



# **WORLD SHIP SOCIETY**

## **FREMANTLE BRANCH MAGAZINE**

### **Volume 42 No.5 Issue 438**

### **May 2022**



**BACK IN TIME** - This month there is a **DOUBLE**, FRONT PAGE and BACK PAGE feature – **53 YEARS AGO IN MAY 1969** instead of the usual colour photo of recent Fremantle shipping. The event is the rare visit by three units of the Republic of Taiwan Navy to Fremantle, 24 to 25 May 1969, triple-banked at the new container terminal, North Quay No.12 berth. The FRONT PAGE is the BOW view of the trio and the BACK PAGE is the STERN view of the same ships. They are named – left to right - PF 33 – HWA SHAN; DE 27 – T'AI YUAN and DD 19 – KUN YANG, all being former US Navy ships. Full details of these ships are given on the back page of this issue. (Photo by Fremantle Port Authority)

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

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

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## FREMANTLE BRANCH NOTES

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**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 1<sup>st</sup> June 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 on the building and commissioning of the Shaw Savill Line passenger ship NORTHERN STAR, built by Vickers-Armstrong Ltd, at Newcastle, UK, in 1962.**

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 crowds at A Shed. Wearing of face masks is now optional but recommended. Please ensure you display your WSS parking ID on your car dashboard to avoid parking fines. Discussions are nearing completion regarding an alternative meeting venue. Details to be discussed at the next Branch meeting.

**IN MEMORIAM:** The WSS Fremantle Branch committee and members send their deepest sympathy to the family of one of our past Branch Treasurers, Allan Hourthane, who sadly passed away recently.

**LIFE MEMBERSHIP** has been proposed and passed by the Committee to be granted to our long-term member, Terry Salomons, who has served over the years as Vice Chairman, Acting Chairman and Committee member. Terry has always taken a huge role in the everyday running of the Fremantle Branch for which the Branch has benefitted greatly. Hearty congratulations to Terry for this well-deserved honour. Upon acceptance Terry commented that "This really surprised me and I'm very proud of it".

Whilst the full time Secretary position remains vacant, Branch member Barry Shaw has voluntarily been taking the Minutes at each month's meeting. Thank you to Barry for helping out with this important function.

### CRUISE NEWS

Peter Plowman, of WSS NSW Branch reports: The last two surviving 'Belorussiya' class of Russian cruise ships have gone to the breakers. Salamis Lines has gone into liquidation and their sole ship, SALAMIS FILOXENIA (16,321/75 ex VAN GOGH, CLUB 1, ODESSA SKY, GRUZIYA) was sold to Prime Spot Ship Trading of Dubai for US\$4.1 million, but soon resold to ship breakers in Pakistan. Renamed PHOENIX TITAN, she left Limassol under tow on 15 March, arriving at Port Said on 22 March. After passing through the Suez Canal, the ship arrived off Gadani on 6 April, being run ashore on the beach there on 14 April. DELPHIN (16,214/75 ex KAZAKHSTAN II, BELORUSSIYA), which visited Sydney under all three names and has been laid up in the port of Rijeka in Croatia for several years, was sold at auction on 4 March to scrap dealers in Aliaga. On 13 April, DELPHIN was towed out of Rijeka by the Maltese tug OPAL, arrived on 21 April at Aliaga, and run aground on 24 April 2022. (Editor: This Class were of course well known at Fremantle for many years.)

Virgin Cruises first Australian deployment of their third cruise ship RESILIENT LADY for the Summer 2023/24 season based on Melbourne, does not include any port calls at Fremantle during the season nor on the positioning voyage.

The next cruise ship to visit Fremantle remains as the small, 1989-built SILVER EXPLORER, on 20/08/2022, 0600-1730.



## HRH PRINCESS ANNE'S VISIT to the under-restoration CAPE DON in SYDNEY

Written by WSS Fremantle Branch Member, Captain Richard Ireland

Trinity House, founded in the UK by a Royal Charter in 1514, is responsible for training of seafarers and amongst other things, of maintaining the lighthouses and navigational aids around the English and Welsh coasts. Scotland is separate. HRH Princess Anne as a young girl was taken by her father, the Duke of Edinburgh, on trips on the Trinity House Lighthouse Tenders and apparently developed a strong interest in the service so that she is now in the top position as Master of Trinity House. Princess Anne was to be in Sydney to open the Royal Easter Show and Buckingham Palace contacted The Cape Don Society with a request for Princess Anne to visit CAPE DON, a previous Commonwealth Lighthouse Service Tender which is undergoing a long-term restoration, whilst the Princess was in Sydney. Her visit would also represent several charities including The Prince's Trust of Australia which helps young people, 11- to 30-year-olds get into jobs. From about August 2022, CAPE DON will become a training venue for young people, mainly for 1st Nation students interested in a maritime future as well as at present being a museum open to the public.

As a long serving Master of CAPE DON and a Life Member of the Society I was asked to be there for the visit so, of course, I flew over to Sydney. HRH Princess Anne was first welcomed by an Aboriginal Welcome Ceremony before going on a tour of CAPE DON. Her presence on board being indicated by her Royal Standard being flown from the mast. I believe that it is possibly the first time that a Royal Standard has been flown by an Australian merchant ship. Afterwards the guests were lined up in the Reception Centre at the former Coal Loader where CAPE DON is berthed and Princess Anne went around to speak briefly to everyone. After I was introduced to Princess Anne we had a short chat about Trinity House Tenders.



LEFT: The Royal Standard flag is flown from the mainmast of CAPE DON for HRH Princess Anne's visit onboard.  
BELOW: It is all smiles as HRH Princess Anne is escorted to board CAPE DON. (Photos supplied by Richard Ireland).



The visit was a great success and good publicity for the Society with the promise of support from some charities. Planning is underway to start the training programme in, I believe, August. Dry-docking CAPE DON has been arranged for next January 2023 and by sharing the dock with a Navy ship the costs will be kept down.



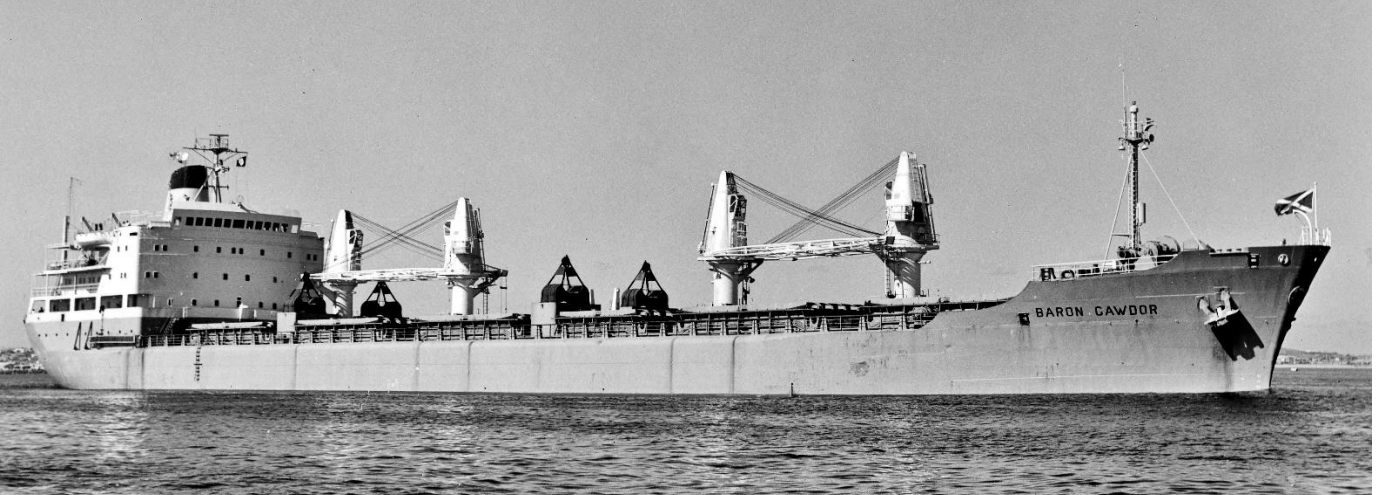


**50 YEARS AGO AT FREMANTLE - MAY 1972**  
**ALL PHOTOS BY ROBIN SCOTT**

To enable more photos in this feature each ship's data and history details are combined on separate pages, see p.93.



ABOVE: The laden Shell tanker HEMITROCHUS departs Fremantle, 27/05/1972, after a one-day visit to North Quay.



ABOVE: The stem-jack flag of H.Hogarth is clearly visible at the bow of BARON CAWDOR, outward bound 06/05/1972.



ABOVE: A very worn looking ICENIC makes an early-morning entry into port, 17/05/1972, arriving from Liverpool.

### SHIP DATA FOR 50 YEARS AGO AT FREMANTLE – details for photos on page 92

HEMITROCHUS, was built by Cammell Laird & Co, at Birkenhead, UK, being completed in March 1959 as the oil product tanker, *SAN EMILIANO*, 12,295 grt, 170.6m loa, for the Eagle Tanker Co Ltd, London. A company formed in 1952 in which Royal Dutch/Shell had a minority shareholding. In July 1959, the Royal Dutch and Shell Trading co Ltd acquired the assets and business of Canadian Trading Co Ltd, which included the Eagle Tanker Co Ltd. Shell Tankers Ltd, London took over control and the management of the Eagle fleet of 21 tankers on 01/01/1960 and the Eagle funnel markings were changed to those of Shell. However it was not until 1955 that all the Eagle ships were renamed from SAN-prefix names with seven of them gaining H-prefixed names. The ex-SAN' tankers could be distinguished still from the other Shell H-class sister tankers by having been built with a cowl cap on their funnels. HEMITROCHUS remained with Shell for her entire career until sold direct to Taiwan breakers arriving at Kaohsiung 02/10/1977 for scrapping after only 18 years' service. (Reference "The Anglo-Saxon/Shell Tankers" by N.L. Middlemiss, 1990.)

