



# **WORLD SHIP SOCIETY**

## **FREMANTLE BRANCH MAGAZINE**

### **Volume 42 No.8 Issue 441**

### **September 2022**



ABOVE: The first cruise ship to visit Fremantle since March this year was the small, ultra-luxury expedition vessel, SILVER EXPLORER seen here entering the inner harbour just on sunrise 20/08/2022. She berthed at the Fremantle Passenger Terminal, Victoria Quay F shed, although the terminal facilities were not used for this ship's passenger turnaround here. Only the lower floor section of F shed was opened for pax processing procedures. SILVER EXPLORER is no youngster being 33 years old and bears her eighth name since built in 1989. She has been owned by luxury cruise specialists, Silverseas Cruises Ltd, of Monaco, since 2011 but will leave their fleet in September 2023. SILVER EXPLORER is also the first of that company's ships to be seen here in their newer grey hull colours instead of their previous all-white hull scheme. See pages 168-169 this issue for ship details and additional photos.

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

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## FREMANTLE BRANCH NOTES

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### IMPORTANT NOTICE TO MEMBERS

**THE NEXT WSS FREMANTLE BRANCH MEETING WHICH WAS TO HAVE BEEN HELD ON WEDNESDAY, 7TH SEPTEMBER 2022 - 1930 HOURS, HAS BEEN CANCELLED. THIS IS DUE TO VICTORIA QUAY B SHED BEING CLOSED OFF BY FREMANTLE PORTS DUE TO SUBSIDENCE IN THE DECKING WITHIN THE SHED. THEREFORE THE LEEUWIN SAIL TRAINING ASSOCIATION OFFICE THEREIN WHERE WE MEET HAS ALSO BEEN CLOSED INDEFINITELY. ALL FUTURE MEETINGS ARE CURRENTLY SUBJECT TO REVIEW AS WELL.**

**Your committee will monitor this situation over the next few weeks as to when the B Shed venue is expected to be repaired and reopened for use again or whether an alternative venue can be found in the short term at least. Any suggestions for a replacement venue are welcome thank you.**

### FREMANTLE PORTS CRUISE SHIP PROGRAMME up to end of season in May 2023

Arrival Date/Time	Departure Date/Time	Ship	Operation	Berth
Sat 22 Oct 2022 08:00	Sun 23 Oct 2022 17:00	CORAL GEOGRAPHER	Turnaround	C Berth
Fri 28 Oct 2022 05:30	Fri 28 Oct 2022 17:00	CORAL PRINCESS	Transit	G Berth
Mon 07 Nov 2022 05:30	Mon 07 Nov 2022 18:00	QUEEN ELIZABETH	Transit	F Berth
Sat 12 Nov 2022 09:00	Sat 12 Nov 2022 22:00	CORAL ADVENTURER	Turnaround	C Berth
Tue 29 Nov 2022 07:00	Wed 30 Nov 2022 18:00	CORAL GEOGRAPHER	Turnaround	C Berth
Thu 01 Dec 2022 13:00	Fri 02 Dec 2022 20:00	REGATTA	Turnaround/Transit	F Berth
Fri 02 Dec 2022 03:30	Fri 02 Dec 2022 22:00	QUEEN ELIZABETH	Turnaround	G Berth
Fri 02 Dec 2022 06:30	Sat 03 Dec 2022 13:00	NOORDAM	Transit	F Berth
Sat 10 Dec 2022 06:30	Sat 10 Dec 2022 23:00	SILVER MUSE	Transit	F Berth
Tue 20 Dec 2022 09:00	Wed 21 Dec 2022 18:00	AZAMARA QUEST	Turnaround/Transit	F Berth
Sun 01 Jan 2023 08:00	Mon 02 Jan 2023 20:00	REGATTA	Turnaround/Transit	F Berth
Mon 09 Jan 2023 05:30	Mon 09 Jan 2023 17:00	AIDASOL	Transit	F Berth
Sat 18 Feb 2023 08:00	Sun 19 Feb 2023 17:00	AZAMARA QUEST	Turnaround/Transit	F Berth
Tue 21 Feb 2023 06:30	Wed 22 Feb 2023 17:00	ZUIDERDAM	Transit	F Berth
Wed 01 Mar 2023 06:30	Thu 02 Mar 2023 09:00	CORAL ADVENTURER	Turnaround	C Berth
Mon 06 Mar 2023 05:30	Mon 06 Mar 2023 16:00	CORAL PRINCESS	Turnaround	F Berth
Tue 07 Mar 2023 05:30	Tue 07 Mar 2023 22:00	QUEEN ELIZABETH	Transit	F Berth
Thu 16 Mar 2023 05:30	Thu 16 Mar 2023 17:00	CORAL PRINCESS	Turnaround	F Berth
Sat 18 Mar 2023 05:30	Sat 18 Mar 2023 18:00	PACIFIC EXPLORER	Transit	F Berth
Mon 20 Mar 2023 05:30	Mon 20 Mar 2023 23:00	SEABOURN SOJOURN	Transit	F Berth
Tue 21 Mar 2023 06:30	Tue 21 Mar 2023 22:00	QUEEN MARY 2	Turnaround	F Berth
Wed 22 Mar 2023 05:30	Wed 22 Mar 2023 16:00	MAJESTIC PRINCESS	Turnaround	F Berth
Mon 27 Mar 2023 08:00	Tue 28 Mar 2023 09:00	CORAL GEOGRAPHER	Turnaround	C Berth
Sat 01 Apr 2023 08:00	Sat 01 Apr 2023 17:00	CALEDONIAN SKY	Turnaround	F Berth
Sat 08 Apr 2023 04:30	Sat 08 Apr 2023 16:00	PACIFIC EXPLORER	Turnaround	F Berth
Thu 13 Apr 2023 05:30	Thu 13 Apr 2023 17:00	CORAL PRINCESS	Transit	F Berth
Mon 17 Apr 2023 10:30	Mon 17 Apr 2023 21:00	PACIFIC EXPLORER	Turnaround	F Berth
Sat 22 Apr 2023 04:30	Sat 22 Apr 2023 16:00	PACIFIC EXPLORER	Turnaround	F Berth
Tue 25 Apr 2023 08:00	Tue 25 Apr 2023 17:00	CALEDONIAN SKY	Turnaround/Transit	F Berth
Wed 26 Apr 2023 07:30	Wed 26 Apr 2023 17:00	PACIFIC EXPLORER	Turnaround	F Berth
Fri 05 May 2023 05:30	Fri 05 May 2023 16:00	PACIFIC EXPLORER	Turnaround	F Berth
Mon 08 May 2023 05:30	Mon 08 May 2023 16:00	PACIFIC EXPLORER	Turnaround	F Berth
Thu 18 May 2023 05:30	Thu 18 May 2023 16:00	PACIFIC EXPLORER	Turnaround	F Berth

## FEEDBACK TO ISSUE 440

### Last month's BACK IN TIME photo on page 156 attracted several responses

It was speculated that the KOOMILYA photo with a glimpse of KUALA LUMPUR in the background could have been taken on 08/09/1961. A quick reply was kindly received from Michael Gregg, of Maritime Heritage, WA Maritime Museum (WAMM), advising that the photo had to have been taken between 15th and 18th of December 1961, as it appears to be the only time KOOMILYA and KUALA LUMPUR were at VQ together – KOOMILYA, 13-18th at E berth, KUALA LUMPUR 15-20th at F berth. Also the Iino Lines cargo ship in the background is almost certainly the then 18 month old SHIGESHIMA MARU on the Japan-WA service, in Fremantle 6/12/1961-20/12/1961. Thank you, Michael, for this reply and very useful to have the date period it was taken in.

Visible in the background of that photo, berthed at North Wharf, it was also commented that the ship was either CHARON or GORGON of Blue Funnel Line. WSS Fremantle member, Richard Ireland, has advised: "That is almost certainly the GORGON on the back page of the last newsletter. The CHARON's promenade deck extended aft beyond the boat deck around no.4 hatch, which doesn't seem to appear in the photo." Thank you, Richard, for noting and advising that fine detail difference them.

Michael Grigg then further advised that the GORGON departed Fremantle on 15/12/1961. She does look almost ready to sail with all gear stowed down except one derrick forward. KUALA LUMPUR didn't arrive until the 15<sup>th</sup> so this must mean therefore that the photo was actually taken that day, 15/12/1961. A great result enabling in this exact date to be ascertained, thanks again to all.



ABOVE: Michael Grigg of WAMM Fremantle, also supplied the above photograph by the Late Richard (Dick) McKenna, our WSS Founding Chairman and unsurpassed oracle of local shipping knowledge. This photo taken in November 1961 of North Wharf, Fremantle, with CHARON (2) left, and GORGON (2) right, clearly shows the difference which Richard Ireland advised with the promenade extended aft on CHARON (left) only.

On page 146 was a short article and photo regarding the Greek bulk carrier ALPHA LEMOS and her owner's early connections to the ANANGEL-named ships that used to call at Fremantle. Correspondent Simon Olsen, in England, advised that: "Alpha Bulkcar used to be Alpha Tankers & Freighters, AT&F, whose vessels were likely initially managed by Anangel, was controlled by Anna Angelicoussi-Kanellaki (daughter of Antonis Angelicoussis, who founded Anangel) and her husband Christos Kanellakis. Anna and their son Frangiskos run Alpha Bulkcar." Thank you, Simon, for clarifying the family connections between Anangel and Alpha.

On pages 144/145, the bulk SM GOSEONG was reported as being previously named LORD BYRON and the opportunity to include some photos of previous ships named LORD BYRON seen at Fremantle was taken. In the text it was queried what the ship's prefix letters SM stood for as there seemed no obvious explanation. Another email from Simon Olsen, in England, soon advised that: The "SM" in "SM GOSEONG" refers to Samra Midas, a South Korean construction conglomerate, which is the parent company of Korea Line Corp, the vessel's manager. SM also has a liner shipping arm, which acquired some of Hanjin's fleet." Thank you again, Simon.



