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Editorial

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Renewable Energy and Oceanic Structures: Part III

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Maritime Engineering covers the investigation on safe and sustainable engineering in salt-water environment and publishes scientific and technical works regarding the management, planning, design, analysis, construction, operation, maintenance and applied research related to renewable energy and oceanic engineering. Works from industry and academia are published in this journal conveying advanced research on developing, designing or constructing schemes, as well as good practices in the field.

This issue on Renewable Energy and Oceanic Structures (Correia *et al.*, 2019a) corresponds to the third part of the selected papers from the thematic session (Alessi *et al.*, 2019) with the same name that took place at the Faculty of Engineering of the University of Porto, on 5–7 September 2018. The first issue related to this thematic (Correia *et al.*, 2019a) included the following aspects: structural integrity of offshore structures, dynamic response of pipelines under flexural loads and, finally, the assessment of wave energy resources (Rege and Pavlou, 2019; Pavlou and Correia, 2019; Jiang *et al.*, 2019). The second issue (Correia *et al.*, 2019b) covered the topics related to the floods & floodworks, hydraulics and hydrodynamics, dredging and reclamation, foundations, fatigue, maintenance and inspection and risk and probability analysis (Tanim *et al.*, 2019; Dang *et al.*, 2019; Fazerres-Ferradosa *et al.*, 2019).

This third part of this thematic issue on Renewable Energy and Oceanic Structures of the Proceedings of the ICE in *Maritime Engineering* focus on the following topics: maritime

engineering, offshore engineering, mathematical modelling, failure analysis and risk & probabilistic analysis.

The first paper (Meng *et al.*, 2020) presents an investigation on the collaborative design of maritime structures based on a decoupling strategy called sequential optimisation and reliability assessment. This proposed analysis is applied to three examples (mathematical case, pressure vessel design and conceptual ship design) to show how this hierarchical strategy can be applied to modern distributed maritime engineering design processes.

In the second paper (Wang *et al.*, 2020), the authors proposed an extremum Kriging method with multi-population genetic algorithm with aims to improve the computational accuracy and efficiency of dynamic probabilistic analysis of complex structures. This analysis was validated by performing the dynamic probabilistic analysis of an aeroengine high-pressure compressor blisk radial running deformation with fluid-thermal structural interaction.

Laverick (2020) presented a book review — where the authors working career spent in maritime and fluvial civil engineering overlapped by a voluntary career in river management, canal restoration and management — is compiled. The book consists of a series of case studies derived from lectures that the authors delivered to captive audiences while journeying around the world on luxury vessels and enjoying these civil engineering wonders.

Guest and associate editors very much appreciate the authors and reviewers that contributed to this special issue, as well as to *Maritime Engineering*, and look forward to future opportunities to collaborate with the journal.

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