Carras fleet, discharging phosphate at No.4 berth. Photo by Fremantle Port Authority, supplied by Alan Pearce. The below photo crops revealing closer details of WESTERKERK and DJATIMULIA.



WESTERKERK, built in 1967, one of a new class of four, for the "Holland-Australia Line" service (VNS/later Nedlloyd), fitted with a 120t SWL heavy-lift derrick forward. Scrapped in 1987 in Taiwan as NEDLLOYD WESTERKERK.



DJATIMULIA, built in France in 1950, launched as VANCOUVER for CGT, but entered service as MEKONG for Cie Des Messageries Maritimes, France. Sold in 1966 to PN Djakarta Lloyd, Indonesia, and renamed DJATIMULIA. Remained as such until 1971 when sold to Panama flag owners, name shorted to MULIA. Scrapped in China in 1972.