2025 April 14

Newsclips

MASTER MARINERS OF CANADA

Titles are hyperlinked to sources.

A day for the Puffins

Every year on April 14, the world celebrates Puffin Day, a day dedicated to these small, adorable, and immensely colourful birds. From their wings to their beaks, it is all a burst of colours, and here we mention 10 facts about them.

Their looks
Puffins are small seabirds with black and white feathers and large, colourful beaks. These beaks form colours during the mating and breeding season, and the unique lines, stripes, and colours make them look distinct.

The types
Puffins are of different types and each of them have distinct habits and living styles. There is the Atlantic Puffin, Horned puffin, Tufted puffin, and many more.

Where are they found?
Puffins are found mostly in cold coastal regions of the North Atlantic and North Pacific Oceans. These adorable birds spend most of their lives at sea, and come to land areas to breed.

Their swimming styles
Puffins are one of the few birds that can swim excellently, and their skill is such that they can hunt underwater too. They use their wings to flap and fly through water and dive down to catch small fish and other prey.

Their flight
When walking, Puffins look a little clumsy, but they are excellent flyers. They can flap their wings super fast which makes them strong and quick fliers.

Nesting habits of Puffins
Unlike many other birds who migrate in search of breeding and nesting grounds, the Puffins are believed to return to the same nesting site every year. They dig burrows in grassy cliffs or use natural burrows to lay a single egg.

Their partner style
It is also said that Puffins are rather loyal to their mates, and be with the same fellow Puffin for life. They reunite every breeding season and take turns protecting the eggs.

The colourful beaks
A Puffin's beak is not always so full of colour and style. It turns a bright orange and red colour during the mating season as it helps them attract a partner. Once the season is over and cold arrives, their beaks turn dull again.

IMO's new green deal explained

Sam Chambers April 14, 2025

The need for a vote and the number of abstentions spoke volumes about Friday's conclusion of the 83rd gathering of the Marine Environmental Protection Committee at the London headquarters of the International Maritime Organization (IMO).

The final agreement on mid-terms measures was branded "weak" by Dr Nishatabbas Rehmatulla, principal research fellow at London's UCL Energy Institute as it does not reduce the sector's emissions in line with targets in the IMO's revised greenhouse gas (GHG) strategy.

However, it does send a signal on the phase out of fossil fuels.

The agreement constitutes a fuel standard, as such a mandate on the GHG intensity of energy used, coupled with a pricing and trading mechanism.

Ships that do not reduce their intensity of GHG emissions – including carbon dioxide, methane and nitrous oxide — in line with two reduction trajectories outlined in the new regulations, which still need to be promulgated at the next MEPC in October, are deemed to have an emissions deficit.

Saudi Arabia, the US and fossil fuel allies blocked progress at every turn
This must then be addressed by buying so-called remedial units. For compliance with a so-called base target trajectory, the units will cost $380 per ton of CO2-equivalent emissions. For what is called a direct compliance target, they'll cost $100. Both prices are only for 2028-2030, with future figures to be decided at a later date.

- Annual GHG reduction (Z) factors have been agreed as follows:

$Year_T$	Z_T for base target	Z_T for Direct compliance target
2028	4%	17%
2029	6%	19%
2030	8%	21.0%
2031	12.4%	25.4%
2032	16.8%	29.8%
2033	21.2%	34.2%
2034	25.6%	38.6%
2035	30%	43%

Future figures for beyond 2036-40 will be determined by 1 Jan 2032.

The 2040 base target will be 65%.

Source: Lloyd's Register

The IMO, for its part, hailed the new net-zero framework, due to come into force in 2027, as the first in the world to combine mandatory emissions limits and GHG pricing across an entire industry sector.

"The approval of draft amendments to MARPOL Annex VI mandating the IMO net-zero framework represents another significant step in our collective efforts to combat climate change, to modernise shipping and demonstrates that IMO delivers on its commitments," commented IMO secretary-general Arsenio Dominguez.
Many states had been pushing for a universal carbon levy at last week's MEPC, something that was quashed. The controversy surrounding the green summit saw the US delegation not even show up at the IMO, while the compromise deal was submitted to a vote.