Correspondent Chris Mackey, in Brisbane, Queensland, sent this photo of another LORD BYRON he had photographed:



ABOVE: LORD BYRON anchored at Koh Si Chang, Thailand, 02/04/2008 (Photo by Chris Mackey). This LORD BYRON is ex- *BLUE STAR* – 2007, ex *REFIOGLU* - 2005, ex *FORTUNA AMERICA* – 1999, ex *GOLDEN RUBY* – 1998, ex *ASTORIA TRADER* - 1993, 1985 built at Imabari, Japan, 14,889 gross, 159.4m loa, Panama flag, then owned/managed by Anthony Giavridis Maritime Inc, of Athens, Greece, and later the ship was operated within British Bulk Inc., Greece. LORD BYRON was sold in November 2011 to Cypriot owners and renamed *TANAIS EXPRESS* under Belize flag; then in April 2015 was sold to Chinese owners and renamed *WEALTHY OCEAN*, under Panama registry. As such she was sold for scrap just one year later in April 2016 for breaking-up at Alang, India, after 32 no doubt hard-worked years and 8 names so quite a life span for a standard design bulker.

Chris Mackey also commented that he likes the 50 Years Ago photos in each issue “as being amazing quality.” With reference to the photo of Maritime Fruit Carrier’s (MFC) reefer *LEMONCORE*, on page 141, Chris advised: “The MFC fruit ships were some of my favourites when growing up in Hobart. Attached is a shot of OMOA ex *LEMONCORE* taken at Pt Huon, Tasmania, south of Hobart, in May 1979 when I was on ANL’s, bulk carrier *LAKE BARRINE* berthed at the APM pulp mill jetty opposite when loading pellets.” Thank you, Chris, for this superb photo as reproduced below:



ABOVE: A beautiful scenic view of OMOA ex *LEMONCORE*, berthed at the double-sided jetty of the once major fruit exporting port of Port Huon, Southern Tasmania, on 14/05/1979. (Photo by Chris Mackey). As mentioned last issue, as *LEMONCORE* she was the first of numerous CORE-suffix named reefers built for Maritime Fruit Carriers, of Israel.

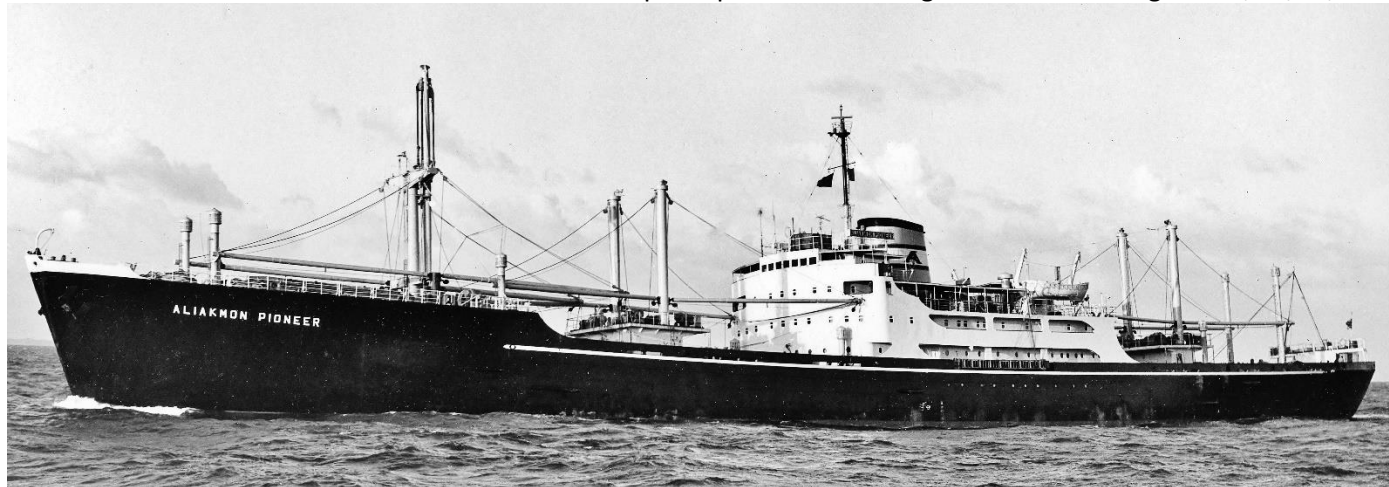


**50 YEARS AGO AT FREMANTLE - AUGUST 1972****ALL PHOTOS BY ROBIN SCOTT**

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



ABOVE: The Italian-owned ALBERTOEMME of dated split superstructure design makes a morning arrival, 27/08/1972



ABOVE: Originally Irish-owned, the now Greek flag ALIAKMON PIONEER enters port with a slight list, 21/08/1972.



ABOVE: The Swedish-owned cargo ship SVENSKSUND, inward bound 22/08/1972. She was under charter to the Spanish, Marasia Line at the time and was delayed by WWF strikes protesting against the Spanish Government.

## SHIP DATA FOR 50 YEARS AGO AT FREMANTLE – details for photos on pages 161 and 163 :

**ALBERTOEMME**, ex *HEEMSKERK* – 1969, launched as *AAGTEKERK*, 1949 built at Amsterdam, 6,293 gross, 145.9m loa, Italian flag, general cargo ship, built with accommodation for 12 pax, 5 holds/6 hatches, derricks 1x40t, 1x20t, 2x10t, 6x5t, 12x3t SWL (a veritable forest !), service speed 15.5 knots. Owned by NV Vereenigde Nederlandsche Scheepvaart Mij., (VNS) probably better known as the United Netherlands Steamship Co., registered at The Hague, Netherlands flag. Sold in 1969 to Ignazio Messina & C. of Genoa, Italy, and renamed **ALBERTOEMME**, Italian flag. When photographed she was engaged in the fairly short-lived Linea Messina general cargo trade between Italy and Australia. **ALBERTOEMME** was in port 27-30/08/1972 having arrived from Genoa and departed for Sydney. Despite her dated design and the then rampage movement to containerisation she remained in their fleet for nearly 10 years before being broken-up at La Spezia, Italy commencing on 30/12/1978, just short of 30 years' service.

**ALIAKMON PIONEER**, ex *IRISH MAPLE* – 1968, 1957 built at West Hartlepool, UK, 8,192 gross, 145.1m loa, Greek flag, general cargo ship, 4 holds/5 hatches, derricks 1x35t, 2x8t, 10x5t, 1x1.5t, service speed 15 knots. She was built for Irish Shipping Ltd, of Limerick, Ireland as *IRISH MAPLE* and remained with them until 1968 when sold to Aliakmon Maritime Corp, of Piraeus, Greece, (Almar Shipping Co Ltd, Athens, as managers, with Papalios, as the Greek principal) and renamed **ALIAKMON PIONEER** under the Greek flag. When photographed, **ALIAKMON PIONEER** was at Fremantle 20-24/08/1972, having arrived from Bunbury and departed for "the Continent". She was sold in 1979 to the London-based Bredfill Ltd, with registered owners as Gryphon Maritime Inc., and renamed **ANNOOR** under the Panama flag. They only kept her till March 1982 when sold to Gadani Breach shipbreakers in Pakistan.

**SVENKSUND**, 1957 built in Stockholm, Sweden, 2,950 gross, 114.5m loa, Swedish flag, general cargo ship with refrigerated cargo space, 4 holds/hatches, derricks, 1x30t, 2x10t, 10x6t SWL, service speed 16 knots. Owned by Svea-Rederierna, of Stockholm, Sweden, with registered owners as Rederi A/B Saturnus. When photographed, **SVENKSUND** was at Fremantle 20-23/08/1972 having arrived from Genoa and departed for Adelaide. As noted in the caption she was delayed by industrial trouble at Fremantle and all subsequent Australian ports. This was due to her charterers, Marasia Line, being Spanish. At the time maritime unions in Australia were protesting about alleged Spanish, Franco Government police action earlier in 1972 in a waterfront disturbance in Spain which apparently saw one or more workers shot at. Fremantle tug crews placed a 24hr ban on her berthing and then WWF members imposed a 2hr ban on commencing discharge of her 80t of cargo for Fremantle. **SVENKSUND** was sold in 1973 to Ocean Tramping Co Ltd, of Hong Kong, and renamed **BAODU**, registered at Mogadishu, in Somalia. In 1976 she was transferred by Ocean Tramping to the Panama flag with registered owners as Highseas Navigation Corp SA, without name change. The final change came in 1979 when sold to China Ocean Shipping Co., (COSCO) and renamed **HONG QI 165**, registered at Guangzhou, Chinese flag. After that the ship's fate is unknown but she was deleted from Lloyd's Register in 1993.

**NEW ZEALAND STAR**, 1967 built by Bremer Vulkan S&M, at Vegesack, West Germany, for the famous, Blue Star Line Ltd, of London, British flag, as a combination general, heavy-lift and refrigerated cargo ship, 11,300 gross, 168.36m loa, derricks - 2x40t Stulcken masts, 8x10t SWL, cranes - 5x5t SWL, service speed 21 knots (20,700bhp). This **NEW ZEALAND STAR** together with her predecessor by 4 months sister ship, **SOUTHLAND STAR**, were the last ships built for Blue Star's round voyage service between Britain/Europe and Australia/New Zealand. When photographed, **NEW ZEALAND STAR** was at Fremantle, 21-26/08/2022, during a northbound voyage from Adelaide to Malta. In 1977, both ships returned to their Bremer Vulkan builders' yard to be converted into cellular container ships with **SOUTHLAND STAR** arriving there in July and **NEW ZEALAND STAR** in September. The two Stulcken derricks were completely removed and cell guides fitted below decks to carry 364 teus, whilst hatch covers were modified to load 236 teus giving a maximum of 600 teus. The forward 5t deck cranes were removed and replaced with a 25t deck crane to serve the No.1 cargo hold. During conversion **NEW ZEALAND STAR** was renamed **WELLINGTON STAR** and as such re-entered service in January 1988. Together with the not-renamed converted **SOUTHLAND STAR** they operated in a service from New Zealand to Fiji, Honolulu and west coast USA/Canada ports. In September 1988 owners became Pacific Coast Shipping Co. (Bermuda) Ltd, of Hamilton, Bermuda, with managers as Lion Shipping Ltd, Hong Kong, which itself was under Blue Star Ship Management Ltd, of London, but changed to Fijian flag and registry. On 31/07/1993, **WELLINGTON STAR** left Wellington for the last time in ballast bound for the scrapyards at Chittagong, Bangladesh. She arrived there 19/08/1993 and was beached at Fouzderhat Beach on 02/09/1993 with demolition commencing the next day, after 26 years' service. **SOUTHLAND STAR** also went to Chittagong breakers about a month later.

