

Befraktningsläget

Mistral fortsatte direkt efter befraktningen till Suardiaz samma trafik för Peregar och kör nu mellan Ceuta och Algeciras fram till september slut.

Därefter går Mistral direkt in i en 3+3 månaders befraktning för DFDS, sannolikt åtminstone till en början som ersättare för Midas, dvs ligger i beredskap i Dunkirk.

Holmen har utnyttjat sin option och för längt avtalet fram till december 2025.

Roro-marknaden är fortfarande stark och raterna på nya avtal är höga. I det mindre segmentet 1.000-2.000 filmeter ser vi tydligt effekterna av att det byggs väldigt lite de senaste 20-30 åren och att även gamla roro-fartyg lätt hittar sysselsättning på marknaden.

Befraktningsläget är följande

- Midas DFDS september 2024, därefter dockning och CMA CGM december 2026 + option juni 2027
- Mistral Peregar september 2024 och därefter DFDS december 2024 plus option mars 2025
- Mimer CMA CGM november/december 2024 och därefter dockning
- Baltic Bright Holmen december 2025
- Lysvik och Lysbris DFDS december 2026 + optioner december 2030
- Misana och Misida Sea-Cargo fram till försäljning januari/mars 2025

Vi har alltså minst ettåriga avtal för alla fartyg utom Mimer och Mistral och ser ljust på möjligheterna att även hitta bra befraktare för dem.

✉ Dan

In English - suomeksi

Suomeksi katso sivu 3-4, in English see page 5-9.

✉ Dan



Personalavdelningen förändringar

Vår personalchef Josefine Grangård arbetar inte längre i vårt kontor. Vi tackar Josefine för alla år hos oss och önskar henne all lycka i framtiden.

Ansvarig för vår personalavdelning från och med måndag 22 juli är Helena Wallin. Helena har arbetat här sedan oktober 2022 och de flesta av er är redan bekanta med henne.

Från och med måndagen den 19 augusti är Ellen Engström tillbaka från mammaledighet.

Erika Mattsson och Albin Karlström fortsätter att beräkna dina löner som tidigare.

Vi göra vårt yttersta för att serva er alla på bästa möjliga sätt.

Allt gott Eva
✉ Eva

Ålands landskapsregering och Finferries grundar nytt rederi

Ålands landskapsregering och rederiet Finferries bildar ett nytt rederi, som ska trafikera på Åland.

Det nya bolaget heter Ålands Skärgårdsrederi Ab och ska marknadsföras under namnet Axferries. Samtidigt upphör också Ansgar Ab, som Finferries är delägare i, att existera. Meningen är att skapa en stark operatör inom färjetrafiken på Åland.

Tidigare i somras sade landskapsregeringen upp alla avtal med rederierna Nordic Jetline och EW Finland, eftersom de inte längre kunde uppfylla sina avtalsförfliktelser. Det här skapade problem i skärgårdstrafiken mitt i sommarrusningen. Kort därefter söktes bolagen i konkurs.

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Misana och Misida säljs till Sea-Cargo

Sea-Cargo deklarerade i april sin option att köpa Misana och Misida. Leveransen av Misida är planerad till januari 2025 och Misana 4-8 veckor senare i februari-mars 2025.

Vi kommer att göra vårt yttersta för att hitta ersättande arbete för besättningarna på Misana och Misida på våra andra fartyg och vi tittar på inköp av fartyg från andrahandsmarknaden.

Vi är också aktivt ute och tittar på varv för nybyggen men eventuella kontrakt på nya fartyg gäller troligen med leverans 2026-2027, dvs det är inget som påverkar vår personalsituation i nuläget.
✉ Dan

Senarelagd leverans av Misida och Misana

Vi har nu kommit överens med Sea-Cargo om en något senare leverans av Misida och Misana enligt följande

- Misida 1-31 mars 2025
- Misana 1-31 maj 2025

Det här görs för att ge Sea-Cargo mer tid att förbereda kommande ombyggnad och oss mer tid att hitta annan sysselsättning för vår personal.

✉ Dan

Shipping Glögg

Varmt välkomna på vår årliga Shipping Glögg i vårt kontor fredag 13 december mellan kl. 1400-1600. Ingen anmälan behövs.

Hoppas vi ses!

✉ Eva



Stena har kölsträckt första NewMax-fartyget

Stena Futura ska hon heta, Stena Lines första NewMax hybridfartyg.

Stena Futura och systerfartyget kommer att kunna drivas på metanol och får därmed en nyckelroll på rederiets resa mot hållbara bränslen. Under designarbetet har man även prioriterat att bygga in teknologi för framdrift med batterier och landström.

De nya fartygen får kapacitet för 2.800 lastmeter, vilket är en ökning med 80 procent jämfört med nuvarande fartyg. Fartygen ska bli 147 meter långa och skräddarsydda för den trånga hamnen i Heysham. De får tre bogpropellrar för en förbättrad manövrerbarhet.

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Stena bygger om två roro-fartyg

Ytterligare ett lastdäck, ökad propellerkapacitet och förberedelser för landström. Det är några av delarna i ett nytt konverteringsprojekt där Stena ökar lastkapaciteten på Stena Foreteller och Stena Forerunner.

Lastkapaciteten på fartygen kommer att öka med 30 procent. Konverteringen för båda fartygen kommer att slutföras under 2025.

Under 2023 uppgraderades båda fartygen genom bland annat ett byte av propellrar och ny silikonbaserad färg. Det extra lastdäcket kommer enligt rederiet ytterligare att minska fartygens koldioxidavtryck och sänka utsläppen av CO2 per fraktad lastenhets.