BARON CAWDOR, was built by Marinens Hovedverft, at Horten, Norway, for H. Hogarth & Sons, of Ardrossan, Scotland, being completed in February 1968, 13,580 grt, 160.9m loa, 6 holds/hatches, 4x8t SWL cranes, registered at Ardrossan, British flag. She was the second of nine bulk carriers of differing designs ordered by Hogarth from various Norwegian shipbuilders as their fleet replacement programme between 1967 and 1972, whilst disposing of conventional cargo ships. In 1968, Hogarth (the BARON-ships) and Lyle Shipping Co (the CAPE-ships) formed a Joint Management Company called Scottish Ship Management Ltd (SSM), with shares held by both companies in equal proportions. Four bulk carriers similar to Hogarth/Lyle's, which were owned by Lambert Brothers, Glasgow, with TEMPLE-name prefixes would join the SSM operated fleet from 1969. The SSM ships had a blue seahorse, the emblem of SSM, added to their buff funnels. BARON CAWDOR called at Fremantle on a number of occasions principally to discharge phosphate or load grain. On the particular visit when photographed she was in port for an extended visit having arrived 25/04/1972 from Adelaide and did not depart until 06/05/1972 bound for the UK. Reason for the long stay is not known.

In 1974, BARON CAWDOR was chartered by SSM to the Australian National Line (ANL) to provide an Australian vessel in British Phosphate Commission's import phosphate trade from Christmas Island to Australia. The same trade she had been mainly working with SSM. By December 1974 it was decided that ANL would purchase the ship and she was handed over at Singapore. BARON CAWDOR continued to operate in the trade under UK registry until April 1975 when she underwent a four-month refit at the State Dockyard, Newcastle, NSW, to comply with Australian manning requirements for a crew of 38 and a full repaint to ANL livery. She was renamed STIRLING RANGE after the mountain range in southern Western Australia, north of Albany, and registered at Melbourne. As such STIRLING RANGE resumed trading from Christmas Island to Australian ports including numerous calls at Fremantle. She remained under continuous charter to BPC carrying significant import quantities of phosphate. Despite her success in this trade BPC terminated the charter in June 1979. STIRLING RANGE was sent to Hobart in July 1979 to lay-up as ANL had no further work for her. In early-October 1979, ANL reactivated the ship for several Australian coastal voyages with bulk cargoes before deciding to reposition her to Northern Europe via the US East Coast for cargo to be better placed in the "For Sale" market. In March 1980, STIRLING RANGE was delivered at Newcastle, UK, to Greek owners, S. Stravelakis Cia Nav S.A, with registered owners as Antigoni Shipping Co Ltd, and renamed ANTIGONI, under the Greek flag. As ANTIGONI this ship returned to Fremantle once more in July 1982 to load a cargo of Alumina at the Alcoa Jetty, Kwinana. ANTIGONI came to a disastrous end on 21 November 1983 when she became a victim of the war between Iran and Iraq. The ship was nearly at the end of voyage from Japan to Bandar Khomeini with a steel cargo and sailing in convoy when she was hit by an Iraqi Exocet missile in the Khor Musa Channel. The crew managed to abandon ship just in time before the 15-year-old ship suffered a catastrophic explosion splitting her in two and sinking. (References: "H.Hogarth & Sons Ltd – Baron Line" by the World Ship Society, 1976; and "ANL – A Fleet History of ANL 1957-1999" by joint authors – Nautical Association of Australia Ltd, 2020, available from the NAA, [www.nautical-association.org](http://www.nautical-association.org) .)

ICENIC, 1960 built by Harland & Wolff Ltd, Belfast, for Shaw Savill & Albion Co. Ltd, registered at Southampton, British flag, 156.5m loa, 6 holds/hatches, derricks 1x50t, 1x25t, 4x12t, 2x7t, 6x5t SWL, service speed was a healthy 17 knots courtesy of 2 x B&W oil engines developing 13,300hp. ICENIC was the third of four I-class cargo ships built for Shaw, Savill. The first pair were IONIC in 1959 and ILLYRIC in 1960 followed by the second pair, ICENIC in 1960 and IBERIC in 1961. All were built with black hulls and white upper ribbon band but these were later changed to a less attractive light grey, as in the photograph. The first pair had two sets of lifeboats on the boat deck each side whilst the second pair only had one. ICENIC was at Fremantle 17-18/05/1972 on a southbound line voyage from Liverpool to Adelaide when photographed. She was sold to Greek owners in 1977 and renamed AEGEAN UNITY but they barely kept her a year before she ended up at Kaohsiung, Taiwan, in October 1979 for scrapping after 19 years' service.





ABOVE: MANORA arrives 20/05/1972 in the smart British India SN Co Ltd colour scheme, lost to P&O in 1975.



ABOVE: This SD14 design was the final gasp of UK shipbuilding as seen here in SEA MOON, outwards 07/05/1972.



ABOVE: The unmistakable profile of ANGELINA LAURO making a late afternoon arrival at Fremantle, 06/05/1972, from Southampton. This was the ship's last voyage to Australia in the Flotta Lauro around-the-world passenger service.

### SHIP DATA FOR 50 YEARS AGO AT FREMANTLE – details for photos on page 94

MANORA was built by Swan Hunter Shipbuilders Ltd, at Wallsend, Newcastle, UK, being completed in September 1970 as first of a class of 4 x new M-class combination container/cargo vessels with heavy-lift capacity for the British India Steam Navigation Co. Ltd, of London, British flag. They were designed to replace the quintet of B.I.'s smaller B-class cargo ships in the Australia to Persian Gulf service. Subsequent M-class sister ships were MERKARA, MORVADA and MULBERA which were all delivered by the end of 1971 and became regular visitors to Fremantle. MANORA, 7,968/11,177 grt (T.Mk), 157m loa, 340 teus, Cranes 6x11t SWL (in 3 x twinned pairs), 2x5t, derricks 1 x 100t, 4 x10t mounted on the heavy-lift derrick; 4 holds/7 hatches (2x twinned), refrigerated cargoes were carried in the aft hatch trunked through the poop deck behind the funnel. Hydraulic side doors were fitted in the hull in way of No 3 & 4 holds at tween-deck level to allow palletised cargoes to be loaded/discharged by fork-lift trucks. A 6-cylinder turbo-charged Sulzer diesel of 17400 bhp gave a service speed of 19 knots. The class could each carry 8 cadets. This class had barely settled into British India service when in April 1973 the P&O Group began their destruction (or desecration or both) of all the historical companies within the group. This saw the loss of their individual company liveries and ship's names due to their consolidation and amalgamation into the P&O Group's newly formed divisions. A new livery of corn-coloured hulls and a blue funnel with P&O in white on was introduced, together with STRATH-prefixed names which were applied to most of the cargo fleet as they were transferred to the new P&O General Cargo Division. The Peninsular & Oriental Steam Navigation Co Ltd became their registered owners. Some ships were sold off/scrapped before any changes whilst others received STRATH-names and the funnel colours but were sold before getting a corn hull repaint. The general renaming policy for the M-class was to retain the initial consonant and vowel after the STRATH-prefix. These renaming's took place in 1975 when MANORA became STRATHMAY, followed by MERKARA/STRATHMEIGLE, MORVADA/STRATHMORE and MULBERA/STRATHMUIR. In 1978 registered owners of STRATHMAY (ex MANORA) were changed on paper only to Strick Line Ltd. The quartet continued in the same Australia/Persian Gulf trade but these fine ships limited container capacity saw them all sold out of the P&O fleet in 1982. The first three all being purchased 'en bloc' by the United Thai Shipping Corporation Ltd, of Bangkok, Thailand, whilst STRATHMUIR went to Bermudan buyers. STRATHMAY was renamed JUMPA, registered at Bangkok under the Thai flag. She lasted with them for another five years until sold to Thai shipbreakers at Rayong in March 1988 being the last of the Thai-purchased trio to be scrapped. The ex-MULBERA/STRATHMUIR remained in service with foreign owners as SONIA M, and later as SONIC until scrapped in 1992. (Reference: "B.I." by Laxon/Perry - WSS England, 1994)

SEA MOON, was an SD14-class general cargo ship, built by Bartram & Sons Ltd, at Sunderland, UK, being completed in March 1970, 9,058 gross, 141.1m loa, 5 holds/hatches, derricks 5x10t, 5x5t SWL, for London-based Greek shipowners, George Vergottis, and registered at London under the British flag. She was managed by his Valiant Steamship Co. Ltd. London, with registered owners as Vergocean Steamship Co Ltd, London. In 1978, Vergottis transferred SEA MOON to one of their Liberian subsidiaries and she was renamed MYRTOS under the Liberian flag. In 1986 she was sold to other Greek owners, D. Agoudimos, and renamed AGIOS GERASSIMOS. Various in group owner transfers subsequently took place but without renaming but in 1993 was placed under the St.Vincent flag. AGIOS GERASSIMOS was finally sold to Indian shipbreakers and arrived at Alang in July 1996 for scrapping after a 26-year career. SEA MOON was at Fremantle from 01-07/05/1972 although the voyage particulars are not known. Somewhat ironically for her type she was berthed at the North Quay No.12 container terminal although no cargo exchange took place there, so was possibly in for repairs. SD14's were not regular visitors to Fremantle with probably only about a dozen to have ever called here over the years. Beginning in 1967 some 211 x SD14's, classed as 'Liberty Ship replacements' and developed by the Austin & Pickersgill shipyard, in Southwick UK, were built in several English shipyards and by licensees' shipyards in Scotland, Greece, Brazil and Argentina with a further 17 derivative version ships, until the last built in 1988. They were regarded as "The Great British Shipbuilding Success Story" and also the last in terms of sheer quantity of ships delivered and the success of their simple design. Sadly it is believed that there are now no remaining trading examples of an SD14's left although several that went to Chinese owners have unknown fates and could well still be employed in domestic coastal trades within China. One derivative design vessel, AMAR was reported in 2019 to still be aground and abandoned off Batam Island, Indonesia, since 2006. It is not clear if she still remains there ? (References: "SD14-The Full Story" by John Lingwood - Ships in Focus publication, 2004 and the Shipspotting website.)

