

40 years of quality shipping



Godby Shipping 1973 - 2013

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JOACHIM SJÖSTRÖM

Mimer and Misida in the port of Rauma.

Dear reader,

Godby Shipping was established in 1973 and our goal through the years has been to offer high quality transportation with vessels manned by highly skilled crews. We started with second hand ships and the company has successively renewed the fleet by taking delivery of tailor-made newbuildings, growing in the same pace as the co-operation with our customers has expanded. Today we operate a fleet of seven modern, ice-strengthened, Finnish-flagged ro-ro vessels.

We are continuing in concentrating our efforts on establishing long term co-operation with our customers, focusing at quality, safety, cost efficiency and environmental issues. The Åland shipping traditions are strong in our family-owned company and we think that it also in the future will be possible for domestic seafarers to get employment on vessels flying the Finnish flag.

We are proud to present this booklet, containing some highlights from our history during four decades. We hope you enjoy reading about us.

Mariehamn on 1 August 2013

*Dan Mikkola
Managing Director*

*Eva Mikkola-Karlström
Deputy Managing Director*



FOTOLITE



SEA FOTO/HANNU LAAKSO

40 Years of Quality Shipping

The story of Godby Shipping begins the same way as that of many other family-owned shipping companies – a captain becomes a ship owner. Also in the case of Godby Shipping, the ideas of the founders were very down-to-earth and realistic. They offered the Finnish export industry reliable shipments with highly skilled and motivated crews.

Godby Shipping did not remain a one-ship company for very long. It saw rapid expansion by acquiring second hand tonnage and survived the years that were critical for Finnish-flagged coasters by actively participating in making shipping policy. The era of newbuildings begun. Today Godby Shipping is a well established shipping company with a fleet of seven modern, high-quality ro-ro vessels.

Above: Misida is together with her sister Misana the newest vessels in the Godby Shipping-fleet.

Above right: The very first vessel in the fleet was the 1,350 dwt Miniland (ex Heike Bos), acquired in 1972 as a wreck.

Right: The Mikkola family – Eva, Inge-lise, Dan and Alpo – and shipyard manager Hinrich Sietas of J. J. Sietas after the naming ceremony of Bore Star in 1990. When the charter for Bore ended she was renamed Mimer.



GODBY SHIPPING ARCHIVE



GODBY SHIPPING ARCHIVE

The 1970s – the beginning

Godby Shipping's founder, master mariner Alpo Mikkola, grew up in Isojoki in central Finland, far away from the sea. In 1949, at the age of 15, he signed on a cargo vessel as a messroom boy.

Alpo Mikkola got his education as a deck officer at the maritime college of Kotka. In 1965 he moved to Åland and continued his nautical studies to master mariner in Mariehamn.

When it was time to start a family and raise children, Alpo Mikkola went ashore. As a complement to his nautical training, he studied economics in Stockholm. The ship owner Bror Husell employed him as a freight broker, and he stayed with the Husell shipping company for a couple of years.

In 1972 Alpo Mikkola became a shipowner. After an inspection of the salvaged dry cargo vessel Heike Bos in Stockholm, Alpo Mikkola, Bror Husell, Kaino Virta and Matti Kankare bought the vessel for SEK 175,000 on 15 Sep-

Magdalene had been damaged by fire when she was bought in 1980. After a refit she entered service for Godby Shipping, but the unfortunate vessel sank after a collision already in 1981. Luckily all crew members were rescued without injuries.



GODBY SHIPPING ARCHIVE

The shareholders of the ship owning company Minicarriers Ab, Sigvard Åkerberg, Alpo Mikkola, Torsten Törnroth and Ingmar Törnroth, during the naming of the barge Mini Boy in Kristinestad in 1976.

tember 1972. The partners formed the shipping company Minicarriers Ab.

Heike Bos was towed to Mariehamn and later to Turku for extensive repairs. The vessel had indeed sunk and been under water for a time, but she was only six years old and was regarded modern with one large hatch. Renamed Miniland she was put into service with Minicarriers in the winter 1973.

Very soon there were some changes in the ownership of the company. Alpo Mikkola's three partners left and instead Torsten Törnroth, Sigvard Åkerberg and Ingmar Törnroth – all from Brändö on Åland – became shareholders.

The sole purpose of Minicarriers Ab was – and still is – to act as a ship-owning company. For management and operations Godby Shipping was established in 1973. Today Godby Shipping acts as an umbrella organisation for the ship-owning companies. Also part of the group is Trailer-Link, a ship-owning company fully owned by Godby Shipping and formed in 1988.

Growing fleet

In 1972, soon after putting Miniland in service, the dry cargo vessel Luna was bought. A year later she was sold and the Mini Star was acquired instead. Neither did Mini Star stay long in the fleet – she was sold already in spring 1973. More than a decade of operations with second-hand vessels followed. Buying and selling vessels formed an essential part of the activities too, and the company succeeded in buying when the prices were down and selling when they were up.

The vessels were initially operated mostly on the spot market. Other owners, especially smaller enterprises on the mainland, started to use Godby Shipping as freight brokers too.

Strong contacts were gradually established with the Finnish industry. Godby Shipping regularly carried pulp since 1974 and soon thereafter contracts were signed for shipments of paper products. Long-term chartering of tonnage to the industry became an increasingly important part of the activities.

The dry cargo vessel Miniforest, acquired in 1979, was a typical representative for the era of second hand tonnage in the company. She traded for Godby Shipping longer than any other of the second hand vessels. During

The 1,400 dwt dry cargo vessel Miniforest saw a long career with Godby Shipping. The height of the cargo hold was ideal for maximum cargo intake of wood pulp bales from Metsä-Botnia. Although built in 1972 she was in excellent condition when she was sold in 1999.



PÄR-HENRIK SJÖSTRÖM



GODBY SHIPPING ARCHIVE

In the 1980s Godby Shipping employed several modern, second hand dry cargo vessels with shipments for the forest industry. Above the 2,730 dwt Miniland and below the 1,350 dwt Minitrans. Originally built for Saimaa Lines as Mustola, Miniland had maximum dimensions for the locks in the Saimaa Canal.

her twenty years in the fleet she mostly carried pulp for the Finnish forest industry on outbound voyages and various bulk cargoes in return. The dimensions of the cargo holds made her very suitable for this trade. Miniforest remained the last of the conventional second hand dry cargo vessels in the Godby Shipping fleet when she finally was sold in 1999.



GODBY SHIPPING ARCHIVE



GODBY SHIPPING ARCHIVE

Barges and a passenger vessel

Although dry cargo shipments have dominated Godby Shipping's activities during the years, the company has also been involved in other fields of shipping.

In 1976 Godby Shipping became a pioneer in barge operations in Finland. By that time barges were mainly used by the Kone company for shipments of cranes. In 1976 the company had two barges built in Finland, Miniboy and Minigirl, which became the very first newbuildings of Godby Shipping. A second-hand tug, Minitug, was added to the fleet for towing the barges. The tug sank after a collision with the barge on tow after just a month of service. The crew could save themselves onto the barge, but after the incident Godby Shipping had to buy the towing services from other companies.