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Wallenius Wilhelmsen beställer fyra fartyg till

Wallenius Wilhelmsen utnyttjar optioner för att bygga ytterligare fyra 9.300 CEU-fartyg i rederiets nya Shaper-klass.

Totalt har Wallenius Wilhelmsen nu tolv bilfartyg i order hos varvet China Merchants Jinling. Fartygen som utgör rederiets nya Shaper-klass byggs för metanoldrift och förbereds för ammoniak.

Det första fartyget har planerad leverans i mitten av 2026. Leverans för dessa senast beställda fyra fartyg kommer att ske i slutet av 2027 eller början av 2028. Utöver de beställda fartygen har rederiet optioner för ytterligare fyra fartyg.

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Thun sjösatte första Trollmax-fartyget

I fredags sjösattes och döptes det första av Thuns nya torrlastfartyg, nästa generations Vänermax, på varvet Ferus Smit BV i Nederländerna. Fartyget är det första i en serie om sex multipurpose torrlastfartyg på 5.100 dwt och isklass 1B.

Fartygen i Trollmax-serien kan köras både på batterier och traditionellt bränsle. Batterierna möjliggör effektutjämning vilket säkerställer effektiv drift och minimal miljöpåverkan.

Fartygen är också utrustade med landströmsanslutning.

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Maersk tar nybyggt metanolfartyg i trafik

Rederiet Maersk sätter in sitt senaste och största metanolfartyg på den transocea veckotrafiken mellan Göteborg och Asien. Det innebär att hamnen nu har två containerfartyg med metanoldrift som regelbundet anlöper hamnen.

Antonia Maersk drivs på biometanol vilket enligt rederiet innebär en besparing på 280 ton koldioxid varje dag fartyget är i drift.

Metanol är ett bränsle i vätskeform vid normal temperatur, vilket gör det lättanterligt för sjöfarten. Bränslet har hanterats i Göteborgs hamn sedan 2015. Biometanol uppges minska utsläppen av CO2 med cirka 65 procent jämfört med konventionella bränslen.

Idag finns cirka 30 containerfartyg med metanoldrift i trafik och ytterligare närmare 300 fartyg är beställda av ett flertal rederier. Metanoldrivna fartyg står för cirka 10 procent av den totala orderboken.

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Langh Ships tredje nybygge levererat

Nu har det tredje och sista fartyget i Langh Ships serie med nybyggen på 7.800 dwt levererats. Fartyget har fått namnet Sofia.

Liksom sina tidigare levererade systrar Lovisa och Olivia är Sofia byggd för att frakta rostfria stålräullar från Outokumpus fabriker i Tornio till Terneuzen i Nederländerna. Enligt rederiet finns en god balans av godsflöden, med rostfritt stål som går söderut och råmaterial, ofta återvunnet stålskrot, som går tillbaka till stålverket i norra Finland.

Langh Ship och Outokumpu har ett samarbete sedan lång tid tillbaka och med leveransen av de nya fartygen kan större godsvolymer transporteras på rederiets fartyg. Sammanlagt kommer Langh Ship snart att ha sex fartyg som opererar för Outokumpu.

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Nästa FlaskPosten kommer i januari 2025.

Bidrag mottas med tacksamhet!

Rahtaustilanne

Mistral jatkoi heti Suardiazin rahtauksen päätytyä samassa liikenteessä mutta nyt Peregariin rahoitettuna ja kulkee näin ollen Ceutan ja Algecirasin välillä syyskuun loppuun asti. Sen jälkeen Mistral siirtyy suoraan 3+3 kuukauden rahtaukseen DFDS:lle, luultavasti ainakin aluksi Midaksen korvaajaksi, eli makaa valmiustilassa Dunkerquessa.

Holmen on käyttänyt optionsa ja jatkanut Baltic Brightin sopimuksen joulukuun loppuun 2025.

Roro-markkinat ovat edelleen vahvat ja uusien sopimusten rahtitasot ovat korkeat. Pienemmässä, 1.000–2.000 kaistametrin kokoluokassa näemme selvästi, mitä vaikuttuksia on sillä, että viimeisten 20–30 vuoden aikana on rakennettu hyvin vähän aluksia ja myös etä vanhat olemassa olevat roro-alukset työllistyyvät hyvin markkinoilla.

Rahtaustilanne on seuraavaa

- Midas DFDS syyskuu 2024, tämän jälkeen telakointi ja CMA CGM joulukuu 2026 + optio kesäkuu 2027
- Mistral Peregari syyskuu 2024 ja tämän jälkeen DFDS joulukuu 2024 + optio maaliskuu 2025
- Mimer CMA CGM marraskuu/joulukuu 2024 ja tämän jälkeen telakointi
- Baltic Bright Holmen joulukuu 2025
- Lysvik ja Lysbris DFDS joulukuu 2026 + optiot joulukuu 2030
- Misana ja Misida Sea-Cargo myyntiin asti tammi-maaliskuu 2025 myyntiin asti tammi-maaliskuu 2025

Meillä on siis vähintään vuoden pituisia sopimuksia kaikille aluksillemme paitsi Mimerille ja Mistralille, mutta meillä on erinomaiset mahdollisuudet löytää hyviä rahdinantajia myös heille.

✉ Dan

Misidan ja Misanan luovutusten lykkääminen

Olemme nyt sopineet Sea-cargon kanssa Misidan ja Misanan myöhennetyistä luovutuksista seuraavasti

- Misida 1-31 maaliskuuta 2025
- Misana 1-31 toukokuuta 2025

Tämä tehdään, jotta Sea-Cargolle jääsi enemmän aikaa suunnitella tulevia muutostöitä ja meille enemmän aikaa löytää henkilöstöllemme korvaavaa työtä.

