



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 Master's Comments

Good Day to all our readers;

Let me start by apologising for the postponement of the Federal meeting by phone that was scheduled for last Thursday. This was due to unavoidable circumstances. As you all know, the CMMA is run by volunteers, and occasionally, real life demands on our time must take precedence over the Company procedures. When people are assigned duties at, for us, inopportune times, then we must rearrange our meetings to fit in. Consequently, our phone hook-up will now take place at the end of the month, and, as there is no meeting or Porthole in December, I will report on this in next January's comments.

Meanwhile, the fuss generated over the rejection of the application to build a new deep-water port on Kangaroo Island for the export of logs seems likely to spell the end of at least one political career if nothing else. What bright spark decided that it would be a good idea to export timber without having the facilities with which to do it?

I also note that the new terminus for the Tasmanian ferries is being built in Geelong as a replacement for the present Melbourne facilities. This seems to me to be a good idea, even though it will increase the passage time a bit, it will see the vehicular traffic flow eased a lot on the mainland side.

Our monthly meeting will take place as usual at the Largs Pier Hotel at 1200 on Wednesday 24th November, and I hope to see as many of you as possible then.

As there will be no meeting in December, our next meeting and AGM will be in January. Normally, it would be on the last Wednesday, but as that will be Australia Day, the meeting will be on Wednesday 19th January 2022 at the Largs Pier Hotel. As we will also have our AGM immediately after the main meeting, and all positions on the Branch Court will be declared vacant, please consider nominating, as we really need fresh blood!

Finally, I wish you all a very Happy Christmas and a peaceful and less complicated New Year.

Happy Sailing

Bob W (SABM)

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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.

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)



Damned if you do ...

By Michael Grey

In this world where virtue-signalling competes with the need to blame everyone, maybe we should not be surprised at the growing enthusiasm to second-guess somebody else's decision-making. The dogs of blame are clearly out for the master of the 4526teu *Zim Kingston*, which lost some 100 boxes over the side in heavy weather off the coast of British Columbia, with commentators and low-ranked coastguards appearing to be surprised that the ship did not shelter from the approaching storm, rather than tough it out in the Pacific. And as more boxes or their contents drift up on the shoreline, one would not be surprised to see the poor old master ending up in court for his decision making.

Cases like this bring back memories of the way in which blame invariably attaches to the people who are in the decision-making hot seat, while everyone in management who might have put him there escapes any retribution. "There is always some b..... who knows better than me, even though I have more than forty years at sea and nearly thirty in command" I recall an exasperated senior officer declaiming from the podium at a conference I once attended. He received a good round of applause, although I expect some blighter in the back of the hall was marking him down as a trouble-maker.

I can look back further to the words of one of the best shipmasters I ever sailed with, who seemed unusually downcast as he drank his evening cocoa with me as he wrote up his night orders. Normally the very soul of cheerfulness, he said he had been reading an account of an inquiry into a collision in fog in which the master of one of the ships, who had lost his daughter in the crash, has subsequently been censured and had his certificate suspended. "Whatever you do, Mister, somebody is going to blame you, because hindsight is a wonderful thing". In the same gloomy mood, he went on to say that if he was unfortunate enough ever to lose a ship, he would "make sure he went down in her". He was a lovely chap, but while he never did have a serious accident, he did not enjoy his retirement for very long.

So, whatever the logbooks aboard the *Zim* containership might record, they will now be picked over to discover what better alternatives the master might have chosen, to keep his boxes safe aboard as the storm approached. Should he have sought some safe anchorage? But would the anchorage be indeed safe, with the amount of windage of a laden containership? And surely it is a very natural reaction, on a ship which was designed for ocean-going, and not a tiny coaster, to stay well clear of a rocky coast, with plenty of sea room for manoeuvre. But whatever he did, it will inevitably be judged wrong, and there will be plenty of critics coming forward. The chances are he will get the blame if it is discovered that the lashing points might be a trifle worn on the 13 year old workhorse. Was the crew out checking the lashings, every minute of the passage? There will surely be plenty of scope for blame – there always is.

Sadly, in the media, in the general public and often in a lot of shore-side management, there is a lack of comprehension about what it is actually like to run big ships at sea. Sometimes you get the impression that they all believe a big ship handles with the precision of a small car, no matter what weather she might be in. I see the people investigating the burst pipeline that recently spilt oil on the Californian beaches are busy trawling through AIS records for the past year, to try and find some wretched shipmaster to blame.