ANGELINA LAURO, ex *ORANJE* – 1964, 1939 built in The Netherlands, fully rebuilt 1964-1966, 24,377 grt, 200m loa, Italian flag, owned by Achille Lauro, of Naples. One of two former Dutch passenger ships purchased by Lauro for extensive conversion and service under their Flotta Lauro brand, the other being *ACHILLE LAURO*, ex *WILLEM RUYSS*. They operated in Lauro's UK/Australia/New Zealand and then later around the world passenger services. This ended in April 1972 and as noted in the photo caption her brief 06/05/1972 call here arriving from Southampton and bound



for Melbourne was to be her last. ANGELINA LAURO was then refitted for full time cruising in the Caribbean and later chartered by Costa Line for three years from 1977. However this ended prematurely on 30/03/1979 when ANGELINA LAURO was berthed at St. Thomas when an aft galley fire broke out which quickly engulfed the whole ship. She sank onto the shallow seabed with a heavy list. Declared a total loss the wreck was subsequently refloated in July 1979 and sold to Taiwanese shipbreakers. ANGELINA LAURO left St. Thomas under tow 30/07/1979 but when in the middle of the Pacific Ocean she started taking in water on 21/09/1979 with the list gradually worsening until she sank on 24/07/1979. Ironically ACHILLE LAURO would also be lost by fire and subsequent sinking in 1994. The ship's long history has filled the pages of numerous books and magazines and there is insufficient space to cover it in detail here.

## FREMANTLE SHIPPING

**MAIDEN VOYAGE:** This month there appears to have been only one ship arrive at Fremantle on her maiden voyage. This was the bulk carrier, BUNUN TREASURE, 23,224 gross, 179.97m loa, Liberian flag, owned/managed by Wisdom Marine Lines SA, of Taipei, Taiwan, built in Ehime, Japan, which commenced her maiden voyage upon departure, 31/03/2022. She followed the same track as other recent first arrivals by proceeding to Busan anchorage, South Korea, for bunkering, 08/04/2022. From there BUNUN TREASURE departed for Bontang, Indonesia to load her first cargo, being bulk fertiliser bound for the Australian discharge ports of Fremantle (Kwinana), Esperance (WA) and Geelong (Vic). BUNUN TREASURE arrived off Fremantle 27/04/2022 and anchored at the Outer Anchorage area to await berthing due to berth congestion. It was not until 07/05/2022 that she proceeded to the Kwinana KBB4 jetty and commence partial discharge of her cargo there. This was completed 12/05/2022 when BUNUN TREASURE departed for her next disport of Esperance.



ABOVE: BUNUN TREASURE departing from Kwinana KBB4 jetty in light rain, 12/05/2022. (Photo by Robin Scott.)

## CONTAINER TRADES

First-time arrivals at Fremantle for May have been as follows.



ABOVE: MSC SOFIA PAZ enters the inner harbour, early-morning 02/05/2022 with plenty of rust visible (data page 97.)



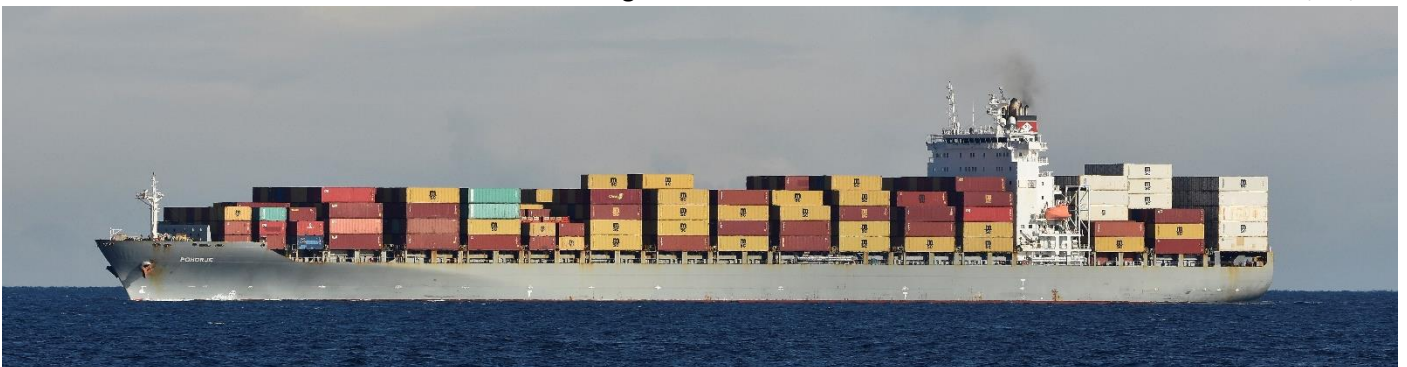
MSC SOFIA PAZ, ex *SYMI 1* – 2021, ex *UASC JILFAR* – 2017, 2014 built in South Korea, 94,930 gross, 112,160 dwt, 299.92m loa, 48.2m beam, 9034 teus, Liberian flag, owned/managed by MSC Mediterranean Shipping Co, Switzerland, was berthed at North Quay CT2 terminal, 02-05/05/2022. This ship is engaged in the joint MSC/CMA CGM VSA service, arriving from Melbourne and departed for Cochin, India, and then backtracked to Singapore and Tanjung Pelepas, Malaysia, which she would normally have gone directly to in the usual rotation of this service. Although purchased and renamed by MSC nearly a year ago her MSC name on the bow remains painted in only small rough letters up on the bulwarks. The ship's poor external hull condition also indicated that a dry-docking may be imminent.

MSC SAGITTA III, ex *SAGITTA* – 11/2021, launched as *FRISIA BRUSSEL*, 2009 built in Emden, Germany, 36,519 gross, 228.5m loa, 3414 teus, Portugal (Madeira) flag, operated/owned by MSC Switzerland, shipmanaged by MSC Cyprus, arrived at Fremantle 11/05/2022 from Singapore for the first time under this name and berthed at North Quay CT3 terminal. She has previously called here as just *SAGITTA* when German-owned which MSC chartered prior to purchase her late last year. Both then and now she called as part of the MSC Capricorn service from SE Asia to Aust/NZ. The Capricorn service's Fremantle port calls have been substituted for some time by a feeder service Singapore/Fremantle return, currently operated by MSC CAPE III (ref 437/p.71/72). The MSC SAGITTA III port call appears to have been an additional one as she arrived fully laden with containers, departing 12/05/2022 for Gage Roads anchorage probably to await heavy weather passing until departure 14/05/2022. This ship was bound for Adelaide and then proceeded direct to Bluff, New Zealand, omitting other Australian ports.



ABOVE: MSC SAGITTA seen from South Mole on arrival 11/05/2022, a MSC funnel colours panel has been added.

BELOW: A broadside view of POHORJE before making her turn into the harbour entrance channel on arrival 21/05/22.



POHORJE, ex *LIRCAY* – 2012, launched as *ARIBA*, 2006 built in Taiwan, 42,382 gross, 267.7m loa, 4043 teus, Liberian flag, is technically and ship managed by Splosna Plovba Doo which translates to Splosna Plovba International Shipping & Chartering Ltd, of Potoroz, Slovenia, whilst under charter to MSC Switzerland. However also in the mix is that the ship's head owners are Peter Doehle Schiffahrts-KG, of Hamburg, Germany, and whose funnel colours she carries having at some stage replaced the quite unusual ones of Splosna Plovba. A tiny steel plate with the very faded Splosna

Plovba logo in colour on fixed to the side of the superstructure. Registered owners are the anonymous CAS Yellow Ltd, of Slovenia. POHORJE is also engaged in MSC's Capricorn service so would appear to be another additional caller to Fremantle arriving 21/05/2022 from Singapore and anchoring at the Outer Anchorage. She was later alongside North Quay CT4, 22-25/05/2022 exchanging containers until departure for Adelaide. The stay in port being prolonged by the severe weather of 23/24 May delaying cargo operations. POHORJE is named after a mountain range in Slovenia.