**Data for ARIMA MARU and MARITIME RELIANCE is on page 164**





ABOVE: One needs a big funnel to display the very distinctive funnel colours of Blue Star Line as seen here on NEW ZEALAND STAR departing Fremantle well laden 26/08/1972. The fine hull line is dominated by the two Stulcken masts.



ABOVE: Also well laden and smartly painted is the Japanese, NYK Line's, ARIMA MARU, departing 27/08/1972.



ABOVE: MARITIME RELIANCE is fitted with two swinging derricks and 2 deck cranes, as seen on arrival, 13/08/1972.

## SHIP DATA FOR 50 YEARS AGO AT FREMANTLE – details continued for ships on page 163 :

ARIMA MARU, 1952 built in Nagasaki, Japan, 7,529 gross, 151m loa, 6 holds/hatches (3 fwd/3 aft), derricks 2x20t, 2x10t, 6x6t, 8x3t SWL, accommodation for 9 pax, service speed 16 knots, general cargo ship with refrigerated space, owned by Nippon Yusen Kaisha, (NYK Line), of Tokyo, Japan. One of a number of sister ships which NYK operated in their return cargo service between Japan and Western Australian ports. When photographed she had arrived at Fremantle from Albany on 13/08/1972. Loading was evidently a leisurely affair as she remained in port for 14 days until departure for Nagoya on 27/08/1972 well laden down to her marks. NYK sold ARIMA MARU during 1973 to Nichiyo Steamship Co Ltd, of Tokyo, Japan, who renamed her THUNDERBIRD with registered owners as Commonwealth Lines S.A., under Panama registry. In 1976 she was sold again and renamed GOLDEN DEFENDER with registered owners as Justina Shipping SA, retaining Panama registry. However this must have been for just a short duration as by 28/06/1976, GOLDEN DEFENDER had arrived at Kaohsiung for scrapping.

MARITIME RELIANCE, built at Yokosuka, Japan, completed in February 1971, 15,526 gross, 162m loa, 3 holds/5 hatches, derricks 2x30t, cranes 2 x15t SWL, service speed 14.5 knots, has registered owners as Fidelity Navigation Co. Inc., under Panama flag, but the funnel colours are those of Showa Kaiun K.K., Japan. In this case the ship's managers are, Showa Shipping Co Ltd, of Hong Kong. Further though the bow badge visible is that of International Maritime Carriers Ltd., (IMC), of Hong Kong whose ships usually also have a MARITIME-name prefix so it would appear she is on a long-term charter to IMC. MARITIME RELIANCE was at Fremantle 13-14/1972 to top-up her cargo grain at the No.9 North Quay grain loaders. She had partially loaded in Geraldton before proceeding to Fremantle and after completion here departed for Japan. This ship did not have a long life retaining same name and owners throughout until being sold in December 1985 to shipbreakers at Huangpu, China, after only just under 15 years in service.

## ADDITIONAL REPORTS RE 50 YEARS AGO – AUGUST 1972

The following two reports are from a regular shipping column called "QUAY NOTES by Brian Menagh" in the now long defunct daily afternoon newspaper, The Daily News.

### SHIP WITH A VIOLENT PAST

The arrival of the bulkship DIAMOND VENTURE at Fremantle last Friday (04/08/1972) recalled a disastrous explosion in which the ship was involved nearly 14 years ago.

Mr I.G. Stewart, a marine underwriter for an insurance company recalled the disaster (The Editor has lightly edited the article and added some additional information in places).

In 1958 the ship was a five-year-old British tanker, the STANVAC JAPAN. She left Bombay on October 17 for the Persian Gulf, in ballast on her way to load crude oil. Three days later, 160 miles south-west of Karachi, a violent explosion tore open her weather deck from forecastle to poop. The bridge and accommodation amidships structure were blasted sky high to land half a mile astern of the ship. Twenty crewmen lost their lives, including the Master, Chief, Third and Fourth Officers, two cadets and three engineers. The Second Officer was on the bridge and was thrown into the sea and survived. Other crew members, some badly injured spent up to three hours in shark-infested waters before being rescued by a Panamanian tanker, one of many ships which raced to assist. The explosion was believed to have originated in the vicinity of number 6 and #8 Stbd tanks during tank cleaning. The subsequent enquiry conclusion was that the Butterworth tank cleaning process built up static and caused the explosion. As a result the Butterworth cleaning process was ceased throughout the Standard-Vacuum (later Esso) fleet.

The hulk was taken in tow to Karachi. Though her tanks had been wrecked and her midship house blown off, the ship's boilers, turbines and gearing were still intact and the hull could be repaired. In 1959 the hull was bought by a Norwegian ship-owner who sent her to Aden where the damage was inspected. The ship was then towed to Naples, Italy, to be dry docked, fully inspected and partially repaired. From there she went to Norway and in 1960 emerged as a bulk carrier appropriately named ESCAPE. The original aft superstructure had been retained but with four new decks added above it up to the new bridge and a new funnel aft. A new midships bulk carrier hull section was fitted and the original forecastle raised. When completed she had capacity to carry 28,000 tons of dry cargo.

At the time it was considered that the explosion had been the most violent that any ship had survived, Mr Stewart said. In 1964 she was sold to another Norwegian company and then sold to her present Hong Kong owners in 1967



and renamed DIAMOND VENTURE, under the Liberian flag. The STANVAC JAPAN at the time of the explosion was insured for about GBP1,500,000.



ABOVE: DIAMOND VENTURE departing Fremantle 06/08/1972, the aft superstructure hints at her rebuilding (R.Scott)

QUOTE- From the Quay Notes column – LONG WAY ROUND – Captain Tsui Yu So, of Hong Kong, Master of the bulkship DIAMOND VENTURE, is taking his ship the long way round on a voyage from Japan to Europe. His ship had been scheduled to load ilmenite at Bunbury this week – but a day or so out of port his orders were changed and the Bunbury call was cancelled. Instead the DIAMOND VENTURE, with a part cargo of steel coils loaded in Japan, came to Fremantle for bunkers before continuing on to Europe via Cape Town. The DIAMOND VENTURE is the rebuilt tanker STANVAC JAPAN, which blew up some years ago (see previous story). UNQUOTE

Vessel data: STANVAC JAPAN, 1953 built in Japan, 17,380 gross, 191.4m loa, bridge-amidships design tanker, owned by Standard-Vacuum Transportation Co Ltd, registered at London, British flag. Severely damaged by explosion 160m SW of Karachi, 19/10/1958, 1959 sold and rebuilt into a bridge-aft bulk carrier, completed in 1960 renamed ESCAPE, 19,746 gross, 192.4m loa, registered owners as Skips A/S Escape & Co., managed by Bj. Ruud-Pedersen, of Oslo, Norway. In 1964, sold to Krogstads Shipping A/s, Norway, renamed NIDAREID, registered owners became I/S Nidareid, still Norwegian registered at Oslo. In 1967 sold to Crusader Carrier Inc, managed by the Wah Kwong group, of Hong Kong, renamed DIAMOND VENTURE, Liberian flag. On 10/09/1975 arrived at Kaohsiung to be broken up.

DIAMOND VENTURE was at Fremantle, 04-06/08/1972, berthed at the North Quay No.12 container terminal wharf.

Mr. I.G. (Ian) Stewart mentioned in the first article was also the founding Vice Chairman of the WSS Fremantle Branch from the Branch formation in late-1981 onwards for many years and also an active member until his passing.

(Editor's Note: There are many photos of STANVAC JAPAN with the catastrophic damage available on the internet but most appear to be from private collections/sites and under copyright, a Google search will find them. If anyone would like to send any photos they have of this ship at any time in her career then please forward to the Editor's email address for use as Feedback in the next issue thank you.) – **50 YEAR AGO ARTICLES CONTINUED ON PAGE 166...**

#### **SOME UPDATES TO PREVIOUS LOCAL REPORTS:**

Ref 440/p.154, the dredger VIKING R stay at Fremantle was shorter than expected. She departed 04/08/2022 bound for the "Gold Coast", Queensland. MODI R resumed Cockburn Cement dredging on 12/08/2022 and then also carried out Deepwater Channel dredging for rainbowing sand ashore at Port Beach on 23,24 & 26/08/2022.

Ref 440/p.142, the second Evolved-Cape class Austal built patrol boat ADV CAPE PERON was handed over in a ceremony at Austal Henderson, 04/08/2022, being accepted by the Commonwealth of Australia for the Royal Australian Navy. CAPE PERON departed from there 11/08/2022 for HMAS Stirling, FBW, where she remains to-date.

Ref 439/p.135, the 17<sup>th</sup> Guardian class patrol boat built by Austal, Henderson, HMPNGS GILBERT TOROPO for Papua New Guinea carried out her first and so far only day of sea trials on 19/08/2022.

## FIRST AND LAST CALL – BUT WAS IT ?

The following article appeared in the 02/08/1972 edition of Quay Notes by Brian Menagh, in The Daily News.

**“AUST.CONTAINER SHIP ON MAIDEN VOYAGE** – Australia’s newest container ship, the 24,000-ton AUSTRALIAN EXPORTER is at Fremantle today on her maiden voyage. But she is not likely to be seen in Fremantle again after her brief call today. From here she sails to the Eastern States then goes via Panama to east coast American ports from Charleston (South Carolina) to St. John (New Brunswick) After that she will be permanently in the east coast Australia – New Zealand – America trade. Bremer Vulkan (Bremen) built; she carries the Australian National Line colours.” The reference in the article to a brief call was not quite correct as although she had arrived at Fremantle as her very first Australian port of call from European ports on 02/08/1972 she did not depart until 04/08/1972 for the Eastern States.



