

Stena Line utökar på Dublin–Liverpool

Stena Lines rena fraktslinje mellan Dublin och Liverpool startades i februari i år med Stena Horizon som ett provisoriskt fartyg medan rederiet letade efter en mer långsiktig lösning. Nu uppger Stena att man hittat en sådan: fraktfartyget Bore Song.

Bore Song, byggd 2011, är 195 meter lång och 26 meter bred. Fartyget kommer nu att anpassas och förväntas tas i drift i mitten av april. Med sina nästan 3.000 filmeter kommer fartyget att erbjuda betydligt mer kapacitet på linjen.

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Åländska Sea Lines köper fartyg av Stena

Stena Rederi har avslutat en försäljning av ropaxfartyget Urd till åländska Sea Lines.

Urd byggdes 1981 under namnet Easy Rider och har seglat för Stena Line sedan 2012 då rederiet köpte Scandlines Baltikumtrafik. Fartyget har bland annat trafikerat linjerna mellan Travemünde och Liepaja samt mellan Nynäshamn och Ventspils.

Fram till i oktober förra året seglade Urd på Stena Lines linje mellan Nynäshamn och Hangö tillsammans med systerfartyget Stena Gothic, vilken rederiet öppnade i februari 2022 men som lades ner i höstas. Sedan dess har fartyget chartrats av TT-Line. Urd har köpts av rederiet Sea Lines, som bedriver trafik på Svarta havet mellan bland annat Turkiet och Rumänien.

Stena för nu diskussioner med berörd personal för att kunna omplacera så många som möjligt. Urd seglade under dansk flagg.

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Redaktionsruta

Redaktör/toimittaja/editor
Dan Mikkola

Översättning/
Käännöstyö
Olof Widén

Upplaga/lukumäärä
400



Godby Shipping Ab
www.godbyshipping.fi
dan.mikkola@godbyshipping.fi

Meriauro beställer två nybyggen

Det finländska rederiet Meriaura har beställt två torrlastfartyg från varvet Royal Bodewes i Nederländerna.

Meriaura har tecknat ett avtal om att bygga två torrlastfartyg av Ecotrader-typ för leverans i januari och december 2026.

Enligt kontraktet kommer fartygen att byggas i Hoogezaand i Nederländerna.
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Avtal om nytt fartyg till Mercy Ships

Välgörenhetsorganisationen Mercy Ships har ingått ett avtal med den globala rederikoncernen MSC om stöd till byggandet av ett nytt sjukhusfartyg.

Bygget möjliggörs tack vare en stor donation från MSC. Det nya fartyget kommer att utöka Mercy Ships kapacitet att utföra operationer, anestesi- och kirurgisk utbildning för patienter och vårdpersonal i Afrika söder om Sahara.

Parterna har kommit överens om att starta skeppsbyggndas- och utrustningsprojektet under året. Det nya fartyget utformas enligt liknande specifikationer som nuvarande fartyget Global Mercy.

Det kommer att ha plats för cirka 600 besättningsmedlemmar och volontärer ombord. Sjukhuset kommer att rymmas på två däck och är 7.000 kvadratmeter stort, med sex operationssalar, ett fullt utrustat laboratorium och toppmoderna utbildningsutrymmen.

Sedan Mercy Ships grundades 1978 har organisationen tillhandahållit mer än 117.000 kirurgiska ingrepp som enligt organisationen förvandlat livet för patienterna. Organisationen är också engagerad i att förbättra kapaciteten hos lokala hälso- och sjukvårdsystem med utbildning, träning och påverkansarbete.
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Nästa FlaskPosten kommer i september 2024.

Bidrag mottas med tacksamhet!



Misana and Misida sold to Sea-Cargo

Sea-Cargo has on the 25th April 2024 declared the option to buy Misana and Misida. Delivery of Misida is planned for January 2025 and Misana 4-8 weeks later in February-March 2025.

We will do our utmost to find work for all crew on Misana and Misida on our other vessels and we are looking into buying replacing vessels.

Sea-Cargo is also interested in employing key personnel and expects to be able to give more information by end May / beginning of June.

So why do we sell our biggest, newest and best ships? Not because we want to but because the contract situation gives Sea-Cargo the opportunity.