Initially the barges were in heavy use, carrying mainly steel sections for the shipbuilding industry and sugar beets between Åland and a factory in Naantali. As always, a successful concept gets its successors and other owners introduced larger barges. Godby Shipping was not interested in further investments in barge

The small tug and workboat Sam was owned by Godby Shipping from 1976 to 1980.

operations, as plenty of new capacity had been added to the market. Thus, the barges were eventually sold by the end of the 1970s.

In 1977 the passenger steamer Bore Nord (ex Birger Jarl) was bought for a low price from Bore Steamship Company and renamed Minisea.

Among the documentation onboard there were also statistics about passenger volumes on the cruises of the vessel between Turku (Åbo) and Visby. Godby Shipping calculated that with a similar occupation it would be possible to operate profitable traffic on the same route, if only the fuel costs would come down. It was therefore decided to re-engine the vessel and install two second hand diesel engines to improve the fuel economy. The shipyard Finn-boda Varf in Stockholm was chosen to carry out the conversion.

When the company applied for permission to finance the project with foreign currency, the Bank of Finland turned it down. In their opinion the conversion work should be done in Finland, doubling the costs of the conversion. Instead, the vessel was sold further, after not even a single day in traffic for Godby Shipping.

The stylish passenger steamer Bore Nord (ex Birger Jarl) was bought in 1977 and renamed Minisea. However, the project to establish short cruise traffic in the Baltic Sea was never implemented as the company was not allowed to finance it with foreign currency. The steamer was sold further already in 1978.



GODBY SHIPPING ARCHIVE



The 1980s – difficult times

In the 1980s the general cost level for ship owners increased fast. The successful ferry companies could bear with the situation better than the owners of smaller cargo vessels. For them the situation became next to unbearable. Lacking the prosperous tax-free selling, the owners of cargo ships had no chance of holding out against the cost pressure. The Finnish merchant fleet began to shrink rapidly.

With their special regulations, the Finnish Maritime Administration also made it hard in their own way for owners to register second-hand ships under Finnish flag. It seemed that everything worked against domestic cargo shipping.

During these difficult times Godby Shipping bought an originally Finnish-flagged dry cargo vessel, now flying the Panama-flag, at an executive auction in Rotterdam. The intention was to reflag her to Finland, but it turned out to be much more difficult than expected. Just supplying the authorities with all the documentation demanded became almost overwhelming. Like many other owners with simi-

The ro-ro vessel Misida and her two sisters sailed under foreign flag due to sharply rising manning costs in Finland.

lar experiences, the company decided to keep the vessel under foreign flag instead.

The company also acquired three ice-strengthened ro-ro vessels, which were for sale due to the weak ro-ro market in the latter half of the 1980s. The first vessel to be bought in 1986 was Misida, built for Effoa in 1971 as Juno. The sister vessel Miseva was taken over in January 1987 and the near sister Misana in May the same year. They were kept under foreign flags but manned by Finnish senior officers and Yugoslavian crews with ITF-agreements. Especially Misida was frequently employed with forest product shipments from Finland to the Continent and the UK.

As soon as the freight market went up again, Godby Shipping found plenty of work for its ro-ro sisters. The company also got several enquiries from different owners about selling the vessels. Therefore Miseva was sold to Poland already in autumn 1987 and Misana to Germany at the end of the same year. In 1990 Misida was sold to Norway. These profitable transactions enabled the company to invest in its first new-built vessels.



PÄR-HENRIK SJÖSTRÖM

Hope for the future

During the second half of the 1980s the situation for owners of smaller Finnish-flagged cargo vessels had got even worse. While for example a German or Dutch coaster was manned by a crew of five to six persons, a corresponding Finnish vessel had a crew of at least the double. Alpo Mikkola and the ship owner Hans Langh decided to do something about it.

By using Hans Langh's influential contacts among politicians, the owners were soon presenting their difficult situation to the Minister of Trade Jermu Laine. Back then, matters regarding shipping were still handled by the Ministry of Trade, although later transferred to the Ministry of Communications.

The discussions with the Minister of Trade were fruitful. He promised that if the owners, together with the trade unions, could agree on reducing their manning costs by 20 per cent, the government would grant support for acquisitions of second-hand vessels. In 1986 a new agreement was tested between Godby Shipping and its employees as a pilot project. With a few modifications, this was later adapted by the new Cargo ship owners' association, established in 1987.

Finnish short sea shipping saw a fresh start in the late 1980s with new manning regulations, a new ship owners' association and government aid for newbuildings. Owners from Åland and Finland invested heavily in new vessels, dramatically increasing the market share for domestic tonnage in the shipments for Finnish export industry. The first cargo vessel of the small tonnage class was Godby Shipping's Mini Star, which together with her sister Link Star entered a long term charter for Transfennica.



EVA MIKKOLA-KARLSTRÖM

Link Star (above) and Mini Star were built by J. J. Sietas Shipyard. The design was based upon a concept developed by the owner and Transfennica, in those day a transport organisation still jointly owned by Finnish forest industry enterprises. The concept included a wide stern ramp, as well as hatch covers and a side loader. The idea was to export paper products and import raw materials for the Finnish forest industry. The combination turned out to be less successful, and the sisters were mostly operated as storo-vessels.

Newbuildings for Transfennica

Soon it was realised that there was also an urgent need for ordering new cargo vessels to Finland and Åland. In 1988 the government's support was extended to cover the financing of new orders of smaller cargo vessels.

Now the registration of ships under foreign flags ceased. During the following years, Finnish and Åland shipping companies ordered 23 new small tonnage cargo vessels. Many of the companies had only a few years earlier faced serious problems. Within a short time Finland and Åland were operating a highly competitive and modern fleet of short-sea cargo vessels, reconquering market shares from foreign-flagged vessels.

Minicarriers and Trailer-Link of the Godby Shipping group were the first owners to take delivery of a cargo vessel within the framework of the new support system. Built by the German shipyard J. J. Sietas, the ro-ro vessel Mini Star was delivered to Minicarriers in January 1989 and the sister vessel Link Star to Trailer-Link one month later.

It would not have been possible to order these vessels without the support of the government and the close co-operation with the forest product-transporting organisation Transfennica. Both Mini Star and Link Star were put into Transfennica's system traffic on a five-year time charter.



PÅR-HENRIK SJÖSTRÖM

The 1990s – time charter to Bore

When Mini Star and Link Star were ordered, the contract included options for a further two vessels. At that time Bore Line was reorganising its liner services and needed a couple of smaller ro-ro-vessels. It was agreed that Godby Shipping declared one of the options, while the sister vessel was ordered by Bore. Unlike the first two vessels, the second batch was not equipped with side-loaders. They were ro-ro vessels with stern door and cargo lift to the lower hold and weather deck.

In 1990 Minicarriers took delivery of the newbuilding Bore Star, which was put into Bore Line's liner traffic, followed by the Bore-owned sister Bore Sea. Finnlines took over Bore Line's liner traffic from 1992 and in 1993 Bore Star was redelivered to her owner and renamed Mimer after the end of the charter.

