



The Porthole

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The newsletter of
the Company of Master Mariners of Australia,
South Australian Branch
PO Box 1, PORT ADELAIDE, SA 5015

Branch Patron: Her Excellency the Honourable Frances Adamson AC



Branch Master's Comments

Good day once more to all our readers.

Firstly, let me say that I sincerely hope that you all had as good a festive season as it is possible to have in these plague-ridden times, and that you are all still healthy.

As previously promised, here is a brief recap of the electronic meeting of those of the Federal court who were available to meet. Ian French from Victoria and myself as SA rep were the only ones logged into the telephone meeting, so we assumed it had been postponed again, and logged off. I subsequently tried the video link and found that Ted and Zubin were already engaged in this meeting, which I joined despite only being attired for a telephone meeting! However, we ascertained that the backlog of membership certificates, which was with the Governor General, had been signed and returned to us and was being processed in time for Christmas. All prospective new members were ratified, and when I voiced disquiet that some of these applications didn't follow approved paperwork, I was assured that Dick Whittington had followed them all up. The ASIC fees were paid, and that side of things was all in order. Our Federal magazine is once again in abeyance for the usual reason of there being no copy to print. Short of a professional paid editor, there is no way around the lack of articles; we will seriously address this issue at the Federal AGM this year.

On a local note, I am happy to report that we once again enjoy Vice Regal patronage, courtesy of Her Excellency the Honourable Frances Adamson AC, our SA Governor.

As a result of deliberations concerning the reduced activities of the Federal Court, the capitation fees for this year have been reduced, but at the same time our SA branch has increased our own portion of fees to take into consideration the increased fees for the prestigious PO Box #1 at Port Adelaide. You shouldn't notice much difference in this year's invoices, the amount concerned is roughly equal to two beers at the pub.

As you know, our local AGM is to be held following our normal monthly meeting, which is being held on Wednesday 19th January due to our normal meeting day being Australia Day. We will kick off at 1200 as per usual. I will add that we would be ecstatic if anyone were to volunteer to serve on the branch court - particularly as secretary.

Anyway, thanks to all for persevering through the past year, particularly to our long-suffering treasurer-come-editor, without whom our excellent "Porthole" would suffer a terminal decline.

With that I will sign off for this month.

Happy Sailing,
Bob W (SABM)

**COVID-19 restrictions permitting, the next Branch meeting
and the Branch AGM will be held
at The Largs Pier Hotel. 198 The Eplanade, Largs Bay,
on Wednesday, 19th January 2022, at 1145 for 1200.**

**Note the earlier date due to Australia Day falling on the last Wednesday
Please confirm your attendance at the lunch or register your apology
before 1200 on Monday, 17th January 2022
with Bob Westley (0427 644 947)
or Ian Dickson (0418 807 788)**

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The Company of Master Mariners of Australia Ltd. is a Company established to promote and further the efficiency of the Sea Service generally, and uphold the Status, Dignity and Prestige of Master Mariners in particular.

Hogmanay thoughts

By Michael Grey

It's New Year's Eve, when people of kindly disposition wish each other the hope that the coming twelve months might be happy, or even prosperous. So let me begin with such a wish for our readers, despite most of the evidence suggesting that much of what made 2021 such a miserable experience may well emigrate smoothly into its successor. But hope, as they say, springs eternal, so we can only hope for the best that the virus, which has caused so much misery around the world, will dissolve its lethal character to become no more than a societal nuisance.

What have we learned during the previous twelve months, beside frustration, impatience and resignation? Something, perhaps, that we can carry forward into 2022 as this new year evolves?

In our maritime world we ought to focus on the lives lived by the seafaring population, which has kept the blood flowing through the arteries of world trade, but at a pretty awful cost. Amid all the panic and pandemonium in so many of the countries around the world, the ships have kept sailing and the general public has been made more aware of them, perhaps on account of the spectacular blockage of Suez or subsequent supply chain interruptions. But very few seemed to realise that while the ships indeed steamed on, those aboard them never managed to set foot ashore for months on end, were unable to get home at the end of their contracts, while their reliefs were stuck at home and unable to earn.

