

WORLD SHIP SOCIETY – FREMANTLE BRANCH

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TANKER REPORT

As mentioned in the December 2024 magazine due to time and space restrictions it was not possible to include a report on recent tanker arrivals from October/November 2024. The following is a selective summary of the more notable tankers for that period and also including December 2024. Photographic coverage is limited due to many of them only moving at night and being in berths where alongside coverage is not possible. Several recent tanker arrivals have already been reported in Bulletin No.2 so they are not repeated here.

Inner Harbour:

SUN MERCURY, 2023 built in Japan, 7,294 gross, 127.02m loa, chemical/product tanker, Singapore flag, operated/shipmanaged by SU Navigation Pte Ltd, of Singapore, which is a subsidiary of head owners, Shokuyu Tanker Co Ltd., of Tokyo, Japan, was berthed at North Quay No.1, 06/11/2024 loading tallow. She had arrived from Port Klang, Malaysia and departed for Geelong, Melbourne, Port Botany and then back to Melbourne. From there SUN MERCURY went to Brisbane and Townsville before returning to Port Klang, Malaysia, having circumnavigated Australia in the process.



ABOVE: SUN MERCURY swings off Victoria Quay to go alongside North Quay No.1 berth on arrival 06/11/2024.

Outer Harbour:

HARMONICS, 2019 built in Japan, 22,988 gross, 180.15m loa, chemical/products tanker, Singapore flag, wholly owned/shipmanaged by MOL Chemical Tankers Pte Ltd, of Singapore, and being a subsidiary of Mitsui-OSK Lines Ltd, of Tokyo, Japan. Another of the occasional tankers to berth at the CBH Kwinana Grain Terminal jetty where she was berthed 05-09/11/2024 to discharge liquid UAN fertiliser directly to CBH's own relatively new shore tanks. In this case the cargo had come all the way from distant Greater Baton Rouge, Louisiana, USA. After a full discharge at Kwinana, HARMONICS departed for Dumai, Indonesia.

SES BRAVE, ex *CSC BRAVE* – 2024/03, 2007 built in China, 29,593 gross, 184.95m loa, chemical/products tanker, Hong Kong, China flag, has registered owner as Ses Brave Shipping (Hong Kong) Co Ltd, which is a subsidiary of head owners, Asian Express Shipping HK Ltd, of Hong Kong, China, whilst still operated/ship managed by former owners, Nanjing Tanker Corp, of China. SES BRAVE had loaded a cargo of petroleum products at Pengerang

Terminal, Malaysia which was successively discharged at Geelong, Hobart, Burnie and Devonport. This tanker then proceeded in ballast to Fremantle where she initially went to the Kwinana ORAN anchorage to take on bunkers. SES BRAVE was later alongside at Kwinana KBB2 jetty 26-27/11/2024 loading a cargo of gas condensate which somewhat ironically was bound for discharge at Pengerang, Malaysia, where she had loaded her previous cargo. From there SES BRAVE went to Singapore Eastern Anchorage for bunkering and then to Sungei Udang and Tanjung Langsat, both in Malaysia to load petroleum products once again. The cargo being bound for Fremantle to where she returned 17/12/2024 and anchored at the Outer Anchorage. After this SES BRAVE shifted 28/12/2024 to Kwinana KBB4 jetty to discharge her cargo to receivers Ampol, then departed 31/12/2024 bound for Tanjung Uban, Indonesia. This ship has the most striking hull paintwork seen on a tanker for years compared to her former rather drab Nanjing colour scheme. [What the SES-name prefix letters stand for is not known and is further complicated by the ship's orange funnel having letters SMC, the C being in a dolphin shape, all painted in blue and also repeated on the hull sides in a broad white panel, so further information to explain what SES and SMC stand for and relationship to Nanjing now, is welcomed to the Editor ?](#)



ABOVE: The colourful SES BRAVE alongside Kwinana KBB2 jetty loading condensate product 27/11/2024.

BELOW: As a comparison, sister ship CSC PEACE departing Fremantle 10/12/2024 in the usual Nanjing Tanker Corp., colours which SES BRAVE used to carry as CSC BRAVE.