ABOVE: Dressed up with flags fore and aft, the AUSTRALIAN EXPORTER at No.12 North Quay, 04/08/1972. She is in a very light trim with only a small number of containers onboard until additional were loaded here. (Chris Gee)



ABOVE: A stern view of AUSTRALIAN EXPORTER at North Quay on her maiden voyage visit 04/08/1972. Note the smart old design Holden car parked on the wharf at bottom left ! (Chris Gee)



AUSTRALIAN EXPORTER was a second-generation container ship built as the ANL contribution to the new Pacific Australia Container Express (PACE) line in partnership with ACT who provided two new ships. As mentioned, they were to operate between east coast Australia, New Zealand and east coast America/Canada. Following on from the OPEC fuel crisis in 1973 with skyrocketing fuel prices the steam-turbine propelled AUSTRALIAN EXPORTER had a modification made to her high- and low-pressure turbines which reduced shaft revolutions and thus fuel consumption with only a small loss of speed. This was carried out at her builders, Bremer Vulkan yard in the German northern summer of 1981 over an 8-week period. Upon completion of these it appears for her return repositioning voyage to Australia to rejoin PACE, that she was slotted into the ANL/ACTA round-the-world service and some nine years after her “first and last” visit to Fremantle she arrived back here on 15/10/1981 to exchange containers at North Quay.



ABOVE: AUSTRALIAN EXPORTER enters Fremantle on her “return” visit 15/10/1981, nine years after her maiden arrival.

The policy of painting the ship’s name and port of registry on the side of the hull at the stern instead of across the transom was one applied to most of ANL’s purpose-built ro/ro’s and container ships from 1959 until ANL started to purchase second hand ships in the 1980’s-1990’s. Of course, on ro/ro’s with ramps there wasn’t usually a suitable place to paint them on the transom which was often a door anyway.

In mid-1985, ANL withdrew from the PACE consortium so AUSTRALIAN EXPORTER was redeployed to the ACTA/ANL independent round-the-world container service as a replacement for AUSTRALIAN ENDEAVOUR which was being scrapped after only 16 years’ service. In July 1987, ANL ended their long-term partnership with ACT and AUSTRALIAN EXPORTER then joined AUSTRALIAN VENTURE in the ANZECs Conference weekly line service from Australia/NZ to/from UK/North Europe via the Cape and by slot charter to Jeddah and Mediterranean ports via Suez. However in February 1989, ANL withdrew AUSTRALIAN EXPORTER and transferred her to ANL’s ANLINE service between east coast Australian ports and north-east Asia ports as temporary stop-gap till new ships due in March 1991 were in service. She proved ill-suited and with high fuel costs only lasted in this trade till October 1990 when laid-up in Hong Kong.

The following month she was sold on a for-scrap only basis to a company known as Red Ribbon Corporation, of Liberia, and her name truncated to just ALI, a common occurrence with ships just prior to their final voyage for scrapping. Behind the scenes and unknown to ANL the ship had instead been sold to none other than MSC – The Mediterranean Shipping Corporation, Geneva. She was renamed by MSC to MSC MIRELLA after Mirella Aponte, daughter of Maurizio Aponte, director of MSC Benelux in Antwerp. MSC MIRELLA left Hong Kong 29/12/1990 for Durban, South Africa, where she underwent repairs and refit in January 1991. It is considered but not yet confirmed by correspondents that the large cargo crane mounted forward to serve No.1 hatch was not removed until during the Durban refit. She was then deployed within MSC’s container trades but initially not back to Australia. It was reported ANL considered legal action regarding the ship being on-sold instead of scrapped but decided not to proceed.

In late-1991, MSC announced a major expansion of their service between Europe and Australia. Until then both European imports and Australian exports were being transhipped at Durban, South Africa, onto a “feeder” service between Durban and Australian ports being operated by 3 comparatively small container ships to discharge European

imports and backload Australian exports (using AURORA, ALEXA MSC ELIANA with MEE MAY and MICHELE as occasional substitutes). In the new MSC service to start in January 1992 this service would be replaced by a new direct one between Europe and Australia using 6 much larger container ships from the MSC fleet. Amongst these was none other than MSC MIRELLA ironically now to operate in direct opposition to ANL's participation in the ANZEC's Consortium trade. As such she did call at Fremantle a number of times between February and June 1992 after which she appears to have gone off to other MSC trades again. MSC MIRELLA went on to serve MSC for nine years, a good return for them on a ship unwanted by ANL. She was unable to cheat the shipbreakers a second time around when sold by MSC to them in April 1999 and this time was beached at Alang, India, after a commendable 27 years' service.



ABOVE: MSC MIRELLA departing Fremantle 09/06/1992 which was probably the final time she visited the port.

SHIP DETAILS: AUSTRALIAN EXPORTER, Completed 07/1972 by Bremer Vulkan Schiffbau & Maschinenfabrik, Vegesack, Germany, for ANL, POR as Melbourne, 23,486 gross, 217.3m loa, 1208 teus (later 1310 teus) including 658 reefers, 9 holds/19 hatches, also fitted with a breakbulk cargo hatch on the long, high foredeck, served by a 40-ton crane; Machinery - Two Stal-Laval type steam turbines by Bremer Vulkan, speed 22 knots reduced in 1981 to 19.5 knots, crew 42. Subsequent career: 11/1990 sold to Red Ribbon Corp., St. Vincent & Grenadines, via Triton Shipping, London, and renamed ALI for scrapping. 12/1990 resold to Mediterranean Shipping Co. SA, Geneva, with registered owners as Raisun Investment Inc. S.A, renamed MSC MIRELLA, Panama flag. Arrived Alang 17.04.1999 for demolition.

References: ANL – A Fleet History, by joint authors, Nautical Association of Australia Inc.; From Patricia to Pamela MSC by A.M. de Schipper & J.M. Janse; Miramar and Ships Nostalgia websites, various WSS Fremantle newsletters.

## CRUISE SHIPS

### A VETERAN CRUISE VISITOR

In the previous issue it was commented that it is rare to see trading ships at Fremantle built earlier than year 2000 these days. So the arrival of a 33 year old expedition cruise ship bearing her eighth name is certainly worthy of interest. The ship was as per this issue's cover photo, SILVER EXPLORER, making her first Fremantle visit 20/08/2022 as the turnaround port at the end of a 17-day coastal explorer cruise from Darwin. The return voyage to Darwin being a repeat of this northbound. The same cruises southbound and northbound are also being advertised for August 2023 with fares starting from \$19,400. This will see SILVER EXPLORER return to Fremantle on 26/08/2023.

SILVER EXPLORER, 6,158 gross, 108.11m loa, Bahamas flag, is the first expedition ship owned by Silversea Cruises and predominantly cruises to Norway, Iceland, the Polar Circle, the South Pacific, South America and Antarctica but is including Australian cruises particularly around our northern waters in her 2022-2023 cruise programmes. The ship has an 1A ice-rated strengthened hull and carries up to 144 passengers in 72 cabins and with a crew of 118. In 2019, SILVER EXPLORER made the cruise line's history when she became their first ship to transit the Northwest Passage for the first time in Arctic pack ice and being also accompanied by a Russian icebreaker.





ABOVE & BELOW: Two views of SILVER EXPLORER entering the inner harbour catching some early glints of sunrise.

This ship was built by Rauma-Repola shipyard at Rauma, Finland, being launched on 03/02/1989 and completed in June 1989 as DELFIN CLIPPER for Delfin Cruises, then renamed SALLY CLIPPER in February 1990, followed by BALTIC CLIPPER in January 1992 and DELFIN STAR in November 1992 retaining Finnish registry throughout. In March 1996 she was sold to SK Shipping Co Ltd-KRS, of South Korea, but it was not until May 1997 that they renamed her DREAM 21 and by then under Panama flag. The ship remained as such under various managers until February 2002 when sold to Society Expeditions and renamed WORLD DISCOVERER under the UK flag with managers becoming Discoverer Reederei. She changed to Bahamas flag in July 2003 until purchased by Silversea Cruises Ltd in November 2007 as their first Ice class expedition ship and then underwent a multimillion-dollar refit at Fincantieri, Trieste, Italy. In June 2008, at a ceremony in Monte Carlo attended by Prince Albert II of Monaco, she was re-christened PRINCE ALBERT II and then departed to London to embark passengers for her inaugural cruise with Silversea. In May 2011 the ship's name was changed to SILVER EXPLORER in order to align with the fleet's other vessels which all have the name prefix-SILVER. A further extensive refurbishment was carried out in 2017 to expand her capacity to its present number. In January 2022, Silversea announced they had sold SILVER EXPLORER to the Paris-based expedition cruising company Exploris. It was reported that the ship will be transferred to Exploris in September 2023 and then begin sailing for Exploris in December 2023. Silversea's 2023 cruise programme for the ship currently shows her sailing for them until mid-November 2023 so the handover time is probably still subject to confirmation. Registers show that the ship's registered owners were already changed to Exploris SAM, France, in November 2021 whilst operators remain as Silversea Cruises Ltd and shipmanagers are Silversea SAM, both of Monaco.



## FREMANTLE SHIPPING

### ***EVACUATION***

Fremantle is of course well used to experiencing the extremes of winter weather conditions with strong, gale to storm force winds accompanying deep cold fronts as the pass, usually below the south-west corner of WA. These conditions are not unusual here and their effect on local shipping in the past has usually been managed by various well established port practices. Ships alongside berths in the inner and outer harbours put out extra mooring lines, lower the outboard anchor to the seabed and keep engines on standby. Inner Harbour ships in more recent years berthed along North Quay are also usually fitted with the very successful shore tensioning devices as well. Some ships at exposed Outer Harbour berths have also more recently been required to vacate their berths to one of the Kwinana anchorages either by direction of the Harbour Master or the berth operator. Ships at non-pilotage area anchorages have sometimes proceeded to sea voluntarily whilst others get ready to leave in case they start to drag/drift their anchor positions. Once BOM has issued a Gale Warning then this triggers the requirement for a Svitzer standby tug to be kept on duty in both the inner and outer harbours in case required at short notice for the whole time the warning is in place.