I don't know that was advertised as one of the primary uses of this device, when it first appeared, but dragging an anchor tends to be viewed as a potential crime, no matter how extreme the weather or what we used to call the "quality of the bottom". It never occurs to anyone that those who fail to properly bury cables and pipelines sufficiently might have some small responsibility, if their vulnerability is exposed by an anchor or trawl. And while the needs of ships invariably seem to come well behind the demands of those positioning off-shore rigs, wind turbines and the like, it wouldn't hurt for them to be rather more "precautionary" in their approach.

But the ships are invariably in the wrong, possibly because they are manned by foreigners and fly funny flags. I am trying to avoid any reference to the great doom-laden enviro-fest in Glasgow, where the contribution of the world fleet "to global warming" will be under review. But I did note there was some reptile this morning complaining that the two big Baltic ferries moored in the Clyde for accommodation were disgracefully running their diesel generators, polluting the pristine air. Greta will not be amused.

Michael Grey is former editor of Lloyd's List.

Source: *Maritime Advocate* 790

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Badly out of tune

By Michael Grey

It is funny how different items of news mesh with each other. Cop 26 is over, thank goodness, and the thousands of delegates have jetted off to their homelands, leaving a heavy smell of jet fuel over Argyll, but what we are learning to call "the supply chain problem" remains. A queue of big containerships is a permanent feature outside ports in the US, Asia, and to a certain degree, Europe. And now there is angst about the exhaust fumes from the massed fleets of big ships either lying to their anchors, or steaming around in circles, waiting for a berth to become available. It is, so activists around the ports aver, a reprise of the "diesel death zone" crisis - a term which Californians used to draw attention to their air quality. Nobody ever dared to suggest that the deaths might be contributed to by obesity and a lack of exercise.

It is quite difficult to know what sea carriers ought to be doing. They can hardly shut down their generators and wallow around like dead ships with all the lights out or dawdle across the Pacific with the machinery barely turning over, because they have to go like the clappers to get in the queue in the first place.

I was talking to a former stevedore about the problem and he was adamant that none of the difficulties were being caused in the ports, which have been getting rather too much flak from stupid politicians and ignorant people who rage about their Christmas goods not expected to turn up until next Easter. He has no hesitation in blaming accountants for the mess we are in, because of a whole generation of financial folk who have turned against the idea of carrying any stocks of absolutely anything.

You can see what he means if you go to your supermarket and finding an empty shelf, ask the manager if the missing item might be available “in the back store-room”? Once upon a time the manager would despatch a minion to rummage around in the cardboard boxes and at least 50% of the time he or she would have returned triumphantly. Today, you are wasting your time even asking because the stuff barely draws breath between its arrival on the truck and its being put on the shelf. There isn’t a store-room either as that would have been defined as non-earning space. It was all part of the fashionable “just in time” philosophy, that saw so much storage space and warehouse volume scrapped.

It worked pretty well, just as long as every link in the logistics chain performed as required. The raw materials that fed the manufacturing process arrived just when they were needed, and the finished goods were stuffed into a container and instantly carried to the port for a speedy sea crossing, minimum dwell time in the arrival port and fast despatch to their ultimate destination. What could possibly go wrong, with ports equipped with amazing cargo-handling equipment, speedy and reliable ships and, on land, all the trucks and barges and trains that were needed to keep the system purring along?

Before we even get into pandemics and their effects, we might throw a little of the blame for the eventual mess on the sea carriers, who were persuaded by their accountant-infested managements looking at their awful results to build colossal ships. This was not an incremental increase that could be coped with by any energetic port management, but ships with a capacity up to a third bigger than the ships they were replacing. It was all about unit costs, said the number crunchers, pointing to the wonderful logic that told them a 23000teu ship could actually make them a profit, where two 12,000teu ships would not.

It seemed a great idea, but ports and inland carriers, which had honed their systems around a certain steady throughput through their terminals suddenly found that they were overwhelmed one minute and idle the next. There had to be somewhere to put these huge ship-loads before the trucks and trains and barges could take the stuff away. A terminal which could see a box off its premises in just over three days, now saw this time double. Congestion suddenly raised its ugly head.