During the corona summer 2020 we had five out of our then seven vessels in lay-up. To make matters worse it was our two smallest vessels Mimer and Link Star that had contracts and we momentarily lost 80 percent of our turnover. The contract with Sea-Cargo was for 1,5 + 5 + 5 years with an option for Sea-Cargo to buy the vessels. Not the kind of deal we would normally accept but times were hard, money was running out of the company and our bargaining position was weak. In order to get the vessels back into traffic and crew back to work we were prepared to sign a contract we would not normally sign.

Long-term our biggest challenge is clearly fleet renewal with a newbuilding project but the price-level at the shipyards is still very high which makes it difficult to financially justify a newbuilding project. In any case the income from the sale of Misana and Misida will make financing of a newbuilding project much easier.

☒ Dan



Mistral had their Mercy Ships Race together in Algeciras
Photo Helena Wallin

Lysvik and Lysbris extended contracts

DFDS have used their first option and extended the contracts for Lysvik and Lysbris with two more years. The contracts are now valid until 31st December 2026. Additionally DFDS have options to extend the contracts until end 2030.

During 2023-2024 we have made considerable environmental and energy efficiency investments in Lysvik and Lysbris. We have installed new propeller blades, a new engine control system, ballast water treatment systems and a shore power connection. Additionally, the underwater areas have been blasted down to bare steel and coated with ultra-low friction paint.

We consider this positive news since we continue to develop our co-operation with a well-known major Danish liner company. We also see the extension as a sign that DFDS appreciate the service provided by the vessels and their crew. Many thanks to all onboard for your hard work and dedicated service.

☒ Dan

Office summer holidays 2024

- Dan 3-23 June + 15-28 July
- Eva 8 July-4 August
- Josefina 10 June-14 July
- Helena 19 July-11 August
- Christer 10 June-14 July
- Mikael 15 July-11 August
- Juhani 24 June-21 July + 23 August-1 September
- Carl 24-25 June + 22 juli-14 August
- Erika 27 May-24 June
- Albin K 15 July-3 August
- Albin G 1-28 July

☒ Eva

Chartering situation

DFDS have used their option and extended the contract for Midas so that it is now valid until 30th June 2024. Additionally DFDS has another option to extend the contract until 30th September 2024. Under the contract Midas is presently used as an idle reserve ship in the port of Dunkirk.

Mistral traffic for the Spanish roro operator Suardiaz between Vigo in Spain and Liverpool in the UK has not started as planned and Mistral is presently on relet to Peregard for their traffic between Ceuta and Algeciras.

The chartering situation is as follows

- Midas DFDS June 2024 plus option September 2024
- Mistral Suardiaz June 2024 plus options max until December 2026
- Mimer CMA CGM December 2024
- Baltic Bright Holmen December 2024 + option 2025
- Lysvik and Lysbris DFDS December 2026 + options 2030
- Misana and Misida Sea-Cargo December 2026 + option 2031

☒ Dan



Mercy Ships Race 2024

We are the proud sponsor of the Mercy Ships Race. The friendly race with only winners.

The fee directly supports Mercy Ships helping the most in need to get medical and health care. You can run/walk /5/10 km) here in Mariehamn Wednesday 22 May 2024 or you do it where you are at home or onboard!

All in our office will participate and we are pleased that we have about 50 seafarers from Mimer, Midas, Mistral, Misana and Lysbris Seaways participating onboard or at home. We sponsor the fee for our personnel, and we challenge others to do the same! It is for a good cause, it is fun and it is great exercise! WIN-WIN-WIN!

☒ Eva

News from marine management

Planned dockings 2024 and 2025

- Midas renewal docking October 2024, yard to be confirmed
- Mimer renewal docking Januari 2025, yard to be confirmed
- Misana and Misida dockings are cancelled

Inspections and Surveys

- MLC intermediate survey is due on Baltic Bright and Mimer during 2024
- During 2024 Baltic Bright is due for intermediate ISM and ISPS survey
- Updated safety and environmental manuals have been sent out to all vessels
- During Masters Review its good to go through all points in S&E 5.4.2 and comment in report. DNV checks them during audits.

