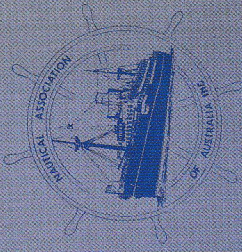


THE LOG



QUARTERLY JOURNAL OF THE NAUTICAL ASSOCIATION OF AUSTRALIA INC.
VOL. 39, NO. 1, ISSUE 163 – NEW SERIES
FEBRUARY 2006



(W.G. Volurn)

On 24 May 1969, due to an industrial dispute, 70 vessels were in the Port of Melbourne, 33 alongside and 37 anchored in Port Phillip. The late Bill Volurn, Editor of this journal for 20 years, hired a boat and went out with his camera to capture them on slide film. Blue Star's **Caledonia Star**, at 9,205 gt, and built in 1942, was close to the end of her life and was delivered for scrap in December 1971. She was built by Greenock Dockyard as **Empire Wisdom** and purchased by Blue Star in 1946 being renamed **Royal Star**, a name she carried until 1961 when she was converted to a motor ship and renamed **Caledonia Star**, her new engines no doubt accounting for her longevity.

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The Log

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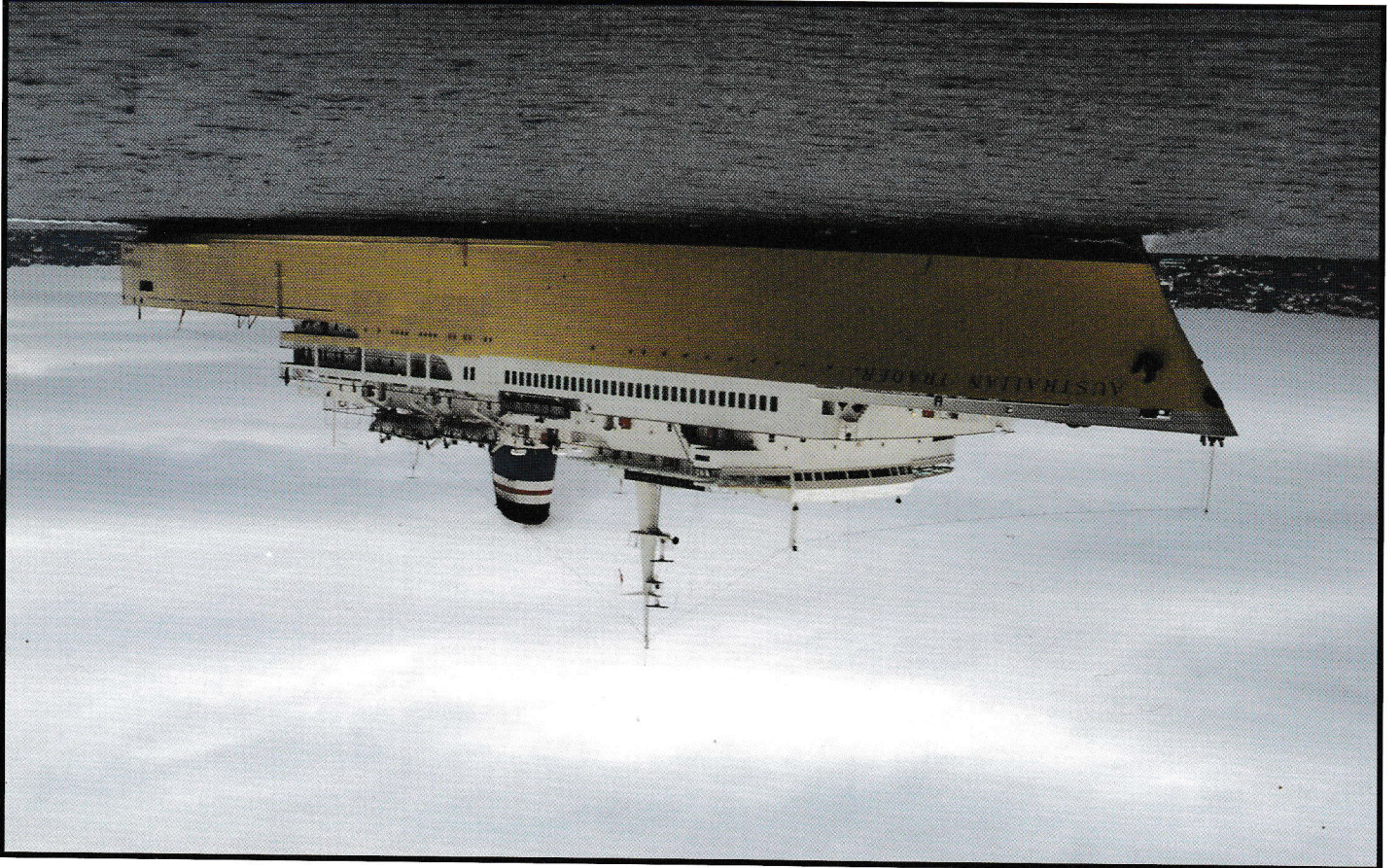
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Subscribers may have noticed that the appearance of the November 2005 issue was not as it should have been. The front and back pages were lacking colour and the NAA logo, plus only two (front page and inside front cover) illustrations were reproduced in colour. This calamity was caused solely by the printer who, despite now having had the contract for the printing of many issues, still has difficulty getting it right.

We have arranged for 100 copies of the November 2005 issue to be printed correctly and subscribers who wish to have a copy should contact the President, Mr M. Carolin, 79 Hannan Street, Williamstown, Vic., 3016. As our readership exceeds 600 then obviously the first 100 applications will be filled.

(J.Y.Freeman)

Australian Trader ANL's Ro/Ro, Sydney/Hobart passenger ferry, later to be the RAN's HMAS Jervis Bay.



BELFAST & KOROIT S. N. Co. Ltd – THE LAST DECADE 1929-39

Part 1 – Jubilee and Disaster 1929-32

from S. Evans

By the beginning of 1929, the Belfast and Koroit Steam Navigation Co. Ltd. [BKSN Co.] had been operating for 46½ years, most of them profitably. It had traded between Melbourne and the Western Ports of Victoria (and sometimes to Apollo Bay and the ports of south-eastern South Australia) since July 1882. At the time it was one of the few surviving regional coastal shipping companies in Victoria, having survived competition from the Victorian Railways, Howard Smith, and watched the demise of all its earliest shipping competitors. It's steamer **Casino** (425 grt/1882) had been on the service for all of those years and had done many more voyages to Victoria's Western Ports than any other steamer.

The BKSN Co. had worked itself into a satisfactory financial situation – it had paid its shareholders a dividend each year from 1918 and had a small cash reserve. The company had achieved this despite a depressed Australian economy, frequent strikes by coal miners, and the industrial disputes with wharf labourers and maritime unions which plagued Australian shipping services in the 1920s. That it had achieved this was due to three factors. Firstly, effective management which, as well as controlling costs, was consciously endeavouring to satisfy the needs of its customers. Secondly, it's continuing relationship with Howard Smith Ltd. [HS]. HS owned some 10% of the shares in BKSN Co. and had an arrangement whereby Western District produce destined for Sydney and carried to Melbourne by BKSN Co. was preferentially provided as back-loading for HS colliers returning to Newcastle. In return HS willingly provided, often at short notice, a second steamer to BKSN Co. whenever the trade or necessity justified it. This gave BKSN Co. a flexibility which few other small shipping companies had.

The third factor was the burgeoning agricultural production from the Western District of Victoria – particularly the wool and dairy segments. Volume in dairy produce was augmented by large milk processing factories established by Nestlé at Dennington and Glaxo at Port Fairy plus numerous small butter and cheese factories established throughout the hinterland of the Western Ports.

The company now prepared for the 1930s with considerable optimism but was to be plagued both by accidents to its steamers, the loss of two steamers (each with tragic loss of life), the onset of "The Great Depression" and increasing price competition from the Victorian Railways. Despite this it made profits and paid dividends (and even built a substantial cash reserve) until 1936. The BKSN Co. then became an almost accidental victim of the Victorian Railways failure, despite extreme regulatory protection, to compete effectively against the rapid technological and efficiency progress of privately operated road transport services. By the middle of 1939 the BKSN Co had dissipated its reserves, sold its steamer, and was in voluntary liquidation. This series of articles attempts to tell the story of that last decade.

The year 1929 opened with the BKSN Co. in a good financial position and strongly building their position in the transport of wool from the Western Ports to Melbourne and Geelong. The company's steamer **Casino** maintained the service year round with sailings to Victoria's Western Ports – Warrnambool, Port Fairy and Portland – calling at Apollo Bay every second trip and periodically extending to the south-east South Australian ports of Port Macdonnell, Beachport and Kingston, depending on the produce available. In the height of the wool and produce season (November to May) Howard Smith's **Sphene** (411 grt/1895) was also on the run and she relieved **Casino** during annual survey and at other times when necessary.

Casino left Portland on Tuesday, 12 February 1929, on passage to Warrnambool. She passed the Port Fairy lighthouse about 8 p.m. that night in an exceptionally heavy sea and a big ocean roll. The night was very dark with thick, misty rain and Captain Middleton did not know that the electricity had failed completely between Colac and Port Fairy at 6.30 p.m. and would not be restored until 2 a.m. next

morning. As a consequence, one of the leading lights on the approaches to Warrnambool harbour was extinguished and the lights of the city were no longer available as a reference point. **Casino** approached the entrance to Warrnambool about 9 p.m. and, when she was almost in, struck a submerged object. The steamer began to take in water and soon there was a substantial amount of water in her hold and she developed a pronounced list. Captain Middleton decided to beach her and put her ashore on Warrnambool beach.

There she remained whilst salvage gear, including pumps, was brought from Melbourne. On the morning of Friday, 15 February, the pumps began removing water and by lunch time she was pumped out. The interior of the hold was inspected as far as the cargo allowed but an attempt to inspect the exterior of the hull could not be completed because of the build up of sand around the steamer. In the afternoon steam was got up and a combination of use of **Casino's** engines and towing by the sand pump dredge **Pioneer** (543 grt/1905) pulled her off the beach into deeper water. **Casino** was moored alongside the breaker where temporary repairs were made so that she could proceed to Melbourne where she was put in Duke and Orr's dry dock for permanent repairs. She left dry dock on 1st March and resumed service to the Western Ports next day.

In April 1929, **Casino** began to trial the use of briquettes in the furnace of her boiler instead of NSW black coal. These briquettes were made from brown coal at the State Electricity Commission's [S.E.C.] briquette manufacturing plant at Morwell in Victoria's Gippsland district. The brown coal had a water content approaching 66% and could not be burned in normal furnaces but was the main source of fuel to generate electricity in Victorian power stations. To enable the use of brown coal commercially, the S.E.C. set up a briquette factory on the brown coal fields at Morwell and the briquette manufacturing process first pulverised the coal, dried it, and then compressed it into hard briquettes. The process both removed the water and converted the dried pulverised coal into easily handled briquettes which could be burned in commercial furnaces. The trial went for two months and a fuel sales engineer from the S.E.C. sailed on the first trip to assist the Chief Engineer of **Casino** in overcoming any problems. These trials established that, with minor modifications, **Casino's** boiler furnace could burn briquettes satisfactorily and produce and maintain the required steam pressure. Importantly, the trials also showed that the tonnage of briquettes used on a trip was no more than that of NSW black coal normally used and that there was a saving of about £10 per trip in fuel costs. As the steamer made about 50 trips each year this represented an annual saving of approximately £500 – enough to more than cover the cost of paying a 6% dividend and £100 higher than net earnings for the year ended 31 August 1930. It is no wonder that **Casino** switched to burning briquettes only and continued to do so until wrecked.

The 1930 wool season opened in October with very large quantities of wool coming into the sheds at the wharves of the Western Ports for transhipment to Melbourne by steamer and Percy Jenkins. Manager of the BKSN Co., was predicting that a record quantity of wool might be carried by steamer that year. The president might have taken note that, for the first time, the majority of the wool was being brought in by motor lorries. Potentially it was even more worrying that on Sunday, 16th November a "huge load of wool (estimated at over 100 bales) on a motor lorry passed through Port Fairy on the way to Geelong". This load came from the Mt. Gambier district and the driver of the transport told the *Port Fairy Gazette* that the freight rate by motor transport was 18/- per ton less than that charged by the railways, with no transhipment required, the wool being loaded at the owner's shed and unloaded at the Geelong wool store.

The BKSN Co. had another good half-year and the directors were able to recommend a dividend of 6% for the year ended 31 August 1930. The Company had now paid a dividend in each of the last twelve years, once as high as 8% and never less than 5%. This was a very good record for a small, one steamer, Australian coastal shipping company. The balance sheet revealed that the Company had written off £1,550 over the years from the cost of the Steam Packet Wharf (now locally known as Casino Wharf) at Port Fairy, reducing its book value to £3,950 and that **Casino's** value in the books had been £2,000 with £1,500 held on fixed deposit and £500 in a Commonwealth conversion loan. The chairman of directors (E.W.Powling) attributed the year's success to a concentration on increasing trade with the inland towns, such as Hamilton, and the efforts of Percy Jenkins to sell the Company's service to wool

growers further inland. As a consequence, he said, wool shipments this season were almost certain to be a record; as at 28 November "Already over 4,000 bales of wool had been despatched, about 1,000 more were going forward by the next boat, and more wool was arriving every day".

The success that the BKS Co. had in increasing the amount of wool carried from Port Fairy and Portland in the 1930 season was continued in the 1931 season. Despite the depressed economic circumstances, the wool growers had been impressed by the way that the BKS Co. had kept its promise to them that the wool would be handled expeditiously and not left for a considerable time in the wharf sheds. Wool prices had been stable that year and woolgrowers were encouraged to maximise the amount of wool that they sent to market. Consequently by mid-October 1931 the *Port Fairy Gazette* was reporting that large quantities of wool were already arriving at Port Fairy for shipment by steamer. For the first time there was no mention of horse-drawn transport. Instead the paper reported "every day there are to be seen motor lorries heavily laden bringing the wool to the B. and K. S. N. Co.'s wharves". It also commented that more wool was coming from "centres many miles distant from the Borough". There was so much wool available for transport that **Sphene**, after being laid up for about eight months, was re-activated and, on 12 November 1931, left Melbourne for Port Fairy and Portland to assist **Casino** in transporting the season's wool.

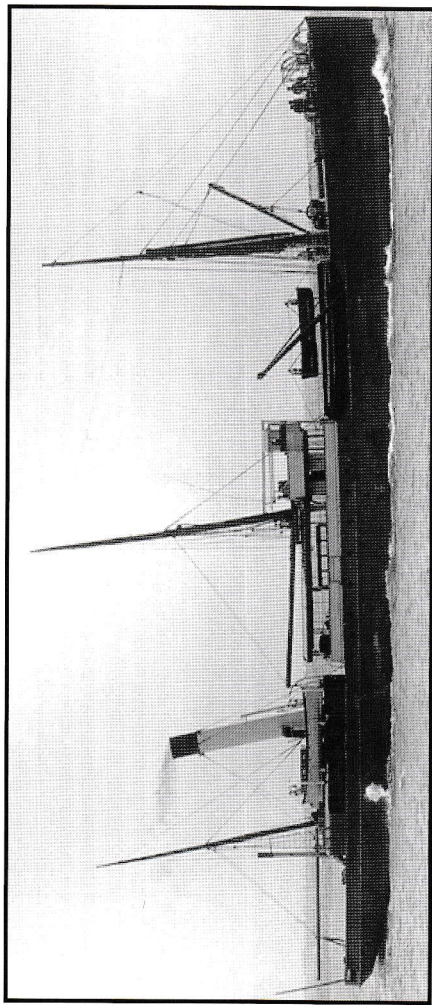
The directors of the BKS Co. reported the year's results to the shareholders at the annual meeting on 1 December 1931, and were able to state that "it is doubtful if many Companies throughout the State or Commonwealth have been enabled this year to present such a creditable balance-sheet, which showed the Company was enabled to pay its usual rate of dividend, viz, 6%, for the past twelve months trading operations". The chairman said in his address that, "notwithstanding the present economic position (the deep economic trouble of "The Great Depression") which had been felt in all industry, the trade of **Casino** during the past twelve months had been from fair to good". He went on to acknowledge that the company had "a certain amount of competition from the motors which had affected them to a certain extent", but then, as often happens when new competition is encountered, completely underestimated the future danger to the company from motor transport when he continued "but none of the shareholders had much to fear from motor competition. The Company had been meeting with competition in the motor trade but their secretary was fully alive to the position and had counteracted any serious competition that might have come about". The chairman said that the company was carrying record quantities of wool from Port Fairy and Portland that season and that already, although the season was not yet finished:

"Up to the present 5,795 bales had been transported by the steamers from Port Fairy wharf, and, in addition, it was anticipated that about 2,000 bales had been transhipped from Portland. He thought this was highly satisfactory, and the secretary had informed him that the Company was carrying more wool this season than for the last three seasons. It should be possible within a few seasons to command the whole of the wool trade in the district. Very little back cargo was offering, and the steamers had in one fortnight carried out six trips which was in the nature of a record. In one trip alone, **Casino** had carried 1,080 bales, which was almost a record for the boat".

During the previous decade the mix of cargo carried from the Western Ports had changed. Potatoes, which had once made up the major tonnage of cargoes for Melbourne had decreased, but this had been partially made up for by the growth in the amount of onions grown and exported from the district. Wool, which had always been an important cargo, had become even more important as increased quantities were shipped from the Western Ports. Additionally, dairy-based manufactured products had become an important item of cargo. The development of butter factories throughout the district had resulted in the manufacture of substantial amounts of butter and cheese each year. Much of it was exported to the United Kingdom and the installation of a cool room on **Casino** meant that it could be kept in prime condition during transport to Melbourne, where much was transhipped to large capacity refrigerated steamers for shipment to the U.K. Establishment of the Nestlé factory at Dennington, near Warrnambool, and the Glaxo factory at Port Fairy resulted in substantial production of these products such as powdered milk, condensed milk, Nestlé's Lactogen and a Glaxo baby product based on powdered milk. These products were manufactured in quantity and proved to be a valuable new cargo of substantial tonnage. The Nestlé products were mostly loaded at Warrnambool and Glaxo products at Port Fairy.

Despite the Great Depression the BKS Co. continued to trade profitably and, at the half yearly shareholders' meeting on 30 May 1932, the Directors were proud to not only declare an interim dividend at the rate of 6% per annum but enable the Chairman to tell the very few shareholders present that most of the trading companies had shown heavy losses on their operations for the past year, and he considered that it was rather abnormal for a Company to be paying a dividend at the present time. It was all the more gratifying in view of the fact that the payment of the dividend to shareholders was being made out of profit on the trading operations for the half year. Nothing had been taken from the reserve fund. After the meeting there was an informal discussion "regarding the fitting celebration of the 50th anniversary of the company's formation, which almost synchronised with the fifty years during which **SS Casino** would be trading to Port Fairy". The BKS Co. had been registered early in June 1882 and **Casino** had sailed from Melbourne on her first passage to the Western Ports in the Company's ownership on 28 July 1882. The discussion agreed that there should be a celebration but no firm decisions were made and it was left to the directors to decide the programme.

Casino continued to perform her tasks well and as the time for her jubilee in the trade came closer she began to look her best for the celebrations. The Company cleaned and painted the ship and, to celebrate the jubilee, refurbished the saloon including re-upholstering the chairs with red velvet covers. Everyone was looking forward to the jubilee celebrations when, on that fateful 9 July 1932, only 19 days before her jubilee in the trade, she sailed from Melbourne for Apollo Bay and the Western Ports. To understand what occurred we need to understand one of the quirks of working cargo on **Casino**



S.S. **Casino** steaming down Port Phillip pre-1924

(S. Evans collection)

Casino could only conveniently work her cargo hold if she were berthed starboard side to, because she carried a lifeboat on davits on the port side of the well deck, abreast the hatch. This is clearly shown in the photo above.

For this reason **Casino** always swung on arrival at Casino Wharf at Port Fairy and was berthed starboard side to and facing down river. It was also for this reason that she always berthed at Apollo Bay jetty starboard side to and facing out to sea. In order to achieve this, her normal berthing procedure at Apollo Bay was to turn as she approached within 100 yards of the jetty so that her hull was almost parallel to it and her bow facing seaward and almost due east. She then went astern and backed down on the jetty. When her stern was 30-40 yards off the jetty her port anchor was let go and **Casino** was eased astern to bring her stern close enough to the jetty for a line to be thrown ashore so that she could be warped into the jetty for mooring.

too was Mrs Helena Gill, the stewardess who had ensured that the passengers were fitted with life jackets but did not have time to put on her own.

Captain Middleton, A.B. Peter Murray, A.B. Michael Foley, Sr., and Bobby Bellairs, the Assistant Steward, managed to climb up on to the starboard side of the capsized steamer which, as it was low tide, was just out of the water, although occasionally being swept by waves. Here they were stranded.

Meanwhile, a number of rescuers had gathered in an attempt to save lives. These rescuers included T. Wright, F. Martin A. W. Ash, H. Convery (whose wife was a passenger aboard **Casino**) and others. Mounted Constable M. Mildren assembled a rocket crew which tried to get a line to the four stranded on the side of the vessel. Three attempts failed to get a line to them as the steamer was too far out. A number of volunteers tried to swim out with a line but were forced back to the beach. The rescuers were forced to concentrate their attention on pulling those who reached the beach from the surf. They could only watch in horror as the tide rose and waves began to sweep the exposed side of the steamer and ultimately the four stranded crew members were all washed off the hull. Of these four only Bobby Bellairs, who swam every day, made it to shore and the others lost their lives.

It was all over by noon with only nine survivors from the wreck, including both passengers. Survivors were sheltered in blankets on the beach before being taken to local hotels and guest houses. Next day, the beach was strewn with debris from the steamer, including lifeboats, fittings and some of the new velvet cushions from the refurbished saloon.

In all ten people were lost in the wreck of **Casino**. They were Captain John Middleton; Peter Murray, AB; Michael Foley Sr., AB; Hugh Mulholland, AB; Mrs Helena Gill, Stewardess; Orlando Bennie, First Mate; James Thompson, Seaman; John Owen, Fireman; James Kirkpatrick, Cook and Thomas Clark, Fireman.

The survivors were Mrs Nora Convery, passenger; Jane Greer, passenger; J. Macdermott, relieving Second Officer; William Newlands, Chief Engineer; Henry Lees, Second Engineer; Stan Stretton, Purser; Peter Wiltshire, Fireman; Michael Foley, Jnr., A.B. and Bobby Bellairs, Assistant Steward

Almost immediately after the wreck the BKS Co announced that it would buy another steamer to replace **Casino** and that all surviving officers and crew of **Casino** would be offered jobs on the new vessel.

John Johnston, a well known marine diver, examined the hull on 13th July and found a hole about nine inches in diameter in the keel plate about 25 feet from the stem of **Casino**. This substantial hole allowed the inrush of water which caused **Casino** to sink. The Marine Board Court of Enquiry concluded

"..... that the rough weather and the vessel, being broadside on to the swell of the water, was caught by a big roll and when brought down between the rolls came on top of the anchor. The anchor was broken and it pierced the keel plate of the vessel and caused the inrush of water before described. This was the immediate cause of the wreck. The evidence shows that the vessel was in a seaworthy condition. It was examined in March last by William Guild, Ships Engineer to the Marine Board, and a certificate was given by him. It was also examined by Angus Smith, Shipwright Surveyor to the Marine Board, about the same time. He states he examined everything on the vessel including the life saving equipment and found all to be in accordance with the Marine Board Regulations and in good condition.

In regard to Question No. 3 as to the whether on this occasion the ship was navigated with proper and seamanlike care, we are of the opinion that there is nothing in the evidence to suggest that the Captain, in very unfavourable circumstances, could have prevented the untimely loss of the vessel and the many valuable lives." ⑥

Casino, which had made about 2,500 voyages to the Western Ports, was said to have been insured for £12,000. She had left Melbourne on her maiden passage to the Western Ports on 28th July 1862 so she was just 18 days from celebrating her 50th anniversary in the trade. During that almost fifty years **Casino** had come to be known to all the residents of Port Fairy and became a much loved icon of the town. To

About 2 p.m. on 9 July 1932, **Casino** sailed for the Western Ports, via Apollo Bay, with two passengers and 17 crew and carrying 286 tons of cargo - 16 tons for Apollo Bay, 190 tons for Warrnambool, 40 for Port Fairy and 40 for Portland. She arrived at Apollo Bay next morning, Sunday 10 July, about 8 a.m. There was no indication that a tragedy was about to happen. At the time of her arrival Able Seaman Foley was at the wheel and he described the sea then as being a "rough sea, not a gale but fresh", the wind and the roll of the sea being from the south-south-east. Captain John Middleton did not seem to anticipate any trouble and went about berthing in the usual way. When the stern of the steamer was some 30 yards from the jetty the Chief Officer let the anchor go and, not unusually, two slight bumps were felt. It is not known how much cable was let out on the anchor. **Casino** then shipped two big seas and afterwards two much more severe bumps were felt.