At the end of July there were still large numbers of ships waiting for berths at the various Fremantle anchorages. Most as reported in previous issues were queued to berth at Kwinana Grain Jetty where delays at anchor of 4-6 weeks have been experienced this year. Weather watchers were aware that a very deep and significant easterly moving low-pressure system in the Southern Ocean with accompanying severe weather was approaching the south-west WA corner. It was expected to bring a period of sustained gale to storm force winds, high seas, very large swells, heavy consistent rain, hail and raised tidal water levels. Also this system was sitting higher than usual so would more directly impact the south-west WA coastal areas more than normal. It became clear that the system would generate 3 successive very strong cold fronts over the period 01-03/08/2022 spaced approximately 24 hours apart. Wind speeds were predicted to be a consistent 40-80kmh with stronger gusts to over 100kmh, initially from the NW then swinging to the west and south-west, offshore seas up to 5m and offshore swells up to 8-10m.

This forecasted weather period therefore saw the Fremantle Harbour Master issue a memo on 29/07/2022 to all Fremantle shipping agencies advising that the port was to be completely evacuated of all shipping before the storms began to strike PM hrs of 01/08/2022. The port would remain empty with no shipping movements permitted until the storm period has passed, most likely by AM hrs 04/08/2022. This was an unprecedented decision in the history of the port for at least the past 50 years. The memo stated that this was “To ensure good risk management during the adverse weather and in the interests of Port, Terminal infrastructure and Vessel safety”. The charges incurred for all the extra pilotage, towage and mooring gang requirements were to “the ship’s account”. This actually means to the agents account for each ship who then have to try and recover these extra costs from the overseas principles who had appointed them and whom are often not very forthcoming with funding when extra unexpected charges are incurred.

Preparations began on 30/07/2022 with the piloted removal from the Kwinana Oil Refinery Anchorage (ORA) to sea of the bulk carriers OCEAN GLORY, DANAI, IRON LADY and AFRICAN LARK. From the Kwinana Oil Refinery Anchorage North (ORAN) piloted departures were carried out for bulker SAKURA FORTUNE and heavy-lift ship, HAPPY SKY. Whilst from Gage Roads anchorage, departures (which didn’t require pilots) were made by bulkers, KN BLOSSOM, SM GOSEONG, FORTUNE WING, VASSOS and IVS TEMBE. From the Outer Anchorage, out to sea went the bulkers ROYAL FAIRNESS and NIMBLE NICKY whilst the ro/ro THALATTA was already drifting off port. All vessels were directed to proceed well outside port limits and either drift or slow steam in safety at their own courses and requirements. On 31/07/2022, pilots were required to remove from ORAN anchorage the bulkers SOTKA, BELMAR and RUBY ENTERPRISE. Additional departures from Gage Roads to sea were bulkers, AGIOS SOSTIS, FEDERAL SUTTON and LA LUNA.

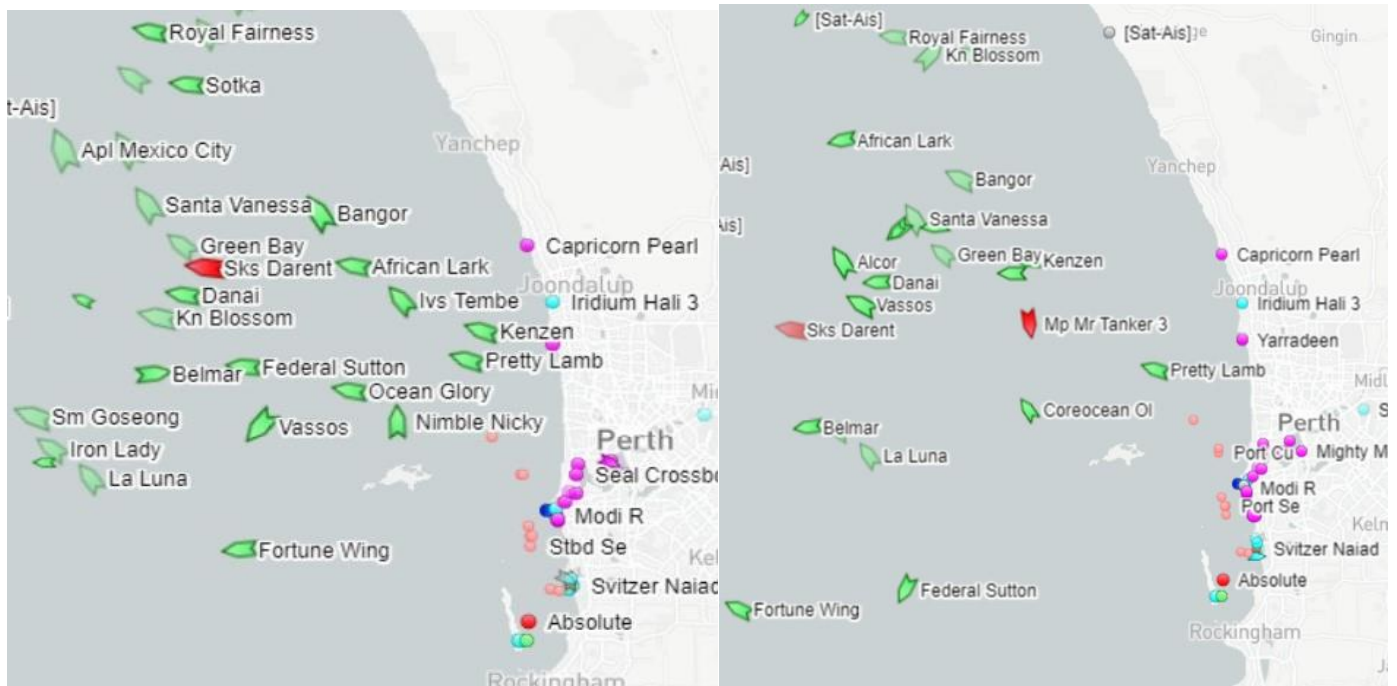
Vessels which could complete their cargo operations before the weather situation began to worsen were allowed to berth/work/complete and sail accordingly. These included ATOUT, GLOVIS COUNTESS, MARGARET RIVER BRIDGE and SANTA VANESSA at inner harbour berths and AFRICAN BULKER, BETTY and BULK HOLLAND at Outer Harbour berths.



Those ships which couldn't complete cargo operations prior to evening of 01/08/2022 were required to be removed under pilotage to proceed out to sea. These were the large tanker SKS DARENT from BP ORJ3 Kwinana, the CABU-class BANGOR from KBB4 and the only ship left in the inner harbour, the large container ship APL MEXICO CITY on 01/08/2022. The bulker PRETTY LAMB also vacated the Outer Anchorage on 01/08/2022 to sea.



ABOVE: From Fremantle Ports Cantonment Hill webcam, a view of the completely empty inner harbour, except for the three berthed Svitzer inner harbour tugs at Victoria Quay H & J berths, as at 1020 hrs, 02/09/2022, before the storms.



ABOVE LEFT: A MarineTraffic AIS screen shot of evacuated ship's positions off Fremantle, 01/08/2022.

ABOVE RIGHT: Another MarineTraffic AIS screen shot of the dispersal of ships off Fremantle by 02/08/2022.

The only ships allowed to remain within the port waters were the Fremantle-based bunker tanker ABSOLUTE 1 which anchored down in Kwinana ORAN and the powerless and partially stripped hull of the former RAN tanker SIRIUS being scrapped at the AMC5 berth, Henderson. This is by far the most exposed of all the AMC berths and the weather would soon start to cause troubles with her there. Amongst small craft left were, the 34m loa, fishing vessel 34 SOUTH on a mooring in the Jervoise Bay northern harbour, adjacent to full jetty of 5 vessels alongside at Austal Ships and the very long-term laid-up 66 year-old motor yacht but former cargo coaster-sized, 53m loa, LISSA SOLKLINT. She is at what seems to be her permanent anchorage off Rockingham Beach for the past few years weathering all storms. Externally the ship appears to be deteriorating and her exact operational status and ownership is not known. Meanwhile vessels arriving off the port during the three days of severe weather were all directed to remain at sea outside port limits. These included ro/ro, GREEN BAY on 01/08; tanker, MP MR TANKER 2 and bulk, COREOCEAN OL on 02/08/2022.

By the evening of 01/08/2022 the high winds and rough seas began moving the SIRIUS around at the AMC5 berth so a tug was called to assist her remain alongside. TAMS sent their small tug SEAHORSE CHUDITCH from Rous Head harbour and she stayed with the ship overnight. By next morning 02/08/2022 with conditions now quite severe that tug was relieved by the larger Svitzer, Kwinana-based SVITZER HARRIER which remained in attendance all day to keep the ship alongside. As weather worsened this proved to become more and more difficult risking damage to tug and ship whilst trying to push alongside. Late that evening the tug retired to standby in a sheltered position within the AMC basin but only a few minutes away from SIRIUS should she be needed in a hurry. Tug crew changes were made by temporarily substituting SVITZER ALBATROSS to standby until SVITZER HARRIER was available again. This continued with a tug on standby nearby to SIRIUS into the evening of 03/08/2022 by which time conditions had started to moderate and eventually the tug was stood down.

Meanwhile through-out the 2<sup>nd</sup>, 3<sup>rd</sup> and into 4th August the circa-25 ships evacuated and/or later arrived ships continued to drift or slow steam out at sea, some proceeding to the north, others to the west and a few to the south of Rottnest Island. There were a few issues when some ships were seemingly at close quarters whilst several others attracted attention by getting somewhat closer to the mainland shoreline or west end of Rottnest Island as to what would be deemed prudent in the severe conditions out there.

Residents of Geraldton would no doubt have been surprised to find a large, blue-hulled Maersk Line container ship at their port anchorage on 01/08/2022. This was MAERSK SEOUL which was southbound to Fremantle from Singapore and due here 02/08/2022. However with no hope of berthing and to avoid the convoy drifting off Fremantle the MAERSK SEOUL decided to stop and anchor off Geraldton to wait in the milder conditions there.