Maintenance and inspection of mooring equipment plan

- Regulation to maintain and inspect both mooring ropes and all equipment used for mooring.
- No need for approval of plan, will be checked onboard during first onboard survey after 1.1.2024.
- Plan include drawing over the arrangements and SWL on equipment.
- Maintenance jobs and records can be found in TM Master for the jobs listed in the plan.
- Plan is found in TM Master under Certificates 4.15
- Plans have been approved onboard Lysbris, Lysvik, Midas and Mimer

CII

- CII (Carbon Intensity Indicator) = is a measure on grams of CO₂ emitted per cargo-carrying capacity and nautical miles
- Annual reports from the IMO DCS data will be used for calculating the rating (A-D)
- Needs to be improved every year by percentage decided by IMO Speed reductions and optimization of energy use onboard is possible ways to fulfill the requirements
- For 2024 we aim to improve rating for Lysvik/ Lysbris and Mistral to rating C. Remaining vessels should be able to keep minimum rating C without any changes

EU ETS

- We receive EU ETS from our charterers on monthly basis for the previous month
- The allowances amounts are collected from S-Insight
- Its important to correct any warnings received in the system to avoid that we claim incorrect amounts of ETS from our charterers
- Submit the data in S-Insight without any delay especially when it's a new months

New MARPOL requirement on designated fuel oil sampling points

- All our ships will be required to have designate sampling points no later than the first IAPP renewal survey on or after 1 April 2023
- Sampling location
- The in-use (1 representative sample or samples should be obtained from a designated sampling point or points. The number and location of designated fuel oil sampling points should be confirmed by the Administration following consideration of possible fuel oil cross-contamination and service tank arrangements. Fuel oil sampling points to be used should fulfil all of the following conditions:
- 1 be easily and safely accessible;
- 2 take into account different fuel oil grades being used for the fuel oil combustion machinery item;
- 3 be downstream of the in-use fuel oil service tank;
- 4 be as close to the fuel oil combustion machinery as safely feasible taking into account the type of fuel oil, flow-rate, temperature, and pressure behind the selected sampling point;
- 5 be clearly marked for easy identification and described in either the piping diagram or other relevant documents;
- 6 each sampling point should be located in a position shielded from any heated surface or electrical equipment and the shielding device or construction should be sturdy enough to endure leaks, splashes or spray under design pressure of the fuel oil supply line so as to preclude impingement of fuel oil onto such surface or equipment; and
- 7 the sampling arrangement should be provided with suitable drainage to the drain tank or other safe location.
- Approved onboard Lysbris, Lysvik, Mistral, Midas and Mimer

Ballast Water Management

- All vessels have installed treatment plants and approved by DNV and ABS
- A 5-year agreement have been made with DESMI for service of BWTU onboard Baltic Bright, Lysbris, Lysvik, Misana and Misida

☒ Christer

First shipment for Lakeway Link Gdynia-Södertälje

On 21 May, Lakeway Link will start its new roro service between Gdynia and Södertälje, with three weekly departures in each direction. Lakeway Link is the only company offering scheduled roro transport for trailers and high and heavy cargo between Gdynia and Södertälje.

The new connection will relieve the heavily strained road and rail network between the continent and Scandinavia, reducing both congestion and environmental impact. Furthermore, it's non-driver dependent.

To deploy this service, Lakeway Link acquired Miramar Express from the FRS Group, now renamed Lakeway Express. The roro vessel is sailing under Swedish flag and will have its home port in Västerås, where Lakeway Link has its headquarters.

Lakeway Express, with a carrying capacity of 1,625 lane metres or approximately 108 trailers, is fully equipped to meet trailer, project cargo and mafii transport needs as well. The vessel will call at the OT Port Gdynia and the Port of Södertälje on the Swedish side. The journey between the two destinations is approximately 22 hours. Following the reconstruction of the Södertälje locks in 2026, the service is expected to expand to include Västerås, accessed through Lake Mälaren.

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NOCC contracts two car carriers

NOCC announced that it has entered into an agreement with CIMC Raffles Shipyard in China for the construction of two car carrier newbuildings with a capacity of 7,000 CEU. The vessels are dual fuel-LNG type and have an DNV ammonia ready notation. Delivery of the first vessel is expected in 2025.

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Construction starts on first of ten Grimaldi car carriers

On 14 March, a steel cutting ceremony was held in Haimen at CMI Shipyard for the Grimaldi Group's first of ten A ammonia rReady 9,000 CEU capacity car carriers.

