50 years of quality shipping

Godby Shipping 1972 – 2022

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TOR-ERIK KVALSVIK

Misida.

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Dear reader,

Godby Shipping was established in 1972 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 eight modern, ice-strengthened roro and side port 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 five decades. We hope you enjoy reading about us.

Mariehamn on 1 June 2023

Dan Mikkola
Managing Director

Eva Mikkola-Karlström
Deputy Managing Director

The 1970s: The beginning

Minitrans in Turku.

SEA FOTO/HANNU LAAKSO

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

The story of Godby Shipping begins to a great extent in a similar 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 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. In the late 1980s the renewed shipping policy enabled domestic owners in the short sea segment to invest in newbuildings and thus become more competitive. This marks the beginning of a suite of newbuildings for Godby Shipping and the focus shifted more and more to roro vessels.

During the years there has been good times and bad times. Despite many challenges Godby Shipping has all the time lived up to their ambition to be a leading tonnage provider, offering their customers shipping services of highest quality with a fleet of efficient, high-quality roro vessels.

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.

In fact the story of Godby Shipping begins much earlier than 50 years ago. It started as a dream of a young seaman named Alpo Mikkola to one day become a captain of his own ship. Alpo Mikkola grew up in Isojoki (Storå) near Kristinestad in Ostrobothnia. In 1949, at the age of 15, he signed on the small cargo vessel Margareta as a messboy. The vessel was damaged by ice off the Polish coast and sank but the whole crew was saved.

Despite this dramatic event Alpo Mikkola developed a passion for the life at sea and he decided to become an officer. He got his education as a mate at the maritime college of Kotka and in 1964 he got his first job as a deck officer on the Swedish cargo vessel Royal Pulp. On one of the voyages Ingelise Alexandersson, daughter of the ship's chief officer, was on board as a passenger. She and Alpo Mikkola fell in love and got married. Alpo Mikkola moved to Åland where he continued his nautical studies to master mariner in Mariehamn.

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

The couple had their first child Dan in 1965. After becoming a father Alpo Mikkola eventually decided that it was time to settle down and he went ashore. As a complement to his nautical training, he studied economics in Stockholm before their daughter Eva was born in 1970.

In a shipping community like Åland there was no problem for an energetic and young master mariner to find a job ashore. The ship owner Bror Husell employed Alpo Mikkola as a freight broker, and he stayed with the Husell shipping company for a couple of years.

In 1972 Alpo Mikkola realised his dream and 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 September 1972. The partners formed the shipping company Minicarriers Ab.

Minicarriers Ab was officially registered on 30 December 1972 and that date Godby Shipping consider as their "birthday". 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 Törnroos – all from Brändö on Åland – became shareholders.

Godby Shipping was established for management and operations. Alpo Mikkola took care of almost everything related to the chartering and operations while Ingelise Mikkola handled accounting and payments.

In the group structure of today the parent company Godby Shipping Ab acts as a management company while all ship owning activities are concentrated to the subsidiary Oy Trailer-Link Ab, established in 1988.

Growing fleet

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

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

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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 2000.

one large hatch. Renamed Miniland she was put into service in the winter 1973.

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 Finnish mainland, started to use Godby Shipping as freight and chartering broker.

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 general cargo tonnage in the company. She traded for Godby Shipping longer than any other of the second hand vessels. During 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.

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 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 it was so close that Godby Shipping would have come involved in passenger traffic. The passenger steamer Bore Nord (ex Birger Jarl) was bought for a low price from Bore Steamship Company and renamed Minisea.

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

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 Finnboda 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 elegant 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.

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The 1980s: From crisis to success

Mini Star in Rauma.

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Miniforest with sawn wood as deck cargo. She was in Godby Shipping's fleet from 1979 to 2000.

In the 1980s the general cost level for Finnish ship owners increased fast. The successful ferry companies trading between Finland, Åland and Sweden could bear with the situation better than the owners of smaller cargo vessels, for whom 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 the originally Finnish-flagged dry cargo vessel Hebe, now flying the Panama-flag, at an executive auction in Rotterdam in 1987. 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

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

many other owners with similar experiences, the company decided to keep the vessel under foreign flag instead and she was sold already the following year.