It was if all the ships that came and went, bringing and taking all the stuff to sustain the world, were operated by robots and without the agency of human beings. Despite all the earnest injunctions for seafarers to be declared special workers, when it came to the practicalities with obstructive immigration and quarantine officials, it took superhuman efforts by heroic ship agents, welfare agencies and others to mitigate the misery and facilitate crew exchanges, often with fantastic complexity. And with each successive wave of the virus, two steps forward were so often followed by one step back, I'm afraid I got very impatient as our priests and politicians alike would offer prayers and thanks for the brave and selfless health workers, supermarket staff, refuse collectors, bus drivers etc. etc. who were keeping us fed and healthy. "What about the b... seafarers, who keep world trade flowing and never get any recognition for it?" I found myself muttering under my breath in church or yelling at the radio. Perhaps I should have done the opposite – muttered at the radio and yelled in church.

Because we have seen, on so many fronts, that these days policy is so often a reaction to the loud noises made by activists, armed to the teeth with social media and a keen understanding of public relations and the workings of government and law. Wise old buffers used to say that you never get anywhere by diverting from the paths of democratic debate, painstaking research and sober discussion around the proper channels and there was no place for yelling in a decent and civilised advanced society.

I'm afraid we have discovered that all this well-meaning advice is largely nonsense and that it is the fanatics, who campaign in the most extreme fashion, for every conceivable cause, employing everything from megaphone diplomacy to violence, who tend to get noticed and influence policy makers who themselves court public approval and our votes. From monomaniacal individuals blocking trunk roads and oblivious to any humanitarian pleas, green demonstrators preventing legitimate commerce, to adherents of one particular school of science or academia which will seek to destroy the careers or employment of those of a contrary persuasion, this is indeed the age of the fanatic.

There is no reasoning with these people as they pour their buckets of oil on the pavement outside the IMO building or deface public buildings; the mobs shrieking their abuse at anyone who might disagree with them and extruding their on-line bile. The "science is settled!" they yell, in what must be an expression of breath-taking arrogance, in an age of extraordinary scientific discovery.

And there is no doubting the fact that fanaticism wins, witness the way that democratic governments are increasingly swayed by the noise they hear, and which they believe reflects a majority view. So maybe sensible people in shipping ought to be rather more fanatical in 2022 in supporting causes they believe to be important. Sweet reason, as has been demonstrated, doesn't cut the mustard.

Michael Grey is former editor of Lloyd's List.

Source: *Maritime Advocate* 794

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Beijing's unwavering zero-Covid policy rattles supply chains

Sam Chambers January 5, 2022



With less than a month to go until the start of the Beijing Winter Olympics there is no let-up in China's zero-Covid policy with more and more cities being plunged into lockdown, creating widespread supply chain shocks.

The port of Ningbo-Zhoushan is struggling to shift containers as less than a quarter of registered truckers have the necessary new paperwork to go in and out of the three terminals at Beilun, a district that has gone into lockdown following the detection of a Covid-19 outbreak at a clothing factory over the weekend.

The city of Xian in the west of the country has been under a strict lockdown for a fortnight, while the city of Zhengzhou on the banks of the Yellow River has just ordered its 12m residents to take Covid-19 tests

after a handful of cases were detected. The city has gone into partial lockdown while the 1m citizens of Yuzhou city – in the same province as Zhengzhou – have received stay-at-home orders after three asymptomatic cases.

On Tuesday, China reported 41 new symptomatic community cases, including 35 in Xian.

Down south, the leader of Hong Kong today announced further restrictions including a two-week flight ban from eight nations.

A new report out by Goldman Sachs yesterday suggested that China will likely stick with its zero-Covid approach this year, despite most other nations abandoning such a policy.

Reports that vaccines, made by domestic firm Sinovac Biotech, offer limited protection against the omicron variant, will likely reinforce China's resolve to stick with its Covid Zero strategy, the Goldman Sachs analysts suggested.

With Covid-19 likely to be widespread outside China and with the party congress approaching in the final quarter, the analysts wrote: "We doubt policy makers would eliminate quarantines before then. With transmission typically higher in the winter months, it's possible that border restrictions could be kept largely intact until spring 2023."

China's heavy quarantine rules are seeing Chinese crews – among the most numerous in the global merchant fleet – facing quarantines of up to seven weeks when they return home, while crew changes for foreign seafarers at Chinese ports have become very difficult, exacerbating the crew change crisis.

Source: *Splash247 210105*

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The *Corozal*: Scottish dredger that helped build the Panama Canal

It was known as a wee ship that went a long way to do a big thing.

By Gillian Sharpe

BBC Scotland Published 31 December 2021

The *Corozal* dredger was built at Simon's shipyard in Renfrew on the Clyde.

The Panama Canal is widely regarded as one of the 20th Century's engineering marvels, and the Renfrew-built dredger, the *Corozal*, was instrumental in constructing what is often seen as one of its toughest and most dangerous sections.