By this time the steamer had been brought astern more and the Second Officer attempted to get a line to the jetty. His first throw was short but the second throw was onto the jetty. Unfortunately, before the line could be grabbed **Casino** was hit by a sea, lurched and took the line back into the water. The master, Captain Middleton, apparently decided to take the steamer out again as he told the Chief Engineer "I cannot make the jetty. I'm going out". He ordered the anchor to be picked up but there was difficulty in doing this as the anchor seemed to be fouled. When the anchor was brought up shortly after, the stock was found to be broken. Captain Middleton then took the vessel towards the outer anchorage but **Casino** developed a pronounced list to port and her head got deeper in the water. The vessel was sounded and it was reported that there was a foot of water in the hold; a few minutes later, when she was sounded again, there was three feet of water in the hold. The captain immediately ordered the steamer's head to be turned west so that she could be beached and ordered that the lifeboat coverings should be cut off. Because she was so far down by the head and had such a list to port **Casino** was very sluggish in answering her helm. Some observers said that she was so far down by the head that her screw was out of the water, which would have made her unmanageable. Attempts were made to launch the lifeboats but, because of the list to port, the starboard boat could not be launched. The now considerable list to port, combined with the heavy seas, made it difficult to launch the port boats but both were launched and then swamped.

At this stage those aboard did not think there was any imminent danger of the steamer capsizing. S. Stretton, the Purser, said in evidence to the Enquiry, "We did not think she would turn over. I thought we would get her up on the beach". The Chief Engineer confirmed this view. However, soon after the boats had been launched **Casino** went down by the head and turned over on her port side. She lay on her side, about 400 yards from the beach, with the starboard side above the water but swept by the heavy surf.

Before **Casino** capsized Captain Middleton had called the passengers and crew, including those in the engine-room, on deck. Mrs Gill, the stewardess, fitted the two female passengers with life jackets and they were placed in the first boat to get away but it was quickly swamped and its occupants thrown into the water. One passenger, Mrs Convery (whose husband had come down to the jetty to meet her and so saw what happened) was taken under by the suction of the steamer as she sank. When she surfaced she grabbed a floating box and was washed in towards the shore but it was torn from her grasp by a breaking sea. She was eventually washed into the surf and rescuers on the beach were able to drag her to shore. The other passenger, a Portland schoolgirl named Jane Greer, was also thrown from the swamped lifeboat but managed to reach the beach.

One of the lifeboats was still right side up and four of the crew (Second Officer MacDermid, Purser Stretton, Fireman Wiltshire and Second Engineer Lees) managed to board the lifeboat which was being pushed towards the beach by the sea. However a sea capsized it and they were all thrown out. Chief Engineer Newlands got into the rigging as the ship capsized but was washed from his hold and carried to the beach. Two other crew members, Able Seaman Michael Foley, Jnr, and Fireman Thomas Clark managed to get onto an upturned lifeboat but both were washed off. Foley made it to shore but Clark was drowned. The First Officer, Orlando Bennie, was washed overboard when **Casino** capsized and was drowned. Four other crew members, A.B. Mulholland, Ordinary Seaman Thompson, Fireman Owen, and the cook, James Kirkpatrick, were washed into the sea as the vessel sank and were drowned. So

INTERESTING SHIPS OF THE AUSTRALIAN COAST, No 17 HARLAND AND WOLFF'S LAST TWO AUSTRALIAN COASTAL TRADERS

by Capt. I. G. Steverson.

For many years Harland and Wolff Ltd. of Belfast built prestigious ships for both the world and for many of the major British ship owners. Perhaps the most famous was the ill fated and media publicised White Star liner **Titanic**. More importantly the yard built seventeen of the outstanding "Empire Food Ships" for the Australasian trade commencing with Shaw Savill's **Waiwera** in 1934 and finishing with Blue Star's **Empire Star** in 1946. Of more recent vintage Shaw Savill's revolutionary passenger ship **Southern Cross** and P&O's impressive **Canberra** will be familiar to most readers. The company which became Northern Ireland's biggest employer was founded jointly by Yorkshireman, Edward Harland and Gustav Wolff, a Hamburg Jew who arrived in Belfast by way of Liverpool. Australian ship owners appeared not to favour this yard, possibly because of the full order book. However McLivraith McEachern went to the Belfast yard for their passenger ships **Karoola** (7,391gt/09), **Katoomba** (9,424gt/13), and returned finally for the beautiful **Kanimbia** (10,985gt/36).

Meanwhile Melbourne's Huddart Parker Ltd allocated its new build passenger ship **Westralia** (8,108gt/29) to the Belfast shipbuilders (Yard No.843) and whilst considering another new building as a running partner, they instead opted to take advantage of the misfortune of a British ship owner and purchased instead a ready-made, brand-new ship. This became the **Wanganella** (9,876gt/31) which had been laid down originally as yard No. 849 for British & African Steam Navigation Co. Ltd. as **Achimota** for operation by Elder Dempster. Launching took place without her main engines installed on the 17 December 1929, for what was intended to be Elder Dempster's flag ship on their prestigious passenger and mail service from Liverpool to West African ports. Her main engines were built at Harland and Wolff's Glasgow engine works, a pair of Burmeister & Wain designed 8 cylinder diesel engines. They were then loaded aboard the Burns and Laird coaster **Sable** (68711t) for delivery across the Irish Sea, sailing for Belfast on 21 December 1929. Unfortunately the cargo shifted and the following morning **Sable** capsized in Loch Ryan with the loss of the engines but fortunately not the ships crew. This resulted in a lengthy delay whilst a new set of engines was built and finally trials were undertaken in September 1931 under Elder Dempster's supervision with Captain A. H. Crapper in command. On completion she was immediately laid up at Belfast and put up for sale due to the financial collapse of Lord Kylesant's shipping empire which had occurred in the intervening period. As a result the Company was unable to pay the final instalments on the ship and thus take delivery. Lord Kylesant was also Chairman of Harland and Wolff. Huddart Parker purchased her in September 1932 for the bargain price of £345,376. Her outstanding service in peace and war under the Australian flag has been well documented.

By the late 1960's the ship-building world had altered dramatically with the passenger ship market having dried up or shifted to Europe and with the effect of the Boeing 707's and its successors having altered the concept of main-line travel. Harland and Wolff had to look further afield and as a result of their extensive facilities as the largest ship builder in the UK, coupled with their ability to build large ships, they moved into the field of building large bulk carriers and tankers. The design section of Harland Wolff, in association with a consortium of four Norwegian ship owners (Oslo owners Skaugen, Morland, Ruud – Pedersen and Grimstad owner Tonnevold) together with the British company Sir R. Ropner & Co. Ltd of Dartington, formed Norwegian Bulk Carriers (NBC) and produced a standard design for a 105,500 deadweight ton bulk carrier. Ropner ordered two ships in 1968 and 1969 which they named **Rudby** and **Somersby** at a cost of about £4 million each. The Australian connection was that BHP took the **Somersby** on 15 year long term charter from NBC in late 1971 and renamed her **Iron Somersby**. They were H & W yard numbers 1684 and 1688 respectively.

Both were traditional Ropner names and in each case were the third ship in their fleet to carry them. Fortunately by the time the bulk carriers came on the scene Ropner had ceased painting the ships name

almost every resident she was affectionately known as "the old Cas" and it seemed that she had been around almost for ever and, I suspect, most people took it for granted that she was a permanent fixture.

Consequently, the news of her wreck with such tragic loss of life shocked Port Fairy and it was as if the townspeople had lost an old friend – as indeed they had. The *Port Fairy Gazette* reported:

"The tragic circumstances connected with the appalling loss of lives and the end of the career of the steamer **Casino**, news of which was received in Port Fairy yesterday morning, have cast a gloom over Port Fairy and district. When the first report was broadcast, people could hardly believe that the statements were true, so great was the shock. Inquiries were made from all sources, and the pathetic features of the tragedy were gradually pieced together. It was a great blow for everyone, and it will be some time before Port Fairy recovers from the shock".

Within a week or so it had been suggested by residents that a memorial should be erected to **Casino** and a fund was soon opened. Because of the Depression, money was short and it took some time to raise the money but a cairn memorial was built within sight of the wharf where **Casino** had berthed for so many years, which incorporated her propeller, the Port Fairy wreck bell, and the coastal barometer. It was unveiled on 8th July 1934 by Mrs Melhuish, daughter of Thomas Boyd, **Casino's** first master appointed by the BKS Co. Each year the Port Fairy Historical Society organises a gathering at **Casino** Memorial on the morning of 10th July. A short account is given of **Casino's** history, the wreck bell is rung, and the ten crew members who lost their lives are recalled by reading out their names.

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- 5 *Port Fairy Gazette* 1 December 1930
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8 *Ibid*

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(To be continued)

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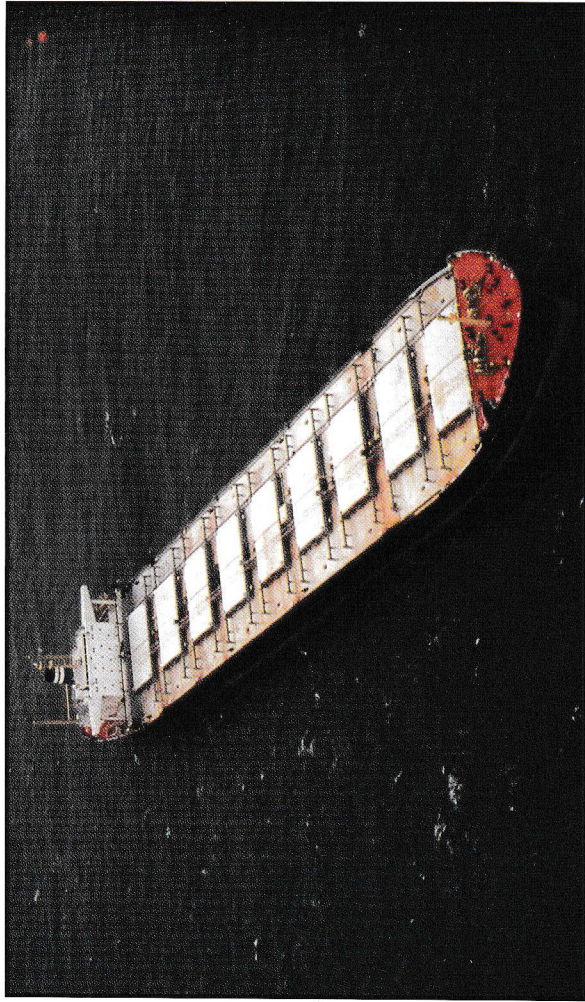
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on their sides amidships. The first Ropner ship I saw was their Liberty type **Rudby** (2) (7.2.19gt/44) high and dry in Wellington's Jubilee floating dock in about 1949 resplendent in Ropner's Brunswick green with the ships name highlighted on the side. **Somersby** (2) 5,893gt/54) was built for a liner service between Gulf of Mexico ports/UK which failed to progress and was purchased by the Admiralty (Royal Fleet Auxiliary-RFA) as an Air Stores Support Ship for replenishing aircraft carriers at sea in 1958. She was renamed **Reliant** (A84) with an increased gross tonnage of 8,394 tons and she visited these shores when I photographed her at anchor in Sydney Harbour in 1960. The village of Somersby is situated in Lincolnshire halfway between Lincoln and Skegness. The name proved to be appropriate for an Australian trade ship as the township of Somersby on the NSW Central Coast near Gosford is close to her NSW terminal ports.



Mount Newman

(ANL photograph)

Harland and Wolff continued to modify the bulk carrier design and in 1972 Furness Withy & Co. Ltd. ordered an improved version now of 119,500dw tonnes from the Belfast yard which was to be named **Winsford Bridge**. This ship was launched and completed as **Mount Newman** and placed on a seven-year, bare-boat charter to the Australian National Line. Winsford Bridge is situated in the Exmoor National Park, Somerset.

The original long-term charter of **Iron Somersby** had occurred in 1971 with the concurrence of the then coalition government. A change of government in December 1972 saw a new Minister of Transport, Mr. C. K. Jones, take over the portfolio. Charlie Jones represented the seat of Newcastle encompassing the BHP steelworks and the NSW State Dockyard shipbuilding and repair yard, resulting in him having a close personal affinity with, and an enthusiasm for, the Australian shipping industry.

In a policy statement issued on assuming the portfolio early in 1973 he said:

"I have given approval to the Australian National Line to temporarily import a bulk carrier of 105,000 dwt/tons (the **Alnwick Castle** built 1974). This follows approvals I gave to the ANL to temporarily import a carrier of 117,850dwt/tons (the **Mount Newman**) and for the Broken Hill Proprietary to temporarily import one of 105,000 dwt/tons (the **Sigilver** renamed **Iron Sirius**). The three ships will

be used on the Australian coastal trades, where BHP now has another 105,000 dwt (the **Iron Somersby**) import working. All four imports are additional on orders being placed at my ministerial direction for equivalent tonnage to be built in an Australian yard. Vessels of this size are necessary for the economic operation of coastal bulk trades. However no Australian shipyard yet has the physical capacity to build such vessels. The biggest vessel which the biggest yard (BHP's Whyalla Shipbuilding and Engineering Works) has built is 78,000 dwt (the **Clutha Capricorn** 48,947gt/72). It is time for active planning to cater for Australia's overdue expansion into big ships. Therefore as a move to encourage any shipyard to increase its capability, and as a cost saver for the shipping industry I have written to the ANL and BHP, as the shipping companies involved, suggesting that they co-operate in choosing a standard design for large Australian built bulk carriers. The design would be for carriers in excess of 100,000 dwt, suitable for coastal operations and able to cater not only for the iron ore trade but for other trades as well."

Sadly this did not eventuate and **Clutha Capricorn** remains the largest vessel built in Australia. Mr. Jones however did put in place before the November 1975 change of government, the acquisition of four large bulk carriers from overseas yards for ANL. They were, **Australian Pioneer** (126,592 dwt/tonnes/76), **Australian Prospector** (139,352 dwt/76), **Australian Purpose** (122,600 dwt/77) and **Australian Progress** (139,505 dwt/77) all of which were intended specifically for operation in the overseas export bulk trades.

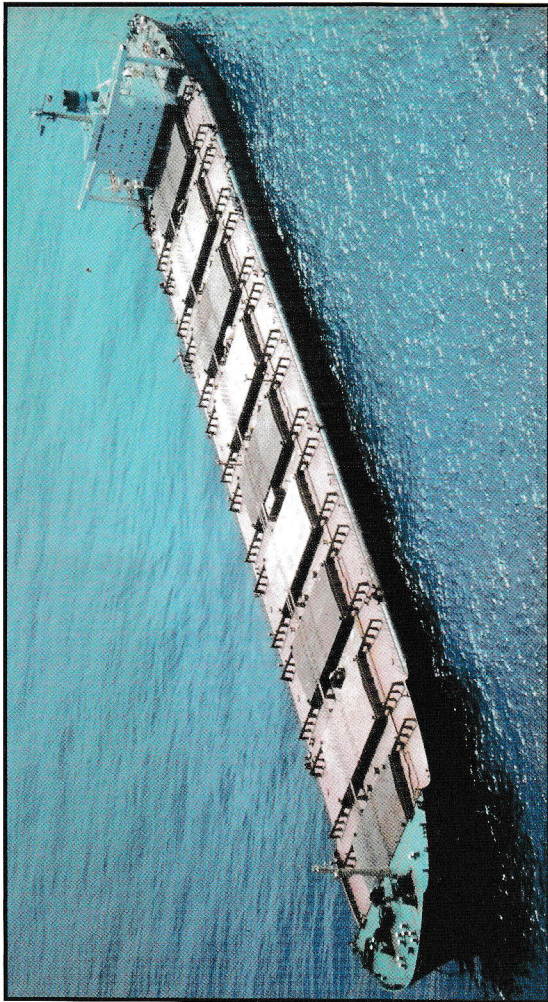
The first of the two ships under review was delivered by the shipbuilders to the Ropner Shipping Co. Ltd of Darlington as **Iron Somersby**, following successful sea trials on 7 December 1971. Laid down as **Somersby** she was launched resplendent in Ropners funnel colours and Brunswick green hull as **Iron Somersby** on 8 October 1971. Immediately following delivery she was taken on bareboat charter by BHP with the registration port Newcastle, UK, and then sailed immediately in ballast direct from Belfast to Port Hedland via the Cape of Good Hope.

Iron Somersby was a single-screw, dry-bulk carrier with a special notation from Class, Det Norske Veritas (DNV) strengthened for carrying heavy cargoes in Nos 1, 3, 5, 7 & 9 holds when Nos 2, 4, 6 & 8 are empty and approved for carrying grain without shifting boards. Fitted with 11 transverse bulkheads, a single deck with forecabin, machinery and accommodation aft, fitted with a single combined radar mast aft and a pole mast for'd. Particulars were: Length overall 855'-0" (260.60m), LBP 820'-0" (249.94m), moulded breadth 133'6" (40.69m), draught extreme 48'6.25" (14.82m), a trial speed of 15.5 knots. Tonnages were metric loaded deadweight 108,200, displacement 126,953, gross 57,250 on a loaded draught of 14.791m.

The main engine was a two stroke-cycle, single acting crosshead type H.&W.-Burmester & Wain diesel engine, type 9K84EF, nine cylinders, 840mm bore, 1800mm stroke, 21,000BHP (metric), 23,200 IHP (metric) 17,300kw at 114rpm coupled to one solid right handed "Nikalium" alloy 6 bladed propeller. Maximum bunker capacity was 5,150 tonnes fuel oil, 118 tonnes lube oil and 320 tonnes of distillate. Fresh water capacity was 461 tonnes while normal salt-water ballast capacity was 53,434 tonnes. Ballast pumps consisted of two Drysdale Vertical Ballast pumps one with a discharge capacity of 1778 tonnes per hour, the other at 1483 tph. Auxiliary engines consisted of 3x 8 cylinder English Electric units, driving Harland & Wolff alternators each of 440 volts, 60 cycles, 3 phase A.C., producing 600kws. An auxiliary boiler was supplied by Cochrane. Two Clarke Chapman electric combined winch and windlass units were supplied together with six Clarke Chapman 20 ton self-tensioning mooring winches. A 4-ton fixed jib stores crane, together with a 1.5 ton fixed jib back up were fitted aft. The navigational fit was first class with two Marconi Raymarc radars, Decca Navigator, Marconi Lodestar RDF, Sal Log, Arma Brown Gyro Compass and Auto Pilot, Marconi Marine Radio, (Call sign GOMT an omen for her first years operation?) Gotaverken Lodicator and Loran. Two glass fibre lifeboats fitted on gravity davits, one with a diesel engine with capacity for 50 and an oar operated for 53 persons. A Pyrene foam fire fighting system was fitted in the accommodation and engine room whilst a Walter Kiddle CO2 system was also fitted in the engine room. The cargo hatches were fitted with hydraulically operated McGregor side rolling hatches. With excellent single-berth accommodation she was certainly a splendid addition to the Australian fleet. The complement of 38 was initially made up of Master, three Deck Officers, Radio Officer, Deck Apprentice, seven Engineer Officers, Electrical Officer, Shipwright Officer, Bosun, Bosun's

Mate, seven Able Seamen, Ordinary Seaman, three Crew Attendants, Donkeyman, two Greasers, five Stewards and two Cooks.

The delivery voyage proved to be a trouble free one, subject to the usual running-in procedures associated with a new building. Passage time was 31 days at an average speed of 15.73 knots. Delivery Master was BHP's Commodore Captain Anders Ekblom with Chief Engineer David Campbell who had been closely associated with the Naess Class motorships and hailed originally from Belfast. The crew for delivery had been flown over from Australia and comprised a complement of 37 persons. Manning discussions had taken place prior to departure as to numbers in view of the size of the ship relative to ships working on the coast such as **Iron Whyalla** at 11,000dwt with a complement of 48. This aspect would prove to be a source of dispute on arrival at Port Kembla at the completion of her first loaded voyage. Industrial disputation dogged the ship for its first year of operation and it commenced with seven days at anchor on arrival at Port Hedland on 7 January 1972 due to a local shore-side industrial dispute. Light loaded with 69,874 tons of iron stone due to draft restrictions in place at Port Kembla, she departed Port Hedland on 15 January arriving off Port Kembla on the 24th.



(I. Steverson collection)

Due to her size and the constraints of the turning area into the Inner Harbour it had been agreed that four tugs would be used during the berthing procedure. Three tugs were permanently stationed at the port so with each berthing an additional tug was required to steam from Sydney. This was to prove an expensive headache over the years. After berthing and on completion of discharge, a crewing dispute erupted with the Seamens Union on the basis that additional crew were required due to the work factor and the crew ratio per tonnage size, this of course being the first 100,000 ton ship seen on the Australian East Coast. In fact the local *Illawarra Mercury* had the headline "Largest since the wartime Queen Elizabeth". Fortunately the ship was able to be shifted to the new product berth to lay up rather than stop production at the ore discharge berth with the resultant close down of production at the Kembla AIS works. The result was that she lay alongside for about three months with virtually no apparent headway being made in the dispute. Finally a charter was arranged for two cargoes of iron ore from Dampier to Japan for Japanese shippers who were short of tonnage due to an industrial dispute with Japanese seafarers! After an industrial agreement on a one-off basis, she sailed for Dampier and all involved took a deep breath and waved her a fond farewell. The two voyages were completed successfully with maximum

loadings and then "the Jolly Green Giant" as she was referred to due to her hull colour, hove to over the horizon to proceed to anchor outside port limits to await entry for discharge once again at Port Kembla.

This followed a less than "Jolly" wait of 38 days off the port due to a succession of disputes primarily involving the availability of tugs and crews for berthing. The delay, as she was outside port limits at an anchorage in a dangerous holding ground, manned mainly by local seafarers who had been away for four months, many within sight of their homes, proved to be an interesting exercise. The only crew members allowed ashore were those with an urgent and serious medical problem. Communication ship to shore was by VHF on an open line and these daily calls proved to be a source of constant interest to all those busy 'listening in'. Fresh water was rationed early in the stay and finally the ship started running out of fresh water and with the local tugs not being in a position to supply same, decision time was fast approaching. Due to the ship's deep draft some thought was given to steaming to Hobart to anchor in the Derwent River which had sufficient draft but this was decided against. The writer being the Acting Port Superintendent at the time, was advised to deal with the problem, so with everyone busy listening in with one day's water left, I advised the Master to up anchor and proceed to Sydney and anchor in the harbour entrance between North and South Head. We felt this would obviously get some attention other than just that in the local Illawarra area and the writer most likely other employment. Next morning the extra tug turned up for the umpteenth time, bans were lifted and she duly berthed on the tide. Needless to say there were some pretty disgruntled, and in some cases irate seafarers, their wives, girlfriends and families. The poker game was over. So for her first year of operation she spent about five months doing nothing which was a sad reflection of industrial relations and principles existing at the time. On the positive side of things she then ran reasonably free of industrial disputation for the rest of her charter.

A number of firsts were associated with this ship, one of which was BHP's introduction to Det Norske Veritas (DNV) and the practical approach to matters of Class which resulted in a subsequent good relationship especially with future new buildings. Initially BHP retained the Ropner Brunswick green hull colours but in 1977 it was decided from an economic view point that she revert to the standard BHP colours. In this regard many of us directly involved, certainly at her terminal port, Port Kembla, were saddened. Over the initial years members of the Ropner Family, occasionally with their wives, would venture out to Australia to check out their varied business interests and pay a visit to the "Jolly Green Giant". Interestingly they would make their way down to Wollongong by train and visit their ship all with a minimum of fuss and bother. Most of her early service was between Port Hedland and Port Kembla and on occasions she experienced the odd problem.

One berthing was especially interesting as on entering the Outer Harbour the vessel failed to make the 90 degree turn immediately inside the northern breakwater and she proceeded to head across the harbour towards No.6 Jetty. Lying at that jetty on the north side were two ships, the outer one of which was **Star Castor** (27,035dwt/75) a geared bulk carrier. As we watched the proceedings out the office window we saw a crew member on that ship grab a small pudding fender and run to the general area at the stern where **Iron Somersby** was shaping up to hit. For a short time he held it in place and with the bow of the large vessel looming ever closer discretion became the better part of valour and he dropped the fender in the harbour and took off down the fore deck like an Olympic sprinter! By this time the Master had taken over from the Pilot and he fortunately managed to just clear the jetty end and stop her before any major damage was done. The frames in the narrow No.1 hold where it narrowed/fined away to the bow together with the accompanying hatch lid and coamings were subjected to damage from the ore discharge grabs on many occasions. To add insult to injury on one occasion a heavy grab managed to badly damage the substantial forward mast. The ship, unlike many present day bulk carriers, was fitted with a raised f'castle, the forward end of which was a large circular steel plate that was removable for the placement of the Suez Canal searchlight. On one voyage in a heavy seaway the steel plate was dislodged and the f'castle an absolute shambles with the whole area getting a substantial coating of various coloured paints. However the advantage of the f'castle, which is again currently being recommended for new buildings, is that it protected the forward hatches directly from heavy seas such as brought about the loss of Bibby's **OBO Derbyshire** (169,080dwt/76) near Japan which resulted from the destruction of the No.1 hatch lids. Incidentally this ship was carrying a cargo of iron ore pellets from Canada to Japan on BHP's account.