With several new vessels in the fleet it became possible for Godby Shipping to compete in a more efficient way and to establish long-term co-operation with the customers. The economy thus became increasingly stable during the 1990s.

Mimer was originally painted in Bore-colours and had the charter name Bore Star.



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Polish sisters

Soon Godby Shipping also reached an agreement on shipments of forest products in two dry cargo vessels, which were ordered from Poland. However, the shipyard failed to deliver the vessels according to the schedule and the shipment contracts were lost. The vessels Jenolin and Julia were delivered one year late in 1992 and 1993 respectively.

After delivery, Jenolin was employed as well carrying sawn wood products as on the spot market. In the beginning the traffic was quite profitable. Julia was also operated in the same way, but some time after her delivery the market went down.

As there was a lot of similar tonnage under construction in the Far East, the outlook on the market for the two sister vessels was not too bright. They were sold to Portugal 1998 for a fair price before the market further weakened.

Godby Shipping's only newbuildings of lo-lo type were Jenolin and Julia.



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More ships for Transfennica

Instead, Godby Shipping launched a new project – the largest so far in the history of the company. In 1997 negotiations begun with Transfennica about ordering a 5,500 DWT ro-ro paper carrier of a new design, which was developed together with the charterer and shipyard. Soon it became obvious that this vessel would be too small, and the dimensions were modified, resulting in a new 7,200 DWT design.

Again Godby Shipping placed its order with J. J. Sietas in Hamburg. Regarding cargo handling, the design was very similar to that of several Norwegian-built vessels of the same generation in Transfennica's fleet.

One of the most important factors in Godby Shipping's project was the fuel economy of the vessels. The fuel costs have always formed a crucial part of the economy. Both hull lines and the machinery configuration play an important role. The company is very pleased with the performance of the Sietas-built sisters Mistral and Miranda, both delivered in 1999.



PÄR-HENRIK SJÖSTRÖM

The Sietas-built twins Mistral and Miranda started their service with a long term charter for Transfennica. The large and fast vessels have proven to be most successful in the Godby Shipping-fleet.



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The 2000s – co-operation with UPM

In 1999, the company's first newbuilding, Mini Star, was sold to Sweden and Bore Sea was bought from Bore. Being an identical sister to Mimer, Bore Sea was renamed Midas. Both Midas and Mimer were needed for a new service between Rauma and Santander, launched by UPM-Kymmene. As the third vessel on the route, UPM-Kymmene chartered Link Star from Godby Shipping.

Alpo Mikkola retired as managing director of Godby Shipping Ab on 31 March 2000 but continued as chairman of the board. The second generation took over. Dan Mikkola became managing director after his father and Alpo Mikkola's daughter Eva Mikkola-Karlström was appointed deputy managing director.

In July 2004 Godby Shipping moved to a new office building in Mariehamn at Södragatan 13. The old office in Godby was sold.

During the first years of the new millenium the cooperation between Godby Shipping and UPM-Kymmene grew rapidly to keep pace with the increasing export of forest products. The liner traffic between Finland and Spain expanded significantly in January 2004, when Link Star was replaced by the considerably larger and faster Mistral. The faster vessels enabled the introduction of the new ports Hamina and Ferrol without losing the two weeks turnaround time. UPM-Kymmene's Spain-service was developed further in the beginning of 2005 when Midas and Mimer were replaced by Miranda. On the return leg the vessels called at Zeebrugge, taking ro-ro cargo for Finnlines to Helsinki.

Both Midas and Mimer were employed in a new service for UPM-Kymmene, connecting the Finnish ports of Rauma and Hamina with Rouen in France.

In 2005 the only vessel not to be employed by UPM-Kymmene was the Link Star. She was on charter to the Swedish company SCA Transforest and carried forest products mainly from Umeå's port Holmsund in Sweden to Dublin in Ireland.



PÄR-HENRIK SJÖSTRÖM

After redelivery from Transfennica Mistral and Miranda were taken on time charter by the large Finnish forest industry group UPM.



PÄR-HENRIK SJÖSTRÖM

Godby Shipping moved into a new office in Mariehamn in 2004.



EVA MIKKOLA-KARLSTRÖM



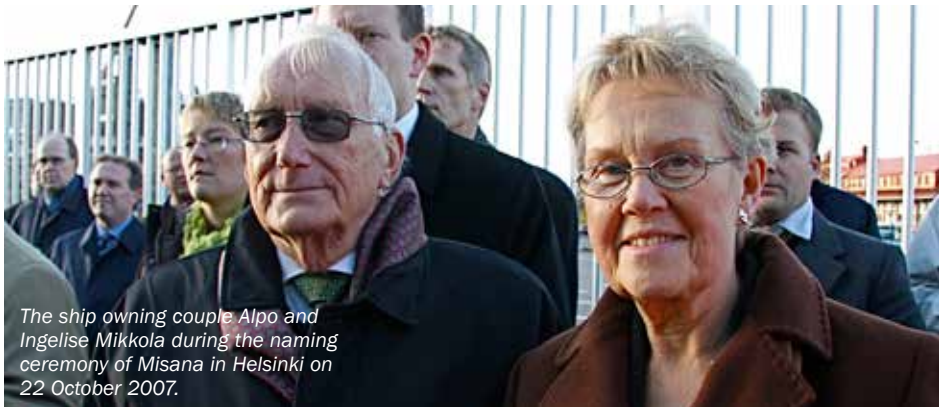
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The ship owning couple, Alpo and Ingelise Mikkola during the naming ceremony of Misana in Helsinki on 22 October 2007.



GODBY SHIPPING

Two sisters for UPM

In February 2005 the company ordered two 9,500 DWT ro-ro vessels from J. J. Sietas shipyard in Germany. The interest from third party cargo owners was increasing on UPM Seaways' Spain route. Combined with rising volumes of UPM's own cargo it was decided in 2006 to lengthen the newbuildings by 12.6 meters. The additional length increased the deadweight from 9,500 tons to 11,300 tons. The trailer capacity went up from 1,900 lane meters to 2,150 lane meters and the container capacity from 420 TEU to 484 TEU. The actual building of the ship had not yet started at that point and the delivery time for the vessels remained unchanged.



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Delivered in October and December 2007, the vessels were named Misana and Misida. They immediately entered an eight year time charter to UPM-Kymmene for traffic between Finland and Spain, boosting the capacity for shipments of paper products and other cargoes such as containers, trailers and other ro-ro-units.

The vessels were designed by Godby Shipping in close co-operation with UPM-Kymmene and Sietas shipyard to ensure they meet the requirements for the transportation of paper products and still have the capacity to carry cassettes, containers and trailers. Considerations included environmental impact, speed and fuel consumption as well as efficient cargo handling. The vessels are built to Finnish/Swedish ice class IA Super.



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Both vessels have stabilising fins for rough seas and an anti-heeling system to increase vessel stability during cargo handling. Fixed ramps connect the main deck with the lower hold and the weather deck, enabling simultaneous loading and discharging over the stern ramp.

