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Tambua (3,566/1938) arriving Sydney July 1963

(J.Y.Freeman)

Tambua was built for the Colonial Sugar Refining Co. Ltd, Sydney, by Caledon Ship Building & Engineering Co., Dundee, in 1938, having been completed in July of that year. She was designed to carry bagged sugar in the holds and molasses in wing tanks.

With a crew of 37, she traded Sydney, North Queensland ports, Fiji and New Zealand, back loading building materials, farming equipment, foodstuffs, railway tracks etc.

She was renamed **Maria Rosa** when sold in 1968 and went to scrap under that name at Kaohsiung where she arrived 7 January 1973.

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Opposite

Stanvac Hong Kong (10,448/1944)

(D.E.Kirby)

David Kirby captured the T2 tanker **Stanvac Hong Kong** in good light at Hobart on Tuesday 10 March 1953. Built by Kaiser at Swan Island, Portland, Oregon, she was launched on 28 September 1944 and delivered the following month as **Black Hills**.

She became **Stanvac Hong Kong** in 1948 and traded for the Standard Vacuum Oil Company until sold for scrap in 1962. She arrived at her final destination, Hirao, Japan, on 13 March 1962.

UNION COMPANY'S 'NGA' QUARTET BUILT 1962-1966

from L. Butterfield

Throughout the 1950s, the Union Steamship Company of N.Z. Ltd steadfastly relied on their conventional 'Slow Greens' for trans-Tasman trade and took delivery of a large class of this ship through to the 5,238-dwt **Katea** (3,790/1958). In mid-1960 it was announced that the company would call tenders later in the year for two 5,000-dwt pulp and paper carriers similar in appearance to that class.

In the event, the commercial necessity to address the expensive bottleneck of ship-to-shore cargo handling caused Union Co. to explore alternative designs to improve port turn-round. The 'Slow Greens' had used winch-driven, union-purchase derricks to handle newsprint reels in rubber-covered wire slings, a slow and clumsy operation. Then the more secure 'head clamp' was invented that could lift two reels at a time. The next step was on-board slewing cranes.

And so what emerged were two quite different ships, being modern, engines-aft, single-deck, 6,000 tons (cargo) deadweight ships with a raised forecastle and poop and specially designed for carrying pulp and paper with all cargo handling by deck crane. These 'Crane Ships', as the Company described them, would also be all-welded.

The design was more sophisticated than the outward appearance would suggest. Despite their six hatches, in effect they had only three holds. No. 1 was a short hold (787 tons at 45 cu.ft/ton) with a deep tank abaft but hatches 2, 3 and 4 served one long central hold (2,920 tons), clear of any obstructions or pillars, while hatches 5 and 6 served another combined hold (2,293 tons). This maximum cargo deadweight was on a mean loaded draft of 23'6". Notwithstanding that, their prime task was to work as general-cargo vessels, in reality they were also very functional mini-bulk carriers.

The hatches were 20' x 40' but the cross section between Nos 3 and 4 could be shifted fore or aft to create a 40' x 40' opening. The hatch covers were hydraulically operated MacGregor watertight steel covers. Holds were serviced by six ASEA electric, 5-ton SWL slewing and luffing cranes which would prove well suited to the types of cargo handled.

The building contract was awarded, not to Alexander Stephen & Sons which had been Union Company's prime builders since **Waitaki** (2,212/1934), but to the Caledon Shipbuilding & Engineering Co. Ltd of Dundee. Ship No. 532 was the first to be launched on 23 January 1962, as **Ngakuta** and she was delivered five months later on 21 June 1962. Ship No. 533 had been launched a fortnight earlier on 4 June as **Ngatoro** and was delivered on 27 September 1962. They revived the names of two former Blackball colliers that Union Co. had taken over in 1923 and operated for many years in Tasmanian trades (see *The Log*, Vol. 52, No. 3).

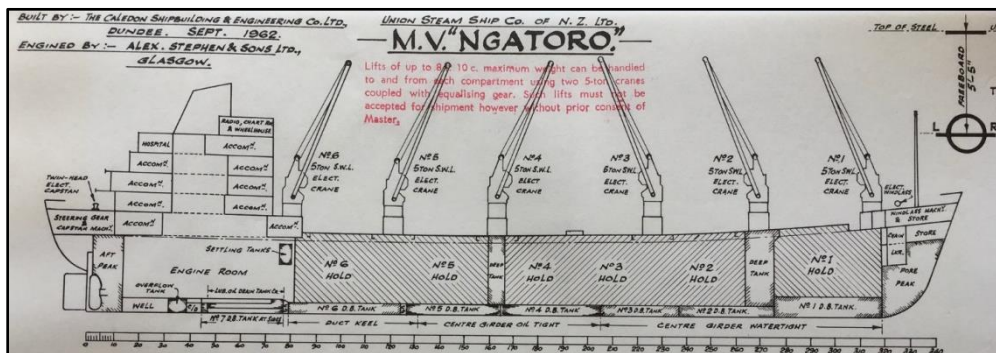
Ngakuta arrived at Sydney on her maiden voyage on 11 October 1962 and generated considerable interest. She and her sister were of 4,576 grt and 6,076 dwt with dimensions of 367' (340' b.p.) x 53' x 28'9", thus somewhat larger than the standard 345' (o.a.) x 50' 'Greens'.

Propulsion for **Ngakuta** was supplied by a Wm Denny Type Sulzer and for **Ngatoro** a Stephens Engine Works Type Sulzer. Both were 6SD60 diesels generating 3,000 bhp for an unremarkable service speed of 12½ knots, albeit half a knot more than the later 'Greens'. Trial speed was reported to be 14 knots, so there was a bit in reserve.

Navigation equipment was standard for the era with the exception of a 48-mile Kelvin Hughes radar and, in the case of **Ngatoro**, an auto pilot.

Accommodation was all aft in a five-deck block and was of a high standard for the Union Co. Apart from the four Apprentices, who shared two double cabins, all crew members had their own single cabin.

The Boat Deck housed the Master's suite and a pilot's cabin for'ard and aft the hospital. The Officers' Deck comprised cabins for deck officers, Radio Officer and Purser with the office on the port side and engineers and electrician on the starboard side with the Engineers Office. The Chief Engineer had a suite amidships at the for'ard end. The Bridge Deck port and starboard comprised of 10 seamen's cabins with Bosun's cabin amidships aft and for'ard the officers' smoke room on the port side, Chief Steward's cabin amidships with two cabins for Apprentices starboard side along with messroom/study and bathroom. In the plated-in Poop Deck were cabins for seamen, cooks, stewards and Crew Messman along with a crew's recreation room aft and also the stewards' mess. Finally, below on the Main Deck, were the rope Store, Bosun's store, crew messroom and galley on the port side, the veg. prep. pantry amidships with the dining saloon starboard side for'ard and stewards' storerooms, freezers etc. running aft. Having to climb up and down five decks between watches and meals certainly kept one fit.



After **Ngakuta** and **Ngatoro** had been around two years in commission, in November 1964, Union Co. returned to Caledon's for a second pair of almost identical sisters. Ship No. 543 was launched on 22 October 1965 as **Ngahere** and delivered on 28 February 1966, by which time Ship No. 544 had been launched on 4 February as **Ngapara** and was delivered on 11 June 1966.

This later pair of vessels had the same dimensions as the earlier two but had slightly smaller tonnages of 4,548 grt and 6,020 dwt. Cargo-handling gear also consisted of six ASEA electric slewing and luffing cranes but, whereas Nos 1, 2, 5 and 6 were of 5-ton SWL, Nos 3 and 4 were 10-ton SWL in anticipation of heavier unit loads. Hatch covers were supplied not by MacGregor but the German firm Von Tell GmbH. Also some parts of the accommodation were configured differently.

Propulsion was by British Polar Engines Limited as a somewhat more powerful Polar 6-cylinder main engine of 3,285 bhp for the same service speed of 12½ knots. Thus the four ships had three different engines, though all were fairly similar.

All four vessel were versatile cargo carriers. The usual rotation began with loading at Tauranga with pulp, paper and timber packs for Australian ports, mainly Sydney and Melbourne but on many occasions also Adelaide, Newcastle and Port Kembla. Stevedoring gangs could load a full cargo in Tauranga in three days; discharge in Australia took rather longer. Back-loading for N.Z. was typically steel products from Newcastle or Port Kembla, topped up in Sydney with general, trade cars, etc., while in Melbourne and Adelaide completely knocked down (CKD) cars would be loaded as well as general. Alternatively, from South Australia they could backload with bulk cargo such as gypsum or wheat.

On occasions these ships would do a paper chase from Tauranga to the South Island ports of Lyttelton, Dunedin and Bluff to discharge reels of newsprint for the local newspapers. Other coastal cargo was dolomite at Nelson for Napier and Whangarei or bulk wheat from Bluff or Timaru for North Island ports. Another run was lightship from N.Z. to Fiji to load a bulk sugar for the Colonial Sugar Refinery works at Chelsea, Auckland. Loading ports in Fiji were Lautoka and Lambasa. If the ship was going to Lambasa,

the Fijian labour was picked up in Suva and they lived and cooked on board under a large canvas rigged over one of the crane booms. The necessary 'Thunder Box' was installed over the deck rail on the forecastle. Homeward bound, a brief call would be made at Suva for the labour to be disembarked.

When carrying bulk cargoes the ships were comfortable at sea but with a load of steel products in the holds and general on top, giving a high positive GM of around five metres, they could perform something shocking in heavy weather and on occasions had to be 'hove to' until the weather abated. Sometimes the roll period was extreme to say the least. A colleague once told me they had timed a heavy roll from upright to 50 degrees either way to upright at just seven seconds on one occasion.



A very new **Ngakuta** (4,576/1962) arriving Sydney 27 October 1962

(J.Mathieson)

Crews were engaged from all main ports of N.Z. and were very stable. In fact the later **Ngahere's** crew were referred to as 'Dad's Army' after the TV comedy series because they hardly ever changed. Most of them had started at sea in 1930s and quite a few were ex **Pamir**.

Docking was usually at Wellington, Auckland, Port Chalmers or Lyttelton, but occasionally at Sydney, Melbourne or Newcastle. In those days there was still quite a lot of on-board maintenance, mainly on hatch lids and cranes, which along with the normal upkeep was enough to keep everyone busy.

Disposal

Ngakuta and **Ngatoro** had been innovative designs in 1962 but cargo-handling trends very quickly superseded them. Just three years after delivery of the second pair of **Ngahere** and **Ngapara**, Caledon's completed the 16.5-knot ro/ros **Maheno** and **Marama** for trans-Tasman service. Although their deadweight of 6,450 tons was only slightly larger, their ro/ro capability marked the end of the lift-on/lift-off era for break-bulk cargo, as also newsprint and pulp. **Maheno** and **Marama** were very soon replaced on the Tasman by the 20,000-dwt, 20-knot **Union Rotorua** (1976) and **Union Rotoiti** (1977), which carried pulp in containers and stowed paper reels on steel pallets handled by forklift. Meanwhile the main newsprint shipper, New Zealand Pulp & Paper, decided to go to side-loading by means of clamp forklifts on the wharf and in the ship, with far less damage to the reels. Their 8,500-dwt, 15-knot **Tasman Enterprise** and **Tasman Venture** would be delivered from Japan in 1977.

In consequence of these inexorable trends, the 'Nga' quartet were displaced from carrying paper, pulp and timber and redeployed as small bulk carriers, a role for which they proved well suited. Nevertheless, the Company found that they did not require four such vessels, thus **Ngatoro** was laid up at Wellington in August 1975, after only 13 years of service and in January 1976 was sold to Florvik Compania Naviera S.A. of Panama for Greek owners Kollintzas Marine S.A. of Piraeus. Under the Greek flag as **Florentia**, she traded mainly in the North Atlantic but on occasion as far south as Venezuela and even Buenos Aires. In 1978 she passed to Ippocampus Maritime (Hellas) Ltd as **Kapetan Antonis** without much change to her trading range.



Ngatoro (4,576/1962) arriving Sydney

(J.Y.Freeman)

On 5 July 1980 while bound Montreal to Avonmouth with corn pellets, **Kapetan Antonis** came into collision off Placentia, Newfoundland, with the 26,000-dwt Greek bulk carrier **Georgis Prois** (1967), which disabled her steering gear and caused a gaping hole and a 30' vertical gash to her stern quarter. The damage was temporarily repaired in St. Johns, prior to a ten-day tow across the Atlantic to Birkenhead, where her cargo was discharged. She was to have been towed on to Poland for permanent repairs but labour strife there caused the job to be switched and instead she was towed out of the Mersey on 30 August for the Irish port of Cork. In 1981 her name changed to **Antony P** under the same managers. A few months later she was sold to Fadel Shipping Co. S.A.R.L of Tripoli and for another fifteen years sailed under the flag of Lebanon as **Fadel G**, mostly around the Eastern Mediterranean and Black Sea, sometimes as far as the Red Sea. On 27 June 1996, she anchored off Alang and five days later was beached there for demolition after a 24-year career.



Fadel G off Port Tewfik in the Suez Canal, 23 June 1995

(M. Cranfield)

Ngatoro's sister **Ngakuta** gave 20 years' service before laying up at Dunedin on 26 September 1982. In May 1983 she was sold to Giant Ocean Shipping S.A. of Panama under management of Hwa Bao Shipping Agency Ltd of Taipei as **Giant Treasure** and found employment in the Indonesia-Taiwan log trade. In 1986 she was sold again to the new firm of Reach Shipping S.A., also controlled by Taiwanese

principals, but remained under the Panamanian flag as **Richer**. In October 1992, en route from the far south-western Chinese port of Fangcheng to the Sarawak port of Muara with cement, she struck heavy weather in the South China Sea, lost a hatch cover, took water in No. 2 hold and on the 23rd was abandoned and foundered in 10.32N, 112.06E, roughly due east of the South Vietnam port of Vung Tau.

Ngapara laid up at Lyttelton on 12 May 1986 and five months later was delivered to Reach Shipping S.A. of Panama as **Kent Brilliant** and become their second ship as a consort to **Richer** ex **Ngatoro**. Both would seem to have operated as local traders in East Asian waters. In April 1993 she lost her rudder north of the Philippines and had to be towed into Keelung. There she was sold 'as lies' and renamed **Financier** before in mid-May being towed to Huangpu (Shanghai) for demolition.

Ngahere thereby became the survivor in the Union Co. fleet. In April 1985 she was made available by Union Co. for charter to the N.Z. Government's and Operation Hope's \$1.75 million relief package for drought-stricken Ethiopia. Manned by a volunteer crew provided by the combined maritime unions, who agreed to sail the ship without any payment of wages as their contribution to New Zealand's relief effort, along with watersiders at all the loading ports of Auckland, Lyttelton and Dunedin, from where she departed with 4,000 tons of relief supplies for discharge at Port Sudan.

Two years later in July 1987 she was sold to Foojadi Shipping Company of the Maldives for operation by Maldives National Ship Management Pty Co. Ltd as **Sea Horse**. In 1999 after a 33-year career and retaining her Union Co. green hull throughout, she was sold to Indian ship breakers and arrived at Bombay for demolition on 20 December.



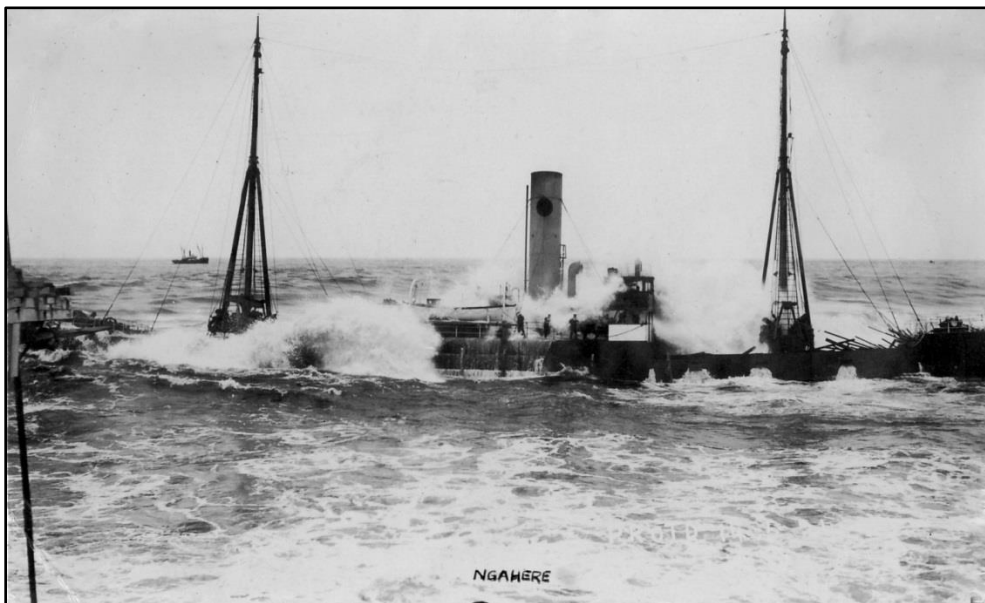
Sea Horse ex **Ngahere** at Singapore, 22 July 1999

(R.A.Priest/NAA Collection)

But that is not quite the end of the story. It later transpired that **Ngahere's** sister **Financier** ex **Kent Brilliant** ex **Ngapara** had not been broken up in 1993. Instead she had been stripped of her cranes and sold on to Yingkou Zheng He Ocean Shipping Co. Ltd of the Manchurian port of Yingkou and sailed on under the Panamanian flag as the bulk carrier **Zheng He 9**. In 2006 she was sold to Attar Construction Ltd for Pelmar Shipping & Engineering Pte Ltd of Mumbai and became **Star 1** under the flag of St Kitts & Nevis. This was little more than transitory because she arrived at Chittagong for demolition on 23 November 2006, then an impressive 40 years old.

Postscript:

My maternal Grandfather, born in 1885, was brought up in Dundee and did his boilermaker's time at the Lilybank Foundry, which was attached to what later became the Caledon Shipyard. In 1908 he decided to immigrate to Australia and sailed out on Lund's **Commonwealth** (6,611/1902). After disembarking at Sydney, he travelled by coastal vessel to Coffs Harbour and there found work on cane farms and soon as Fireman or Engineer in CSR mills around Northern NSW and Queensland. In 1909 he travelled to N.Z. as a 'ringbolt', on Union Company's **Manuka** (4,534/1903) and in 1910 joined the N.Z. Seamen's Union as a Fireman. His first ship on the N.Z. coast was the very new **Ngahere** (I) on the coal run from Greymouth to various N.Z. ports. She was lost on the Greymouth Bar in May 1924 while on charter to Union Co. as a result of the Greymouth Harbourmaster not supplying the correct information on the state of the Bar.



Ngahere (1,090/1908) North Tip Head, Greymouth, 12 May 1924

(NAA Collection)

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With thanks also to Malcolm Cranfield, Dave Crolley and Bill Schell for their generous assistance with details of the later careers of these ships.

CADET WITH BLUE STAR LINE

from Capt. P. Hay

(continued from p.191 Vol.52 No.4, Issue 218)

My next ship was **Columbia Star** (8,293/1939). She had been built just before the war and was one of the minority of the company's ships to survive it. My main recollections of it centred on whisky. We loaded a lot of it in Glasgow for the West Coast of the US and Canada. We were going over a few months before Xmas/Hogmanay and they were stocking up. Normally a cargo like that would be loaded in special lockers, which could be locked, in the tween decks. This time there was so much of it that it was also carried in 'open stow' in the holds where it was accessible to anyone who climbed down the hatches. As cadets we were sent down to keep an eye on the way it was stowed and to stop any theft. This was an exercise in futility. We were down there on our own, and receiving not very subtle hints about industrial accidents and witnesses etc. To have policed the loading properly would have taken a lot of expensive shore-based security staff and still been ineffectual. The whisky was carried in wooden crates in those days, and if a wharfie 'accidentally' dropped one so that the point of the crate landed first at least one of the bottles inside would break. A smoko tea billy would miraculously appear underneath and while the liquid drained out, the case would stop the broken glass. All in all it appeared that it was cheapest just to write a bit off. The best we could do was to try to channel the theft "I will leave a couple of cases by the ladder to help yourself from when you leave". This was better than having large numbers of broken bottles/cases lying around.



Columbia Star (8,293/1939) at Cardiff in December 1959 by the late W.D.Harris (M.Cranfield Collection)

A few years ago I bought Sandy Kinghorn's excellent book *Before the Box Boats* (wish I could remember who I lent it to) and in it he had an excellent sketch of the cabin for the two junior cadets. This brought back a heap of memories after 40 years. It was a large airy cabin on the corner of the main deck accommodation. It quickly became the meeting place for the junior officers. Its main disadvantage for us was that the door to the main deck was right outside and we were on the main crossroads of the ship. In the days before telephones in the cabins, when a senior officer wanted an errand run or something done, he went to the cadets' cabin. Our location was far too convenient. The senior cadet had his own tiny

cabin behind the bridge, but at least he was well out of the way, particularly in port. Either of us would have willingly swapped with him.