Then came the pandemic and its resultant chaos which exacerbated all the problems of “supersized” ships tenfold. And one feature that became manifestly clear was that the pre-pandemic system was so finely tuned for its optimum performance that the smallest glitch could have widespread effects that quickly became global. There was no elasticity in the system, because that was seen by the all-seeing bean-counters as “waste”. So, when some factory in the depths of a continent had failed to empty its boxes in time for them to be taken away for use by somebody else, the consequences, like the draught from that butterfly’s wings, would be felt far and wide.

You might argue that everyone has been doing their utmost to restore “normal service”, but the fact is that the conjoined problems of insufficient storage, not enough land transport and a vast demand for post-pandemic consumption, have defeated the best of intentions. Now, with universal disappointment, everyone is looking for someone to blame. There is rage about sea carriers’ profits, anger about perceived poor port performance and a good deal of ignorance about the continuing effects of Covid in Asian logistic systems. People living on the coast are now complaining about the sea air having a whiff of fuel oil about it. Now there is a lot of talk about “on-shoring” and not relying on the manufacture of your widgets on the other end of a 12,000mile sea route. Like the consequences of all those Cop26 “pledges” in Glasgow, nobody has quite worked out what that might mean.

Michael Grey is former editor of Lloyd’s List.

Source: *Maritime Advocate* 791

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Report: Bulk Carrier Collision Highlights the Importance of Keeping a Proper Lookout

Mike Schuler October 28, 2021

A collision between a bulk carrier and a fishing vessel off Australia’s Port Adelaide highlights the importance of watchkeepers utilizing all available means to maintain a proper lookout, the Australian Transport Safety Bureau said in releasing its investigation report into the accident.



File photo shows the Australian-flagged bulk carrier Accolade II. Photo credit: MarineTraffic.com/Trevor Powell

The incident took place just after 0430 on the morning of February 29, 2020, when the fishing vessel *Sandgroper* collided with the 108-meter-long self-discharging bulk carrier *Accolade II* just off the entrance to Port Adelaide, in darkness and clear visibility conditions.

Sandgroper sustained significant structural damage to its starboard bow, while *Accolade II* sustained only minor damage to its deck structures and railings on the ship’s starboard side. In addition, *Sandgroper*’s anchor was found lodged in *Accolade II*’s deck railings.

There were no reported injuries on either vessel.

“In the time leading up to the collision a proper lookout using all available means was not being maintained on board either vessel,” said ATSB Director Transport Safety Stuart Macleod.

“Consequently, neither was aware of the risk of the collision posed by the other, until shortly before the collision, when it was too late to take effective avoiding action.”

Macleod noted the navigation bridge team onboard *Accolade II* did not have a complete “appreciation” of the traffic situation, nor the risk of collision outside the port channel before they exited the channel prior to the collision.

“In particular, effective use was not made of the ship’s radar and a dedicated lookout was not posted in darkness,” he said.

“And while *Sandgroper’s* skipper did initially sight *Accolade II* while it was still in the channel, a proper lookout was not subsequently maintained using all available means, including radar and monitoring the port’s working channel on the radio,” he said.

As a result, *Sandgroper’s* skipper was not aware that *Accolade II* had exited the channel, and that a close quarters situation was developing.

“Collisions between trading ships and small vessels continue to occur around the Australian coast, and the safety of fishers and people in small boats continues to be of real concern to the ATSB,” Macleod said.

“ATSB investigations have consistently shown that keeping a proper lookout by all available means – including radar, radio, and automatic identification system (AIS) transceiver – in accordance with the collision regulations, could have prevented most of these collisions.”

While *Sandgroper* was not required to be fitted with an AIS transceiver, it would have improved the vessel’s detectability.

“An AIS would have increased the chances of the fishing vessel being detected by *Accolade II’s* bridge team in sufficient time to avoid collision,” said Macleod.

The ATSB notes that *Sandgroper* has subsequently been fitted with an AIS, while the managers of *Accolade II* have advised the ATSB that a navigational audit of the ship’s operations has since been conducted, resulting in several recommendations to improve the ship’s bridge resource management practices.

Read the report on ASTB website: “Collision between *Accolade II* and *Sandgroper* Off Port Adelaide, South Australia, on 29 February 2020.”

