

# Carnival ship gets hip with bespoke onboard brewery

Contemporary urban chic is seeping into the traditionally mainstream world of cruise shipping.

Carnival Cruise Line has unveiled plans to brew and sell four new flavours of craft beers onboard the 133,500-gt *Carnival Horizon*, which is due to be delivered from Fincantieri's Marghera yard on 28 March.

Under the watchful eye of Colin Presby — who is the cruise behemoth's expert brewmaster — the ship will sell the ales to its 3,960 passengers under the Parched-Pig brand in its Guy's Pig & Anchor Bar-B-Que Smokehouse/Brewhouse bar-restaurant.

"We've created four fantastic brewed-onboard craft beers that not only showcase different tastes and brewing styles but also serve as the ideal accompaniment to the venue's delicious array of barbecue offerings," said Presby, who sports the beard obligatory for any self-respecting hipster.

The *Carnival Horizon*, which will start operations in Europe before



**ALE ABOARD:** Carnival Cruise Line vice president of beverage operations Edward Allen (left) and brewmaster Colin Presby hoist pitchers of the *Carnival Horizon's* craft beers. Photo: Andy Newman/Carnival

moving to the Caribbean later in the year, is the second Carnival ship to brew its own craft ale.

The *Carnival Vista* was the first North American-based cruiseship

to have an onboard brewery, marketed under another groan-inducing brand name, ThirstyFrog.

The ParchedPig range includes a smoked porter with "big bold

flavours", a farmhouse ale that is "fruity and complex", a "well-balanced" toasted amber ale, and a west coast IPA "with a bright flavour and distinctive aroma".

## Mercy Ships fundraiser tops \$670,000

Mercy Ships Cargo Day 2017 has raised a grand total of \$672,300.

"Thank you for this wonderful result," said Corinne Kemp, communications manager for the non-governmental organisation, which operates the world's largest civilian hospital ship.

The global shipping and trading community rallied behind Cargo Day, which has raised nearly \$1m in the two years it has been staged.

The event saw 24 charterers, 20 shipowners, 24 shipbrokers, seven port agents and nine service companies and associations take part.

About 92 cargoes were committed to brokers and port agents to generate commissions for the charity, which operates the 16,572-gt *Africa Mercy* (built 1980).

In addition, nine address commissions were given by charterers and shipowners.

The *Africa Mercy* is on field service in Cameroon, having earlier served in Benin and Madagascar.

A new hospital ship is under construction in China.

## Posco unveils its first bulker fuelled by LNG

When South Korea's Hyundai Mipo Dockyard delivers the *Green Iris* this month, the bulker will not only be a showcase for cleaner fuel, but also for the country's leading steel-maker's new product.

The 50,000-dwt ship will be the first built in South Korea to run on LNG, with fuel tanks made of high-manganese steel that Posco has spent 10 years developing.

Posco is expecting an increase in demand of this steel for LNG-fuelled newbuildings, as it is capable of handling the frigid temperatures the gas requires.

The South Korean-flag *Green Iris* is built for coastal trade and will transport limestone for Posco between Donghae in Gangwon Province and Gwangyang in South Jeolla Province. The ship is owned by South Korea's Iishin Shipping.

## Lifeboatman and son protest over plans to withdraw vessel

A lifeboatman and his young son held a symbolic protest against the UK's Royal National Lifeboat Institution (RNLI) withdrawing "vital" equipment from a station in West Wales.

During the London Boat Show, Huw Williams and his son Steffan walked barefoot to the RNLI stand in protest over the "Drowning Gap" they say will be created in Cardigan Bay when an all-weather lifeboat at New Quay is taken away to cut costs.

It will result in 120-kilometre (70-mile) gap between the

all-weather lifeboats in Barmouth and Fishguard.

The Ceredigion Lifeboat Campaign claims that 25% of rescues carried out from New Quay could not be achieved by an inshore rigid inflatable vessel the RNLI plans to station there.

Williams, a volunteer RNLI crewman and spokesman for the campaign, says boats can sink in seconds and hypothermia can kill within half an hour.

"While inshore lifeboats are good at what they do, they cannot launch in severe weather, mean-

ing a wait of up to 90 minutes for a lifeboat to arrive," he said.

The introduction of new, faster lifeboats was supposed to improve rescue capability not reduce it, says Williams. "As lifeboat crew members, we are happy to give our time voluntarily. All we ask for is the right equipment for the job."

Last summer, Steffan, then only eight years old, made headlines after twice rescuing people cut off by the tide.

"I want to join the crew when I am 17 years old, and hope they will change their minds," he said.



**FAMILY FEAT:** Crewman Huw Williams and his son Steffan. Photo: Ceredigion Lifeboat Campaign

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