ABOVE: This stern view of POHORJE passing North Mole inwards 21/05/2022 shows the Peter Doehle funnel markings.

Ref 436/p.55, re KOTA NEBULA making a one-off “empty container sweeper” port call in March for PIL - this ship has since returned to Fremantle for a further call on 27-28/04/2022 when berthed at North Quay CT4 during a voyage from Singapore to Sydney. Yet another Fremantle visit was scheduled for 01-03/06/2021 to berth at North Quay CT3.

### LONG VOYAGE FOR SMALL FISHING VESSEL



ABOVE: GLOMFJORD departing from Fremantle after a short bunker stop and facing six weeks at sea to South Africa.

GLOMFJORD, ex VESTAVIND – 2014, built as *GLOMFJORD* in 1992 at Ustka, Poland, for Norwegian owners, 371 gross, 33.8m loa, owned since 2014 by Pania Reef Fisheries GP Ltd., of Napier, New Zealand, a subsidiary of head owners, D'Esposito AG & GH (Antonino Giovanni D'Esposito & Giancarlo Harold D'Esposito), of Havelock North, New Zealand. As such GLOMFJORD has been based at Nelson, New Zealand with occasional calls at Lyttelton and Wellington. GLOMFJORD was recently sold to unspecified South African owners and departed Nelson, NZ, for the last time 30/04/2022 for the long repositioning voyage to Cape Town, South Africa. Nineteen days later during the evening of



19/05/2022, GLOMFJORD arrived off Rottneest Island and then continued into Fremantle waters timed for an 0400hrs, 20/05, pilot boarding booking time. She was then brought into the inner harbour and went alongside at Victoria Quay E berth for bunkering. Once completed GLOMFJORD departed at 1330hrs 20/05/2022 to begin the long leg of her voyage across the Indian Ocean to South Africa. This was expected to take about six weeks with a provisional ETA there of about 28/06/2022. GLOMFJORD had already been reregistered at Cape Town, South Africa, before leaving New Zealand and flew the South African flag, one rarely seen at Fremantle anymore. GLOMFJORD takes her name from the village of Glomfjord in the municipality of Meløy in Nordland County, Norway. The industrial community is located at the head of the Glomfjorden, just north of the Arctic Circle.

### GRAIN SHIPS LOADING QUEUE CONTINUES

Ref 437/pp. 75-77 - The queue of bulk carriers waiting to load at Kwinana Grain Jetty continued throughout May with at times up to 8 wheat ships anchored across the ORA and ORAN anchorages in Cockburn Sound. These combined with other ships using the anchorages there on several occasions saw up to 12 or more using virtually all available anchorages whilst other ships were in Gage Roads or the Outer Anchorage areas. Average waiting time for berthing at KGJ has been between 4 – 6 weeks. Many of the bulkers have also been of the larger Panamax/Kamsarmax gearless type. The loading delays are mainly due to waiting for the receipt of their cargoes at Kwinana from country depots and subsequent processing before loading combined with weather and congestion issues. A summary of some of the grain ships waiting times in approximate order of loaded/expected loading in May/June follows:

MEDI NEWPORT – Kamsarmax - 2017 built in Japan, 43,036 gross, 229m loa, Panama flag, long term chartered from owners, Yano Kaiun Co Ltd, Japan, by d'Amico Dry DAC, an Italian company based in Dublin, Ireland. Arrived 23/04, was alongside KGJ 14-17/05 loading 61,000 wheat for shippers, COFCO.

KYPROS SPIRIT - Panamax, 2016 built in Japan, 41,759 gross, 225m loa, Cyprus flag, operated by Safe Bulkcarriers Inc., Greece, shipmanaged by Safe Bulkcarriers Management Ltd, Cyprus, but long term leased from ICBF Financial Leasing Co Ltd, China, arrived 22/04, was berthed at KGJ, 17-18/05 and loaded 50,000 tonnes of canola, for CBH.

JIA DA – Panamax, 2010 built in China, 41,342 gross, 225m loa, Hong Kong, China flag, owned by HTM Shipping Co Ltd, Shanghai, arrived 08/05 Gage Roads, shifted to ORAN, 10/05, but was one of the lucky ones and only had to wait till 19-21/05 to load 34,569 tonnes of wheat for CBH Grain.

MYRTO – Kamsarmax, 2017 built in China, 44,029 gross, 228.99m loa, Panama flag, owned by Century Bulk Carriers Management Co, Greece, the bulk carrier owning arm of the famous Greek, Chandris Group, arrived 24/04 at ORA direct from drydocking at Subic Bay, Philippines, but only berthed one month later 25/05 and departed 26/05 having loaded a part cargo of 30,000 tonnes of canola for shippers, Viterra. MYRTO then proceeded to Port Lincoln, South Australia, to load another 30,00 tonnes of canola, to complete the Viterra shipment.

SENIORITA – Ultramax, 2008 built in the Philippines, 32,379 gross, 190m loa, Norwegian flag, owned by Uglands Rederi, Norway, arrived 04/05 at ORAN, loaded 28-29/05, 50,000 tonnes of wheat for shippers, Emerald.

GUO YUAN 22 – Panamax, 2012 built in China, 41,830 gross, 224.9m loa, Chinese flag, has registered owners as Minsheng Financial Leasing Co., is head owned by owned by Fujian Guohang Ocean Shipping Co, China, arrived 11/05/2022 at ORAN, direct from drydocking at Liuheng, China, to load circa 31/05-02/06, 60,000t of wheat for Cargill.

THEMIS – Kamsarmax, ex *ECOFATH G.O.* – 2020, 2012 built in China, 44,647 gross, 229m loa, Liberian flag, owned by Pheonix Seas SA, Liberia, a subsidiary of head owners Lavinia Corp., Greece, and associated with the Laskaridis Shipping Co Ltd, Greece, arrived 03/05/2022 at ORA, direct from drydocking at Zhoushan, China, scheduled to load about 04-05/06, taking two grades 30,000t wheat and 30,000t of canola, for Viterra.

PENELOPE I – Kamsarmax, 2017 built in Japan, 43,007 gross, 229m loa, Marshall Islands flag, owned by Neda Maritime Agency Co Ltd., Greece, arrived 06/05/2022 at ORA, scheduled to load about 06-07/06, 60,000t of barley for CBH.

**CONTINUED ON PAGE 102**

**A PHOTO SELECTION OF SOME OF THESE BULK CARRIERS IN SAME ORDER AS LISTED on pages 99 & 102**



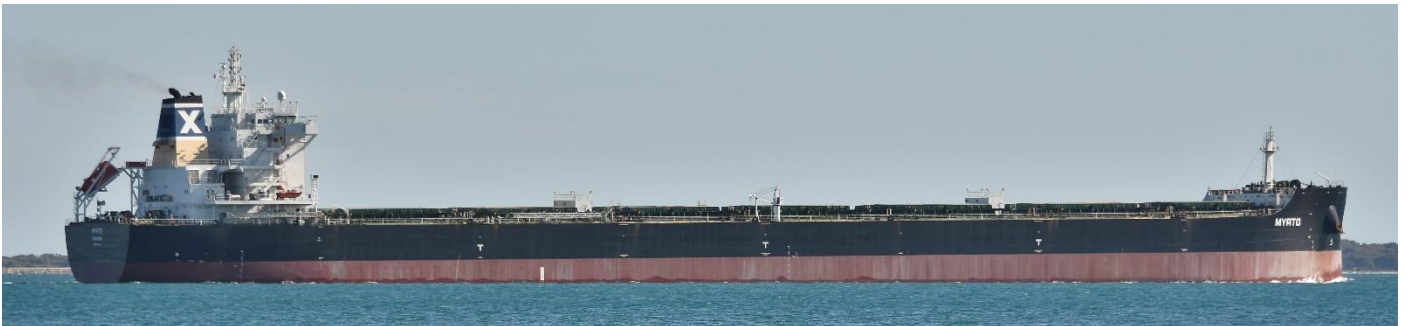
ABOVE: MARE ITALICO at ORAN anchorage, 14/05/2022, is Japanese leased to Irish-based Italian operators !



ABOVE: KYPROS SPIRIT at ORA anchorage, 14/05/2022, one of the group of Greeks waiting. (Photo by Robin Scott)



ABOVE: JIA DA at ORAN anchorage, 19/05/2022, had one of the shortest waits to load at KGJ, only 11 days.



ABOVE: MYRTO departs partially laden 26/05/2022 after a month at anchor. Note the X of Chandris on the funnel.



ABOVE: SENORITA was one of few geared bulkers waiting to load, seen at ORAN, 11/05/2022 in Ugland colours.





ABOVE: GUO YUAN 22 at anchor in ORAN, 11/05/2022, with the initials of her registered owners on the hull sides.



ABOVE: THEMIS, seen late-afternoon 14/05/2022 waiting at ORA anchorage, another Greek. (Photo by Robin Scott)



ABOVE: PENELOPE I (not clear if this is the letter I for India or the numeral 1) at anchor in ORA, 11/05/2022.



ABOVE: The red-hulled INNOVATION brings a spot of brightness to the waiting bulkers. She is seen here clearing Parmelia Channel on arrival whilst on her way to ORAN anchorage, 23/05/2022, to join the Greek contingent.



ABOVE: GORGOYPIKOOS, yet another Greek, in the same position as INNOVATION, when also on her way to anchor at ORAN but on 28/05/2022. The meaning of her name is explained in the data for this ship on the next page.