Misana and Misida were designed for UPM's shipments. Above left Alpo Mikkola places the lucky coin under the keel. Dan Mikkola, the sponsor Rosa Susaeta and Eva Mikkola-Karlström after the naming ceremony of Misana. Left Bror-Erik Sjöberg and Dan Mikkola at the shipyard.

The 2010s – a new market situation

The financial crisis hit the shipping markets in late 2008. It had a dramatic impact on the export volumes of the Finnish industry. The consequence was a surplus capacity of vessels trading on the Baltic and the North Sea.

As if this was not enough, the bunker costs started to increase with an alarming pace. When Godby Shipping started their operations 40 years ago the bunker costs were not even included in the voyage calculations. When the first newbuildings, Mini Star and Link Star, were delivered, the time charter hire was still the major daily cost for the charterer. This relation has now changed. Today, bunker forms the by far largest post in the costs of the charterer.

Virtually all shipping companies have suffered from the recession. In 2009 Godby Shipping was forced to lay up its oldest vessel Link Star as there was no long term employment in sight.



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Misana and Mistral in Helsinki during the naming ceremony of Misana on 22 October 2007.

Sawn wood in the garage on the upper deck of Misida.



EVA MIKKOLA-KARJASTROM



CHRISTER JOHANSSON

Mimer loading paper reels in the port of Rauma.

Handling of containers on the weather deck of Misida in Rauma.



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In 2010 Godby Shipping and UPM-Kymmene Seaways extended the time charter contracts for the vessels Mistral and Miranda. Thus the forest industry had all but one vessel of the Godby Shipping fleet on time charter. In addition to the above mentioned ships, also Misana, Misida, Midas and Mimer were employed by UPM Seaways.

However, the deteriorating market situation for Finnish export of paper products has enforced changes in UPM's shipments. In 2013, UPM Seaways restructured its own traffic. The fleet of time chartered vessels was reduced as the ro-ro traffic was outsourced to the liner operators Finnlines and Transfennica. Godby Shipping's ro-ro vessels Misida and Misana were re-let by UPM to Finnlines until the end of the time charter in 2015.

Due to the market situation, the main business of Godby Shipping has gradually moved from long term cooperation with very few customers towards shorter time charters or even employments on the spot market.

Exotic waters

In 2012 Godby Shipping entered an interesting time charter to CMA CGM for Midas. The vessel has been taken on charter for 1+1 year and is employed in the Caribbean. Midas is mainly trading between Puerto Rico, Charlotte Amalie, Christiansted, Road Town, Philipsburg, Basseterre, Pointe A Pitre and Gustavia.

In March 2013 the first optional year was exercised and another optional year was added to the new contract. The charterer has been pleased with the performance of the Finnish flagged vessel and its highly skilled crew.

Since the beginning of 2013 also Miranda has been trading in more remote waters, but not as far as Midas. Miranda is trading in the Mediterranean for the Spanish shipping company Acciona Trasmediterranea. The charter continues until the end of 2013.

Miranda is trading in the Western Mediterranean, sailing from Barcelona and Valencia on the mainland to Palma and Ibiza. The charterers consider the owners and their crew very professional, and are pleased with the performance of the vessel. The fuel economy of Miranda is a main issue, enabling the charter in the first place.

In 2012 Midas started trading for the French liner operator CMA CGM on their Leeward Islands service in the Caribbean.



Midas is dwarfed by the large cruise vessels, among them the Oasis of the Seas, in the port of Philipsburg, St. Maarten.

JOAKIM HENTUNEN



DAN MIKKOLA



CHRISTER JOHANSSON



JOAKIM HENTUNEN



JOAKIM HENTUNEN



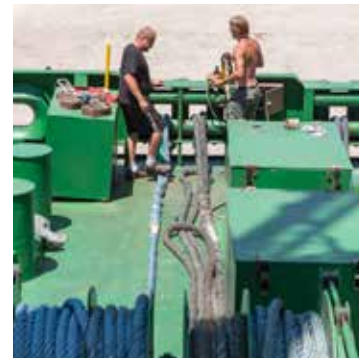
Palma de Mallorca

PÀR-HENRIK SJÖSTRÖM



Ibiza

PÀR-HENRIK SJÖSTRÖM



PÀR-HENRIK SJÖSTRÖM



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Miranda is on charter to the Spanish shipping company Trasmediterranea for liner service between Valencia, Barcelona, Palma and Ibiza.



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Important crew and education

Despite the expansion of the geographical range of operations one thing remains unchanged: Godby Shipping is still regarded as a very professional and committed actor on the market. As the company uses mainly Finnish crews and modern, ice-strengthened vessels flying the Finnish flag, it is definitely seen as a provider of high-quality sea transports.

The role of the crews has always been central in the activities of Godby Shipping. The company offers the possibility to advance in the career within the fleet. There are many examples of deck officers and engineers who have started in the company as trainees and gradually advanced in the ranks. For ratings, deck officers and engineers the company grants leave for continuing their studies in maritime colleges, making it possible for them to keep their jobs in the fleet even during their education. Enabling long term career planning for the employees, the company is whenever possible trying to fill key positions by internal recruitment rather than external recruitment.



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Kaius Kuuluvainen on the bridge of Misida. Below the crew of Misida: Sebastian Eriksson, Kristoffer Joelson, Rene Lindroos, Anders Byman and Fredrik Eriksson. Front row: Martti Rimpilä, Thomas Blomsterlund, Kristian Törnroth and Pekka Inkari.

Opposite page: Anders Wikström in the galley of Misida. René Lindroos and Leif Jakobsson in the engine room of Misida. Leif Eklund during the naming of Misana in Helsinki.



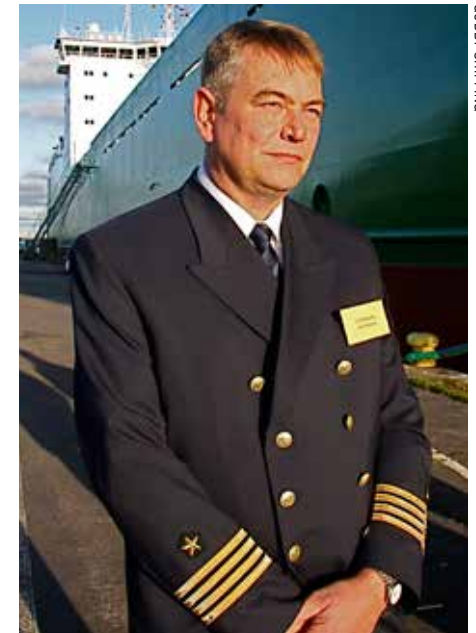
JEREMIC SLAVOLUB



GODBY SHIPPING



JEREMIC SLAVOLUB



GODBY SHIPPING

Maritime Day and recruitment

Godby Shipping is also actively working on matters regarding continuous improvement of training of officers and crew. Together with the nautical and technical colleges, the company offers trainees the possibility to practice and work on their vessels.

This is a win-win situation as the trainees get their practice and are also able to show what they are made of. Recruitment from Åland and mainland Finland is extremely important for the company.