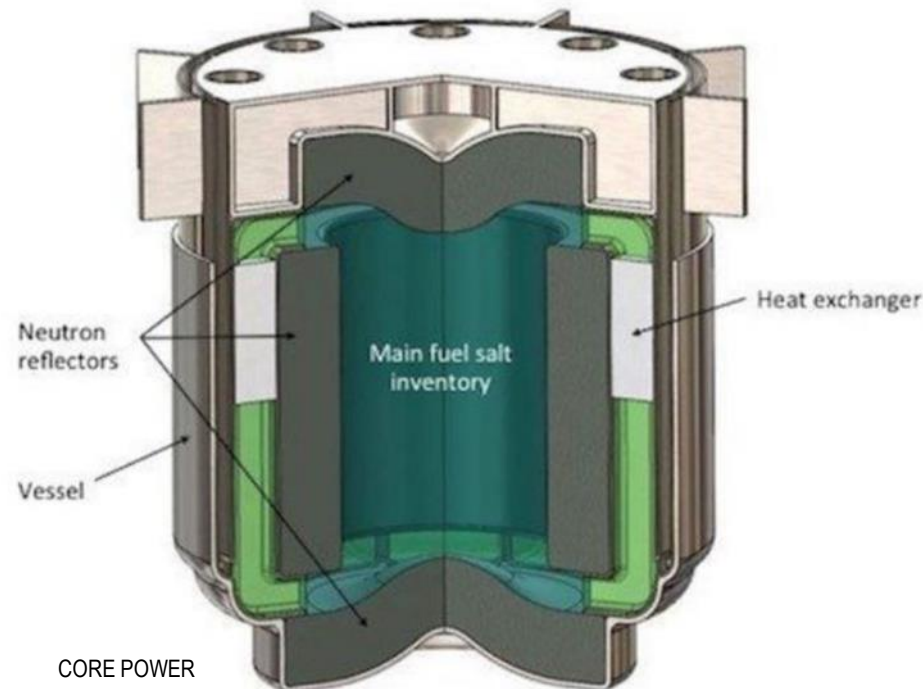
Source: gCaptain 211029

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US progresses with new generation of atomic reactors

Sam Chambers November 19, 2021

Following swiftly in the wake of COP26, the UN-backed international climate summit, another step has been taken towards getting atomic reactors onboard merchant ships.



Southern Company, an American utility firm, has signed an agreement with the US Department of Energy to demonstrate the world’s first fast-spectrum salt reactor, in collaboration with Bill Gates-chaired TerraPower and Idaho National Laboratory.

The molten chloride reactor experiment is part of a five-year, \$170m cost-shared funding agreement, which will provide operational data for fast-spectrum salt reactors with partners looking to then harness the technology to power the next generation of commercial ships. TerraPower and Southern Power are also working with Mikal Bøeled CORE POWER to develop this new atomic technology for ships. CORE POWER now has the backing and investment from a host of owners who, combined, control more than 2,000 ocean-going vessels.

“The molten chloride reactor experiment will support the commercialization of a revolutionary technology on a timescale that addresses climate

change benchmarks and delivers on Southern Company’s goal of net-zero greenhouse gas emissions by 2050,” said Dr Mark Berry, Southern Company vice president of R&D.

The reactor experiment will be the world’s first fast-spectrum, salt-fuelled nuclear fission reactor to go critical, meaning that it is operating on a self-sustaining nuclear chain reaction.

The Office of Nuclear Energy in the US has also just announced \$8.5m in funding to help commercialise promising advanced nuclear technologies, including TerraPower’s molten salt reactor design.

Dr Kathryn Huff, the principal deputy assistant secretary for nuclear energy, commented: “Advanced reactors will completely change the way we engineer, build, and operate nuclear reactors.”

Other notable marine atomic developments are taking place in South Korea, where shipbuilding major Samsung Heavy Industries has teamed up with the Korea Atomic Energy Research Institute, while Seaborg Technologies in Denmark is building floating power barges, and the Canadians are working with NuScale to develop marine power stations. The Russians, meanwhile, already have the market domestically, and are now touting a huge new next generation nuclear-powered icebreaker as further proof of their maritime atomic expertise. Not to be left out, Chinese scientists are developing their own atomic propulsion technologies for both merchant marine and offshore facilities.