Due to be named Grande Shanghai, this state-of-the-art vessel is part of the Grimaldi Group's USD 2.5 billion newbuilding programme, resulting in the delivery of twenty-five new ultra-modern vessels in the period 2023-2027.

The concept of the newbuildings was developed by the Grimaldi Group in collaboration with Knud E. Hansen. The 9,000 CEU PCTC's will have the ammonia ready class notation from RINA, which certifies that the ships are designed for eventual conversion to use ammonia as marine fuel.

These vessels will be equipped with mega lithium batteries, solar panels and shore connection capability. They will also include an air lubrication system, innovative propulsion and an optimized hull design. Overall, the new ships will be able to cut fuel consumption by 50% compared to the previous generation of car carrier vessels.

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Smyril contracts for two new ro-ro ships

Smyril Line announced that a contract has been signed with the CIMC Raffles shipyard in China to build two new ro-ro ships for the company. The ships will measure 190 metres in length and will each have a 3,300-lane metre capacity.

The new ships will join Smyril Line's current network, and they are planned to start sailing in 2026. They are designed for optimal year-round seaworthiness in the North Atlantic, with focus on crew comforts and wellbeing on board. The ships are being designed by Knud E. Hansen.

They will be equipped with a battery system and shore power, which means that port operations can be conducted without emissions. The ships will also be prepared to sail on methanol, which is considered the best future choice for green energy at Smyril Line.

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Neptune orders two more PCTCs

Neptune Lines announced the order for two more PCTC from the same Fujian Mawei shipyard in China, which is building the first two. The 4,200 CEU dual fuel PCTCs are specially designed for the company's short-sea trades, and these latest two will be delivered in 2027.

The vessels have hybrid energy systems designed and constructed to use battery installation to supply peak power and are dual fuelled able to utilize LNG or VLSFO as fuel. Shore power capability will be installed. The design has been developed together with Deltamarin and the vessels will be classed by DNV.

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Wallenius Wilhelmsen declares options

Wallenius Wilhelmsen has declared options to build four additional Shaper Class PCTC vessels. The 9,300 CEU vessels can utilize alternative fuel such as methanol on delivery. They will also be ammonia ready and can be converted as soon as ammonia becomes available. These next generation vessels will play a key role in Wallenius Wilhelmsen's net zero emissions by 2027.

This latest commitment brings the total number of Shaper Class vessels on order with Jinling Shipyard to eight. Wallenius Wilhelmsen also retains further options.

The first of the Shaper Class vessels are expected to be delivered in the second half of 2026. The four options will be delivered between May and November 2027.

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Photoshoot at Midas together with a local sportscar group in Dunkerque, France, Photo Helena Wallin

Finnlines starts new Malmö to Swinoujscie route

Finnlines expands its route network and starts to operate with its ropax vessel Finnfall on the route between Malmö in Sweden and Swinoujscie in Poland, on 10 April 2024.

Finnfall, which sails under Swedish flag, has a capacity for 440 passengers and around 3,000 lane metres for cars and freight. The ship has previously operated on the Malmö-Travemünde line.

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6,500 CEU PCTC for Wallenius delivered

Future Way, the first of two Knud E. Hansen-designed dual fuel LNG PCTCs for Wallenius, has been delivered from the CIMC Raffles shipyard in China.

The 6,500 CEU capacity PCTC will be long-term chartered to the VW Group and will be followed by the sister ship Way Forward in a few months.

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Grimaldi takes delivery of Great Abidjan

The fourth multipurpose G5 conro vessel was delivered to the Grimaldi Group at the Hyundai Mipo shipyard in South Korea. Named Great Abidjan, she will operate between Northern Europe and West Africa.

With length of 250 metres, beam of 38 metres and deadweight of 45,684 tonnes, the design of the Great Abidjan is the result of a careful study of the needs of the Group and its customers.

The vessel is designed for cold ironing with shoreside supply of electricity as a green alternative to the consumption of fossil fuels during port stays. Furthermore, the electrical consumption of on-board machinery is reduced thanks to the installation of variable frequency drive devices, while the application of innovative, low friction paints reduces hull resistance. Last but not least, the ship is equipped with hybrid exhaust gas cleaning systems for the abatement of sulphur and particulate emissions.