**KGJ SHIP'S LIST CONTINUED FROM PAGE 99**

INNOVATION - Kamsarmax, 2012 built in China, 44,332 gross, 229m loa, Liberian flag, owned by Aegean Bulk Co Inc, Greece, arrived 14/05/2022 at ORAN, to load circa 08-09/06, 61,600t wheat, for Viterra.

TRANSPACIFIC – Kamsarmax, 2012 built in South Korea, 43,721 gross, 229m loa, Malta flag, operated by Ultrabulk A/S, Denmark, head owned by Alpha Bulkers Shipmanagement, Greece, arrived 14/05/2022 at ORAN, to load about 12-13/06, 60,000t wheat for Cargill.

CHAILEASE BRIGHT – Panamax, ex *SITC HUASHAN* – 2021/11, 2012 built in China, 41,684 gross, 225m loa, Liberian flag, operated/managed by Chailease Bright Co Ltd., Liberia, a subsidiary of head owners, Chailease Finance Co Ltd, of Taipei, Taiwan, arrived 22/05/2022, GR then later ORA, to load approx. 14-15/06, 60,000t of barley, for CBH.

GORGOPYIKOOS – Panamax, ex *TOP ETERNITY* – 2014, ex *POS ETERNITY* – 2013, 2005 built in Japan, 39,964 gross, 225m loa, Malta flag, owned by Anbros Maritime SA, Greece, arrived 25/05/2022, GR then ORAN, to load 16-17/06, 60,000t of wheat, for CBH. Also winner of the tongue-twister ship name of the month award ! The name is taken from the Greek Byzantine icon, Theotokos Gorgoypikoos with the latter meaning “She who answers swiftly or quick to help”.

**A BRITISH OLDIE** - One of the oldest bulk carriers to visit Fremantle during May was the 22-year-old, British-owned, GREENWICH, ex *LAZEEZ* – 2018, ex *LION* – 2016, ex *FADELSIA* – 2010, ex *TETE OLDENDORFF* – 2005, 2000 built in Japan, 19,878 gross, 171.6m loa, United Kingdom flag, registered at London. Ownership details are registered owners as British Marine Asia Pte Ltd., Singapore; operated by Dava Pte Ltd, Singapore; shipmanaged and head owned by RB British Marine UK Ltd, of London. The RB stands for Reuben Brothers Ltd of which British Marine is a subsidiary. This voyage for GREENWICH began at Jubail (King Fahd Industrial Port), Saudi Arabia, where she loaded a cargo of fertiliser, 30/03-02/04/2022, for discharge at the WA ports of Geraldton, Albany and lastly Fremantle where she arrived 02/05/2022 and anchored at the Outer Anchorage. She was alongside at the Kwinana KBB4 jetty, 03-07/05/2022, completing the discharge of her fertiliser cargo before departing in ballast bound for Honiara, in the Solomon Islands.



ABOVE: Early-morning shimmery light on the worn looking GREENWICH in Parmelia Channel outward bound 07/05/22.

The following ownership data is taken from their website [www.rbbritishmarine.com](http://www.rbbritishmarine.com): QUOTE - The British Marine plc was founded in 1999 in the UK for the purpose of owning and operating ships. It is part of The Britmar Group, which is controlled by CEO Alan Bekhor. The group has interests in mining, infrastructure and power generation, in addition to its longstanding presence in the shipping industry. Reuben Brothers is a leader in private equity, real estate investment and development, and venture capital

RB British Marine is a vessel operating and management group based in London, Singapore and Mumbai. The group was established as a joint venture between British Marine plc and Reuben Brothers. The principals of both parties enjoy a longstanding relationship having worked closely together since the 1980s. Under this arrangement, the British Marine shipping platform, consisting of commercial and technical management services and freight trading capabilities were transferred to the joint venture, combining with the structured finance expertise of the Reuben Brothers investment team. RB British Marine is responsible for the commercial and technical management of ships belonging to both British Marine plc and Reuben Brothers, which maintain separate ownership of the vessels themselves. This

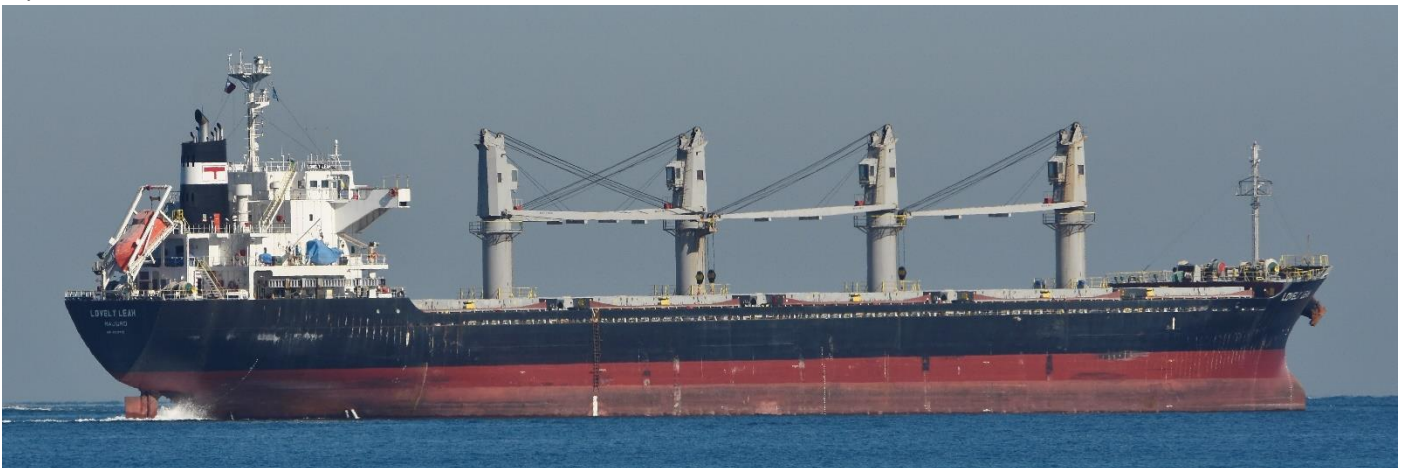


platform now provides these management services as well as investment and structured financing solutions to other third-party ship-owners. UNQUOTE

A number of British Marine-owned bulk carriers with British-style names have visited Fremantle in recent years but all have since been sold off. The group now has 10 bulk carriers, three older ones with British-style names remaining as AQUITANIA, GREENWICH and IRON DUKE. The rest are all 2016-2017 built bulk carriers with RB-name prefixes followed by a Christian name - male and female.

**FOR THE LADIES:** Several other bulk carriers with “female” names to visit Fremantle recently have been:

LOVELY LEAH, is the former *LEAPHEART* which was renamed in February this year, 17,025 gross, 169.37m loa, Marshall Islands flag, and as the name indicates is another of the “girls” from the fleet of Taylor Maritime HK Ltd, of Hong Kong. Their ships have a descriptive prefix to a female name-suffix, many of which have been to Fremantle (the ships that is - not the girls !!!). Unusually this ship is technically managed from Canada by Fairmont Shipping, of Vancouver. LOVELY LEAH has had an extended visit at Fremantle having both discharged and loaded cargoes here. She arrived Fremantle 24/04/2022 with a bulk cargo of white cement clinker and proceeded to the Kwinana KBB2 jetty for a full ship discharge there. This was not completed until 01/05/2022 and then the ship proceeded to just outside port limits to carry out hold cleaning and washdown. LOVELY LEAH returned to Gage Roads anchorage 06/05/2022 and shifted to the Kwinana ORA anchorage 07/05/2022 to wait in the queue of ships to berth at Kwinana Grain Jetty. During the severe weather of 24-25/05/2022 this in-ballast ship dragged her anchor some 500 metres in a north-easterly direction towards Kwinana but did not pose any threat. Several days later she relocated back to her initial ORA5 anchorage position KBB2. A number of the other ships at anchor also dragged their anchors to varying degrees in the gale force winds at the time whilst several ships in the inner harbour encountered issues remaining fully alongside. LOVELY LEAH was alongside Kwinana Grain Jetty, 29-30/05/2022, loading 25,431 tonnes of wheat for shippers, CBH, bound for Nagoya, Japan.



ABOVE: LOVELY LEAH had to wait for THERESA PRIDE to clear the Kwinana channels, 01/05/2022 before heading north.

THERESA PRIDE, delivered December 2021, built in Japan, 34,736 gross, 62,619 dwt. Hong Kong flag, operated and shipmanaged by Raffles Technical Services Pte Ltd, which is a subsidiary of Raffles Shipping Corp Pte Ltd, and head owned by Wilmar International Ltd, all in Singapore, arrived Fremantle 24/04/2022 on only her second voyage with cargo since built. She anchored at the Outer Anchorage to await berthing until 01/05/2022 when shifted to berth at KBB3 jetty, Kwinana and commence discharge of her cargo of fertiliser which had been loaded at Portland, Oregon, USA. However next day she had to shift to the Kwinana ORAN anchorage to make way for a priority vessel, the LPG tanker, LEO SUNRISE to take the berth. That ship completed discharge and sailed 04/05/2022 and then THERESA PRIDE returned to the KBB3 berth to continue unloading. The cargo was destined for two clients, CSBP and Nutrien, and discharge was not completed until 11/05/2022. THERESA PRIDE then departed bound for Albany, WA, to complete unloading the remaining 15,500 tonnes of fertiliser cargo at Albany No.2 berth, 13-19/05/2022. She then went out to sea to carry out hold cleaning and washdown before returning 20/05/2022 to anchor and await backloading a cargo of 50,000 tonnes of wheat, circa 05-06/06/2022, for CBH for China. (See photo next page)



ABOVE: The inbound and deeply laden THERESA PRIDE has just cleared the Kwinana Channels, 01/05/2022.