Formal votes at the IMO are extremely rare. The outcome of the vote was 25 countries abstained, 63 member states were in favour, and 16 opposed.
The levels of revenues expected from the current policy specifications of approximately $11 to $12bn per annum were deemed insufficient by UCL Energy Institute relative to the scale required to both support early adoption of zero near zero fuels, and to fund a just and equitable transition.

"Consequently, this revenue shortfall may create a competitive tension between these two objectives, thus, increasing the likelihood that neither objectives can be achieved at a level sufficient for climate and equitability," UCL Energy Institute stated in a readout following the end of the environmental gathering.

A disgruntled Ralph Regenvanu, Vanuatu's minister of climate change adaptation, meteorology, geo-hazards, environment, energy, and disaster management, said: "Let us be clear about who has abandoned 1.5°C. Saudi Arabia, the US and fossil fuel allies pushed down the numbers to an untenable level and blocked progress at every turn. These countries – and others – failed to support a set of measures that would have gotten the shipping industry onto a 1.5°C pathway. And they turned away a proposal for a reliable source of revenue for those of us in dire need of finance to help with climate impacts."

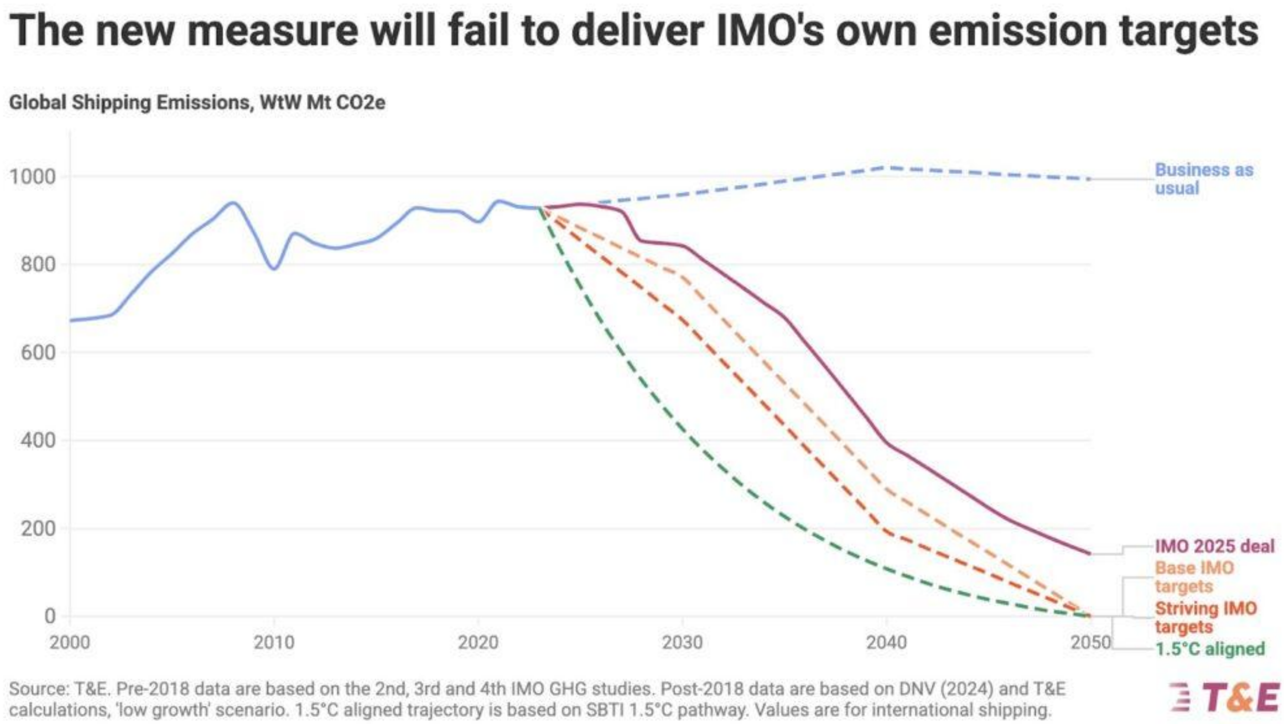
Wilfried Lemmens, managing director of the Royal Belgian Shipowners' Association, expressed frustration at the lack of a universal carbon levy.
"The Royal Belgian Shipowners' Association regrets that the IMO member states have not succeeded in agreeing on a global levy, as this would have been the simplest and most efficient way for the maritime sector to achieve the climate objectives," he said.