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TMC adds forth roro

Transportación Marítima de California in Mexico has bought the roro Seatruck Panorama from Seatruck Ferries, thereby becoming the company's fourth vessel.

Seatruck Panorama has already been handed over and will join the fleet together with Santa Marcela, San Guillermo and San Jorge.

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Seatruck becomes CLdN RoRo

Following the acquisition of Seatruck Ferries by the CLdN group in 2022, Seatruck Ferries. has now been renamed CLdN RoRo.

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Lakeway Link buys roro Miramar Express

Lakeway Link have acquired the roro Miramar Express (ex Miranda) from FRS. FRS bought the vessel from Godby Shipping in 2017.

The vessel, to be renamed Lakeway Express, is to be deployed on Lakeway Link's new service between Poland and Sweden.

Lakeway Link's services are scheduled to start in April, initially offering three weekly departures between Gdynia and Söderälje. The company intends to expand its services to include additional traffic to Västerås by 2026, following the reconstruction of the Söderälje locks.

The Lakeway Express, constructed in 1999, features an overall length of 153.5 metres and a carrying capacity of 1,624 lm or approximately 110 trailers.

By introducing a regular line service with fixed departures, featuring traditional roro services for trailers and efficient handling of shipments, Lakeway Link offers a robust alternative or complement to road and rail transport.

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Fred Olsen buys two new roro ships

Fred. Olsen incorporates two new roro ships to strengthen its fleet, the first of which is expected to be operational at the beginning of May between Gran Canaria and the eastern islands.

The two unnamed scrubber equipped ships are believed to be the Finnhawk and Finnkraft, both bought from the Grimaldi Group.

Fred. Olsen moves nearly 1,300,000 lane meters of cargo annually, that is, about 100,000 freight units. With this reinforcement, it is expected to increase these figures considerably.

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Grimaldi has sold five ships this year

In less than three months in 2024, the Grimaldi Group has emerged as a seller of five ships as part of a broader plan for fleet modernization and the phase-out of its most aged vessels.

The Naples-based company recently signed an agreement with Fred Olsen to sell the 2000-2001 built Finnhawk and Finnkraft. These sister vessels, built in China at Jinling Shipyard and controlled by subsidiary Finnlines, are expected to fetch EUR 25-30 million en bloc.

Additionally, it has been revealed that Grimaldi is selling the roro ship Ciudad de Alcudia (ex Euroferry Egnazia) to United Marine Egypt with delivery before the next summer. This ferry, built in 1994, has a passenger capacity of 550 and 3,200 lane meters for freight.

Earlier this year, the Italian group also sold the roro unit Eurocargo Sicilia to Balearia. Furthermore, the same buyer will acquire the ropax vessel Ciudad de Mahon. Both will be transferred from Grimaldi to the Spanish competitor via a bareboat charter with a purchase obligation.

© Ferry Shipping News 2024-02-02

NSM buys Hvitane and Eystnes

Norwest Ship Management announced that they have signed an agreement with Smyril Line for the purchase of the two sister vessels Hvitane and Eystnes with delivery in April 2024.

Both Hvitane and Eystnes will be included in the existing fleet of Norwest Ship Management, which after the said purchases will consist of 11 vessels.

Hvitane will sail under her new name Link Polaris while Eystnes will be renamed Link Aurora.

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Grendi buying the roro Wedellsborg

Genoa-based shipping group Grendi will re-enter the market as a shipowner.

On March 25th the company will sign the purchase of the 2014-built roro Wedellsborg.

Wedellsborg has been chartered by Grendi since 2021 and is currently deployed on routes linking Marina di Carrara, Olbia, Cagliari, and more recently, Tunisia and Algeria for Maersk.

The vessel, built in Italy at Cantiere Navale Visentini, measures 179 meters in length with 2,600 lane meters and features a stern ramp.

© Ferry Shipping News 2024-03-22

Stena Line boosts Dublin – Liverpool

Stena Line has secured the roro vessel Bore Song to operate on its Dublin-Liverpool route. The ship will boost freight capacity on the route by 30%.

Bore Song is now scheduled to undergo modifications and is expected to enter service in mid-April. With capacity for almost 3,000 lane metres of freight, the ship will provide significantly more space and is well suited for this unaccompanied freight route.