BETTY, ex *ALSEA BAY* – 2021, ex *ORIENT DEFENDER* – 2018, 2011 built in South Korea, 22,683 gross, 186.4m loa, Marshall Islands flag, fully owned/managed by VG Shipmanagement SA, of Piraeus, Greece, arrived Fremantle 26/04/2022 having previously discharged her cargo of fertiliser from Qatar at Geraldton and Esperance. She anchored in Gage Roads at the start of a three week wait to berth at the Alcoa Jetty No.1 berth, Kwinana. It was not until 16/05/2022 that BETTY shifted to the berth to commence loading her cargo of alumina. This was completed 19/05/2022 when BETTY departed for Colombo, Sri Lanka. Despite various internet searches it was not possible to ascertain what the VG in the owner's name and as appear in large letters on her funnel, stand for.



ABOVE: BETTY looking well made up in the morning sunshine 16/05/2022 bound for the Alcoa jetty, Kwinana.

### A SELECTION OF RECENT FIRST VISIT TANKER ARRIVALS

GASCHEM ANTARCTIC, 2010 built in Germany, 13,879 gross, 155.64m loa, Liberian flag, Liquefied Petroleum Gas tanker, operated and shipmanaged by Gaschem Services & Co KG, Germany, with head owners as Harpain Shipping GmbH, Germany, arrived Fremantle 06/05/2022 from Anyer, Indonesia, and anchored to await berthing at Kwinana. She was subsequently alongside the Kwinana KBB2 jetty, 10-11/05/2022 loading LPG. This cargo was destined for discharge at the Mombasa Kipevu Oil Terminal Offshore jetty, in Kenya, where she arrived 25/05/2022 via the Zanzibar pilot station. GASCHEM ANTARCTIC has 3 x horizontal, independent, under deck tanks with total capacity for 16,978 cbm of liquid gases such as ammonia, ethane, ethylene and VCM. She also has two cylindrical LPG tanks on deck. The ship's maximum speed of 17.7 knots is courtesy of 1 x Wartsila 4 stroke 6-cylinder engine delivering 9720 kw total power at 124 rpm to a single CP propellor. A powerful bow thruster of 1260 bhp is also fitted to assist manoeuvrability.



ABOVE: The smart appearance of the laden GASCHEM ANTARCTIC on departure from Kwinana KBB2 jetty, 11/05/2022.



GRAND ACE7, ex *STX ACE 7* – 2015, 2007 built in South Korea, 30,048 gross, 183m loa, Panama flag, chemical/product tanker, owned by Pan Ocean Co Ltd, South Korea, brought a cargo of diesel fuel from Tanjung Pelepas, Malaysia, which was discharge at the Kwinana KBB4 jetty, 14-16/05/2022 to receivers Viva, via the Coogee Chemicals pipeline. This tanker then departed in ballast bound for Singapore.



ABOVE: GRAND ACE7, in windy conditions in Cockburn Sound inward bound for Kwinana KBB4 jetty, 14/05/2022.

HAFNIA HENRIETTE, 2016 built in China, 29,658 gross, 183.67m loa, Malta flag, chemical/product tanker, arrived Fremantle 13/05/2022 from Jamnagar Terminal, India, laden with petroleum products. She anchored at the Outer anchorage and then shifted to the BP ORJ2 jetty 15/05/2022 to discharge. This was completed 18/05/2022 when the tanker departed to sea “for orders” heading in a north-westerly direction. HAFNIA HENRIETTE is operated by Hafnia Pools Pte Ltd, Singapore, shipmanaged by Hafnia Management AS, Denmark and owned by Hafnia Tankers Shipholding Alpha, Singapore. Hafnia and BW Tankers, of Norway, merged in January 2019 with the tanker fleet being under Hafnia control as a subsidiary of BW Tankers whom are being the operating entity. As a result the HAFNIA-tankers have been repainted in BW’s newer colour scheme of dark blue hull with green angled stripes forward and black-topped white funnel with a green / blue symbol as seen on HAFNIA HENRIETTE.



ABOVE: Just prior to sunset, HAFNIA HENRIETTE in the newer BW Tankers colour scheme, on arrival 15/05/2022

LAFAYETTE BAY, 2015 built in South Korea, 29,806 gross, 183.04m loa, Marshall Islands flag, chemical/products tanker, is operated and shipmanaged by Scorpio Commercial Management SAM, of Monaco. They are a subsidiary of Scorpio Ship Management SAM, owners of the many STI-name prefix tankers seen at Fremantle. LAFAYETTE BAY arrived at Fremantle 25/04/2022 still partially laden with oil products loaded at Singapore having partially unloaded first at Port Hedland, WA, prior to continuing on to Fremantle. This tanker was alongside the BP ORJ2 jetty, 29-30/04/2022 carrying out discharge of her remaining cargo. LAFAYETTE BAY then returned directly to Singapore and loaded another cargo of petroleum products this time destined for a full discharge at Fremantle. She arrived back at the Outer Anchorage 22/05/2022 but due to the bad weather remained out to sea until due to proceed to her berth 26/05/2022. LAFAYETTE BAY this time was alongside BP ORJ1 jetty, Kwinana, until discharged was completed 29/05/2022.

OLAF, ex *CPO CHINA* – 2018, 2010 built in South Korea, 29,636 gross, 183.3m loa, Liberian flag, chemical/products tanker, operated and shipmanaged by Trafigura Maritime Logistics, of Singapore, technically managed by ZEABORN Tankers, Germany, but head owned by leasing company LS Assets Ltd, of Guernsey, Channel Islands. Registered owners are the meaningless Octane Ltd, Singapore. OLAF had loaded her cargo of petroleum products at Muara, Brunei, and arrived at the Fremantle Outer Anchorage early-morning 24/05/2022. She shifted to berth at BP ORJ1 jetty, Kwinana,

later that day to partially discharge there and then sailed 26/05/2022 for Geraldton, WA, to complete unloading at that port.

### **SPECIALIST, OFFSHORE VESSELS AND TUGS REPORT**

Ref 437/p.80, the landing barge TOLL FIREFLY did not depart from the Jervoise Bay northern harbour in early-May as indicated in that report. As at end-May she still remains alongside with only an indicative ETD of 03/06/2022 listed.

Ref 437/p.81, the striking looking cable layer RELIANCE returned to Fremantle from her cable-laying work to the north-west of Fremantle and was berthed in the inner harbour 11-14/05/2022 at Victoria Quay C shed. RELIANCE then returned to the cable grounds west of Scarborough beach and worked there until 25/05/2022 and then came back to Fremantle again. She went to the Kwinana ORAN anchorage to take on bunkers from the bunker barge ABSOLUTE 1, before shifting 27/05/2022 to the inner harbour and berthing at Victoria Quay C shed once again. Next day 28/05/2022, RELIANCE departed the port and our area waters bound for Singapore.

NORMAND TORTUGA, ex *SEA TORTUGA* – 2020, 2014 built in India, 3,455 gross, 82.2m loa, Cyprus flag, is a platform supply ship, operated and shipmanaged by Solstad Offshore Asia Pacific Ltd, Singapore, with registered owners as Solstad Shipping A/S, Norway and head owners as Solstad Offshore ASA, of Skudeneshavn, which is also the ship's port of registry, in Norway. NORMAND TORTUGA arrived Fremantle for the first time, 10/05/2022 from Taranaki, New Zealand and anchored in Gage Roads until next morning when she shifted to berth at BAE Henderson. She returned to Gage Roads anchorage 13-14/05/2020 before once again going back to berth at the BAE heavy lift wharf. The reason for this excursion out and back is not known. On 18/05/2022, NORMAND TORTUGA was shifted into the BAE shiplifter and raised then taken ashore for a maintenance programme where she remains as at end-May.



ABOVE: NORMAN TORTUGA crossed the shallow “paddock” area of Cockburn Sound, 10/05/2022 to enter for BAE.

Two other offshore support ships which recently made return visits to Fremantle and have been described in previous issues were: MMA LEEUWIN, in port 03-08/05/2022 berthed at BAE Henderson during a voyage from Geelong to Darwin. Also the large MAERSK MASTER which arrived from Singapore 26/05/2022 and berthed at the AMC Henderson No.4 wharf for equipment handling. She was turned around the berth on 28/05/2022 and departed 29/05/2022 for Dampier, WA.

Ref 435/p.40, the Port Walcott, NW WA-based harbour tug KASHIMA completed her refit ashore at BAE, Henderson, in early-May and was returned to the water via the BAE shiplifter and berthed alongside. Trials were carried out in Cockburn Sound on 04/05, 05/05 and 09/05/2022 before finally departing BAE on 14/05/2022 to return to Port Walcott (Dampier).

As at end-May, the tugs remaining at BAE are IRON WHISTLER (ref 437/p.81) and SVITZER NANA which are ashore undergoing periodic maintenance whilst RT ROTATION is still laid-up alongside the BAE shiplifter facility.