At the time there was a story told in the Company of a Chief Officer who thought it the height of wit that when he wanted a cadet he would call out "Somebody". Trouble was the cadets' cabin was a distance away so he had to shout quite loudly. This obviously annoyed the people in the intervening cabins. One day when he shouted it, a distant voice shouted back "F**k Off". Full of outraged dignity, the next in line to the Captain shouted "Who said that?" Echoing back down the alleyways came the reply "Somebody".

A couple of days after we left the Channel heading south, and on the strength of a bright sunny day, the Captain sent round the book saying that from to-morrow morning the officers would change out of their winter uniforms and into tropical rig. He was definitely a bit premature in doing that and the 3/O was a bit anti. He turned up on the bridge next day in full tropical rig, but between the bottom of his white uniform shorts and the top of his long white stockings you could see his 'Long Johns'. The Old Man on that ship was pretty ineffectual so he got away with it. Some of the other 'Old Men' I sailed with would have reintroduced 'keel hauling' for that.

After a fair weather run across the Atlantic and through the Panama Canal we arrived in San Pedro and there the fun began. The Longshoreman worked a 'swifty' that would have elicited nods of appreciation from their *confreres* in Glasgow, Liverpool, Sydney or Auckland. They said that if the mates or cadets went down the hatch they might steal the cargo and the longshoremen would get the blame! Net result was we did not go down the hatches. They were a lot less subtle about helping themselves than the Glaswegians. Some of them were too drunk to climb the ladders out of the hatch and had to be brought out in a cargo net. The Superintendent for the West Coast told the Chief Officer that to avoid complications with Customs etc any damaged bottles or ones with the seal not fully intact, were to be dumped at sea before the next port. Surprisingly, the Chief Officer was not a very worldly man, and also a teetotaler. When the ship sailed, we had about a day and a half before the next port and the cadets were sent down to tidy up. The open bottles were poured down the bilges and the suspect ones were taken to one of the mast houses on deck to be locked up before we got well offshore and they could be dumped.

On that ship when we were close to land between ports the cadets used to go on watch with the mates to get practice in coastal navigation and watch keeping. I was on with the Second Officer. When he came up at midnight and got the handover he then turned to me. "I don't think the Chief Officer understood the "wink wink" bit from the Super and I think you are going to be dumping all the grog overboard in the morning". Lobbing a bunch of keys at me he said "I borrowed these from his cabin and here is the shopping list for the mates and engineers". The Second Mate was the more traditional type and pretty switched on. I spent the next couple of hours redistributing some of the stuff from the mast house to other locations. Sure enough, in the morning we dumped a lot of stuff overboard. In spite of my valiant attempts in later life to redress the imbalance it is still possible that I have poured away more Scotch than I have drunk. A sobering thought.

When the ship got into San Francisco, apart from our normal worries, I got a lesson in flag etiquette. When taking the flags down at night there is a dodgy period when you unclip the flag from the halyard. If a gust of wind catches the flag while it is unclipped and it flaps around you might let go of the halyard clip in the other hand. You then have to climb the mast to retrieve it and re rig it. To avoid this happening you stand on the flag while you unclip it. We had great affection and pride in our Red Ensign, but in the British way it was understated, and it was nicknamed the 'red duster'. We had no qualms about standing on it. This is not the American way. When one of the longshoreman (who had probably been waiting for me) saw me stand on the American Ensign. I got a long tirade about how 'Old Glory' must never be allowed to touch the deck. He was the sort of loud mouth who gives Americans a bad name, but the following day he got his comeuppance. The rest of the gang were immigrants from war-torn Europe, and he was going on about how he was the only 100% genuine American born on the gang. An A/B from the Scottish islands asked him "Och laddie, what tribe would you be from?" Considering my contemporaries were in their first or second year at university, I was certainly getting a lot more exposure to 'real life'.

At that time ashore everyone had to do their two years 'National Service' in the armed forces. This was a great social leveller/educator and I thought afterwards that a civilian form of National Service doing national infrastructure projects etc. might not be a bad idea.

The jazz scene in San Francisco was pretty good then and we had some good nights ashore. Some of the old hands from the Golden Age of New Orleans wound up there, and I think we heard Kid Ory and Muggsy Spanier among others. On our pay we had to sit on one beer for a long time (and with all that Scotch onboard). It was also illegal. The drinking age was 21. In those days we did not have passports, but we had British Seaman's I.D. Cards which were accepted in ports worldwide. They were fairly basic and it was not too hard to forge your date of birth. Not sure I would like to try it today.

After San Francisco we went to a small port, not sure where, possibly Columbia River, and our whisky troubles got worse. At about 10 o'clock at night not only were the gangs drunk, but also the winch drivers. When working cargo using the Union-Purchase method the two winch drivers have to work as a team. Being drunk they were working in opposition and there was every chance that a wire would be snapped and a sling load would come down from a height and kill someone. The 3/O was the duty officer and the others must have been ashore. There did not seem to be anyone in authority on the wharf, or anyone who was prepared to make a decision. He took the drastic, but necessary, step of sacking the gangs. They all stumbled ashore individually but then got together collectively on the wharf and decided to sort the ship out. The wharf police who had been swaggering around during the day with their under-slung gun belts supporting their beer bellies, were nowhere to be seen and the town police would not come onto the wharf. The gangway was hauled up and the stanchions taken out and issued to any one of the crew who was available. In the end the longshoremen just dispersed one by one. I do not know what happened at a higher level the following day but conditions certainly improved.

To get to Seattle there is a long pilotage up Puget Sound. It was raining when the Pilot came on board (It frequently was up there), and he was not impressed when he found out that he was going to be conducting operations in the open from the monkey island, which is the open deck above the bridge. The story went that when the ship was building they realized she would not have sufficient stability. To overcome this they took the drastic step of removing one deck of passenger cabins to make her less top heavy. This had the unfortunate effect that in some conditions of loading you had a blind spot dead ahead from the bridge. At sea this could be overcome with a lot of walking from side to side, but for pilotage you needed all round visibility. The net result was that they had put an extension of the steering wheel through the deck head to the monkey island. The Captain, Pilot and Helmsman were up there in the open. There was a voice pipe down to the bridge and through that they relayed engine orders to the Third Mate on the bridge. The Cadet stayed with the Third Mate to write up the *Bridge Movement Log*. We greatly appreciated having the bridge to ourselves, particularly when our superiors were outside getting wet.

We eventually got to Vancouver our terminal port, finally got rid of the last of the whiskey and started to back load. The cargo was a lot of tinned salmon and some fairly substantial bits of timber. It was instructive to watch the skilful way the longshoreman 'walked' the timber into position. The sling would be offset so that while one end would be high in the air the other end would be just above the deck. The lower end would be pushed until it was in the right position just above the deck. The winch driver would then lower it a few inches until it hit the deck and took the weight. After that with the winch driver lowering at the correct speed, they would all push until the other end was lowered into exactly the right place. Sounds easy but it takes good teamwork.

As we went further South tinned fruit from California was added to the tinned salmon. When we got into the Atlantic we hit bad weather. Even with one deck removed, the stability was not brilliant and we rolled and crashed heavily. The gangway which was well lashed to the ships side near our cabin was torn out of its lashings and lost overboard. We could see solid water on our porthole near the gangway on the downhill roll. The 'Sparks' who had just come off watch came into our cabin laughing. There were about half a dozen of us sitting/sprawled on the deck (he that is down, need fear no fall) and one of the engineers asked him what there was to laugh about. He replied that he had been listening to the traffic

and one of the 'Queen's' had given a revised ETA for Southampton. "Owing to heavy weather we have reduced speed to 18 knots". We had been hove to and going up and down in the same spot for two days.

Among our passengers we had some from British Columbia. Their families had migrated from England a generation or two ago, but they remained resolutely British in dress, manners and outlook. When this happens, everything stays the way it was when they left their original home. It is the only time in my life I have heard people seriously referring to their parents as 'pater' and 'mater'.

The Mess Boy in the passengers' pantry got thrown heavily and it was feared he might have damaged his spine. He was put in the bunk in the nearest cabin. In this weather the normal way to avoid being thrown out of your bunk is to put lifejackets under the mattress on the bunk-board side. This raises the mattress on one side and your body lies in the V of the mattress against the bulkhead. I was dispatched to get a few lifejackets. As I passed the Passengers' Lounge, at a fair rate of knots with a serious look on my face and an armful of lifejackets, the stiff upper lips must have had a bit of a workout. An engineer first tripper had been in his bunk for two or three days, with *mal de mer*. At about midnight one of his mates, dressed in underpants and a lifejacket, threw open his cabin door and as he switched the light on shouted "For Christ's sake hurry up – they are keeping the last boat for you" before disappearing. I do not know if it was an instant cure for seasickness, or if he just curled up and prepared to die. The weather gradually eased and equally gradually we increased speed. We spent the rest of the trip tidying up and repairing the damage. Once we got back to England we paid off and I got a month's leave.



Wellington Star (12,539/1952) at Philadelphia 12 August 1970

(R.A.Priest/NAA Collection)

My next ship was the big time. **Wellington Star** was a big, fast, twin-screw ship running to New Zealand. She was also the Commodore's ship and everything had to be perfection to start with, and then improved. There were two of us and I was now Senior Cadet. Instead of reporting to the Chief Officer every morning at sea and being allocated jobs around the ship, he made us responsible for the boat deck and everything above it. To this end I would always be on the lookout for things that needed doing. If he had told me to do some of the small fiddly jobs I would have thought it a pain, but because I had found them and was doing it, it then became OK. I would go up each morning and tell him what I proposed and he would add in anything else that he wanted. The boat deck was long and had a hatch with its associated winches, sampson posts and derricks at the after end of it with the lower bridge deck and bridge deck above it. Plenty to keep us occupied.

On that ship I got a graphic example of how the rules and regulations had not kept up with the speed of progress. In the wheelhouse there was a Kidde Rich fire-detection system. Through an extensive

network of small copper pipes a sample of air was continuously sucked from every cargo compartment on the ship to a cabinet on the bridge. Here a system of lights and mirrors enabled the smoke from any one compartment to be identified immediately. CO2 could then be pumped back down the line to starve the fire of oxygen. This would be backed up with the more conventional hoses, extinguishers, breathing apparatus etc. However rules which had been written a long time previously, and not rescinded, said that every steamship had to have six buckets kept exclusively for fire fighting. Being aware that they would be standing around unused (hopefully) for all of their lives it was also stipulated that they should be made of wood to avoid rust. Net result was that we had six examples of the coopers' art on the monkey island. We varnished the outsides, painted the insides and changed the rope handles, complete with decorative knots. They would have been terrific as planter boxes, but not have been much use in a fire.

The next example was that when the first steamships started, ships used oil lights. Then electricity came along and ships got electric lights. In case the electricity failed they had to have emergency oil lights. You could have total failure in which case you needed oil 'Not Under Command' lights. I cannot think of any combination where you could have the engines running but not have electricity to run the navigation lights. Nevertheless, we had to carry a full set of 'back up' oil navigation lights. On every other ship they were kept in a locker and produced for annual survey. On **Wellington Star** they were kept on a purpose-built rack in the wheelhouse. Being made of copper and brass they had to be polished every day, along with all the other brass work.

At sea we scrubbed the bridge every second day and holystoned it on the day in-between. Not only did the wheelhouse windows have to be highly polished but also the ones in the saloon. This was one deck above the hatch. They had to be clean at exactly 08:00 when the Captain appeared for breakfast and marched towards his table. If the weather was very good or bad that was no problem, but if she was rolling easily there was a chance that a lazy dollop of spray would land on and spoil the effect. As a result, at 07:55 with a Cadet and the Deck Boy trying to hold the sliding ladder, the other Cadet would be trying to give it a last polish with the chamois. Any spray on the window at his entrance would be bad news, but the sight of an apprehensive Cadet peering in would really get the ship's day off to a bad start.

On our way out to New Zealand we stopped at Pitcairn Island, where the Bounty mutineers wound up, to deliver mail and stores. They came out to meet us in their longboats. At some time in the past some missionaries had arrived and they became Seventh Day Adventists. They were trying to hand out tracts, which emphasized their archaic English – "Wouldst thou like...". However their religious zeal only went so far. The Mate had lowered a long boat rope from the after end of number 2 hatch to the after end of number 3 hatch for them to tie their longboat to whilst it lay alongside the ship. When it was time to leave a couple of sailors let the after end of the rope go and then started walking forward to pull the forward end in. Before they got there the coxswain in the boat shouted in an authoritative manner "Let go forward" and an obliging Mess Boy, who did not understand the implications but was trying to help, did just that. The longboat then headed for the shore coiling up a good length of the mates best two and a half inch hemp rope. He was not amused.

When we got to New Zealand, in keeping with the extremely high standards on the ship, the Cadets had to do gangway watch. This involved standing at the top of the gangway in your best uniform and cap and acting as a mixture of doorman/*maitre d*/receptionist (the only phone from ashore was at the gangway) as well as the seaman who had to keep the gangway adjusted. This last job was harder than you might think. It was long before the lightweight aluminium gangways with their own dedicated winches. The massively built (and very heavy) teak gangways had to be raised and lowered with the tide. Even with a system of rope blocks and tackles the gangway was still too heavy to lift by hand and you had to use a cargo winch. It was a two-man job so you had to inveigle a winch driver or sailor to help you. The job of Gangway Cadet was used on most of the Company's ships. I had been lucky and on my two previous small, old ships, the Cadets were needed for more important jobs (like pouring Scotch overboard).

Another difference was the flags. Again on my previous ships one cadet had gone round and raised and lowered them morning and evening. On this ship at exactly 08:00 (chronometer time – radio pips not

allowed) the 4/O would ring eight bells on the small bridge bell. The Senior Cadet on the fo'c'sle would then ring eight bells on the ship's big bell. Simultaneously the other Cadet and the Deck Boy would raise the Ensign and the Courtesy Flag. House flags, mail pennants etc would be 'broken out' at the same time.

Even on the best-run ships, human fallibility can come into play. After a good night ashore on Saturday we were looking forward to the fact that there was going to be no cargo work on the Sunday. I awoke with a start at a few minutes to eight to realize that we had not been called. Shouting to John to get up I hurtled up to the bridge. I rang eight bells on the bridge and then raced around the ship. Forget about hoisting the Ensign and Courtesy Flag slowly and reverently, they went up at the double, and then on to the next one. Fortunately for us the 'Old Man's' cabin was behind the bridge and while he could hear the bridge bell, his only view was to the starboard side of the ship.

One bonus that we had at the time was that sometimes there would be a shortage of wharfies, often on the evening shift. Ship's crew members could then be recruited to fill the temporary shortfall. You were never allowed to work on your own ship and, to stop the system being abused, the crew members had to be paid at the wharfie's rate.

While we were doubling our month's pay doing a few nights as wharfies in Lyttelton, one of the officers had a fall from grace. He had taken a lady home on the strict understanding that he would leave very quietly the following morning before anyone else was up. Getting up when it was still dark he was heading for the door, when he thought it would be a bit more unobtrusive if he went out through the window. While he had come into the ground floor flat at street level, Lyttelton is built on a steep sided former volcano and the window he hopped out of was four or five feet above the ground. The fact that there were a number of garbage bins, (galvanized iron in those days) underneath the window did not help.

The holds were big and the frozen meat was frequently from one distributor, but to different consignees. When one parcel was completed we would mark them off to differentiate them from identical cartons for a different consignee. The 'marking off' would be done by laying different coloured tape over each batch. Sometimes you would run out of single colours and have to lay two colours at once for suitable differentiation. This was all done to protect the ship. The wharfies doing the loading did not want to stop and neither did the ones at the other end. If there was a stuff up it was easier for the vested interests at either end to agree that the ship (which was probably at sea and unable to represent itself) was at fault. After each mark off it would be reported to the 2/O who kept the *Master Plan*. This was a work of art, about six feet long it had the location of every parcel of cargo and was of great value to the Head Stevedore at the discharge end (pity the rank-and-file stevedores paid not much attention to it). The Cadet not on gangway duty would be helping the 3/O and 4/O to check everything for the 2/O.

After a few happy weeks on the coast we were back to sea again heading home via Panama. Among the passengers we had a family with two young children. We then found that with our work around the passenger decks we had gained another job – child minding "Go and play with the cadets boys". As well as being a pain this was affecting our productivity. One day we were about to paint the engine room casing when they asked what we were doing. Bright idea. "We are going to paint this wall. Would you like to help?" John, the other cadet, was looking askance. "Go to the Lamp Trimmer and get another half a bucket of kero, and some more rags". We finished the job and then started cleaning up. The wooden decks were one of the Chief Officer's pride and joys, and it took a fair bit of work to get them back to his standard. We also cleaned the boys up, but this was to a standard deemed 'adequate' by two teenage boys (us). Proud young mum was not impressed and was straight round to the Chief Officer to complain. I duly got a bollocking, but it was half hearted and given with a twinkle in the eye. It had the desired effect though. For the remainder of the voyage the two little darlings were kept as far away as possible from "Those terrible cadets."

The Panama Canal is always an interesting experience. The Master is held responsible for everything that happens on the ship – it makes it easier for legal and insurance purposes. Consequently, with a pilot

on board the *Log Book* entry will read “Vessel to Masters Orders and Pilots Advice” or similar. If the Pilot stuffs up the Master is still legally responsible. However, if he overrules the Pilot and things go wrong it is career threatening. The Panama Canal is the only place I know of where the Pilot legally takes over. This of course is to prevent a Captain from overruling the Pilot, inadvertently ramming the Lock Gates, and disrupting world trade.

For the Captain and navigating officers the transit is a demanding technical exercise. For us this was made a bit harder by our uniforms. Normally on the bridge we wore our short sleeved uniform shirts and shorts. However the Captain had decreed that for the transit we would wear No. 10's. This is the more formal uniform and consists of a button-up-to-the neck cotton coat and long white trousers. It was not appreciated by the officers in the open on the fo'c'sle and poop.

For the sailors it was more of a party day. Before painting you always have to give the surface a good wash down. Lack of fresh water at sea for other than domestic use is always a problem. On the way across the Pacific the ship had been chipped, scraped, undercoated and generally prepared for the full gloss coat which would be put on going through the Caribbean, before we got the bad weather in the North Atlantic. Gatun Lake, between the locks at each end of the Canal, is fresh water and it takes a few hours to cross. The fire pumps were started, and of course fresh water came out. 'Jolly Jack' in a playful mood and with a high-pressure hose in his hand is a serious proposition. The ship gets a very good wash down which can also extend to a lot of horseplay and even a bit of payback.

Because of the way we worked on that ship we did not see much of the Bosun. He came from the Outer Isles of Scotland somewhere. There were three brothers and they had a small croft and a small fishing boat. There was not enough of a living for three of them, so they took it in turns to go to sea. When they did go to sea it would often be with a couple of fellow islanders. One night before we got back to London he invited us to his cabin for a couple of farewell drinks. His fellow islanders were there and their stories of a completely different way of life were fascinating. After a couple of beers they kept on lapsing into Gaelic among themselves (it was their native language), but would then change back to English for their visitors. When the ship got back to London I paid off and went on leave. I was a bit surprised to be appointed back to her for the next trip as she had a fairly high turnover of officers.



Brisbane Star (11,124/1937) arriving Melbourne 14 February 1946, still with temporary bow, Carley floats, 4" guns fore and aft and six A/A gun emplacements *in situ*. (A.C.Green/State Library of Victoria)

By now you might have got the impression that I was not too keen on the 'Old Man'. It was very fortunate for me that I met him a few years later. By then he had been retired for a few years and was living in Sydney. I bumped into him in the Australia Hotel and, over a couple of beers, I saw another side of him completely. Most of the senior officers who had been through the War were affected by it, but in the mood of the time tried not to show it. Some stopped worrying, and became pretty slack; some became nervous wrecks; some took to drink. It was fortunate that in most cases, with the high standard of other

officers on board, that they could 'carry' a Master who was not at his best. This Captain had, I think, compensated by going from being very efficient to super-efficient. He had certainly gone through it during the War. He had been in command during Operation Pedestal, the Malta Convoy that had to get through. It was probably the most heavily escorted convoy of the War. The Royal Navy lost an aircraft carrier, two cruisers and a destroyer, but of the 14 specially chosen fast merchant ships they were guarding, only five made it. **Brisbane Star** had her bow blown off and was left behind. She limped in a day after the rest of the convoy had arrived, doing five knots and with no escort. The Captain got a DSO. It was very fortunate for me that, now he was retired, I got the chance to see another side of him.

After I finished my second trip on **Wellington Star** I was promoted to 4/O on **Argentina Star**, one of the four crack ships on the chilled-beef run to Argentina. Chilled beef is a specialized, high-value cargo. It is carried in small lockers where it is hung from the deck head to allow air circulation. It must be carried within a very narrow temperature range, just below freezing. It itself never actually freezes. When discharged it is still slightly yielding to the touch and is of the highest quality. Once the locker door is opened it must be sold and eaten within a couple of days.



Fremantle Star (8,403/1960) at Hobart sporting the short lived lilac hull 14 May 1961 (R.Wilson)

When I joined the ship it had a sort of lilac coloured hull. Blue Star had always had black hulls, and very efficient and workmanlike they looked too. They contrasted nicely with the white line round the sheer strake and helped set off the funnel colours. In the tropics though, they absorbed a lot of heat and the "reefer" machinery had to work harder. The Marine (or was it the Engineer?) Super realized this and wanted to change to grey. A number of suitable greys were selected, but he did not want to pre-empt the Board, so a few other colours were thrown in as make weights. To his consternation/chagrin the lilac was chosen. It did not last long though and grey was later ordered for the fleet.