CSC PEACE, 2007 built in China, 29,593 gross, 184.95m loa, chemical/products tanker, Hong Kong, China flag, is wholly owned/ ship managed by Nanjing Tanker Corp., of China, being a sister ship to SES BRAVE but still in Nanjing colours. CSC PEACE had loaded a cargo of petroleum products at Singapore which was fully discharge at Kwinana ORJ1 jetty 06-10/12/2024. This tanker then departed Fremantle bound back to Singapore where she loaded another cargo of products and then returned to Fremantle again. CSC PEACE was this time berthed at Kwinana 31/12/2024 to 01/01/2025 but only partially discharged here and then continued to Adelaide for further discharge at that port.

CL MARGUERITE DURAS, 2023 built in China, 30,259 gross, 183.24m loa, chemical/products tanker, Liberian flag, is the fifth of this “Writers” named class of 10 tankers built for operation and shipmanagement by Shandong Shipping Tanker Co Ltd, of Shandong, China, to visit Fremantle. This tanker was berthed at Kwinana ORJ2 jetty, 09-12/11/2024 discharging petroleum products from Singapore. Once completed CL MARGUERITE DURAS departed for Panjang, Indonesia. She is named after Marguerite Duras (born 1914 in Vietnam to 1966 died in Paris) who was an internationally known French novelist, screenwriter, scenarist, playwright, and film director.

Another tanker in this class CL GEORGE ELIOT has made her second visit to Fremantle, arriving 31/12/2024 from Sikka, India to discharge at Kwinana. She went alongside ORJ2 berth to partially unload then shifted 04/01/2025 to Kwinana ORA anchorage. It was expected she would berth at Kwinana ORJ1 jetty 08-09/01/2025 to complete discharge there. Also returning to Fremantle for the second time is the CL EMILY BRONTE which is due to be berthed at Kwinana KBB3 jetty circa 13-17/01/2025 to discharge liquid UAN fertiliser for CSBP. These tankers are head owned by CDB Financial Leasing Co Ltd, of Shenzhen, China, whilst technically managed by Synergy Denmark A/S, of Copenhagen, Denmark. The CL-name prefix is understood to stand for China Leasing.

S FONTVIEILLE, ex *STI FONTVIEILLE* – 2022, 2013 built in South Korea, chemical/products tanker, Marshall Islands flag, is another victim of minimal renaming with apparently only enough paint onboard to obliterate the letters TI from her former STI-name prefix when purchased from Scorpio Tankers Inc (STI) by new head owners, Hanadahiro Co Ltd, of Hiroshima, Japan. Despite this the ship remains ship managed by Scorpio Commercial Management, of Monaco, and still operates in the Scorpio MR Pool Ltd, whilst retaining the Scorpio red hull and black with white logo funnel colours. As S FONTVIEILLE the ship has extensively visited Australian ports over the past couple of years but her arrival at Fremantle 15/12/2024 from New Mangalore, India, was the first visit here. This tanker was initially berthed at Kwinana ORJ2 to partially discharge then shifted astern one berth 20/12/2024 to complete discharge at the ORJ1 berth, 22/12/2024. Fontvieille is a district in Monaco where Scorpio Tankers are based.



ABOVE: A shimmery view of S FONTVIEILLE in Parmelia Channel southbound on arrival 15/12/2024. The painted over TI letters of her former STI-name prefix being the only external difference since renaming.

BULL SHARK, ex *NORD MINUTE* – 2023, ex *ALPINE MINUTE* – 2009, 2009 built in South Korea, 29,293 gross, 183.21m loa, chemical/products tanker, Marshall Islands flag, is head owned by Oaktree Capital Management LP, of Los Angeles, USA, whilst still operated/ship managed by former head owners D/S Norden A/S, of Denmark, as per her former NORD-name. This tanker was berthed at Kwinana ORJ1 jetty 24-27/12/2024 discharging petroleum products from Singapore and once completed she departed in ballast to return to that port. The ship is named after the Bull Shark which is a species of Requiem shark commonly found worldwide. It is known for its aggressive nature and presence mainly in warm, shallow brackish and freshwater systems including estuaries and (usually) lower reaches of rivers. Their aggression has led to ongoing shark-culling efforts near beaches to protect beachgoers, which is one of the causes of bull shark populations continuing to decrease and are currently listed as a vulnerable species. A Bull Shark was responsible for a fatal attack on a 16-year-old girl who had been bitten in Perth’s, Swan River in March 2023.