Source: Splash 211119

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Nuclear-powered ships make waves in Glasgow

Sam Chambers November 4, 2021



CORE-POWER

Among the many backers of energy sources lobbying hard in Glasgow this month during COP26, proponents of nuclear power are expecting to make inroads with regulators and the general public alike.

When it comes to merchant shipping, which has entered a crucial decade of energy transition, there has never before been such strong backing for atomic power as today, with multiple projects around the world in various stages of advanced development.

John Kerry, the US climate envoy, hinted on Monday at a shipping decarbonisation press event at COP26, that shipping ought to look more into nuclear propulsion.

While stressing that this was not an official American policy, Kerry related how, as a former US Navy man, he was a fan of nuclear power, something that has worked

without any casualties in the American military for more than 70 years.

CORE POWER, arguably the highest profile marine atomic developer in the market, now has the backing and investment from a host of owners who, combined, control more than 2,000 ocean-going vessels.

Speaking with *Splash*, Mikal Bøe, CORE POWER's CEO, was quick to praise Kerry for his pro-atomic stance.

"Kerry is 100% right, nuclear is the safest and most reliable energy source there is and the US Navy has several generations of flawless performance under their belt," Bøe said.

Commercial shipping cannot use that naval technology, so Bøe and other companies around the world are building civilian grade advanced atomic designs for shipping.

"It's the only true-zero emission technology there is, and, with the molten salt reactor (MSR), we get all that benefit and at a low cost," Bøe said of his company's atomic creation.

CORE POWER completed its Series B-1 funding round this autumn, and the first prototype reactor is now fully funded by TerraPower, Southern Company, CORE POWER and the US Department of Energy.

"Technology needs customers, and our shareholders now represent ownership of over 2,000 large ships, all of which are in line for the first generation of MSRs," Bøe revealed. Among confirmed ship owning investors into CORE POWER are Berge Bulk and Sea Consortium, both from Singapore.

Other notable marine atomic developments are taking place in South Korea, where shipbuilding major Samsung Heavy Industries has teamed up with the Korea Atomic Energy Research Institute while Seaborg Technologies in Denmark is building floating power barges, and the Canadians are working with NuScale to develop marine power stations. The Russians, meanwhile, already have the market domestically, and are now touting a huge new next generation nuclear-powered icebreaker as further proof of their maritime atomic expertise. Not to be left out, Chinese scientists are developing their own atomic propulsion technologies for both merchant marine and offshore facilities.

China has been testing a thorium-powered nuclear reactor this autumn, the world's first since 1969. The Chinese, like CORE POWER, believe new molten-salt technology is far more flexible and easier to roll out than existing nuclear technology.

China has let it be known recently it is planning at least 150 new reactors in the next 15 years, more than the rest of the world has built in the past 35. As early as the middle of this decade, the country is on track to surpass the US as the world's largest generator of nuclear power.

There are a host of well-known names in shipping who are increasingly vocal about the swift, immediate benefits of adopting atomic propulsion.

Speaking with sister title *Splash Extra* last month, Ugo Salerno, the CEO of RINA, the longest serving head of any member of the International Association of Classification Societies (IACS), discussed his keenness for shipping to adopt nuclear power.

Bjørn Højgaard, the CEO of ship-manager Anglo-Eastern and chairman of the Hong Kong Shipowners Association, has been among the most unflinching supporters of the energy. Speaking at an event convened by China Merchants last month, Højgaard reaffirmed his nuclear position. The technology is there, we now have to ensure it is even safer than its already enviable safety record, as well as undertaking a major marketing campaign to get public acceptance, Højgaard told delegates in Hong Kong.

The Dane has discussed atomic power a great deal over the years, telling *Splash Extra* 3 months ago: "I think that in 50 years nuclear molten-salt-reactors will be par for the course in the shipping industry, and we will look back at the current time and wonder why we dabbled in alternative pathways for greenhouse gas-free propulsion."

According to data from the International Atomic Energy Agency, the UN nuclear agency, nuclear power now accounts for more than a quarter of all energy generated from non-fossil sources.

Golden Ray's Final Section Removed, Completing Historic Wreck Removal Operation

Mike Schuler October 26, 2021

The final section of the *Golden Ray* car carrier has been removed, completing the largest wreck removal in United States history, officials said Tuesday.