Staff at Paisley Museum rediscovered a mislaid contemporary model of the ship when they were moving premises, and it set them off researching a remarkable story which will feature prominently when the refurbished museum reopens in 2023.



"It's quite hard to picture when you see it now," says John Pressley of Paisley Museum, looking out across the Clyde to where the Simon's yard once stood. It is now covered by housing.

"Previously, this whole place would have been an absolute hive of industry - noise and smoke. They were building dredgers which pretty much helped to build the world, building new harbours, new docks, expanding waterways, creating better trade routes," he adds.

The United States began work on the Panama Canal in 1904, aiming to cut out thousands of dangerous sea miles between the Pacific and Atlantic Oceans.

As an American project the government there wanted equipment and material to come from America.

But it was a Scottish yard - Simons of Renfrew - which, in 1911, beat the competition with a bid which was less than half that of its San Francisco competitor.



The *Corozal's* job was leading the ships working on the Culebra Cut, which was a difficult section of the canal, prone to mudslides.

"It was the most powerful dredger that had ever been built," says Mr Pressley.

The *Corozal* (above) in the Culebra Cut on Panama Canal in 1915

A workforce of about 18,000 had been chipping away with picks, shovels and dynamite, and once a certain point was reached the Cut was flooded and the dredgers could come in.

"The *Corozal* then came in and did a lot of this excavation work," Mr Pressley



explained.

"It was not there alone. I think there were about 33 other dredgers, which gives you an idea of the scale of the work they were carrying out."

A closer look at the model of the *Corozal* shows how the ladder system of buckets for scooping out soil operated.



"There are these huge excavating buckets which could churn out tonnes of soil every scoop," says Mr Pressley.

"There's an amazing picture of one of these buckets in the shipyard and there's 12 men stuck inside.

"I think there's 50 buckets on that ladder so it really could churn out an awful lot of dirt and soil."

This image from 1911 shows the size of the huge buckets used to excavate dirt and soil.

After it was finished in December 1913, the *Corozal* was the first ship to sail through the Culebra Cut, the last barrier to the canal opening the following year.

In its heyday there were yards for all kinds of ships along the Clyde; passenger vessels, liners, naval ships. What happened on the river - including the *Corozal* - went world-wide.

"The Clyde was an absolute powerhouse of building," says Abigail McIntyre of the Scottish Maritime Museum.

"And the specialisms had this ripple effect around the world.

"So having a dredger being built on the banks at Renfrew it just proves how even some of the smallest yards could have such a big impact on the world stage."

The *Corozal* was the first ship to sail through the Culebra Cut when it was completed

Source: BBC

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China Coal Futures Surge Amid Indonesia Export Ban

Reuters January 4, 2022

China's thermal coal futures surged by as much as 7.8% to kick off 2022 on concerns of supply disruptions after Indonesia, its biggest overseas supplier, banned exports.



Coal barges on the Mahakam River, Samarinda, East Kalimantan, Indonesia. Credit: Ibenk_88/ Shutterstock

The most-active thermal coal futures contract, for May delivery, on the Zhengzhou Commodity Exchange opened up 7.3% higher and is at 708 yuan (\$111.10) a tonne, up 5.5%, at 0225 GMT, on track for its biggest daily increase since Nov. 25. The most-active May futures contract settled up 5.5% at 707.6.

The increase follows Indonesia's announcement on Saturday banning coal exports in January because of worries that low supplies at its domestic power plants could lead to widespread blackouts.

China sourced 178 million tonnes of Indonesian coal, mostly thermal coal, in the first 11 months of 2021, accounting for more than 60% of its total coal imports, customs data showed.

The ban comes amid a tumultuous time for the coal market after prices surged to records last year because of falling Chinese supply that caused some regional blackouts. Zhengzhou futures climbed to a record 1,848 yuan on Oct. 19.

"Indonesian coal is mainly shipped to coastal regions in eastern and southern China and accounts for about 20% of the total supply in the region," said Zhai Kun, an analyst at Guotai Junan Futures in a note.

The Indonesian export ban is expected to tighten coal supply in the Chinese market since China's domestic coal output is already at a record high, Zhai said.

China churned out a record 370.84 million tonnes of coal in November to ensure sufficient energy supplies for the winter heating season. But output is forecast to slip with power plants slowing down their stockpile replenishing while the government carries out crack-downs on illegal mining.