The ship had six hatches with 12 sets of derricks. The hatches had four decks to each, which gave plenty of room for the numerous chilled beef lockers. They were 'heavy' ships to work and the saying among the sailors was "If you join the A boats you will not need to draw your bedding." With about 60

First-class passengers she also had a lot more stewards than any ship I had been on previously. On passenger ships the stewards were often not only gay, but sometimes flamboyantly so (think - Priscilla Queen of the Desert Goes to Sea).

When I joined she was in dry dock with all the running around and confusion that that entails. One day a big car pulled up at the gangway and, completely unannounced, Lord Vestey, the owner, came aboard. He asked to see the dry dock work list and then asked the Chief Officer to take him round the jobs. He probably would not understand most of the technicalities on it (but do not bet on it) but his very presence kept everyone on their toes. The city suiting of his entourage, as they climbed over mast houses and oily wire ropes, took a hammering.

In circumstances like this, a young officer has two options: he can try to guess the movements of the party and get there just before them with a chance of issuing authoritative orders/consult plans/make intelligent suggestions as they arrive; I took the other option which was to remember something at the bottom of No. 2 lower hold that needed checking.

After a week or so we left the dry dock and went to start loading. When this was nearly finished and just before we sailed we had to have a Government Safety Inspector on board for the mandatory Safety Inspection. The ships have their own monthly drills but we had to have an extra one before passengers came aboard. The ship was very well run and maintained but it still had to be done. He went round briskly – those two extinguishers let off – that watertight door open and closed – that hose run out. After that he looked around and said “That boat lowered and once round the dock”. As luck would have it (or was it) it was mine. When checking my crew off, I realized that I did not have many A/B’s in the boat but quite a lot of stewards. I was nervous, but after the boat hit the water my ‘Worcester’ training kicked in. “Hold on aft – Let go for’ard – fend off for’ard – back water starboard oars – give way foremost port oars.” A desultory oar splashed on either side. Nonplussed I said “Why aren’t you rowing?” What would these days be called the Spokesperson said “Oh Fourth, we leave the rowing for the men to do.” Believe me there is nothing, absolutely nothing, in *Danton’s* or *Nicholls Seamanship*, or indeed the *Admiralty Manuals of Seamanship* that covers this situation. Obviously just out of my teens, and with a very shiny new stripe on my sleeve, I had been set up. Seeking inspiration I cast my eyes heavenward. Bad move. All I saw was the Captain and the Government Surveyor leaning over the bridge wing, looking down and obviously thinking “If this silly 4/O pulls his finger out we might have time for a second pink gin before lunch.” Unusual circumstances call for unusual responses. Trying to look savage I growled at them with as much severity as I could muster. “Oh look at him Rosalind!” “Oh yes, I agree. He does look just a teeny weeny bit ferocious. All right girls, we had better start rowing.”

Before the politically correct brigade, and the occupational health and safety bunch start laying into me, I should point out that this bit of by-play only took about a minute and then, because safety is paramount, they took the drill seriously. In fact I can categorically say that the standard of safety drills then was higher than anything I have seen in the last 25 years.

This story went round the ship at lunch time and I got a lot of leg pulling until the next topic came along. The stewards were very good at keeping the ship amused, and their gossip, usually scurrilous, and often salacious, kept us all entertained on the ocean passage. I had a lot of time for them.

As matter of social history at about the same time the first 707 was trundling down the runway at Seattle, to be followed by the first 747. This marked the end of passenger ships, as it was now cheaper to fly than go by ship. To stay in business the passenger ships had to become cruise ships. Whether it was job security at that time or a new challenge, many of the nautical stewards walked down the gangway of a ship and a short time later walked up the gangway of a plane as an aeronautical stewards. I am sure that as well as providing excellent service they would add immeasurable to the folklore of whichever airline they joined. In the days before Qantas demoted me from Captain to Mister on my *Boarding Pass* I would sometimes get senior cabin staff stopping by my aisle seat during the quiet period in mid-flight to reminisce about their earlier days at sea.

When we left port the Chief Officer and myself doubled up and kept one watch while the other two kept the other watch. This meant that we were doing four hours on and then four hours off, but in the busy waters of the English Channel it was necessary. Once we were clear of the Channel and into more open waters the Chief Officer went onto day work, and the other three of us did two four hour watches a day each. Mine was the 8 – 12 morning and evening.

As one of the navigators I now had to start taking sights with my sextant. As a cadet we were supposed to be trained in this among many other facets of the job. In Blue Star a lot depended on the individual Captain and Chief Officer as to how well this was followed up and I found that I could have done with more practice.

New Zealand Shipping/Federal, British India and Alfred Holt were three first-class British companies that had training ships. On them cadets took the place of sailors and greasers (engine-room hands). Half the cadets would be in class rooms under instruction from dedicated training officers while the others worked the ship. This was undoubtedly the best way to be trained, but for me it was a bit too regimented. (What is the good of having to be back on board, or in the company hostel, by 23:00 hrs if you have got lucky?)

Talking of curfews, a mate of mine was telling me that when he was a Midshipman in Holts they had to be back at the company hostel by a certain time. On the last bus along Wharf Road the Conductor announced that the next stop would be Mr. Holt's Baby Farm. Most of the other Scouse passengers were connected to ships or wharfs and it got a titter. Encouraged, he said the same the next night. This time as they piled off the bus the second and third last linked arms with the Conductor and walked him backwards off the bus. The last one off rang the bell. They gave the bus 20 yards start before they let him go.

When we were getting towards Tenerife the Captain told me to tell him when I saw it. It was an overcast day with low cloud and I was scanning the horizon with the binoculars straining for the first glimpse. A voice behind me said "I thought I told you to report when you saw land?" As I lowered the glasses and turned towards him I saw the 12,000ft peak just poking out above the clouds I had been trying to see under.

On one of our sister ships in about the same place the 2/O, 3/O, and 4/O were on the bridge for noon sights. Having set their sextants, and with a couple of minutes to go, they were having a surreptitious look over the bridge rail. The ship was coming into warm weather and the first passengers were venturing into the swimming pool right below the bridge. Unheard, the Captain came up behind them. "Gentlemen, you are supposed to be looking for the Peak of Tenerife not the Mound of Venus".

It was the first time I had been to Buenos Aries since **Saxon Star** and this time it was role reversal. We had the 12 gangs on board and they were running. A rack of sides of beef would come in on the derrick wires and be put on a hook in the hatch. Then the winch drivers would go back for the next one. Meanwhile the gang would take one side of beef each, unhook it from the rack and carry it over to the locker before rehooking inside the locker. As this was happening the next rack was coming in and they had to be there to meet it.

After we got back to London I paid off and went home to study for my Second Mates Certificate.

EDITOR'S NOTE REGARDING PHOTOGRAPHS REPRODUCED IN *THE LOG*

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INTERESTING SHIPS OF THE AUSTRALASIAN COASTS No. 69

THE FOUR-MASTED FINNISH BARQUE **LAWHILL** AND HER WARTIME ASSOCIATION WITH AUSTRALASIA

from Capt. I.G. Steverson

In the previous issue of *The Log*, (issue 218) the story of the Finnish four-masted barque **Pamir** under New Zealand management and the story of the last 'Great Grain Race' was told. It reminded me of the only other windjammer, the four-masted barque **Lawhill**, that visited New Zealand and Australia before, during and immediately after WWII. Her circumstances were not dissimilar to that of **Pamir** in that she too was caught up in the unfortunate situation Finland found itself in when, having lost territory to the Soviet Union, they saw an opportunity to regain it by siding with Germany when they launched their invasion of the Communist Republic.

My interest in **Lawhill** (known as 'Lucky' **Lawhill**), was heightened by the story of a visit to Newcastle NSW in 1944, and the subsequent discovery in a local rubbish dump of a video of the visit by the ship to the port, and coastal voyages when under the South African flag. The video was subsequently reprocessed to a compact disc and fortunately I obtained a copy when they were on sale at the now defunct Newcastle Maritime Museum.

Lawhill was a 'bald headed', steel, four-masted barque of 2,942 gross tons, built by W.B. Thompson of Dundee, Scotland in 1892. Her dimensions were 317.4' x 45' x 25.1' with a poop 42', bridge 48' and forecastle 33' in length. Her sister ship was **Juteopolis**, and as the name indicates, she together with her sister, were intended for the jute trade from Bengal (Calcutta/Chittagong, then India) to Dundee, Scotland. Both ships were under the original ownership of Captain Charles Barrie of Dundee. Dundee was the centre of the jute trade and was referred to often as 'Juteopolis'. In the case of the name **Lawhill**, it was chosen by Captain Barrie's eldest daughter Barbara, after a nearby Dundee hillside. Remarkably she retained that name under nine different owners, sailing the oceans for 57 of her 67 years of actual existence. Under Barrie's ownership she made two extended passages, the first from Chittagong to New York in 1897 of 166 days, with another in 1899 of 156 days from Chittagong to the Isle of Wight for orders where she arrived with an extremely sick and disabled crew. Eventually eight days later she arrived in Dundee in what proved to be her last voyage in the jute trade. The jute was made into sacks and matting in the Dundee mills and the farsighted Indian jute merchants realized they could make and export the sacks and matting themselves, which spelt the virtual end of these jute carriers, certainly the sailing ships. The jute trade however, did continue until the 1970s with the last cargo being carried in one of the Ellerman Lines fleet.

Barrie saw that sail was finished and the opening of the Suez Canal was the final nail in the coffin. He sold **Lawhill** to the Anglo American Oil Company for the carriage of cased oil from Atlantic ports to the Far East via the Cape of Good Hope. Anglo had purchased some of the large redundant British sailing ships which did not require steam engines or coal to drive them, though still quite capable of carrying a full load of cased oil, with a good chance of a return back loading. On her first voyage she sailed from Philadelphia to Kobe and on her return voyage to New York in 1900, with matting, she took 178 days! In June 1904, with a cargo of matting from Kobe to New York, she rolled her mizzen mast over the side, from a break just above the deck, taking with it the main and jigger rigging, smashing both boats and stoving in the bulwarks. Her master was Captain J.C.B. Jarvis, (known as 'Brace Winch Jarvis') who jury rigged his ship to Mossel Bay then round to Cape Town. The matting cargo was dried out on the quay in Cape Town, but Captain Jarvis, rather than wait for a new mizzen mast to be manufactured, resumed the voyage as a three-masted barque. Captain Jarvis was the designer of the labour saving and much vaunted Jarvis brace winch, to assist in efficiently working the ship, plus other labour-saving devices, which he tried out on **Lawhill**, thus making her one of the most up to date sailing ships of her time. His brace winch invention allowed for swinging the huge lower yards around to be accomplished with a handful of men instead of having to call on all hands. It also meant the one-, two- and four-ton lower yards could be braced around at the same time, weather dependent. This made life much easier and

safer for themselves on the centre line instead of working out by the bulwarks where the possibility of being swept overboard was ever present. Unfortunately British ship owners failed to take any interest in Jarvis's ideas, although time proved it would have been much to their advantage! During WWI the German windjammers, (eg Flying P Line) when laid up in neutral ports were noted to be fitted with the Jarvis brace winches and other of Jarvis's innovations.



Lawhill underway on Port Phillip

(A.C.Green/State Library of Victoria)

Lawhill was sold in 1911 to George Windram & Company of Liverpool for £5,200, together with her sister **Juteopolis** which had also been owned by Anglo American. **Lawhill** was involved in a collision on 9 September 1912, with a fishing smack off Dungeness in the English Channel. **Lawhill** was under way on passage from Sundsvall, Sweden to Melbourne with a cargo of timber. The fishing smack crossed the bows of the deeply-laden windjammer and was hit midships resulting in the loss of two of her three man crew. On her return voyage she discharged her Australian wheat cargo at Le Havre, and was acquired by Aland shipowner, August Trojberg of Mariehamn, who paid £8,500 for her in 1914.

With the merciless WWI German U-boat attacks on allied merchant shipping in 1917, sailing ships especially were an easy target, consequently, **Lawhill** put into Brest, France, in that year with a cargo of Australian wheat and after discharge was held there by allied naval authorities until the completion of hostilities. This internment probably did the ship a favour probably saving her from certain destruction. Due to a shortage of ships, the French authorities commandeered the ship against her new owner's wishes for use as a stores ship. In the meantime, Captain Gustaf Erikson made a low bid offer to buy the ship. Trojberg refused that initial offer as at the time he was also claiming compensation from the French for, in his opinion, unauthorized use of his vessel. Eventually Erikson acquired **Lawhill** on 24 October 1917, together with the claim for compensation. She was Erikson's first large four-masted acquisition although he already had the smaller full-rigged three-masted **Grace Harwar**. She was finally allowed to

leave Brest ballasting to Buenos Aires for a cargo of 4,650 tons of grain for Aarhus, Denmark.

Her first association with Australia was on her next voyage with Danish timber sailing from Frederikstad for Melbourne on 28 December 1919. For the next 20 years **Lawhill** traded mainly to Australia, loading grain cargoes, visiting mainly the South Australian ports of Port Lincoln (5 times), Port Victoria (7), Wallaroo (4), Adelaide (2), then Melbourne for timber discharge (2), for either Queenstown or Falmouth for orders.

The one Australian exception was in 1924, lifting a cargo of coal from Newcastle to Tocopilla and Iquique, northern Chile. The following story titled 'Lucky **Lawhill**' was published in an article in the Mobil Oil Company house magazine *The Compass* by New Zealander Captain Don Munro who was an A/B on the voyage.

"The trip from Newcastle saw her load 4,600 tons of coal and with all but two of the original deck crew having jumped ship (skinned out). The notorious local crimp 'Black' Harris supplied a new crew, many with little seagoing experience, in time for departure. She was towed out to sea 1 July 1924 with the 34-year old captain (Captain Julius Gustaffson) a first trip in command of her, still unwell on departure. During his stay in Australia he had been hospitalized with a mystery illness and had been advised to pay off. He had been bed ridden crossing the Tasman and the 26 year old Chief Officer (Carl Holmquist) when 100 miles north east of Cape Reinga at the tip of the North Island, suggested to the Captain that he turn back to Auckland for medical assistance, but he declined and eventually died on 30th July, having lost his power of speech and paralyzed down his left side. The young Chief Officer tended the dying captain with only the aid of *The Ship's Captain's Medical Guide* as these ships didn't carry radios. (what a dreadful predicament for such a young man). He then had to assume command. She finally arrived at anchor off Tocopilla which is a bleak barren port in the lee of the featureless back drop of the nearby foothills of the Andean mountains, on a windless day, 53 days out from Newcastle. She was caught by the north flowing Humboldt current, nearly running aground but was saved by a most unexpected and unusual wind change, which managed to turn the ship away from the beach and then fortunately the anchor managed to hold. If the big sailing ship had in fact drifted past the port, without tug assistance, carried by the north flowing current it could have taken up to a month to sail back perhaps 300 miles, out to sea and beat back south in order to make another north run back up the coast"

Truly the 'lucky' **Lawhill** except for the obvious loss of Captain Gustaffson who was buried in the loneliest expanse of the South Pacific, halfway between New Zealand and Chile.

The voyage had proven too much for the 'rag tag' crew and to add to the young Captain's problems, half jumped ship disappearing over side with their belongings. Following the discharge of most of her coal cargo, she sailed north to Iquique (just 116nm 'as the crow flies', not counting any tacking distances) having been unable to recruit a replacement crew. With just a dozen bodies remaining on board the brunt of the work fell to the apprentices. Another crew of new hands with little experience, were signed on and with her cargo of nitrate she made good passage with favourable weather arriving at Ghent after 106 days.

From personal experience, the bay of Tocopilla is a difficult area, having on one occasion spent a few hours onboard a 50,000-ton Brazilian steam turbine oil tanker, with the Chilean pilot, self as an observer) as they tried to secure to mooring buoys with an awkward cross swell condition, though in this case with tug assistance. A large wind powered sailing ship such as **Lawhill** would, without tug assistance, have had enormous difficulty maneuvering. Tocopilla is a barren spot with large bare hills and a railway line snaking up the mountain over the top to the nitrate mines at Chuquicamata, the largest nitrate mine in the world. The port now has bulk nitrate loader one of the few on the Chilean coast where the loader moves to position the pour over the holds, in contrast to the ship having to be shifted for every pour.

One evening in October 1962, looking towards the mountains from the stern of **Pizarro** moored head

out at the buoys in Tocopilla Bay, I was talking to one of our four young apprentices, who had actually jumped ship in this inhospitable place from his previous ship, **Cuzco**, due to a run in with its Captain. I asked him are you going to do a runner again tonight? His retort with appropriate expletives was obvious. He then related his story how he managed, with basically the clothes he stood up in and only a small amount of money to make it through the back blocks of Chile and Argentina, then to front up at the Agent's office in Buenos Aires. From there he was shipped back DBS (distressed British Seaman) to Liverpool. Pacific Steam Navigation Company allowed him to recommence his cadetship, having given consideration to his obvious initiative and survival ability. I could not think of a more inhospitable miserable place to jump ship, even in those more modern times!

In October 1932, in waters just off the Skaw (north Denmark), on passage Copenhagen for Port Lincoln, **Lawhill**, in ballast in thick fog, rammed the Polish steamer **Niemen** and due to this fog was unaware that she had actually sunk the other ship, which had disappeared into the murk and foundered almost immediately, fortunately with no loss of life. The Polish crew were rescued by another ship having taken to the lifeboat but had been unable to sight **Lawhill** in the fog despite the barque having backed her yards and stood by to offer help. She then proceeded to nearby Gothenburg, Sweden where 28 bow plates were replaced.

With the commencement of WWII, Captain Arthur Soderlund took his wife and daughter to the UK for safety purposes. When he sailed from Glasgow he had the Finnish flag accompanied by the words 'LAWHILL-FINLAND' painted on the ships sides midships. He proceeded to Mahe in the Seychelles, before taking a cargo of guano from Assumption Island to New Zealand ports. Following discharge, she loaded a cargo of wheat from South Australia heading for the Cape of Good Hope. Captain Soderlund heard on his valve radio that Finland had entered the War on the side of Germany and was therefore no longer a neutral country. As a certain target for the British Royal Navy, and with the full backing of his crew, he decided to surrender to the allies.

In July 1941, on entering South African waters **Lawhill** was escorted into East London by the converted trawler HMS **Babiana**. The Union Government then placed **Lawhill** under the South African Railways and Harbours Administration and registered the ship in East London. Captain Soderlund, his family and crew, were quite content to remain on the ship under the South African flag. This contrasted with the New Zealand manned **Pamir** which retained the Mariehamn, Aland Island, registration but flew the New Zealand red ensign. The South African authorities decided to operate the ship in cargo trades and utilize her as a training ship for young South African trainees. Her crew numbers appeared inflated at 45, but it included a number of those trainees. She carried a radio operator, an officer not carried on Erikson-operated ships, with a call sign ZSLM. She was still 100A1 at Lloyds having been examined in April 1945, quite remarkable for a ship built in 1892. Her trading pattern included coastal voyages and voyages mainly between South Africa and Australia. Her cargoes, as well as grain, included large amounts of West Australian Jarrah hardwood sleepers from Bunbury and possibly Busselton, for the use of the South African Railways.

On one occasion she took 36 days to sail between Sydney and Bunbury, where she loaded sleepers and ran to Table Bay, Cape Town in just 46 days. **Lawhill** visited Newcastle slipping in quietly one day in September 1944, 16 years after the last square rigger had visited what was once one of the great sailing ship ports of the world. She lay at Lee wharf, adjacent to a cargo shed that is now heritage listed and a local popular restaurant/bar. Having loaded a cargo of coke and a small parcel of steel products for strengthening purposes, she sailed on 12 October 1944 for discharge at Adelaide. She then moved west to load wheat for South Africa. **Lawhill** returned to Sydney and is pictured in Sydney harbor in December 1945, still fitted with her wartime Carley life rafts.