Eventually with the worst of the third low pressure front passed through, the port was reopened on a limited movements basis in the early hours of 04/08/2022. Those that were permitted to return to pick-up a pilot were IRON LADY to berth at Kwinana Grain Jetty, LA LUNA to KBB3 Kwinana jetty, IVS TEMBE to Alcoa Jetty No.1, Kwinana, SKS DARENT to BP ORJ3 Kwinana, GREEN BAY to Victoria Quay H berth, and MP MR TANKER 3 to BP ORJ1, Kwinana. Only ships with requirements or imminent berthing were permitted to return to the port anchorages. All other ships which did not have any immediate need to re-enter port, especially those with long waiting times to berth were not permitted to return. They were directed to continue to drift at sea or if they chose to at their own decision could anchor outside port limits to the north-west of the Outer Anchorages area. This resulted in a new anchorage forming in that area with up to a dozen ships congregating at anchor and no doubt at the same time trying to avoid the subsea communications cables laid in that area. Six ships were allowed to return to Gage Roads anchorage on the 4<sup>th</sup>, these being the bulkers, OCEAN GLORY, BELMAR, SOTKA, RUBY ENTERPRISE, COREOCEAN OL and AGIOS SOSTIS whilst new arrival BLESSING SW went to an Outer Anchorage. Large container ship movements did not resume until the evening of the 4<sup>th</sup> once conditions had considerably moderated and this then permitted APL MEXICO CITY to return to her berth at North Quay CT2 followed by MAERSK SEOUL which had since arrived to berth at North Quay CT3. By next day 5<sup>th</sup> port movements were returning to normal for those ships requiring berths and some of the waiting ones were directed to Gage Roads or the Outer Anchorages or piloted to Kwinana anchorages. Others chose to remain at sea for several more days yet. Winds, seas and swell heights at exposed areas such as west of Rottnest Island, Garden Island, Cape Naturaliste and Cape Leeuwin all met close to expectations during the severest periods of the three cold fronts passing. Wind gusts reached around 125 kmh, and were consistently in gale to storm force scale, swell readings on wave rider buoys off the coast went up to 8-9m whilst seas reached up to 6m and resulted in much beach erosion. Several small yachts were blown ashore and there was some damage to land structures throughout the south-west WA region.

**TUG MOVEMENT UPDATES:** *Ref 439/p.131*, The Cape Cuvier tugs MACLEOD and CUVIER were returned to the water at BAE Henderson via the shiplifter on 11/08/2022. Both carried out sea trials 15/08/2022 and then departed together 18/08/2022 to return to Carnarvon/Cape Cuvier. *Ref 439/p.130*, SVITZER NANA carried out trials 05/08 and 08/08 before departing for Darwin 10/08/2022 to commence work at that port. *Ref 113/p.131*, The Rio Tinto-owned, Port Walcott-based tug MATSUZAKA returned to the water at BAE, 10/08/2022, and since carried out trials. IRON IBIS, the latest BHP-owned, Port Hedland based tug arrived Fremantle 08/08/2022 and berthed at BAE. She was taken ashore for refit 10/08/2022. The long term laid-up at BAE, tug RT ROTATION was finally taken ashore for refit on 12/08/2022.



## INDIAN NAVY SHIP VISIT

INS SUMEDHA (P58), 2,200 tonnes, 105m loa, is the first Indian Navy ship to visit Fremantle in seven years and was berthed at Victoria Quay C Shed, 14-18/08/2022. She was designed and built by the Goa Shipyard Ltd, at Goa, India, being launched on 21/05/2011 and commissioned on 11/03/2014, being the third Saryu class patrol vessel to join the Indian Navy. This class are designed to undertake fleet support operations, coastal and offshore patrolling, ocean surveillance and monitoring of sea lines of communications and offshore assets and escort duties. According to media reports, SUMEDHA visited Fremantle to play a part in India's 75<sup>th</sup> Independence Day known as Azadi Ka Amrit Mahotsav on 15/08/2022. The Indian Navy sent ships to six continents across the globe for commemorative visits and to hoist their national flag at. SUMEDHA was the first of these to make port and hoist their flag. During the ship's stay various events were held with RAN personnel and after departure SUMEDHA carried out maritime exercises with HMAS ANZAC out to sea off Fremantle. Next port for SUMEDHA was expected to be Port Klang, Malaysia.

Propulsion: Two KOEL/Pielstick Diesel engines, Speed: 25 knots Range: 6,000 nautical miles at 16 knots

Complement: 8 officers and 108 sailors

Armament: 76-mm SRGM (Super Rapid Gun Mount) close-in weapon system, CHAFF launchers

Fitted with helicopter hangar aft for one helicopter carried. Paul Charlton, of Adelaide, kindly advises that "The helicopter is a Chetak, more specifically a SA 316B built under licence from the French by Hindustan Aeronautics Limited. The type has been in service with the Indian military for 60 years." Thank you Paul.

Meaning of the name: "In Buddhist texts, Sumedha is a previous life of Gotama Buddha in which he declares his intention to become a Buddha. This takes place when Gotama Buddha is still a Buddha- to-be." (Internet source)



ABOVE & BELOW: Two views of INS SUMEDHA departing Fremantle in tranquil conditions 18/08/2022. The tarpaulin hanging over the starboard side shoulder was for the attending tug to push against and therefore not mark the hull.



## CHINESE COMBINATION TRAINING / CARGO SHIP

An unusual recent arrival at Fremantle was the Chinese, combination cadet training and multi-purpose cargo ship, YU PENG, 2016 built by the COSCO Dalian Shipyard Co Ltd, in Dalian, China, for the Dalian Maritime University who are the ship's managers and head owners. She is commercially operated by Shanghai Hong Fa Shipping Co Ltd, of Shanghai, whilst technical managers are HMC Shipmanagement Co Ltd., of Beijing. The 27,143 gross, 199.8m loa ship is designed as a second-generation training vessel to operate in worldwide cargo trades with at various times a large complement of marine students from the Dalian Maritime University onboard undergoing training. This mainly includes specialised student's navigation training, cargo shipment processes, engineering equipment and container shipping. Other disciplines include traffic information engineering and control, marine engineering, environmental and scientific research and testing functions. To facilitate the extra persons the ship has a considerably enlarged superstructure block with several decks of extra cabins, teaching rooms and facilities for the trainees. There are also double the number of lifeboats than normal with two mounted on each side of the ship. Cargo handling equipment consists of 2 x 240 tonne SWL heavy-lift cranes and 1 x 60t SWL crane to serve 4 hold/hatches. YU PENG can also carry up to 1769 teus. The main engine was built by Dalian Marine Diesel Co Ltd – China, to a Wartsila design, being a 1 x 6RT-flex58T, 2 Stroke, Single Acting, In-Line (Vertical) 6 Cyl. oil engine driving 1 x fixed pitch propellor, 10,850 kW (14,752 hp) at 105 rpm giving a service speed of 17.5 knots. A bow thruster is also fitted and the ship is certified as Ice Class II.



ABOVE: YU PENG off Jervoise Bay on her way to berth at the AMC Henderson, 18/08/2022. The substantial extra decks of superstructure for cadet accommodation are clearly visible as well as the double set of lifeboats. The forward deck crane is centrally mounted whilst the larger pair are port side mounted.

This is only the third time since built that YU PENG has visited an Australian port. On this voyage she had loaded a mix of breakbulk cargoes at Changsha, China, for shipment to Fremantle where she arrived in Gage Roads, 18/08/2022. She was subsequently alongside at the AMC No.4 berth at Henderson discharging from 18-27/08/2022. YU PENG had expected to depart during the morning of 27/08 but due to high winds exceeding pilotage movement parameters at that facility berth she was delayed there for about 24 hours, sailing at 1100hrs 28/08 bound for Port Kembla, NSW. YU PENG's first visit to Australia was back in late-May 2019 when she visited Bell Bay, Tasmania. She returned to Australia in November 2021 to berth at Port Hedland, NW WA. This ship has the wording DALIAN MARITIME UNIVERSITY painted in large black letters along the stern quarter beneath the superstructure with Chinese lettering painted along the hull midships. The funnel colours incorporate the logo of the university.

**CHINESE SHIP RENAMED AT FREMANTLE:** On 21/08/2022 the bulk carrier JIN DA, 2011 built in China, 22,402 gross, 179.9m loa, arrived at Fremantle and anchored off the port to await berthing at Kwinana. She had loaded a cargo of fertiliser at Aqaba, Jordan and then proceeded to her first discharge port of Geraldton, WA, 17-19/08/2022, for partial unloading before heading on to Fremantle to complete discharge here. This was carried out at the Kwinana KBB3 jetty, 22-26/08/2022 and then JIN DA shifted to the Kwinana ORA anchorage for final handover to new owners. By then the ship had been renamed RUI FU BANG and flag changed from Panama to Liberia. Ownership had passed from Nanjing Ocean Shipping Co Ltd, of Jiangsu, China, to Ishima Pte Ltd., of Singapore. Ishima is an acronym of International Ship Management, a privately owned company headquartered in Singapore, and endorsed by the Irish-based, Italian ship owning d'Amico Group. RUI FU BANG departed from Fremantle, 28/08/2022 to Bunbury to load a cargo of alumina.