✉ Eva

Muutoksia henkilöstöosastolla

Henkilöstöpäällikköme Josefina Grangård ei ole enää meillä töissä. Kiittämme Josefinea kaikista vuosista joita hän on ollut palveluksessamme ja toivotamme hänelle kaikkea hyvää tulevaisuudessa.

Henkilöstöosastostamme on vastannut maanantaista 22. heinäkuuta alkaen Helena Wallin. Helena tuli palvelukseemme lokakuussa 2022 ja useimmat teistä tuntevat hänet jo.

Maanantaina 19. elokuuta Ellen Engström palasi töihin äitiyslomaltaan.

Erika Grigore (Mattsson) ja Albin Karlström jatkavat palkkasi laskemista kuten aiemmin.

Teemme kaikkemme palvellaksemme teitä kaikkia parhaalla mahdollisella tavalla.

Kaikkea hyvää Eva
✉ Eva

Shipping Glögg

Lämpimästi tervetuloa vuosittaiseen Shipping Glöggiin toimistollamme perjantai 13 joulukuu, klo. 1400-1600. Rekisteröinti ei vaadita.

Toivottavasti nähdään!
✉ Eva

Misana ja Misida myydään Sea-Cargolle

Huhtikuussa Sea-Cargo käytti optionsa ja ilmoitti ostavansa Misanan ja Misidan Misidan luovutus on suunniteltu tammi-kuulle 2025 ja Misanan 4–8 viikkoa myöhemmin helmi-maaliskuussa 2025.

Tulemme tekemään kaikkemme löytääksemme korvaavaa työtä Misanan ja Misidan miehistöille muilla aluksillaamme ja tutkimme myös mahdollisuusia hankkia second hand aluksia markkinoilta.

Etsimme aktiivisesti myös telakoita uudisrakennuksiin mutta mahdolliset sopimukset uusien alusten rakentamisesta johtavat parhaimmassa tapauksessa toimituksiin vasta 2026–2027, eli tämä ei vaikuta tämän hetken henkilöstötilanteeseemme.

✉ Dan

Finnlines avaa reitin Suomesta Britanniaan

Finnlines avaa syyskuussa uuden reitin Sheernessiin London Medwayn satamaan, josta on jatkojohdeet Belgiaan, Espanjaan ja Irlantiin.

Finnlines aloittaa 23.9. liikennöinnin uudella reitillä Suomesta London Medwayn satamaan.

Reitillä tulee liikennöimään kolme Finneco-luokan hybridiroro-alusta, joissa kussakin on 5.800 kaistametriä rahoille eli lastikansille voidaan lastata noin 400 perävaunuksikööä. Myös pitkiin ja painavia, aina seitsemän metriä korkeiden yksiköiden kuljetaminen on mahdollista.

Yhtiö kertoo, että Zeebrüggen ja Antwerpenin se voi tarjota asiakkailleen suoran ja jatkojohdeiden Grimaldi-konsernin kuljetusverkostoon.

London Medwayn satamaa hallinnoi satamaoperaattori ja logistiikkatoimija Peel Ports Group. Terminaalissa on kalusto kaikentyyppisen lastin käsittelylle, kuten autoille, teräkselle, puulle ja muille metsäälan tuotteille sekä projektilästille.

Lastinkäsittelypalveluja on myös rorolästille.

– Sijainnilla on ensisijainen merkitys ja London Medwayn satamasta on lyhyt välimatka pääkaupunkiin ja jakeluverkostoihin, joten se yhdistää loistavasti vienti- ja tuontiyritykset näiden markkina-alueille. Odotamme uuden reitin saavan suosiota sekä vakiintuneilla että kehittyvillä markkinoilla, jotka ovat havainneet Kaakkoris-Englannissa vahvaa kasvua, erityisesti metsäteollisuuden tuotteille on kysyntää. London Medway käsitteli monenlaista tavaraa, kuten autoja, terästä ja roro-lastia. Uskomme, että Finnlinesin laivasto kuljettaa tarpeellisia hyödykkeitä, minkä myötä satamasta tulee Skandinavian ja Espanjan markkinoiden solmupiste, toteaa Richard Goffin, Peel Ports Group, London Medwayn satamajohtaja.

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Meyer Turku sai sopimuksen neljännestä Icon-aluksesta

Meyer ja Royal Caribbean Cruises ovat allekirjoittaneet sopimuksen neljännestä Icon-luokan risteilyaluksesta. Sopimus sisältää myös optiot viidennen ja kuuden Icon-luokan laivan rakentamisesta.

Meyer Turun telakalla rakennetaan parhaillaan Icon-luokan toista ja kolmatta alusta. Ne luovutetaan Royal Caribbeanille vuosina 2025 ja 2026.

Meyer Turun ja Royal Caribbeanin pitkässä yhteisessä historiassa nyt rakennetavaa Icon-sarjaa ovat edeltäneet muun muassa oman aikansa edistyksellisimmät alukset Allure of the Seas (2010), Oasis of the Seas (2009) ja Voyager of the Seas (1999). Nyt tilatun aluksen luovutettuaan Meyer Turku on rakentanut Royal Caribbean Groupille 28 vuoden aikana 21 alusta.

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RMC luovutti Spirit of Tasmania

Suomalaisomistuksessa olevalla Rauman telakalla juhlittiin Spirit of Tasmania IV-aluksen luovutusta TT-line Companyllle. Kyseessä on suurin yksittäinen Suomen ja Australian välinen vientikauppa.