"A supply cut is certain as many Indonesian miners have declared force majeure, but in the meantime China's domestic supply is ample," said a Singapore-based coal trader, referring to force majeure, the legal term for when a supplier cannot meet a contract because of forces beyond their control. (\$1 = 6.3725 Chinese yuan renminbi)

(Reporting by Muyu Xu and Chen Aizhu; Editing by Christian Schmollinger and Amy Caren Daniel)

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Source: gCaptain 220105

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Halter Marine Awarded Contract for Second Polar Security Cutter Icebreaker for U.S. Coast Guard

Mike Schuler January 3, 2022

Pascagoula, Mississippi-based Halter Marine, has been awarded the contract for the construction of the second U.S. Coast Guard Polar Security Cutter (PSC).



Artist rendering of the Polar Security Cutter. Credit: Halter Marine

Halter Marine will serve as the prime contractor in the fixed-price incentive-firm contract awarded by the Department of the Navy. Initial efforts under the contract will target the purchase of long lead-time materials, specifically the generator sets, necessary to support production while ensuring commonality across the first two PSCs.

Halter Marine was awarded a \$745 million contract in 2019 for the design and construction of the United States' first new heavy icebreaker in more than 40 years. The contract included two options which, if exercised, would bring the the cumulative value of the contract to more than \$1.9 billion.

The PSC program is a multiple year Department of Homeland Security program to acquire up to three multi-mission PSCs to recapitalize the USCG's fleet of next-generation polar icebreakers.

Halter Marine, a company of ST Engineering North America, is teamed with Technology Associates (TAI) as the ship designer. The ship design is based on a German "Polarstern II" design. The Halter Marine and TAI teams, along with other suppliers, are finalizing the PSC design.

The Polar Security Cutter will be 460 feet in length with a beam of 88 feet overall, a full load displacement of approximately 22,900 long tons at delivery. The propulsion will be diesel electric at over 45,200 horse power and readily capable of continuously breaking ice between six to eight feet thick. The vessel will accommodate 186 personnel comfortably for an extended endurance of 90 days.

In addition to TAI, Halter Marine has teamed with ABB and Trident Marine for its Azipod propulsion and power distribution system, Raytheon for command and control systems integration, Caterpillar for the main engines, Jamestown Metal Marine for joiner package, and Bronswerk for the HVAC system.

"By building the second Polar Security Cutter, Halter Marine will continue its mission in delivering a national priority to the United States Coast Guard. Our talented workforce here at Halter Marine is proud to be part of such an important endeavor," said Bob Merchant, President and Chief Executive Officer of Halter Marine.

Construction on the first PSC is planned to begin in 2022 with delivery planned for 2025.

The Coast Guard's operational polar icebreaker fleet currently includes one 399-foot heavy icebreaker, Coast Guard Cutter *Polar Star*, commissioned in 1976, and one 420-foot medium icebreaker, Coast Guard Cutter *Healy*, commissioned in 2000.

Polar Star underwent a three-year reactivation and returned to operations in late 2013. Since then, the icebreaker has completed six Operation Deep Freeze deployments to resupply McMurdo Station in Antarctica, as well as one rare winter journey to the Arctic. The *Polar Star* entered into a service life extension project (SLEP) in 2021 to extend the cutter's service life by four years.

Note: This article was originally published on December 30, 2021.

Source: gCaptain 220104

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U.S. Navy Seizes Weapons Cache from Stateless Fishing Vessel in Arabian Sea

Mike Schuler December 23, 2021

U.S. Navy ships this week seized approximately 1,400 AK-47 assault rifles and 226,600 rounds of ammunition from a stateless fishing vessel during a flag verification boarding in the North Arabian Sea on December 20, the Navy's 5th Fleet said in a statement.

The U.S. Navy patrol coastal ships, *USS Tempest (PC 2)* and *USS Typhoon (PC 5)*, found the weapons during a search conducted by embarked U.S. Coast Guard personnel in accordance with customary international law. The illicit weapons and ammunition were later transported to guided-missile destroyer *USS O'Kane (DDG 77)* where they await final disposition.

The stateless vessel was assessed to have originated in Iran and transited international waters along a route historically used to traffic weapons unlawfully to the Houthis in Yemen. The direct or indirect supply, sale or transfer of weapons to the Houthis violates U.N. Security Council Resolutions and U.S. sanctions.

The vessel's five crew members identified themselves as Yemeni nationals and will be returned to Yemen.

After removing the crew and illicit cargo, U.S. naval forces determined the stateless vessel was a hazard to navigation for commercial shipping and sank it.