Godby Shipping has chosen a long-term approach to the recruitment of new seafarers by supporting education and by making young people interested in working at sea. The company works to improve the image of work at sea together with Ålands sjöfart, an association promoting Åland shipping. An important event in this field is the annual exhibition and recruitment day "Sjöfartens Dag" (Maritime Day) in Mariehamn, focusing at the recruitment of new students for the maritime schools and at bringing the maritime cluster together. The association also supports training programmes on sailing vessels for students in the maritime schools of Åland as well as other projects with the objective to promote shipping and recruiting.



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Maritime Day (below) is a large annual happening in Mariehamn. Eva Mikkola-Karlström (above) and Dan Mikkola (below right) are both actively promoting Åland shipping.



PÄR-HENRIK SJÖSTRÖM



PÄR-HENRIK SJÖSTRÖM

There are indeed many environmental challenges in the near future. The intention of Godby Shipping is to meet the challenge, which in the long run may provide a competitive advantage.

The Future – environment in focus

Steeply rising bunker costs and a globally growing concern for the environment has brought huge challenges for shipping during the last years. The EU-directive on sulphur emissions from shipping is expected to have a drastic impact on shipment costs for the Finnish and Swedish export industry.

It will also further increase the costs for ship owners. Most of them have no other viable choices for upgrading their existing fleet than switching to low sulphur marine gas oil or installing scrubbers for exhaust gas cleaning. Rebuilding the machinery to burn LNG is not an option for most of the existing vessels. No doubt several vessels will be sold for trading in other areas than ECAs too.

The ISO 14001 certified Godby Shipping has for several years invested in environmental technology to reduce fuel costs and emissions in the exhaust gases from the engines on the vessels.

The first vessels in the fleet to be environmentally adapted were Mistral and Miranda, delivered in 1999. Direct Water Injection (DWI) technology was installed on the main engines, reducing NOX emissions typically by 50 - 60 per cent without adversely affecting the power output.

With Wärtsilä, Godby Shipping launched



PÄR-HENRIK SJÖSTRÖM



LENNART ALEXANDERSSON

a pilot project, testing a new environmental technology when building Misana and Misida. The Wärtsilä 6L46F main engines of the vessels were fitted with Wärtsilä's new Wet Pac System to reduce NOx emissions.

The most encouraging results in saving bunker oil have been achieved from a retrofit installation of variable frequency drive (VFD) shaft generators on Mistral and Miranda in 2010 and 2011. The variable frequency drive shaft generator solution allows for 30 per cent variation of shaft generator frequency and voltage but still maintains nominal voltage and frequency in the electric network onboard. Depending on the operation profile the reduction in fuel consumption varies between 5 and 15 per cent. The VFD-technology played an important role for winning the Tramed-contract for Miranda.

Now Godby Shipping are planning for a VFD installation on Misida and Misana too. The company is also investigating the possibilities to install a dry scrubber on the vessels.

Deputy managing director Eva Mikkola-Karlström concludes that it is necessary to stay on the forefront also in adapting new environmental technology solutions.

"It is much about new technology and it is still uncertain how it will work in the long run. So far it is also very expensive and the market is uncertain. But it also offers opportunities for high-quality shipping," she states.



JEREMIC SANVOULUB

Improved fuel efficiency is one of the hottest topics within shipping today. Godby Shipping has been active in installing new technology for reducing bunker consumption. This also reduces the harmful impact on the environment, ensuring that cargo units, such as containers, are carried in a sustainable way at sea.



PÄR-HENRIK SJÖSTRÖM

The fleet of Godby Shipping

During 40 years many vessels have sailed in the Godby Shipping-fleet. Some of them have been with us just for a couple of years, while others have served us for decades.

On the following pages you will find all our vessels. Those who long ago are history are briefly listed on this page with their main particulars, while all relevant data is presented for those vessels presently sailing under the Godby Shipping-flag.

Time chartered vessels are not included.

Vessels from the past

Name	Years in fleet	Built	Type	Tonnage	Main dimensions
Miniland (1)	1972-1979	Germany 1966	general cargo vessel	1351 DWT	65.03 x 9.83 x 4.10 m
Luna	1972-1973	Sweden 1956	general cargo vessel	936 DWT	54.72 x 9.91 x 3.79 m
Ministar (1)	1973-1974	Netherlands 1952	general cargo vessel	1765 DWT	75.29 x 11.33 x 4.86 m
Herold	1974-1975	Germany 1959	general cargo vessel	927 DWT	60.95 x 8.62 x 3.39 m
Minisea (1)	1974-1976	Netherlands 1963	general cargo vessel	503 DWT	76.70 x 11.32 x 4.65 m
Anneli	1974-1975	Netherlands 1934	general cargo vessel	1351 DWT	49.20 x 7.70 x 3.04m
Miniboy	1976-1979	Finland 1976	pontoon	1500 DWT	45.09 x 15.04 x 2.94 m
Minitug	1976-1980	Sweden 1883	tug	117 GRT	24.60 x 5.92 x 2.96 m
Minigirl	1976-1977	Finland 1976	pontoon	1300 DWT	54.79 x 12.43 x 4.00 m



JOACHIM SJÖSTRÖM

Sam	Finland				
1976-1980	1976	tug	17 GRT	12.10 x 3.72 x 1.50 m	
Minisea (2)	Sweden	passenger vessel	2798 GRT	92.50 x 14.28 x 5.50 m	
1977-1978	1953				
Minitrans	Netherlands	general cargo vessel	1350 DWT	75.70 x 11.00 x 3.54 m	
1978-1986	1969				
Miniforest	Germany	general cargo vessel	1400 DWT	78.09 x 12.82 x 7.98 m	
1979-20	1972				
Magdalene	Netherlands	general cargo vessel	1420 DWT	76.92 x 11.92 x 3.62 m	
1980-1981	1971				
Nautic	Germany	general cargo vessel	5277 DWT	88.52 x 14.00 x 5.27 m	
1982-1987	1971				
Miniland (2)	Finland	general cargo vessel	2730 DWT	82.50 x 12.63 x 6.20 m	
1984-1988	1980				
Misida	Norway	ro-ro vessel	4070 DWT	118.42 x 16.03 x 5.95 m	
1986-1990	1971				
Miseva	Norway	ro-ro vessel	4170 DWT	118.42 x 16.03 x 5.95 m	
1987-1987	1972				
Misana	Finland	ro-ro vessel	2100 DWT	118.41 x 16.04 x 4.80 m	
1987-1987	1972				
Hebe	Finland	general cargo vessel	3654 DWT	101.12 x 13.13 x 5.15 m	
1987-1988	1962				
Mini Star (2)	Germany	ro-lo vessel	4017 DWT	107.45 x 17.00 x 6.05 m	
1989-1999	1989				
Jenolin	Poland	general cargo vessel	5314 DWT	105.25 x 17.04 x 5.50 m	
1992-1998	1992				
Volare	England	air cushion vessel	10 pass.	10 x 3 m	
1989	1989				
Julia	Poland	general cargo vessel	5313 DWT	105.25 x 17.04 x 5.50 m	
1993-1998	1992				