The VB-10000 hoists the final section of the *Golden Ray* wreck, Section Four, slowly out of St. Simons Sound on Saturday, October 16, 2021. St. Simons Sound Incident response photo.

The St. Simons Sound Incident Response said the final section of the *Golden Ray* wreck was removed from the wreck site on Monday. Crew stowed the final section, known as Section Four, to a barge for transport to a local facility at the Mayor's Point Terminal for partial dismantling. Once partially dismantled, the wreck section pieces will be transloaded to container barges and shipped to a recycling facility in Louisiana.

The Unified Command and representatives from T&T Salvage, as the lead salvage contractor, and the Coastal Resources Division of the Georgia Department of Natural Resources held a press conference on Tuesday to announce the completion of the historic wreck removal.

The completion of the project, at least the wreck removal portion, comes more than two years after the *Golden Ray* car carrier capsized as it departed the Port of Brunswick with over 4,100 vehicles on September 8, 2019. All 23 crew members and one pilot on board were rescued, including four engineering crew who were trapped in the vessel for nearly 40 hours. Two crewmembers sustained

serious injuries.

The wreck removal has utilized the heavy lift barge *VB-10000*, which has been used to cut the wreck of the *Golden Ray* into eight sections for lifting and removal by barge within an erected environmental protection barrier. Another critical component of the operation, weight shedding, has involved removing weathered vehicles from inside the sections as they are cut up and exposed, allowing for easier handling.

The operation has also been dealt a number of setbacks, such as COVID-19 delays, two hurricane seasons, oil spills, a stubborn engine room section, and a major fire that ripped through the inside of the wreck back in May.

The NTSB has determined the probable cause of the capsizing to be the chief officer's error entering ballast quantities into the stability calculation program, which led to his incorrect determination of the vessel's stability.

The agency issued two safety recommendations to the ship's operator, G-Marine Service Co. of South Korea, recommending the company revise its safety management system to establish procedures for verifying stability calculations, and also its safety management system audit process to verify crew adherence to the Arrival/Departure Checklist regarding the closure of watertight doors.

According to the NTSB report, the 656-foot-long *Golden Ray* began to heel rapidly to port during a 68 degree turn to starboard less than 40 minutes after leaving port. Despite attempts by the pilot and crew to counter the heel, the rate of turn to starboard increased, and the vessel reached a heel of 60 degrees to port in under a minute before it grounded outside of the channel.

Damages from the incident have been estimated at \$200 million, including the total loss of the vessel and all cargo inside.

Source: *gCaptain 211027*

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Russia deploys icebreakers as cold snap catches ships out along the Northern Sea Route

Sam Chambers November 11, 2021

An earlier covering of sea ice in Arctic waters this year compared to many previous years has caught a number of ships out with icebreakers called out to help vessels which have become stuck in the East Siberian Sea.



Source: *Splash247 211111*

Local authorities report there are some 20 ships that are either are stuck or struggling to make it across the icy waters of the Northern Sea Route, with many vessels facing the prospect of being unable to move for the coming week as icebreakers have many miles to cross to get to them.

Looking at ice maps from the Russian Arctic and Antarctic Research Institute, the *Barents Observer*, an online newspaper covering the Barents Region and the Arctic, estimates there is now an ice layer across most of the Laptev Sea and East Siberian Sea up to 30 cm thick, whereas, in the last few years, this area was ice free for October and much of November.

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Cosco invests RMB1bn into SF Express

Sam Chambers November 19, 2021



Source: *Splash 211119*

China's top maritime conglomerate has firmed ties with the nation's number one express operator.

State-run Cosco Shipping has bought RMB1bn (\$157m) of shares in the parent of SF Express, one of the world's fastest growing express operators.

Cosco said the move was aimed at strengthening both parties' capabilities in areas such as big data, artificial intelligence and blockchain.

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Tug Completes 1,000 Nautical Mile Autonomous Voyage Around Denmark

Mike Schuler October 22, 2021

Boston-based Sea Machines Robotics announced today that it has completed the world's first 1,000+ nautical miles autonomous and remotely commanded journey of a commercial vessel at sea.