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Risks with ammonia

Switching to ammonia as a marine fuel, with the goal of decarbonisation, can instead create entirely new problems. This is shown in a study from Chalmers University of Technology in Sweden, where researchers carried out life cycle analyses for batteries and for three electrofuels including ammonia.

Electrofuels are synthetic fuels that are produced with electricity, in a process where energy-rich molecules are made from other molecules. These fuels are defined as ‘green’ when they are produced with renewable electricity. But the study shows that all green electro-fuels have a higher environmental impact than traditional fuels in terms of human toxicity and use of resources.

The researchers used life cycle assessment and life cycle cost to evaluate the technical viability, environmental impacts and economic feasibility for four types of renewable energy carriers. The study included electricity via batteries and three electrofuels: hydrogen, methanol and ammonia. The study shows that ammonia and methanol have the lowest cost of the alternatives studied.

Ammonia is a carbon-free fuel and has the advantage of a higher energy density than hydrogen. It can also be liquefied even if it is a gas at standard conditions. However, a significant disadvantage is that the production of ammonia is very energy intensive.

The use of ammonia is associated with substantial toxicity risks, which are manageable, but would increase the complexity of the safety systems. This would potentially limit the use of the fuel to only deep-sea cargo ships.

The study also shows that it is difficult to find a simple non-fossil fuel solution that both works for all types of ships and is able to meet the goal of reducing greenhouse gas emissions in shipping.

Assessing the environmental and economic aspects of different fuel options for the shipping sector is complex, and several factors need to be considered when developing climate strategies for various types of ships and modes of operation.

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Sustainable fuels can be competitive by 2035

Sustainable shipping fuels could reach cost parity with fossil fuels as early as 2035 with the help of emissions policies such as carbon taxes and emissions limits, according to a Wärtsilä report.

The report reveals that the EU ETS and FuelEU Maritime Initiative will see the cost of using fossil fuels more than double by 2030. By 2035, they will close the price gap between fossil fuels and sustainable fuels for the very first time.

In 2023, the International Maritime Organization (IMO) set a target of achieving net zero emissions by 2050. Existing decarbonisation solutions, such as fuel efficiency measures, could cut up to 27% of emissions. Wärtsilä's report argues that sustainable fuels will be a critical step in eliminating the remaining 73% but radical action is needed to scale them. The industry suffers from a “chicken and egg” challenge – ship owners won’t commit to a fuel today that is expensive, only produced in small quantities, and may be usurped by another fuel that scales faster and more affordably. Meanwhile, it is difficult for suppliers to scale production without clear demand signals.

Wärtsilä has produced new modelling that shows a timeline of which fuels are likely to become widely available on a global scale, when and at what cost. To accelerate this timeline, the report argues that decisive policy implementation, industry collaboration, and individual operator action must coalesce to scale the production of these fuels.

Wärtsilä’s modelling shows sustainable fuels will be 3-5 times more expensive than today’s fossil fuels in 2030. As ETS and FEUM show, policy is key to closing the price gap. The report argues that policymakers should

- * Maximise certainty: Set an internationally agreed science-based pathway for phasing out fossil fuels from the marine sector, in line with IMO targets.
- * Boost cost competitiveness: Adopt a global industry standard for marine fuel carbon pricing.
- * Collaborate: Increase global collaboration between governments on the innovation and infrastructure necessary to deliver sustainable fuels at scale worldwide.

Industry collaboration: The sector must collaborate with stakeholders from

inside and outside shipping. The report calls on industry to:

- * Pool buying power: Initiate sector-wide procurement agreements to pool demand from multiple shipping operators.
 - * Collaborate with other sectors: Convene with leaders in aviation, heavy transport, and industry to establish a globally recognised framework for the production and allocation of sustainable fuels.
 - * Share skills: Establish an industry-wide knowledge hub for the purpose of sharing expertise, skills and insights.
- Individual actions: Every euro an operator saves in fuel costs at today's prices, could be worth 3-5 times that by 2030. That means companies such as Carnival Corporation, which made a 5-10% efficiency gain through its Service Power Upgrade Program, could cut its fleetwide fuel costs by as much as \$750 million per year in 2030. All operators can benefit from improving the efficiency of their vessels – the technology is readily available today.