Mainly employed on the Port Kembla to Port Hedland trade she eventually reverted to ballasting in the winter months north about via the Great Barrier Reef despite the extra distance in order to avoid damage west bound in the Great Australian Bight. The advantage of proceeding this way was that, despite the extra distance, the passage time was similar to south about. This followed serious structural damage sustained by various ships including **Iron Shortland** (107,140dwt/79) and **Alnwick Castle** voyaging west bound. With a downturn in trade she was laid up at Geelong for periods during 1982-83 before entering the triangular trade which had been negotiated with Japanese steel mills. This trading pattern was coal from NSW and Queensland ports to Japan, ballast to Port Hedland then iron ore to Port Kembla. Two one-off voyages were made, one of which was coal for the Hong Kong power station and an interesting one with iron ore for Labuan, Brunei. Her coal cargoes for Japan were loaded mainly from Newcastle and invariably difficult combinations of coal blends were shipped on Australian flagged ships because of their officers ability to be flexible, for example a six or seven parcel cargo in a nine-hold ship. In contrast to her first year, the industrial situation had matured and the Australian flag ships involved in the Japan coal trade operated industrial stoppage free by agreement between all parties involved. The writer can only remember one 12-hour industrial hold up which involved **Iron Sirius** at Newcastle and was quickly rectified by the local SUA port representative. Incidentally the Japan Shippers had been in contact with Australia within the hour and all this at 0600! She missed the tide and sailed on the afternoon tide with a few red faces and much embarrassment. Towards the end of her BHP service she loaded a couple of cargoes of iron ore pellets from the exposed northern Tasmanian port of Port Latta, which certainly pushed the limit of this open roadstead jetty. Due to inclement weather she had to proceed on one occasion to sea with around 70,000 tonnes of her 90,000 tonne cargo loaded. It was decided to reberth her to take the remainder and this very awkward exercise in ship handling was undertaken with the assistance of two small tugs.

Finally after 136 voyages under BHP management in which she lifted 13,788,000 tonnes of coal and iron ore, her charter of 15 years to Norwegian Bulk Carriers, and sub charter to BHP, was completed and she was handed back to Norwegian Bulk Carriers (NBC) at Sasebo, Japan on 14 December 1986. Instead of exercising their option to purchase the ship, NBC proposed that the option be transferred to a new time charter with the ship being put under the Bahaman flag, registered in Nassau, placed under Ropner Management and manned by a Yugoslav crew of 24. She reverted to her Ropner name of **Somersby** retaining her black hull but altering her funnel to Ropner colours. NBC fixed the ship for a cargo of coal from Hay Point to Milaki, Greece and then 74 days into the new charter, decided to exercise their option to buy the ship which they then sold to a Taiwanese owner Karson Navigation Corporation using Oak Steamship Co. Ltd. of Hong Kong as Managers. **Somersby** was delivered at Milaki on 26 February 1987 and renamed **Chia Yun** by the single ship company, Keele Shipping Co.Ltd.

She became a familiar visitor to Australia loading at east coast coal ports for Taiwan. Finally in 1993 after 22 years of hard work she was sold to Liberian owners, Tammy Investments, renamed **Chi Kuni** and broken up at Natong, China later that year. A ship that was the first 100,000 tonner on the coast, she will be well remembered by many who came into contact with her. She was a credit to her builders, Harland and Wolff, now sadly a memory in the ship building industry.

Her older sister **Rudby** was not so lucky. Launched 11 December 1970 and handed over 1 March 1971, she spent most of her life under the British flag working for the British Iron and Steel Corporation (BISCO) sourcing coal and iron ore cargoes from around the world including the Pilbara ports. In April 1979, NBC exercised their option to buy **Rudby** for £2 million (built for £4 million) which was in line with the written down value in the accounts. It was rumoured at the time that the charterers intended to immediately place the ship on the sale market at the current market value of around £10 million. Consequently in 1980 she was sold to Golden Ocean Management Ltd with offices in London, Taipei and Tokyo. Owners of this one-ship company were Rada Maritime Corporation who renamed her **Orient Pioneer**. Her demise was a bit more spectacular than her sister as on the 8 January 1990, whilst on a voyage with iron ore from Tubarao, Brazil, from where she had departed 10 December, to Kaohsiung, she was abandoned after taking in water in heavy weather. She finally sank on 21 January 1990 in a position 16.04S, 69.20E (about 700 miles north east of Mauritius). She had apparently been taking water for some time prior to abandonment. Perhaps the discharge grabs over the years had not been too kind to the frames in No 1 hold. The Master of **Golar Coleen** took the crew off and decided that salvage was

not feasible as a sinking fully laden bulk carrier would have been a monumental task to tow. Salvage tugs had proceeded from Singapore on a fruitless voyage.

Mount Newman was another ship with an interesting background. Ordered by Furness Withy, the original intention was to charter her to the Seabridge Consortium of British bulk carrier owners. Seabridge had been set up in 1968 to bring together the fleets of member companies and employ them with the economies of scale, in undertaking major contracts for the carriage of bulk cargoes. The consortium consisted of Bibby Line, Britain Steamship Company Ltd (formerly Watts Watts bought out by Bibby in 1968), H. Clarkson and Company Ltd., Silver Line Ltd., Bowring Steamship Company Ltd. and Hunting and Son Ltd. As **Winsford Bridge** she was under construction when Furness Withy decided to withdraw from the consortium due to a claim of poor management. She was built for Pacific Maritime Services which was a subsidiary of the Pacific Steam Navigation Company of Liverpool (PSNC). Renamed on the stocks she was launched as **Mount Newman** in ANL colours on 1 October 1973 as yard number 1691, however under Lloyds class. Taken on a seven-year, bareboat charter by the Australian National Line on delivery 16 November 1973, she remained registered also in Newcastle UK. Her delivery voyage under Captain Peter Grimmanes was ballast to Tubarao to load iron ore for Mizushima, Japan then ballast to Port Hedland to load iron ore for Port Kembla. Very similar in basic design to **Iron Somersby** though with a different storing arrangement forward of the wider accommodation block she was, in the writer's opinion, a better looking ship than her sister. Her entrance into Port Kembla was equally impressive as her predecessor and she acquired the crown as Australia's largest ship. Dimensions were LOA 856ft (261.53m) Beam 133ft (40.77m) and draft of 16.20m. Tonnages were 119,500 dwt/tonnes, 65121gt and 44,563nt. Her main engine was similar to **Iron Somersby** with a Harland and Wolff built Burmeister and Wain 9K84EF 9 cylinder, 2 stroke single acting diesel, 17307kw, 23,200bhp. Both she and her sister were fitted for unmanned engine room operation. No doubt in many respects her auxiliary fit out was similar to her older sister. After a trouble free delivery voyage she settled down into a steady shuttle service bringing iron ore from Port Hedland to Port Kembla which became her main stores and crew home port.

Finally returned to her owners in September 1981, she was operated in the Atlantic Ocean ore trades until sold, and handed over to new owners at Hamburg on 8 June 1982. Her new owners were the Nan Fung Development Co. Ltd. of Hong Kong who renamed her **South Victor**. In 1987 she was sold to Queens Gate Shipping Corporation (Uglands), Philippines, and renamed **Colita** and is noted on passage from Mobile to Richards Bay, South Africa in November 1987. In 1990 she was sold to Pan Ocean Shipping Co.Ltd., Seoul, South Korea and renamed **Pan Cedar**. Quickly disposed of she was sold to the Orwell Shipping Company of Piraeus, trading as the Iapetos Marine Company of Cyprus and renamed **Iapetos** and placed under the Cypriot flag. She is noted as undergoing repairs at Antwerp in February 1992 having suffered damage when locking in at Zeebrugge, Belgium. Finally she was sold to Indian ship breakers and arrived at Alang 12 November 1996.

Both ships had been worked hard and finally went to the breakers after 22 and 23 years, which seemed about the norm for vessels of that era. A number of sister ships followed from Harland and Wolff for Ropners and on charter to BISCO, and these were sighted occasionally at both Pilbara and East Coast coal ports invariably loading for discharge in European ports.

Sadly Harland and Wolff were unable to stem the progress, firstly of Japanese ship builders and then the Korean yards. They in turn are starting to feel the ever increasing competition from the Chinese shipbuilders. Even sadder is that the Australian flag bulk trade fleet, be it bare boat charter or owned, is now almost non-existent.

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WANGANELLA

In July 1959, I left Huddart Parker's **Tatana** and was sent to Sydney to join the MV **Wanganella** as chief officer. **Wanganella** was a passenger ship plying a regular route between Sydney and New Zealand. from Capt. R. Fisher

The ship was built for the Elder Dempster Line by Harland & Wolff in Belfast and was originally named **Achimota**. Her gross tonnage was 9,876, length overall 479 feet (146 metres), and beam 64 feet (20 metres). She was a twin-screw vessel with Burmeister & Wain oil engines giving a service speed of 15 knots. She never sailed for Elder Dempster as she was laid up immediately after her completion. Huddart Parker bought the ship in September 1932 and put her on the trans-Tasman run.

After war broke out in 1939, **Wanganella** was converted to a hospital ship in 1941. In April 1944 she was lying in Bombay when **Fort Stikine**, loaded with explosives, caught fire and blew up causing an enormous amount of damage to both the harbour and the town. Fortunately **Wanganella**, being a fully equipped hospital ship, was able to assist with the rescue of many casualties. During the five years she served as a hospital ship, **Wanganella** steamed more than 250,000 miles.

After the war **Wanganella** underwent a major refit and then resumed her trans-Tasman voyages. Unfortunately on her first trip back on this service she ran aground at the entrance to Wellington Harbour. She remained firmly fixed on Barrett's Reef for 22 days. Fortunately the weather remained calm and she was eventually refloated and towed into Wellington. It was nearly 10 months before all repairs were completed and she was back in service. She then continued to cross the Tasman until she was sold in 1962.

When I joined her it was obvious she was reaching the end of her working life. For instance the bath in the passengers' bathroom had a tap that said "Hot Sea Water". Every so often someone would complain that these taps didn't work. I would duly tell the chippy, known to all as Foggy Bob because of his very thick spectacles. He would proceed to fill the bath with hot water and then add a good handful of salt from the galley. "There you are Madam!"

The ship had been on a regular run out of Sydney for so long that she was a much sought after ship for Sydney home porters. The key hands - including the Carpenter, Bosun, Storekeeper, and the Main Deck Hand, had all been aboard for many years and had their jobs down to a fine art. The Captain was an old Huddart Parker man, Bill Uttley. Bill had been a respected tug master in Melbourne before going back to deep-sea ships. He was a quietly spoken gentleman who only became upset when something disrupted the normal even flow of life on **Wanganella**. Bill was an excellent ship handler probably attributable in part to his earlier experience on tugs. He consistently managed to berth the ship safely in Wellington's howling gales.

As **Wanganella** was always at sea at the weekend, Sunday at sea was duly observed by a morning church service. We carried two lady musicians - a pianist and violinist - to provide good accompaniment for the hymns. Church service was an impressive occasion, with the rather grand old-fashioned lounge brightened by the red Australian Merchant Service flag and the officers resplendent in their uniforms. Captain Bill Uttley loved it all. The ladies thought he was marvellous with his silver hair and solemn soft voice reading from the Bible. Far different was the next Captain, Richard Clay. He did not like the church service and so he made sure it was over as soon as possible and with as little ceremony as possible. He even had the Second Mate mark all the hymns that only had two verses!

The other person of importance on the ship was the Bosun, Don Raffi. He was a big man, quietly spoken, always neatly dressed, deferential but not obsequious. One of his duties was to manage the on-board luggage locker so that passengers could get to their suitcases for things they might require during the voyage. One particular morning the Bosun said "You look a bit down in the dumps this morning Sir" I told him that one of the passengers at my table was annoying me - everything was better in New

Zealand and the tobacco was cheaper on our rival ship **Monowai** - on and on went his litany of woes. "And what would be his name, Sir?" the Bosun asked. We arrived in Sydney at 8am as usual. During the afternoon while leaning on the rail talking to the Bosun I recognized my complaining passenger, looking harried and walking around the wharf shed. I remarked on this to the Bosun who said "He seems to be looking for his luggage Sir!"



K. Urry 4/O, G. Sample 3/O,
R. Kommol 2/O, W. Uttley Cpt. R. Fisher C/O

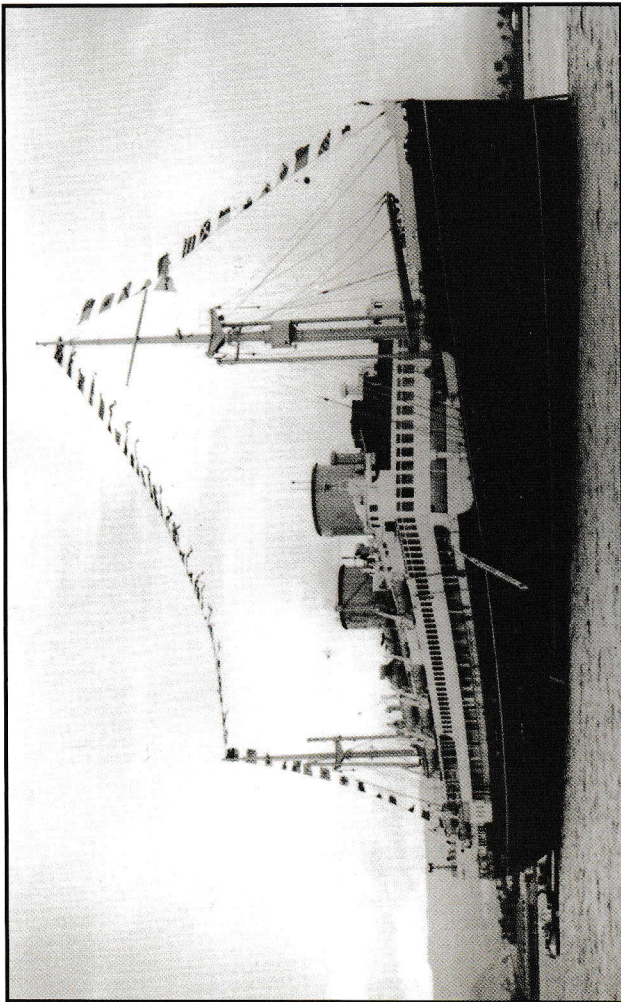
Another of the Bosun's jobs was to supervise the on-deck cinema show. He always roped off ten chairs for the Captain and his guests. One lady objected to this and went to sit in the reserved section but her way was blocked by the Bosun. "Get out of the way you big fat thing" she said. The Bosun quickly replied "Nature hasn't exactly been kind to you either Madam!"

The electricians, who were always full of mischief, had devised an opening credit for the film show which read - "WANGANELLA FILMS - FREQUENT INTERVALS AND SILENT SOUND."

There were three deck officers aboard **Wanganella**. In addition to my regular watchkeeping duties while at sea, I was also expected to write up the deck crews' overtime sheets every fortnight. As there were approximately thirty in the crew, this was a time consuming and tedious chore. In addition, the officers were each allocated a table to host in the passengers' saloon and we were also expected to help with the passengers' entertainment such as houseie houseie and some more competitive games.

As a welcome change to the Tasman crossing, **Wanganella** undertook a cruise to the South Pacific. This included Fiji, Tonga, Samoa and other interesting ports of call. The Company put on an extra deck officer so that I could spend more time 'entertaining the passengers'. I must admit that most times the entertainment was mutual.

I was always surprised how competition affected quite apparently even-tempered people. One of the deck games that proved to be very popular was competitive horse races. Little wooden horses on wheels were attached to a length of twine which was in turn tied to a reel. Ladies were selected as 'jockeys' and the first to wind the horse across the line was the winner. These ladies became different people altogether, even before the race started, nudging each other and exchanging grim looks. I was the starter and the judge and if anything contentious happened you know who was to blame.



Wanganella on Pacific Islands cruise in 1959.

(R.Fisher collection)

The cruise was a great success. All hands seemed to be in holiday mood and went out of their way to keep the passengers happy. As I was the only non - Sydney man amongst the deck officers I remained on board while the ship was in Sydney.

Under the rules laid down at that time, the shipkeeper was entitled to three full meals a day, including an evening meal. This meant sitting alone to dine in style in the saloon, which normally accommodated 200 passengers. I was attended by a Steward, who was always anxious to be off ashore. I had a quiet word with the Second Steward and we arranged for a tray of sandwiches to be put in my room during the afternoon instead of an evening meal. The tray duly arrived next day - crayfish, ham and chicken etc. all beautifully arranged plus two large bottles of beer in an ice bucket. This continued all the time I remained on **Wanganella**. Another small victory for common sense.

So the old **Wanganella** continued to push herself across the Tasman between Sydney, Auckland and Wellington. Unfortunately passenger numbers were steadily declining as air travel became more usual.

Shortly after I left her, McIlwraith McEachern took over Huddart Parkers' fleet. **Wanganella** was sold to Hang Fung Shipping in May 1962. In July 1963 she was resold to Utah Construction and taken to Doubtful Sound in New Zealand to be used as a base for workers on a hydro-electric project.

She was eventually broken up in 1970.

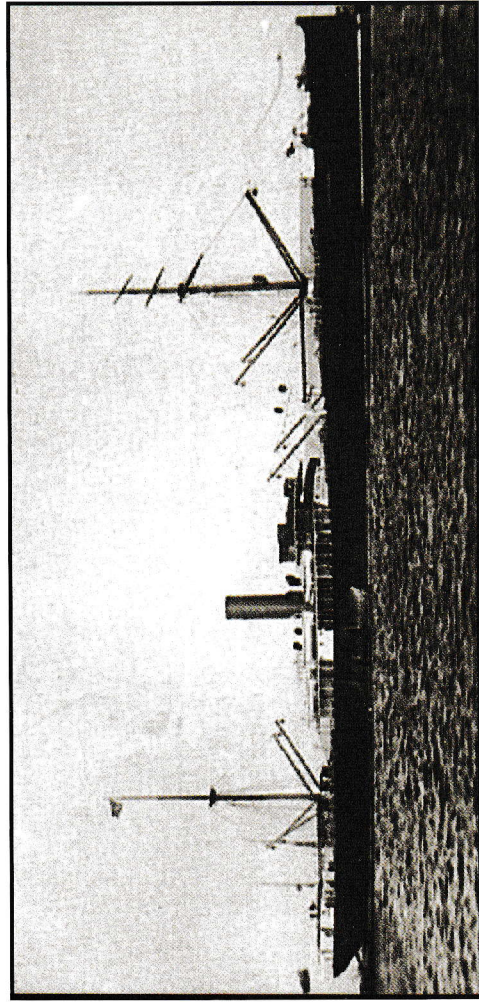
THE WRECK OF FIFESHIRE

from J. Stewart

There is an old saying that "the sea hath its perils" and I believe it is exemplified in the loss of this ship. As the scion of a Shetland seafaring family with a maritime history going back several hundred years, I heard the story from my father, as he and his brother Bill were seamen serving in her at the time. Some of the detail in the following account came from the writings of a Mr A Williamson, who was resident in Shetland at the time and which I quote:

"Clydebank Engineering and Shipbuilding Company built the SS **Fifeshire**, owned by the Scottish Shire Line, in 1898. She was a single-screw passenger-cargo liner of 5672 tons, powered by a triple expansion engine and capable of eleven knots. In June 1911, after a voyage from Britain and calling at Melbourne and Adelaide, she sailed for the return voyage to the U. K. On board were one hundred and five persons, forty of whom were passengers. On 9 August, at 10.30 pm, she grounded twenty miles south of Cape Guardafui, Gulf of Aden, near the southern end of the Red Sea. The weather was fine but with a thick fog at the time, and no loss of life was sustained. As the vessel did not carry a radio, the next day the captain sent away a boat to seek assistance. It was under the command of the First Officer Mr. Woods. Among the crew of this boat were two brothers from Yell, William and Harry Stewart (my father) from North-A-Voe, Shetland. Unfortunately they ran into a severe gale that swept them some two hundred and fifty miles from the scene of the wreck. The craft was found some six days later and its crew, by now all in a state of extreme exhaustion, was picked up by the British ship **Ardaandearg** (1895, 3,218) and landed in Perim.

The same gale rendered the position of the **Fifeshire** perilous as she was working on the rocks that held her and the seas were breaching right over her. The captain decided to abandon her as a total constructive loss and the four lifeboats got away safely with all the remaining people in them. During the first day the boats managed to keep together, but the next morning found the captain's boat alone. The second day, the French liner **Adour** (1889, 3,776) picked up three of the boats, but despite a prolonged search by the Indian Government ship **Dalhousie** (1886) and the Italian warship **Vulturno**, the Second Officer's boat was never found. Twenty four people were lost, including ten passengers and their fate was never discovered".



SS Fifeshire

(J. Stewart collection)

If I may resume the story now—in Yell, Shetland, the Stewart family received the news that their two boys were missing, presumed lost. Mrs Joan Nicholson, a sister of the boys and my aunt, told me many years later that she remembered how they mourned for the young men and how one day, they received some wonderful news. A little old lady arrived all the way from Mid Yell with a telegram sent by a neighbour and relative of the family, Jamie Stewart, later Captain James Stewart. It informed them all that the brothers were safe and Joan remembered the joy this news brought and the jubilation that reigned throughout all of North-A-Voe.

I recall my father telling me as a child that magnetic rocks ashore may have affected the ship's compass and caused her to go off course, but I am unsure of the veracity of this. He also told me that there were genuine fears. I believe probably unfounded, that the tribes on shore might try to board the ship and loot it, possibly killing the crew and passengers. Their solution was to rig hoses to the boilers and if necessary use scalding steam to repel them, this apparently was not necessary. He also told me that the first officer, Mr Woods, who commanded the boat during their ordeal, had the reputation of being something of a drunkard, but turned out to be a good fellow when he had no access to alcohol. On the last morning adrift, 16 August, he told them that he had a dream the night before and that this was the day that they would be rescued, a statement they viewed with some scepticism.

He said he had seen their rescuing vessel quite clearly in the dream and that she had a black hull, white upper works, and a grey funnel. She belonged to Strick and Company, Glasgow and although he could not recall her name, it started with an A. About noon, under a blazing sun and with all suffering badly from exposure, hunger and thirst, only one man was conscious (my Uncle Bill), and he saw the ship arrive alongside. A rope was thrown and he passed it underneath a thwart, held onto it and promptly fainted. The rope had to be cut away from either side of his hands and it graced the mantelpiece of the Stewart's Shetland home for many years. After they were taken aboard, they found the ship had a black hull, white upper works and a grey funnel and that she was operated by Strick and Company, Glasgow, unbelievably her name was **Ardandearg**. She took them to Perim and they were later repatriated to the U K. When the Chief Officer had his dream, that ship was probably many miles away and it was just one of those unexplained mysteries of the sea, which none of them ever understood or forgot.

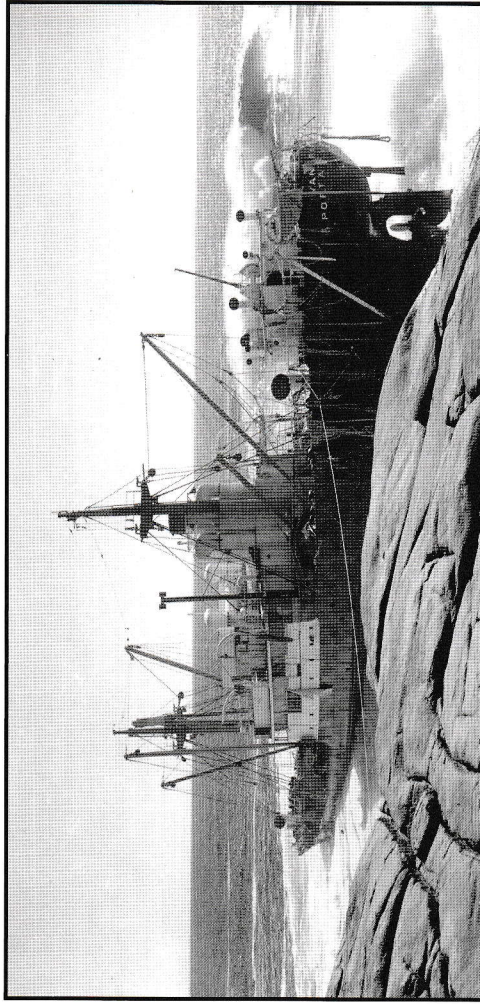
My father returned to his home and spent some time recuperating, he had lost almost all of his personal possessions and in those hard days he was probably recompensed for very little of it. However he later managed to see some humour in the situation and wrote a poem about his ordeal. It is too long to include here and includes a few expressions that might be racially unacceptable today, but it makes good reading. My father had met my mother in Dublin, Ireland, in 1911 when she was boarding **Fifeshire** with her mother and family in order to migrate to Australia. She later recalled that as she was stepping aboard from the gangway, she heard someone say "Watch the step Miss", looked up and saw a handsome young sailor, her future husband and our father to be. A romance began almost immediately and by the time the ship reached Australia they were unofficially engaged.