U.S. naval forces regularly perform maritime security operations in the Middle East to ensure the free flow of legitimate trade and

to disrupt the transport of illicit cargo that often funds terrorism and other unlawful activity. U.S. Navy warships operating in the U.S. 5th Fleet region have seized approximately 8,700 illicit weapons in 2021.



U.S. service members from patrol coastal ship USS Typhoon (PC 5) interdict a stateless fishing vessel carrying illicit weapons while transiting international waters in the North Arabian Sea, Dec. 20. (U.S. Navy photo)

Guided-missile cruiser *USS Monterey (CG 61)* seized dozens of advanced Russian-made anti-tank guided missiles, thousands of Chinese Type 56 assault rifles, and hundreds of PKM machine guns, sniper rifles and rocket-propelled grenade launchers from a stateless vessel transiting the North Arabian Sea in May.

In February, guided-missile destroyer *USS Winston S. Churchill (DDG 81)* seized a cache of weapons off the coast of Somalia, including thousands of AK-47 assault rifles, light machine guns, heavy sniper rifles, rocket-propelled grenade launchers and crew served weapons. The inventory also included barrels, stocks, optical scopes and weapon systems.

The U.S. 5th Fleet area of operations encompasses approximately 2.5 million square miles of water area and includes the Arabian Gulf, Gulf of Oman, Red Sea, parts of the Indian

Ocean and three critical choke points at the Strait of Hormuz, Suez Canal and Strait of Bab al Mandeb.

Source: gCaptain 211224

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Scientists Say The Ocean Is Getting Loud

gCaptain Editorial

January 10, 2022

By Iain Barber (the Conversation)

On summer evenings in the 1980s, the residents of a houseboat community in Sausalito, California would often have trouble sleeping. A bizarre and persistent humming noise would keep them awake, and although they investigated, neither the residents nor the local authorities could pinpoint the problem.



Scripps Institution of Oceanography at UC San Diego research vessel *Robert Gordon Sproul*

They ruled out noise from generators and even considered the possibility of secret military tests. It was researchers at the nearby Steinhart Aquarium who finally identified the culprit. The strange noise was the courtship song of male toadfish who were doing their best to attract females to their underwater love nests.

Back then, the field of bioacoustics – the scientific study of the production, transmission, and perception of animal sounds – was a highly specialized and relatively remote research area. Underwater bioacoustics was even more niche, with only a handful of labs having access to the expensive equipment and technical know-how needed to record and decipher aquatic soundscapes.

Cheaper kits capable of more accurate recordings and powerful open-source software have since brought the study of aquatic sounds to the scientific masses. This has led to a renaissance in our understanding of sound in the sea. And it turns out that the ocean is a very noisy place indeed.



Black hamlet fish need sound in order to procreate properly. Joseph M. Bowen/Shutterstock

nication.

For instance, we now know that many commercially important fish species, like cod and haddock, choreograph their complex courtship displays by producing grunts and hums. Sound plays an equally important role in the complex sex life of the noisy Caribbean coral reef fish, the black hamlet. These fish are simultaneous hermaphrodites and produce both sperm and eggs at



Researchers lowering a hydrophone – a device for recording sound underwater – into the Atlantic Ocean. Dave Mellinger/Oregon State University, CC BY-SA

Life in an increasingly noisy ocean

Scientists are now discovering the extent to which aquatic animals produce sound, and the role that their grunts, pops, growls and whines play in commu-

the same time. They make noises during courtship to signal to their partner whether they are temporarily acting as the “male” or the “female” as they trade sex cells.

Evolution has adapted fish for life in environments where cues other than sound may be less reliable. When the water’s cloudy, if it’s dark, or if you live under a rock or an upturned mollusc shell, then even if your prospective mate can’t see you, they can still hear you, and use this to determine whether you might make a suitable partner.

The problem for many marine animals now, though, is that the underwater soundscapes they have evolved in are being pummelled by broad-frequency noise from shipping, drilling, and many other human sources. This makes it harder for them to be heard, and it’s not only their romantic encounters that are affected.

European eels are endangered fish that begin their lives in the Atlantic Ocean but migrate to rivers and lakes to undergo most of their growth and development, before returning to the sea to spawn. Recent studies have demonstrated that the noise they encounter around boat-crowded coasts can prevent them from reacting to predators and lessen their chances of survival.