Kyseessä on suurin yksittäinen Suomen ja Australian välinen vientikauppa. Telakan mukaan projektin työllistävä vaikutus on yli 3.500 henkilötyövuotta.

TT-Linen alusten rinnalla aloitettiin viime syksynä ensimmäisen Merivoimille toimitettavan monitoimikorvetin rakentaminen. Projektien yhteenlaskettu työllistämisaikakausi on yli 7.000 henkilötyövuotta. RMC:n tämänhetkinen tilauskanta ulottuu vuoteen 2028 saakka.

RMC:n perustamisesta tuli tänä vuonna kuluneeksi kymmenen vuotta. Tänä aikana telakan luovutetuista matkustaja-autolautoista kolme on palkittu kansainvälisesti: Hammershus (Molslinjen) vuonna 2018, Aurora Botnia (Wasaline) vuonna 2021 sekä MyStar (Tallink) vuonna 2022.

RMC kertoo rakentavansa uutta teollista tapaa toimia vahvistaakseen yhtiön kilpailukykyjä ja kannattavuutta. Osaamisen lisäksi telakka-alueella on investoitu muun muassa itsenäiseen terästuotantoon, uuteen viranomaaisalusten sisära-kennushalliin sekä raskassiiitoramppiin.

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Suomen kauppalaivastossa 712 alusta

Tilastokeskuksen ennakkotietojen mukaan Suomen varsinainen kauppalaivaston koko oli 712 alusta elokuussa 2024.

Elokuussa 2024 varsinainen kauppalaivaston bruttovetoisuus oli 1.860.225, mikä on prosentin vähemmän kuin heinäkuussa. Varsinainen kauppalaivas-ton yhteenlaskettu alusmäärä väheni neljällä edeltäneeseen kuukautteeseen verrattuna.

Suurin osa alkuvuoden 2024 aikana kauppalaivastoon merkityistä aluksista on losjeja, jotka ovat bruttovetoisuuksistaan pieniä ja kuuluvat muut alukset -luokkaan. Losjeja on alettu merkitä alusrekisteriin lakiinutoksen myötä.

Bruttovetoisuuden perusteella varsinainen kauppalaivaston suurimmat alusluokat olivat roro-matkustaja-alukset ja roro-lastialukset.

Alusmäärällisesti eniten varsinaisessa kauppalaivastossa oli matkustaja-aluksia ja erikoisaluksia.

Kauppa-alusluetteloon alusmäärä on vähentynyt kahdella vuodenvaiheen tilanteeseen verrattuna. Elokuussa 2024 kauppa-alusluetteloon kuului 99 alusta, joiden yhteenlaskettu bruttovetoisuus oli 1.684. 640.

Kauppa-alusluetteloon merkitään hake-muksesta sellaiset pääasiassa ulkomaan liikenteessä toimivat Suomen alusrekisterin alukset, joille voidaan valtion varoista myöntää kauppamerenkulun tukea.

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Varsinainen kauppalaivasto 31.8.2024

Finnlines avasi Turku-Rostock rahtiliikennereitin

Finnlines on avannut uuden rahtiliinjan Turusta Itämeren lounaisosaan Saksan Rostockiin. Ensimmäinen alus teki matkan 25.8. Uuden linjan myötä suomalaisten yritysten tuonnille ja viennille avautuu uusia mahdollisuuksia.

Finnlines on Itämeren, Pohjanmeren ja Biskajanlahden johtavia rahtiliikenteen harjoittajia sekä matkustajaliikenteen operaattori Itämerellä.

Turku–Travemünde–Rostock-linja liikennöivällä Finnspul tehostaa vientijä tuontikuljetuksia Suomen ja Saksan välillä.

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Supramax-alusten Arkadia ja Kumpula myyti on saatu päätökseen

ESL Shipping on saattanut onnistuneesti päätökseen supramax-alusten Arkadia ja Kumpulan myynnin.

Supramax-alukset Arkadia ja Kumpulan myytiin turkkilaiseen HGF Denizcilik kuuluville yrityksille. Kauppahinta oli 37,1 miljoonaa dollaria.

Supramax-alusten myyti on osa ESL Shippingin strategiaa keskittää kumppanuusstrategiansa kehittämiseen nykyisien ja tulevien asiakkaiden kanssa keskittynä handysize- ja coaster-aluksiin.

1A jäävähvistetut, 56.000 dwt:n Supramax-alukset Arkadia ja Kumpula toimitettiin ESL Shippingille vuonna 2012. Alusten pituus on 197 metriä ja suurin syväys täydellä lastilla 13 metriä. Molemmat alukset ovat purjehtineet Suomen lipun alla.

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	Lukumäärä	Bruttovetoisuus	Nettovetoisuus
Varsinainen kauppalaivasto yhteensä	712	1 860 225	738 100
Matkustaja-alukset	192	23 202	9 425
Ro-ro-matkustaja-alukset	53	722 416	323 873
Ro-ro-lastialukset	37	553 589	166 095
Irlastialukset	7	38 387	16 778
Muut kuivalastialukset	89	222 182	91 819
Säiliöalukset	10	182 107	90 206
Erikoisaluks	194	100 666	35 122
Muut alukset	140	17 884	5 782

Misana and Misida sold to Sea-Cargo

Sea-Cargo declared the option to buy Misana and Misida in April. 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 employment for the crew on Misana and Misida on our other vessels and we are also considering vessels from the second hand market.