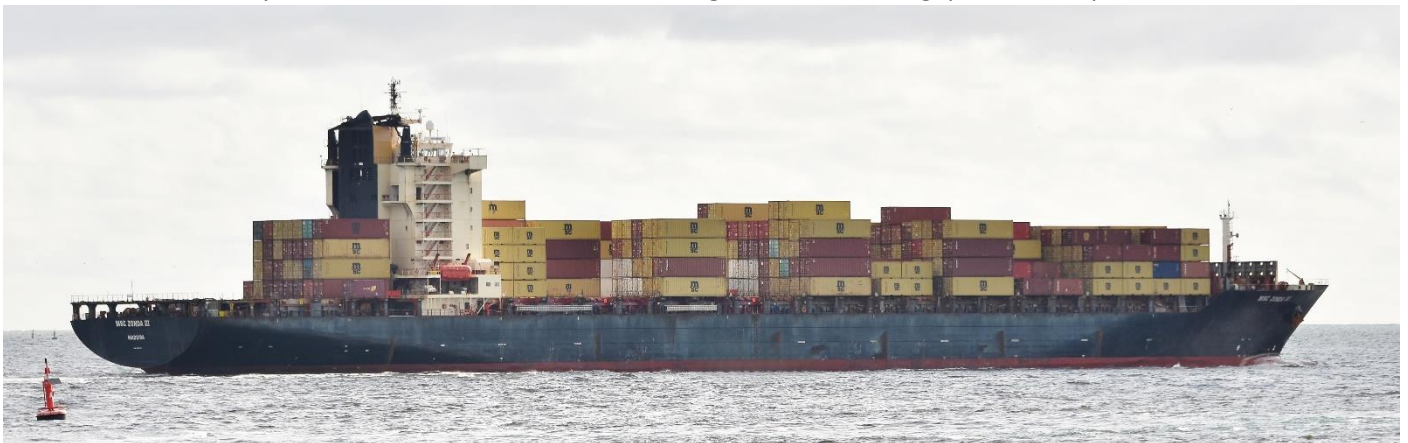
**CONTAINER TRADES:** First-time container ship arrivals at Fremantle during August have been:

MSC AMALFI, 2014 built in China, 95,166 gross, 112,359 dwt, 299.9m loa, 9403 teus, Malta flag, is long term chartered to Mediterranean Shipping Company (MSC), from ship managers, Costamare Shipping Co SA, Greece, and head owned by Costamare Inc, Greece. She is the first two island design MSC-container ship to visit Fremantle and was berthed at North Quay CT2 18-22/08/2022 during a voyage from Adelaide to Singapore. MSC AMALFI is operating in the joint MSC/CMA CGM VSA return service, between UK/Europe and Australia.



ABOVE: Nocturnal movement times meant only an alongside view of MSC AMALFI could be taken, 20/08/2022.

MSC ZONDA III, ex *CH ZONDA* – 2022/03, ex *HS WAGNER* – 2017, ex *MARUBA AMERICA* – 2010, launched as *HS WAGNER*, 2008 built in China, 36,007 gross, 20.9m loa, 3534 teus, Portugal (Madeira) flag, is wholly owned and managed by MSC. This container ship was making a voyage in MSC's Capricorn service from SE Asia to Aust/NZ when berthed at North Quay CT3 terminal, 16-18/08/2022, having arrived from Singapore and departed for Adelaide.



ABOVE: MSC ZONDA III heading northwards after clearing the harbour entrance on departure 18/08/2022.

C HAMBURG, ex *CPO HAMBURG* – 2021, ex *SEATTLE EXPRESS* – 2017, 2009 built in South Korea, 91,203 gross, 103,845 dwt, 334.11m loa, 8580 teus, Liberian flag, head owned and shipmanaged by Danaos Shipping Co Ltd, Greece, and chartered to MSC Switzerland, also for use in the joint CMA CGM/MSC VSA service. This large vessel was berthed at North Quay CT1, 26-28/08/2022 having arrived from Adelaide and departed for Singapore. When built she was originally chartered to Hapag-Lloyd AG, Germany, from then owners Claus Peter-Offen, Germany, and operated as *SEATTLE EXPRESS* in Hapag-Lloyd colours. This ship's length overall was getting quite close to the record for the longest container ship to visit which is still held by the 336.7m loa, LE HAVRE. See photo of C HAMBURG next page.





ABOVE: C HAMBURG enters the inner harbour basin on arrival 26/08/2022 prior to swinging into her CT1 berth.

CONTI CONQUEST, ex *EVER CONQUEST* – 2019, 2006 built in South Korea, 90,449 gross, 106,957 dwt, 334m loa, 8084 teus, Liberian flag, has been owned since build within the German, Conti Group of companies, with shipmanagement by NSB Niederelbe, Schiffahrts, both of Germany. As her original EVER-prefix name indicates she was long term chartered to Evergreen Marine Corp, Taiwan, from 2006-2018. She then spent a year under Yang Ming, of Taiwan charter, before renaming to a CONTI-ship name and then chartered to ONE-Ocean Network Express Pte Ltd, Japan. CONTI CONQUEST was berthed at North Quay CT3, 28-30/08/2022, making her first voyage in the AAX1 service from SE Asia to Australia, having arrived from Singapore and departed for Adelaide. She has replaced PHOEBE in this trade.



ABOVE: The near fully container profiled CONTI EVEREST is inward bound on 28/08/2022, in a strong fresh ebb tide.

ELA, ex *ANL ELAROO* – 2019, ex *WELLINGTON STRAIT* – 2017, 2012 built in China, 18,358 gross, 175.49m loa, 1740 teus, Liberian flag, has recently been chartered by COSCO, China, as a replacement for ATOUT in their two ship Singapore/Fremantle shuttle feeder service. ELA was at Fremantle on her first visit, 28-30/08/2022 berthed at North Quay CT1, arriving and departing in the dark. Registered owners are the rather elegant (for this ship) Princess of The Seas Ltd, whom are a subsidiary of ship managers, ASM Maritime BV, of Amsterdam, the Netherlands, whilst being head owned by Carsten Rehder Schiffsmakler, of Hamburg, Germany. ELA is another of the Guangdong 1700 class container ships, the same as second ship in this service, FITZ ROY. The name ELA as can be seen was obtained by painting out six letters of her former name ANL ELAROO which she carried whilst under charter to ANL Container Line Pty Ltd, Australia, as a subsidiary of CMA CGM Asia Pacific Ltd. As such she was then employed in ANL's TransTaz service, Australia to New Zealand.

LATE NEWS: Just as this magazine was being completed a second two-island design MSC container ship, MSC BRANKA arrived at Fremantle 31/08/2022 and berthed at North Quay, full details next issue.

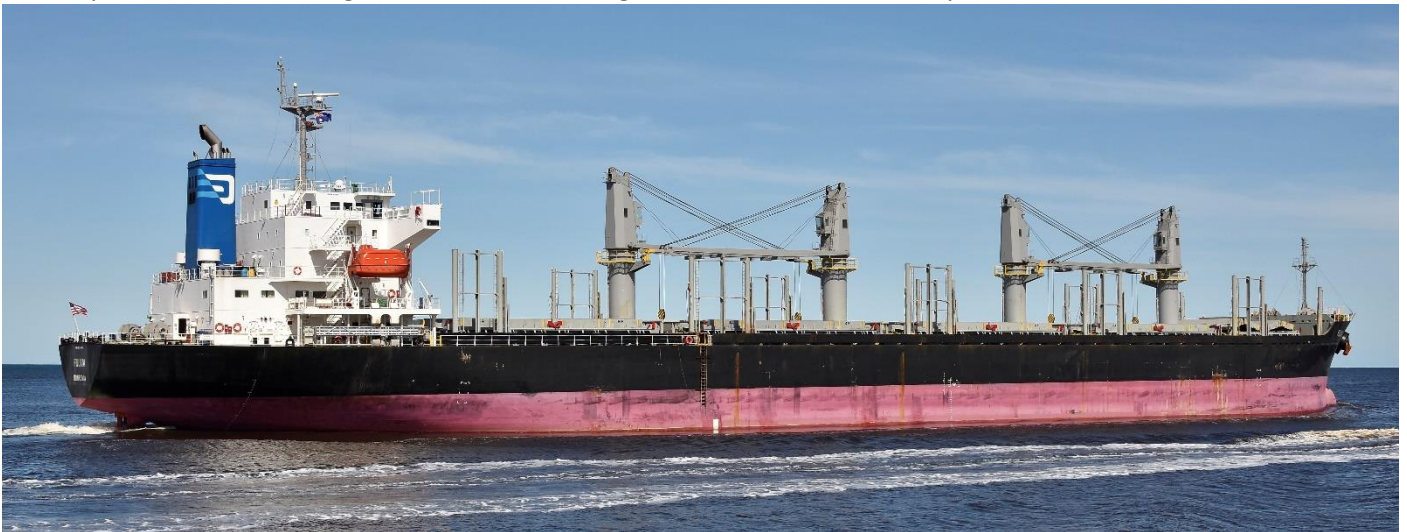


## BULK CARRIERS

### FIRST TIME ARRIVAL BULKERS TO THE INNER HARBOUR have recently included:

COSCO JINGGANGSHAN, 2010 built in China, 19,993 gross, 177.5m loa, 5 holds/hatches, 4 x 30t SWL deck cranes, Hong Kong, China flag, is owned and operated with various departments of COSCO. Registered owners are Jinggangshan Maritime Co Ltd; she is operated and shipmanaged by the rather oddly named COSCO Far Reaching Shipping Co Ltd, technically managed by COSCO Shipping Specialized Shipping Co Ltd and head owned by China COSCO Shipping Corp Ltd, all of China. COSCO JINGGANGSHAN was berthed alongside North Quay No.11, 08-10/08/2020 discharging breakbulk cargo from Qinzhou, China and then departed for Port Kembla, NSW.

FULVIA, ex CACTUS K – 2021, 2011 built in Japan, 19,817 gross, 175.53m loa, 5 holds/hatches, 4 x 30t SWL deck cranes, Liberian flag, owned and managed by Meadway Bulkers Ltd., of Athens, Greece, loaded a cargo of very large truck tyres at Shimonoseki, Japan, for discharge at Port Hedland, NW WA and then on to Fremantle. She was alongside at North Quay 11, at Fremantle discharging 22-23/08/2022 and then departed in ballast just down the coast to Bunbury. At that port she loaded a cargo of 30,719 tonnes of grain bound for Shibushi, Japan.



ABOVE: FULVIA has the distinctive funnel design / colours of her owners as seen here departing 23/08/2022.

### FIRST TIME ARRIVAL BULKER TO AMC HENDERSON:

GREAT PROFIT, 2018 built in China, 25,711 gross, 179.95m loa, 5 holds/hatches, 4 x 30t SWL deck cranes, Hong Kong, China flag, is operated and shipmanaged by Hong Kong Ming Wah Ship Management Co Ltd, of Hong Kong, which is a subsidiary of head owners, Sinotrans & CSC Holdings Co Ltd., of Beijing, China, arrived Fremantle 07/08/2022 from Changshu, China, and proceeded to the Kwinana ORAN anchorage to await berthing at AMC Henderson. GREAT PROFIT was alongside the AMC5 berth, 08-15/08/2022 discharging numerous Chinese fabrications, machinery and breakbulk cargo from on deck and in her holds. Once this was completed and no doubt having lived up to her name with that load, GREAT PROFIT departed for Port Kembla, NSW.