But it’s not just noisy human activity that stops animals reliant on underwater sound from surviving and prospering. Climate change is having a complex effect on underwater soundscapes, and nowhere is this clearer than on coral reefs. When coral reefs bleach in response to rising temperatures and ocean acidity, there’s usually a dramatic reduction in the noises emanating from these habitats.

On a healthy reef, the combined din of countless snapping shrimps, grunting gobies, and other noisy coral critters creates an acoustic signpost that prospective larval reef dwellers drifting on oceanic currents use to navigate towards suitable habitats to settle on. As the noisy occupants desert an unhealthy reef and the sound levels drop, the recruitment of incoming animals falls too, accelerating the reef’s death.

So far, so depressing. But here’s the good news. Our improved understanding of underwater sounds on coral reefs might help scientists keep track of how these ecosystems are faring. In a recent paper led by the Universities of Exeter and Bristol, researchers studied coral reefs that had been extensively damaged by blast fishing – a dangerous and destructive technique in which explosives are used to stun and catch fish. They monitored the reef’s recovery after being artificially restored with new healthy corals. As these devastated reefs recovered, the quantity and diversity of sounds they recorded began to match those of pristine reefs.

Even better, we can use this knowledge to help damaged coral reefs recover more quickly. Using underwater speakers, scientists have been able to playback sounds recorded on healthy reefs to entice fish and other animals back to recovering coral habitats, speeding up the natural process of regeneration.

By listening to the ocean, we have begun to truly understand – and tentatively address – the many challenges it faces.

Iain Barber, Deputy Dean, School of Animal, Rural & Environmental Sciences, Nottingham Trent University

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Source: gCaptain 220111

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DNV and PowerX team up on offshore wind power transfer vessels

Written by Nick Blenkey

Could offshore wind generated electricity be brought ashore by ship? A Japanese start-up thinks so.



“Power Ark 100” is a 100.5 meter long x 21.9 meter wide, 2,200 dwt trimaran

Under the LOI, PowerX will collaborate with DNV on technical assessment of the power transfer vessel and its battery system, as well as the potential development of a new class notation for Power ARK’s global implementation.

Classification society DNV has signed a non-binding letter of intent with PowerX, the Japanese company that thinks there’s a better way than subsea cables to bring electricity ashore from offshore wind farms.

PowerX plans to design and build a range of automated power transfer vessels, called Power Arks, with massive battery payloads, to do the job.



Industries are flooding the ocean with anthropogenic noise. Lazyllama/Shutterstock

The LOI will see DNV and PowerX collaborate on:

- Assessment of the Power Ark concept and identifying key standards or class notations relevant to the project.
- Defining relevant standards to apply for safety validation and statutory certification and advising on alternative design approaches where statutory regulations are missing, inadequate, or are not fully relevant/applicable today.
- Establishing certification methodology for the battery systems used onboard.
- System design and optimization strategies to simulate and protect battery safety, performance, etc.

The development and implementation of a new standard/class notation relating to essential safety and performance parameters necessary to the Power Ark concept.

“Society demands innovative solutions to unlock a future that is smarter, safer and greener, and the Power ARK project from PowerX is exactly the kind of transformational thinking we need,” said Arnstein Eknes, segment director, special ships, DNV Maritime. “With this LOI, DNV is not only demonstrating its interest in this concept, but also our determination to be at the vanguard of change – supporting industry frontrunners, building understanding, and actively working to accelerate the energy transition. We’re excited to be on board.”

Source: *Marine Log 220103*

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Cruise Ship Builder MV Werften Files for Bankruptcy in Germany -Reports

Mike Schuler January 10, 2022

German cruise ship builder MV Werften filed for bankruptcy on Monday, leaving the fate of the shipyard and its 2,000 employees uncertain, according to reports.



A general view of the shipbuilding hall of the shipyard MV Werften, in Wismar, Germany, January 10, 2022. REUTERS/Annegret Hilse

The bankruptcy comes after negotiations between the German government and the shipyard’s owner, Genting Hong Kong, failed to reach an agreement over financing for the remaining construction of the *Global Dream*, a “Global class” cruise ship being built for Dream Cruises, another Genting Hong Kong subsidiary.

Germany’s Federal Minister for Economic Affairs, Robert Habeck, blamed Genting for the insolvency and potential loss of jobs, according to reports in German media.

Shares of Genting Hong Kong were suspended from trading on the Hong Kong Stock Exchange on Friday ahead of Monday’s announcement.

Like others in the cruise shipping sector, MV Werften and Genting Hong Kong have faced difficulties in the wake of the COVID-19 pandemic and its impact on passenger operations.