As before, numerous tankers continue to visit the KBB3 and KBB4 jetty berths to discharge petroleum products to independent oil company importers instead of going to the former BP ORJ berths as was the case before the shutdown of refining there. A selection of these KBB3/4 arrivals have been:

FAIR STAR, ex *PIKE* – 2023, ex *STARLING* – 2013, 2008 built in China, 42,010 gross, 73,723 deadweight, 228.6m loa, LR-1 class size, crude/oil products tanker, Liberian flag, operated / ship managed by Onn Denizcilik ve Danismanlik Ltd Sti, of Istanbul, Turkey, which is a subsidiary of head owners, Active Shipholding Ltd, also of Istanbul, Turkey. She arrived Fremantle 12/11/2024 with a cargo of petroleum products loaded at New Mangalore, India, and anchored at the Outer Anchorage area to await berthing. FAIR STAR was subsequently alongside KBB4 jetty 16-18/11/2024 discharging and then upon completion departed for Galle, Sri Lanka. The name FAIR STAR may have brought back memories to some (including the Editor) of the one worded version, the well-known and fondly missed FAIRSTAR migrant/cruise ship (and former Bibby Line troopship) of Sitmar/P&O Australia, 1957 – 1997.



ABOVE: A distant shimmery view of FAIR STAR in Cockburn Sound 16/11/2024 heading to berth at KBB4 jetty.

LV LIZZY, ex *PATAGONIAN MYSTIC* – 2022, 2005 built in Japan, 29,622 gross, 186m loa, chemical/products tanker, Panama flag, operated / ship managed by Bernhard Schulte Shipmanagement (Singapore) Pte, of Singapore, whilst head owned by Oceanmoney Hongkong Co Ltd, of Hong Kong, China. She arrived Fremantle 15/11/2024 with a cargo of petroleum products loaded at Yeosu, South Korea, and anchored at the Outer Anchorage area. LV LIZZY was later berthed at KBB4 jetty, 18-20/11/2024 discharging and then departed in ballast for Johor, Malaysia. The ship's name appears to be just random with no similarities to the other 34 ships in the head owner's fleet.

PIS KALIMANTAN, ex *NORD SUSTAINABLE* – 2024/03, 2015 built in China, 30,229 gross, 183m loa, chemical/products tanker, Panama flag, is owned / ship managed by PT Pertamina International Shipping (PIS), a subsidiary of head owners Pertamina PT, both of Jakarta, Indonesia. She was berthed at Kwinana KBB3 jetty 15-19/11/2024 discharging liquid UAN fertiliser from Greater Baton Rouge, USA, to receivers CSBP. PIS KALIMANTAN then departed for Sandakan, Malaysia. This was the first time the ship had visited Australia under her new name.



ABOVE: PIS KALIMANTAN living up to her prefix name being barely visible in a rare period of shortly lived misty rainfall when departing 19/11/2024. The blue hull being from her former owner's colour scheme but matches the Pertamina funnel colours. These are quite different to what Pertamina ships carried in the company's earlier days.

ESTEEM ENDEAVOR, 2020 built in South Korea, 29,651 gross, 183.06m loa, chemical/products tanker, Panama flag, owned/ship managed by the Amsterdam, Netherlands-based but Japanese-owned, Meiji Shipping BV, with head ownership by Meiji Shipping Pte Ltd, who instead are based in Singapore, again on behalf of Japanese principals. This tanker had loaded a cargo of diesel oil at Pengerang, Malaysia and arrived off Fremantle 29/11/2024 prior to being berthed at Kwinana KBB4 jetty 30/11/2024 to 02/12/2024 where she discharged her cargo, oddly apparently for receivers BP. The ship then briefly shifted to Gage Roads where she anchored overnight then returned to Kwinana to this time berth at the BP (ATOM) ORJ2 jetty, 03-07/12/2024, where a quantity of product cargo was loaded bound for Tanjung Pelepas, Malaysia. It is unusual that she loaded in view of no refining at the BP terminal anymore. The spelling of the name suffix is the Americanised version instead of ENDEAVOUR.