After returning to sea, Dad naturally came back to Australia at the earliest opportunity, taking a one-way trip on a new ship that had been built in 1912 in Grangemouth, Scotland for the North Coast Steamship Company, **Pulganbar** (1912,160). He became a seaman on the Australian Coast, naturally starting a courtship of his beloved, culminating in their marriage in Brisbane in 1914. He then left the sea, they moved to Sydney some five years later with their first two children and he became a police officer, eventually rising to commissioned rank. My father related the story of his shipwreck to a reporter in 1923 when he was serving as a Police Constable at Neutral Bay and it was featured in a suburban newspaper, *The Mosman Daily*, I still have a copy.

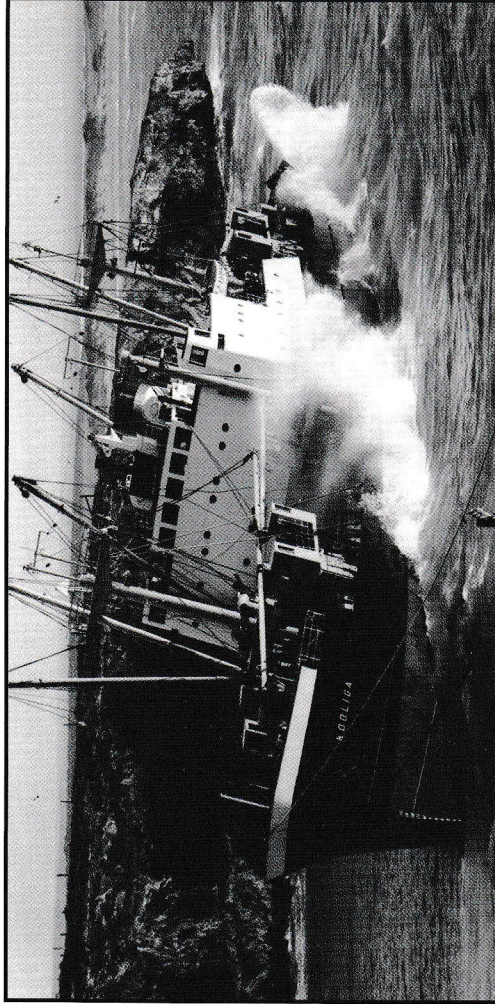
Note: Part 3 of *The Australian Steamer Services of Money Wigram & Sons* will be included in the next issue.

SOUTH AUSTRALIAN GROUNDINGS

from J. Y. Freeman with illustrations from the J. Y. Freeman collection



Coast Steamships' **MV Yandra** (918/28) ran aground on passage from SA west coast ports to Port Adelaide, in heavy fog on South Neptune Island on 24 January 1959 and became a total loss. The crew were rescued by breeches buoy and taken to Port Adelaide by the tug **Tusker** (393/58).



As mentioned in *Forty Years Ago*, *The Log*, Nov. 2005, Associated Steamship Pty Ltd's motor vessel **Kooliga** went aground while attempting to berth stern in at the Stenhouse Bay, South Australia, loading jetty on 9 April 1965. Despite early assistance from Coast Steamship's **Yalata** (385/65) she could not be refloated. Eventually with the aid of **Tusker** she was refloated without serious damage after being aground for 14 hours.

HDML HMNZS PAEA.

from Capt. M. Carolin.

Whilst in Picton, New Zealand, in May 2005, I happened upon a vessel I had not seen in many years: an ex-RNZN Harbour Defence Motor Launch (HDML). This particular one was **Paea**, although originally she was one of sixteen sister vessels. These distinctive little vessels were frequent sights round the New Zealand coast for over forty years, from mid WW1 to mid 1980's. For the first part of her life she did not even have a name, just a number **Q1184**. This was later changed to **P3552**, and eventually she acquired the official name **Paea** pronounced pie-e-a). To my reckoning, she is probably the second longest serving unit of the RNZN, at 42 years service (after HDML **Kuparu** -44 yrs.). It is an interesting story.

To quote from R. J. McDougall's excellent book *New Zealand Naval Vessels*, these vessels were designed by the Admiralty in 1939 for harbour patrol and AS (anti-submarine) duties, and the HDML's were to be wooden hulled, of simple round bilge, double-skin construction for building in commercial non-naval boatyards.

The first of some 500 were ordered Jan. 1940. Many countries built them between 1940 and 1945, and they were regarded as very robust and seaworthy craft, with good ship-keeping qualities. Ten were allocated to NZ from the UK, with 24 to be built in the USA. (this programme also worked in conjunction with the 'Fairmile' construction programme: which were larger (73 t std. 112'L), patrol craft. Over 600 Fairmiles were built in many Allied countries, including 15 for the RNZN built in Auckland. Australia built 35 Fairmiles and had 28 HDML's similar to **Paea**, of which nine were built in Australia, three in the UK, and 16 in the USA. Australia and New Zealand sold most of their Fairmiles after the War to private enterprise. I understand there are books on both the Australian and New Zealand Fairmile's history).

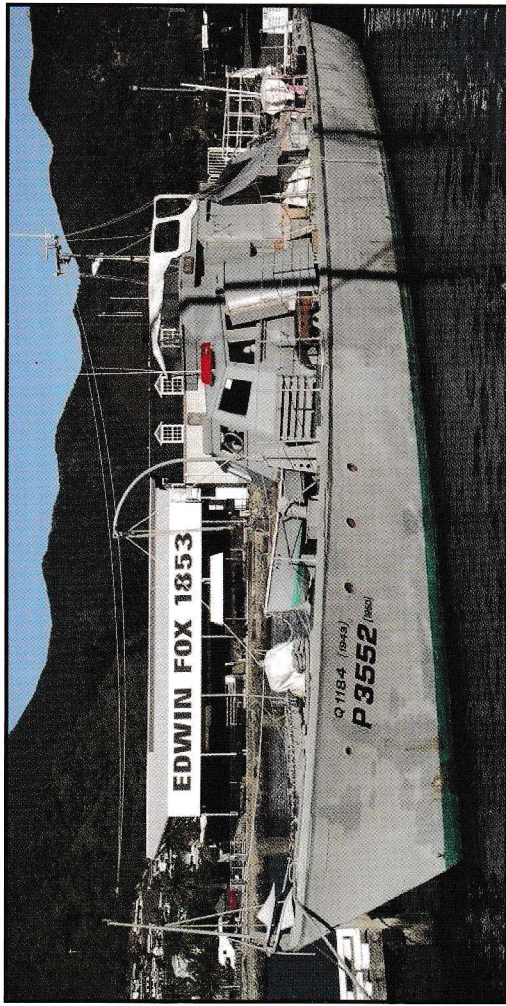
The first UK/NZ HDML, **Q1090**, was shipped as deck cargo on the cargo vessel **Port Hunter** (8,826/22) departing Liverpool 1 July 1942. However, on 11 July that vessel was torpedoed near the Azores and was a total loss. The plan to construct New Zealand HDML's in the UK was abandoned, and 30 were allocated from East Coast & West Coast boatyards in the USA. (There were plans to build some in New Zealand, but these did not eventuate. Also some HDML orders were later cancelled). The 16 that were completed for New Zealand were built at five different yards: three on the West Coast and New Jersey and New York. All were built under a "lend-lease" programme; all had slight differences, and all were shipped as deck cargo at various times in 1943-44.

Q1184 (the vessel that eventually became **Paea**), was constructed at Madden & Lewis, Sausalito, Marin Peninsula, San Francisco, California. Ordered 21 February 1942; completed November 1942; shipped (along with New Zealand's first HDML, **Q1183**) on the Liberty Ship **Frank Joseph Irwin** from San Francisco to Wellington, arriving 18 January 1943. She was 47 ton standard displacement; 54 ton fully loaded; 22m x 21.3m x 4.8m x 1.6m (72' loa x 70' bp. x 15.8'm b x 5.3' d). Powered by 2 x 1100cc 6 cyl. Gray diesels, bhp 165 for 10-12 knots. Armament was 1 x 20mm Vickers machine gun for'd, and 2 x .05" machine guns on the bridge plus eight depth charges in racks aft. Normal complement was ten men.

She was commissioned into the RNZN on 9 March 1943 and after working up in the Marlborough Sounds, was despatched to Auckland to be part of the 124th ML Flotilla Auckland on 12 April 1943 for patrols up to Cape Brett and Great Barrier Island in the outer Hauraki Gulf. Other flotillas were formed in Wellington and as far south as Dunedin, in conjunction with Fairmiles and requisitioned vessels. It was planned to relocate some to Fiji but **Q1184** and **Q1348** were the only vessels that served there (**Q1184** from 2 November 1944 till 28 December 1944). She returned to fit out for the tropics (Manus Island in PNG), but this did not eventuate. She did not fire a shot in anger and was paid off in August 1945 only to be reactivated in November.

The HDML's were paid off, disarmed and laid up: most at Pine Island in the Upper Waitemata Harbour from July to November 1945. It was intended to sell nine of the vessels after the War, with six retained, and one for the NZ Army. At the same time **Q1184** was recommissioned to help with general duties

associated with HMNZS Philomel (the Auckland naval depot) which lasted until June 1947. Problems with the "lend-lease" payments/ownership delayed the sales until mid-1946. By then the Navy realised that the vessels were required for further duties. Four had been sold but two were re-acquired back, including the Army one: making a fleet of 13 that saw Naval service post-War. One was a CTL in 1958, and twelve were disposed of from 1973 onwards. **Paea** was the second last to be laid up pending disposal in April 1985 (the last was **Q1349/P3565/ Kuparu** in February 1989).



Paea at Picton in May 2005

(M.A. Carolin)

The HDML's were occupied with four main duties:- fisheries patrols, "Tamaki Trams"; RNZNVR Division training vessels, and Survey ML's. Fishery patrols (later classed the Fisheries Protection Squadron) commenced in 1946 and continued for the next 29 years, until relieved by the new 'Lake' class patrol vessels in June 1975. They ranged from North Cape to Fiordland /Stewart Island.

The "Tamaki Trams" were used to ferry personnel to and from Admiralty Steps (Auckland), the Devonport Naval Base, and Motuihi Island. A training establishment for seamen was established on part of Motuihi Island in the Hauraki Gulf about 10 miles from Auckland and named HMNZS Tamaki in January 1941. It was de-commissioned and relocated to Devonport in September 1963. The run was considered 'hard work' and made more so with the introduction of CMT (compulsory military training) in 1949.

In November 1946 the use of ML's for Voluntary Reserve training was approved but it was not until 1948 that the first one took up such duties. The four main VR training establishments each received a ML for training purposes: Auckland. (**Ngapona**), Wellington (**Olphert**), Christchurch (**Pegasus**) and Otago (**Toroa**). The RNZVR, set up in 1924, was a vital part of the RNZN, and many ships were part manned by reservists over the years. It played a big part in the training of men during the compulsory military training period 1949 - 1958. Reservists were known traditionally as "rockies", and many trained on the VRML's, as well as other RNZN ships. (New Zealand also had an extensive Sea Cadet Corp. after the War. Over 17 units, and also many schools had cadet units. Run by the Navy League, sponsored by the RNZN, financed by the Government and working closely with the RNZNVR, these units were a valuable requirement source for the RNZN, the Reserves, and the Merchant Navy).

HMNZS **Lachlan** (the ex RAN River class frigate) was designated as a survey ship in 1949 and it was decided to work one or several HDML's in conjunction with her, commencing in 1950 and lasting until

1979. A wide variety of other duties that befell the ML's at times, amongst them, guard boats for visiting Royalty/foreign warships, attending celebrations e.g. Waitangi Day; search and rescue, whale tagging and work with the wildlife and conservation departments. One also spent time in Fiji as a VRML.

The vessels were interchanged between establishments and duties as required, in between repairs, refits, maintenance, and lay-up periods. The ML's tended to take on the name of the establishment they were working with, e.g. **Q1184** was known as Philomet during the period November 1945 to June 1947. **Q1350**, assigned to the RNZNVR training establishment Toroa was unofficially known as Toroa whilst there. In 1948 the Admiralty reclassified the HDML's as 'Seaward Defence Motor Launches' SDML's; and in light of this the RNZN renumbered all the ML's with new numbers beginning with 'P'. Thus **Q1184** became officially **P3552** in 1950.

From 1955 onwards, the SDML's started acquiring their own names; starting with the Fishery Protection Squadron vessels, and progressing through the fleet until the last ones in 1968. Thus **Q1183** and **Q1184** (the first two HDML's) which had become **P3551** and **P3552** respectively and working on fishery protection, were assigned the names **Mako** and **Paea** in June and July 1955. The names were Maori names of fish. **Paea** means 'swordfish'. The ML's were painted a variety of colours over the years; starting with two shades of grey, leading to a black hull with a white boot-topping stripe and grey superstructure in the 1960's. Survey launches were painted white. They were modernised and re-engineered in the period 1958-1966. The most notable difference was a new lattice radar mast fitted abaft the bridge. Thus **Paea** received Foden 12 engines of 220 bhp in 1959.

Paea's operational life after the War was fairly typical of most of the ML's: Philomet work boat November 1945 until June 1947 (with occasional assisting fishery protection). Tamaki Tram from June 1947 until 1954. Fishery Protection Squadron from 22-September 1954 (after refit) until late 1974. (including periods laid up in the mid-1960's, while relieving as required). Survey ML from February 1975 until March 1977 (and again 3 April 1978). Ngapona's training ML late 1977 until laid up pending disposal in April 1985.

Mishaps: 22 August 1961 - struck rock Paterson Island near Stewart Island. Vessel undamaged.

14 May 1969 - holed by rock at Port Fitzroy, Great Barrier Island. Vessel repaired..

Late 1972:- swamped by a large wave off Portland Island. Vessel undamaged.

The use of these boats by the RNZN started to wind down from 1972 onwards and accelerated in the 1980's. Tamaki Trams finished in 1963. Fisheries work was wound up June 1975 with the new 'Lake' class patrol vessels commissioning. Surveying stopped in 1979, and the last use as a training vessel was in 1988. Some vessels were in worse shape than others and these went first especially if they failed survey, or were used for spare parts. Four new inshore patrol craft came on line from 1983 onwards and these replaced the four RNZNVR training vessels.

I know nothing of the period between the sale of **Paea** by the RNZN, and seeing her in Picton in 2005 and I did not get to speak with the owners. Perhaps a New Zealand reader can fill in the missing years. However, she did look to be in very good condition for a 62 year old vessel: a tribute to her original builders! Like the Liberty ships, it is remarkable how mass-produced vessels for a few years of war, lasted so long.

My own involvement with NZ's HDML's was the occasional trip out on Otago Harbour on the RNZNVR ML **Q1350 / P3564** / unofficially **Toroa**: later named **Koura** in 1967. This was whilst being a member of the Navy League Sea Cadet Corp. TS Waireka in Dunedin from 1956 till 1961 and on the Tamaki Tram during Sea Cadet training camps on HMNZS Tamaki in 1958-9. Similarly, our Editor, Russell Priest, would have been familiar with HDML's whilst a Sea Cadet with TS Steadfast in Christchurch and their RNZNVR ML **Pegasus**, and trips to Tamaki 1960-1-3. He also would have travelled in them as a seaman in the RNZN from 1964 to 1972. Another NAA member, Russell Railton, who was in the Dunedin Sea Cadets with me in the late 1950's, actually crewed HDML's as a seaman in the RNZN in the 1960's. My sister Robyn Carolin would have been very familiar with the vessels as a Leading Wren at HMNZS Philomet 1965 to 1968; and later as Petty Officer Wren Reservist at HMNZS Ngapona from April

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1980 until 1989 (the period when **Paea** was replaced as Ngapona's training vessel by HMNZS **Hinau** in 1985). Her husband, Leading Mechanical Engineer, Jack Payne, also remembers the vessels.

Note: a triple celebration/reunion took place in Auckland on the weekend of 8 October 2005, being the eightieth year of Ngapona as a RNZN Volunteer Reserve establishment; the twenty fifth year of Wrens being in the Reserves and the twentieth year of the commissioning of their training vessel HMNZS **Hinau**.)

USS KITTY HAWK VISITS HOBART

from W. Pless

The United States' aircraft carrier USS **Kitty Hawk** (CV-63) was in Sydney on 3 July 2005 after participating in *Operation Talisman Sabre* with Australian forces. Her previous visit to Sydney had been in 2001. Her visit reminded me of the time she came to Hobart, Tasmania, and of my tour of the ship one evening. She visited Hobart from Sunday, 16 March, until Friday, 21 March, 1997, while on her way home from the Persian Gulf.

Kitty Hawk had called in at Fremantle in Western Australia and was en route to her home base at San Diego in California. Her next stop after Hobart was scheduled to be Pearl Harbour, where she would embark relatives of the crew for the traditional "Tiger Cruise" home to San Diego.



USS **Kitty Hawk** in Hobart 18 March 1997

(W. Pless)

Kitty Hawk's visit had followed one made the previous year by the nuclear-powered carrier USS **Carl Vinson** (CVN-70), which had also visited Hobart in 1994. Hobart at the time was becoming a regular port of call for American aircraft carriers en route from the Persian Gulf to their home ports in the United States. These visits generated some political protests but provided an enormous boost to the local economy.

The carrier was certainly impressive by Australian standards. The 86,000-ton **Kitty Hawk** was 1,065 feet long, 273 feet wide, with a draft of 36 feet. Built by the New York Shipbuilding Company in 1961 at a cost of \$400 million, she was commissioned on 29 April, 1961. She had eight decks and 11 levels and rose 201 feet above the waterline, so she made an imposing sight for the citizens of Hobart as she lay at anchor (she had two of these, each weighing 30 tons) in Sullivan's Cove, about a mile from the wharves. Her overhanging superstructure prevented her from tying up at a pier in a harbour that has had many illustrious visitors over the years, from before World War II to the present. HMS **Hood** and the liners

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Queen Elizabeth and **Queen Mary** were just some of the famous vessels to have docked at Hobart's port, one of the finest deep water ports in the world.

Nuclear-powered vessels are required to anchor several miles from Hobart, near the mouth of the Derwent estuary, and this made for a long trip to shore by visiting crews. A continual ferry service brought the sailors ashore for leave, but the one-way journey could take up to an hour. The crew of **Kitty Hawk**, being conventionally powered, were lucky because it took them a mere ten minutes to be ferried ashore from the anchorage, situated just off Bellerive Bluff.

Kitty Hawk had 75 aircraft aboard and a crew of 5,500. Of these, 2,800 formed her air wing complement. Her flight deck encompassed 4.1 acres and her hangar-bay was 1.6 acres in area. She had four steam-powered catapults and four arresting wires. The catapult length for launches was 263 feet, but the effective landing area for her aircraft was 120 feet, which must have appeared minuscule as one approached in an aircraft flying at over 100 knots and at full power. The vessel had four side lifts, used to bring planes from the hangars to the flight deck. Each could lift 130,000 pounds.

The carrier was armed with three Sea Sparrow missile launchers (eight missiles each), four Phalanx close-in-weapons mounts, nine .50 calibre gun mounts and two M-60 gun mounts. Her aircraft were of course, her main line of defence. She carried the F/A-18C Hornet, the EA-6B Prowler, the S-3B Viking (as well as the ES-3A Shadow variant), the F-14A Tomcat, the E-2C Hawkeye, the C-2A Greyhound (the transport version of the E-2C) and the SH-60F Seahawk helicopter, the latter being equipped with Mark 46 torpedoes.

USS **Kitty Hawk** was in effect a floating city and the merchants of Hobart had a busy time providing this 'city' with fresh produce and other supplies. The ship's crew consumed 9,600-12,000 eggs, 400-600 gallons of milk, and 800-1,000 loaves of bread per day. The vessel distilled 380,000 gallons of water each day. There were more than 17,000 meals served daily.

The carrier had the facilities and personnel of a small city, too. There were four doctors and surgeons on board, six operating rooms and triage areas, and 65 hospital beds. There were five dentists, two lawyers, three chaplains, four stores, two barber shops, a post office (1,500 pounds of mail was processed each day), and laundry. Five television channels entertained the crew, who also had access to e-mail facilities. There were 2,400 telephones on the vessel.

Hobart's first encounter with **Kitty Hawk** had occurred the day before she pulled into port. On Saturday, 15 March, the carrier was off Tasmania's west coast and she sent two of her C-2A Greyhounds to Hobart airport at 0800h to pick up two dozen VIPs and fly them out to the ship. They spent the day on board and were flown back to Hobart at 1500h.

On Tuesday evening, 18 March, Captain Steven J Tomaszewski, Commanding Officer of **Kitty Hawk**, hosted a cocktail party for over one hundred Hobart VIPs aboard the vessel. The guests included Deputy Police Commissioner Jack Johnston (a Scot) and his wife, Annette. Commissioner Richard McCreadie, born in Grimsby, UK, and his wife, Anne, a local businesswoman, were unable to attend. Dr Richard Herr, an American academic and Associate Professor in the Political Science Faculty at the University of Tasmania, who was an expert on the nations of the South Pacific and Antarctica, was also a guest.

Part of the evening's entertainment was a performance by the drill squad of the contingent of United States Marines aboard **Kitty Hawk**. After two hours of wine and dining, followed by guided tours of the vessel, the VIPs returned to shore aboard **Cartela**, a wooden ferry built in 1912 and a common sight on the Derwent River.

Kitty Hawk sailed from Hobart at 0800h on Friday, 21 March, bound for Pearl Harbour. She was reunited with her Battle Group in the Tasman Sea, but the rendezvous with the other vessels was not a cause for rejoicing. **Kitty Hawk's** aircraft were immediately deployed in a search for Petty Officer Francisco Decosta, 30, who was reported missing from the frigate USS **Reid** at 1500h on Saturday, 22 March. Helicopters from the other vessels in the Battle Group joined the search but no trace of the

missing sailor was ever found. It was a sad ending to the ships' Australian visit. This was in contrast to **Kitty Hawk's** latest visit to Sydney, when 4th of July celebrations were held on board.

Hobart received more visits in subsequent years of nuclear-powered carriers, but the visit of **Kitty Hawk** was special because of her conventional power which enabled her to anchor relatively close to shore which must have felt more like home for her crew.

It is wonderful to see that she is still operating. In fact, being based in Japan, she is currently the only forward-deployed aircraft carrier in the US Navy.

SANDFLY PASSAGE

from C. Mills

"Inhabitants - the natives near the coast are fairly peaceable, though they should not be trusted by small parties. The more savage tribes are constantly making raids on them"

Pacific Islands Pilot Vol 1 1928

Farm Cove, Sydney Harbour, 1 July 1880.

Sub Lieutenant Bradford called the ship's company to attention and Bosun Coughlan raised his silver pipe, its familiar shriek announcing the coming on board of a senior officer. HMS **Sandfly** was not a man o' war, but was a 120 ton patrol schooner with a crew of thirty. She belonged to the Royal Navy's Australia Squadron and had been built at Sydney in 1873.

Sub Lt. Bradford stepped forward to greet **Sandfly's** new Commander. He was Lieutenant Commander James Bower, late Senior Lieutenant of navigation on the corvette HMS **Danae**. He had been on the Australia Station for two years and his reputation as a navigator had earned him his first command, for **Sandfly** was to undertake surveying duties as well as her usual patrolling the islands of the south-west Pacific. Later in the surprisingly roomy Captain's day cabin, Sub Lt. Bradford was briefed by his new Commander. "Well, Mr Bradford, we are to sail for the Solomon Islands in sixteen days time. I believe that you have just returned from there?" "Yes sir - Several months of surveying and patrolling. The illegal 'blackbirding' trade is still going on." "Very well. We are to rendezvous with the flagship (HMS **Wolverine**) at Marau Sound. We shall complete the survey of the six mile passage between Olevuga and Florida islands. I have been instructed to name that passage Sandfly Passage. I think your experience of the islands will be invaluable to the success of our voyage."

HMS **Sandfly** sailed on 17 July and for the next two weeks the crew were put through their paces at sail handling, rifle and cutlass drill. Gunnery practice with the single bow mounted 12 pounder became a daily routine. Marau Sound was reached on 1 August and despatches were delivered to HMS **Wolverine**. Apart from surveying and naming Sandfly Passage, Lt. Cmdr. Bower was "required and requested" to survey and chart Baranago and Nogu - small and rarely visited islands S.E. of Florida Island. They were surrounded by reefs, tide rips and shoals. The schooner carried a whaleboat for boarding suspect 'blackbirders', but it was particularly useful for surveying. Selecting a boat's crew of five sturdy AB's, Lt. Cmdr. Bower spent days away enthusiastically surveying. Charting the Solomons was a colossal task and even in 1971, British Admiralty Chart No 214 (Solomon Islands) has the caution: "Owing to the incomplete nature of the surveys of the islands great caution is necessary while navigating in this vicinity." It was a task that occupied the Admiralty for many years. The continual absence of the Commander worried Sub Lt. Bradford: "Sir, I am honoured to be left in command of **Sandfly**, but if anything should happen to you whilst you are away surveying....." "Indeed Mr Bradford. In that case after searching for me you shall return to Sydney with the sad news!"

The concern was well placed for on 9 October the whaleboat capsized in a squall and James Bower and the boat's crew were almost drowned. Luckily they were saved by local natives. These natives were well rewarded by Lt. Cmdr. Bower for he trusted them and even regarded them as friends.