MV Werften was formed in 2016 with Genting Hong Kong’s acquisition of Nordic Yards’ three shipyards in Wismar, Rostock-Warnemunde and Stralsund, Germany. Since 2017, the shipbuilder has delivered four Rhine class river cruises and a polar-class luxury expedition “yacht” for Crystal Cruises, also a Genting Hong Kong company. MV Werften’s largest facility in Wismar has one of Europe’s largest covered building docks and is one of only a few facilities worldwide capable of constructing some of the world’s largest cruise ships.

At 208,000 GT and 342 meters long, the *Global Dream* is planned to have capacity for up to 9,500 passengers during peak times, ranking it as one of the highest-capacity cruise ships in the world. Construction of the vessel has taken place at the Rostock and Wismar shipyards, where it is reportedly about 75% completed.

MV Werften’s most recent delivery, the *Crystal Endeavor*, the world’s largest luxury expedition yacht, took place from the Stralsund yard in June 2021 following a EUR 193 million government loan issued in October 2020 to help fund the remainder of construction and shipyard operations through March 2021.

Source: *gCaptain 220111*

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New seafarer certificate format for masters, mates and engineers

Tuesday 21 December 2021

From February 2022 AMSA will complete the transition to more durable, secure and portable certificates of competency for all seafarer certifications with the addition of the new plastic credit-card sized certificates of competency for masters, mates and engineers.

This development reflects our commitment to modernising services for seafarers and delivering a faster certification process.

It will also provide consistency across the range of certificates issued by AMSA, including ratings certificates of proficiency, near coastal certificates of competency, and AMSA surveyor accreditation.

While Australia has been one of the first countries in the world to issue plastic credit card sized certificates to seafarers, other world-leading maritime authorities including the UK and Norway have now followed.

The new card-sized certificates of competency for masters, mates and engineers will contain the same information as the current passport style booklet.

The front of the card is the same as the inside cover of the booklets and the reverse of the card matches the first page of the booklets. As with our other international certificates these are fully compliant with the STCW code and convention.

The new master, mate and engineer card-sized certificates will be issued from 1 February 2022 on renewal, or when new certificates are issued. The old-style booklets will be issued until the end of January 2022.

You can also apply to replace your existing paper certificate with the new credit card sized certificate at any time.

Introduction of the new card-sized certificates of competency for masters, mates and engineers will also deliver a reduction in the number of certificates needed by STCW masters and mates.

From 1 February 2022 this new certificate will include the Global Maritime Distress and Safety System (GMDSS) radio operator functions, and electronic chart display and information system (ECDIS) endorsement, where applicable.

Source: *BP Shipping News*

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French singer Edith Piaf's 'love boat' for sale: 100ft yacht in London that icon was rumoured to use for secret trysts and once hosted party thrown by Nigel Farage goes up for sale for £1.5m

By Jonathan Rose for Mailonline 18 November 2021

French singer Edith Piaf's 'love boat', which the icon was rumoured to use for secret trysts, is up for sale for £1.5million.



The 100-foot long *Flamant Rose*, or 'Pink Flamingo' in English, rests in St. Katharine's Dock, Central London, at the foot of the Tower of London and has stunning views of the River Thames.

The yacht supposedly served as a love nest for Piaf and famed French-Algerian boxer Marcel Cerdan.

Current owner, high-profile celebrity hypnotist and author Valerie Austin, used the boat to host a party thrown by Nigel Farage to celebrate his prominent Brexit donors.

Austin's husband, James Pool, bought the boat as a gift for his wife 25 years ago.

'We were a fairly new couple at that time, we'd just got married. 'We kept our own accounts so I didn't really know he could afford it,' Austin told the *Evening Standard*. 'Edith Piaf had

the boat when it was her happy time, before her boyfriend was killed,' she added.

'She used to do séances there because it has an iron hull, which is supposed to be spiritually electric.

'I've had quite a few top psychics on board and they all love the feeling of it.'

Formerly based more than 200 miles away in the Somme River in France, the boat was once a favourite of Piaf, a world-renowned singer, the *Flamant Rose* was Piaf's base when she was touring.

Called France's national chanteuse, Piaf's widely known songs include *La Vie en rose* (1946), *Non, je ne regrette rien* (1960) and *Hymne à l'amour* (1949).

After her tragic death in 1963, the boat remained moored in the Seine until the late 90s, when it was sailed to the UK.