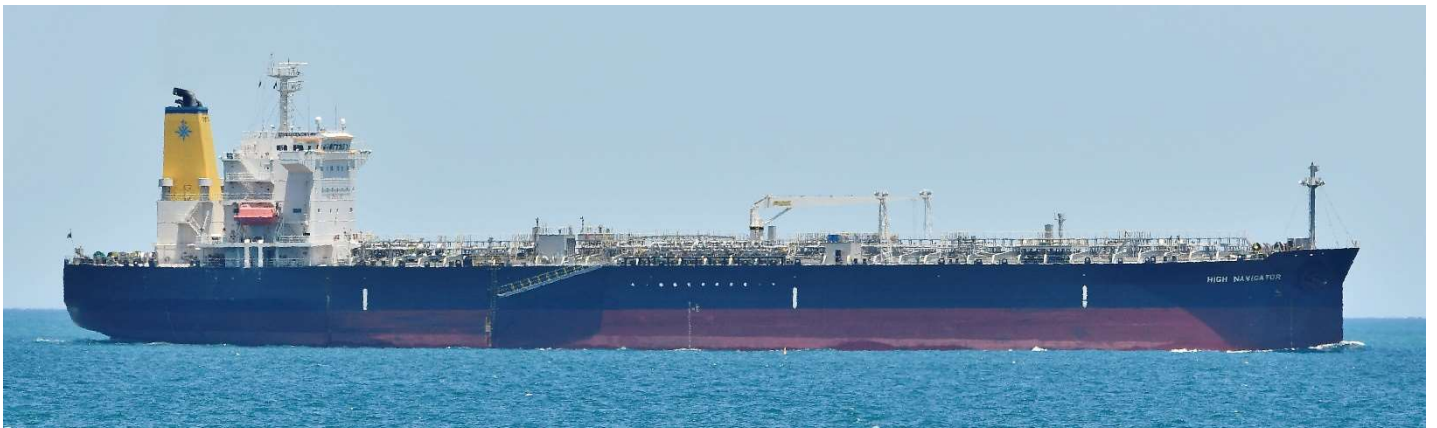
ABOVE: ESTEEM ENDEAVOUR returning to Kwinana 03/12/2024 having just cleared Parmelia Channel.

KMARIN RESTRAINT, ex *BRITISH RESTRAINT* - 2020, 2017 built in South Korea, 64,309 gross, 109,526 dwt, 249.85m loa, Isle of Man flag, crude oil/products tanker, was berthed at Kwinana ORJ3 jetty 21-25/10/2024, discharging petroleum products from Sikka, India, the departed for Dampier. This was her first visit to Fremantle.

KMARIN REASON, ex *BRITISH REASON* - 2020, 2017 built in South Korea, 64,309 gross, 109,483 dwt, 249.85m loa, Isle of Man flag, crude oil/products tanker, arrived Fremantle outer anchorage morning of 31/12/2024 on her second visit, then shifted to the Kwinana ORA anchorage later that day. She subsequently berthed at the Kwinana ORJ3 jetty 04/01/2025, to also discharge petroleum products loaded at Sikka, India, with ETD about 07/01/2025.

Both these former BP chartered tankers are owned by Kukje Maritime Investment Corp (Kmarin), of Seoul, South Korea, but are still operated/shipmanaged by BP Shipping Ltd, UK.

HIGH NAVIGATOR, 2018 built in Japan, 29,447 gross, 182.5m loa, chemical/products tanker, Panama flag, whose ownership is another multinational mix-up. The ship is operated and shipmanaged by d'Amico Tankers DAC, whom are a Dublin, Ireland-based subsidiary of d'Amico Societa di Navigazione, of Rome, Italy. Despite this she is head owned and therefore leased from Reitaku Kaiun Co Ltd, of Imabari, Japan. HIGH NAVIGATOR was berthed at Kwinana KBB4 jetty 08-10/12/2024 discharging petroleum products from Singapore for receivers Ampol, then departed in ballast for Muara, Brunei.