Misana



PÄR-HENRIK SJÖSTRÖM

Built by J.J. Sietas KG Schiffswerft GmbH u. Co., Germany 2007
 Germanischer Lloyd +100 A5 E4 "Ro-Ro ship" "Equipped for carriage of containers" "Environmental Passport" "Ballast Water Management" "NAV-OC" "SOLAS II-2, Reg. 19" MC E4 Aut.
 Finnish/Swedish ice class 1A Super , Call sign OJNB, IMO no. 9348936

Principal dimensions		Cargo handling equipment	
Lenght over all	165,75 m	Stern ramp 21,00 m x 13,00 m, total load 200 t	
Breadth moulded	23,40 m	Fixed ramp main deck - tank top, slope <8°	
Draft summer	7,26 m	Fixed ramp main deck - weather deck, slope <7°	
		Hydraulic door in front of "garage" 13,75 m x 5,00 m	
		Air drying plant for cargo holds	
Tonnages		Accommodation for drivers	
DWT on 7,26 m draft	11.407	Accommodation for 12 drivers in 6 cabins	
GT London rules 1969	15.586		
NT London rules 1969	4.676		

Tank capacities	
Heavy fuel oil (IF-380)	1.030 m ³
MGO	76 m ³
Water ballast	6.700 m ³

Roro capacity			
	Area	Lane meter	Max load
Weather deck	2.610 m ²	859 m	2,5 t/m ²
Main deck	2.554 m ²	820 m	5,0 t/m ²
Lower hold	1.516 m ²	476 m	8,0 t/m ²
Total	6.680 m ²	2.155 m	

	Volume	Deck height
"Garage"	2.546 m ³	4,60 m
Main deck	12.771 m ³	5,00 m
Lower hold	7.583 m ³	5,00 m
Total	22.900 m ³	

"Garage" = fully covered area under accommodation

Container capacity on deck and reefer plugs
 484 TEU or 242 FEU
 Stack load on deck 40/60 t per 20/40' stack
 48 reefer plugs on main deck and weather deck
 Reefer plugs 4 pole, 380/440 V, 50/60 Hz, 32 A

Machinery
 Main engine 2 x Wärtsilä 6L46F, totally 15.000 kW with WET-PAC-system for NOx reduction
 Bow thruster 1.100 kW
 Stern thruster 600 kW
 Shaft generator 2.200 kW
 Anti-heeling system 2 x 1.000 m³/h
 Fin stabilizer plant

Speed and consumption per day
 Service speed abt 20 knots on abt 60 t IF-380
 Harbour consumption abt 2 t MGO

Typical cargo cases
Paper: 3.000 mt paper in lower hold + 7.300 mt paper on main deck + 600 mt bunker
Paper + containers: 3.000 mt paper in lower hold + 5.700 mt paper on main deck + 1.600 mt containers on weather deck (abt 64 pcs x 25 mt) + 600 mt bunker
Paper + trailers + containers: 3.000 mt paper in lower hold + 1.375 mt trailers on main deck (55 pcs x 25 mt x 13,6 m) + 2.800 mt containers on weather deck (abt 112 pcs x 25 mt) + 600 mt bunker + 1.150 mt ballast
Please note that above cases are given as examples only. Actual maximum cargo for a specific voyage is always subject to exact cargo specification, vessel's trim and stability, port restrictions etc.

Misida



PÄR-HENRIK SJÖSTRÖM

Built by J.J. Sietas KG Schiffswerft GmbH u. Co., Germany 2007
 Germanischer Lloyd +100 A5 E4 "Ro-Ro ship" "Equipped for carriage of containers" "Environmental Passport" "Ballast Water Management" "NAV-OC" "SOLAS II-2, Reg. 19" MC E4 Aut.
 Finnish/Swedish ice class 1A Super , Call sign OJNC, IMO no. 9348948

Principal dimensions		Cargo handling equipment	
Lenght over all	165,75 m	Stern ramp 21,00 m x 13,00 m, total load 200 t	
Breadth moulded	23,40 m	Fixed ramp main deck - tank top, slope <8°	
Summer draft	7,26 m	Fixed ramp main deck - weather deck, slope <7°	
		Hydraulic door in front of "garage" 13,75 m x 5,00 m	
		Air drying plant for cargo holds	
Tonnages		Accommodation for drivers	
DWT on 7,26 m draft	11.407	Accommodation for 12 drivers in 6 cabins	
GT London rules 1969	15.586		
NT London rules 1969	4.676		

Tank capacities	
Heavy fuel oil (IF-380)	1.030 m ³
MGO	76 m ³
Water ballast	6.700 m ³

Roro capacity			
	Area	Lane meter	Max load
Weather deck	2.610 m ²	859 m	2,5 t/m ²
Main deck	2.554 m ²	820 m	5,0 t/m ²
Lower hold	1.516 m ²	476 m	8,0 t/m ²
Total	6.680 m ²	2.155 m	

	Volume	Deck height
"Garage"	2.546 m ³	4,60 m
Main deck	12.771 m ³	5,00 m
Lower hold	7.583 m ³	5,00 m
Total	22.900 m ³	

"Garage" = fully covered area under accommodation

Container capacity on deck and reefer plugs
 484 TEU or 242 FEU
 Stack load on deck 40/60 t per 20/40' stack
 48 reefer plugs on main deck and weather deck
 Reefer plugs 4 pole, 380/440 V, 50/60 Hz, 32 A

Machinery
 Main engine 2 x Wärtsilä 6L46F, totally 15.000 kW with WET-PAC-system for NOx reduction
 Bow thruster 1.100 kW
 Stern thruster 600 kW
 Shaft generator 2.200 kW
 Anti-heeling system 2 x 1.000 m³/h
 Fin stabilizer plant

Speed and consumption per day
 Service speed abt 20 knots on abt 60 t IF-380
 Harbour consumption abt 2 t MGO

Typical cargo cases
Paper: 3.000 mt paper in lower hold + 7.300 mt paper on main deck + 600 mt bunker
Paper + containers: 3.000 mt paper in lower hold + 5.700 mt paper on main deck + 1.600 mt containers on weather deck (abt 64 pcs x 25 mt) + 600 mt bunker
Paper + trailers + containers: 3.000 mt paper in lower hold + 1.375 mt trailers on main deck (55 pcs x 25 mt x 13,6 m) + 2.800 mt containers on weather deck (abt 112 pcs x 25 mt) + 600 mt bunker + 1.150 mt ballast
Please note that above cases are given as examples only. Actual maximum cargo for a specific voyage is always subject to exact cargo specification, vessel's trim and stability, port restrictions etc.