The stunning yacht has been given a full renovation, now incorporating luxury classic décor, reminiscent of its history, while still including modern comforts like central heating and an up-to-date engine.

The single bedroom on board is tucked away at the back of the boat, with easy access to the yacht's two bathrooms.

Perfect for an eager party host, the stunning yacht includes a large study and galley area, as well as an upper deck to view the scenery while cruising down the River Thames.

The *Flamant Rose* is currently listed by Sotheby's for £1.49 million.

Edith Piaf (19 December 1915 - 10 October 1963) was a French singer and actress whose interpretation of the French ballad made her internationally famous.

Among her trademark songs were Non, je ne regrette rien (No, I Don't Regret Anything) and La Vie en rose (literally Life in Pink).

Piaf's songs and singing style seemed to reflect the tragedies of her own difficult life.

Her mother, a café singer, abandoned her at birth, and she was taken in by her grandmother, who reared the girl in a brothel.

Piaf reportedly became blind at age three as a complication of meningitis but recovered her sight four years later.

In her later life, Piaf was involved in several serious car accidents, and she suffered from failing health, partly due to alcohol and drug abuse.

She died at the age of 47, reportedly from liver cancer.

Source: *Britannica*

Iranian vessel severely damaged after pier collision

December 14, 2021

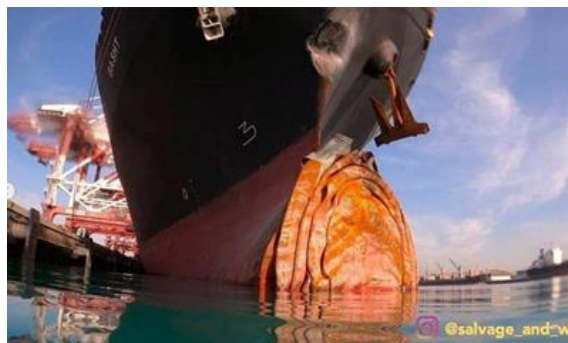
The 4,795TEU container ship Basht has collided with a dredger and contacted a pier at Shahid Rajaei port, Bandar Abbas, Iran, in the last week.



Source: salvage_and_wreck (Instagram page)

According to the Maritime Bulletin report, the ship's bulbous nose was severely damaged and there is a breach in its bow stem above the waterline.

A possible engine failure could cause the accident of the Iranian container vessel, but it is not confirmed at the



Source: salvage_and_wreck (Instagram page)

time of writing.

The 2008-built boxship, which departed the Port of Kandla in India to call at the Shahid Rajaei port, has been moved to Bandar Abbas anchorage.

Source: MNA Pulse #19/Container news 211214

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Singapore crowned top maritime city again

Sam Chambers January 14, 2022

The 2022 edition of the Leading Maritime Cities (LMC) report compiled by classification society DNV and Menon Economics was launched yesterday.



DNV

launched yesterday.

Singapore's retained its number one spot overall with Rotterdam second and London holding the bronze spot on the podium.

"Singapore holds the top slot for attractiveness and competitiveness while also scooping the maritime technology title, thanks to the city-state's unrelenting focus on digital transformation. Singapore gives way to Athens and Shanghai in shipping and ports and logistics respectively, and losing some ground in maritime finance and law," noted Dr Shahrin Osman, regional head of maritime advisory at DNV and the report's co-author.

"Rotterdam's second place demonstrates that it's a maritime city on the rise. Although only

10th in shipping, the Dutch hub scores well overall and particularly in ports and logistics and attractiveness and competitiveness. London is also among the top contenders, from fifth to third place overall, however it has lost out its previous top slot in maritime finance and law to New York," Osman added.

Fourth and fifth place overall go to Asian counterparts Shanghai followed by all-rounder Tokyo.

Rank	SHIPPING	MARITIME FINANCE & LAW	MARITIME TECHNOLOGY	PORTS & LOGISTICS	ATTRACTIVENESS & COMPETITIVENESS	OVERALL RANKING
1	ATHENS	NEW YORK	SINGAPORE	SHANGHAI	SINGAPORE	SINGAPORE
2	SINGAPORE	LONDON	OSLO	ROTTERDAM	LONDON	ROTTERDAM
3	TOKYO	TOKYO	BUSAN	SINGAPORE	COPENHAGEN	LONDON
4	SHANGHAI	OSLO	LONDON	HONG KONG	ROTTERDAM	SHANGHAI
5	HAMBURG	PARIS	SHANGHAI	GUANGZHOU	OSLO	TOKYO

Source: Splash247 220114

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