More upbeat, Guy Platten, the outgoing secretary-general of the International Chamber of Shipping, said: "Today will hopefully be remembered as a historic moment for our industry. If formally adopted, shipping will be the first sector to have a globally agreed carbon price."

While conceding Friday's agreement was not perfect, Platten said he hoped it would provide the certainty which energy producers urgently need to de-risk their huge investment decisions.

"The compromise reached by IMO member states is clearly not up to the challenge that awaits the shipping sector," said Bastien Bonnet-Cantalloube, an expert on transport decarbonisation at Carbon Market Watch., commented: "Not enough emission reductions, not enough emissions priced, not priced high enough, not enough revenues.

By ignoring the problem, the IMO will not make it go away. This marks a missed opportunity to set an example for other sectors to agree on ambitious global measures for their decarbonisation. Governments in the IMO clearly have work left to set the course for a just and ambitious decarbonisation pathway for international shipping. More ambitious regional and industry actions are needed to make up for this blatantly weak deal."



Source: Transport&Environment

Algoma East Coast

2025 April 13 Posted by Mac

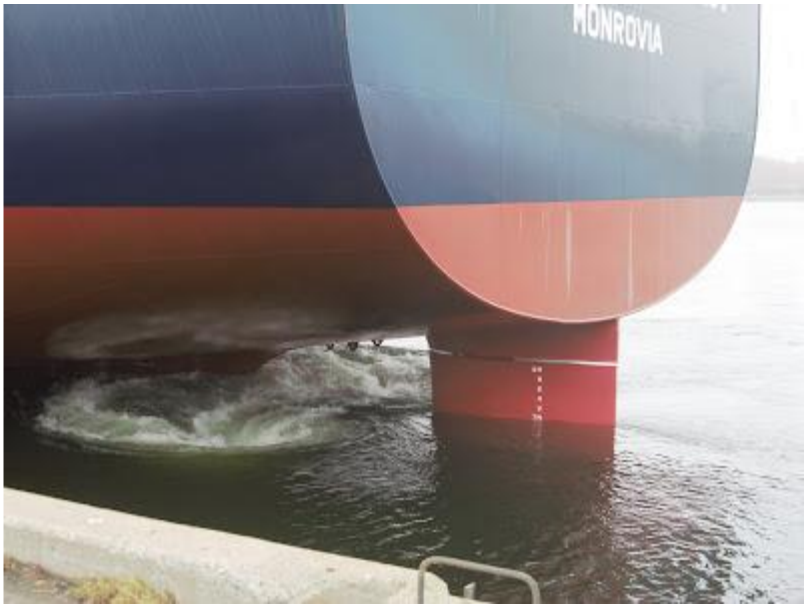
The new product tanker **Algoma East Coast** arrived in Halifax today, April 13, on its delivery trip from the Hyundai Mipo shipyard in Ulsan, South Korea.

The ship, which is carrying the Liberian flag temporarily, has yet to carry a cargo. It will undergo Canadian regulatory inspection here, and will transfer to Canadian flag over the next few days.

A thin weld bead of the outline of Saint John is faintly visible on the transom.

It will then proceed to Saint John, NB to load cargo for Irving Oil and assume its spot in the usual port rotation, delivering refined product to Halifax, Charlottetown and St.John's. It will be an occasional caller in other ports including Quebec City and Montreal and some US ports such as Boston.

The ABS Ice Class 1B ship measures 23,451 gt, 37,242 dwt and includes many features such as cold-ironing (shore power) capable and methanol fuel ready.



The ice knife, installed above and in line with the rudder, prevents ice from jamming the rudder when backing or turning. bThe hull plating is also thicker to well above the waterline. bThe transition line is visible in the photo.