Image courtesy Sea Machines Robotics

Under the project name The Machine Odyssey, the company's autonomous tug *Nellie Bly* completed the journey, a circumnavigation of Denmark, in just 129 operational hours over 13 days. The voyage was commanded by U.S. Coast Guard-licensed mariners located some 3,000 miles away in Boston, many of whom are also members of the American Maritime Officers union.

Sea Machines' CEO, Michael Johnson, said the voyage marks the catalyst for a new era of autonomous and remotely operated at-sea operations.

"Remotely commanded autonomous vessels provide the marine industries with the platform necessary to be competitive in the modern world, delivering significant increases in productivity and operational safety, digitized ultra-efficiency and response speed, and will provide a new world of actionable operational data for improved planning and business practices," said Johnson. "The Machine Odyssey signals the start of a new human-technology relationship pro-

pellling on-sea operations in the 21st century."

The *Nellie Bly* is equipped with the Sea Machines SM300, a first-of-its-kind AI-enabled, long-range computer vision and a sensor-to-propeller autonomy system.

Averaging a speed of 7.9 knots throughout the voyage, the company reports that 96.9% of the 1,027 mile journey was accomplished under fully autonomous control, and the SM300 successfully executed 31 collision-avoidance and traffic separation manoeuvres.

Sea Machines said it collected 3.8TB of essential operational data showcasing how the ships can readily connect as "Internet Of Things" (IOT) systems into the cloud economy. The SM300 also provided the remote commanders in Boston with an active chart of the environment and live augmented overlays showing the progress of the mission, state of the vessel, situational awareness of the domain, real-time vessel-borne audio, and video from many streaming cameras.

"Autonomy is taking hold faster on the waterways than it is on roadways," said Johnson.

"Our autonomous systems are already supporting vessel operations around the world in manned and unmanned capacities. We are rapidly retooling the marine industries with an advanced perception, self-piloting system, and connected vessel intelligence. The Machine Odyssey was a success, and we believe we will soon see autonomy become commonplace," he added.

Source: gCaptain 211023

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Australian climate protesters bring the world's largest coal port to a halt

Sam Chambers November 17, 2021

Two climate activists in Australia climbed up giant machinery at the Australian port of Newcastle yesterday, halting exports from the world's busiest coal port.



Newcastle Coal Infrastructure Group

The pair, taking part in protests organised by climate group, Blockade Australia, strapped themselves to loading machinery high up in the port

"Zianna and Hannah have shut down Newcastle coal port, abseiling from coal handling machinery. The port cannot resume operations until the pair are removed by police," the group said, identifying the activists by their first names only, adding "This is the tenth consecutive day of disruption to Newcastle coal port and its supply rail network."

Police were called in to remove the activists. Meanwhile, two other Blockade Australia protesters carried out similar actions at the port, managing to switch equipment off and also strap themselves to other port equipment.

Protests have disrupted the port and surrounding rail infrastructure in the past two weeks, prompting police to establish a strike force to crack down on the high-

profile stunts.

"Pull your heads in, get out of the way and stop hurting other people going about their lives, running their businesses," New South Wales environment minister Matt Kean said during a radio interview on Wednesday.

Source: Splash247 211117

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Former Billionaire Behind Nicaraguan Canal Project Resurfaces After Election

By Blake Schmidt (Bloomberg)

Wang Jing, the Chinese ex-billionaire behind Nicaragua's ambitious interoceanic canal project, resurfaced with a letter congratulating President Daniel Ortega for winning a fourth term in an election that the U.S. and the European Parliament called a farce.



The proposed route for the Nicaragua Canal had the planned waterway cutting through Lake Nicaragua. Photo credit: Shutterstock/Simon Dannhauer

Wang sent congratulations to Ortega, joining anti-Washington foreign leaders including Russia's Vladimir Putin and Venezuela's Nicolas Maduro, according to the letter made public Thursday by Nicaragua state media. Wang said he believes the leadership of Ortega, his wife and their son Laureano, who has been involved in coordinating the canal project, will keep deepening ties with China. First lady Rosario Murillo read the letter in a TV broadcast. "HKND Group and I have faith in the project of the Great Canal," Wang wrote, referencing his company that is involved in the construction of the grandiose project that seeks to rival the Panama Canal.

Wang built a fortune in the telecom sector that reached more than \$10 billion at its peak, but his main company is now struggling to pay its debts. The canal megaproject in Nicaragua that he

was financing with his personal fortune has shown little progress since launching with big fanfare in 2014.