Lawhill's last overseas voyage under South African Government management was a cargo of coal to Bahia Blanca, Argentina, where she arrived with a fire in the cargo. Little damage was done but on her return to Cape Town she was laid up. **Lawhill** was eventually sold to a Cape Town businessman for £9,000 (the reserve price was £12,000) in 1946 and noted as being placed with the Arden Hall Shipping Company. She appears to have made her last two voyages under her new owners from Cape Town to

Durban in 1946-47. Later she was sold to an East African businessman from the port of Beira, Mozambique. He was unable to get either a charter or a crew and with the ship showing serious signs of neglect, despite the efforts of shore side workers, she changed hands and was sold to Marcia da Silva, then moved south to Lourenço Marques on Delagoa Bay. In 1949 she was anchored in the Matola River, in the backwaters of the city, (now Maputo). A note in *Sea Breezes Slop Chest* (undated) gives a description of a visit to the ship by personnel from the cruiser HMS **Nigeria** visiting Lourenço Marques in July of that year. "Three of us went aboard the old barque which was anchored far up a river in the bay. There was no ship-keeper present, although there was a gangway down, port side aft. All doors and hatchways were locked and all sail had been sent down, her yards were squared off and rigging neatly set up. Her paintwork was still quite respectable". In a postscript by the writer, J.A. Bird of Weymouth, Dorset, he noted that Beira had been mentioned as where **Lawhill** had been laid up initially, but Mr. Bird considered that it seemed unlikely the ship would have been towed 600 miles from one port to the other. Perhaps she only went as far north as Lourenço Marques where she was sold eventually in 1957 to Joaquim Fernandes Coehlo and Company for demolition in the Tembe River at Catembe, a suburb directly across the bay. The special figure head was removed prior to 1957 and apparently broken up by locals for firewood. Her wooden decks, due to the lack of oiling and wetting, had shrunk and her accommodation and anything moveable was removed by robbers. The wooden hatches had been stripped and the holds were open to the weather. From 1957 **Lawhill** was slowly subject to the ship breakers torch and by the end of 1959 demolition was complete. The scrap metal was loaded into the South African Government ship, **Dalia** (5,188/1931) at Lourenço Marques for shipment to Hiroshima, Japan where both the remains of **Lawhill**, together with her carrier the old coal burning steamer **Dalia**, were scrapped. **Dalia** arrived at the Hiroshima ship breakers on 22 November 1959.

John Richardson in his excellent article which was a major source for much of this article makes the assumption that **Lawhill** carried more tonnage around the oceans of the world, as well as sailing more sea miles, than any other merchant ship in sail. There is no set date that can be contributed to the end of **Lawhill** because she lay idle between 1949 and 1957. Did her Beira owner actually take her initially to Beira or was that just a supposition on someone's part? She certainly was confirmed as being at Lourenço Marques in 1949.

So, from 1949 until 1959 following 57 years of commercial trading, it was quite a remarkable story of longevity. It appears it took another two years to demolish her remains so making her total actual existence 67 years yet she retained the same name for all that time.

Interestingly **Lawhill**, **Pamir** and **Penang** all visited Assumption Island, in the outer western extremity of the Seychelles Island group, to load phosphate cargoes for discharge at New Zealand ports between 1938-1941. Another of Erikson's fleet, the three-masted barque **Killoran**, had loaded at Assumption Island in 1938 for an Auckland discharge. She was sunk by the German raider **Widder** on 10 August 1940 on passage Buenos Aires to Scotland Islands, near the Canary Island, sinking spectacularly with all sails set.

References:

- The Last of the Windjammers*: Vol 1 & 2. Basil Lubbock: Brown, Son & Ferguson, Glasgow 1927-1929
Deep Water Sail: Harold A. Underhill: Brown, Son and Ferguson. Glasgow 1963
Sail Training and Cadet Ships: Harold A Underhill: Brown, Son and Ferguson, Glasgow 1956
Last Survivors in Sail: John Anderson (1948).
The Lawhill Story: John Richardson (dedicated to Pim Penso). Shipping Today and Yesterday, February 2009.
'*Lucky Lawhill. Her nick name was deserved*': Captain Don Munro. Mobil Oil Magazine
'*Lawhill was truly lawless*': Newcastle Herald article by Mike Scanlon, 28 January 2012.
CD '*The last of the Windjammers*' (Lawhill's visit to Newcastle 1944) and '*On Wings of the Wind*' a documentary of two voyages from Cape Town to Durban in 1946-47 by Pim Penso.
Lloyds Register 1946-47

CORRESPONDENCE

More on **Pamir**

from A. Lawrence

Early last November, William Henry (Harry) Suters passed away at Geelong. He was 91. Harry was an A/B in **Pamir** on her last voyage from Australia to the UK and from what he told me there were some harrowing moments down in the roaring forties. **Pamir** tied up in Penarth with **Passat** astern - that was in 1949. Harry then joined Blue Funnel Line and spent about seven years with them mostly on the Far East run. He came back to Australia in 1956 and after being on the coast for a few years joined the Geelong Harbour Trust from where he retired in about 1990. Harry was a superb seaman and a thorough Gentleman - an ideal shipmate. It would be interesting to know if there are any of the crew on that voyage still going. Two other A/Bs who were in her at the same time, Jim Ingles and Alan Rogerson, both passed away years ago.

Vessels of Union Steam Ship Co of New Zealand

from P.J. Dermott

The excellent article by Capt. I.G. Steverson in *The Log* (Vol. 52, No.3, Issue 217), relating to the above, brought back many happy memories of my employment with Macdonald Hamilton & Co who were agents for this Company in South Australia. The years I refer to are 1945/1950 and again in the late 1950's – these memories include hearing about or visiting many of the vessels named, particularly in the earlier years when I held the important title of 'Office Boy', and delivered the ship's mail in Port Adelaide. The article recalls many 'K' class vessels I knew, with minimal mention of the W class. Perhaps a further article will cover these vessels. Sorry, Captain!

The first vessel I visited was **Kekerangu** which was in the fleet 1920-1953, and mainly employed in the calcine trade Pt Pirie/Risdon, with occasional calls at Wallaroo and Port Adelaide to top-up. Wallaroo is a small out port and is situated some 76 nautical miles south of Port Pirie on the east coast of Spencer Gulf. There was no mention of **Kaimiro** (1924-1954) and **Karepo** (1929-1954), which had been employed as colliers on the New Zealand coast, and were laid-up in Wellington 9/12/52, and at Auckland 14/03/1952. These two vessels were then purchased by R.W. Miller & Co Pty Ltd of Sydney and re-named **Branxton** and **Teralba**, these being towns in the Hunter Valley in New South Wales. I understand one vessel steamed to Sydney, towing the other, however I have no information to confirm this. These vessels eventually entered the '60-miler' trade Newcastle/Sydney. In 1969/70 both vessels were laid-up, and purchased by Goldfields Metal Traders of Fremantle, for demolition overseas. Prior to entering the above trade, **Branxton** with her cargo gear removed, carried out three voyages to Melbourne with coal, after which she was laid-up again, as the ANL time chartered vessel **Iranda** took over this work.

Following the upgrade of facilities at Blackwattle Bay, all vessels were stripped of their cargo gear, as a finger wharf had been built and two discharging cranes installed. On occasions all vessels called at Catherine Hill Bay to complete their loadings. The main consumer of coal was the Pymont Power Station with coal being delivered by road for many hours each day.

My next involvement with Union Co. vessels was in the late 1950's, when, following a very bad drought in New Zealand, the Australian and New Zealand Governments agreed to supply/take shipments of wheat from Australia for delivery to various New Zealand ports. Managing these vessels gave me some good hands-on managerial experience which was to stand me in good stead later. To this end all cargoes of bulk wheat were loaded at Ardrossan, with solely four "K" class vessels being used to lift these cargoes. Loading was undertaken by using the BHP Dolomite conveyor system which was 930 metres (3,051 feet) long. This made it the first bulk loading grain system in South Australia. The freight rate for these cargoes was strictly confidential, so all paperwork was endorsed "Freight as arranged". However, any vessel fixed to load Dolomite had priority of the berth.

The port of Ardrossan is a small and minor out-port and is a non-compulsory pilotage port, together with

no tugs but a launch to run mooring lines. The town is a small country town with approximately 300 residents at this time, and is 32 nautical miles North-West of Port Adelaide situated on the east coast of Yorke Peninsular, which is renowned worldwide for its excellent quality of barley and wheat. How long this wheat trade was carried out for, I have no recollection, as I departed M.H. & Co., in December 1958, for greener managerial pastures.

In conclusion, I ascertained from my research for information that the Union Co., decided in January, 1921, that all vessels with no tween decks would have names commencing with the letter K whereas vessels with tween decks would commence with the letter W, hence all Auckland vessels were serviced with K's, and those fitted with tween decks calling as Wellington, Lyttelton and Dunedin, with occasional calls at Bluff, would be W's.

Finally, this letter relates to circumstances etc. many years ago, therefore your scribe accepts that any errors are my total responsibility and any corrections will be pleasantly received.

PRESIDENT'S REPORT 2019

During 2019 the Committee were much engaged with finalising the manuscript and publication of ANL, *A Fleet History of The Australian National Line, 1957-1999*. As advised by the flier enclosed with this copy of 'The Log', copies are now available.

ANL is the NAA's most ambitious publication to date: 360 pages all up with index and over 350 illustrations, printed full colour, A4 size and hard bound. Every class of ship is covered in detail and informed by the knowledge of those whom served on them. This inside story will be the book to have on Australia's 20th century maritime industry along with *The Maritime History of BHP ('The Iron Ships')* by Denis Riley and Dale Crisp.

This all means that the book has been expensive to publish and cannot be sold at paperback prices. Subscribers will get a concessional rate of \$69 plus postage. Only 500 copies have been printed and it is unlikely that it will be reprinted. We hope that subscribers will treat themselves and buy a copy. Some say that books are out of date but this one is not available on-line and would not be half as good on a small screen.

Postage is beyond the NAA's control but we will do what we can to facilitate bulk postage and/or direct sale (World Ship Society, Company of Master Mariners, etc.). The Treasurer would welcome any suggestions as to how that could be done, especially for subscribers in NSW, Queensland, SA, WA and New Zealand.

2019 saw the usual quarterly publication of *The Log* and once again I thank our Editor Russell Priest and *Maritime News* compiler Dale Crisp and his team along with contributors for the high quality and variety of the articles and news.

The one unfortunate lapse was the poor quality of some illustrations in Issue 4/2019. Our printer has explained that through a misunderstanding the plates had not been cleaned before that issue was put through the offset machine. I apologise to the owners of the images that did not reproduce properly.

The NAA's digital image collection continues to grow through the dedicated work of Russell Priest and his global network. This is reflected in the scope and quality of what is published in *The Log* and now also the *ANL Fleet History*. Russell particularly seeks old colour slides but also quality and/or rare B&W negatives.

As previously, I would welcome expressions of interest from anyone able to assist with development of the NAA website www.nautical.asn.au.

The continued viability of the Association and production of *The Log* depends on our maintaining the subscriber base. Please take any opportunity to promote *The Log* to your friends and associates. The Treasurer will be pleased to supply sample copies on request.

Finally, I would like again to acknowledge the passing of the NAA's former Editor and Treasurer Tom Stevens, whose obituary was published in *The Log* (52/3), and also quite recently former Hobart Harbour Master Capt. Digby Longhurst whose recollections have informed the ANL book.

Howard Dick, Newcastle

February 2020

Errata

Page 224, first line: Name should read **Kilimanjaro VII**.

Page 236, 3rd last para: New ferry name is rendered **Me-Mel** and vessel was built by Birdon Marine at Port Macquarie.

Page 238, last line: Should read Wineglass Bay.

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Photographs for inclusion in *The Log* should be sent to R.A. Priest, at the above address.

Photographs submitted to the NAA, unless accompanied by written instructions to their use and/or return, will be accepted with the implied consent for the NAA to use them in *The Log*, or other NAA publications. Such photos to be retained in the NAA archives, and the photographer to be acknowledged if and when they are published.

NAA PUBLICATIONS AVAILABLE

A LUCKY SHIP – *The Nine Lives of the Australian Coaster 'Tambar' 1912-1960*..... \$30.00

THE CURRIE LINE OF MELBOURNE..... \$7.00

IN CORAL SEAS - *The History of the New Guinea Australia Line*..... \$15.00

HUDDART PARKER - *A Famous Australasian Shipping Company 1876-1961*..... \$30.00

Prices include pack/post for Aust. & NZ. Aust. orders to The Treasurer, NAA, P. Meyer, PO Box 1202, St.Kilda South, Vic. 3182. Visa/Master cards accepted. Email naatreasurer1@gmail.com NZ customers can pay by cheque only, payable to NAA in NZ\$ equivalent to above, to Lindsay Butterfield, 10 Guys Hill Rd, Napier, 4110. Prices of the three older publications (other than *A Lucky Ship*) have been reduced. Special sale prices are also available for these three books if ordered together with a copy of *A Lucky Ship*. Details are also available on the NAA website www.nautical.asn.au Ask for pricing for multiple orders not involving *Tambar*.



Baron Jedburgh (8,337/1958) at an unspecified UK Port in April 1960

(J.Y.Freeman)



Baron Wemyss (8,067/1960) ex Risdon 14 November 1964

(D.E.Kirby)



Cape Horn (8,484/1957) en route to Risdon 3 December 1965

(D.E.Kirby)



Cape Wrath (10,905/1960) arriving Auckland 23 June 1965

(J.S.Mathieson)

MARITIME NEWS

Closing date for the next issue is 1 May 2020. Please forward all contributions, corrections and additional information to Dale Crisp: dalecrisp@bigpond.com or post to 104 Head Street, Brighton, Victoria, 3186. Photographs should be sent to Russell Priest: waimea@bigpond.com or posted to 2 Bebington Close, Ringwood, Victoria, 3134.

Maritime News is compiled by Dale Crisp, who thanks Bill Barber, Paul Finnigan, Peter Grunberg, John Nunn and Lindsay Rex (Vic), Buster Browne, John Bennett, John Burne, Ian Edwards, Ross Gillett, Peter Plowman and Alan Travers (NSW), Chris Mackey (Qld), Rex Cox, Bob Silberberg, Glenn Towler and Cody Williams (Tas), Chris Gee (WA), Reinhard Thieme (ACT) and Alan Calvert, Brent Hanson and Mike Pryce (NZ) for their assistance.

Information has also been sourced from a range of vessel owners, operators and agents, company websites, industry publications, mainstream media, the Aussie Ship Spotters Facebook page and the newsletters of the Hobart, NSW, Victoria and WA branches of the World Ship Society.

AUSTRALASIA and SOUTH PACIFIC

Cruise Shipping

Coronavirus has had a severe impact on cruising in the Asian region with many operators suspending operations from Chinese ports, leading to vessels re-positioning to or extending deployment in the Australia/New Zealand/South Pacific markets. More than 240 Australian passengers were affected by the quarantining of Princes Cruises' **Diamond Princess** (2017, p. 98) in Japanese waters in late January with, by mid-February, 36 infected and progressively taken ashore at Yokohama for treatment and the Australian Government organising to fly remaining passengers to Darwin for further quarantine. Holland America Line's **Westerdam** (9226891, 82,862/04, Netherlands flag) with two Australian passengers was eventually able to berth in Cambodia after being denied entry to Philippines, Japanese, South Korean and Thai ports and Guam (even though it had no confirmed cases on board) during a 30-day cruise from Singapore that was due to end in Shanghai, while 16 were on Dream Cruises' **World Dream** (9733117, 150,695/17, Bahamas flag), quarantined at Hong Kong; an unspecified number were aboard Genting's **SuperStar Aquarius** (9008421, 51,309/93, Bahamas flag) which was eventually allowed to berth at Keelung. Amongst ships extending their ANZ season or itineraries are **Insignia** (2013, p. 45), **Arcadia** (2019, p. 94), **Explorer Dream** (2019, p. 212), **Queen Mary 2** (2017, p. 35), **Queen Elizabeth** (2019, p. 213), **The World** (2017, p. 61), **Costa Deliziosa** (2010, p. 91), **Seabourn Sojourn** (2010, p. 91) and **Seven Seas Mariner** (2019, p. 153). Royal Caribbean International is re-locating **Spectrum of the Seas** (9778856, 169,379/19, Spectrum of the Seas Inc, Royal Caribbean Cruises Ltd, USA, mgrs.; Bahamas flag), idle off China since January, to Australia to operate two free cruises for fire and flood crisis first responders while Princess has cancelled the Shanghai season of **Sapphire Princess** (2019, p. 252) and it will move to the Australian market, six months ahead of schedule, to operate 44 cruises from five capital cities. Contrarily, Viking is slightly curtailing the Australian season of **Viking Orion** (2018, p. 36) in order to re-position the ship direct to Alaska rather than via Asia.

P&O Cruises Australia's **Pacific Explorer** (2019, p. 152, 212) will be home ported in Brisbane from November 2021 and offer 11 cruises to Queensland coastal and South Pacific destinations. Re the sale of **Pacific Dawn** and **Pacific Aria** for use by the UK's Cruise & Maritime Voyages (2019, p. 212): **Pacific Dawn** is to be renamed **Amy Johnson** after the English aviation pioneer and will cruise from Tilbury while **Pacific Aria** will become **Ida Pfeiffer**, honouring a 19th century Austrian explorer and writer, and operate for CMV's TransOcean Kreuzfahrten brand in the German market. The ships are due to be handed over to CMV in Singapore on 2 March and 2 May 2021 respectively and will be drydocked there before renaming mid-year. CMV's **Vasco Da Gama** (p. 212) suffered an all-systems shut-down when approaching Port Adelaide 6 December 2019 and after power was restored was escorted to berth by tug **SL Endeavour** (2019, p. 167).

In 2022 Cunard will mark the hundredth anniversary of the first round-the-world cruise by one of its vessels (**Laconia**, on charter to the American Express Company) with a 37,600 nautical mile-voyage by **Queen Victoria** (2015, p. 119) visiting 29 ports in 19 countries, including New Zealand, East Coast Australia and PNG.

PeaceBoat's **Ocean Dream** (2018, p. 35) suffered a disrupted tour of Australian ports after AMSA discovered problems with watertight/fire doors, fire extinguishing systems, lifeboat and lifesaving appliances that caused an extended stay at Fremantle; vessel arrived 1230 hrs 8 January for a planned 28-hour stay but sailings were repeatedly cancelled, until the ship finally departed for Port Adelaide 2030hrs 12 January. **Ocean Dream** then continued to Melbourne, Hobart, Sydney, Brisbane and thence Noumea; the problems caused the cancellation of the NZ leg of the cruise.

AIDAvita (9221554, 42,289/02, Costa Crociere SpA, Italy, Aida Cruises, Germany, mgrs.; Italy flag) called Darwin 21-23 January during a cruise from/to Singapore via Indonesia and returned 3 March.



Boudicca (28,078/1973) departing Hobart 29 December 2019

(R.CoX)

Fred Olsen Cruises' 2019-2020 world cruise was undertaken by the classic **Boudicca** (2018, p. 36) which, in the Australasian region during December/January, visited Bali, Broome, Fremantle, Albany, Penneshaw, Melbourne, Hobart, Sydney (New Year's fireworks), Brisbane, Townsville, Cairns, Papua New Guinea, and then back into Indonesia, Bali, Singapore, Thailand and Myanmar. The 2020-21 world cruise will be undertaken (again) by sister **Black Watch** (2019, p. 36).

Cruise Australia's river cruise specialist the Scenic Group (2019, p. 214) has ordered a 100-pax, all-suite, super yacht-type cruise vessel from Vietnamese shipyard Halong Shipbuilding Company for delivery in July 2021. To be named **Emerald Azzurra**, the vessel will be the first cruise ship in Scenic's new Emerald Yacht Cruises brand, part of the Emerald Cruises portfolio, and is being designed, built and classed for worldwide service but not polar regions. Initially it will offer cruise itineraries along the Adriatic coast, the Mediterranean and the Red Sea. Separately, Scenic is reported to have contracted a second polar expedition ship at Croatia's 3 Maj shipyard following the bankruptcy of Uljanik, builder of **Scenic Eclipse** (p. 153); this presumed to be **Scenic Eclipse II** (2019, p. 37). Scenic owner Glenn Moroney has expressed interest in building four more such ships at 3 Maj.

Aurora Expeditions' second purpose-built expedition ship (2019, p. 153) will be named after the acclaimed marine biologist, explorer and oceanographer, Dr. Sylvia Earle, the first woman to become chief scientist of the U.S. National Oceanic and Atmospheric Administration and named by Time Magazine as its first Hero for the Planet in 1998. **Sylvia Earle**, under construction in China and part of Sun Stone's Infinity class series of vessels, will feature a unique two-level glass atrium lounge in the bow. It is due to begin sailing in October 2021 from Ushuaia, Argentina.

Coral Expeditions' **Coral Discoverer** (2018, p. 101) sailed up the River Tamar to Launceston on 8 January, the first passenger vessel to do so for some decades, as part of a 14-night Hobart-to-Hobart

Tasmanian circumnavigation from 1 January. Other calls were made at Fortescue Bay and the Tasman Peninsula, Maria Island, Freycinet Peninsula and Wineglass Bay, Flinders Island and the Furneaux Group, King Island, the West Coast, Port Davey and Adventure Bay, Bruny Island. **Coral Discover** had arrived in Sydney 24 December 2019 (from Wellington, without passengers), berthing at 3 White Bay and then visiting Pittwater where passengers were embarked by tender on 26 December prior to the vessel following the Sydney-Hobart Yacht Race fleet to Hobart to begin Tasmanian cruises.

Aranui V (2019, p. 213) sailed from Papeete on 30 December 2019 and arrived Sydney 10 January to drydock at Garden Island, sailing 24 January on return. Re **Aranui 6** (2019, p. 213): Contrary to previous indications the ship is to be named **AraMana**; it will operate 10-12 day cruises in the Marquesas Islands and will visit islands not called in current cargo/cruise itineraries.

The newbuildings for PONANT's Paul Gaugin Cruises (2019, p. 212-213) will be evolutions of PONANT's 'Explorer' class and will have hybrid electric propulsion.