We are actively looking at newbuildings but a contract for a newbuilding vessel will give a delivery 2026-2027 meaning that it will not have any effect on the employment situation in our company today.

✉ Dan

Later delivery of Misida and Misana

We have now agreed with Sea-Cargo on a slightly later delivery time of Misida and Misana as follows

- Misida 1st-31st March 2025
- Misana 1st-31st May 2025

This is done in order to give Sea-Cargo more time for the preparations of the rebuilding of the vessels and it is also giving us more time to find alternative employment for all our crew.

✉ Dan

Personnel department news

For your information our Personnel Manager Josefina Grangård is no longer working in our office. We say thank you to Josefina for all the years with us and wish her all the best for the future.

Person in charge for our personnel department from Monday 22nd July is Helena Wallin. Helena has been working here since October 2022 and most of you are already familiar with her.

Since Monday 19th August, Ellen Engström is back from maternity leave.

Erika Mattsson and Albin Karlström continue to calculate your wages as before.

We will do our utmost to serve you in the best possible way.

All the best

✉ Eva

Chartering situation

After her charter to Suardiaz Mistral continued the same traffic between Ceuta and Algeciras but under a charter directly with Peregår running until end September.

Thereafter Mistral will start a new 3+3 months charter for DFDS, most likely at least first as replacement for Midas, that is acting as a backup vessel in the port of Dunkirk.

Holmen has used the option and extended the contract for Baltic Bright until December 2025.

The roro market is still strong with good rates for new contracts. In the smaller segment of 1.000-2.000 lanemetres we can clearly see the results of very limited newbuilding activity during the last 20-30 years and that even old roros easily find employment.

The chartering situation is as follows

- Midas DFDS September 2024, thereafter class renewal docking and CMA CGM until December 2026 plus option June 2027
- Mistral Peregår September 2024 and thereafter DFDS December 2024 + option March 2025
- Mimer CMA CGM November/December 2024 and thereafter class newal docking
- Baltic Bright Holmen December 2025
- Lysvik and Lysbris DFDS December 2026 + options 2030
- Misana and Misida Sea-Cargo until delivery January/March 2025

We have at least one year contract for all vessels except Mimer and Mistral and we are looking optimistically at the prospects for employing these vessels for good charterers.

✉ Dan

Shipping Glögg

Welcome to our annual Shipping Glögg in our office at Södra gatan 13 in Mariehamn, Friday 13th December between 1400-1600 hrs.

Looking forward to meeting you all!

✉ Eva

Next issue of
FlaskPosten/PulloPosti
in January 2025.

Please send in articles,
pictures etc!

Mercy Ships Race

We are the proud sponsor of the Mercy Ships Race. Over 400 persons participated in the race 2024 and together we collected 20.080 euro! Thank you all for helping Mercy Ships and those who need medical care the most.

Mercy Ships Race will be Wednesday 21 May 2025 next time! The fee directly supports Mercy Ships. You can run/walk (5/10 km) here in Mariehamn or where you are at home or onboard!

This year all in our office and about 50 seafarers from Mimer, Midas, Mistral, Misana and Lysbris Seaways participated. We will of course participate also 2025! Some of us are training already! As usual, we sponsor the fee for our personnel in the office and onboard. We hope to see more seafarers participating and we challenge other ship owners to sponsor the fee for their personnel.

Participate in the friendly race with only winners. It is for a good cause, it is fun and it is great exercise! Win-Win-Win! More information at www.sjofart.ax and later on we will send information for registration for you onboard.

✉ Eva

P&O boosts North Sea freight capacity

P&O Ferries announced the addition of Longstone to its fleet, increasing freight capacity on its route between Tilbury and its hub at Zeebrugge in Belgium. The ship, long-term chartered from Siem, will enable P&O Ferries to carry more freight on its North Sea network, offering customers greater capacity and flexibility. P&O Ferries will also add the Longstone's sister vessel, Lismore, to its fleet in late 2025 once its current charter to DFDS has ended.

Longstone's capacity is over 50% greater than P&O Ferries' existing vessels on the Tilbury-Zeebrugge route. With 4,076 lane metres and the ability to carry 346 freight units, the new ship is the first step of P&O Ferries' demand-led expansion plan for its North Sea Services and is expected to begin service in early September.

Lismore (formerly Alf Pollak) and Longstone (formerly Maria Grazia Onorato) were both long-term chartered by Onorato Armatori since new but were handed over to owner Siem last month following a legal dispute.
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News from marine management

Planned dockings 2024 and 2025

- Midas renewal docking in October 2024 at Desan in Turkey
- Mimer renewal docking in January 2025, most probably at Desan in Turkey if all going well on Midas
- Misana and Misida dockings are cancelled
- No other planned drydocks than Mimer during 2025

Inspections and Surveys

- Latest in October 2024 MLC intermediate survey must be done on Baltic Bright
- Latest in October 2024 intermediate ISM and ISPS survey must be done Baltic Bright
- During Masters Review it's good to go through all points in S&E 5.4.2 and comment in report. DNV checks them during audits

ISM and ISPS internal audits

- Audit has been done on Lysbris and Lysvik this year
- During September Mistral and Baltic Bright will be audited
- During October Misida, Midas and Misana will be audited
- Mimer's audit will be postponed to January 2025

Maintenance and inspection of mooring equipment plan

- Regulation to maintain and inspect both mooring ropes and all equipment used for mooring
- Plans have been approved onboard all vessels except Baltic Bright that will be done in October during annual class

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
- Fuel sampling points have been approved onboard all vessels except Baltic Bright that will be done in October during annual class