He also faced sanctions on his companies from Ukraine and the U.S., and his main Beijing-based company was delisted in China this year after missing bond payments. A May filing from the Shanghai stock exchange said Wang was prohibited from holding managerial positions of listed companies for 10 years.

Wang did not respond to requests for comment sent through his company.

The businessman was frequently seen with Ortega promoting the project after signing in 2013 a \$50 billion deal to build the canal linking the Atlantic and Pacific oceans. That public activity dimmed after a series of protests against the Nicaraguan leader, which began with opponents of the canal project, and grew into widespread unrest with the president's controversial social security reform in 2018.

Ortega has since led a brutal crackdown on his opponents. In the run-up to the Nov. 7 election, nearly 40 opposition figures were jailed or placed under house arrest, and international monitors were barred. Security forces detained politicians, journalists and civil society leaders under a draconian "anti-treason" law passed in December.

The U.S. Department of Treasury said in a 2019 statement sanctioning Ortega's son Laureano that despite the canal's loss of momentum, Laureano and others close to Ortega used "the Nicaragua Grand Canal Company as a means to launder money and to acquire property along the planned canal route."

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Source: 211113

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Proposed routes for the Nicaraguan Canal. Map courtesy Hoftra.edu

Scottish drydock primed for ship recycling transformation

Sam Chambers November 17, 2021



One of the largest drydocks in the UK will be transformed into a ship recycling facility. ATLAS Decommissioning has taken over the Inchgreen Dry Dock, situated to the west of Glasgow in the Firth of Clyde, and will use the site to dispose of marine infrastructure.

The company already has contracts in place for a number of containerships to be scrapped at the Scottish site, which lies at the heart of what used to be Inverclyde's old shipbuilding district.

A number of Scottish areas are looking to position themselves as leaders in the growing offshore decommissioning business, with Aberdeen and Dundee on the east coast leading the way.

Source: Splash 247 211117

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Awilco Drilling lines up semisub for scrapping

Adis Ajdin November 17, 2021

UK-based Awilco Drilling has decided to scrap its 1983-built semi-submersible drilling rig *WilHunter*, currently cold stacked in Invergordon.



“Recycling options are being pursued,” the company said during its Q3 earnings call. The rig’s demolition value is estimated to be around \$11.4m by the online pricing platform, VesselsValue.

“The unit hasn’t worked for a long period of time and we think now is the right time to recycle the unit in an environmentally responsible fashion,” the company said, adding it could gain around \$1m – \$1.5m based on the recent increase of scrap values.

In addition to *WilHunter*, Awilco owns the 1982-built semi *WilPhoenix*, which is currently warm stacked in Invergordon following its contract with Ithaca.

The company also had plans to add two seventh-generation drilling rigs, ordering the pair at Keppel FELS for \$425m each in 2018 and 2019, but the orders were terminated due to alleged breaches of contract. Arbitration processes

related to the terminations continue.

Awilco Drilling booked a net loss of \$4.6m in the third quarter of 2021.

Source: *Splash247 211117*

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Proverbs completed by first graders

A first grade teacher collected well known proverbs. She gave each child in her class the first half of a proverb and asked them to come up with the remainder of the proverb. Their insight may surprise you.

Better to be safe than	punch a 5th grader.
Strike while the	bug is close.
It's always darkest before	Daylight Saving Time.
Never underestimate the power of	termites.
You can lead a horse to water but	how?
Don't bite the hand that	looks dirty.
No news is	impossible.
A miss is as good as a	Mr.
You can't teach an old dog new	maths.
If you lie down with dogs, you'll	stink in the morning.
Love all, trust	me.
The pen is mightier than the	pig.
An idle mind is	the best way to relax.
Where there's smoke there's	pollution.
Happy the bride who	gets all the presents.
A penny saved is	not much.
Two's company, three's	the Musketeers.
Don't put off till tomorrow what	you put on to go to bed.
Laugh and the whole world laughs with you, cry and	you have to blow your nose.
Children should be seen and not	spanked or grounded.
If at first you don't succeed	get new batteries.
You get out of something what you	see pictured on the box.
When the blind leadeth the blind	get out of the way.
Better late than	pregnant.

With thanks to Paul Dixon

Source: *Maritime Advocate 790*

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