Deepsea Ferry

On 27 February TT Line announced that it had terminated contracts with Germany's Flensburger Schiffbau-Gesellschaft for the **Spirit of Tasmania** replacements by mutual agreement. Instead a new *Memorandum of Understanding* has been signed with Finland's Rauma Marine Constructions which targets delivery of targets hull 1 in late 2022 and hull 2 in late 2023 (originally, delivery of both vessels was slated for 2021). FSG's ability to continue as a builder has been under a financial cloud for some time. The Tasmanian Government's Minister for Infrastructure and Transport, Michael Ferguson, said it was important to note that no payments to FSG had been made, and no payments would be made. "Furthermore, the majority of the work undertaken to date on the new vessels by TT-Line and their expert consultants is transferrable and can be utilised in the detailed design phase and contract negotiations with the new shipbuilder."

Re **Theofilos** (ex **Abel Tasman**), 2019, p. 214: Reported 12 January sold to Turkish breakers, with tow to Aliaga expected. NB, ship also reported to have bottom damage sustained in a previously unrecorded grounding on 20 November 2017 after dragging its anchor while laid up.

Dry and Liquid Bulk

A series of new-build bulk carriers operated for Rio Tinto is now trading from Australian ports. The latest, **Fidum Australis** (9869526, 99,216/19,187,243 DWT, Lucretia Shipping SA, Liberia flag), delivered 14 December 2019 (Yard No. H1505); arrived Newcastle 7 February 2020 from Jiangin to load coal at K6. Sisters **Ferae Australis** (9869584, other details identical but delivered on 5 December 2019 (H1504) called Newcastle 22 January and **Fortis Australis** (9834181, other details identical but delivered 28 January 2018) (H1465) called Newcastle 16 October 2019. A fourth sister **Ferrum Australis** (9834129, other details identical but delivered 8 December 2018) (H1464) in mid-February was discharging Port Walcott iron ore at Fangcheng, China. All were built by Shanghai Waigaoqiao Shipbuilding for Lucretia Shipping SA, Monrovia and are managed by Santoku Senpaku Co Ltd of Osaka on behalf of Rio Tinto, the first three loading at Newcastle for Ban Map Ta Phut, Thailand under Rio Tinto's coal supply contract for BCLP Power's Rayong plant. Santoku Senpaku also manage for Rio Tinto **Barwon** (9708318, 41,650/15) and **Yarra** (9708320, other details identical), **Imperator Australis** (9632234, 91,349/12), **Officium Australis** (9653836, 91,349/13) and **Somnium Australis** (9638886, 91,349/13) and **Wakayama Maru** (9633068, 92,758/13), all owned by Lucretia Shipping SA and under the Liberia flag.

Transhipper/self-discharger **Donnacona** (2018, p. 101) arrived in Singapore c.2 February for dry docking; during its absence **CSL Whyalla** (2018, p. 235) has returned from Batam lay-up to work at Cape Preston.

Transhipper **Lucky Eyre** (2019, p. 41, 155) departed Shanghai 14 January for Yamba (3 February); moved to the Harwood Slipway 5 February and departed Clarence River 26 February for Port Adelaide.

Re reported sale of **Northwest Seaeagle** (2019, p. 156): Correction, the vessel acquired by Karadeniz/MOL joint venture KARMOL for conversion to a floating LNG-to-electrical power plant was **Northwest Shearwater** (2019, p. 98), which was renamed **Karmol LNGT Powership Asia** by Karpowership Americas Co Ltd, Liberia.

Re **Woodside Reece Withers** (9810367, 113,822/19, 2019, p. 215): the previous vessel of this name (9732369, 113,067/16) has resumed its pre-charter, launch name **Maran Gas Vergina**.

ExxonMobil in early December 2019 abandoned plans for an LNG import terminal in Victoria, citing "insufficient market interest". The company had proposed the terminal to tap supplies ahead of expected Bass Strait production downturns from 2022; in September 2019 ExxonMobil announced it would pursue a sale of its 50% interest in Bass Strait oil/gas fields and associated infrastructure, while BHP has indicated it too might seek a sale as the fields deplete. Four LNG import terminals proposals remain active: AIE/Port Kembla, EPIK/Newcastle, AGL/Western Port and Venice Energy/Port Adelaide. AGL submitted its environmental impact study for its Western Port terminal and pipeline in late October 2019.

Re Hydrogen Energy's brown coal-to-hydrogen gas project in Victoria (2019, p. 155-156): The world's first liquefied hydrogen carrier, **Suiso Frontier** (9860154, 8,000/20, further details TBA) was launched at Kawasaki Heavy Industries' Kobe Works in early December 2019. The vessel is due for completion in late 2020 and will carry 1,250 cubic meters of liquefied hydrogen cooled to -253°C. At that temperature, hydrogen shrinks to just 1/800th of its original gas state. **Suiso Frontier** will be used to ship the Western Port-produced liquefied hydrogen to Japan, part of that country's strategy to establish an international hydrogen energy supply chain.

Australian compressed natural gas company Global Energy Ventures has extended a letter of intent with Chinese builder CIMC Raffles, for the construction of up to eight CNG carriers (2019, p. 155) to 30 June 2020. GEV said it continues to work towards a binding shipbuilding EPC (engineering, procurement, construction) contract with the shipyard; in December 2019, GEV commenced its first CNG commercialisation plan to work with the operator of in-development oil field located offshore Brazil to jointly explore CNG opportunities.

In November 2019 Canadian-based global investment group Brookfield purchased Teekay Offshore Partners, including Dampier Spirit LLC, the owning company of the FPSO **Dampier Spirit** (2018, p. 196), with employees transferred from Teekay Shipping (Australia) Pty Ltd. TOP has been renamed Altera Infrastructure L.P..

In late 2019 Teekay Australia notified unions of the loss of the BP Fremantle bunker barge contract, with the result **Vacamonte** (2019, p. 57) will leave Australia by April 2020. The contract has been won by ASP, which has sourced a new-build bunker tanker from its usual supplier, Hong Lam of Singapore. **Absolute** (9889447, 6,087/19, Hong Lam Marine Private Ltd, Singapore; 6,646 DWT) was delivered 17 October 2019 by Jiangsu Dayang Offshore Equipment Co Ltd (y/n SH075), Taixing City, China.

Re **Anatoma** (2019, p. 215): The vessel is operating under ASP management for BP servicing cruise ships during Brisbane peak season.

Re **Bramco 1** (ex **Palmerston/Ampol TVA**, 2019, p. 215-216): Arrived at Chittagong anchorage 30 December 2019 to await demolition.

Coastal General Cargo/Container/Ro-Ro

Re **Victorian Reliance** (2019, p. 217): Completed one more round voyage (northbound 30 November, southbound 2 December) while **Tasmanian Achiever II** (2019, p. 39) underwent propeller-blade repairs at Burnie, then returned to Bell Bay 3 December to de-store; departed Bell Bay anchorage at 1030 hrs 15 December for return to Singapore. As a consequence of an on-going cargo backlog resulting from these disruptions the ANL TranzTas vessel **Hansa Offenbug** (2019, p. 157) made a Bell Bay call

6 January. In late February, as per sister **Tasmanian Achiever** (2019, p. 157) Toll sold **Victorian Reliance** to interests associated with Mediterranean Shipping Co for operation by 49%-owned affiliate Ignazio Messina & Co; vessel renamed **Jolly Blue** at Singapore Anchorage 28 February and registered under Madeira (Portuguese second registry) flag.



Victorian Reliance as **Jolly Blue** at Singapore 29 February 2020

(J.Nunn)

Following completion of **John Duigan**'s intensive Melbourne-Grassy-Melbourne pre-Christmas schedule (2019, p. 217) the vessel laid up in Melbourne 23-29 December. Upon resumption of service the Tasmanian base port was changed from Devonport (No. 3 East berth) to Bell Bay (No. 2 berth), with fortnightly calls.

In late December 2019 Sea Swift sold **Newcastle Bay** (9006227, 1,964/91) to Chilean interests and it was handed over in Cairns on 8 January; subsequently renamed **Castle Bay** (Transportes Maritimos SUR, Transportes Kochifas SA, Chile, mgrs;) and transferred to the St Vincent & Grenadines flag for delivery to South America by Redwise Maritime Services BV, The Netherlands; called Tauranga 31 January-1 February en-route to Puerto Montt. Replacement vessel **Newcastle Bay II** is under construction in China.

Re **Warrender** (2019, p. 228): Reported sold November 2019 by McKay Maritime Queensland Pty Ltd to Perkins Maritime Pty Ltd (Sea Swift Pty Ltd, mgrs.), Brisbane.

Pacifica Shipping's two-ship coastal service (2019, p. 217) was short-lived, with Maersk/Hamburg Süd deciding to end feeder employment of **Spirit of Canterbury** and revert to Timaru direct calls for the Southern Star service from early February (see below). **Spirit of Canterbury** arrived Tauranga 8 February from Timaru (6 February) for final discharge and lay-up, and departed 19 February initially for Townsville en route to Alang for demolition.

In mid-January DP World-owned P&O Maritime signed contracts with China's Mawei Shipbuilding for the construction of two 5,400 DWT multipurpose vessels, capable of carrying containers and bulk, for service on PNG's Fly River. Delivery is scheduled in 2021. P&O Maritime merged with Topaz Energy and Marine in December, creating new brand P&O Maritime Logistics.

Container and Breakbulk Liner

China Navigation Co continues to clear out aging tonnage: Series II 'K' Challenger **Kwangtung** (2018, p. 109) was sold for demolition 27 November 2019, **Kweilin** (2018, p. 109) on 22 February 2020 and

Kwangsi (2019, p. 99) was expected to follow in late February. Similarly, sale to breakers of more of CNCo's Miho Mk IIs, **Melanesian Pride** (2018, p. 111; originally **Highland Chief**) was reported 22 February while **Forum Samoa4** (2018, p. 111; originally **Papuan Chief**) was also pending in late February.

Trans-Tasman

In late February CNCo chartered TRT service vessel **Kokopo Chief** (2018, p. 272) to Pacific Forum Line for AUSPAC service (see below) and replaced it, temporarily, with the 671 TEU **BBC Challenger** (9369095, 7,878/08, ex **Thorco Challenger-17** etc, Sinus Fidei Marship GmbH & Co, Marship Bereederungs GmbH & Co KG, Germany, mgrs.; Antigua & Barbuda flag).

Papua New Guinea/northern Australia

The Molycop-chartered **Sonja** (2019, p. 157) made its final trip on the Newcastle, Brisbane, Cairns, Amamapare (West Papua) route in late 2019/early 2020 after seven years in service and on 20 January departed Newcastle for Malekula Island, Vanuatu. It has been replaced by the 614 TEU MCP-type **Souni** (9371969, 5,316/07, ex **ANL Kokoda Trader-18**, etc., Mirnova Shipping Co Ltd, Hartmann Shipping Asia Pte Ltd, Singapore, mgrs.; Liberia flag) (Newcastle 1 February) which is expected to be on the run for 12 months.

Maersk Line's fortnightly South East Asia-PNG service at end-February was being operated by the 1,096 TEU **Contship Hub** (9235608, 9,528/03, ex **Stadt Bremen-16** etc., Willard Maritime Ltd, Contships Management Inc, Greece, mgrs.; Liberia flag) and the 1,100 TEU **Contship Way** (9435533, 9,948/08, ex **Frisia Lahn19** etc., Cyrus Corp, Contships Management Inc, Greece, mgrs.; Cyprus flag).

North & East Asia

As usual a number of services blanked sailings for Chinese New Year, in late January/early February ex China. A3N: Two blankings accomplished by sliding schedules one week in each case; A3C: **Cosco Malaysia** (2019, p. 218), **OOCL Washington** (below) ; A3S: **Xin Fu Zhou** (2019, p. 158), **OOCL Dubai** (2019, p. 158); Dragon: **Maersk Lome** (2019, p. 218); YoYo: **Johannes Maersk** (2019, p. 219), **Cape Marin** (2019, p. 219), **Navios Verano** (below); A1X/CAE/CA6/NAX: **Ital Melodia** (2018, p. 255); CAT: **YM Enhancer** (2019, p. 219); ANZEX: **APL Denver** (2019, p. 46); ANA: **Kota Naga** (2019, p.99). A number of extra cancellations were announced as a result of the impact in China of coronavirus and the extended CNY holiday, including the YoYo service's **Maersk Jabal** (2019, p. 219), **Cape Marin** (above) and, twice, **Jens Maersk** (2019, p. 219) and for ANZEX **CMA CGM Coral** (2019, p. 46); this impacted on feeder service voyages too, such as Neptune Pacific's **Capitaine Tasman** (2019, p. 102) withdrawn for one mid-March NZ-Fiji voyage. Some services altered Australian port rotation to call Melbourne before Sydney in order to meet quarantine requirements for 14 days' 'incubation' transit between last Chinese/first Australian port.

In the A3N service **Balbina** (2019, p. 158) was replaced by **OOCL Shanghai** (2017, p. 171) in November; ANZEX vessel **APL Denver** (above) replaced **San Francisco II** (2019, p. 99) in A3N in Busan on 6 February for one voyage, before the (suspected dummy name) **ANL Brisbane** is to be introduced in the same port on 18 March. **San Francisco II** was promptly reported sold to Greece's Thenamaris for US\$10.65 million.

A3S vessel **Xin Fu Zhou** (above) transferred to A3C in early February as the seasonal downsizing of COSCO SL vessels on that service began; it was replaced by **Xin Qin Huang Dao** (2017, p. 45). After a CNY blanked voyage **OOCL Dubai** (above) was replaced by **Xin Zhan Jiang** (2014, p. 175) in Xiamen on 21 February and also transferred to A3C.

OOCL Taipei (2019, p. 218) made only one voyage in A3C, before replacement by the 8,063 TEU **OOCL Washington** (9417256, 89,010/10, New container No 95 MI Shipping Ltd; OOCL, Hong Kong,

mgrs.; HK flag) also for one voyage. The seasonal downsizing got underway in mid-February when **OOCL Rotterdam** (2019, p. 158) was replaced by **OOCL Dubai**; **OOCL Washington** was replaced by **Xin Fu Zhou**; **OOCL Rotterdam** then returned to replace **Cosco Thailand** (2019, p. 218).

Adrian Schulte (2019, p. 218) was replaced in the second Dragon rotation by **Maersk Danube** (2019, p. 159); in the third rotation **Maersk Ganges** (2019, p. 159) was to be replaced in mid-January by **Tasman** (2016, p. 260); however, the latter was late out of drydock and the voyage was blanked. **Maersk Euphrates** (2019, p. 222) made an ad hoc Hong Kong call 17 February to cover for successive blanked voyages in the YoYo service (above).



Navios Verano arriving Melbourne 27 January 2020

(P.Finnigan)

In the Maersk YoYo (MSC: Panda, ONE: CAE) service in late January **Santa Bettina** (2019, p. 219) was replaced by the 3,450 TEU **Navios Verona** (9308015, 36,483/06, ex **Richard Rickmers-17** etc., Ocean Wood Tang Shipping Ltd, Navios Containers Management Inc, Greece, mgrs.; Marshall Island flag).

After blanking a voyage for Chinese New Year the A1X/CAE/CA6/NAX vessel **Ital Melodia** (above) was replaced by former CAT ship **Ever Divine** (2015, p. 126) in Ningbo in early February. The recently-withdrawn **Ever Develop** (2019, p. 219) was sold for scrap in India and beached at Alang on 26 January. C.20 April in Busan **Hyundai Unity** (2019, p. 219) will be replaced by 4,922 TEU sister **Hyundai Goodwill** (9347607, 53,100/08, High Speed Shipping 7 SA, Hyundai Merchant Marine Co Ltd, South Korea, mgrs.; Panama flag).

Mariana Express Lines has dropped Gladstone calls from its ANA service, with the final vessel **Kota Nebula** (2019, p. 99) 24 February.

South East Asia

Re new AAX1/Cobra/SEA/AU1 service (2019, p. 220): **GSL Kalliopi** was replaced before departure by the 8,700 TEU **San Felix** (9698630, 96,386/14, launched as **SFL Seine**, SFL Seine Inc [Fredriksen], Bernhard Schulte Shipmanagement (Singapore) Pte Ltd; Marshall Islands flag); **Cezanne**, which at 9,971 TEU became the largest vessel by nominal container capacity to call on an Australian service, was replaced after one voyage by the 8,402 TEU **Maersk Stralsund** (9393522, 94,483/05, launched as **P&O Nedlloyd Marilyn**, Sea 49 Leasing Co); however, this went to drydock also after one rotation and was replaced in late February by the 8,845 TEU **Maersk Surabaya** (9330068, 94,322/06, ex **Santa Laura-16** etc, Niartay Marine Inc, Zodiac Maritime Ltd, UK, mgrs.; Liberia flag); **ONE Commitment** (2019, p. 220) was replaced after one voyage by the 8,814 TEU **Northern Jaguar** (9466972, 94,407/02, ex **Wan Hai 801-18** etc., VC N Jaguar Shipping GmbH, V Ships Hamburg GmbH & Co KG, Germany, mgrs.; Madeira flag). The ANL-supplied **Northern Jupiter** (2019, p. 220) suffered an engine room fire 4 January en route Singapore-Port Klang (see *Accidents & Mishaps*) and was replaced for one voyage by the 6,350 TEU **Hamburg Bay** (9332872, 71,786/09, ex **Zim Hamburg-16** etc., Lombard Corporate December 3

Ltd, Eastern Pacific Shipping UK Ltd, UK, mgrs.; Liberia flag) and then by **CMA CGM Moliere** (2019, p. 221). After one voyage **San Felix** (above) was replaced in early February by **Maersk Semarang** (2017, p. 47).

In the new AAX2/Komodo/S2A/AU2 service (2019, p. 220) **Irenes Warwick** was sold in late January to Asiatic Lloyd for US\$16 million and called Australian ports mid-February with Tsakos funnel colours painted over plain white; it is to be renamed **ASL Kronis** under a new five-year charter to Maersk.

Re **Chicago** (2019, p. 2019, p. 220): NB correction: the vessel in question is 9348687, 54,675/08, ex **Maersk Danang-16** etc, Chicago Schiffahrts KG, NSC Schiffahrtsgesellschaft mbH & Cie KG, Germany, mgrs.; Liberia flag; 5,089 TEU.

The Triple A AAA2 loop vessel **Kota Latif** (2018, p. 186) was replaced by the returning **Kota Lagu** (2011, p. 160) in Singapore on 28 February.

In MSC's Capricorn service **Northern Diamond** (2019, p. 222) made one December partial voyage; in January **MSC Rebecca** (2019, p. 220) was replaced by the 3,534 TEU **GH Zonda** (9436472, 36,007/08, ex **HS Wagner-17** etc., GH Zonda LLC, Union Apex Shipping Co Ltd, Hong Kong, mgrs.; Marshall Islands flag); also in January the 4,250 TEU **Seaspan New York** (9290115, 39,941/05, ex **CSCL New York-19**, Seaspan Corp, HK, Seaspan Ship Management Ltd, Canada, mgrs.; HK flag) undertook one Capricorn voyage but was then slated to be replaced by another Samsung 4250 sister **Genova** (9318187, 40,372/07, ex **Zim Genova-18**, Fortune Steamship Inc, XT Management Inc, Israel, mgrs.; Liberia flag) which, however, joined the New Kiwi Express instead with **Cali** (2019, p. 219) returning to Capricorn. Former Maersk charter **Sagitta** (2011, p. 163) was to replace **MSC Astrid** (2019, p. 220) in early February, however **Sagitta** was delayed in drydock in China and instead **MSC Astrid** performed a hybrid Capricorn (Melbourne only)/New Kiwi Express voyage while cargo for other Australian ports was transferred to **Bomar Rossi** (2019, p. 222); **Sagitta** then joined in late February.

Maersk's Southern Star (NZ-SEA) vessels **Rio Madeira** (2018, p. 259), **Rio Bravo** (ditto), **Rio Madeira** again and **Rio Blanco** (2019, p. 46; NB correct rendition) made brief Fremantle calls on 26 November 2019, 16 December 2019 and 6-7 January 2020 and 13-14 January 2020 respectively en route from Port Chalmers to Tanjung Pelepas for extra loader/empties evacuation duties.

Similar to the October 2019 one-voyage **Nordmargherita/Margaret River Bridge** substitution (2019, p. 220), the ONE WASCO service vessel **Swan River Bridge** (2018, p. 257) was withdrawn for drydocking in late December and replaced for one voyage by the 1,756 TEU **Nordclaire** (9744673, 18,826/16, Nord Claire LLC (Reeder Nord, Germany), Hanseatic Unity Chartering GmbH & Co KG, Germany, mgrs.; Malta flag) which called Fremantle 16-18 January.

The WA Government last November announced it was working with Maersk to establish a fortnightly service between Asia and Port Hedland (most likely by extension of its South East Asia-PNG service). This venture would be supported by – amongst others – tyre manufacturer Bridgestone which would ship oversize tyres for mining equipment. In early January Maersk was reported to have arranged the charter of the 1,105 TEU **Fesco Askold** (9324942, 9,957/06, Astro Moon Shipping Co, Cyprus, FESCO, Russia, mgrs.; Cyprus flag) for a Japan-Port Hedland voyage but the ETA was later changed to early March. It is believed Sea Swift is seeking to take over this service proposal, backed by Woodside and others, and is said to have commissioned brokers to place orders for 2 x 1,600 TEU geared MPP/containerships. ANL is also known to be keenly interested.