Irving Oil has chartered the ship from Algoma Tankers Ltd, and unlike Irving Oil's most recently chartered ships, this one bears no indication of any connection with Irving Oil.   It is painted in Algoma Tankers colours and carries the parent company Algoma Central Corporation "bear" funnel mark and bow crest.

The ship takes the place of the similarly sized **East Coast** (23,552 gt, 37,515 dwt) which completed a twenty year charter from Vroon last month and has since been reported in Turkey for refit. It arrived inYaklova on March 31.

Irving Oil has contracted with Algoma for two ships, and the second, the **Algoma Acadian,** has departed Korea and has been reported arriving in Tarjun, Indonesia, April 7.   It will replace the chartered **Acadian** which is currently unloading at Irving Oil's terminal in Halifax harbour.

Acadian will be the last ship to carry the well known Irving Oil colours of green boot topping, "biscuit" hull colour and black capped yellow funnel with the Irving logo. It arrived in Halifax April 12.

Acadian *in Halifax April 5 (it has since been to Charlottetown and Saint John)*

Algoma Tankers was established in 1998 to take over the Imperial Oil domestic product tanker fleet. It has since become the premier Canadian flag tanker operator with nine ships. It also has an interest in one foreign flag tanker with ten more under construction.

The ***Algoma East Coast*** *will soon become a familiar sight in Halifax, but seldom in the Narrows. It is seen on arrival today coming alongside Pier 9B. It shows some "lock rash" from its recent Panama Canal passage.*

Photos from last Wednesday of the MV MANITOWOC on the Manistee River in Manistee, Michigan.   It was the first freighter to arrive in Manistee for the season, en-route to Filer City to deliver coal. [Rob Always]


FEDERAL HUDSON   Arriving Buffalo, NY   [Brian Wroblewski]

Newsclips 2025 April 14

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

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MASTER MARINERS OF CANADA

THE COMPANY OF MASTER MARINERS OF CANADA
Représente les capitaines et les officiers maritimes au Canada et internationalement via des adhésions avec "International of Federation Shipmasters Associations".

http://www.mastermariners.ca
Président: Capitaine Ebenezer March

Pour nous rejoindre par courriel:
http://www.mastermariners.ca/contact-us/

Déclaration de nos objectifs:

- Offrir aux capitaines une association professionnelle et nationale;
- Encourager et maintenir une conduite professionnelle de haut niveau parmi les membres;
- Développer les cours, l'entraînement et les programmes de mentorat pour les marins et les cadets;
- Développer, à un niveau national et international, des projets afin d'améliorer la sécurité, les operations et les lois, tant pour les navires que pour les équipages;
- Organiser des conventions et des réunions de discussion sur des sujets d'intérêt pour les membres et les marins.
- Promouvoir une coopération saine et amicale entre les flottes commerciales, gouvernementales et militaires du Canada.

THE COMPANY offre les catégories d'adhésion suivantes:

Membre régulier	200,00$ / année
Membre associé	120,00$ / année
Membre cadet	20,00$ / année
Membre (2) corporatif	350,00$ / année
Membre (7) corporatif	1200,00$ / année
Membre (12) corporatif	2000,00$ / année

THE COMPANY OF MASTER MARINERS OF CANADA est une organisation professionnelle représentant les officiers qualifés à commander de même que les marins professionnels; elle représente aussi les membres de l'industries 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

THE COMPANY OF MASTER MARINERS OF CANADA
Represents the interests of Shipmasters and senior deck officers in Canada and internationally through membership in the International Federation of Shipmasters Associations.

http://www.mastermariners.ca
President: Captain Ebenezer March

To find our email addresses:
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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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Cadet Member	$ 20.00 / year
Corporate Member (2)	$350.00 / year
Corporate Member (7)	$1200.00 / year
Corporate Member (12)	$2000.00 / year

THE COMPANY OF MASTER MARINERS OF CANADA is a professional organization representing command-qualified mariners as well as like-minded seafarers, industry and government members, and cadets across Canada. Our work with and for our members is organized around three pillars: awareness, education and advocacy.