Three days later a well provisioned whaleboat set off to survey Nogu Island. There was no safe anchorage for **Sandfly** so the schooner was anchored seven miles away off the Guadalcanal coast. "Sir, Nogu is isolated and the natives won't welcome fellow islanders let alone strangers. Please take care sir," ventured Sub Lt. Bradford. "Nonsense Mr Bradford. The natives have been most friendly. I shall return in four or five days - if not come and find me!"

Five days passed, then a sixth. The lookouts ceaselessly scanned the horizon and Sub Lt. Bradford became very concerned. He shared his concerns with the Bosun. Bosun Coughlan was a stalwart member of the ship's company, not only was he an excellent seaman but could handle a cutlass and rifle expertly. Take the gig and four of your best men Bosun, and find what's happened to the whaleboat. "Aye Aye Sir". The gig's crew were armed to the teeth, which was just as well for within a few hours they narrowly escaped being lured ashore and speared. They were then pursued by two war canoes. Hurriedly returning to the safety of **Sandfly**, Bosun Coughlan reported that the natives were not so friendly!

Sub Lt. Bradford's next decision in command of HMS **Sandfly** was to sail her through Sandfly Passage (which he knew so well) and anchor in Niboli "harbour". The following afternoon he sent Bosun Coughlan ashore with an armed party to parley with the "friendly" natives. The natives were obviously excited about something. It was well known that headhunting was a way of life in the Solomons and European heads were especially prized. It seemed that Lt Cmdr. Bower and his crew had been attacked.

Thoroughly alarmed, Sub Lt. Bradford's first impulse was to lead an expedition to search for the missing men. However, when Bosun Coughlan volunteered to go, he agreed, for his first duty was to the ship. The gig set off for Baranago and Nogu islands and those on **Sandfly** spent an uneasy night at anchor. The following day a scarecrow figure signalled from the shore and after a long look through his telescope, Sub Lt. Bradford sent the skiff to investigate. It proved to be AB Francis Savage, one of the whaleboat's crew. He had a horrific tale to tell.

As the third day of the survey came to a close, Lt. Cmdr Bower prepared to spend the night on Nogu Island. The whaleboat's presence around the islands had been noticed by one particular tribe of natives and a trap had been set to kill them all. The whaleboat was hauled up for the night and tea was made. The mood was relaxed and two AB's were given permission to bathe. Lt. Cmdr Bower took two AB's with him (including Savage) and one AB was left with the whaleboat. Suddenly the tranquillity of the lonely beach was broken by fifty armed natives bursting out of the undergrowth. It was every man for himself. The British seamen stood no chance and were speared or clubbed to death - with the exception of Savage who somehow got away by swimming. He spent the next few days hiding and relying on friendly natives to protect him.

The gig returned with nothing to report and acting on AB Savage's story, Sub Lt. Bradford cautiously navigated **Sandfly** close to Nogu Island. Things were quiet and on landing, the headless and mutilated bodies of Lt. Cmdr Bower and four AB's were discovered. The anchorage was poor, so after burying the bodies and reading the Service over them, no time was wasted moving **Sandfly** to a slightly safer anchorage at Baranago. Sub Lt. Bradford then personally took the gig back to Nogu to find the whaleboat and punish the natives - if he could find them. However on coming ashore the second time, a volley of rifle fire greeted the landing party (the natives had stolen all the firearms from the whaleboat). One AB was killed and another was wounded. The gig hastily retreated and the following day Sub Lt. Bradford hoisted sail for Sydney. It was a slow voyage and 28 days later:

"Her Majesty's Schooner **Sandfly** made an unexpected appearance in Sydney harbour"

Sydney Morning Herald 30 Nov. 1880

Commander in Chief of the Australia Station, Commodore Wilson, quickly despatched the composite screw corvette HMS **Emerald** (Captain Maxwell) to the Solomons. This class of modern corvette was deployed around the globe and their speed and twelve 6.3 guns made them formidable peace keepers of the British Empire. Sub Lt. Bradford found himself promoted to 4th Lieutenant of **Emerald**. HMS **Emerald** was off Florida Island within ten days of leaving Sydney. Search parties backed by shell fire ransacked villages and destroyed crops. It was all to no avail for the natives simply melted away and most of them were innocent anyway. Morale of the Bluejackets and their officers was low as they failed to capture any natives guilty of murder (there had also been recent killings of European traders to avenge). A poignant ceremony was held over the graves at Nogu Island and an iron cross was erected to the memory of Lt. Cmdr. Bower and his men.

After several weeks of inconclusive operations, HMS **Emerald** returned to Sydney. The feelings of the ship's company were summed up by Captain Maxwell: "These wretched people... have been hunted and worried till it will be long before they settle again. I regret that my whole voyage in these islands has been one of apparently ruthless destruction, but no other course has been possible."

Thirty years later a survey detachment from HM Surveying Ship **Sealark** (which was surveying and charting Sealark Channel) landed on Nogu Island. The iron cross was rusting and the graves were overgrown. Almost lost, the graves were cleared and the cross restored. It may still be there today, but if not, then the story of HMS **Sandfly** will not be lost as long as Sandfly Passage is marked on the chart.

PACIFIC INTERNATIONAL LINES

THE FLEET 1967 TO PRESENT DAY (IN CHRONOLOGICAL ORDER BY YEAR ONLY)

(continued from Vol.38, No.4, Issue 162, p.205)

| Vessel Name | In Fleet | Year of Build/GRT |
|---------------------|-------------|-------------------|
| Kota Selamat | 1996 - 1997 | 1978/12754 |

from N.J. Kirby

Built by Howaldtswerke-Deutsche Werf A.G. Hamburg. Yard No: 137.
 27.10.1978: Launched as **Ostfriesland**, Bugstier, Reederei-und Bergungs A.G. Hamburg-/Deu.
 22.12.1978: Delivered.

- 1980: Renamed **S.A.Ostfriesland**, for charter to Safmarine.
- 9.1982: Reverted to **Ostfriesland**, on completion of charter.
- 9.1984: Renamed **Hodeidah Crown**, for charter to Camel Line.
- 10.1985: Reverted to **Ostfriesland**, on completion of charter.
- 1987: Registry transferred to Limassol/Cyp.
- 1988: Ownership to K/S Mostween 3 (Mosvold Shipping Co. A/S) . Kristiansand S-/Nis.

10. 4.1990: Registered in Singapore to ownership of Lauren Shipping Corp.Pte. Ltd. (Bay Ocean Management Inc.) -/Sgp.

2.11.1995: To ownership of Jutha Phakakrong Shipping Co.Pte. Ltd. (Bay Ocean Management Inc.) Singapore-/Sgp.

20. 8.1996: Renamed **Kota Selamat**, for charter to PIL.

28.10.1997: Renamed **Ostfriesland**, on completion of charter.

4.2001: Renamed **X-Press Annapura**. Management to Jutha Maritime Public Co. Ltd.

9.2001: Renamed **Ostfriesland**.

4.2005: Renamed **X-Press Nuptse**.

Still extant 5/2005.

Kota Wangi 1996 - 1996/16772

Built by K.K.Kanasashi. Toyohashi. Yard No: 3413.

5. 6.1996: Launched as **Kota Wangi**. PIL Singapore-/Sgp.

26. 8.1996: Completed.
In current fleet.

Kota Wangsa

1996 - 1996/16772

Built by K. K. Kanasashi, Toyohashi, Yard No: 3415.
8. 7.1996: Launched as **Kota Wangsa**, PIL Singapore-/Sgp.
27. 9.1996: Completed.
In current fleet.

M.Regina

1996 - 2000 1974/7679

Refer **Sino Credit**

1990 - 1996

Kota Waruna

1996 - 1996/16772

Built by K. K. Kanasashi, Toyohashi, Yard No: 3416
10. 8.1996: Launched as **Kota Waruna** PIL Singapore-/Sgp.
12.10.1996: Completed.
In current fleet.

Kota Intan

1997 - 2004 1976/16332

Refer **Kota Intan**

1989 - 1996

Kota Waris

1997 - 1997/16772

Built by K. K. Kanasashi, Toyohashi, Yard No: 3438.
25. 8.1997: Launched as **Kota Waris** PIL Singapore-/Sgp.
21. 11.1977: Completed.
In current fleet.

Kota Wajar

1997 - 1997/16772

Built by K. K. Kanasashi, Toyohashi, Yard No: 3437.
22. 7.1997: Launched as **Kota Wajar** PIL Singapore-/Sgp.
6. 10.1997: Completed.
In current fleet.

Kota Hadiah

1997 - 1997/13272

Built by K. K. Kanasashi, Toyohashi, Yard No: 3393.
20.11.1996: Launched as **Kota Hadiah** PIL Singapore-/Sgp.
21. 2.1997: Completed.
In current fleet.

Kota Harmuni

1997 - 1997/13272

Built by K. K. Kanasashi, Toyohashi, Yard No: 3396.
28. 2.1997: Launched as **Kota Harmuni** PIL Singapore-/Sgp.
27. 5.1997: Completed.
In current fleet.

Kota Raja

1998 - 1998/9422

Built by K. K. Kanasashi, Toyohashi, Yard No: 3450.
28.10.1997: Launched as **Kota Raja** PIL Singapore-/Sgp.
22. 1.1998: Completed.

In current fleet.

Kota Ratna

1998 - 1998/9422

Built by K. K. Kanasashi, Toyohashi, Yard No: 3453.
21. 1.1998: Launched as **Kota Ratna**, PIL Singapore-/Sgp.
30. 3.1998: Completed.
Still in current fleet August 2005.

Kota Ratu

1998 - 1998/9422

Built by K. K. Kanasashi, Toyohashi, Yard No: 3452.
28.10.1997: Launched as **Kota Ratu**, PIL Singapore-/Sgp.
24. 2.1998: Completed.
Still in current fleet August 2005.

Kota Rukun

1998 - 1998/9422

Built by K. K. Kanasashi, Toyohashi, Yard No: 3455.
20. 1.1998: Launched as **Kota Rukun**, PIL Singapore-/Sgp.
30. 4.1998: Completed.
Still in current fleet August 2005.

Kota Pertama

1998 - 2001 1989/18000

Built by Bremer Vulkan A.G. Vegesack, Yard No: 63.
21. 7.1989: Launched as **Singapore Senator**, Buxmar Container Schiffahrts m.b.H.& Co K.G. (NSB Niederelbe Schiffs m.b.H.& Co.K.G.) Bremen-/Deu. (For charter To DSR - Senator Linie).
14. 9.1989: Delivered.
15. 9.1989: Christened.
7.1995: Renamed **Buxcrown**, on completion of charter.
12. 3.1998: Renamed **Kota Pertama**, for charter to PIL.
5.2001: Renamed **Buxcrown**, on completion of charter.
Still extant August 2005.

Kota Perwira

1998 - 2000 1994/16270

Built by Bremer Vulkan Werft und Masch. Vegesack, Yard No: 106.
22.10.1994: Launched as **Contship Italy**, Contship Container Transport & Beteill.m.b.H.& Co.ms 'Italy' K.G. (NSB Niederelbe Schiffs m.b.H.& Co.K.G.) Bremen-/Deu.
16.12.1994: Delivered.
26. 3.1998: Renamed **Kota Perwira**, for charter to PIL.
7.2000: Renamed **Indamex New Delhi**, for charter to Indamex Line.
5.2003: Renamed **YM Surabaya**, for charter to Yang Ming Container Line.
6.2004: Reverted to **Buxlagoon**, on completion of charter.
Still extant August 2005.

Kota Makmur

1998 - 2000 1977/6145

Refer **Kota Sahabat**

1981 - 1983

Kota Perkasa

1998 - 2002 1990/18037

Built by Bremer Vulkan A.G. S & M.Vegesack, Yard No: 51.
18. 8.1990: Launched as **Japan Senator**, Schiffahrtsges.ms 'Duburg' m.b.H. & Co.

(H.Schuldt). Hamburg-/Deu. For charter to DSR-Senator Linie, having been laid down as **Duburg**.

- 6.10.1990: Christened.
9.10.1990: Delivered under the management of Engineering, Consulting & Management G.m.b.H. & Co.(ECAM).
1998: Transferred to Monrovia registry-/Lbr.
10.1998: Renamed **Kota Perkasa**, for charter to PIL.
8.2003: Renamed **Duburg**, on completion of charter.
10.2003: To management of Norddeutsche Reederei.
Still extant August 2005.

Kota Petani 1998 - 1997/6102

- Built by Hakata Zosen K.K. Hakata. Yard No: 602.
21. 2.1997: Launched as **Proteus**. Continent Maritime S.A. (Kotoku Kaiun K.K.) Nassau-/Bhs.
28. 4.1997: Completed.
7. 5.1998: Renamed **Malawi Star**.
10.1998: Renamed **Kota Petani**, for charter to PIL.
1.1999: Sold to PIL.

NB: Some sources still show this vessel as owned by Kotoku, which is not correct. Still in current fleet August 2005.

Sea Marine 1998 - 2002 1984/7343

Refer **Hai Ying** 1988 - 1991

Sea Merchant 1998 - 1985/7343

Refer **Sino Ocean** 1988 - 1998

Kota Permas 1999 - 2000 1990/16236

Hull built by Schichau Seebeckwerft A.G. Bremerhaven, as Yard No 1086. Completed by Bremer Vulkan A.G. Schiffbau und Maschinenfabrik Bremen-Vegesack, as Yard No 86.

7. 9.1990: Launched as **Contship Jork**. Conti Cristallo Schiffahrts G.m.b.H. & Co.K.G. 'Contship Jork'. (NSB Niederelbe Schiffahrts Ges m.b.H. & Co.K.G.) Bremen-/Deu.
11.12.1990: Delivered.
1.1997: Renamed **Conti Jork**.
25. 3.1999: Renamed **Kota Permas**. For charter to PIL.
11.2000: Renamed **Conti Jork**, on completion of charter.
Still extant August 2005.

Kota Permasan 1999 - 2004 1994/21034

- Hull built by Blohm & Voss A.G. Hamburg. Completed by Thyssen Nordseewerke G.m.b.H. Emden, as Yard No: 509.
22. 7.1994: Launched as **Elisabeth**. Transcon Beteiligungs m.b.H. & Co.K.G. (Containerschiffs H.W.Janssen G.m.b.H.) Eisleth-/Deu.
24. 7.1994: Arrived at Emden for completion.
18.11.1994: Delivered as **Cielo di Los Angeles**, for charter to d'Amico.
1995: Management to Maritime Gesellschaft fur Maritime Dienst m.b.H.
2.1999: Renamed **Elisabeth**, on completion of charter.
3.1999: Renamed **Kota Permasan**, for charter to PIL.
6.2004: Renamed **CCNI Valparaiso**, for charter to Cia.Chilena de Nav.Interoceanica.
11.2004: Renamed **X-press Resolute**, for charter to X-press Container Line.
Still extant August 2005.

Kota Perabu 1999 - 2001 1998/23722

- Built by Stocznia Gdynia S.A. Gdynia. Yard No: 8138/6
26. 9.1998: Launched as **Taurus**, ms Taurus & Co.K.G.(Alpha Ship G.m.b.H.) Willemstad-/Ant.
10.12.1998: Delivered to Santa Rosa Shipping n.v.(Alpha Ship G.m.b.H.). Willemstad-/Ant.
3.1999: Renamed **Kota Perabu** for charter to PIL.
5.2001: Renamed **Taurus**, on completion of charter.
5.2002: Renamed **Columbus Waikato**, for charter to Hamburg Sud.
Still extant August 2005.

Sinar Nias 1998 - 1999 1978/7588

Refer **Kota Mulia** 1992 - 1998 (to be continued)

MARITIME MISCELLANY

Closing date for the next issue is 1 May, 2006. Please forward all contributions to R. A. Priest:

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This section has been compiled by D. Crisp, who has been assisted by and thanks A. Sambell, D. Hancox, P. Grunberg, W. Barber and M. Carolin (Vic), S. Welch, J. Freeman, A. Travers, J. Burne and P. Plowman (NSW), C. Gee (WA), I. Steverson and C. Mackey (Qld), R. Silberberg and R. Cox (Tas), M. Pryce and A. Calvert (NZ), D. Hazell (UK) and J. Burton (at sea). Information has also been sourced from *TradeWinds*, *Fairplay*, *Lloyd's List*, *Ships Monthly*, *Containerisation International*, *Dynaliners*, *Journal of Commerce*, *Maritime News*, *Lloyd's List DCN*, *Asia Pacific Shipping*, the newsletters of the WA, NSW and Victorian branches of the World Ship Society, and local and national newspapers. Some sections contain material held over from last issue.

Australasia and South Pacific



Pacific Sky departing Port Chalmers

(R.Walker)

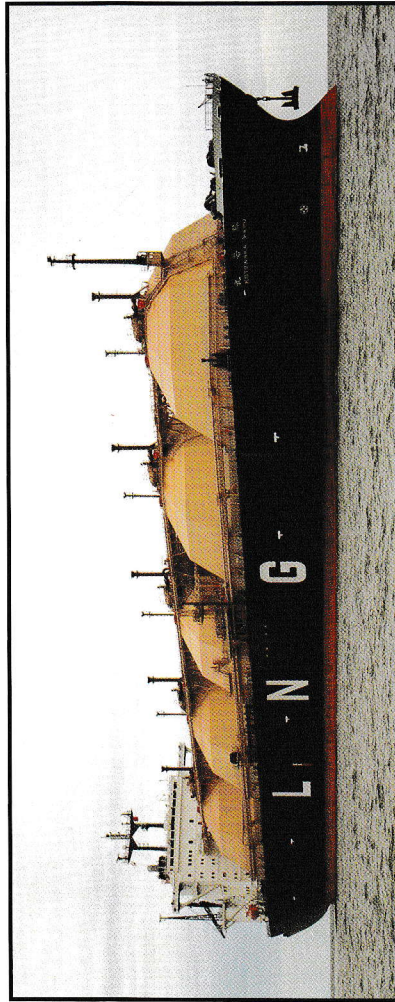
P&O Cruises Australia have sold the troubled **Pacific Sky** (46.087/84) to Spanish operator Pullmantur Cruises for delivery in May at the end of the current South East Asian cruising programme. This has meant the cancellation of all subsequent 28 South Pacific and Asian cruises. **Pacific Sky** will be replaced in spring 2007 by **Regal Princess** (70.285/91) which will become P&O Australia's largest and

newest ship to be based year-round in Australia. During refurbishment to suit Australian conditions it will be repainted with the blue/yellow hull band and funnel colour scheme the present P&O Australian-based ships carry.

The beginning of the second season of Fremantle-based cruising by Classic International Cruise's **Funchal** (2005, p. 40.91) was again disrupted by engine trouble. This time the positioning voyage from Piraeus to Fremantle was a 33-night cruise and was heavily booked. **Funchal** left Piraeus on schedule on 15 November and after calling at Port Said, Suez transit, Sharm El Sheik and Agaba was bound for Safaga when on 21 November a cylinder and piston in port engine suffered major damage. After limping into Safaga on one engine, an assessment revealed that repairs were going to be a lengthy process as spares had to be sourced throughout Europe and flown out to the vessel. The passengers were therefore offered a range of options at CIC expense to take up local tours or be flown on to Perth or other destinations along the vessel's intended route as well as a partial refund of fares. The voyage resumed 23 November bound for Singapore, eventually arriving Fremantle on 13 January 2006 instead of the scheduled 17 December 2005. Accordingly three cruises were cancelled and passengers were offered refunds or transfers to remaining cruises.

All three TT Line Bass Strait ferries will drydock in Sydney during July and August. **Spirit of Tasmania III** will operate on the Devonport-Melbourne service 17-28 July, 31 July-11 August and 14-17 August while **Spirit of Tasmania I** and **II** undergo biennial maintenance. **Spirit of Tasmania III** will then enter dry dock on 20 August to have its starboard stabiliser refitted and will resume the Sydney-Devonport service on Sunday, 27 August.

Strait Shipping's new acquisition **Monte Stello** (2005, p. 207) sailed from Las Palmas on 18 January for NZ via the Panama Canal. ETA Auckland was 18 February, for two weeks' drydocking at Devonport before sailing to Wellington to commence commercial service.



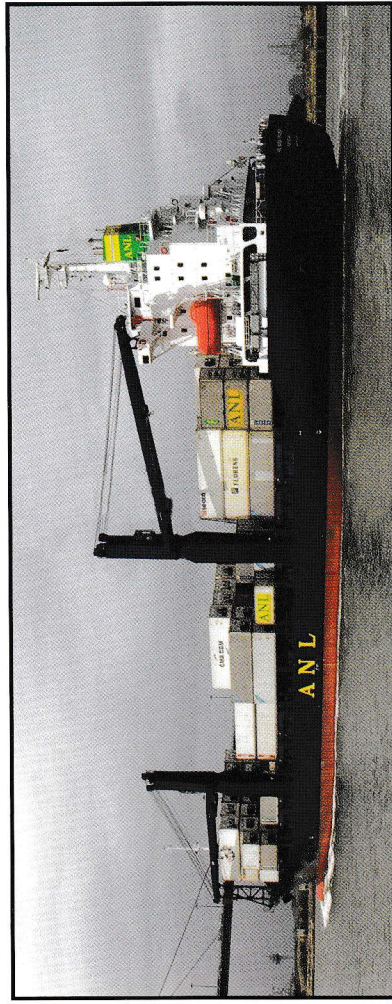
Kotowaku Maru

(I.Edwards)

The first LNG cargo from the Bayu Undan field was dispatched on 14 February on **Kotowaku Maru** (97,788/84, jointly owned by NYK, MOL and K Line and managed by the former) and was expected to arrive in Tokyo Bay on 22 February on behalf of buyer Tokyo Electric. The ship took some three weeks to load while plant and equipment was commissioned and followed an earlier, and ultimately abortive, visit by NYK's **Pacific Notos** (111,553/03). The Timor Sea field, operated by ConocoPhillips, holds 3.4 trillion cubic feet of natural gas and will eventually pump 424 mn cu ft per day via its processing plant at Wickham Point near Darwin. Adsteam has taken delivery of two tugs to serve this terminal (see *Towage and Offshore*).

Re **Basker Spirit** (2005, p. 209): The first crude oil cargo from the Basker Manta Field was delivered at Cribb Point, Western Port on 12-13 January when shuttle tanker **Basker Spirit** discharged 300,000 barrels, destined for Nagoya, Japan, in a ship-to-ship transfer to **Braveheart** (52,531/92, Braveheart Holding/Wallem Shipmanagement Ltd, Hong Kong; Liberian flag). The latter then sailed to Jabiru to top up with light crude.

PAN Logistics (2005, p. 207) has so far missed two projected start-up dates for its proposed coastal container service, attributing the delays to unavailability of suitable tonnage. In mid-December PAN Shipping Australia, the operating entity, announced the new service would be called 'Boomerang' – "because our ships come back" – and would be a two-vessel operation Fremantle, Sydney, Melbourne, Fremantle, expected to begin at the end of February. In early February PAN declared it had secured a three-year timecharter of **P&O Nedlloyd Taranaki**, displaced from the AU-3 service (see below) for deployment with Australian officers and crew. The 1981-built ship would be introduced in late March, following a likely drydocking in Singapore. PAN also advised it had secured two major investors, who would also join the company's board and, more significantly, that the federal Department of Transport and Regional Services had reinstated *Clause 9 of the Coastal Navigation Act*. The latter would mean foreign carriers would be unable to obtain single and continuous voyage permits to move domestic containers if a PAN sailing was imminent. PAN said it was also in negotiations to obtain two German-owned vessels on bareboat charter, possibly straight from Chinese yards. However Maersk Broker was quick to advise the shipping press that neither charter nor sale of **P&O Nedlloyd Taranaki** to Malta-based Popov Ship Management, on behalf of PAN through Brisbane brokers Transworld Marine Express, had occurred.



ANL Bass Trader in new livery

(D Crisp)

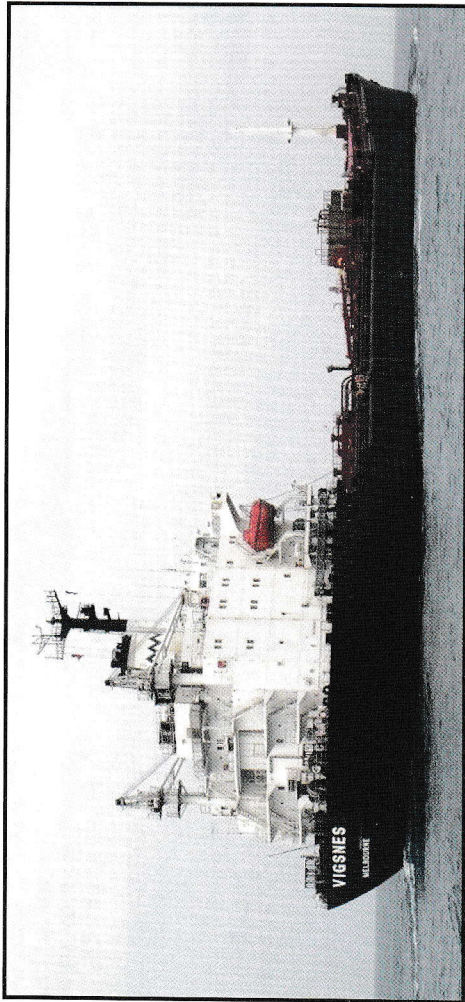
ANL Bass Trader (7,250/96) sailed from Melbourne on Christmas Eve via Fremantle (29-30 December) for five-year drydocking at Sembawang, Singapore. It returned to Melbourne on 6 February with containers loaded in Port Kelang and sporting royal/dark blue cranes and hull, with 'ANL' in gold on the latter midships.