Europe and the Mediterranean

The new partnership with CMA CGM in the Europe-Australia trade has not altered MSC's predilection for constant substitution of vessels: in the course of the first 14-ship full rotation of AES there were 21 changes (!) and only one of those by CMA CGM. **MSC Elodie** (2019, p. 221) was replaced by **Conti Contessa** (ditto), then **MSC Elodie** was returned to that slot in next rotation, but then replaced by the

9,441 TEU **MSC Amalfi** (9605279, 94,402/14, Cadence Shipping Co, Costamare Shipping Co SA, Greece, mgrs.; Malta flag); **MSC Elma** (2019, p. 221) was replaced by the 8,238 TEU **Conti Makalu** (9286293, 90,745/04, ex **Niledutch Makalu-19** etc, Conti 26 Conti Makalu Schiffahrts, NSB, Germany, mgrs.; Liberia flag). In the second rotation, **MSC Candice** (2019, p. 220) is replaced by the 8,238 TEU **Conti Everest** (9286231, 90,745/04, ex **CMA CGM Hugo-15** etc, Conti 25 Conti Everest Schiffahrts; NSB, Germany, mgrs.; Liberia flag); **Le Havre** (2019, p. 220) is replaced by **Seamax Greenwich** (2019, p. 221); **MSC Pamela** (2019, p. 221) replaced by the 9,441 TEU **MSC Ajaccio** (9605267, 94,402/14, Bastion Shipping Co, Costamare Shipping Co SA, Greece, mgrs.; Malta flag), but then **MSC Pamela** reinstated; **MSC Brunella** (2019, p. 221) replaced by the **MSC Desiree** (9745665, 96,816/17, Blue Star Desiree LLC, MSC, Italy, mgrs.; Madeira flag) and then the 9,133 TEU **MSC Ines** (9305714, 107,551/06, Orsal international Corp, MSC, Switzerland, mgrs.; Panama flag) and then the 9,178 TEU **MSC Sindy** (9336048, 107,849/07, Sylvania Naviera SA, MSC, Switzerland, mgrs.; Panamafag); **Europe** (2019, p. 221) replaced by **MSC Amalfi** (above) then the 8,819 TEU **MSC Channe** (9710438, 95,403/15, Ultimate Idea Holdings Ltd [CIMC], PRC, MSC Shipmanagement Ltd, Cyprus; Madeira flag). Following the **APL Mexico City** (2019, p. 221) incident (see *Accidents & Mishaps*), part of its intended voyage was undertaken by **APL Austria** (2018, p. 109) without MSC participation.

Europe/East Coast North America

This year's 'dummy names' for the late February southbound resumption of the weekly frequency of the CMA CGM/Marfret PAD/NASP service were **CMA CGM Hibiscus** (nominally Australian ports early April, see below), **CMA CGM Coachwood** (subsequently revealed as **Mathilde Schulte**, below), **CMA CGM Kauri (Bomar Regina**, below), **CMA CGM Tamarind**, **CMA CGM Mulga** and **CMA CGM Waratah**. The first southbound sailing, ex Rotterdam on 25 February, was by **Seatrade Blue** (2019, p. 161); as of mid-February following scheduled vessels were the the Yangfan SDARI 2400-type, 2,345 TEU **Mathilde Schulte** (9676709, 27,279/15, ex **CMA CGM Brazil-20**, Bedok Shipping Co Pte Ltd [Bernhard Schulte], Hanseatic Unity Chartering GmbH & Co KG, Germany, mgrs.; Singapore flag), **Seatrade Green** (2019, p. 161), the 2,556 TEU **Bomar Regina** (9275050, 26,833/04, ex **Maersk Nottingham-19** etc., Bomar C LLC, UK, Hanseatic Unity Chartering GmbH & Co KG, Germany, mgrs.; Liberia flag), **Seatrade Orange** (2019, p. 161) and TBA. Northbound, the first vessel (presumed to be the nominal **CMA CGM Hibiscus**) is the Yangfan SDARI 2400-type, 2,345 TEU **Mandalay** (9743502, 27,279/19, Waterfront Park Shipping Co, Bernhard Schulte Shipmanagement (Hellas) SPLLC, Greece; Singapore flag).

North America

In the WSN/PCX/PANZ service (Oceania-WCNA VSA) the 4,621 TEU **London Express** (9143568, 53,523/98, Hapag-Lloyd AG, owners & mgrs.; Bermuda flag) replaced **Seoul Express** (2018, p. 258) in Oakland on 12 January. As a consequence of PIL's decision to withdraw from all trans-Pacific trades the carrier's southbound-only participation in this service – which it designates AOS – will cease by mid-year, leading to the renaming and/or replacement of **Kota Ekspres** (2019, p. 161).

New Zealand

A little more than two months after announcing major changes to its NZ network (2019, p. 221-222) on 19 December advised a broad reversal. The coastal shuttle employing Pacifica's **Spirit of Canterbury** (2019, p. 217) was abandoned (see above) with direct Timaru calls restored (in Week 7, 2019) to the Southern Star service which, consequently, added a seventh ship, the 7,090 TEU **Santa Rosa** (2017, p. 47) and a second Lyttelton call; the new rotation is thus Tanjung Pelepas, Singapore, Brisbane, Sydney, Tauranga, Napier, Lyttelton, Timaru, Lyttelton, Port Chalmers, Tanjung Pelepas. First vessel on the new rotation was **Rio Madeira** (2018, p. 259) southbound from Tanjung Pelepas on 14 January and northbound from Port Chalmers on 17 February.

The seasonal round-trip Triple Star service, which commenced only on 10 December, was withdrawn at the end of January, with the last Tauranga import/export call by **JPO Pisces** (2019, p. 222) 22 January.

The northbound leg of Triple Star then resumed in the form of Tauranga direct calls re-instated (Week 7) to the weekly West Coast Latin America-Asia service, for a rotation of Tauranga, Hong Kong, Shekou, Ningbo, Shanghai, Qingdao, Busan, Yokohama, Manzanillo, Lazaro Cardenas, Balboa, Buenaventura, Callao, Iquique, San Vicente, San Antonio, Tauranga. However, there is no resumption of the southbound Triple Star/South Pacific Express, with imports from N&E Asia allocated to the J Star/ANZL service or transhipped over Singapore/Tanjung Pelepas on Southern Star, while westbound Latin/South American cargoes continue to be allocated to the OC1 service with transhipment at Cartagena or other central American hubs.

In the ANZL/JKN service the 5,000 TEU **X-Press Anglesey** (9623843, 47,911/14, ex **Hammonia Virginia-19** etc., Queenstown Shipping Pte Ltd, Sea Consortium Pte Ltd [X-Press Feeders], Singapore, mgrs; Liberia flag) replaced Maersk-operated **Safmarine Mulanje** (2018, p. 259) in late December 2019 but the latter is scheduled to return in March. In early February, due to Australian authorities enforcing a minimum 14-day 'coronavirus precautionary transit' from last port China to first port Australia, the ANZL/JKN schedule was slid one week, effective from **Toucan Hunter** (2019, p. 222) V066N. In Singapore on 6 March the ANL-operated **Ontario II** (2019, p. 102), following sale, was replaced by ANZEX's **CMA CGM Coral** (2019, p. 46). A seventh vessel the 4,250 TEU **Navios Miami** (9445588, 41,358/09, ex **ANL Warragul-18** etc, Crayon Shipping Ltd, Navios Containers Management Inc, Greece; Liberia flag will be added to this service in Busan on 13 March to improve schedule integrity.

Kota Lahir (2015, p. 49) replaces near sister **Kota Lihai** (2019, p. 222) in the ANZEX service in mid-March.

The OOCL-operated **Shanghai Trader** (2019, p. 46) phases out of the NZS/KIX service in Port Klang on 28 March, replaced two days earlier in the same port by the 4,992 TEU **Maine Trader** (9292151, 54,271/04, ex **HS Humboldt-14** etc, Maine Trader Shipping Ltd, British Virgin Islands, Lomar Shipping Ltd, UK, mgrs; Malta flag).

The 4,250 TEU **Seaspan New York** (9290115, 39,941/05, ex **CSCL New York-19**, Seaspan Corp, HK, Seaspan Ship Management Ltd, Canada, mgrs.; HK flag) undertook one New Kiwi Express voyage in December 2019, before switching to Capricorn swapping with **Saxonia** (2019, p. 220); nevertheless, the latter made an ad hoc Fremantle call 3 February to cover for the cancelled AES/NEMO call of **APL Mexico City** (see *Accidents & Mishaps*). **MSC Aditi** (2019, p. 220) rejoined in early January. Sisters **MSC Astrid** (2019, p. 220) and **MSC Banu** (2019, p. 162) have had scrubbers fitted, with rather more discrete installations than many.

South/Central Pacific

The Wonderful Company's purchase of Pacific Direct Line from Pacific International Lines (2019, p. 222) was delayed by red tape and was still pending in late February. **Southern Pearl** (2018, p. 189) makes a Majuro inducement call in mid-March to cover delays in other services.

The AUSPAC service's Swire-owned, Neptune Pacific Line-operated **Melanesian Pride** (2018, p. 111) was retired in early February and replaced by **Southern Moana** (2019, p. 102), to be followed by sister **Forum Samoa4** (2018, p. 111) which will be superseded by **Kokopo Chief** (2018, p. 272) transferred from Swire's TRT service (see above) and chartered by PFL until June 2021. **Southern Moana** was replaced in the NZ-New Caledonia trade by **Capitaine Wallis** (2019, p. 222).

In mid-December 2019 Swire Shipping and Matson announced a new vessel-sharing agreement, effective from January 2020, to service Tonga, Samoa, Cook Islands and Fiji from New Zealand, using three ships in total, to increase frequency ex Auckland to every 10 days. Deployed are the familiar Matson vessels **Liloa II**, **Olomana** and **Imua II** (all 2019, p. 47); Swire has chartered the latter and will rename it **Island Chief** in mid-March.

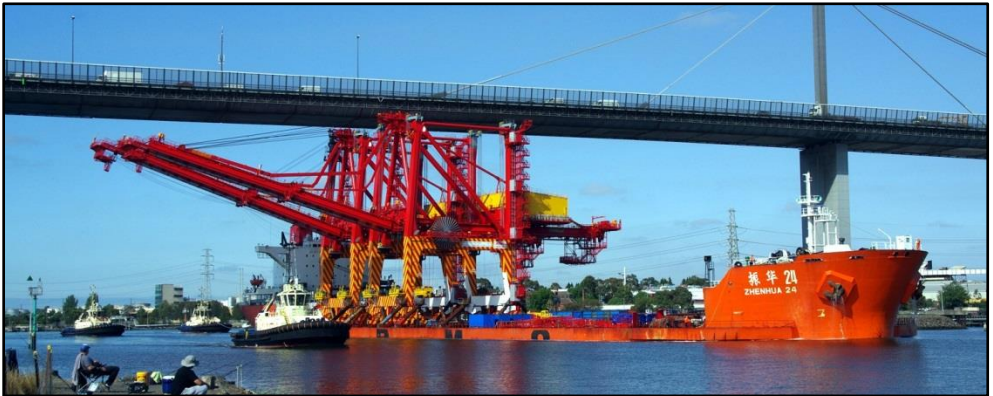
Breakbulk Liner

In AAL Shipping's AUEC service, **AAL Nanjing** (2018, p. 260) made one part-voyage December/January, as did **AAL Pusan** (2019, p. 223) which in early March then substituted temporarily, again, for **AAL Shanghai** (2019, p. 223). In the AUWC service **AAL Bangkok** (2018, p. 47) replaced sister **AAL Fremantle** (2018, p. 112) in January but in March was replaced by **AAL Nanjing**. AAL's Europe-Asia breakbulk liner service now extends from Western Europe through the Mediterranean, the Middle East, India and South East Asia to North Asia on monthly frequency, utilising **AAL Kembla**, **AAL Dalian**, **AAL Singapore**, **AAL Newcastle** and **AAL Melbourne**.

Partially as a consequence of the retirement of Challenger K class (see above) Swire Shipping has swapped tonnage around a number of services. As of mid-February **Kweilin** had replaced **Kwangtung** in the SEA, with the chartered 2,194 TEU **Orea** (9670107, 24,528/15, Butterfly Shipping Ltd, Eastern Mediterranean Maritime Ltd, Greece, mgrs.; Malta flag) replacing **Mount Cameron** (2016, p. 181), which moved to ESEA (replacing **Kweilin**). The NAX service is operated by **Coronado Bay** (2019, p. 42) and **New Guinea Chief** (2019, p. 103), the latter moving from PNA to replace **Bardu** (2019, p. 99). PNA now features **Coral Chief**, **Highland Chief** and **Papuan Chief** (all 2019, p. 103) operating in conjunction with **Coral Islander II**, **South Islander** and **Tropical Islander** (all 2018, p. 189).

Cool Carriers, a subsidiary of Baltic Reefers, has won a five-year contract of affreightment with New Zealand's Zespri for the transport of kiwifruit from NZ to the Mediterranean. Starting 2020, the operator will provide sailings to, predominately, Tarragona and Vado Ligure (Savona), and, occasionally, to Zeebrugge.

Heavylift, Project, Ro-Ro and Livestock



Zhen Hua 24 arriving Melbourne 9 January 2020

(D.E.Crisp)

Zhen Hua 24 (2018, p. 260) departed Shanghai c.8 December 2019 with three ZPMC ship-to-shore gantries, one for Patrick Fremantle (27-31 December) and two (with machinery decks lowered) for Patrick East Swanson Dock, Melbourne (9-13 January).

Splithoff's **Dijksgracht** (2014, p. 129) discharged a number of breakwaters and concrete pontoons at Geelong 12-14 February, loaded at Cork, Ireland, destined for the Royal Geelong Yacht Club.

On 19 October 2019 **AAL Dampier** (2018, p. 190) arrived at Henderson, WA from Humen, southern China and the following day discharged its deck cargo of a 85.3-metre aluminium hull destined for a 1,550 DWT super yacht under construction at nearby Silver Yachts.

Over the last three months 11 vessels have delivered wind farm towers and blades, loaded variously in Jiangdu and Tianjin, China and Phu My, Vietnam, to AMC Henderson, WA, destined for Alinta Energy's Yandin project under construction near Dandaragan and said to be the state's largest. Ships employed were **Warnow Mars** (2019, p.223), **Industrial Guide** (9424572, 17,634/10, Liberia flag), **Oslo Trader**, **Berlin Trader**, **Paris Trader** (all 2019, p. 223), **AAL Singapore** (2013, p. 261) and **AAL Brisbane** (2019, p. 103), **Thorco Isabella** (9469780, 13,816/11, Marshall Islands flag), **Stade** (, 8,059/ , Stade CV, The Netherlands, Heinz Corleis Reederei KG, Germany, mgrs.:) and **Zea Fame** (, 16,729/18, ex **industrial Fame-19**, Madeira flag).

After a period of reduced wind-farm development activity in NZ componentry shipments have resumed, with the MPP **BBC Amber** (2018, p. 113) discharging a consignment of 99 wind-turbine blades from Taranto, Italy at Port Taranaki 2-9 February and **AAL Shanghai** (above) discharged wind-turbine towers in Napier 16-17 February. **BBC Amber** subsequently called Sydney 22-23 February to load tunnel boring machines.

MPP **Ijborg** (9456719, 8,999/09, ex **Helga-19** etc., Ijborg BV, Wagenborg Shipping BV, the Netherlands, mgrs.; Netherlands flag) discharged all components of Tauranga Container Terminal's ninth Leibherr STS container crane 13-16 February.

The curse of the brown marmorated stink bug struck again late last year, with the MOL PCTCs **Dugong Ace** (9777838, 63,116/19, Panama flag) and **Orca Ace** (9777814, 63,116/18, Panama flag) both berthing Brisbane late November ex Ulsan and Yokohama respectively, before shifting berths and then going to Port Cartwright Anchorage to undergo fumigation. However, on 6 December the federal Department of Agriculture ordered **Orca Ace** out of Australian waters and it sailed to Singapore or Bintan Island for eradication of the BMSBs; it did not return to Australia to discharge until late January. Also delayed for over a week for fumigation before eventual quarantine clearance in Brisbane or Fremantle were **Tranquil Ace** (9561253, 58,939/09, Cayman Is flag), **Glovis Chorus** (9158604, 55,729/97, South Korea flag), **Mignon** (9189251, 67,264/99, Sweden flag), **Höegh Chiba** (9303558, 59,705/06, NIS flag), **Höegh London** (9342205, 68,871/08, NIS flag), **Höegh Trident** (9075709, 56,164/95, NIS flag) – the latter at or off Fremantle from 19 December until 9 January. **SFL Conductor** (9293909, 60,118/06, Panama flag) was caught up in Melbourne for several days mid-February.

On 12 December 2019 Wellard announced it would sell the world's largest livestock vessel **Ocean Shearer** (2019, p. 48) to Kuwaiti company Al Mawashi Limited (Kuwait Livestock Transport and Trading Co) for \$US53 million. Wellard said the vessel was under-utilised and was costing the company US\$8 million in principal and interest costs; it had been operating irregularly in the volatile South America-Turkey trade. KLTT said it would deploy the ship between Australia and the Middle East, however in late February it was still sailing as **Ocean Shearer**, en route from Jakarta to Fremantle after a period shipping cattle from Darwin to Indonesia.

The Australian Maritime Safety Authority brought forward implementation of Marine Order 43 (originally intended to take effect in 20230) to 1 January 2020 following exposure of 2,018 livestock to cruelty aboard **Awassi Express** (2019, p. 224). MO43 bans older ships that do not meet minimum air speed across livestock pens, carry livestock in two tiers, or fail to meet ventilation requirements on open decks and was expected to affect two vessels in regular Australian trades, **Maysora** (2019, p. 48), operated by Livestock Shipping Services, and KLTT's **Al Shuwaikh** (2019, p. 48), operated by Rural Export & Trading WA. LSS's **Bader III** (2018, p. 113) has had the second tier pens removed. Due to concerns the revised date left exporters inadequate time for their vessels to be modified or have built new vessels prior to the January 2020 deadline the Federal Government/AMSA announced in early December 2019 that selected exemptions would be granted if a "phase-out and vessel replacement plan is in place".

Meanwhile, on 13 January 2020 former Wellard CEO and major shareholder Mauro Balzarini, now based in Queenstown, NZ following an out-of-court settlement with Wellard, announced the launch of NextSeaWell, a venture to develop a new generation of 11,000-head-of-cattle capacity, LNG-powered livestock carriers. A design phase is underway and will be followed by a testing and validation phase.

Antarctic, research and other non-merchant

In late November 2019 the Australian Antarctic Division announced that, due to the complexity of the design and build, delivery of RSV **Nuyina** (2019, p. 225) would be delayed beyond October 2020, and accordingly AAD was seeking *Request for Tender* from Polar Code compliant vessels that can resupply Australia's Antarctic stations between October 2020 and March 2021. Even if **Nuyina** arrived in time for the full shipping season, the availability of a second suitable ship for the Australian Antarctic Program would be welcome. "Additional cargo capacity between Australia and Antarctica is a valuable asset for any Antarctic program and with several significant projects underway, including the modernization of our research stations and the establishment of a traverse capability, the ability to send extra infrastructure and materials south would be invaluable," AAD said. Internal fit-out of **Nuyina** was reported to be 95% complete in the first week of February and main engine and propeller trials were underway. Meanwhile, the Spliethoff MPP **Houtmangracht** (9435765, 9,611/09, ex **HHL Mississippi-19** etc, Firmanton Houtmangracht BV, Netherlands flag) called Hobart 10-11 February and at anchor loaded the two landing barges **Nuyina LB1** and **Nuyina LB2**, built by Taylor Bros. Marine as deck cargo for shipment to Singapore and on-carriage, reportedly by ro-ro, to Europe to join the 'mother ship'.

Following repairs in Henderson, WA, **L'Astrolabe** (2019, p. 225) arrived back in Hobart 11 January and sailed for Adelie Land, Antarctica, on 14 January.

Noted sailing down Australia's East Coast in early February was the icebreaker/tug/research ship **Beijing Ocean Leader** (8130693, 3,227/83, ex **Ikaluk-19** etc, HYYX Hong Kong Ltd, Cozy Marine Co Ltd, Hong Kong, mgrs.; Liberia flag), which had sailed from Zhoushan, PRC, for Antarctica on 16 January. The vessel was acquired from Canadian interests in 2018 by Zhang Xinyu and Liang Hong and has undergone a US\$3.3 million overhaul to serve as a scientific research vessel for an unofficial (private) research group, the first of its kind in China. The expedition is a joint effort between the research group and a Beijing-based polar research centre, which was established by 25 universities and research organizations to work in Antarctica.