Mistral



PÄR-HENRIK SJÖSTRÖM

Finnish flag, built by J.J. Sietas KG Schiffswerft GmbH u. Co., Germany 1999
 Germanischer Lloyd +100 A5 E4 "Ro-Ro-Ship" "Equipped for carriage of containers" "SOLAS II-2, Reg. 19" MC E4 Aut.
 Finnish/Swedish ice class 1A Super, Call sign OJIX, IMO no. 9183788

Principal dimensions

Lenght over all	153,45 m
Breadth moulded	20,60 m
Draft summer	7,00 m

Tonnages

DWT on 7,00 m draft	7.438
GT London rules 1969	10.471
NT London rules 1969	3.142

Tank capacities

Heavy fuel oil (IF-380)	840 m³
MGO	153 m³
Water ballast	3.963 m³

Roro capacity

	Area	Lane meter	Max load
Weather deck	2.062 m²	690 m	2,5 t/m²
Main deck	1.878 m²	620 m	5,0 t/m²
Lower hold	967 m²	315 m	8,0 t/m²
Total	4.907 m²	1.625 m	

	Volume	Deck height
Main deck	9.463 m³	5,00 m
Lower hold	5.136 m³	4,60 m
Total	14.599 m³	

Container capacity on deck and reefer plugs

303 TEU or 141 FEU plus 21 TEU
 Stack load on deck 40/60 t per 20'/40' stack
 50 reefer plugs on main deck and weather deck
 Reefer plugs 4 pole, 380/440 V, 50/60 Hz, 32 A

Cargo handling equipment

Stern ramp 14,00 m x 12,30 m (L x B), total load 200 t
 Stern ramp 14,00 m x 4,00 m (L x B)
 Fixed ramp main deck – tank top, slope <8°
 Fixed ramp main deck – weather deck, slope <8°
 Air drying plant for cargo holds

Accommodation for drivers

Accommodation for 12 drivers in 6 cabins

Machinery

Main engine Wärtsilä 12V46C, 12.600 kW with water injection system for NOx reduction and variable frequency device for optimal fuel consumption at low speed
 Bow thruster, 800 kW
 Stern thruster, 495 kW
 Shaft generator, 1.500 kW
 Anti-heeling system, 2 x 1.000 m³/h
 Fin stabilizer plant

Speed and consumption per day

Service speed abt 20 knots on abt 48 t IF-380
 Harbour consumption abt 2 t MGO

Typical cargo cases

Paper: 2.850 mt paper in lower hold + 3.900 mt paper on main deck + 400 mt bunker

Paper + containers: 2.850 mt paper in lower hold + 2.900 mt paper on main deck + 980 mt containers on weather deck (abt 70 pcs x 14 mt) + 400 mt bunker

Paper + trailers + containers: 2.850 mt paper in lower hold + 1.000 mt trailers on main deck (40 pcs x 25 mt x 13,6 m) + 1.960 mt containers on weather deck (abt 140 pcs x 14 mt) + 400 mt bunker

Please note that above cases are given as examples only. Actual maximum cargo for a specific voyage is always subject to exact cargo specification, vessel's trim and stability, port restrictions etc.

Miranda



JOACHIM SJÖSTRÖM

Finnish flag, built by J.J. Sietas KG Schiffswerft GmbH u. Co., Germany 1999
 Germanischer Lloyd +100 A5 E4 "Ro-RO-Ship" "Equipped for carriage of containers" "SOLAS II-2, Reg. 19" MC E4 Aut.
 Finnish/Swedish ice class 1A Super, Call sign OJIY, IMO no. 9183790

Principal dimensions

Lenght over all	153,45 m
Breadth moulded	20,60 m
Draft summer	7,00 m

Tonnages

DWT on 7,00 m draft	7.440
GT London rules 1969	10.471
NT London rules 1969	3.142

Tank capacities

Heavy fuel oil (IF-380)	840 m³
MGO	153 m³
Water ballast	3.963 m³

Roro capacity

	Area	Lane meter	Max load
Weather deck	2.062 m²	690 m	2,5 t/m²
Main deck	1.878 m²	620 m	5,0 t/m²
Lower hold	967 m²	315 m	8,0 t/m²
Total	4.907 m²	1.625 m	

	Volume	Deck height
Main deck	9.463 m³	5,00 m
Lower hold	5.136 m³	4,60 m
Total	14.599 m³	

Container capacity on deck and reefer plugs

303 TEU or 141 FEU plus 21 TEU
 Stack load on deck 40/60 t per 20'/40' stack
 50 reefer plugs on main deck and weather deck
 Reefer plugs 4 pole, 380/440 V, 50/60 Hz, 32 A

Cargo handling equipment

Stern ramp 14,00 m x 12,30 m (L x B), total load 200 t
 Stern ramp 14,00 m x 4,00 m (L x B)
 Fixed ramp main deck – tank top, slope <8°
 Fixed ramp main deck - weather deck, slope <8°
 Air drying plant for cargo holds

Accommodation for drivers

Accommodation for 12 drivers in 6 cabins

Machinery

Main engine Wärtsilä 12V46C, 12.600 kW with water injection system for NOx reduction and variable frequency device for optimal fuel consumption at low speed
 Bow thruster, 800 kW
 Stern thruster, 495 kW
 Shaft generator, 1.500 kW
 Anti-heeling system, 2 x 1.000 m³/h
 Fin stabilizer plant

Speed and consumption per day

Service speed abt 20 knots on abt 48 t IF-380
 Harbour consumption abt 2 t MGO

Typical cargo cases

Paper: 2.850 mt paper in lower hold + 3.900 mt paper on main deck + 400 mt bunker

Paper + containers: 2.850 mt paper in lower hold + 2.900 mt paper on main deck + 980 mt containers on weather deck (abt 70 pcs x 14 mt) + 400 mt bunker

Paper + trailers + containers: 2.850 mt paper in lower hold + 1.000 mt trailers on main deck (40 pcs x 25 mt x 13,6 m) + 1.960 mt containers on weather deck (abt 140 pcs x 14 mt) + 400 mt bunker

Please note that above cases are given as examples only. Actual maximum cargo for a specific voyage is always subject to exact cargo specification, vessel's trim and stability, port restrictions etc.

Mimer



JOACHIM SJÖSTRÖM

Finnish flag, built by J.J. Sietas Schiffswerft GmbH, Germany 1990
 Germanischer Lloyd +100 A5 E3 "Ro-Ro-ship" "Suitable for carriage of dangerous goods" MC E3 aut
 Finnish/Swedish ice class 1A, Call sign OIZX, IMO no. 9002647

Principal dimensions

Lenght over all	108,35 m
Breadth moulded	17,00 m
Draft summer	5,97 m

Tonnages

DWT summer on 5,97 m draft	4.491
GT London rules 1969	5.873
NT London rules 1969	1.762

Tank capacities

Heavy fuel oil (IF-60)	360 m ³
MDO	67 m ³
Water ballast	1.837 m ³

Roro capacity

	Area	Lanemeter	Max load
Weather deck	1.040 m ²	365 m	2,5 t/m ²
Main deck	1.257 m ²	429 m	4,0 t/m ²
Lower hold	731 m ²	238 m	8,0 t/m ²
Total	3.028 m ²	1.032 m	

	Volume	Deck height
Main deck	7.897 m ³	6,20 m
Lower hold	2.706 m ³	4,09 m
Total	10.603 m ³	

Container capacity

120 TEU or 60 FEU on deck
 Stack load on deck 30/40 t per 20'/40' stack
 24 reefer plugs on main deck and weather deck
 Reefer plugs 4 pole, 380/440 V, 50/60 Hz, 32 A