Holm adds: “If there is one take away from our report, it is that smaller operators need not feel powerless. They have a major role in accelerating towards net-zero emissions shipping. Taking steps to improve fuel efficiency and invest in fuel flexibility can deliver immediate returns, reducing both emissions and operating costs. But action must be swift – we have the lifecycle of just a single vessel to get this right.”

Investing in fuel flexibility is the most financially viable way to avoid the risk of stranded assets. Wärtsilä has been developing multiple fuel options. Most recently, Wärtsilä launched the first commercially available 4-stroke engine for ammonia fuel, which can immediately reduce emissions by over 70%, compared to diesel.

The report provides a roadmap for the future of sustainable fuels, identifying how the industry can more rapidly and affordably scale these fuels and achieve full decarbonisation by mid-century – within the lifetime of just a single vessel. You can access and download the report here.

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Next issue of
FlaskPosten/PulloPosti
in September 2024.

Please send in articles,
pictures etc!

Study on safe bunkering with biofuels

EMSA has published the first part of a study on the safety aspect of bunkering with biofuels, providing a comprehensive analysis of biofuels in terms of safety aspects like flashpoint, toxicity, and cold-flow properties. The study looks at how those aspects can raise safety concerns during bunkering operations in a preliminary hazard identification.

The study also examines practices in other industries that may be applicable to the maritime sector and reviews the status of development of regulations for maritime use, specifically considering conventional bunkering arrangements.

Forthcoming reports in this series will build on the conclusions of HAZID workshops to draw up a guidance and safety checklists for the bunkering of these fuels, including comparison with conventional fuels.

Download the first part of the Study on the Safe Bunkering with Biofuels (bio-methanol, FT-diesel, DME, HVO and FAME) using the link below.

EMSA Safe Bunkering of Biofuels - Part 1.pdf

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DFDS hybrid-electric design study

DFDS has entered into an agreement with Incat, to conduct a design study for a hybrid-electric ferry intended to be deployed for the Channel Islands, if DFDS wins an upcoming tender for the future ferry services on the Islands. The initiative is a part of the DFDS' efforts to contribute to the decarbonisation of maritime transport.

DFDS has commissioned Tasmanian ferry manufacturer, Incat, to conduct a design study for a 72-metre-long hybrid electric ferry with the option of converting it to a fully electric vessel.

The ferry could potentially accommodate both freight and passenger transport and be deployed on routes to and from the Channel Islands from France should DFDS be awarded the upcoming tender for the ferry services on the Islands.

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Manta installs shore power systems for Finnlines

Manta Marine Technologies has completed installation of onboard shore power systems for Finnlines vessels Finnmaid, Finnstar and Finnlady.

The installations, onboard the RINA-classed Finnlines ropax vessels support Finnlines' commitment to decarbonise their fleet and reduce the environmental impact on shore-side communities.

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MSC to build a new hospital ship

An agreement between MSC and the charity Mercy Ships prepares for the construction of a brand-new hospital ship that will deliver free surgery and training annually to thousands of people in Africa. Since Mercy Ships was founded in 1978, it has provided more than 117,000 transformational specialised surgical procedures.

Mercy Ships, a non-governmental organisation, is also committed to boosting the capacities of local healthcare systems through sustainably designed surgical education, training, and advocacy programs. Mercy Ships has provided additional training to more than 54,300 local professionals in their areas of expertise.

Expanding its fleet with a new purpose-built hospital ship, designed to similar specifications as the Global Mercy with a focus on designated training spaces, will allow Mercy Ships to increase its capacity to collaborate with host nations in training and advocacy efforts.

The new ship will feature living spaces to accommodate approximately 600 crew members and guests on board. Its hospital will span two decks and 7,000 square metres, featuring six operating rooms, a fully equipped laboratory, and state-of-the-art training spaces such as a simulation lab. This makes it possible for Mercy Ships to strengthen local surgical systems during its 10 months in port.

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Maritime Day Thursday 23 May 2024



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Organizer

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Pabenta ng Misana at Misida sa Sea-Cargo

Noong ika-25 ng Abril 2024, inihayag ng Sea-Cargo ang opsyon na bilhin ang Misana at Misida. Ang paghahatid ng Misida ay nakatakdahan para sa Enero 2025 at ang Misana ay sa Pebrero-Mars 2025.