ABOVE: A heat shimmered view of the Italian-owned HIGH NAVIGATOR outward bound from Fremantle 10/12/2024

VALLE AZZURRA, 2007 built in South Korea, 29,987 gross, 183.09m loa, chemical/products tanker, Malta (formerly Italian till 2019) flag, another Italian operated/ship managed vessel but this time by Navigazione Montanari SpA, of Fano, Italy, whilst head owned by the associated Finamont SpA, Italy. She was berthed at Kwinana KBB4 jetty 26-27/12/2024 discharging petroleum products for receivers Impala which had been loaded at Singapore and was also the port to where she was destined upon departure.



ABOVE: VALLE AZZURRA underway from the Kwinana KBB4 jetty after completing discharge there 27/12/2024.

Some other recent Inner Harbour arrivals

THE SECOND ONE

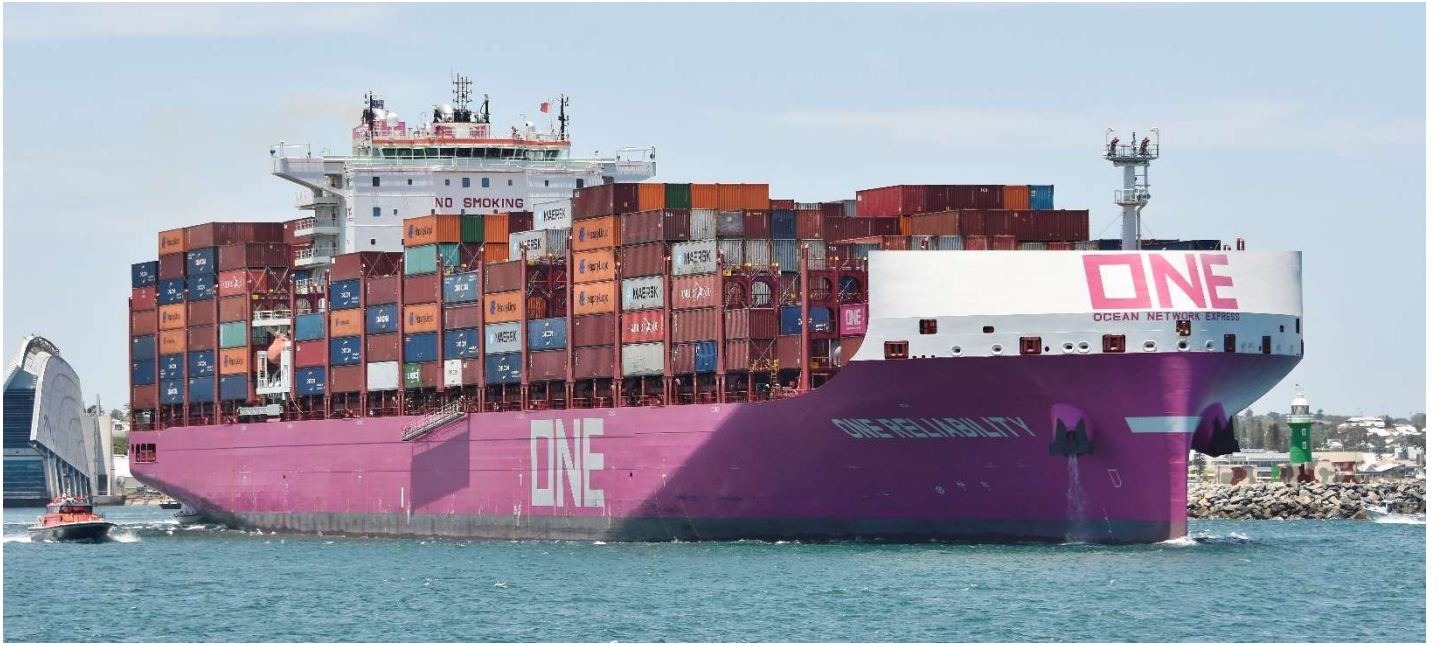
The bright magenta (pink) shipping containers of the Singapore-based ONE - OCEAN NETWORK EXPRESS consortium of Japanese major lines (K Line, NYK, MOL formed in 2016) are a regular sight around the container yards of Fremantle, in North Quay container terminals and on deck of the various container ships which operate in the joint ONE services between SE Asia and Australia. However until recently only one of the ONE-name prefixed and also bright magenta hull and funnel coloured container ships has actually visited Fremantle and that being a once only call. This has recently increased to two ONE's with the arrival of the near new ONE RELIABILITY, the sort of name which just tempts fate for something to test it at any moment !

