

2025 April 7



**MASTER MARINERS
OF CANADA**

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Newsclips

B.C. Ferries approved for 4 out of the 5 new vessels it had requested

[Karin Larsen](#) · CBC News · Posted: Mar 31, 2025

'We're disappointed and obviously at odds with this decision,' said B.C. Ferries president Nicholas Jimenez



A rendering of the new vessels B.C. Ferries is planning to have built. (B.C. Ferries)

The British Columbia Ferries commissioner has approved the purchase of four replacement vessels for the system's major routes, one fewer than B.C. Ferries had requested.

"We're disappointed and obviously at odds with this decision," said Nicolas Jimenez, president and CEO of B.C. Ferries. "While four vessels will still provide some much-needed benefits, we believe we're missing a critical opportunity to build a more resilient transportation network for the future at a lower price now."

The four approved vessels are diesel-battery hybrids to replace the aging Queens of Alberni, New Westminster, Coquitlam, and Cowichan.

The fifth vessel was requested to meet predicted demand increase and to provide long-term cost savings, according to Jimenez.

"B.C. Ferries believes that a fifth vessel, which will be needed in the future, will only get substantially more expensive and put even more upward pressure on fares over time," he said.

This is the most affordable a fifth vessel will ever be, due to unique market conditions, fixed-price bids, and economies of scale. Building a series of five now will be significantly cheaper than building one or two at a time.

Commissioner Eva Hage said the four new ferries, the first of which is expected to go into service in 2029, will bring a "much-needed increase in capacity and reliability."

"A fifth vessel, however, is neither essential nor affordable at this time, and approving it would be fiscally irresponsible," she said.

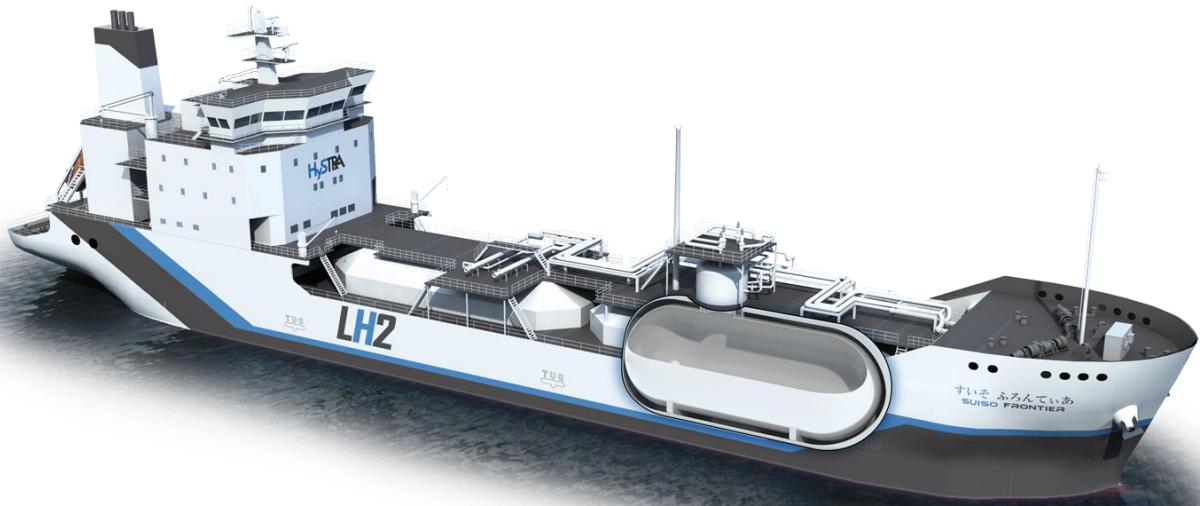
B.C. Ferries said the commission's decision highlights the systemic funding gap in sustaining B.C.'s marine highway and disagreements about future demand and acceptable levels for waits, delays and mechanical breakdown.

The four new vessels are expected to increase capacity on the busiest routes between the Lower Mainland and Vancouver Island by 12 per cent. A fifth ferry would have increased capacity by up to 40 per cent, according to B.C. Ferries.

"We hear from customers every single day. We see the full fares, the long waits, and the economic impact of service constraints," said Jimenez. "Our customers have been very clear and very loud; they need more sailing capacity and fewer delays and a ferry system that can keep up with demand."

A decision on a shipbuilder is expected in the early summer. The price tag for the four vessels is confidential pending final approval of the project.

B.C. Ferries delivers over 23 million passenger rides a year, according to Jimenez. Decisions made by the commission are final.



VESSEL REVIEW | **Suiso Frontier – Japanese LH2 carrier sets the pace in hydrogen transport**

[Baird Maritime](#)

Published on: 12 Mar 2021

Kawasaki Heavy Industries (KHI) has delivered a new liquefied hydrogen carrier to the CO₂-free Hydrogen Energy Supply-chain Technology Research Association (HySTRA), a consortium of Japanese companies that include KHI, Iwatani Corporation, Shell Japan, Electric Power Development Company (J-Power), Marubeni Corporation, JXTG Nippon Oil and Energy Corporation, and Kawasaki Kisen Kaisha (K Line). The vessel has been appropriately named *Suiso Frontier*, "suiso" being the Japanese translation of hydrogen.