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-E)
- Needs to be improved every year by percentage decided by IMO
- Speed reductions and optimization of energy use onboard is possible ways to fulfil 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
- Slow speed and as much time as possible at sea is the only way to keep a good rating, meaning less bunker consumption

FuelEU Maritime

- FuelEU Maritime is a regulation that will be implemented from 1 January 2025 and which has been adopted by the EU to increase the share of renewable and low-carbon fuels in the fuel mix of international maritime transport within the EU
- FuelEU Maritime sets requirements on the annual average GHG intensity of energy used by ships trading within the EU or European Economic Area (EEA). This intensity is measured as GHG emissions per energy unit (gCO₂e/MJ) – and, in turn, GHG emissions are calculated in a well-to-wake perspective. The calculation takes into account emissions related to the extraction, cultivation, production and transportation of fuel, in addition to emissions from energy used on board the ship.
- We have submitted FuelEU Monitoring Plan to DNV for approval. This plan should outline how you intend to monitor and report emissions for each ship in your fleet. This should be completed by 31 August 2024.

EU ETS

- We receive EU ETS from our charterers on monthly basis for the previous month
- The allowances amounts are collected from S-Insight
- It's 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 month

☒ Christer

Finnlines to launch a new service to UK

Finnlines is set to launch a new freight service from Finland to Sheerness, UK, with further connections available to Belgium, Spain, and Ireland. The first arrival will take place on 23 September 2024.

The new service is part of Finnlines' strategy to improve service sustainability and route network, and it will be operated with three Finneco-class vessels calling London once a week.

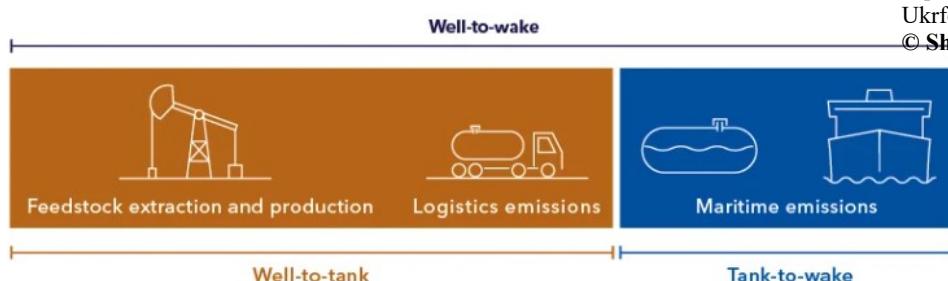
The service will be operated by three Finneco-class hybrid roro vessels, each with a cargo capacity of 5,800 lane metres, equivalent to around 400 trailers. The innovative vessel layout enables faster and more efficient loading and unloading operations besides enhanced flexibility to load any type of cargo, long, heavy up to a height of 7 metres.

To reduce emissions, the vessels are equipped with many advanced technologies such as air lubrication, a high-powered battery bank and solar panels.
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New Tanger Med-Algeciras roro service

Africa Morocco Link announced the launch of a new roro service, offering a daily service between Tanger Med, Morocco, and Algeciras, Spain. The service started on 16 September and deploys the Kaunas, chartered from Ukrferry.

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Steel cutting of Grimaldi car carrier

The steel cutting ceremony for the Grande Tianjin marked the beginning of the construction of the first of seven new 9,000 CEU capacity PCTC's ordered by the Grimaldi Group at the Shanghai Waigaoqiao Shipyard.

The Ammonia Ready class notation received from RINA certifies that these new car carriers can be converted to use ammonia fuel in the future. Additionally, they are designed for cold ironing with shoreside supply or electricity.

The 200 m long and 38 m wide vessels will be deployed on voyages between Europe, North Africa, the Near and Far East, to meet the transport demands of operators in the automotive industry.

All seven vessels will be delivered during 2025 and 2026.

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Höegh takes delivery of car carrier

The Höegh Aurora has been delivered to Höegh Autoliners from China Merchants Heavy Industry (Jiangsu) Co., Ltd (CMHI). This is the first of 12 multi-fuel, 9,100 CEU capacity Aurora class vessels that will be delivered to the group.

The Höegh Aurora will cut carbon emissions per car transported by up to 58 percent compared to a standard 6,500 CEU PCTC (Cat 1).

The vessel is equipped with DNV's "ammonia ready" and "methanol ready" notations.

The first eight Aurora Class vessels will run on LNG but are designed to be converted to run on ammonia. The ammonia engine technology will be ready in 2026, allowing them to build the last four vessels to run on ammonia from the start. These vessels will be delivered in 2027 and will become the world's first (direct) emission-free vessels in the segment.

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Grimaldi takes delivery of Great Casablanca

Hyundai Mipo signed the protocol of delivery of Great Casablanca to the Grimaldi Group. The ship is the fifth in a series of six G5 multipurpose conro vessels and has a capacity of more than 2,000 containers, 7,000 lane metres and 5,400 cars.

With a length of 250 metres, a beam of 38 metres and a deadweight of 45,684 tonnes, the design of the Great Casablanca is the result of a careful study of the needs of the Grimaldi Group and its customers. Compared to the previous G4-class, the new vessels have the same capacity for rolling freight, while their container capacity is double.

In addition to loading capacity, the Great Casablanca stands out on account of her numerous cutting-edge, technological solutions aimed at increasing energy efficiency and reducing environmental impact. Both the main engine and the auxiliary diesel generators will meet the NOx levels imposed by the Tier III regulation, while the integrated propulsion system between rudder and propeller will minimize vortex losses and, consequently, optimize propulsive efficiency and reduce fuel consumption.