Seemingly no sooner had **Rotoiti** become **CP Rotoiti** (2005, p. 156) than, under Hapag-Lloyd control, it reverted to **Rotoiti** in Auckland on 11-12 February and Hapag-Lloyd funnel colours replaced those of CP Ships.

BHP Transport's former **Iron Prince** (15,071/81) latterly **Handy Prince** of Eldrima Maritime under the Maltese flag has been renamed **Ocean Prince** by new owners Ocean Prince Maritime Ltd (Omnibus Shipping, Greece, mgrs) and retains Maltese registry. The Cypriot-flag **Almar I** (59,122/79, originally BHP's **Iron Shortland**) has been sold to Bangladeshi breakers for US\$348/lot or about US\$6.2 million.

The former ASP tanker **Scottish Wizard** (2004, p. 93, 153, 205) which was sold to Norwegian investors Ross Tank KS but remained on bareboat charter to ASP has been sold to Champion Tankers, also of Norway. The vessel was acquired by ASP from Transpetrol of Belgium in 2002 for US\$13 million, sold with **Scottish Bard** to Ross Tank for US\$29.5 million en bloc and now to Champion for US\$19.5 million!

Re the WA coastal contract (2005, p. 208): Sea Corporation arranged a new charter of the former Patrick NorWest Shipping vessel **Kimberley** (4,559/98). Whilst on the Tenix shipplifter at Jervoise Bay 17 November-4 December the Patrick NorWest Shipping funnel design panels were removed and replaced with those of owners, Briese Schiffarts but the ship was also renamed **SCS Anne** and subsequently berthed at Victoria Quay G Shed to be prepared for delivery to her new operators; registry continues at St.John's under the Antigua and Barbuda flag. **SCS Anne** (SCS=Sea Corporation Shipping, while Anne is the wife of Seacorp general manager Cleve Wooliams) was handed over on or about 7 December with the charterers taking over the full manning, ship operation, cargo management and marketing functions in the north-west service. Some days later the panels with Briese's funnel design were taken down and replaced with panels bearing Seacorp's new logo consisting of an arrow design in front of the wording SEACORP on the same white base. **SCS Anne** departed on the first voyage for Seacorp on 14 January bound for Broome. As a result of losing the contract, Patrick NorWest Shipping has since closed down.



Vigsnes ex **Iron Sturt** in Port Phillip

(M.A.Carolin)

Jebbens' **Iron Sturt** (2005, p. 98, originally a near sister to **Iron Prince**) underwent drydocking and limited steelwork renewal at Keppel Cebu in The Philippines from 9-26 January, during which it was renamed **Vigsnes**, honouring the first vessel built for Kristian Jebbens Reder AS. The ship then loaded acid in Isabel and zinc concentrates in Karumba before returning to coastal trade. The current contract with Zinifex extends until 2007 and it is understood negotiations are underway to renew that – and the ship's employment – through to 2010, by which time **Vigsnes** will be 32 years old. Registered owners of **Vigsnes** are Jebbens Coastal Shipping Services Pty Ltd with ASP Ship Management Pty Ltd as managers. Jebbens' second local ship, the self-discharger **Enterprise**, is likely to be replaced during 2006.

The 361 TEU **Finex Trader** (2003, p. 41) which has operated in the Northwest Express Line service run by Fremantle-based Westlink Shipping Services, from Fremantle to Cocos and Christmas Islands returning via south-east Asian and north-west WA ports for the past two years, was renamed **Princess Mary** (no doubt reflecting the interest of Westlink part-owner, the Danish Dannebrog/Nordana concern) during dry-docking in mid-December 2005. All other livery and registry details remain unchanged except the NEL service name hull-lettering has been painted over.

ANL Container Line is adding Europe-Gulf-Sub Continent links to its growing range of east-west routes by taking slots from parent CMA CGM in the EPIC service. ANL will offer UK/Europe-Gulf/Pakistan and India capacity on EPIC's 6 x 4,000 TEU vessels with a 42 day round trip. Rotation will be Tilbury, Hamburg, Antwerp, Malta, Port Said, Jebel Ali, Port Qasim, Nhava Sheva, Mundra, Malta, Tilbury commencing eastbound with the 4,100 TEU **CP Tamarind** at Tilbury on 28 February and westbound with the 4,253 TEU **CMA CGM Kingston** at Nhava Sheva on 3 March. ANL will also slot charter in the so-called New Alliance's Panama pendulum service (see below). Designated ANL AUSE, port rotation will be Brisbane, Sydney, Melbourne, Auckland, Panama Canal, Savannah, Philadelphia, Tilbury, Rotterdam, Dunkerque, Le Havre, Panama Canal, Brisbane (ANL will not participate in the South Pacific leg). AUSE commences northbound with **Sydney Express** ETA Brisbane on 1 April and southbound **CMA CGM La Tour** ETA Tilbury 31 March.

ANL Container Line, Maersk and Mediterranean Shipping Co have confirmed new arrangements in the trans-Tasman trade that will see better integration of two loops to provide fixed-day-weekly services. The Kiwi service, previously a MSC operation, will be jointly provided by MSC and ANL from the end of February, using **MSC Immacolata** and **ANL Yarrunga** on a NZ North Island-focused rotation of Sydney, Melbourne, Auckland, Tauranga, Sydney (Loop 1). The Butterfly service, primarily covering the NZ South Island, will now feature Maersk's **CEC Star** (2005, p. 208) and **MSC Sariska** sailing Sydney, Melbourne, Lyttelton, Port Chalmers, Wellington, Nelson, Sydney (Loop 2). It is believed direct calls at Burnie will be added to the Loop 1 schedule. CP Ships will continue to swap slots with Maersk and operate **Rotoiti** (see above) on its fortnightly schedule. All four carriers also ship Tasman cargo on transiting deepsea services. Under previous arrangements, ANL and P&O Nedlloyd mounted the two-ship Butterfly service while separately MSC and ANL swapped slots. Maersk's undertakings to the Australian Competition and Consumer Commission meant the ANL/PONL agreement had to cease. ANL markets its service under the TranzTas brand.

Further to the host of service and vessel changes prompted by the AP Moller-Maersk takeover of Royal P&O Nedlloyd, and that of CP Ships by Hapag-Lloyd (2005, p. 210, 220) the following is the expected ship deployment, as of mid-February. Some allocations may be short-term as carriers seek more suitable tonnage.

Maersk Oceania Pendulum, ANZ-ECNA-Europe and return: The 4,112 TEU sisters **Maersk Dunafare**, **Maersk Dacartur**, **Maersk Denton**, **Maersk Damascus**, **Maersk Denia**, **Maersk Dominica** (all as per p. 210), **Maersk Duffield** (ex **Columbus New Zealand-06**) plus the 4,132 TEU **Maersk Duncan** (40,010/05, ex **P&O Nedlloyd Cathargo-06**, ex **JPO Pisces-05**, KG JPO Pisces Schiffahrts, Oiltmann Verwaltung, Germany, mgrs; Liberian flag). Also transferring to this service from the discontinuing ANZ Alliance Eastabout service are the 4,200 TEU **CP Australis**, **CP Aurora** and **CP Borealis**: in an unusual arrangement, these are being 'lent' to Maersk in order to keep the fleet of 1,300 reefer capacity Eastabout ships intact for the new Oceania Pendulum service; the trio has not so far been renamed. In return CP Ships/Hapag-Lloyd has obtained a guaranteed allocation of reefer slots on this service, and Maersk has also 'lent' ships to CPS/HLL.

New Alliance (CMA CGM-Marfret/CP Ships-Hapag-Lloyd) Suez pendulum, known as EANZ by the French carriers and ANS by the Germans, in order of introduction: The 2,070 TEU **Fremantle Express** (23,560/95, ex **CP Voyager-06** etc and originally **Contship Melbourne** on Contship's Eagle service; CPS Number 1 Ltd, UK, Anglo Eastern Ship Management; UK flag); The 2,474 TEU **Ute Oltmann** (25,359/98, ex **CP Rangitoto-06**, ex **Contship Rangitoto-05**, see 2005, p. 45) transferring from ANZ Westabout; The 2,100 TEU **Wellington Express** (23,628/01, ex **CP Tabasco-06**, built as **Silvia** for Dauesberg; CPS Number 1 Ltd, UK, Anglo Eastern Ship Management; UK flag); The 2,061 TEU **Promise** (21,531/97, ex **Canmar Promise-06**, launched as **Santa Giorgina**; S&C Shipping and Chartering, Germany, Claus-Peter Offen, mgrs; German flag); The 2,442 TEU **Leda Trader** (25,535/00, ex **Cap Castilo-05**, Hermann Buss, Germany; A&B flag), a sister to the ASA service's **Baltrum Trader**; The 2,102 TEU **Adelaide Express** (23,897/98, ex **Classica-06** etc, Gebruder Winter, Germany; German flag); this vessel visited Australia on its maiden voyage during a Contship charter and the following year as **CMA Djakarta** became a CTL when almost destroyed by fire following an explosion in containers of chemicals; The 2,226 TEU **Aenne Rickmers** (26,131/98, ex **CP London-06**, ex **Contship London-05**)

transferring from ANZ Westabout; The 2,280 TEU **Ajama** (30,526/94, ex **CP Pathfinder-06** etc; Laxley Glen Ltd, UK, Peter Doehle Schiffsahrts, mgrs; IOM flag) launched as **Charles de Foucauld** for French owners Delmas and a geared sister to a vessel seen in ANRO/AAAX service as **Nordstrand** and **Byron Bay**; The 2,732 TEU **CMA CGM Melbourne** (32,322/06, ex **Westertal-06**, Rendsburg Schiffahrtskontor, German flag) a newbuilding of the Gdanska 8184 type; The 2,130 TEU **Pacific Bridge** (30,500/84, ex **MSC Fremantle-02** etc, Deleas Shipping, Greece, Danaos Shipping, mgrs; Cypriot flag) previously seen in Australia's on MSC's Asian service; The 2,226 TEU **Alexandra Rickmers** (26,131/97, ex **CP Rome-06**, ex **Contship London-05**) transferring from ANZ Westabout; And the 2,226 TEU **CMA CGM Utrillo** (25,777/97) transferring from ANZ Westabout.

New Alliance Panama pendulum, known as NASP by the French and ASP by the Germans: The 2,226 TEU sisters **CMA CGM La Tour**, **CMA CGM Manet**, **CMA CGM Matisse** and **Marfret Provence**, all transferring from ANZ Westabout; The 2,070 TEU **Sydney Express** (23,540/94, ex **CP Dynasty-06** etc, CPS Number 1 Ltd, UK; Anglo Eastern Ship Management; UK flag); a sister to **Fremantle Express** and at one time **Contship Sydney** on the Eagle service, and later **P&O Nedlloyd Melbourne**, also visited Australia under its build name **Pax**; And the 2,024 TEU **Canberra Express** (23,652/00, ex **CP Eagle-06** etc, originally Dauelsberg's **Clivia** and sister to **Wellington Express**, above; CPS Number 1 Ltd, UK, Anglo Eastern Ship Management; UK flag).

Hamburg Sud Trident service (2005, p. 211): The 1,876 TEU **Cap Victor** (23,722/98, Alpha Ship, Germany, Netherlands Antilles flag) – this vessel concluded its Oceania VSA service as **Columbus Waikato** in early February in Melbourne and then sailed to Forgas Cairncross in Brisbane for drydocking, where it was renamed before inaugurating the Trident service at Port Botany on 20 February. The 2,078 TEU **Cap Sunion** (23,691/95 – see 2005, p. 44) also transferring from the Oceania VSA; The 2,478 TEU **Cap Saray** (25,360/04 – see 2004, p. 207) transferring from ANZ Westabout; The 1,876 TEU **Cap Vincent** (23,722/98 – see 2005, p. 211), sister to **Cap Victor**; The 2,478 TEU **Cap Flinders** (25,406/04, ex **Cabo Prior-06**, KG Frisia Lissabon, Hartmann Schiffahrts, Germany, mgrs; Liberian flag), sister to **Cap Saray**; The 1,876 TEU **Cap van Dieman** (23,722/99, ex **Uranus-06**, etc Alpha Ship, Germany, Netherlands Antilles flag), sister to **Cap Victor**.

Maersk/MSC Australia-North Asia service, known as AU1 by Maersk and Wallaby by MSC (2005, p. 211): The 2,824 TEU **Tatiana Schulte** (27,779/05, Bernhard Schulte Reederei, Germany; Cypriot flag); The 2,824 TEU **Patricia Schulte** (27,779/06, Bernhard Schulte Reederei, Germany; Cyprus flag); The 2,824 TEU **Ariake** (27,779/05 – see 2005, p. 99) transferring from the NEAX group's AU-2 service following P&O Nedlloyd's departure; The 2,840 TEU **Josephine Maersk** (30,166/02 – see 2003, p. 39) transferring from Maersk Sealand's superseded fortnightly Oceania service; The 2,824 TEU **Maersk Jaun** (28,592/05, Oceania Shipping, Suisse-Atlantique, Switzerland, mgrs; Swiss flag), **Ariake**, **Maersk Jaun**, **Tatiana Schulte** and **Patricia Schulte** are all members of the ubiquitous Hyundai Mipo 2800 class and, remarkably, are consecutive yard numbers, 0341, 0342, 0343 and 0344 respectively.

Maersk/MSC Australia-Central Asia service, known as AU2 by Maersk and Panda by MSC (2005, p. 211): The 2,394 **MSC Kritika** (30,871/94, ex **Lykes Commander-05**, etc, Kritika Naviera SA, Panama, Dobson Fleet Management, Poland, mgrs; Panama flag), built in Spain for operation by Transportacion Maritima Mexicana; The 2,415 TEU **MSC Corinna** (32,703/84, ex **Med Singapore-97** etc), a veteran of MSC's Euro-Australia service but more recently operating intra-Asia; The 2,394 TEU **MSC Jemima** (30,871/94, ex **Nuevo Leon-05** etc, Jemima Naviera SA, Panama, DFM, Poland, mgrs; Panama flag), sister of **MSC Kritika**; The 2,680 TEU **MSC Palermo** (34,231/92, ex **Palermo Senator-03**, etc, KG Palermo Senator, Laeisz Reederei, Germany, mgrs; Liberian flag); The 2,680 TEU **MSC Basel** (34,231/92, ex **Shanghai Senator-04**, etc, KG Paradiip, Laeisz Reederei, Germany, mgrs; Liberian flag), sister to **MSC Palermo** and a one-time visitor on MSC's Euro service.

Maersk Australia-South East Asia service (AU3): This new service combines P&O Nedlloyd volumes from AAX, ANZ Westabout and NZAX and will also be Maersk's preferred route for Australian exports to Europe, UK, the Mediterranean and Middle East, relayed over Singapore/Tanjung Pelepas. Beginning in early April, port rotation will be Sydney, Melbourne, Adelaide, Fremantle, Tanjung Pelepas, Singapore, Fremantle and will use four ships: the 3,876 TEU **Maersk Tokyo** (2005, p. 44) and **Maersk Toba** (2004,

p. 42), the 3,951 TEU **Maersk Tampa** (2001, p. 184), all transferring from the soon-to-be-superseded Maersk/MSC single-string Wallaby Australia-N&E Asia service, and the 3,604 TEU **Nedlloyd Europe** (48,508/91, KG Europa Star, Blue Star Reederei GmbH, Germany, mgrs; Dutch flag) one of a ground-breaking class of hatchcoverless ships built for Nedlloyd's Far East-Europe service. Maersk plans to cover Brisbane-SE Asia using String B of its new NEZ service, which will call Brisbane en route between Tanjung Pelepas/Singapore and New Zealand (see below).

AU3 will also supersede Maersk's participation in the joint WASCO service with K Line. The latter will maintain the Fremantle, Tanjung Pelepas, Singapore, Fremantle weekly shuttle alone; **Maersk Napier** and **Tower Bridge** will be re-deployed elsewhere and replaced with 'two fast 1,000 TEU ships'. In the meantime **Maersk Napier** will extend one WASCO voyage into AU3 to cover re-positioning of **Maersk Toba**.

Following PONL's departure from AAX remaining members ANL, APL, Djakarta Lloyd and NYK are to carry on with the consortium's weekly service but have yet to announce a replacement for the 3,009 TEU **Nedlloyd Adelaide** (52,007/77, ex **P&O Nedlloyd Adelaide-06**). There is speculation displaced members of the AuSea group (see below) may join AAX.

And with PONL/P&O Swire Containers also leaving the AACANA/NEAX group, Coscon and the remaining K Line, MOL and NYK have made new arrangements in the North & East Asian trades. The previous three strings are being consolidated into two, with the AU-3 (North China) loop, begun in June 2004 (2004, p. 94), discontinued. **P&O Nedlloyd Taranaki** is expected to be scrapped, **MOL Unity** is transferring to the new IMMINOP Loop B (see below) while the future deployment of **Imari** and **Song Yun He** is unknown. **Merian** loaded empties in Port Botany and Melbourne in early February for Fremantle and then sailed for Singapore.

Port coverage of the remaining loops will be expanded, with Qingdao and Ningbo added to the Cosco-operated AU-1 to provide a rotation of Xiamen, Qingdao, Shanghai, Ningbo, Sydney, Melbourne, Brisbane, Hong Kong and Xiamen. The current five ships of 1432-1960 TEU will continue, but calls at Nansha and HK (southbound) will be transferred to AU-2. In turn AU-2 will have a new rotation of Yokohama, Nagoya, Osaka, Busan, Shanghai, Nansha, Shekou, Hong Kong, Melbourne, Sydney, Brisbane and Yokohama, with Keelung dropped but Shanghai and Nansha added – the ending of Taiwan direct calls in favour of China is particularly interesting. Three of the present fleet – K Line's 2,875 TEU **West Gate Bridge**, MOL's 3,061 TEU **MOL Triumph** and Leonhardt & Blumberg's 3,424 TEU **NYK Prestige** – will continue, with the partners jointly providing two replacements for the P&O Swire ships.

The 2,440 TEU **Aratura**, the last ship purpose-built for what was originally the Australia Japan Container Line and which continued to carry AJCL's unique funnel mark throughout, was feted during final calls to Australian ports in late January. It was then scheduled to perform an Asia-South Africa round voyage before renaming **Maersk Niigata** and joining a Mediterranean-ECNA service. The replacement is yet another Hyundai Mipo 2800-type, the MOL-chartered 2,824 TEU **Cimbria** (27,779/02, Cimbria Schiffahrts, Ahrenkiel Ship Management, Germany, mgrs; Liberian flag). With **Ariake** moving to the new Maersk AU1, it is being replaced by the 2,500 TEU **Cielo D'America** (25,550/02, D'Amico Societa di Navigazione, Italy, Ishima Pte Ltd, Singapore, mgrs; Italian flag) formerly on charter to CP Ships and a sister to **Ute Oltmann/CP Rangitoto**, although this is believed to be for only two voyages.

MSC's Capricorn service has again been beset with problems as a result of close attention by the Australian Maritime Safety Authority and Maritime New Zealand. The 32-yr **MSC Teresa** and **MSC Federica** have both suffered further detentions, resulting in the replacement of the latter by the 1,932 TEU **Sea Bright** (22,738/94, ex **Med Kaohsiung-95** etc, Ming Bright Schiffahrts; Maritime Gesellschaft, Eisfleth, mgrs; Liberian flag). This ship, originally built for FA Deijlen and charter to Yang Ming, is a sister to former MSC Australian service regulars **MSC Antonia** and **MSC Georgia** and became available following the collapse of small trans-Pacific operator Great Western SS in late January. Another ship with a Yang Ming connection, the 36-yr **MSC Eliana** (13,875/70), originally the cargo ship **Hai Mou** but better known in Australian waters as **Ming Hope**, has replaced the 26-yr **MSC Jessica**. **MSC Eliana** served on the company's Australia-South Africa shuttle in the early 1990s.

The MSC Euro service continues to parade an eclectic array of tonnage: latest arrivals are the 2,941 TEU **MSC Fribourg** (37,277/80, ex **Zoi S-04** etc, originally Cho Yang's **Korean Chance**, Good Fortune Shipping, Technomar, Greece, mgrs; Panamanian flag); the hatchcoverless 3,498 TEU **MSC New York** (42,323/94, ex **Norasia Kiel-97**, Bremer Bereederings GmbH, Germany; Liberian flag) and the 3,014 TEU **MSC Roberta** (39,892/86, ex **P&O Nedlloyd Panama-04** etc, originally **Hyundai Challenger**; Roberta Naviera, Panama, MSC Hong Kong Ship Management; Panama flag). Apparently in advance of the inauguration of the New Alliance Suez Loop (above) MSC has introduced direct calls to Colombo northbound on the Euro service and dropped Fremantle southbound, so that the Australian port rotation is now Sydney, Melbourne, Adelaide, Fremantle.

In the Fesco/Hamburg Sud/Hyundai Merchant Marine FAL service HMM has replaced the troubled-plagued, chartered **Hyundai Opal** (2005, p.) with Schoeller Holdings' 1,200 TEU **Cape Fraser** (14,300/05, Cape Fraser Sg Co Ltd, Columbia SM Ltd, mgrs; Marshall Islands flag). Fesco has sold FAL's 1,304 TEU **Kapitan Serykh** to what are reported as 'Hong Kong owners', nevertheless believed to be Indian, and handover was expected in Brisbane in mid-February. No replacement has so far been listed.

In late January China Shipping Container Line introduced the 1,740 TEU Guangzhou Wenchong-type newbuilding **Hansa Lauenburg** (18,334/06, Leonhardt & Blumberg, Germany, mgrs; Liberian flag) as the replacement for the 2,470 TEU **CSCL Xiamen** (2005, p. 43) in the AuSea Express service. However, the ship's arrival in Australia coincided with an announcement that the service would end in March, due to a combination of over-tonnaging southbound from SE Asia and the withdrawal and non-replacement of Gold Star Line's **Africa Star** (2005, p. 158). Consortium members will slot-charter space with other carriers in order to remain in the trade: GSL is reverting to previous arrangements with RCL within the ASA group, Hamburg Sud is taking space on the new Maersk AU3 service; CSCL and Coscon plans had not been revealed as at mid-February. **Hansa Lauenburg's** second voyage will be the last in the service.



Santa Fiorenza passing under the Westgate Bridge

(D.Crisp)

In the OVSA (ANZ-WCNA) service the departing Hamburg Sud vessels (see above) have been replaced as follows: **Columbus Waikato** by the 1,740 TEU Guangzhou Wenchong-type newbuilding **Cap Aguilhas** (18,334/05, St Jacob Marine Co Ltd, Cyprus; Harseatic Shipping, Singapore, mgrs; Cypriot flag) and **Cap Sunion** by the 2,169 TEU **Santa Fiorenza** (21,531/98, ex **P&O Nedlloyd Arica-02**, Claus-Peter Offen, Hamburg, Liberian flag) a sister to **Santa Felicita** already on the service. After a positioning Asia-Australia voyage in the FAL service, **Santa Fiorenza** shipped eleven straddle carriers from Brisbane to Melbourne on behalf of stevedore Patrick, discharging on 19 February and then going to anchor to await its slot in the OVSA. The former ANZDL/CP Ships in the service are being renamed as follows by Hapag-Lloyd: **CP Conдор/Melbourne Express**; **CP Jabiru/Brisbane Express**; **CP Kestrel/Auckland Express**; **CP Tui/Perth Express**.

In the Triple A consortium's Torres loop, MISC's **Bunga Teratai** has been swapped with the MISC/PIL NZ service's **Dolores** (2004, p.209) while in the Bright loop OOCL's veteran 2,535 TEU **OOCL Exporter** (41,266/76) has been replaced by the 3,161 TEU **OOCL Friendship** (42,023/87, ex **Anahuac-98** etc, originally **Oriental Friendship**, Top Victory Shipping Ltd, OOCL, Hong Kong flag). This vessel is very similar to **MSC Carina** and **MSC Tina** (2005, p. 99, 158) and a near sister to the AANA service's **OOCL Fair** and **OOCL Fidelity**. Another of the class, **OOCL Freedom** (40,978/85, ex **Eagle Malaysia-98** etc, originally **Oriental Freedom**; Well Sheen Ltd, OOCL, Hong Kong flag) undertook one round voyage in the ACE service in early November while **OOCL Melbourne** and **OOCL Sydney** were drydocked in succession. Subsequently **OOCL Freedom** replaced the 2,544 TEU **OOCL Envoy** (37,238/79) in the Triple A Torres loop. However, **Dolores** is again scheduled to return to NZ, to the new MMNOP Loop 2 (see below) and no Torres loop replacement had been listed as of mid-February.