Laura Bassi at Lyttelton 31 December 2019

(A.Calvert)

The Italian research/supply ship **Laura Bassi** (9114256, 4,028/95 ex **Polar Queen-19**, etc., Istituto Nazionale di Oceanografia e di Geofisica Sperimentale, Diamar SRL, Italy, mgrs.; Italy flag) arrived Lyttelton 29 November 2019 from Naples to load stores and bunker before sailing 7 December for Antarctica; returned to Lyttelton 29 December to load further supplies and personal.

The South Korean icebreaker/research ship **Aaron**, (2018, p. 101) arrived Lyttelton 20 November 2019 from Incheon to load stores, personnel and take on bunkers en route to re-supply their base at Terra Nova Bay; returned to Lyttelton 22 December to load further supplies and departed 29 December.

The Russian research icebreaker **Akademik Tryoshnikov** (9548536, 12,711/12, Russia Government, Arctic & Antarctic Research, St Petersburg, mgrs.; Russia flag) arrived Lyttelton 22 January from Cape Town via Antarctica to load stores and bunker before returning to Antarctica and onto Montevideo.

Following a Sydney call 8-9 January US-based Schmidt Ocean Institute deployed the oceanographic research vessel **Falkor** (7928677, 2,024/81, Falkor LLC, SPS Maritime Ltd, USA mgrs.; Cayman Is flag) to, initially, an area filled with submarine canyons off southwestern Australia to study the effects of changing ocean dynamics on coral reefs. The vessel will operate in Australian waters throughout 2020 with the primary focus of the research to sample anticipated living and fossil deep-water corals from this region. The skeletons of these organisms will be used to reconstruct recent and long-term ocean environmental records to provide continuous records of important environmental variables, including fluctuations in the temperature of these deeper oceans, pH, nutrients, and dissolved calcium carbonate concentrations.

USCG **Polar Star** (2019, p. 104) called Hobart 20-14 December 2019 on its annual southbound voyage from Seattle to Antarctica, and Wellington 26 February-1 March 2020 on the return voyage. Resupply of the US McMurdo Station was undertaken by usual vessels MPP **Ocean Giant** (2019, p. 48) and product tanker **Maersk Peary** (2018, p. 38) plus MPP **SLNC Magothy** (9418975, 15,549/10, ex **Norfolk-19**, etc., HS Magothy LLC, Schuler Line Navigation Co, USA, mgrs.; USA flag). **Ocean Giant** left Port Hueneme, California 18 December 2019 and arrived Lyttelton 13 January 2020 to bunker and load further cargo before sailing the following day; it delivered pontoon components of a marine causeway system necessary as replacement for the deteriorating 'ice wharf' at McMurdo Station. **SLNC Magothy**, laden with construction materials in 566 containers for a base expansion project, also sailed from Port Hueneme and called Cairns and Tauranga (3-4 February, for bunkers) en route. **Maersk Peary** called Fremantle 12-15 January for bunkers and crew change; arrived McMurdo 3 February.

In mid-January preliminary AMSA/RoS registry was lodged (PoR) Mourilyan for **Torres Express** (8215285, 339/83), ex Gardline Australia's patrol vessel **Niugini Guardian** (2016, p. 207), previously **Ashmore Guardian** (2016, p. 207), built as fishing vessel **Roper K**.

Cable ship **Reliance** (2019, p. 174) arrived Wellington 26 February from Apia to begin laying a new Transpower NZ submarine cable across Cook Strait, between Fighting Bay in the South Island and Oteranga Bay in the North Island. Assisting vessels are Seaworks' **Seaworker** (2018, p. 119), **Seasurveyor** (2017, p. 247) and 19-metre aluminium workboat **Star Keys**.

Earlier, between November 2019 and January 2020 **Reliance** completed laying a new 3,600-kilometre submarine fibre-optic cable between Apia and Niue, Rarotonga, Aitutaki, Bora Bora and Tahiti for the Manatua-One Polynesia cable consortium, a collaboration between the governments of French Polynesia, Cook Islands, Samoa and Niue. After connection to shore stations the cable is expected to go live in June 2020.

TOWAGE, OFFSHORE and DREDGING

Tugs, Barges, Workboats and Landing Craft

Re new Geraldton tugs (2019, p. 166, 226): Names selected are **Abrolhos** (after the Abrolhos Islands), **Wilu** (the Yamaji word for sea, seaside or saltwater) and **North** (after former Geraldton Port harbour master Thomas 'Martin' North) presumably but not confirmed to be preceded by **Switzer**.

Switzer-operated **SL Daintree** (2019, p. 226) returned to water at The Yard 21 November 2019 and worked at Brisbane until departed 5 December for return to Melbourne. This freed **Tom Tough** (2019,



Marrakai at Fremantle 9 January 2020

(C.Gee)

167) to depart 2200 hrs 13 December for Fremantle (20-23 December) and thence Onslow (27 December). **Marrakai** (2019, p. 226) departed Onslow 25 December, called Fremantle 6-9 January and arrived Port Lincoln 17 January.

Svitzer-operated **SL Endeavour** (2019, p. 167) sailed Port Adelaide 9 February for 5-year docking/survey at Port Lincoln Slipway; consequently **Walan** (2019, p. 51) moved from Port Pirie to Port Adelaide to relieve, and **Marrakai** (above) from Port Lincoln to Port Pirie.

Svitzer Redhead (2019, p. 167) left Fremantle 2 December 2019 for a 4-5 month relief deployment to cover drydockings of Barrow Island tugs: **Svitzer Euro** (2015, p. 281) departed Barrow Island 7 December for Singapore (16 December); **Svitzer Boodie** (2015, p. 281) left Batam 9 February for return to Barrow Island (16 February); **Svitzer Dugong** (2015, p. 281) departed Barrow Island 16 February for Singapore (25 February).

Bunbury (2019, p. 226) completed its major five-year cycle refit ashore at BAE Henderson when returned to the water 2 December 2019 and departed Fremantle 5 December to return to service at Geraldton. Kwinana-based **Svitzer Harrier** (2017, p. 178) was taken ashore via the BAE shiplifter circa 17 February 2020 for maintenance and refit.

In late January Newcastle's **Svitzer Maitland** (2019, p. 50) was noted alongside the Sea-Tow barge undergoing repairs to a punctured hull; resumed service 22 February. On 24 February **SL Plenty** (2015, p. 281) left Newcastle for Port Kembla to relieve **Bullara** (2017, p. 177) which sailed the following day to Brisbane for overhaul at The Yard. **Bullara** had re-located from Sydney to Port Kembla in mid-January to relieve **Svitzer Kiama** (2015, p. 202) which arrived Sydney 21 January from Port Kembla and was dry docked at Fischer's Sydney City Marina.

Svitzer Nana (2017, p. 245) left Bowen 24 January for Brisbane (27 January); taken up 30 January on the BSE Slipway; left Brisbane 25 February for Bowen after survey/docking.

Challenger (2019, p. 51), laid-up at Darwin since arriving 19 February 2019 from Onslow, was sold c.December 2019 by Svitzer Australia to so-far unidentified interests.

Svitzer Vision (2019, p. 226): Left Singapore 28 November after survey/docking for Port Moresby (10

December). Kumul Terminal towage coverage during the absence of **Svitzer Vison** and **Svitzer Venture** (2019, p. 226) was provided by **Britoil 121** (9538701, 2,375/10, Britoil Offshore Services Pte Ltd, Singapore; owners & mgrs.; Singapore flag; 12,240 bhp/155t sbp) which left Port Moresby 9 December for return to Singapore.

SL Curtis Island (2014, p. 248) left Cairns 28 November 2019 after repairs at BSE Slipway to hull damage caused by a collision with the Gladstone tug berth.

SL Gibson (2019, p. 226) was sold 23 December 2019 by Smit Lamnalco Singapore Private Ltd, Singapore to Pacific Tug (PNG) Pty Ltd.

SL Cook (2019, p. 226) returned to Sydney 18 December 2019 after Brisbane refit and livery change; left Botany Bay 14 January for Gladstone to relieve during drydocking of Island-class and other Smit Lamnalco tugs. **SL Quoin Island** (2014, p. 248) left Gladstone 18 January for Port Moresby for survey/docking at PNG Dockyard. **SL Yallarm** (2014, p. 47 when **Smit Yallarm**) sailed Gladstone 4 February to The Yard, Brisbane. Three of the Gladstone tugs have suffered piston seizure and con rod failure in their Caterpillar 3516C main engines, requiring re-builds; damaged pieces have been shipped to Caterpillar's Lafayette, USA premises for forensic examination.

Re Port Hedland tug dockings (2019, p. 226): **RT Endeavour** returned to the water via the BAE shiplifter 14 November and departed Fremantle the same day for return. **RT Force** (2013, p. 64) arrived Fremantle 28 November but was not taken ashore; instead refit was undertaken in-water, with superstructure re-painted from grey to owners' white and funnels restored to Kotug markings; departed 4 January 2020 to resume port Hedland duties. **RT Eduard** (2019, p. 166) arrived Fremantle 15 January and was taken ashore at BAE the following day; as of late February it was still ashore, with red hull repainted black.

Pilbara Neptune (9298947, 353/04, Pilbara Iron Pty Ltd, Westug Ltd, mgrs.; Australia flag) left Singapore 7 December 2019 to return to Dampier (16 December) after survey/docking. Sister **Pilbara Vulcan** (9298959, 353/05, ditto) was one of a number of harbour craft driven ashore by Tropical Cyclone Damien in early February (see *Accidents & Mishaps*).

Riverwijs Maria (2011, p. 230) left Dampier 26 January for Singapore for survey/docking.

Preliminary registration has been taken out for **TSA Neptune** (9899882, 267/20, Tug & Barge Services Pty Ltd, Fremantle) a 29-metre tug under construction as **Hung Seng 73** by Hung Seng Shipbuilding (M) Sendirian Berhad, Sibul, Sarawak, Malaysia. Recently (date unknown), Tug & Barge Services Pty Ltd (Transshipment Services Australia Pty Ltd) acquired the Damen Stan Tug 1606 **Karama** (46/10) from AdStan Tug Charters (Svitzer Australia Pty Ltd, and Stannard Marine Pty Ltd), Darwin; had been TSA chartered since August 2018.

MCS Lenie (2019, p. 106) left Weipa 28 December 2019 after 9-months TSA charter; Darwin 31 December and departed there 3 January for Singapore and has reverted to UK flag.

Dumb steel barge **Calliope I** (2019, p. 169) was sold November 2019 by Waterway Constructions Pty Ltd, Sydney, to Heron Construction Co Ltd, NZ; left Brisbane 3 December for Whangarei (11 December) in tow of Bhagwan's tug **Sea Force** (2019, p. 233); Heron's **Capricorn Alpha** (2018, p. 53) collected the barge for Bluff. **Sea Eagle** then left Whangarei 12 December with barge **A.M.S. Gladstone** (2019, p. 52) for Brisbane (20 December).

Pedro I (2019, p. 233) returned to Melbourne 18 December 2019 after delivering Polaris barge **PM South** (2016, p. 258) from Brisbane (8 December) to Sydney (12 December).

27.5-metre/1,200 bhp tug **GFS Marine 03** (9896220, 280/20) was completed 7 February 2020 by Sky-E Marine Sdn Bhd, Sibul, Malaysia (y/n 060) for GFS Ltd, Port Moresby; passed Thursday Island 28

February for Port Moresby and believed to be towing 64.83-metre dumb barge **GFS Marine 04** (1,022/20,199 DWT) also completed 7 February by Sky-E Marine (y/n 061) for GFS Ltd [website (www.gfs.com.pg)]; () **GFS Marine 05** (9896218) is under construction.

Re **Kea Trader** salvage activity (2019, p. 173, and see *Accidents & Mishaps*): **Hua Ao** (2018, p. 116) arrived Noumea 9 December 2019 from the wreck site and departed two days later for Hong Kong (31 December) where it berthed at Yiu Lian Dockyard; departed again 21 January and arrived Noumea anchorage 17 February.

De Jing (2018, p. 202) moved from the wreck site to the Noumea anchorage on the same day, where it was joined by 89.96-metre/16,108 bhp offshore tug/supply vessel **De Zhou** (9350575, 4,044/07) which had departed Shanghai 13 January towing cargo barge **Ca Li** (2019, p. 173; NB corrected details: 8542456, 16, 658/09, 34268 DWT/2009, 125.9 x 32 x 12m).

Bay Lass (2019, p. 110) was loaded on containership **Cezanne** (2019, p. 220) at Port Adelaide on 7 December 2019 for return to Brisbane.

Offshore

AHTS **GO Sirius** (2019, p. 109, 231) ended its second and much shorter period alongside of lay-up at BAE's HLW jetty when it departed 9 December 2019 for Labuan, Malaysia, after two months at Fremantle. By early-January 2020 it was working out of Muara, in Brunei. **GO Spica** (2018, p. 196) remains in lay-up alongside the south side of the BAE shiplifter where it has been since October 2017.

On 25 February Norway's Equinor (formerly Statoil) announced it had abandoned plans to drill for oil in the Great Australian Bight (2019, p. 229), despite receiving approval from NOPSEMA. The company said the project, which has been fiercely opposed by environmental and South Australian/Victorian community groups as well as the fishing industry, was "not commercially competitive when compared to other exploration opportunities".

Re FPSO **Northern Endeavour** (2019, p. 229): In mid-February the Federal Government announced an agreement with Upstream Production Solutions to operate and maintain the vessel in lighthouse mode, the minimum required for safe operations, with no production and a small crew until a longer-term solution to the issues arising from the liquidation of the Northern Oil and Gas Australia (NOGA) group of companies can be found. The government said the FPSO was "safe and secure" in lighthouse mode operations, which would support the vessel and the associated subsea infrastructure, with critical maintenance undertaken as required.

On 27 January it was announced Malaysian FPSO specialist Bumi Armada's claim against Woodside over the 2016 contract termination of FPSO **Armada Claire** (2016, p. 264) had been dismissed by the Supreme Court of WA, following a trial held in February-March 2019. Bumi Armada had sought \$283.5 million in compensation for the 'unlawful' termination of the contract, which included over \$66 million for work already performed and materials supplied. **Armada Claire** had been operating at the Balnaves Field, offshore north-western Australia since August 2014; Bumi Armada had originally signed the FPSO deal with Apache in 2011. Apache then in 2015 sold its Australia operations to Woodside which eventually terminated the contract. **Armada Claire** was originally converted into an FPSO by Keppel in 2013 and is listed as available for re-deployment on Bumi Armada's website; it is cold-stacked in Batam, Indonesia.

At the end of November 2019 Subsea 7 confirmed a contract with Woodside Energy for the execution of phase 2 of the Julimar-Brunello project off north Western Australia. The scope of work is to design, procure, install and commission a 22km 18" corrosion resistant alloy gas transmission flowline and an umbilical system. Offshore activities are scheduled for 2021 using reel-lay and heavy construction vessels, and value is in the range of US\$150 million-\$300 million.

VOS Shine (2019, p. 231) began a 20-day program of vessel-based pipeline inspections and maintenance activities at Cooper Energy subsea facilities in the Otway and Gippsland Basins on 5 February; a ROV is deployed.

In mid-December 2019 Siem Offshore announced it had entered into a contract with a (unnamed) large oil and natural gas, exploration and production company in Australia for three AHTS vessels to support an upcoming drilling campaign. The contract duration for each vessel is 365 days + options and with commencement in first quarter 2020. Following the early February completion of Bass Strait support work for rig **Ocean Monarch** (below) **Siem Topaz** (2019, p. 228) laid up at anchor in Port Phillip; **Siem Amethyst** arrived Dampier 22 January from Singapore (14 January).

Skandi Emerald, (2019, p. 231) departed Timaru 16 November 2019 for FPSO **Umuroa** (2019, p. 229) and was in Nelson 30 November-2 December. **Skandi Atlantic**, (2019, p. 231) departed Timaru 26 November following the removal and arrest of several Greenpeace protesters who had tied themselves to the ships mast and was in Nelson 27-28 November. Both vessels were involved with the moving of the rig **COSL Prospector** (2019, p. 229) in early January from a position off the Taranaki coast (where the Gladstone-1 well yielded no commercial find) to a drilling site in the Southern Ocean 148km south east of Balclutha at the Tawhaki-1 site. Earlier, in December 2019, OMV were granted permission by the Environmental Protection Agency to drill up to 10 wells at the site. **Skandi Hercules** (2017, p. 55) Singapore 20 December, Cairns 29 December, arrived New Plymouth 3 January and thence the drill site to assist. Timaru was used as a resupply base for the drill period. Upon completion of the Tawaki-1 wells **COSL Prospector** will return to work off the Taranaki coast.

In late January DOF announced PSV **Skandi Singapore** (2019, p. 54) would be deployed on subseas operations for two undisclosed operators in Australasian waters, for 50-60 days.

In late January Norway's Solstad Offshore secured a contract with OMV Taranaki for the provision of platform supply vessel **Normand Tortuga** (9624744, 3,455/14, Deep Sea Supply Shipowning AS, Norway, Solstad Offshore Asia Pacific, Singapore, mgrs.; Cyprus flag) to support the upcoming Crestal drilling campaign at the Maui A Platform offshore New Zealand. The contract begins mid-March for an initial period of 250 days with an additional 11 months of options. Solstad also has the construction support vessels **Normand Baltic** (9468190, 4,792/10, Solstad Rederi AS, Norway, Solstad Offshore Asia Pacific, Singapore, mgrs.; Ile of Man flag) and **Normand Australis** (9502477, 4,230/09, ex **Nor Australis**-19, etc., Solstad Offshore Singapore, Solstad Offshore Asia Pacific Pte Ltd, mgrs.; Singapore flag) on 60-day-with-options contracts in NZ waters and PNG waters respectively.

In early February rig **Ocean Monarch** (2019, p. 108, 170, 228) was towed from Gippsland waters in Bass Strait by **Far Senator** and **Far Saracen** (both 2019, p. 228) to a location in Gulf St Vincent, South Australia where it was loaded on heavylift/flo-flo **Blue Marlin** (2014, p. 56) on 7 February which departed for Singapore 11 February. **Far Senator** then departed for the December 2019-initiated six-vessel contract on the NW Shelf with Woodside (2019, p. 230), with **Norman Sirius** (2019, p. 230) filling in until **Far Senator** arrived before transferring to work for INPEX at Ichthys. Meanwhile, **Far Saracen** sailed to Singapore for dry docking and renaming to **Normand Saracen**, following which it joins the Woodside fleet with **Normand Scorpion** (2019, p. 230) substituting until then. NB **Normand Leader** (2019, p. 230) is LNG-powered and its use is part of Woodside's 'Green Corridor' initiative. The Solstad Offshore/Woodside contract represents 1,100 vessel days with options for a further 3,000. **Far Statesman** (2019, p. 230) arrived Dampier 22 January from Singapore (15 January).

ExxonMobil in early January submitted its environment plan for the permanent plug and abandonment of five Whiting wells located in the Gippsland Basin to NOPSEMA. The campaign will utilise jack-up rig **Noble Tom Prosser** (2019, p. 230) and is expected to start in late March and be completed no later than 3Q 2020 with each well taking approximately 20 days to plug and abandon. Rig mobilization to site and demobilization on completion will take an additional ten days.

In late November 2019 Neptune Energy Australia began seismic surveys in the Petrel field, located in the

Bonaparte Basin, on behalf of the Petrel Joint Venture and utilising seismic vessel **Polarcus Asima** (2015, p. 208). Subject to conditions the campaign continued until the end of January and covered 2,900 square kilometres. Neptune holds 54% of the project alongside its partners Santos (40.25%) and Beach Energy (5.75%).

Nordic Explorer (2019, p. 232) left Durban 19 December 2019 and arrived Portland 12 January; it is being supported in seismic operations in the offshore Otway Basin by **No Limitation** (2014, p. 110).

Offshore/seismic supply vessel **Maria-G** (9480875, 1, 081/09, Rederij Groen BV, The Netherlands, owners & mgrs.; Panama flag) left Benoa 2 January for Bell Bay (4 February) and is operating from there and Burnie in support of **Geo Coral** (2018, p. 55-56) in seismic survey work in the offshore Gippsland Basin; the latter had arrived Fremantle 17 December 2019. Until **Maria-G's** arrival **Geo Coral** was supported by **Pacific Crest** (2017, p. 261) and **Ocean Dynasty 138** (2014, p. 110). **Maria-G** called Melbourne 13-14 February for bunkers and stores. Rederij Groen fleetmate **Sunrise-G** (9628518, 2,194/14) is operating from Darwin.

A two-week bathymetric and geophysical site survey to determine the feasibility of the Star of the South project (2019, p. 171, 232), Australia's first proposed offshore wind project located off the south coast of Gippsland near Port Albert, began on 28 February using **Silver Star** (2016, p. 191). Survey activities comprise geophysical data acquisition using a side-scan sonar, single and multi-beam echo-sounders, sub bottom profiler, magnetometer / gradiometer (to identify magnetic objects) and underwater video. Operations will be conducted on a 24 hour basis.

Fugro Australia is deploying **Silver Star** (above) for geotechnical survey operations between 31 January and 30 March 2020 in Bass Strait in an area extending from south of Wilsons Promontory to northern Tasmania; this is reported to be in connection with the possible Basslink II power cable project.