Suiso Frontier was developed primarily to provide a means of transporting liquefied hydrogen (LH₂) at 1/800 of its original gas-state volume, cooled to -253 degrees Celsius, safely and in large quantities over long distances by sea. This is made possible thanks to a new 1,250-cubic-metre, vacuum-insulated double-shell-structure stainless steel LH₂ cargo tank specially developed by Harima Works, a subsidiary of KHI. The support structure for the tank is made of highly durable FRP to further ensure a reduction in heat transfer.

The cargo tank's vacuum-insulated construction is also intended to help deal with the phenomenon of boil-off wherein heat inadvertently converts the LH₂ back into gas form and thus increases the pressure within the tank. This unwanted but inevitable occurrence in LNG tanks is potentially more severe in an LH₂ tank since LH₂ evaporates up to ten times faster than LNG. To address this problem, a compressorless, hydrogen-compatible gas combustion unit (GCU) supplied by industrial burner manufacturer Saacke will ensure that any boil-off gas is completely and safely combusted to reduce the risk of increased pressure.



Photo: KHI

The NK-classed *Suiso Frontier* has an LOA of 116 metres, a moulded beam of 19 metres, a depth of 10.6 metres, a draught of 4.5 metres, a gross tonnage of approximately 8,000 tonnes, and accommodations for 25 crewmembers. A propulsion system consisting of three Daihatsu DE-23 1,320kW diesel engines and two 1,360kW electric motors enables the vessel to sail at speeds of up to 13 knots. The diesel engines also feature selective catalytic reduction (SCR) technology, ensuring compliance with IMO Tier III NOx regulations.



LEE TREGURTHA down bound in the Detroit River 4-5-2025 [Brian Caswell]

Historic LNG import cargo has arrived for major Canadian energy export project

By Maritime Magazine 2025 April 04



Kitimat, BC - LNG Canada this week received a critical cooldown shipment of LNG from Gladstone, Australia as Canada's first major LNG export facility remains on track to achieve its first export cargo by the middle of 2025. It is targeted to open up big markets in Asia dominated by LNG suppliers from the United States and Australia.

On April 2, LNG Canada stated: "We're pleased to announce that today, in a well-coordinated effort with [HaiSea Marine](#) personnel and tugboats, [British Columbia Coast Pilots](#) and [Pacific Pilotage Authority Canada](#), with support from the Canadian Coast Guard and Canada Border Services Agency, our marine team welcomed for the first time an LNG carrier to the LNG Canada facility in Kitimat, in the traditional territory of the Haisla Nation."

The **Maran Gas Roxana** arrived carrying a cargo of liquefied natural gas that is being offloaded into the facility for equipment testing.

"This activity is critical to our safe start-up and commissioning process in advance of our operations, and to achieving our first LNG export cargoes by the middle of 2025," LNG Canada stated.

Careful planning went into the process of moving the vessel along a 159-nautical mile route through the Douglas Channel from an initial point near Prince Rupert to the Kitimat terminal.

With joint venture backing from Shell, Petronas PetroChina, Mitsubishi Corporation and the Korea Gas Corp., the \$40 billion project has been described as the “largest single private investment in the history of the country.”

If all goes to plan, the terminal expected to export 14 million tonnes of natural gas a year for an estimated value of \$575 million annually for 40 years, according to the B.C. government. A proposed Phase 2 of the project would boost this export volume to 28 million tonnes annually.



(LNG photos of the Maran Gas Roxana at the Kitimat terminal and navigating through the Douglas Channel)



ALGOMA CONVEYOR downbound at the West Pier of the Soo Locks
April 6-2025 [David Kaye]

More newbies and Pier 9C update

2025 April 5 Posted by [Mac](#)

There were two "new to Halifax" ships in port today April 5 and as we are now into Invasive Species season, both anchored for Canadian Food Inspection Agency (CFIA) examination before docking.

MSC Manchester, as the larger ship, took up position in Number 1 anchorage in the lower harbour. (The auto carrier **Lake Shirasagi** is visible in the background, offloading at Autoport.)



As usual when that anchorage is occupied, incoming ships then pass to the west of George's Island. **MSC Ingrid** did just that as it proceeded to Number 3 anchorage.



ONE Manchester was built in 2015 by Imabari Shipbuilding Co Ltd at the Hiroshima Shipyard as the **Manchester Bridge**. It was renamed and repainted in 1920 as K-Line had joined the other Japanese container lines to form Ocean Network Express (ONE).