Singapore-based Pacific and Orient Sea Transport (POST), which operates separate twice-monthly breakbulk services from Asia to the Australian east and west coasts; has long-term chartered two vessels to serve the latter. The 665 TEU **Beluga Energy** (7,500/05, Phoenix Reederi, Germany, Antigua and Barbuda flag) a brand new heavy-lift/multi-purpose vessel built in China for Beluga Shipping GmbH, has replaced **Ursula** (7,586/02) and arrived at Fremantle on 25 September 2005 on the first voyage of a 12-month charter. The second vessel, the 673 TEU multi-purpose **Hanna-C** (7,752/02, Mary C Shipping Ltd, UK, Carisbrooke Shipping Management GmbH, Germany; UK flag) arrived at Fremantle for the first time on 30 October and has been chartered for three years. It is understood that part of the charter costs are being met by Melbourne-based freight forwarder Hai Win Shipping, which is offering a monthly Shanghai-Darwin container service linked to the AustralAsia Railway between Darwin and Adelaide.

The Schoeller-controlled Austral Asia Line, which announced in January that both it and stablemate Project Asia Service would henceforth operate under the AAL brand, has chartered **CEC Mayflower** (2004, p. 43, 209) for nine months and deployed on a new SEA-PNG Express service sailing Pasir Gudang, Singapore, Jakarta, Port Moresby, Lae, Alotau, Kavieng, Madang, Rabaul on a 30-day round voyage. From late February the ship appears in AAL schedules as **Papuan Gulf**, a name previously used by Swire's Crocodile Line, but it is unclear whether the latter has any involvement.

New Pacific Shipping has introduced a 'new' **NewPac Cumulus**, replacing the previous chartered vessel of that name (2004, p.43, 209). The latest ship is the former **Magellan 3** (13,998/79, 697 TEU) an interesting vessel built as **ER Brussel** for Belgian owners and since the bearer of 16 names, including those reflecting charters to Swire, MSC, Cast, Hapag-Lloyd, Cunard, CMB and Nedlloyd. It is a sister to the former TranzTas vessel **ANL Progress (I)** (2001, p. 135, scrapped at the conclusion of that charter in December 2002) and like that vessel is controlled by Greek owner Dioryx Maritime and registered in Cyprus. In February a second vessel, to be named **NewPac Cirrus**, was to replace **Thor Nectar** (2004, p. 209). However, with a suitable ship unavailable until late April, NewPac chartered another interesting ship, the 1,378 TEU conbulker **Comandate** (18,775/83, ex **Alma Libre-05** etc, Comandate Marine Corp, Greece; Alon Maritime, mgrs; Liberian flag) originally the HDW OBC-25 type **Kirsten Wesch**, for one round voyage.

In the MISC/PIL NZ-SEA service as well as **Bunga Teratai** replacing **Dolores** (see above), the familiar **Bunga Teratai 3** has replaced **Kota Jasa**. Further, more major, changes are afoot following Maersk's PONL acquisition. MISC and PIL have been joined by NYK (ex NZAX), MOL and OOCL as consortium members and vessel providers and the combined MMNOP group will henceforth operate two NZ-SEA sittings. Loop A will essentially be the existing service, with the exception of the dropping of Tauranga calls. This leaves a rotation of Auckland, Napier, Lyttelton, Wellington/Nelson, Brisbane, Singapore, Port Kelang, Brisbane, Auckland and vessels employed are **Bunga Teratai**, **Bunga Teratai 3**, **Kota Jati**, **Kota Jaya** and **Kota Juta**. Loop B will offer an express service, sailing Tauranga, Lyttelton, Singapore, Port Kelang, Tauranga and will utilise NYK's **Provider** (transferring from NZAX), **MOL Unity** (transferring from AU-3, see above), 1,560 TEU sistership **OOCL Acclaim** (16,705/97, previously seen on Australia s Triple A service) and **Dolores** (see above).

Of Maersk's two weekly NZ-SEA services (2005, p. 211) NEZ String A will continue to employ the 2,250 TEU sisters **Nele Maersk**, **Nicolai Maersk**, **Nicoline Maersk** and **Nora Maersk** while NEZ String B will use the 2,250 TEU **Nysted Maersk** and **Nexøe Maersk** (from the superseded Oceania service) and, initially at least, the 2,732 TEU **Maerk Pelepas** (2002, p. 85) and the 2,890 TEU **Maersk Phuket** (31,333/98, ex **P&O Nedlloyd Genoa-06**, A&L CF December 4 Ltd, Blue Star Ship Management BV, The Netherlands, mgrs; UK flag).

Swire Shipping's Bank Line is putting its four River-class multipurpose vessels through consecutive life-extension drydockings in Singapore, described as standard Class requirements but with 'significant capital modifications and improvements' designed to ensure the ships remain in round-the-world service for the next two years. The four were originally USSR-owned, Finish-built SA-15 type ice-breaking part ro-ros, completed in 1983/84 and purchased by the then Andrew Weir-owned company in 1996 for partial conversion for Bank Line service. At drydocking each of the ships is being renamed: **Foylebank/Gazellebank**; **Speybank/Mahinabank**; **Arunbank/Tikeibank** and **Teignbank/Boularibank**. During the refurbishment programme Bank Line has chartered an unmodified SA-15, Fesco's **Vasily Burkhanov** (18,574/86, previously used in Australian trades) for one 110-day round voyage. Bank Line is increasing NZ-New Caledonia sailings from once- to thrice-monthly by taking space on sister company Tasman Orient Line sailings; this is aimed at taking advantage of a gap left by the new routing of the ANP/NASP service, above.



Illawarra Chief in Port Phillip

(M.A. Carolin)

Coinciding with **Illawarra Chief's** absence (2005, p. 214) Swire chartered the 1,100 TEU multi-purpose **Eibe Oldendorff** (18,220/83, ex **Georgia Gal-04** etc, originally **Hyundai No.23**, Stafford Shipping, Liberia, Egon Oldendorff, Luebeck, mgrs; Liberian flag) which undertook one eastbound trans-Tasman voyage from Melbourne to Auckland and Tauranga in late January, then loaded there and at Whangarei for Subic Bay and North Asia on behalf of Tasman Orient Line. **Illawarra Chief** arrived in Melbourne from Shanghai on 12 February to resume CCS Southern Express service. **Oceania Chief** concluded CCS operations in Melbourne the same day and sailed for Singapore via Fremantle to fill in for **Kokopo Chief** (2005, p. 214) and thence for drydocking and handing back to owners. **Kokopo Chief** was due to leave Singapore for lengthening in China on 20 February, returning to service on 27 April. According to NGPL-JPS schedules, a vessel named **Chenan** is due to enter the service in Singapore on 4 June.

The Samoan-registered Polynesian Shipping Line has launched a new service between New Zealand and the South Pacific using the 126 TEU **Thor Hanne** (1,967/04, ex **Kimtrans Mega Virgo-05**, Thor Hanne Pte Ltd, Singapore; T-Red A/S, Copenhagen, mgrs; Singapore flag). PSL's inaugural sailing took place from Auckland just prior to Christmas and the Apia-based company says it will operate between Auckland, Nuku'alofa (Tonga) and Apia on a 17-day turnaround and will carry dry and reefer containers as well as breakbulk and heavy machinery. PSL is operating in conjunction with Mataroa International

Shipping (formerly Mataroa Shipping and Trading), which has the chartered **Thor Mette** (2004, p. 209) on an Auckland, Nuku'alofa, Vavau, Raratonga, Aitutaki, Auckland rotation.

Pacific Direct Line has withdrawn the veteran **Golden Trader** (6,861/79, ex **Capitaine Fearn II-03**, ex **Fua Kavenga-02**) from NZ-Tahiti service and replaced it with the chartered 333 TEU **Thor Simba** (4,366/84, ex **Helvetia-97** etc, Thor Simba KS, Copenhagen, Poulsen Shipping, mgrs; IoM flag). **Golden Trader** was reported at Auckland on 1 February awaiting delivery to new owners.

Sofrana Bligh (2,800/84), displaced from Sofrana's EastPac service (2005, p. 159) remains in service in NZ and South Pacific waters, apparently tramping. During early February the ship was reported listing coastal cargoes of fertiliser. Since December 2005 the owners have been Tarmstedt International Ltd of North Shore, Auckland, who share the same address as Tradex Pacific (listed as managers since June 2005) a company believed associated with the McNicholl family of Reef Shipping.

Pacific Forum Line has replaced the chartered **Forum Fiji II** (2004, p. 104) with the 512 TEU **Forum Fiji III** (7,662/95, ex **Salzach-06**, built as **Ever Amply**, Salzach Reederei, Osterreich Lloyd, mgrs, Austrian flag) in the NZ-Fiji service.

Two conventional reefer operators have ceased longstanding liner services from New Zealand. Kyokyu Shipping Co announced in December it would withdraw its 15-year old conventional reefer service between NZ and ECNA at year's end, citing a decision by meat-marketing company PPCS to containerise its exports. This followed an earlier announcement by NYK LauritzenCool that its two-way conventional reefer liner service between NZ and WCNA would cease, also at the end of 2005, although in this case the company's concentration on larger vessels – and sale of those employed to/from NZ – was given as the reason. The Penguin-class vessels **Italian Reefer**, **Indian Reefer** and **Iberian Reefer** were subsequently reported sold to Norwegian KS investors for long-term charter to Eastwind Reefers of New York. The only remaining NZ reefer liner service is that operated each way between NZ and Europe by the Netherlands-based Seatrade. Vessels currently employed are **Elisabeth**, **Emerald**, **Elvira**, **Esmeralda**, and **Frio Hellenic**. Although chartered conventional vessels continue to lift substantial tonnages of seasonal NZ crops such as apples, kiwifruit and squash container lines, led by Maersk Sealand, have secured steadily growing percentages of reefer meat and fruit from NZ over the past five years.

Mawashi Al-Gaseem (2005, p. 215) was sold to Hijazi & Ghosheh, of Amman, Jordan, who also own two other livestock carriers, **Bader III** and **Maysora**. It arrived in Fremantle from Adelaide on 28 November under the name **Almawashi**, registered Panama, and loaded for Saudi Arabia before departing on 30 November for Jeddah.

More of the small livestock carriers which the Dutch-based, Vroon 'Livestock Express' Group purchased from Labroy Shipping, Singapore in 2004 have been sent to the breakers. **Angus Express** (2,637/81, ex **Temburong-04**, originally **Kyoshin Maru**) was sold to Bangladeshi shipbreakers and arrived at Chittagong, on 3 June. **Jersey Express** (4,961/79, ex **Janet 1-04** etc, converted from an Arctic cargo supply ship to livestock carrier in 1995) was also sold to Bangladeshi breakers and arrived off Chittagong 9 November 2005 and beached on 15 November for scrapping. The Saudi Arabian livestock carrier **Mawashi Tabuk**, earlier reported sold to Indian shipbreakers, was renamed **Ali** for the delivery voyage to India and arrived at Chittagong on 8 April 2005 for beaching.

According to an unconfirmed report the former Fares-owned/Elders Livestock cattle carrier **Farid F** has been renamed **Torreans** after purchase by HBC Hamburg Bulk Carriers (Australasia) P/L.

Re **Rodolfo Mata** (2005, p. 219): Pan-United subsidiary Advantec Shipping has disposed of the vessel to Italy's Siba Ships for a reported US\$23 million. Pan-United became mortgagee-in-possession in September 2003 after non-payment by former owners the Fares Group of a claimed US\$63 million for ship repair and conversion work.

The worldwide shortage of car carriers continues to produce a stream of unusual and 'classic' tonnage through Australian ports. In recent months this has included: The 3,162 CEU **Sea Wave** (27,421/80, ex **Sea Tarak-02**, ex **Salome-01**, ex **Kalet-92**, Sea Giant Navigation Ltd; Osterreicher Lloyd Ship Management (Cyprus) Ltd; Maltese flag). This vessel has been on charter to K Line for over two years but features the lively of beneficial owner Abou Merhi Lines of Beirut, Lebanon. **Pacific Winner** (48,688/87, ex **Repubblica Di Pisa-03**, Pacific Winner Shipping; Southern Shipmanagement, Valparaiso, Chile; Chilean flag). Also on charter to K Line, this large vessel, lengthened in 1991, was formerly a container/vehicle ferry with accommodation for 54 drivers, operated by Italy's Grimaldi Lines. Capacity for 4,161 CEU or 1,226 TEU or a combination of both. **Veracruz I** (30,259/77, ex **Veracruz-02** etc, originally Nissan's **President**, Veracruz Shipping, Mexico, Stamco Ship Management, Greece; Panamanian flag). On voyage charter to MOL; 3,600 CEU; controlled by Israel's Ray Shipping and wearing their colours. Meanwhile, newbuildings also continue to debut locally, including Mitsui OSK's **Euphony Ace** (58,631/05) and **Marvelous Ace** (59,422/06); Wallenius Wilhelmsen's **Toronto** (61,321/05), Hoegh's **Hoegh Berlin** (57,280/05) and Toyofuji's **Trans Future 6** (60,407/06).

Towage and Offshore

Brisbane-based Australian Marine Systems will provide a combined emergency towing and navaid maintenance vessel on the Great Barrier Reef from July, the first of new national maritime emergency response arrangements around the coast. AMS - not to be confused with towage company Australian Maritime Services - has been handling AMSA's navaid construction and maintenance work under contract since 2001. The company will charter a 64-metre modified R-class anchor-handling supply vessel/tug, **Pacific Responder**, from Swire Pacific Offshore. The 80-tonne bollard pull vessel is currently under construction at Pan-United in Singapore and is due to take-up the Cairns-based, eight-year, \$137 million, Federally-funded contract on 1 July. **Pacific Responder** will be equipped with a large buoy-handling crane, and oil pollution response, fire-fighting and search-and-rescue gear. Operation and crewing will be sub-contracted to Swire.

Adsteam Marine has taken delivery of three new tugs for Australian operations. On 4 February **Adsteam Meringa**, a 70-tonne bollard pull Damen 2411-type Z-peller tug arrived, at Newcastle and berthed at Forcags for final testing and fit-out. A sister to **Barunga** (2004, p/45) the new vessel was also built at Damen's shipyard at Changde in China. **Adsteam Meringa** is due to be named and blessed at a ceremony to be held at Dyke Point on 24 February.

On 12 February Darwin received two new high specification tugs to assist ships visiting the LNG terminal at Wickham Point (see also *Australasia and South Pacific*). **Adsteam Larrakia** and **Adsteam Ginga** are 55-tonne bollard pull tractor tugs with fire fighting and oil spill response capability and recovery equipment, built in Batam, Indonesia by Labroy Marine. The pair is due to enter service in March: in the interim Adsteam chartered two tugs from Singapore.

Correction (2005, p. 218): **Weela** was replaced at Eden by **Gulf Explorer** - see 2004, p. 45. **Wombi** remains in Sydney as a spare tug, along with **Korrimul**.

Brisbane-based **Clontarf** (395/00) was the relief tug in Gladstone during August and September 2005 while **Beltana** and **Bullara** were docked. During **Clontarf's** absence spare tug **Worree** (2005, p. 165) was activated. Adsteam is contemplating deploying a fifth tug to Gladstone this year.

Worree's allocation to Brisbane last year allowed the transfer of **McLarty** (159/72) to Papua New Guinea and it was registered at Port Moresby in September. Gladstone's **Kuttubul** (428/83) remained in Brisbane following drydocking and is working alongside **Austral Savior** and **Clontarf**.

Adsteam Melbourne tug **Marimba** (265/78) left Melbourne in late November towing the jack-up drilling barge **BHD Supply** bound for Dampier, via Adelaide, Esperance and Fremantle (27-28 November) for bunkers; the tug later returned free-running to Melbourne and re-entered service following the transfer of **Tusker** to Geelong. Melbourne's **Gabo** (396/82) sailed to Launceston on 15 January for major docking

and refit on the Southern Shiplift; during its absence **Hastings** (Western Port) and **Edina** and **Tusker** (both Geelong) relieved at different times until **Gabo** returned in Adsteam black hull/white superstructure livery on 14 February. **Keera** was to follow suit to Launceston on 19 February. Adsteam Harbour's crews stationed in Melbourne, Westport and Geelong are now multi-skilled and can service all three ports on demand.

Adsteam has won a new seven-year non-exclusive licence to provide towage in Fremantle, effective 1 June 2006. Subsidiary Adsteam Harbour Pty Ltd operates the five large tugs in the port, and has also been licensed to operate smaller tugs for smaller ships. Another licence coming into effect on 1 June 2006 will be offered to independent operator, Total Marine Services Pty Ltd, for the continued operation of smaller tugs. The same schedule of charges will apply to the Inner and Outer Harbour services, whereas under the existing license with Adsteam there is a higher tariff schedule in the Outer Harbour. Towage prices for the large tugs will remain fixed for two years, and there is provision for these prices to be reviewed every two years for the term of the licence agreement.

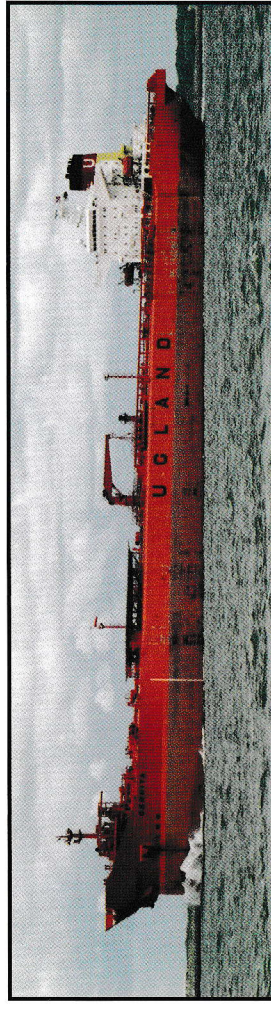
Adsteam has also won a 10-year contract to tow barges on behalf of CSL Shipping from Whyalla to offshore bulk transshipment facilities as part of OneSteel's Magnet project in South Australia.

The AMS Brisbane tug **Gibson** (2004, p. 102) was replaced in April 2005 by newer sister **Sung Kong** (456/94) and has since reverted to **Yam O** and moved from Panamanian to Barbados registry.

Riverwijs Grace (257/00), arrived at the Tenix shiplift facility on 27 November 2005, the second of the two Bunbury harbour tugs owned by Riverwijs Pty Ltd to visit Fremantle for a major refit ashore at Jervoise Bay. The tug was de-slipped on 4 December and proceeded to the inner harbour and berthed at Victoria Quay H berth to take on bunkers before departing for Bunbury the following day.

Spring Cove (222/68) arrived Melbourne from Sydney on 15 January towing the submersible barge **BKA Camel**. After the backhoe dredge **Storken** was loaded, all three set sail on 18 January for Esperance, via Portland and Port Lincoln. Although still listed as owned by Hobart-based North Western Shipping & Towage, **Spring Cove** now has a yellow funnel with blue top.

On 12 October **Reunion** (2005, p. 165) was reported towing a barge loaded with machinery from Bell Bay for an unknown destination.



(R.A.Priest)

Re **Gerrita** (2005, p. 218): Vanguard Oil & Gas Development was the buyer of this JJ Uglund shuttle tanker for US\$35 million, for conversion into a floating production storage and offloading vessel. The FPSO will work for AED (Australian Energy Development) Oil on the Puffin field in the Timor Sea for an initial three-year period. Four yards in the running for the conversion job include Dubai Dry Dock, MSC of Malaysia, SembCorp's Sembawang Shipyard and Keppel Shipyard in Singapore. Other sub-contracts are also under tender for the FPSO, including installation work and the supply of the processing modules. AED Oil is developing the Puffin field, which lies in the Ashmore-Cartier exploration licence

AC/P22 off Darwin, in two phases. The company hopes to begin the second phase using the converted **Gerrita** from July 2006.

Re **Transshelf/Ensko 102** (2005, p. 218): Unseasonably rough weather and heavy swells when rounding Cape Leeuwin dislodged some of the timber crib supports on deck upon which the rig was sitting, forcing **Transshelf** to divert to Fremantle where on 2 December it anchored in the Oil Refinery Anchorage North in Cockburn Sound for assessment. To remediate the situation the **Ensko 102** had to be unloaded, accomplished on 7 December when **Transshelf** ballasted down by about 20 metres to enable the rig to float free, assisted by Kwinana tugs **Champion** and **Bunbury** and Fremantle's **Burra**. The rig was towed to a position off Garden Island where the rigs legs were jacked down to the sea bed. Meanwhile **Transshelf** re-ballasted to bring the main deck back above water for repairs. The process was reversed on 10 December and after numerous large steel sea fastenings were welded into position and seaworthiness certified, the pair resumed their voyage to Rotterdam via Richards Bay on 12 December.

Re **Safe Concordia** (2005, p. 219): After many weeks at anchor in Port Phillip Bay experts determined this accommodation rig would have to be returned by submersible heavy-lift ship to Singapore for repairs. On 13 December Dockwise's **Mighty Servant 1** (29,193/93) arrived at Western Port with the replacement rig **Safe Astoria** (8,700/93, Consafe Offshore AB, Sweden; Liberian flag). The duo had been escorted by the new ORSV **Nor Sea** (1,951/05, Nor Offshore Pte Ltd, Nortrans Singapore, mgrs; Singapore flag) which arrived Melbourne 12 December to re-crew with Australians for a charter to assist with work on the Yolla A field. Following discharge of the rig **Mighty Servant 1** sailed around to Port Phillip to load **Safe Concordia**, which was accomplished on 22 December in a 12.5-fathom 'hole' known as the Prince George Deep, seven miles WNW of Portarlington with assistance from Adsteam's **Keera**, **Hastings** and **Tusker**. After returning to the Melbourne outer anchorage the following day, the platform was secured to the deck of **Mighty Servant 1** and the duo sailed for Singapore on 26 December.

Safe Astoria finally sailed from the Cowes Anchorage at Western Port for the Yolla Field on 7 January towed by the ORSV **Billy Joe Ramey** (2,556/99, ex **Maersk Detector-04**, Deep Sea Supply Shipowning AS, Norway; Deep Sea Asia, mgrs; Vanuatu flag) with assistance from **Keera**. After clearing Western Port entrance **Keera** was let go and escorted the tow until approaching the Yolla A platform on 8 January, where it was reconnected to the stern of **Safe Astoria** at about 1000 hours. **Keera** remained assisting until 0130 hours the following day when all eight rig anchors had been laid. **Nor Sea** escorted the tow and ran out six of **Safe Astoria's** anchors. **Safe Astoria's** deployment was three weeks late in a project already running 18 months late. BassGas is now expected to commission in late April.

There is an unprecedented level of activity in Bass Strait in connection with several oil and gas projects, with a number of vessels operating out of Portland. **Maersk Guardian** (2005, p. 218) is working for Woodside on the installation of the Thylacine gas field jacket and development of the field, about 37 miles south of Port Campbell. Assisting are **Maersk Supporter** and **Invincible Tide**, with extra support from **Ray J Hope** and **Lady Gerda** (1,997/87, PR International Offshore Services, Farstad Shipping Indian Pacific Ltd, Melbourne; NIS flag) during installation of the jacket and topsides. The associated pipeline is being laid by **Lorelay** (2002, p. 92, 93, 140), supported by the ORSV **Highland Rover** (2,186/98, Gulf Offshore NS, Aberdeen; UK flag) while divers from **Rockwater 2** (2002, p. 140, 186) will connect the pipeline to the jacket and will also secure and stabilise the pipeline on the bottom as required.

Earlier, on 27 October **Lady Gerda** had arrived in Geelong from Singapore via Gladstone towing the barge **Power Barge 1** with Thylacine's jacket structure on board; however, after several false starts due to bad weather the ORSV/barge did not finally leave for the Otway Basin until 4 December. On 6 December BigLift's heavy-lift vessel **Happy Buccaneer** (16,341/84) arrived in Geelong with Thylacine topsides modules on board to await discharge onto **Power Barge 1** following installation of the jacket. However, reportedly after problems fitting the jacket, it was not until 8 January that the barge returned and following several days of fitting out the helicopter platform was finally discharged from **Happy Buccaneer** on 12 January; the barge left again under tow on 14 January. During its 36-day wait in Geelong **Happy Buccaneer** is believed to have cost US\$20,000/day in demurrage.

Lorelay, **Rockwater 2** and **Highland Rover** are also believed to have worked closer inshore on behalf of Santos, assisted by Total Marine's tug **Total Endeavour** (496/95). Earlier work was undertaken by the pieplayer **Seaway Falcon** (10,385/76, SCS Shipping, Stolt Offshore AS, Norway, mgrs; IOM flag). Other vessels involved were the ORSVs **Ray J. Hope** (2004, p. 102, 156) and sister **Billy Joe Ramey** both of which have now returned to Singapore for delivery to new owners.

Giulio Verne (2004, p. 46, 102, 156) finally concluded work on the BassLink cable project in late November and left Melbourne on 4 December for Europe, bunkering at Fremantle on 17-18 December. Transformers for the project, which were severely damaged when **Palmyra** lost its rudder in the Great Australian Bight (2004, p.213) and consequently returned to Europe for re-building, were redelivered to Bell Bay via special visits of Wallenius Wilhelmssen's **Tamerlane** (16 September) and **Talisman** (15 October).