The former Australian-owned pieplayer/accommodation vessel **Aussie** (8770455, 13,575/09; ex **Aussie 1-18**, **APC Aussie 1 -13**) was sold for demolition by Somap International Pte Ltd, Singapore, to Bangladesh breakers and arrived Chittagong under the Palau flag on 9 February 2019; demolition commenced 18 February 2019.

Dredging



P.T.Kotor, Terraferre 501, Union Onyx, and Magnor in the Yarra 7 December 2019 (D.E.Crisp)

Melbourne dredging in the Yarra River, at commercial berths and in Port Melbourne and Williamstown channels got underway on 2 December, utilising backhoe **Magnor**, tugs **Union Onyx** and **Union Topaz** and hoppers **Terraferre 501** and **Terraferre 502** (all 2019, p. 233). Assisting were tug **P.T. Kotor** (2019, p. 227), survey launches **John Norgate** and **Lonsdale** (both (2018, p. 267)) and crew boat **Investigator**. During early weeks of the three-month program the River Yarra was closed to large commercial vessels

0800-1300 and 2300-0400 daily. Dredging in the South Channel gets underway in early March using TSHD **Brisbane** (2019, p. 172) and all work, including capping of the dredged material ground, is due to conclude by 1 April. Bed-levelling was undertaken by tug **Edi** (2019, p. 233) which undertook similar work in the port of Geelong from 6 January for three weeks.

TSD **April** (2016, p. 271) arrived Port Adelaide 30 December 2019 from Lucky Bay to slip at North Arm.

TSHD **Modi R** (2019, p. 268) was taken ashore at BAE Henderson for maintenance 17 November, soon after completing a period of channel maintenance dredging at Bunbury.

Dredge **Albatros** (2019, p. 233) arrived at Lyttelton 2 December from Napier to carry out maintenance dredging in the main channel and around the wharves. Work was expected to be completed in mid-February. Dredge **Kawatiri**, (2019, p. 233) was at Gisborne from mid-November to mid-December to carry out maintenance dredging before returning to Nelson.

FERRIES, FISHING and MISCELLANEOUS CRAFT (held over until next issue)

ACCIDENTS and MISHAPS

In early January HMAS **Choules** and HMAS **Adelaide** and the Navy-contracted training ship MV **Sycamore** were deployed to the bushfire-ravaged East Gippsland town of Mallacoota and NSW South Coast towns threatened by major bushfires, to assist with evacuations and to provide emergency supplies and assistance. **Choules** and **Sycamore** initially arrived off Mallacoota on 2 January, where an estimated 4000 people had been trapped by fires on 31 December, and commenced evacuation of residents and holiday-makers who had chosen to leave. **Sycamore** and **Choules** departed Mallacoota on 3 January arriving at Hastings on Western Port on the following day, disembarking 58 and 1117 evacuees respectively. Both ships subsequently returned to Mallacoota with **Choules** evacuating a further 280 people. Also at Mallacoota were the AHTS **Far Saracen** and **Far Senator** (both 2019, p. 230) which had been released by Esso to provide evacuation services if required and to ferry supplies and fuel. HMAS **Adelaide** arrived at Eden, NSW, on 6 January to help with bushfire efforts, carrying engineering equipment to support road clearing as well as relief supplies and medical teams to assist where required. At Eden, Svitzer and Pacific Tugs provided **Wistari**, **Cooma** and **Twofold Bay** as shelter/emergency accommodation and pilot boat **Mersey** responded to two emergency callouts. Fires destroyed the woodchip mill (and some stockpiles) and were still burning in early February with no exports for the foreseeable future.

As a result of the fires a number of cruise ship calls were cancelled: **Noordam** and **Regatta** at Eden, and **Vasco Da Gama**, **Golden Princess** and **Queen Elizabeth** at Kangaroo Island. **Sun Princess** became the first cruise ship to return to KI, on 19 January, and P&O/Princess has pledged an additional six calls in 2020 to aid restoration of the island's tourism industry.

When Tropical Cyclone Damien struck The Cape Preston/Dampier/Karratha region on 8 February there were a number of casualties: Cape Preston Port Company tug **Hawksbill** (2016, p. 265), Rio Tinto tug **Pilbara Vulcan** (9298959, 353/05), Toll tug **Osborne** (2018, p. 167) and Bhagwan's landing craft **Bhagwan Mover** (2018, p. 107) were all driven ashore, while Jetwave Marine Services' catamaran utility/workboat **Jetwave Maddison** was partly submerged.

Re **YM Efficiency** (2019, p. 115, 174): The tender for recovery of the missing containers has been awarded to Ardent Oceania with salvage operations to start in March. AMSA unsuccessfully petitioned the Federal Court on 10 February to arrest Yang Ming-owned sister ship **YM Eternity** at Port Botany to recover outstanding debts of some AUD\$20 million relating to clean up costs. (Yang Ming and their insurers Britannia P&I have taken a position that the containers do not constitute pollution and should be left in-situ.) ATSB's report on the June 2018 accident found that the ship's sudden, heavy rolling placed excessive stresses on containers stowed aft of the accommodation block resulting in the structural failure of containers and components of the lashing system, leading to the loss of containers overboard. The

investigation also found that the weights and distribution of containers in the affected bays were such that calculated forces exceeded allowable force limits in the ship's *Cargo Securing Manual*.

The historic tug **York Syme** (149/61) (2017, p. 120) caught fire about 500m from shore at Soldiers Bay in Auckland's Waitemata Harbour at 1455 hours on 6 February. The fire was brought under control just after 1600 by Fire and Emergency crews assisted by police and Coastguard vessels.

The American Samoa inter-island ferry **Manu'atele** (9769520, 613/16) was badly damaged when it was slammed into the Ofu dock in the eastern islands of Manu'a during stormy conditions on 19 January.

NZ TAIC is investigating a collision between the Australian-flagged fishing vessel **Leila Jo** (9214460, 220/00) and the Liberian-registered bulk carrier **Rose Harmony** (2019, p. 41) at about midnight on 12 January off the coast of Lyttelton. The fishing boat was returning to Lyttelton, where it is based, and suffered some damage but made it back to port unaided; the bulk carrier was outward bound to Dunedin.

An Australian passenger on **Norwegian Jewel** (2018, p. 252) reportedly jumped overboard on 29 December 2019 near the Mahia Peninsula, on the east coast of New Zealand's North Island. An air and sea search failed to find the man.

Three people were rescued from the 13-metre fishing boat **Debbie Jane** late on 21 December 2019 after it was deliberately run aground on Waimairi Beach, near Christchurch, in heavy weather.

Interisland Line's **Kaitaki** (2018, p. 153) missed a number of Cook Strait sailings after incurring bow door, linkspan and propeller damage during berthing at Wellington in high winds on 11 December 2019.

The Master of **Asphalt Spirit** (2019, p. 51) has been convicted for failing to report "without delay" a main engine breakdown that occurred at 1600 hrs on 31 Jan 2019, and began to drift 30km NE of Point Lookout, North Stradbroke Island. Svitzer tug **Clontarf** was subsequently tasked by the tanker's insurers on 1 February to secure the vessel and tow it to Brisbane. Without intervention, modelling predicted the ship could run aground at the southern end of the island potentially causing an environmental disaster.

NZ TAIC has reported on the fire on board **Dong Won 701** at Timaru Port in April 2018 (2018, p. 124; 2019, p. 113) which took eight days to extinguish and resulted in three crew members and a fire fighter being hospitalised for smoke inhalation. Failure of the on-board alarm system and delays by the crew in calling fire services contributed to the rapid spread of the fire. Also the 48-year old vessel was partly constructed of wood which resulted in the fire spreading more rapidly than in a more modern vessel; TAIC noted it was one of 50 vessels working in NZ that were registered before stricter safety standards were introduced in 2004 and were exempt under grandfathering provisions.

During passage between Port Botany and Melbourne in the CAT service containership **YM Eternity** (2019, p. 43) suffered main engine problems and anchored in Bass Strait off Port Phillip Heads 17 November 2019 to attempt repairs. However these were unsuccessful and on 20 November the vessel was towed to the Melbourne anchorage by Geelong tug **Burra** (2019, p. 171) assisted by Melbourne's **Tom Tough** (2019, p. 167); it berthed at West Swanson Dock on 23 November.

Two-and-a-half years after its disposal was ordered by the Papua New Guinea Ports Corporation general cargo ship **Lotus** (2017, p. 256), abandoned by owners at Sugar Loaf anchorage at Lae, was scuttled at sea by Pacific Towage in late October 2019.

P&O's **Pacific Dawn** (219, p. 212) rescued three men, including two Australians, on 26 September 2019 adrift on a life raft after abandoning their sinking yacht off the coast of New Caledonia – the yacht had run into a drifting rope which fouled their engine and ripped a hole in the hull.

The Ministry of Transport in the Cook Islands detained three inter-island ships belonging to Taio Shipping Limited after an Auckland boy was lost overboard on 17 September 2019 from **Lady Moana** en

route from Rakahanga to Rarotonga. **Lady Moana**, and fleetmates **Grinna II** and **Maungaroa II**, were all been detained in Rarotonga's Avatiu harbour to undergo repair work to rectify "deficiencies".

The Hong Kong flagged bulk carrier **Xing Jing Hai** (9728344, 21,532/15, Xingjing Shipping Ltd, Fortune Ocean Shipping Ltd, PRC, mgrs.; HK flag) was detained 11 September 2019 by AMSA in Brisbane with some US\$51,000 in unpaid wages owed to the crew. This followed detention of the Panama-flagged bulk carrier **Fortune Genius** (9221877, 39,941/02, Fortune Genius Shipping Ltd, C&D Prosper Shipping (HK) Shipping Co Ltd, mgrs.; Panama flag) on 5 September at Gladstone for similar breaches. The ITF asked AMSA to audit a second Fortune Ocean vessel **Xing Ning Hai** (9728332, 21,532/15, HK flag) at Port Kembla.



Emilie Bulker departing Geelong

(R.Hurcombe)

The Master and Chief Officer of **Emilie Bulker** (9497177, 20,809/10, Isle of Man flag; subsequently renamed **Clipper Aegina**, Marshall Island flag) have been fined a total of \$17,550 by a New Zealand Court for giving false information to authorities after a crew member passed out in the ship's hold at the Port of Tauranga on 6 September 2019. The hold contained palm kernel, known to deplete oxygen levels, and it was falsely claimed that assessment and gas tests had been done and the hold was safe to work in.

On 21 August 2019, 18-metre commercial barge **Brenda** transporting a sewage truck capsized and sank off Great Mackerel Beach, Pittwater (north of Sydney). The truck, filled with 10,000 litres of raw sewage, was lifted from the seabed on 12 September after the barge had earlier been turned and lifted from the water. There was no reported spillage of either sewage or fuel from the barge or tanker.

NZ TAIC has released a report on the grounding of **Leda Maersk** (9190755, 50,688/01, Maersk Line, Denmark, owners and mgrs.; Danish flag) on 10 June 2018 when entering the Port of Otago under pilotage. The ship was rounding the final bend in the channel before reaching its berth, when it grounded on the left bank. TAIC found that neither the harbour pilot nor the ship's bridge team recognized that vessel was deviating from the planned track because they were primarily navigating using visual cues outside the ship, rather than using the electronic navigation aids which showed the ship deviating from the centre of the channel.

The ATSB has released its final report into the serious injury on board **Berge Daisetsu** at Portland, Victoria on 11 January 2018 (2018, p.57). The investigation found that the equipment and machinery were not suitable for the task, making hazard identification difficult, and exposed the workers to increased risk.

Re **City Cat** (2018, p. 272): In a further ruling by the Wellington District Court on 30 October, the owners and operators of the ferry have been fined NZ\$280,000 in relation to the ferry's grounding on 16 April 2017 and NZ\$100,000 for travelling at excessive speeds close to land, a practice which continued despite the grounding until 12 April 2018.

ATSB has released a report into the grounding of the mini cape-size bulk carrier **Orient Centaur** (9464572, 63,993/10, Orient Centaur Shipping Co Ltd, Cyprus, owners and mgrs.; Cyprus flag) when exiting Weipa on 6 November 2017. The fully laden bulk carrier lost power while transiting the South Channel out of the port: without the ability to steer, the ship grounded on the northern batter of the channel; the stern then swung across the channel and grounded on the southern batter effectively blocking it. With the tide falling there was concern that the ship's structural integrity could be compromised, and three tugs were urgently called to assist in re-floating the ship. As a result of the incident all departing ships over 200m in length are now required to have an escort tug made fast from the wharf all the way through to the South Channel exit.

SHIPBUILDING & SHIP REPAIR

Austal, Henderson launched the Guardian class patrol vessel **President H.I. Remiliik II** for the Republic of Palau on 3 February, followed by **Bajamar Express** for fast ferry operator Fred Olsen Express on 4 February. A second Olsen vessel, to be named **Banaderos Express**, is building in the Philippines (correction – 2019, p. 236).

Austal's shipyards and service centres in Australia have been approved to bid for and provide support services, including ship repairs, maintenance and sustainment activity, for US Navy and Military Sealift Command ships deployed to the region. This could involve Austal designed and constructed **Spearhead** class Expeditionary Fast Transports (EPF) and **Independence** class Littoral Combat Ships (LCS).

Hobart shipbuilder, Richardson Devine Marine, launched the first of two vehicular ferries for Sealink's Kettering – Bruny Island service (2019, p. 60) on 29 November. Subsequently named **Nairana**, the ferry carried out trials 29 – 31 January and was expected to commence operation in February.

An Incat Crowther designed vessel recently completed is 32-metre **Mar de Cies**, launched for Spanish operator Mar De Ons and passenger service in the bays of Vigo and Pontevedra.

HISTORIC, PRESERVED AND MUSEUM

The year 2020 marks 250 years since Lieutenant James Cook in HM Bark **Endeavour** (built at Whitby 1764 as collier **Earl of Pembroke**) charted the East Coast of Australia. To coincide with this the Australian National Maritime Museum in Sydney has planned for their replica **Endeavour** (built at Fremantle 1994) to circumnavigate Australia, departing Sydney on 24 February 2020. **Endeavour** is planned to initially visit Geelong, Devonport, Hobart and Botany Bay before returning to Sydney, and then depart Sydney again on 6 May for Newcastle followed anti clockwise via seven Queensland ports, Darwin, six Western Australian ports, four ports in South Australia, and finally Portland, Melbourne and Eden before completing the voyage in Sydney on 1 May 2021, a total of 29 ports en route. Port visits are typically of five to 10 days with longer stays in Cairns, Darwin and Fremantle. During these voyages **Endeavour** caters for 36 paying voyage crew (working) together with four paying supernumeraries (optional working) in addition to the ship's professional crew.

The voyage is part of the Museum's 'Encounters 2020' program designed to recognize both the achievements of Cook's 1770 scientific voyage, its lasting impact on Australia's First Peoples and the nation as a whole. Other parts of the program include educational and school visit experiences on **Endeavour** when in port, travelling exhibitions ashore and film and digital productions.

After being out of action for three years the steam tug **Lyttelton** (2019, p. 238) was able to resume cruises on Lyttelton Harbour during January following repairs to enable its passenger licence to be renewed.

NAVAL and BORDER FORCE

During January the RAN began to trial two of its latest acquisitions, the small survey craft **Polaris** and **Stella**. The tests were conducted upon Sydney Harbour from their base at HMAS Waterhen.

For Australia Day 2020, the LHD HMAS **Canberra** played a starring role in the traditional Salute to Australia on Sydney Harbour. Among the hundreds of guests onboard were 50 Rural Fire Service volunteers, and their families, who had been battling the devastating bushfires. The minehunter HMAS **Yarra** also participated in the Australia Day events.

Anzac class helicopter frigate HMAS **Toowoomba** sailed from Fleet Base West on 13 January for a six-month deployment to the Middle East. **Toowoomba** is the 68th rotation of a RAN ship to the region since 1990. She is scheduled to return in July 2020.



HMAS **Choules** arriving Melbourne 28 September 2018

(D.E.Crisp)

HMAS **Choules** departed Sydney 1 January 2020 to assist with bush fire efforts in southern NSW and East Gippsland, Victoria. **Choules'** operations featured two helicopters and several landing craft. Aviation training ship MV **Sycamore** was also deployed the same day. HMAS **Adelaide** sailed from FBE to join the effort on 4 January and anchored off Eden two days later. After an initial rescue of 1,117 citizens by **Choules** from Mallacoota to Western Port on 3/4 January, numerous CFA (Country Fire Authority) volunteers were among another 260 people who boarded the ship for transport out of Mallacoota on the 7th. On 15 January **Adelaide** loaded additional relief supplies in Jervis bay and then sailed back to Eden. After a stop-over in Jervis Bay **Sycamore** returned to Sydney 16 January and berthed at HMAS Waterhen. **Choules** also returned to Fleet Base East on 17 January and sailed again on the 23rd for the NSW south coast. After her effort **Adelaide** returned to Sydney 23 January.

Anzac class helicopter frigate HMAS **Arunta** celebrated 21 years of service on 12 December. During that time the frigate steamed more than 544,000 nm. **Arunta** recently completed her Anzac Midlife Capability Assurance Program (AMCAP) upgrade at Henderson in Western Australia, the first of her class to receive this major capability boost.

The RAN minehunters, HMAS Ships **Diamantina** and **Gascoyne**, returned to Sydney 12 December after a successful overseas deployment that saw them travel more than 13,000 nautical miles in the last four months of 2019. The two ships operated across East Asia for multinational and bilateral exercises in Japan and South Korea.

Guided missile destroyer HMAS **Hobart** berthed at FBE 6 December 2019 following her first operational

deployment into north-east Asian waters. She was accompanied by HMA Ships **Stuart** and **Parramatta**, also back after three months.

On 3 December 2019 ASC's Adelaide-based submarine deep maintenance team 'rolled out' the Collins class submarine HMAS **Waller** from its assembly hall.

HMAS **Sirius**, the WA based replenishment ship returned to her home port of Fleet Base West on 1 December 2019. **Sirius** sailed more than 12,000 nautical miles over ten weeks, taking part in many bilateral and multilateral maritime exercises.

After completing a series of missile trials off the US West coast HMAS **Brisbane** departed San Diego Harbor 21 November 2019 and returned to Sydney on 17 December.

During mid-November the hydrographic survey ship HMAS **Leeuwin** conducted a series of Officer-of-the-Watch maneuvers with the Micronesian patrol boat FSS **Independence** and Palau patrol boat PSS **Remeliik**, off the coast of the Pacific island of Yap.

On 12 November 2019 the Federal Government announced that after many trials and exercises the RAN's two landing helicopter dock (LHD) amphibious vessels, HMA Ships **Canberra** and **Adelaide**, had achieved final operational capability. The ships can now undertake a full range of amphibious warfare missions, as well as humanitarian assistance and disaster relief.



HMAS Melbourne departing Melbourne for the final time on 8 September 2019

(D.E.Crisp)

The last two former Royal Australian Navy 'Adelaide' class guided-missile frigates **Newcastle** and **Melbourne** have been sold to Chile. They are currently berthed alongside each other at Garden Island, smartly painted up but with all Australian identification numbers and markings removed, waiting to be delivered. Interest had been shown in acquiring the two ships by both the Polish and Greek navies as well as Chile, which sent a team of officers to Sydney last year to inspect the ships before making a final decision to purchase. They will replace two former Royal Netherlands Navy air defence frigates of the 'Jacob van Heemskerck' class acquired in 2004 and known as the 'Latorre' class in Chile. Of the first four ships of the 'Adelaide' class, both **Adelaide** and **Canberra** were scuttled to create an artificial reef and wreck dive site, while **Sydney** and **Darwin** were sold for demolition.

Across 25/26 January the amphibious ship HMNZS **Canterbury** attended the Ports of Auckland SeePort Festival 2020. Then on 28 January, in company with HMNZ Ships **Wellington** and **Hawea**, the ship began a series of training and work-up exercises after the Christmas break.

After three years of the design and build effort by HHI at the Ulsan shipyard, the new tanker **Aotearoa** began sea trials off the South Korean coast on 10 December ahead of her upcoming journey home to New Zealand.

On 3 December the patrol vessel HMNZS **Wellington** in company with the Tuia 250 flotilla arrived in Wellington Harbour, including HMB **Endeavour**, **Spirit of New Zealand** and a waka hourua. The national event celebrated New Zealand's voyaging heritage, and mark 250 years since the first onshore encounters between Māori and Captain James Cook and the crew of HMB **Endeavour**.

HMNZS **Canterbury** departed Dunedin 15 November 2019 on a resupply and maintenance mission to the Sub-Antarctic Islands. The ship carried personnel and equipment from the Army and Royal New Zealand Air Force, their mission to assist the Department of Conservation and MetService New Zealand. The ship carried a RNZAF NH90 helicopter to work alongside an RNZN SH-2G Seasprite helicopter.

French naval ship FNS **D' Entrecasteaux**, (2016, P. 207) was at Napier 31 January to 5 February on a goodwill visit.

FNS **Vendemiaire**, (2017, P. 123) arrived in Auckland 17 January for work to be carried out in Calliope Dock.



HM Barque **Endeavour**

(NAA Collection)



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