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

As proof of her high energy and environmental efficiency, the Great Casablanca enables a reduction of CO2 emissions per tonne transported of up to 43% compared to other Grimaldi conro multipurpose ships.

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Godby's Mistral to go on DFDS charter

Mistral was chartered to the Spanish ro-ro operator Suardiaz Shipping Lines from January until June 2024, with options. The intention was that Mistral would trade in Suardiaz's new service between Vigo, Spain and Liverpool, UK. This, however, did not turn out as expected and Mistral was on relet to Spanish Peregari from February until June and thereafter continuing directly with Peregari until September. The trade is Algeciras-Tanger Med.

Directly after redelivery from Peregari, that is in the beginning of October, Mistral will go on time charter to DFDS minimum until December 2024.

Godby sees a ro-ro market that is presently very strong with good rates.
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Delivery of methanol ready Mein Schiff 7

Meyer Turku delivered Mein Schiff 7 to TUI Cruises, the first vessel with methanol readiness built at the shipyard. Mein Schiff 7 is the seventh ship of the Mein Schiff series built at the Turku shipyard.

Mein Schiff 7 is the first ship in the Mein Schiff fleet to run exclusively on low-emission marine diesel (with maximum sulphur content of 0.1%). The ship has a shore power connection and is equipped with catalytic converters. In addition, Mein Schiff 7 is built so that it can also run on methanol, which with the green methanol of the future will make the ship's propulsion power almost CO2-neutral. Mein Schiff 7 is the first vessel with methanol capability built at the Meyer Turku shipyard.

MEIN SCHIFF 7 in numbers
Length: 316 m
Hull width: 35.8 m
Gross tonnage: 111,500
Passengers: 2,894
Crew: 1,447
Flag State: Malta
© Shippax 2024-06-11



CLdN cooperation with Transfennica

CLdN and Transfennica announced a connection of their shipping services in Zeebrugge to provide customers with broader connections through Northern and Western Europe. Transfennica's Northern Baltic service between Antwerp and the ports of Hanko, Kotka, Rauma and Paldiski will call at CLdN's Albert II terminal in Zeebrugge every other Thursday enabling the exchange of northbound and southbound cargo. The first call is scheduled for 25th July.

The combination will enable the transhipment of containers, tank containers, trailers, reefers, automotive units, self-drives, breakbulk and other special cargo such as mobile machinery. It will provide connectivity between the furthest reaches of Northern and Western Europe – Iberia, Ireland, the UK, Scandinavia and the Northern Baltics. Both companies will share freight loading equipment, thereby maximizing the efficiency of each transshipment.

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Increased capacity on Stena Forerunner and Stena Foreteller

Stena RoRo has signed a conversion contract with China Merchants Jinling (Weihai) Shipyard for the installation of an additional cargo deck, increased thruster capacity and preparations for shore power onboard Stena Forerunner and Stena Foreteller. The cargo capacity will increase by 30% and the vessels will after conversion be ready to meet future efficiency requirements. The conversion for both vessels will be finalised during 2025.

In 2023, both vessels were decarbonised by changing propellers, applying silicone paint and adding interceptors, and the additional cargo deck will further decrease the carbon intensity index factor and further reduce CO2 emissions per cargo unit.

Another recent collaboration with China Merchants Jinling Shipyard has been the order of the two NewMax hybrid vessels for Stena Line for the Irish Sea routes. These vessels will be delivered in 2025.

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First shipment for Lakeway Link

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

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 ro-ro vessel is sailing under Swedish flag and will have its home port in Västerås, where Lakeway Link has its headquarters.

© Shippax 2024-05-06

Stena lays keel for Stena Futura

On Friday 28th June, the keel laying ceremony of the first of the two all-new NewMax hybrid vessels took place in China Merchants Jinling Shipyard in Weihai, China. Stena Futura is one of two NewMax hybrid vessels that will play a key role in Stena Line's journey to sustainable fuel as they will both be able to operate on methanol fuel.

These vessels will significantly enhance capacity on the Belfast-Heysham route on the Irish Sea. Besides being able to run on methanol, a priority during construction of the vessels will be to provide built-in technologies that can take advantage of both battery propulsion and shore power, where this is available.

Main particulars NewMax vessels:

Length: 147 metres

Beam: 26,3 metres

Draft: 5,2 metres

Lanemeters: 2,800

Propulsion: Dual fuel methanol hybrid with 9 MWh battery capacity

Delivery: June and November 2025

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DFDS to sell Oslo - Copenhagen route

Today, DFDS has announced that the route between Oslo, Frederikshavn and Copenhagen will be sold to Gotlandsbolaget. The sale includes the two vessels Crown Seaways and Pearl Seaways deployed on the route, port agreements and terminal equipment. As part of the sale, approximately 800 employees in route operations and support functions will also move to Gotlandsbolaget.

The sale of the OFC route reflects DFDS' strategic focus on providing transport and logistics services using combinations of ferry, road, and rail transport.

DFDS' ferry transport network hereafter consists of freight-only routes in the Mediterranean and on the North Sea and combined freight and passenger routes on the Baltic Sea, between the Netherlands and the UK, on the English Channel and on the Strait of Gibraltar. The ferry transport network is complemented by DFDS's European wide road and rail transport network and logistics services.

When the transaction is finalised, DFDS will have 21 Danish-flagged vessels employing around 1.100 seafarers. In addition, DFDS employs over 1.000 people across more than 10 land-based offices, terminals and logistics sites in Denmark. After the transaction DFDS in total employs 13.200 people.