## SVITZER TUG UPDATES - Ref 436/p.62, 435/p.40-41, 437/p.81:

SVITZER FLINDERS, ex *CAPE NATURALISTE*, the second of the former Bunbury-based Mackenzie Marine owned tugs, finally departed her berth in the Jervoise Bay northern harbour on 19/05/2022 bound for Adelaide. This turned out to be just a bunkering stop 26-27/05/2022 before continuing to her new home port of Port Kembla, NSW, where she joins her sister tug SVITZER BASS, ex *CAPE LEEUWIN*.

SVITZER MARLSTON, 353 gross, 24.73m loa, the second of the new build Svitzer tugs for Bunbury, left her builders yard in Haiphong, Vietnam, 06/05/2022 to commence her delivery voyage to Bunbury. A stopover was made at Benoa, Indonesia, 17/05/2022, for bunkers and then she appears to have pulled into Exmouth Gulf, 21-25/05/2022, probably to shelter from the very bad weather with gale force winds and very high swells off the west coast of WA during that time. SVITZER MARLSTON arrived at Bunbury 29/05/2022 and will in due course replace the second temporary Svitzer tug there, SVITZER NAIAD, which is then due for dry-docking at BAE Fremantle. As mentioned earlier, sister tug SVITZER NANA remains ashore at BAE here under maintenance as at end-May.

## NAVAL EVENTS

### ONE MORE SHIFT FOR 'SIRIUS'

In last month's issue ref 437/p.82, the last voyage of the former RAN decommissioned replenishment oiler SIRIUS under dead-ship tow from Fleet Base West to the AMC Henderson No.5 berth on 04/04/2022, was described including photos. It was considered that this was to be her last resting place whilst she was scrapped in situ there. Instead SIRIUS has had one more albeit very small move. On 17/05/2022, three tugs were used to shift SIRIUS the short distance to the AMC Henderson's adjacent No.6 berth, in front of the huge Civmec building shed. This involved the tugs lifting the dead ship off the berth, turning the ship's head 90 degrees to starboard and then moving ahead into the No.6 berth which consists of only a small concrete wharf section, intended just to work barges at, to land against and to which she was secured. They also lowered her starboard anchor, the only one left onboard to help hold the ship in position. Not surprisingly during the evening of the wild weather on 23/05/2022 in gale force winds, the Fleet Base West-based tug TANCRED was called to attend SIRIUS and push-up alongside to hold the ship onto the berth for some hours. As at end-May no sign of external scrapping work had commenced.



ABOVE: Late-afternoon sun captures HMAS TOOWOOMBA alongside AMC #2 berth with new CEFAR mast following her circa one year ashore at BAE undergoing AMCAP modifications. At right, SIRIUS In her new location at AMC#6.

Meanwhile the replacement for SIRIUS, the new HMAS STALWART departed from FBW and Fremantle, 05/05/2022, on her first deployment heading across the Great Australian Bight for port calls at Melbourne 11-16/05/2022, a very brief visit to Sydney 17/05/2022 then went back to sea for exercises before returning to Sydney 26/05/2022 and berthing at Fleet Base East. STALWART may also call at Adelaide whilst on her way to her ceremonial home port of Geraldton, WA, for a visit, 24-27/06/2022. This is in place of the cancelled one from March.

## AUSTAL SHIPS UPDATE (Ref 436/p.63)

ADV CAPE PERON, the second of the Evolved-Cape class patrol boats being built for the RAN, commenced her trials programme 19/05/2022 in Cockburn Sound and out to sea. These continued on 20/05, 26/05 and 27/05/2022. It is expected that ADV CAPE PERON will be formally accepted by the Department of Defence in July 2022.



ABOVE: ADV CAPE PERON off Jervoise Bay, 27/05/2022, resting during trials whilst doing a personnel boat transfer.

ADV CAPE OTWAY, first of the class to be delivered to the RAN, remained alongside at Fleet Base West following arrival from Austal's 20/04/2022 till commencing several days of navy trials in Cockburn Sound on 25/05/2022. She then departed from FBW for the last time, late-afternoon 27/05/2022 to commence her delivery voyage to Cairns, Queensland. This class of six E-Capes will be based/maintained at the Regional Maintenance Centre North-East there.

The RAN has also released the intended names for all this E-Cape class, following CAPE OTWAY and CAPE PERON will be CAPE NATURALISTE, CAPE CAPRICORN, CAPE WOOLAMAI and CAPE PILLAR. These names continue the lineage of the original Cape-class patrol boats which are named after significant Capes around Australia.

MEDIA RELEASE via Austal Facebook - **Austal Australia delivered the 15th Guardian-class Patrol Boat (GCPB) to Defence Australia on 27/05/2022.** The vessel, CIPPB (Cook Islands Police Patrol Boat) TE KUKUPA II, was then gifted by the Australian Government to the Cook Islands at a certificate signing ceremony held at Austal's shipyard in Henderson, Western Australia. The ceremony was attended by Commodore Ivan Ingham AM, Royal Australian Navy, Senior ADF Officer Western Australia, with the Cook Islands being represented by Tepaki Baxter, Commanding Officer of TE KUKUPA II. The new Guardian-class Patrol Boat replaces the original TE KUKUPA, an ASI Henderson built Pacific-class Patrol Boat gifted to the Cook Islands in 1989 and recently decommissioned under the Pacific Patrol Boat Replacement Project as part of the Australian Government's Pacific Maritime Security Program. Austal Limited Chief Executive Officer Paddy Gregg said the new vessel was the second of five Guardian-class Patrol Boats to be delivered to the Commonwealth of Australia in CY2022. "We are well on track to deliver five, forty metre Guardians this calendar year – an outstanding achievement and a great demonstration of our collective industry and team's capability and productivity in steel shipbuilding," Mr Gregg said. ENDS - Upon completion of ceremonies on 27/05/2022, CIPPB TE KUKUPA II departed from the Austal jetty in the Jervoise Bay northern harbour and proceeded across Cockburn Sound to HMAS Stirling, Fleet Base West to berth and prepare for navy work-up trials.

The Australian Border Force Cape-class patrol boat, CAPE YORK, 2015 built at Austal, Fremantle, 713 gross, 58.1m loa, arrived at Fremantle 22/05/2022 from Darwin but due to the prevailing very bad weather had her berthing at Henderson cancelled by Fremantle Ports so went to anchor in Gage Roads. This proved unsuitable so CAPE YORK went back out to sea to ride out the tempest. She then returned to the inner pilot station next morning and despite strong winds was able to embark a pilot and be taken to her berth at the AME jetty in the Jervoise Bay northern harbour (JBN) for maintenance. On 28/05/2022, CAPE YORK spent about 6 hours at anchor off the Henderson lookout area undergoing a training exercise before returning to JBN. She was expected to remain there until 01/06/2022.



## FEATURE ARTICLE

Written and kindly supplied for use in this magazine by WSS Fremantle Branch Member, Fred McCulloch. It has already appeared in a past issue of the British magazine, Sea Breezes, and is used here with permission of the author.

### THE ONSLOW INCIDENT

In tropical areas there occur powerful storms which are generated out at sea and while they often create severe problems for mariners, they also on occasions cause equally serious problems for seaside communities, when they decide to come ashore. In the Caribbean Sea, Gulf of Mexico, Indian Ocean and Bay of Bengal, they are known as 'Hurricanes', in East Asia and the Orient, 'Typhoons', and 'Tropical Cyclones' around the northeastern and northwestern coasts of Australia. During the summer season the continent of Australia is affected by these storms and on the Northwest Coast as elsewhere, they are formed at sea and usually come ashore between 18 and 22-degrees South latitude, an area which might be described as "The Cyclone Coast".

The small town of Onslow is located at 115 degrees East Longitude, and 21 degrees 18 minutes South Latitude, and over the years has been visited by many a powerful cyclone, with severe damage being inflicted on the infrastructure as a result of these visitations. Up until the 1960's, Onslow was a deep-water port and the berthing facility for ships was a long timber jetty as was the case for most West Australian outports in those days. This jetty had been damaged by cyclone-generated wind and waves on numerous occasions and again in the summer of 1958 when the actual berthing section was partially demolished to the extent that some of the main piles were torn out of the seabed. The jetty was quickly repaired by the long-suffering staff of the Public Works Department, and returned to service within a few months, in fact shortly before our visit in April 1958 aboard the S.S. DULVERTON, a coastal steamer operated by the West Australian State Shipping Service.



An early career photo of S.S. "DULVERTON " in her original Australian Shipping Board colour scheme.

For me the problems associated with our visit were very nerve racking as I was only twenty-five years old and sailing on my first ship as Chief Engineer, with as the saying went, "The ink not yet dry on his certificate". My being signed on to the senior engineering position of the ship was entirely due to a severe shortage of qualified people at the time and as there were no more experienced people available, sign him on and away we go. During the Second World War, a refuelling facility had been built at Onslow and it was government policy to use this service to prevent it being closed. Therefore, we would unload our small tonnage of cargo, bunker a couple of hundred tons of fuel oil and then prepare the ship for departure. Our visits were usually over the period of one twelve-hour tide and at the next flood tide we were ready to go. Close to shore the sea is very shallow in this area and it is necessary to travel at least eight nautical miles offshore before reaching deep water. The awareness of this fact was also causing me some anxiety as the tides in the area can be as much as ten metres. Thoughts of the ship being ignominiously stranded four or five miles out to sea on a falling tide and settling on an uneven seabed which might do serious damage to the ship were very unnerving.