ABOVE: With another deck load of "Made In China" cargo visible, GREAT PROFIT is seen at anchor at Kwinana ORAN.

## A SMALL SELECTION OF RECENT TANKER ARRIVALS

**UNUSUAL NAME OF THE MONTH AWARD** goes to MP MR TANKER 3, which take some beating for vagueness ! Ship's data is: ex - *CARINA* – 2021, 2010 built in Japan, 28,313 gross, 179.99m loa, product tanker (MR2 class), Indian flag, registered at Mumbai, is owned/shipmanaged by M Pallonji Shipping Private Ltd., which is a subsidiary of head owners, M Pallonji & Co Private Ltd, of Mumbai. From this we can deduce that the MP name letters come from the owners' initials (M Pallonji), the MR means - Medium Range - as in the class of the tanker, but the numeral suffix 3 is a mystery as there are no other ships with the same name and numeral 1 or 2 suffixes in this fleet. MP MR TANKER 3 arrived off Fremantle 02/08/2022 laden with petroleum products from Singapore but had to wait outside port limits for several days due to the great storm evacuation at the time. She was later berthed at BP Kwinana ORJ1 discharging, 04-07/08/2022, and once this was completed departed for Singapore again.



ABOVE: The laden MP MR TANKER 3 in Cockburn Sound 04/08/2022 on her way to berth at BP Kwinana ORJ1.

SKS DARENT, 2011 built in South Korea, 65,911 gross, 119,456 dwt, 250m loa (LR2 class), crude/oil product tanker, Bahamas flag, operated and head-owned by the rather briefly named, KGJS AS, which actually stands for Kristian Gerhard Jebsen Skipsrederi AS, of Bergen, Norway, and is a subsidiary of Gearbulk Holding Ltd, Bermuda, part of the Norwegian, Gearbulk Group. (Not to be confused with Kristian Jebsen's whose NES-suffix name bulkers were once regularly seen at Fremantle). She is shipmanaged by SKS Pool AS, Norway, and arrived at Fremantle, 26/07/2022 laden with petroleum products from Singapore, proceeding directly to berth at BP ORJ3 jetty, Kwinana. However, whilst only partly discharged she was required to depart the berth for sea as part of the port evacuation event due to the approaching severe weather. SKS DARENT remained at sea until 04/08/2022 when she was allowed to return to port and then proceed back to the BP ORJ3 berth to complete discharge. Once this had been done the tanker departed 06/08/2022 and shifted to the Outer Anchorage to anchor until 08/08/2022 when she left bound for Withnell Bay (Dampier) to load.



ABOVE: Against a leaden sky SKS DARENT returns to her BP Kwinana berth 04/08/2022 after the storm evacuation.

PRO ONYX, 2019 built in South Korea, 29,665 gross, 183.06m loa, Panama flag, is a chemical/products tanker, operated, shipmanaged and head owned all by SK Shipping Co Ltd-KRS, South Korea. It would appear that her builders, Hyundai Mipo Dockyard (HMD) might still have a share in the vessel as her registered owners are HMD MR01 Shipholding SA, care of SK Shipping (what the SK stands for has not yet been determined). PRO ONYX arrived at Fremantle 07/08/2022 with a partial cargo of caustic soda onboard and proceeded to the Kwinana ORAN anchorage



to await berthing. Her cargo had been loaded at the rather grand sounding Greater Baton Rouge Plaquemine Jetty, at Baton Rouge in the US Gulf. She then proceeded from there via the Cape of Good Hope to Bunbury, WA, for discharge of part of her cargo there 06/08/2022, probably to lighten off draft enough to then be able to berth at Alcoa, Kwinana. PRO ONYX went alongside the Alcoa Jetty No.2 berth, Kwinana, 08/08/2022 and after completed discharge 09/08/2022 departed in ballast for Sandakan, Malaysia.



ABOVE: In strong winds and impending rain, PRO ONYX manoeuvres to berth at the Alcoa Jetty No.2, Kwinana.

GLOBAL SCORPIO, ex *LPG SCORPIO* – 2018, ex *ARTEMIS* – 2017, ex *HELLAS ARGOSY* – 2015, 2003 built in South Korea, 46,907 gross, 225.27m loa, Hong Kong, China flag, LPG tanker, operated and shipmanaged by Petrogas Shipping Services Pte Ltd, of Singapore, with head owners as financiers, ICBC Financial Leasing Co Ltd., of Beijing, China, is the first large (VLGC) class LPG tanker to load at Kwinana this year. Previous LPG tankers having been of the small classes. She initially arrived at the Fremantle Outer Anchorage 10/08/2022 then later that day moved to the inner anchorage in Gage Roads to anchor. However bad weather saw her vacate this area and proceed out to sea 13-14/08/2022, then returned to berth early morning on the 14<sup>th</sup> at KBB2 jetty, Kwinana. Only a small quantity of cargo, just one tank of butane gas was loaded, before she departed 15/08/2022, bound for a two-week voyage to Zanzibar, Tanzania.



ABOVE: The Panamax-size GLOBAL SCORPIO gathers speed as she transits Cockburn Sound northbound after departure from KBB2 jetty, Kwinana, 15/08/2022.

**Ref 440/p.152 – HEAVY LIFTERS** – The second ship to arrive at Fremantle to load Hay Point Coal terminal ship-loader components was BigLift's, HAPPY SKY. Contrary to previous reports she is not a sister-ship to the first ship loading these oversize pieces, HAPPY STAR. The HAPPY SKY is a slightly older and smaller version built in India with lesser capacity cranes compared to the Chinese built, HAPPY STAR. HAPPY SKY, 2013 built, 15,989 gross, 154.68m loa, Netherlands flag, equipped with 2 x 900t SWL heavy-lift cranes, operated by BigLift Shipping, a subsidiary of Spliethoff, the Netherlands, arrived Fremantle 27/07/2022 from Fujairah and proceeded to the Kwinana ORAN anchorage to await berthing at the AMC Henderson. She was however another victim of the great port evacuation and went to sea 30/07/2022 remaining there until 06/08/2022 when HAPPY SKY returned and proceeded to her AMC4 berth. Also contrary to previous reports this ship did not load out the very large entire ship loader structure. Instead she took onboard some additional conveyor belt sections and support structures before departing for Hay Point/Mackay, Queensland 14/08/2022. Therefore, the shiploader itself remains at the AMC Henderson waiting for shipment.

## BACK IN TIME



Above: A very interesting photo of the western end of the Fremantle inner harbour on 13 July 1965, kindly supplied by Alan Pearce, Archivist, Fremantle Ports. Underway mid-stream is the arriving Royal Navy commando/helicopter carrier HMS BULWARK led on a long bow line by the Fremantle steam tug WYOLA. In the foreground berthed at Victoria Quay A shed is the very old but impressive and well-maintained cargo ship MARIKO. Ahead of her partially visible is Stateships, KOOJARRA. Also partly visible over at No.1 North Wharf is the K Line cargo ship, KAZUKAWA MARU.

HMS BULWARK (R 08) was the sixth ship in the Royal Navy to carry this name. She was built by Harland & Wolff shipyard in Belfast, being laid down on 10 May 1945, launched on 22 June 1948 but not commissioned into the Royal Navy until 4 November 1954. BULWARK was originally a 22,000 tonne Centaur-class light fleet aircraft carrier but was converted into a commando carrier in 1958 and recommissioned as such in 1960. BULWARK remained in this capacity until 1979 despite attempts to sell the ship. She then re-entered service as an anti-submarine warfare carrier but on 9 November 1979, a major fire damaged the forward hangar and some mess decks. Minimal repairs were performed to both areas in order for her to stay in service until HMS INVINCIBLE was commissioned in the spring of 1981. BULWARK was then decommissioned in April 1981 and finally declared for disposal in April 1983 and some material was removed as potential spares for HMS HERMES. She remained at Portsmouth, UK, until towed to Cairnryan, Scotland, to be scrapped in April 1984. Vessel data: 26,200 tonnes full load displacement, 224.87m loa; Propulsion - 4 boilers, 2 shafts; Speed 28 knots; Range - 7,000 nautical miles at 18 knots; Complement 850 (+ 200 Naval Air Squadron + 800 Royal Marines Commando); Aircraft carried as a commando carrier: 16 Wessex V helicopters of 845 or 848 Naval Air Squadron.

MARIKO is indeed a veteran being even in 1965 when photographed already some 43 years of age. She had been built in Gothenburg, Sweden, in 1922 as the HJELMAREN for Rederi A/B/Transatlantic, of Sweden, 2,467 gross, 321ft loa, 4 holds/hatches, derricks 6x3t and 2x2.5t SWL, service speed 10.5 knots. She would remain as such for 20 years until in 1942 ownership changed to Rederi A/B Soya (Wallenius, Sweden) and then in 1943 to Rederi A/B Rio who renamed her BRAILA in 1944 retaining Swedish flag until 1946. She was re-engined in 1946 and then changed to Norwegian ownership and flag which she would retain for a further 22 years until 1968 despite 4 changes in ownership. These were in 1947, BRAILA was renamed INGER MARIE, in 1954 renamed FRIGG, in 1956 renamed ANNA PRESTHUS and in 1962 became MARIKO as seen at Fremantle. At that time owners were Otto Hestness, of Bergen, Norway. They sold her "foreign" in 1967 to Peseta Shipping Corp S.A., of Hong Kong, and was renamed CORAL SEA under Panama flag. The same owners changed her name to CRAIGFLOWER in 1968, Panama flag. In 1969 she was resold, this time to Verna Navigation Co S.A, with managers: Prompt Shipping Corp Ltd, of Hong Kong, who renamed her PANDAS, with Panama registry. However they couldn't have kept her for very long as within the same year she was finally sold to Hong Kong shipbreakers, Fuji Marden & Co, with work commencing 10/07/1969 thereby bringing her 47 year career to an end.

(Any photos of MARIKO at any stage in her career would be welcomed for use as Feedback - to the Editor's email.)