Cargo handling equipment

Stern ramp 12,50 x 9,25 m (L x B), total load 180 t
 Trailer lift 18,6 x 3,4 m, lifting capacity 60 t, serving lower hold/main deck/weather deck
 Speed loaded/empty 9/18 m per minute

Accommodation

Accommodation for 4 drivers in 2 cabins

Machinery

Main engine Wärtsilä Vasa 9R32E, 3.645 kW
 Shaft generator, 540 kW
 Bow thruster, 450 kW
 Anti-heeling system

Speed and consumption per day

Service speed abt 14 knots on abt 14 t IF-60 / IF-30
 Vessel consuming IF-60 summer / IF-30 winter
 Harbour consumption abt 0,8 t MGO without trailer lift

Typical cargo cases

Paper: 1.500 mt paper in lower hold + 2.600 mt paper on main deck + 200 mt bunker

Paper + containers: 1.750 mt paper in lower hold + 2.100 mt paper on main deck + 250 mt containers on weather deck (abt 18 pcs x 14 mt) + 200 mt bunker

Paper + trailers + containers: 1.750 mt paper in lower hold + 650 mt trailers on main deck (26 pcs x 25 mt x 13,6 m) + 1.000 mt containers on weather deck (abt 70 pcs x 14 mt) + 200 mt bunker

Please note that above cases are given as examples only. Actual maximum cargo for a specific voyage is always subject to exact cargo specification, vessel's trim and stability, port restrictions etc.

Midas



PÄR-HENRIK SJÖSTRÖM

Finnish flag, built by J.J. Sietas Schiffswerft GmbH, Germany 1990
 Germanischer Lloyd +100 A5 E3 "Ro-Ro-ship" "Suitable for carriage of dangerous goods" MC E3 aut
 Finnish/Swedish ice class 1A, Call sign OIZZ, IMO no. 9002659

Principal dimensions

Lenght over all	108,35 m
Breadth moulded	17,00 m
Draft summer	5,97 m

Tonnages

DWT summer on 5,97 m draft	4.491
GT London rules 1969	5.873
NT London rules 1969	1.762

Tank capacities

Heavy fuel oil (IF-60)	360 m ³
MDO	67 m ³
Water ballast	1.837 m ³

Roro capacity

	Area	Lanemeter	Max load
Weather deck	1.040 m ²	365 m	2,5 t/m ²
Main deck	1.257 m ²	429 m	4,0 t/m ²
Lower hold	731 m ²	238 m	8,0 t/m ²
Total	3.028 m ²	1.032 m	

	Volume	Deck height
Main deck	7.897 m ³	6,20 m
Lower hold	2.706 m ³	4,09 m
Total	10.603 m ³	

Container capacity

120 TEU or 60 FEU on deck
 Stack load on deck 30/40 t per 20'/40' stack
 24 reefer plugs on main deck and weather deck
 Reefer plugs 4 pole, 380/440 V, 50/60 Hz, 32 A

Cargo handling equipment

Stern ramp 12,50 x 9,25 m (L x B), total load 180 t
 Trailer lift 18,6 x 3,4 m, lifting capacity 60 t, serving lower hold/main deck/weather deck
 Speed loaded/empty 9/18 m per minute

Accommodation

Accommodation for 4 drivers in 2 cabins

Machinery

Main engine Wärtsilä Vasa 9R32E, 3.645 kW
 Shaft generator, 540 kW
 Bow thruster, 450 kW
 Anti-heeling system

Speed and consumption per day

Service speed abt 14 knots on abt 14 t IF-60
 Harbour consumption abt 0,8 t MGO without trailer lift

Typical cargo cases

Paper: 1.500 mt paper in lower hold + 2.600 mt paper on main deck + 200 mt bunker

Paper + containers: 1.750 mt paper in lower hold + 2.100 mt paper on main deck + 250 mt containers on weather deck (abt 18 pcs x 14 mt) + 200 mt bunker

Paper + trailers + containers: 1.750 mt paper in lower hold + 650 mt trailers on main deck (26 pcs x 25 mt x 13,6 m) + 1.000 mt containers on weather deck (abt 70 pcs x 14 mt) + 200 mt bunker

Please note that above cases are given as examples only. Actual maximum cargo for a specific voyage is always subject to exact cargo specification, vessel's trim and stability, port restrictions etc.

Link Star



JOACHIM SJÖSTRÖM

Finnish flag, built by J.J. Sietas Schiffswerft GmbH, Germany 1989
 Germanischer Lloyd +100 A5 E3 G "Ro-Ro-ship" "Equipped for carriage of containers" MC E3 aut
 Finnish/Swedish ice class 1A, Call sign OIXX, IMO no. 8805602

Principal dimensions

Length over all	107,45 m
Breadth moulded	17,00 m
Draught summer	6,07 m

Tonnages

DWT on 6,07 m draft	4.453
GT London rules 1969	5.627
NT London rules 1969	1.877

Tank capacities

Heavy fuel oil (IF-60 / IF-30)	354 m³
MDO	67 m³
Water ballast	1.787 m³

Roro capacity

	Area	Lanemeter	Max load
Main deck	1.216 m²	405	4 t/m²
Lower hold	735 m²		8 t/m²
Total	1.951 m²		

	Volume	Deck heights
Main deck	6.687 m³	5,50 m
Lower hold	3.079 m³	4,19 m
Total	9.766 m³	

Hatch dimensions (L x B)

Hatch 1	25,50 x 14,50 m
Hatch 2	12,60 x 10,10 m
Hatch 3	25,50 x 14,50 m

Container capacity

180 TEU or 90 FEU on deck
 Stack load on deck 40/50 t per 20'/40' stack
 20 reefer plugs on main deck and weather deck
 Reefer plugs 4 pole, 380/440 V, 50/60 Hz, 32 A

Cargo handling equipment

Stern ramp 12,0 x 9,25 m (L x B), total load 180 t
 Side loader with 2 lift platforms, 3,20 x 1,60 m each
 Lifting capacity 12 t per platform
 Air drying plant for cargo holds

Accommodation

No accommodation for drivers

Machinery

Main engine Wärtsilä Vasa 8R32E, 3.240 kW
 Shaft generator, 540 kW
 Bow thruster, 350 kW

Speed and consumption per day

Service speed abt 13 knots on abt 13 t IF-60 / IF-30
 Vessel consuming IF-60 summer / IF-30 winter
 Harbour consumption abt 0,8 t MGO w/out side loaders

Typical cargo cases

Paper: 1.500 mt paper in lower hold + 2.550 mt paper on main deck + 200 mt bunker

Paper + containers: 1.500 mt paper in lower hold + 2.150 mt paper on main deck + 250 mt containers on weather deck (abt 18 pcs x 14 mt) + 200 mt bunker

Paper + trailers + containers: 1.500 mt paper in lower hold + 650 mt trailers on main deck (26 pcs x 25 mt x 13,6 m) + 1.000 mt containers on weather deck (abt 70 pcs x 14 mt) + 200 mt bunker

Please note that above cases are given as examples only. Actual maximum cargo for a specific voyage is always subject to exact cargo specification, vessel's trim and stability, port restrictions etc.



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