The SAL heavy-lift vessel **Annegret** (8,397/00) berthed at the Australian Marine Complex in Henderson, WA on 4 February to load the first oil and gas jacket to be exported from Australia, bound for Shell Todd Oil Services' North Taranaki oil and gas field off New Plymouth, NZ. The \$10 million Pohokura structure was designed, fabricated and assembled by the Ausclad Group of Companies using the common user facility at the AMC. Prior to arriving at AMC **Annegret** was fitted in Singapore with large winches on the four 'quarters' of the ship, which will be used to enable four-point mooring offshore for discharge of the unit which was loaded vertically directly on the vessel's tanktops, protruding above deck.

Shipbuilding/Shiprepair

On 20 January Austal USA hosted a traditional US Navy keel-laying ceremony to signify the start of construction of the Littoral Combat Ship, based on Austal's 127-metre aluminium trimaran. Austal, as the designer and builder of the LCS seafarmer, is part of the General Dynamics/Bath Iron Works Team. The ceremony was attended by in excess of 150 high ranking officials from Government, Navy, the State of Alabama and City of Mobile who joined the Austal workforce to celebrate 'a momentous occasion in the history of an Australian shipyard now designing and building the most revolutionary warship for the world's most powerful navy'. **LCS 2**, due for delivery in late 2007, has a flight deck larger than any other surface combatant that will support near-simultaneous operation of two large MH-60R/S helicopters or multiple unmanned vehicles. **LCS 2** will also provide one of the largest useable payload volumes of any U.S.Navy surface combatant and deliver greater payload per displacement ton than any ship of comparable displacement.

New orders reported by the Austal Ships group include six 16-metre monohull patrol boats for the NSW Water Police, and one of a similar design for the Bermuda Marine Police Service; 37- and 58-metre cruise vessels for private and charter use; two 88-metre high-speed vehicle-passenger catamarans (1,200 passengers/225 cars) for Istanbul Deniz Otobusleri of Turkey; and two 107-metre vehicle-passenger catamarans (866 passengers/282/cars) for Hawaii Superferry (building at Austal USA).

Incat is recruiting additional staff and has secured new commercial finance and a \$15 million secured loan from the Tasmanian Government in order to progress up to four new orders. Company chairman Robert Clifford claims orders are near from a European client for a 98-metre vessel and another for two 112-metre cats from a Japanese company, with an option for a third. The first vessel likely to be delivered to Japan mid-2007 will be the biggest Incat has built and the world's largest diesel-powered fast ferry, with a speed of more than 40 knots. The credit facility would enable Incat to order engines, jets, gearboxes and other equipment to complete hull 062 for the European customer. The facility would only be drawn down if the normal commercial arrangements between Incat and the engine and equipment suppliers' terms expired before Incat has completed a sale for the finished vessel. Incat is constructing the first of its 112-metre wave-piercers, (Yard no. 064) for one of its chartering subsidiaries and expects to complete the so-far unnamed vessel late next year. The vessel will carry 1,400 passengers and 412 cars (or 590 lanemetres plus 50 cars) and is designed for dual-speed operation, at either 23- or 40-knots. Incat claims the new design offers a reduction of 54 per cent in fuel costs per deadweight tonne.

The Cairns-based shipbuilder NQEA Australia (originally North Queensland Engineers & Agents), a name synonymous with shipbuilding in northern Queensland since 1948, has closed its doors after the sale of its slipway, premises and facilities to Brisbane-based Viking Industries, which has also acquired the NQEA brand. The sale includes 4 hectares of waterfront land held under a 45-year lease from the Cairns Port Authority. It also includes a 60-metre dry dock and 1,200-tonne slipway, large vessel berthing facilities and supporting shed infrastructure. Director Don Fry said the sale had become necessary after the company missed construction deadlines in a \$25 million contract to build the cruise vessel **Oceanic Princess** (2005, p. 110). Over its 57-year history NQEA moved from heavy shipbuilding to high-speed catamarans and hovercraft and at its height employed 342 staff. The company said all engineering jobs would be lost.

The SA Government is to use ASC's winning of the RAN Air Warfare Destroyer contract as a springboard to launch 'a centre for an internationally competitive shipbuilding industry for both naval and commercial purposes'. The planned 95-hectare Osborne site is to be known as Techport Australia and will be owned by the newly-formed Port Adelaide Maritime Corporation. \$140 million will be spent on infrastructure including a fully protected harbour, deep channel port access, Australia's largest ship lift, common user wharf and transfer system, master planned industrial estate, freehold and leasehold industrial sites, onsite training centre and access to serviced offices, cafes and IT facilities. There will also be heavy/wide load road access, direct rail spur access connected to the national rail network, access to the Adelaide container terminal and research-grade data transmission infrastructure.



Pacific Titan ex Australian flag **Lady Pauline**

(R.A.Priest)

The Tenix ship-lifter and repair facility at Jervis Bay has been very busy over recent months. Visitors have included the tug **Total Endeavour** (496/95) from 25 October until 17 November; the hopper/suction dredger **Volvox Anglia** (1,041/80) from 26 October until 15 November; the seismographic research vessel **Pacific Titan** (3,211/83) from 16 November until 30 November; and the tug **Riverwijs Isabelle** (257/00) from 16-26 November;

At Forgacs Newcastle vessels under repair have included **Direct Kestrel** (18,335/00) which arrived on 5 November 2005 and sailed on 21 November as **CP Kestrel**; **HIMAS Kanimbla** (arrived 28 November) and the training/submarine support vessel **Seahorse Spirit** (2,090/80), which arrived on 29 November.

Earlier the blue-metal carrier **Claudia 1** (3,259/83) spent several weeks in the floating dock undergoing repairs to damage sustained while berthing at Bass Point. It resumed normal trade on 31 October.

The bauxite/alumina carrier **River Embley** (51,035/83), which operates between Weipa, Gladstone and Newcastle, drydocked in the Captain Cook Dock at Garden Island, Sydney, 9-11 October 2005. While expected to remain in service for several more years the age of the four coal-fired bulkers now dictates out-of-water surveys/dockings every 2.5 years. **Endeavour River** (50,144/83) underwent full-cycle drydocking, refit and steel renewal in Singapore 15-22 November.

Ferries, Fishing and Harbour Craft

Two 45-metre ferries built by Image Marine (part of the Austal Ships group) at Jervis Bay were loaded on the BigLift heavy-lift vessel **Traveller** (6,714/00) at the end of October. **Gold Express** and **Silver Express** were built for Guadeloupe-based operator L'Express des Iles for service in the French Antilles in the Eastern Caribbean. With both ferries as deck cargo **Traveller** was expected to depart Fremantle for the Caribbean via Cape town for bunkers on 31 October. (However, see *Accidents and Mishaps*.)

It was reported in the *Manly Daily* on 28 October, that the former Sydney ferry **North Head** is now high and dry near Cairns, after purchase by a Cairns landscape contractor George Fay and his wife Lisa who intend restoring the vessel to 'its former glory'. It was in danger of sinking after the previous owner's plans to convert it to a floating convention centre were scrapped when the local council wouldn't give approval for the work to commence. Mr Fay has no idea of the expected costs of restoration, or how long it would take to complete the work. However, he has said the timberwork is immaculate but the hull is rusting as a result of the sacrificial anodes wasting away and not being replaced.

Following thorough investigations, the Australian Fisheries Management Authority has laid charges of illegal fishing against the Master and Fishing Master of the Cambodian-flagged fishing vessel **Taruman** which was apprehended 660 nautical miles south of Hobart, under suspicion of operating illegally in the Macquarie Island Exclusive Economic Zone in early September 2005. The 2,145 GT, 76-metre vessel which, notwithstanding the purported identity, carried the name **Polar Princess II** on each side of the hull, was escorted to Hobart by **Oceanic Viking** (2004, p. 211) and arrived on 10 September. The vessel was found to be carrying 143 tonnes of Patagonian toothfish. The catch will be subject to tender at a later date. The maximum penalty for fishing illegally in the Australian Fishing Zone is \$825,000 plus forfeiture of the vessel, catch and gear. The 31-person crew included fishermen of Ukrainian, Russian, Spanish, Peruvian and Chilean nationality.

Sealord Group has sold the 67-metre trawler **Aoraki** to Chinese buyers. Laid up in Nelson since September 2004 due to a shortage of quota, the trawler has been acquired by BGP, a subsidiary of China National Petroleum Corporation, for conversion to a seismic research vessel and will be renamed **BGP Pioneer**. **Aoraki** left Nelson for Shanghai on 10 January.

Potential buyers are reportedly showing interest in a partly converted luxury yacht **Alyssa M II** (originally HMS **Bulldog**) in Nelson, for sale for NZ\$2.9 million after being damaged by fire (2004, p. 104). The yacht has been berthed at the wharf at Sealord's Vickerman Street processing plant for the past 21 months since fire ripped through it in April 2004 while it was undergoing major luxury refit, begun in 2002, for Hong Kong businessman Wing-cheung Fung. After the fire the owner lost interest and cancelled the refit. **Alyssa M II**'s crew quarters are 85% complete while the guest areas are bare steel.

Accidents and Mishaps

On 20 February a former master of the Cook Strait ferry **Aratere** pleaded guilty to failing to navigate the vessel according to established collision regulations. At 0430 on 10 April 2005 the ferry was entering Wellington harbour just as the Odfell Singapore-operated chemical tanker **Bow de Jin** (6,294/99) was departing for Timaru. Both vessels were heading towards one another and a risk of collision existed, according to Maritime New Zealand. Although **Aratere** was required to avoid crossing **Bow de Jin**, Capt

David Curd failed to realise the risk of collision had developed and failed to take early and substantial action to keep clear.

On 6 February it was reported that the Noumean product tanker **Konemu** (2005, p.106) has not returned to service and will be scuttled by the local port authority. Owners: Societe Caledonienne de Transport Petroliers are in compulsory liquidation.

On 25 January shortly before midnight the stern of the Adsteam Harbour Gladstone tug **Tom Tough** (396/83) struck the side of the Panamanian flag bulker **Global Peace** (67,727/82, Korea Marine Ltd) during berthing operations at the RG Tanna Coal Terminal, apparently after the tug suffered engine failure. The collision ruptured the bulker's hull and a fuel tank, spilling an estimated 25,000 litres of heavy fuel oil that spread quickly throughout Gladstone harbour on a rising tide.

On 28 December at BHP Billiton Mitsubishi Alliance's Hay Point Coal Terminal, Ship Loader No.1 struck a crane on board the Panamanian-flag **Vega Pioneer** (29,369/02). The Japanese-owned bulker was largely undamaged but the 5,000-tph loader had to be taken out of service for repairs, cutting the terminal's capacity by 30%. BMA was forced to switch ships to the neighbouring Dalrymple Bay Coal Terminal and the RG Tanna terminal at Gladstone.

On 19 January a further accident occurred at Hay Point Coal Terminal when the telescopic end of Ship Loader No.2 snapped and fell into the hold of **Hyundai Island** (67,897/86). The spout was subsequently recovered and repaired, and after completion of loading the bulker sailed on 25 January.

On 20 December the biggest environmental penalty in Victoria's history was handed down in the Melbourne Magistrates' Court to the master and owner of a German containership. Defendants Erhard Heinz Schuschuan and Reederei Suderebe GmbH & Co. Schiffahrts KG were ordered to pay more than \$1 million in fines, clean-up expenses, environmental projects, legal costs and community donations after conviction on charges relating to oil discharges from the 1,022 TEU **ANL Pioneer** (currently trading as **Doria**). In February 2003 a large quantity of oil from the ship washed ashore over 12 kilometres of the Victorian coast at Woolamai and Kilcunda, after 30-40,000 litres of waste oil sludge from its ballast water tanks was discharged into Bass Strait during a voyage from Melbourne to Sydney.

On 25 November the Australia RCC reported the ro/ro **Rickmers Finlandia** (8,831/00) had been broken down in lat 36S, long 103E, for two days after suffering bearing failure; it was awaiting parts from owners.

In early November the bulker **Furness Karumba** (p. 160) arrived in Kwinana with four stowaways on board, two of whom had died while hidden in a hold. The ship left the Moroccan port of Laayoune on 7 October with a cargo of fertiliser and the men were found on 31 October when crewmembers investigated possible damage after hearing banging in the hold. The survivors were taken to hospital and then an immigration detention centre.

On 31 October at 0415 the vehicle carrier **Chang Fa Kou** (27,267/85, see 2005, p. 103) departed under pilotage from Fremantle's Victoria Quay H berth having completed discharging vehicles from South Korea. The vessel was swung with two tugs off the berth but for unknown reasons ended up on the south side of the Inner Harbour and collided with the Big-Lift heavy-lift vessel **Traveller** (6,714/00), located starboard-side-to at E Berth. **Traveller** had completed loading two Austal Image-built catamaran ferries on deck, **Silver Express** and **Gold Express**. The starboard side stern quarter of **Chang Fa Kou** struck the forward port side shoulder knuckle of **Traveller** and the outboard ferry **Silver Express** which was positioned forward on the deck partly overhanging the port side. **Chang Fa Kou** was holed about nine metres above the waterline on the port side stern quarter and suffered associated plate grazing; damage to **Traveller** was confined to a very small area, but **Silver Express** received several gashes and holes in its aluminium hull on the starboard side shoulder forward.

On 16 October the bulk carrier **Fertilia** (90,392/96), en route from Hay Point to northern Europe with a cargo of coal, sustained bottom damage in the Sulu Sea and as a result reported three 'cuts' in the

double bottom over a length of 20 metres. The vessel was forced to discharge all cargo at Cigading and then proceed to Singapore for drydocking and repairs.

On 11 October bulker **Timaru Star** (2005, p. 214) was forced into Fremantle following the collapse of a deck stow of logs on No.1 hatch during a voyage from Whangerei and Timaru, NZ, via Bell Bay to Shekiah, United Arab Emirates. The ship had encountered severe weather when approaching the south-west corner of WA with heavy swells in excess of six metres and gale force winds. The sustained rolling, pitching and pounding of the seas and swells caused logs on No.1 hatch to move, bending the restraining steel stanchion supports on deck outwards and leaving logs hanging outboard on both sides.

On 8 October a gust of wind estimated at 100 kph forced the Pacifica Shipping vessel **Spirit of Resolution** (3,850/97) against a bridge support adjacent to its Onehunga berth as the fully-laden ship was being moved by tug. Both vessels suffered minor damage.

On the night of 6 October the former USSCo ro-ro **Maheno** (7,487/69) as **Santa**, ex **Santa Emma** (2005, p.105, 162) sank near the Azores while en route from Halifax, Nova Scotia to breakers at Alang, India while part of a tandem tow with bulker **Willowglen** (16,300/43) by ORSV **Rig Deliverer** (1,384/74).

On 28 September Reef Shipping's **Southern Tiare** suffered yet another breakdown, this time gearbox failure, when off Cape Kidnappers en route from Napier to the Chatham Islands. The Gisborne tug **Titirangi** towed the ship back to Napier where it was berthed the following day by local tug **Maugatea**. After repairs the vessel sailed again on 9 October.

On 19 September the Manly ferry **Collaroy** (1,184/88) struck Circular Quay Wharf Two at approximately 1315 hrs causing minor injuries to two of 200 people on board. Passengers were showered with glass as windows on board the ferry shattered on impact. Both the ferry and the wharf were damaged and the incident, the third such in 12 months, was referred to independent investigators. Sydney Ferries chief executive Sue Sinclair said the **Collaroy** had 'from time to time' had control problems but added that was common in Sydney Ferries' fleet and had not necessarily contributed to the crash.

On 13 September the chemical/oil tanker **Grete Theresa** (821/96, ex **Celine-01**, Herning Shipping Asia ASP Ship Management, Singapore, mgrs; Singapore flag) issued a mayday call in position lat 23 21.6S, long 166 30.1E following the flooding of its engine room during a voyage from Noumea to Norfolk Island. After a navy vessel stood by the casualty about 70 miles from Noumea overnight a SORA tug reported as **Tamanu** arrived with pumps and towed the tanker back to Noumea. The tanker, believed to be a replacement for the ill-fated **Konemu** (see above) was later reported at Brisbane's Forgas Cairncross.

On 3 September at 1330 hrs local time P&O Cruises' **Pacific Sky** suffered a mechanical breakdown while off Bayonnaise, near the Isle of Pines, and drifted aground on sand near a coral reef. Two tugs were sent from Noumea, and refloated the vessel at 0800 the next day. The vessel then was moved to the Isle of Pines anchorage, where passengers were able to go ashore by tender. An inspection of the hull by divers indicated no damage had been sustained apart from a block of coral wedged in a propeller shaft, and the vessel was allowed to continue its cruise, but due to the delay caused by the grounding and subsequent inspection, missed a call at Wala. The vessel had left Brisbane on 1 September with 1,289 passengers and 615 crew on board on a nine-night cruise. The cost of the salvage was expected to be around US\$150,000.

Company and General News

On 12 December 2005 TUI AG, parent of Hapag-Lloyd, completed the acquisition of CP Ships Ltd in an all-cash transaction for about US\$2 billion; including the assumption of net debt of US\$0.3 billion at 30th June 2005, the transaction had a total value of US\$2.3 billion. The purchase created the world's fifth-largest container shipping company with a fleet of 139 ships (plus another 17 on order) for a capacity of approximately 400,000 TEU on over 100 routes spanning the globe. Before the effects of consolidation, the combined shipping business would have had sales of approximately US\$7 billion and EBITDA of

US\$731 million in 2004. After first signalling an immediate absorption of CP Ships and removal of the company's identity, Hapag-Lloyd then decided to phase-in changes through until 2007, but in a further re-think began renaming and repainting ships in January 2006 (see *Australasia and South Pacific*). On 18 January the Australian Competition and Consumer Commission announced it would oppose Toll Holdings' proposed takeover of Patrick Corporation (2005, p. 220) on anti-competitive grounds and on 6 February launched Federal Court action to prevent Toll acquiring any further Patrick shares. Toll has extended its offer until 13 March and will fight the ACCC's decision.

Oceania Maritime Services has been established as a joint venture between Adsteam's Bulk Agency Division and Beaufort Shipping Agency, a trading division of P&O Maritime Services Pty Ltd. OMS is described as the largest shipping agency in the Oceania region, serving over 80 ports. As a result of the merger, GAC-Adsteam, part of the GAC Shipping Global Agency Network, has restructured its three-year alliance agreement under the name GAC-Oceania Maritime Services or GAC-OMS. The restructuring will see GAC-OMS focus on providing ship agency services for all types of dry bulk carriers, tankers and other tramp vessels in Australia, New Zealand, Fiji, Papua New Guinea and the Pacific islands. GAC-OMS will manage the regional port activities from its Sydney headquarters.

In a reversal of recent trends, CMA CGM is to re-establish its own agency network in Australia, splitting from that of its own subsidiary ANL Container Line. The French giant closed its own Australian offices in 1998 after acquiring the container business of the then Federal Government-owned Australian National Line. It has since been represented by ANL throughout Australia, and operates a joint agency in New Zealand. In advertisements seeking management and staff in Melbourne, Sydney, Brisbane and Adelaide CMA CGM said it was 'extending its multi-brand strategy to Australia'. As a consequence of ANL expanding its brand into CMA CGM services, CMA CGM will promote its own brand through CMA CGM Australia Pty Ltd with its head office in Melbourne, the company said.

A new conference or equivalent in the Australia/New Zealand-Europe trade is unlikely in the short-term, the chief executive of conference secretariat Shipping Australia Ltd believes. The Australia to Europe Liner Association and similar New Zealand and reciprocal bodies will cease to exist on 14 March, following the resignation of leading members P&O Nedlloyd and CMA CGM and the wholesale re-organisation of services on the route. SAL's Llew Russell said two issues would probably see little immediate consideration given to a replacement for AELA: firstly, the continuing uncertainty over the future shape, if any, of Australia's Part X (anti-trust immunity) regulations (2005, p. 220) and secondly, the commercial and operational challenges of getting the new services up and running. 'However, in the medium-to-long term I can see renewed interest – depending on the Part X outcome – as new commercial incentives develop in due course, with the prospects of over-tonnaging and softer rates,' Mr Russell said. AELA was the latest incarnation of one of the world's oldest conferences: the Oversea Shipping Representatives Association was established in Australia in July 1912, while an earlier form of secretariat for lines in the Australia-Europe trade is believed to have existed in Victoria in the late 1800s.

Queensland-based naval architects Sea Transport Solutions have re-designed the standard bulk carrier to suit crews, 'rather than making it easy for some builder who is scraping for more profit at the ultimate expense of seafarers'. Chief executive Stuart Ballantyne is trying to convince owners to move away from the 'cheap and cheerful shoebox' superstructure that sees crews of just sixteen spread over six or seven decks at the stern of the ship. Instead STS proposes a two-deck-lower block that may not sound impressive but saves a remarkable 450KW of propulsion power alone through reduced wind resistance. Since high superstructures were developed to provide visibility over decks, STS has re-located the now-raked unit amidships on the port side. 'The bridge wing station extends over the ship side only on the port side,' Mr Ballantyne said, 'while the service cranes are on the port side, as are the mooring winches and the gangway. There are fairleads on the starboard side for the rare occasion where the vessel may have to berth starboard side to, or have another vessel lash alongside, but this is a 'port side to' design. The reduction of windage also assists in raking the forward accommodation bulkhead. Under the rules, this allows a reduction in the equipment numeral which, of course, reduces the anchor size, the chain size, the windlass size and the power needed for the windlass. It also allows the owner to carry a bit more cargo and, after all, that is the prime objective.' Mr Ballantyne said such a solution is a return to the 1950s with low amidships accommodation, but this time leaving the engines aft.

Naval

Australia's new large amphibious ships and Air Warfare Destroyers will be named after Australian cities with close links with Navy heritage. The two large amphibious ships will be named HMAS **Canberra** and HMAS **Adelaide** and the AWDs will be named HMAS **Hobart**, HMAS **Brisbane** and HMAS **Sydney**. Subject to Government Second Pass approvals, the two large amphibious ships are expected to enter service with the RAN from 2012 and the three AWDs from 2013.

Re **Armida** class patrol boats (ACPBs) (see 2005, p. 224): **Larrakia** and **Bathurst** were commissioned into the RAN in a joint ceremony at HMAS Coonawarra, Darwin on 10 February. A dual Naming Ceremony for the fourth and fifth ACPBs was held at the Austal shipyard in Henderson, WA on 18 February. The 56 metre, all-aluminium monohull vessels were named **Albany** by Mrs Annette Knight AM JP CITWA, former Mayor of the town of Albany, and **Pirrie** by Mrs Margaret Humphry, daughter of Lieutenant J Eilershaw, Gunnery Officer Bathurst Class Minesweeper, HMAS **Pirrie**. **Albany** will be the first RAN vessel to bear the name. Albany is the birthplace of the ANZAC Day Dawn Service and the assembly point from which many Australian and New Zealand troops departed for WWI on 1 November 1914. The first HMAS **Pirrie** was one of sixty Australian minesweepers (commonly known as corvettes) built during WWI.

The RAN's **Fremantle** class patrol boats (FCPB) HMA Ships **Wollongong** and **Bunbury** were decommissioned in a joint ceremony in their homeport of Darwin on 11 February, after serving for 24 and 21 years respectively. They were the fourth and fifth FCPBs to be decommissioned as the **Armida** class is introduced.

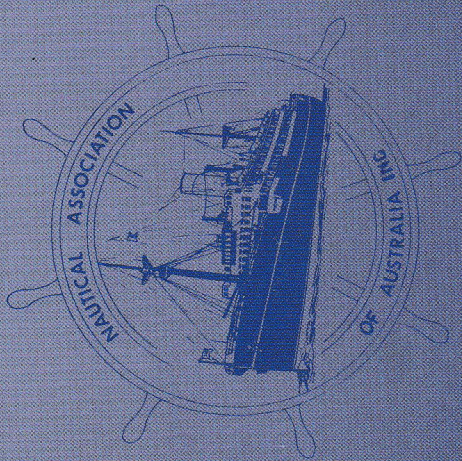


HMAS **Stuart** (153) departing Sydney 2/2/06

(J.Y.Freeman)

Ships and aircraft from the Royal Australian Navy, Royal Australian Air Force, Royal New Zealand Navy and Royal New Zealand Air Force conducted two weeks of exercises off the New South Wales Coast from 30 January- 10 February 2006 as part of the annual exercise, Ocean Protector. Participating were HMA Ships **Warramunga**, **Stuart**, **Westralia**, **Success**, **Tobruk**, **Manoora**, **Gascoyne**, **Hawkesbury**, **Townsville**, **Yarra**, **Armida** and **Dechaineux** plus HMNZS **Te Kaha**.

In February Lyttelton is to lose its naval inshore patrol craft to Auckland. HMNZS **Kiwi** has been based at the port since being built 20 years ago but will now be stationed in Auckland to provide training for crews required for new ships due to come on stream later this year. This will be the first time in sixty years that there has been no permanent naval presence in the port of Lyttelton.



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