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New contract for Trinidad and Tobago

Bridgemans announced that the company and Trinidad and Tobago ministry of works and transport have renewed their agreement for cargo ferry Cabo Star to continue to connect Port of Spain and Scarborough until January 2026.

Cabo Star offers a capacity of 2,500 lane metres of covered cargo deck, 130 people and 300 vehicles. The vessel has been an integral support to the Trinidad and Tobago economy since starting the regularly scheduled sea bridge service between the Port of Spain and the Port of Scarborough seven years ago, in 2017.

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Höegh selects Kongsberg for PCTC propulsion upgrades

Kongsberg has won a contract to upgrade the propulsion systems on 10 PCTCs for Höegh. The upgrades are projected to achieve fuel savings of at least 6.5%.

Each of the 10 vessels will be fitted with Kongsberg Promas Lite propulsion system, which has been developed specifically for retrofitting and improving propulsion systems on existing vessels. Promas Lite integrates the fixed pitch propeller, hub cap, bulb, and rudder into one propulsive unit, increasing efficiency and offering significant fuel savings.

Höegh Autoliners operates 11 routes with about 3,000 port calls annually.
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Ban on emissions from scrubbers in Sweden

Emissions from scrubbers that wash gases on ships may be banned in Swedish maritime territory.

Scrubbers are cleaning equipment installed on ships to clean the ship's gases, so that what is released into the air contains relatively low levels of sulphur. Scrubbers with open systems then empty the washing water with all the impurities that have been washed out of the flue gas into the sea. Even scrubbers with closed systems produce drain water with hazardous substances that can be released into the water.

The use of scrubbers has increased since the requirements were tightened on the sulphur content that is permitted in the fuel. This has meant that the emissions of sulphur to the air have decreased, but that the emissions to the water have increased.

Within the EU there is no uniform legislation that prohibits discharges from scrubbers, but many countries and ports have on their own initiative prohibited the discharge of scrubber water into certain parts of national waters. There has so far been no national ban in Sweden, but some Swedish ports have already banned the emissions.

The proposal that is now submitted means that discharges from open ship scrubbers into water are prohibited in Swedish maritime territory from and including 1st July 2025. Discharges from all scrubbers into water are prohibited in Swedish maritime territory from and including 1 January 2029.
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CLdN leads the way in short sea shipping

CLdN has published its fleet emission data for 2023, showcasing remarkable advancements in carbon efficiency. The company says its fleet emissions averaged 39g CO₂ per tonne-kilometre, making it 19% more efficient than its closest competitor in short sea shipping.

Through strategic investments exceeding 750 million euro over the past decade, CLdN has expanded its fleet to over 30 technologically advanced vessels. With an average ship age of 11.5 years, much younger than the industry average of 16.5 years, CLdN continues to set the bar for carbon-efficient maritime operations.

The company has also focused on eco-upgrades to existing vessels, underscoring its commitment to sustainability.

CLdN is preparing to launch two new ships in 2025, which are expected to reduce CO₂ emission intensity by a further 40% while maintaining the same cargo capacity.

© Ferry Shipping News 2024-09-20

RMC delivered Spirit of Tasmania IV

The Tasmanian Spirit of Tasmania (TT-Line Company) ordered two ropax ferries from Rauma Marine Constructions (RMC) for the challenging open sea route to Australia. The first vessel, Spirit of Tasmania IV, has now been completed and delivered. The second, Spirit of Tasmania V, was launched in July.

The ropaxes will operate between Geelong and Devonport on Australia's Bass Strait, a route known for its challenging sea conditions, for which these vessels have been specially built. The ships will replace the two sister ships, Spirit of Tasmania I and II, built in Finland in the 1990s. The passenger, vehicle and freight capacity of the new vessels is significantly greater than that of its predecessors. Alongside the TT-Line vessels, construction on the first multi-purpose corvette for the Finnish Navy began last autumn. RMC's current order book extends to 2028.

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DFDS to invest 1 billion eur in electric ships

In the future, maritime traffic in the Channel will be electric. DFDS is announcing an expected EUR 1 billion investment in six battery electric ships that will be deployed on the Dunkirk-Dover and Calais-Dover routes to carry passengers and freight between the UK and the European Union.

The first two electric vessels will be in operation by 2030, while the rest is expected to follow before 2035.

The English Channel is one of the busiest shipping corridors in the world. It links two of the world's largest economies and accounts for 33% of trade between the EU and the UK. DFDS and the Port of Dover, the Port of Boulogne Calais and the Port of Dunkirk have committed to working together to decarbonise maritime traffic in the Straits of Dover through a Memorandum of Understanding on 15 March 2023.

DFDS is working with world-leading experts in battery technology, ship design and energy efficiency to design these advanced electric ships - including three under French flag - ensuring that their design encompasses safety and performance while using production methods that have the least possible impact on the environment.

In addition, DFDS works closely with national authorities, infrastructure partners and energy suppliers to secure the energy supply and infrastructure for electric ships. In recent years, DFDS and the French authorities have intensified dialogue, and the French government recently launched an ambitious plan for the country's energy transition, focusing on infrastructure.

In 2023, DFDS launched a new strategy - Moving Together Towards 2030 - which reconfirms the ambition to become a net-zero company by 2050 and to have six green ferries in service by the end of 2030, two of which will be electric ships for the Channel.

In France, DFDS has five vessels under French flag and employs 1,200 people, including 800 French seafarers.

In the UK, DFDS has a long history of working with authorities and partners, and fully supports initiatives to accelerate the decarbonisation of the UK's ports and shipping sector.
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