On the day of this incident the main engine was warmed through and all ready to go when I descended into the engine room and greeted the Second Engineer, John Evans, minutes before the bridge rang “Stand By” on the engine room telegraph. John was an old friend, as we had served our apprenticeship together and had been good friends for 10 years. I took up position alongside the engine room telegraph where there was a small shelf attached to the side of the main engine. The shelf was used as a rest for the book to record main engine movements as signalled from the bridge by the operation of the telegraph. John was ready to manoeuvre the engine with the main steam isolating valve open and a full head of steam on the two boilers that were being attended to by our trusty fireman on duty in the boiler room. The engine room greaser was also standing by after having oiled around, filled the propeller shaft bearing oil boxes, and checked the oil wick feeders, bilge levels etc.

The main engine was a “Lentz” type, double compound steam engine with the main engine valves being of the poppet valve design, operated by an oscillating camshaft mounted along the starboard side of the engine at cylinder level. These engines were unusual for steam engines in as much as their crankcases were fully enclosed with sheet metal casings and the bearings were force lubricated, whereas most steam engines were open fronted with the bearings wick or hand oiled. During manoeuvring, we normally controlled the engine by rotating the large diameter hand wheel mounted on the centre starboard side of the engine. Rotation of this wheel controlled the valve operating mechanism, such that in the centre or neutral position there was no opening of the valves, and therefore steam was not admitted to the cylinders. As the expansion control wheel was rotated clockwise, the engine started to rotate in the ahead direction and picked up speed as the movement of the control mechanism shifted further towards the influence of the valve gear ahead eccentric. With the engine running ahead and the control wheel rotated anticlockwise, the travel of the valve cams was progressively reduced until at the middle position of the control wheel travel the engine stopped, only to start in the astern direction if the wheel was further advanced in the anticlockwise direction.

With us standing by and after a short waiting period, the telegraph rang and shifted the pointer to indicate “Slow Astern” which I recorded in the movement book along with the time and John rotated the valve control wheel in the astern direction until the engine picked up to about twenty-five RPM. All running nice and smooth we are on our way and no matter how many times you depart from various ports you always get a little buzz out of the occasion. Ding a ling a ling! “Half Astern” on the telegraph and John grasped the expansion control wheel to turn it further in the astern direction when **CLUNK !** the engine stopped dead, and a severe shudder passed right through the ship. I almost collapsed with shock as a large engine like the one we were attending does not stop dead unless there is a **Very, Very**, serious problem. The control wheel was immediately moved into the neutral position and I said to John, “you check down the tunnel” (propeller shaft tunnel) as I shot around the back of the engine, expecting to see a connecting rod or some part of the engine sticking out through the engine casing. Nothing amiss around the back so return to the starboard side of the engine and up the ladder (steep stairway) to the middle level where there were glass portholes fitted in the engine casing at the forward and aft ends. Careful observation through both portholes with torch beam revealed that there was no visible problem such as a broken piston rod or connecting rod, etc. Up to the top platform, and a quick inspection of the camshaft, valves, and cylinder heads did not reveal obvious problems in that area. Back down to the lower engine room area just as John returned from the shaft tunnel to report that the propeller shaft and bearings appeared OK and in normal working order.

Quick consultation between us and we decided to try to turn the engine in the opposite, or ahead direction. John moved the expansion control wheel clockwise, and the engine started to turn very smoothly as it picked up speed. The telegraph was still standing at “half astern”, so he shut the steam off and the engine slowed gently to a stop. “Try it astern,” I said, and as smooth as silk she took off and the revs. increased to the half-astern speed still requested by the telegraph as at this stage the bridge was not aware of us having a problem. I raced up to the middle platform and shone my torch through both inspection ports in turn, and apart from the rhythmic movement of the piston rods, connecting rods and valve gear, there was nothing obviously amiss. Up to the top platform and again the camshaft and valve gear were all running very smoothly with no sign of a problem. Downstairs again and consultation between us as “Stop” was rung, followed by “Half Ahead”, then a few minutes later “Full Ahead”, with the engine working up nicely to its normal operating speed. We were still somewhat shocked by what had happened and completely mystified as to the reasons for the sudden engine stop which as I said earlier does not happen unless something **very serious** has occurred. There was the urgent situation confronting us of the rapidly falling tide and the necessity for the ship to reach deep water without delay. We therefore decided to keep the engine running while all seemed OK and when we were safely out in deep water to ask the Master for permission to stop. This would enable us to take the



crankcase doors off the engine and carry out a full inspection of all the running gear because at this stage we were still completely baffled as to what the problem was.

Therefore, after "Full Away" was rung on the telegraph and a further forty minutes of full speed steaming, the ship was in water of sufficient depth to be safe from running aground due to the falling tide. I left the engine room and proceeded on my way up to the bridge where I intended to consult with the Master, Captain Charles Shepherd. As I walked along the port side accommodation alleyway, I passed the engineer's duty mess where the Third and Fourth Engineers were having a cup of tea. We greeted one another and the Third Engineer said to me, "What did you think of the jetty pile going through the screw"? I was temporarily speechless on hearing this statement, and then replied, "Why the bloody hell didn't you ring down and tell us". "We thought the bridge would inform you," replied the Third, "Well they didn't, however, this information does explain the reason for our problem", I replied.

It seems that as the ship backed off the jetty, the wash from the screw stirred up one of the old jetty piles, which had been dislodged by the cyclone and was stuck in the mud. As the pile rose it was sucked into the propeller and jammed across between the propeller and the stern frame, stopping the engine dead; the two broken pieces of pile then came to the surface. I continued up to the bridge, where I explained the situation to the Master and requested a short stop so that an examination of the propeller could be carried out. The ship was stopped a few minutes later and the engine turned very slowly as we inspected the propeller from the after deck. There was no observable damage, therefore, I informed the bridge and we resumed our journey a few minutes later. Some days later the ship was at the port of Broome and sitting on the sea bottom at low tide. We took the opportunity to inspect the propeller up close and apart from a very small bend of one or two centimetres on the end of one blade, there was no other damage. The incident did confirm that ships built to Lloyds Rules were extraordinarily strong and reliable, and that manganese bronze is a most suitable material for building propellers. (Fred McCulloch - 03/11/2000).



**ABOVE:** DULVERTON departing Fremantle in State Shipping Service colours.

**LEFT:** After being sold in 1971, DULVERTON had a succession of SE Asian owners, under Panama flag, taking the names WAN CHANG ('71 to '73) GOODWILL ('73 to '74) & LIENG KIU ('74 to '75) as pictured. She was abandoned leaking 30/06/1975 and sank on a voyage Penang to Basrah.

## BACK IN TIME –The Taiwan Navy Visit – May 1969 at Fremantle

### Part 2 – the Stern view

The two photos are from Fremantle Ports Photo Archives and were kindly supplied by Alan Pearce, Curator, Fremantle Ports. Since these arrivals no other Taiwanese navy ships have visited Fremantle.



ABOVE: The stern view of the three units of the Taiwan (Republic of China) Navy, seen berthed triple-banked at the North Quay No.12 container terminal wharf, 24-25/05/1969. The bunker barge is alongside the outboard navy ship. These ships had arrived from Formosa (Taiwan) and departed for Darwin. From Left-to-Right are: RCN -

**DD 19 – KUN YANG, ex USS YARNALL**, former US Fletcher class frigate, commissioned 1943, transferred to Taiwan in June 1968, 3,050 fld tons, 114.7m loa. Guns: 5 x 5 inch 38 calibre single turret, 6 x 40mm AA (twin); one of four obtained from the USN but the only one which retained 5 x 21 inch anti-ship torpedo tubes between the second funnel and third 5 inch gun mount. Also retrofitted by Taiwan for minelaying. Main engines: 2 x Allis Chalmers geared turbines, 60000shp, 2 shafts, speed 36 knots. Complement approx. 250. Pennant number later changed to 934, then 914 when extensively modernized in the 1980's.

**DE 27 – T'AI YUAN, ex USS RILEY**, former US Rudderow class frigate, commissioned 1944, transferred to Taiwan in July 1968, 2,000 fld tons, 93.3m loa. Guns: 2 x 5 inch 38 calibre DP (single); 4 x 40mm AA(twin) 4 x 20mm AA(single). Anti-submarine weapons – 6 x 12.75 inch torpedo tubes (Mk 32 triple); 1 hedgehog; depth charges. Retrofitted for minelaying. Main engines: Geared General Electric turbines with electric drive, 12000shp, 2 shafts, speed 24 knots, Complement approx. 200. Name also rendered as TAI YUAN.

**PF 33 – HWA SHAN, ex USS DONALD W. WOLF**, former US APF type Frigate, commissioned 1945, transferred to Taiwan 1965, 2,130 fld tons, 93.3m loa. Guns: 2 x 5 inch 38 calibre, 8 x 40mm AA (twin mounts). Anti-submarine weapons 6 x 12.75 inch torpedo tubes (Mk32 triple), Hedgehog, depth charges. Main engines: Geared General Electric turbines with electric drive, 12000shp, 2 shafts, speed 23.6 knots, Complement approx. 200. Davits amidships can hold four LCVP-type landing craft. Name also rendered as HUA SHAN, numbered 854. Later transferred to Customs service.