Gagawin namin ang aming makakaya upang makananap ng trabaho para sa lahat ng crew sa Misana at Misida sa iba naming mga barko. Sinusuri din namin ang pagbili ng mga kapalit sa dalawang barko.

Ang Sea-Cargo ay interesado rin sa pag-empleyo ng mga pangunahing tauhan. Asahan nyo na makakapagibay kami ng higit pang impormasyon sa katapusang Mayo / simula ng Hunyo.

Bakit namin ibinebenta ang aming pinakamalaki, pinakabagong, at pinakamahusay na mga barko? Nakapaloob sa kontrata ang pabigay ng pagkakataon sa Sea-Cargo na bilhin ang dalawang barko.

Noong 2020 (panahon ng corona) 5 sa aming 7 barko ay nasa layup. Ang Mimer at Link Sart lamag ay may mga kontrata. 80% ng aming kontrata ay pansamantala ng nawala. Ang kontrata sa Sea-Cargo ay para sa 1.5+5+5 na taon na may opsyon para bilhin ang mga barko. Ito ay hindi pangkaraniwang deal, ngunit noong 2020 ang kumpanya ang naghirap sa panalalapi. Ang pag pirma sa hindi pangkaraniwang kontrata sa Sea-Cargo ay nag udyok sa kumpanya para ma isalba ang pagbalik sa trabaho ng aming mga crew/barko.

Long term – ang pinakamalaking hamon ay ang pagpalit ng fleet ay isang projekto ng New Buildings. Ngunit ang mataas na presyo ng shipyard ay nagpahirap sa kumpanya para ipatupad ang New Building project. Ang pabenta ng Misada at Misana ay makakatulong (pinansyal) para mas Madali naming isakatuparanan ang New Building Project.

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Kalagayan ng Chartering

DFDS – Pinalawig ang kontrata ng Midas hanggang Hunyo. Bukod dito, may opsyon na palawigin ang kontrata hanggang Setyembre 30, 224. Sa ilalim ng kontrata, ang Midas ay kasalukuyang ginagamit bilang isang idle reserve ship sa port ng Dunkirk.

Mistral - para sa Spanish roro operator na Suardiaz sa pagitan ng Vigo sa Spain at Liverpool sa UK ay hindi nagsimula tulad ng inaaahanan at ang Mistral ay kasalukuyang sa relet sa Peregari para sa kanilang traffic sa pagitan ng Ceuta at Algeciras.

Ang kalagayan ng chartering ay ang sumusunod

- Midas DFDS Hunyo 2024 plus opsyon Setyembre 2024
- Mistral Suardiaz Hunyo 2024 plus opsyon hanggang Disyembre 2026
- Mimer CMA CGM Disyembre 2024
- Baltic Bright Holmen Disyembre 2024 + opsyon 2025
- Lysvik at Lysbris DFDS Disyembre 2026 + mga opsyon 2030
- Misana at Misida Sea-Cargo Disyembre 2026 + opsyon 2031

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Pinalawig na mga kontrata para sa Lysvik at Lysbris

Gumamit ang DFDS ng kanilang unang opsyon at pinalawig ang mga kontrata para sa Lysvik at Lysbris ng dalawang taon pa. Ang mga kontrata ay ngayon ay bisa hanggang Disyembre 31, 2026. Bukod dito, may mga opsyon ang DFDS na pinalawig ang mga kontrata hanggang katapusang 2030.

Noong 2023-2024, naglagay kami ng malaking investment sa kapaligiran at enerhiya sa Lysvik at Lysbris. Naglagay kami ng bagong propeller blades, isang bagong sistema ng kontrol ng engine, mga sistema ng ballast water treatment, at isang koneksyon sa shore power. Bukod dito, ang mga underwater areas ay binlasto hanggang sa bare steel at pininturahan ng ultra-low friction paint.

Ipinapalagay namin ito bilang positibong balita dahil patuloy naming binubuo ang aming kooperasyon sa isang kilalang major Danish liner company. Nakikita rin namin ang pinalawig na kontrata bilang isang tanda na pinahahalagahan ng DFDS ang serbisyo na ibinibigay ng mga barko at kanilang tauhan. Maraming salamat sa lahat ng nasa loob para sa inyong masipag na trabaho at dedikadong serbisyo

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If that person is employed and stays with us for one year, you will be guaranteed a €5000.00 reward.

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