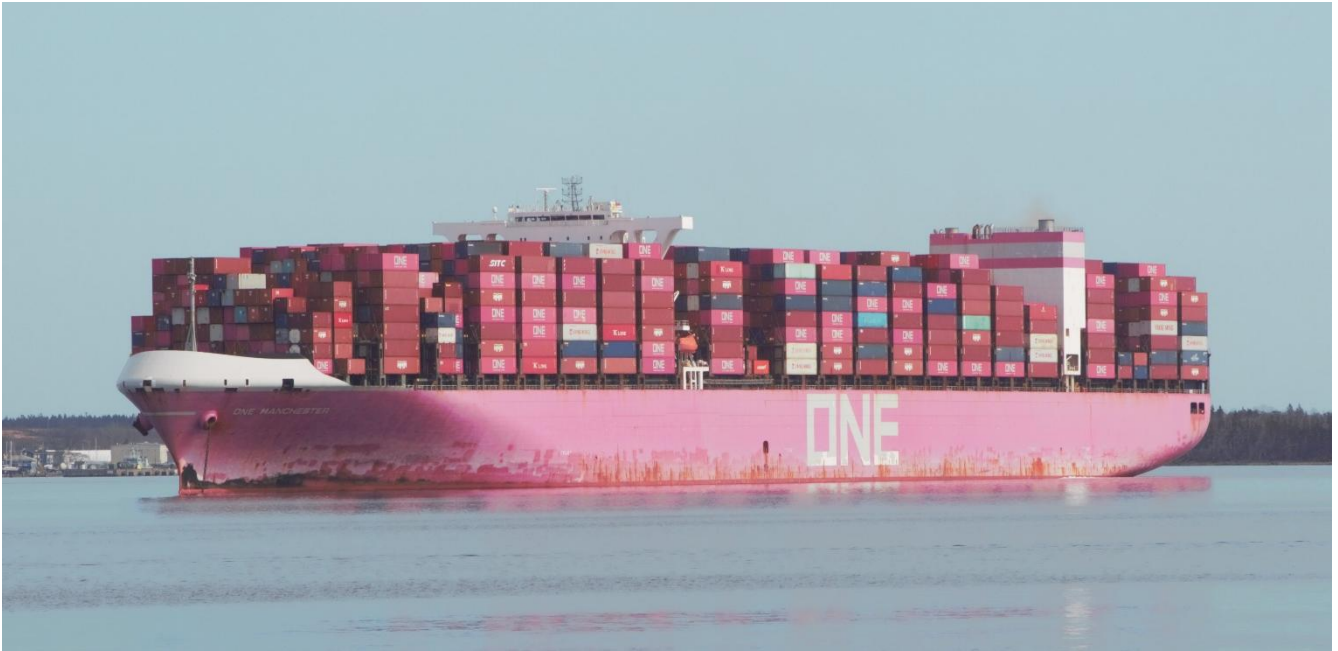
It is a 51,672 gt, 146,900 dwt ship with a capacity of 13,900 TEU including 800 reefer plugs. It is sailing on Premier Alliance EC3 sailing directly from Columbo via the Cape of Good Hope.

Later in the day **MSC Ingrid** moved to Pier 42.



MSC Ingrid dates from 1999 when it was delivered by Samsung, Geoje as the **Saudi Jeddah**. At 53, 208 gt, 67,678 dwt, it has a capacity of 4657 TEU including 300 reefers. It is operating on MSC's Canada Express en route from Le Havre for Montreal. It joined MSC in 2002 and has been retro-fitted with an exhaust gas scrubber.

ONE Manchester was cleared by CFIA, but remained at anchor until early evening before moving in to Pier 41 when the berth was clear. In bright sunlight it became apparent that ONE's magenta colour scheme will require a great deal of maintenance. **ONE Manchester's** paint appears to have been applied hastily with minimal surface prep.



Pier 9C

At Pier 9C business was booming - pun intended. The **E-Ship 1** (see yesterday's post) was off loading its project cargo wind generator components, including nacelles and containers of equipment.



With **E-Ship 1** at the north end of Pier 9C there was just enough room for the **Lake Shirasagi** to dock. After discharging cargo at Autoport, it moved through the Narrows to turn in Bedford Basin, then came in alongside astern of the **E-Ship 1**, with just enough room to deploy its stern ramp. There are so many wind tower sections on the pier, its RoRo cargo will be a tight fit.



Posted by [Mac](#)



[NL Maritime](#) ATLANTIC GRIFFON alongside HEBRON. 2025 April 6

Newsclips 2025 April 7

From Captain Ivan Lantz lantzivan@gmail.com 438 821 7288

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est une organisation professionnelle représentant les officiers qualifiés à commander de même que les marins professionnels; elle représente aussi les membres de l'industrie maritime ainsi que les cadets partout au Canada. Notre travail avec et pour nos membres s'appuie sur trois piliers, soit la conscience, l'éducation et la promotion de nouvelles idées.



MASTER MARINERS OF CANADA

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Statement of Purpose:

- To provide senior, command-level mariners in Canada with a representative central body;
- To encourage and maintain a high and honourable standard of ability and professional conduct among mariners;
- To develop education, training and mentoring programs for seafarers and cadets;
- To provide input into national and international groups in matters concerning the safety, operation and regulation of ships and their crews;
- To organize conventions and seminars for the discussion and considerations of topics of interest to members and mariners;
- To promote and foster efficient and friendly cooperation between the commercial, government and military fleets in Canada.

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