ONE RELIABILITY, 2024/06 built in China, 74,063 gross, 272m loa, 7000 teus, Hong Kong, China flag, is managed by Seaspan Corporation, of Hong Kong, China, whilst chartered to ONE and head owned by SPDB Financial Leasing Co Ltd, of Shanghai, China. This ship was berthed at North Quay CT4 bringing some pre-Christmas "pinkness" to the port, 21-23/12/2024 having arrived from Adelaide and departed for Tanjung Pelepas, Malaysia. The ship has twin inbuilt scrubber funnels, with the starboard funnel casing being wider than the port side one. Magenta on colour wheels is located precisely midway between blue and red and is made up of exactly 50% portions of each.



ABOVE: An early sunny morning view of ONE RELIABILITY alongside North Quay CT4 terminal, 22/12/2024.

ONE RELIABILITY – Photo Feature indulgence



ABOVE: Three views of ONE RELIABILITY when departing Fremantle early-afternoon 23/12/2024. The top more bow on view clearly shows the very large wind shield fitted around the forecastle. Also ONE-wordings at bow and stern.

MSC LUCIA III, ex *AS PAULINA* – 2024/01, ex *RIO TAKU* – 2018, ex *MAERSK NOLANVILLE* – 2012, ex *P&O NEDLLOYD SUASAN 2005*, launched as *RIO TAKU*, 2004 built in South Korea, 2556 teus, 26,833 gross, 210.07m loa, Liberian flag, fully operated / owned / shipmanaged by divisions of MSC Mediterranean Shipping Co, of Geneva, Switzerland, is the fourth and currently the last of the MSC ships to be introduced into their near-weekly new KOALA service from Shanghai, Hong Kong and Jakarta (Tanjung Priok) to Fremantle. (Refer magazine issue 456 pp 232-233 for full details of this service and photos). The 20-year-old MSC LUCIA III arrived at Fremantle 04/01/2025 and berthed at North Quay CT3 where she was due to remain until 07/01/2025. The ship's smart external appearance is courtesy of having been drydocked at a shipyard in Dalian, China, for several months before entering this new service.



MSC LUCIA III alongside North Quay CT3 terminal 04/01/2025 with cranes swung out waiting for container operations to commence.

SONNE, 2014 built in Germany, 8,554 gross, 118.42m loa, scientific research survey vessel, German flag, is owned by the Federal Ministry of Education and Research (German Government) which made her second ever visit to Fremantle, 20-26/12/2024. The first having been in June 2017, refer Newsletter Vol 37/6 pp 107, 110-112 for detailed report, photos and comparison photos of the previous SONNE in two different configurations which also had visited Fremantle years ago. After a day in Gage Roads anchorage the impressive SONNE initially berthed at North Quay No.11 for some equipment/cargo handling requirements and then shifted to Victoria Quay E berth for the remainder of her visit. SONNE had arrived from Durban, South Africa, and was eastward bound for Wellington, New Zealand. SONNE, which is German for Sun, is commercially operated by Briese Schifffahrts GmbH whilst the University of Hamburg–Leitstelle Deutsche Forschungsschiffe, is responsible for the scientific, technical, logistic and financial planning, execution and support of the ship's operations. The large port side mounted black-topped, red funnel bears the logo of ICBM. This stands for the Institute for Chemistry and Biology of the Marine Environment, at the University of Oldenburg, in Germany, who carry out the analysis of SONNE's scientific findings.



SONNE departing Fremantle 26/12/2024 to continue her deep-sea research programme. The forward hull bands are in the colours of the German flag (FRG).