The first roros

It was during these difficult times that Godby Shipping for the first time entered the roro market. Due to the weak roro market in the latter half of the 1980s the company managed to acquire for a fair price three modern, ice-strengthened roro vessels, which were for sale. The first vessel to be bought in 1986 was Misida, built for Effoa in 1971 as Juno. The sister vessel Miseva (ex Leo) was taken over in January 1987 and the near sister Misana (ex Silvia) 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 improved, Godby

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Left: Mini Star and her sister ship Link 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.

Below left: Storo handled paper reels in the main hold of Link Star.

Shipping found plenty of work for its roro 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 newbuilt vessels.

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 decided to do something about it together with another ship owner, Hans Langh.

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.

The newbuildings – Mini Star & Link Star

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

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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 roro vessel Mini Star was delivered to Minicarriers in January 1989 and the sister vessel Link Star to Trailer-Link one month later.

Above: Mini Star in the lock of Brunsbüttel in the Kiel Canal.

Right: Link Star outward bound from Travemünde.

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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 long-term time-charters. These versatile vessels were tailor made for shipments of forest products. The cargo handling equipment included a stern door, cargo hatches and a side loader, enabling shipments of breakbulk such as paper and pulp as well as dry bulk such as china clay on the return legs.

The 1990s: Focus on roro

The main deck of Mistral.

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

The new multi purpose roro vessels turned out to be successful in Transfennica's system traffic. During the 1980s storo (stowable roro) handling of paper reels especially in short sea shipping more and more replaced the less efficient lolo handling. The paper reels were moved on roll trailers into the ship and stowed in the cargo hold by trucks. Storo handling enables high utilisation of the cargo capacity but demands totally smooth surfaces in the cargo hold.

The 1980s and 1990s saw a rapid development of sophisticated paper carrying roro vessels where much attention was paid to efficient cargo flow during loading and discharging. In this process ship owners like Godby Shipping played an important role.

Roros for Bore – Bore Star & Bore Sea

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 roro vessels. It was agreed that Godby Shipping declared

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The Mikkola family after the naming ceremony of Bore Star at Sietas shipyard in Hamburg in 1980. From left Eva, Ingelise, Dan and Alpo. Far right the shipyard's manager Hinrich Sietas.

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 and cargo hatches. They were pure roro vessels with a 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 acquired 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. The sisters were re-united in 1999 when Minicarriers brought Bore Sea from Bore Line and renamed her Midas.

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 economic situation for the company thus became increasingly stable during the 1990s.

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Above: Jenolin loading steel coils in the port of Naantali.

Below: Julia. Together with her sistership Jenolin the duo were Godby Shipping's only newbuildings of lolo type.

Newbuilding project in Poland – Jenolin & Julia

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 carrying mainly sawn wood and steel products from Finland to the Mediterranean with bulk cargos on the return legs. 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.

Jenolin and Julia became the last conventional dry cargo newbuildings ordered by Godby Shipping. 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.

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More roros for Transfennica – Mistral & Miranda

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 roro 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 formed an essential part of the economy. Both hull lines and the machinery configuration played an important role in the fuel efficiency of the newbuildings. The result was successful, and the charterers have been pleased with the performance of the Sietas-built twins Mistral and Miranda, both delivered in 1999.

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Dan Mikkola, master Fjalar Eckerman and Alpo Mikkola onboard Mistral during her first visit in the port of Hanko on 5 January 1999.

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

Alpo Mikkola, Jussi Sarvikas (UPM) and Dan Mikkola during a press conference on the newbuilding Misana in 2007.

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 roro 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 1999, the company's first newbuilding, Mini Star, was sold to Sweden. Instead Bore Sea was bought from Bore. Being an identical sister to Mimer, Bore Sea was renamed Midas. Both

Miranda and Misana in the port of Hanko.

MATHIAS MATTSSON

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.

In 2005 the only vessel not to be employed by UPM-Kymmene was 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.

Generational change

Alpo and Ingelise Mikkola retired on 31 March 2000, but Alpo Mikkola continued as chairman of the board. Now the following generation took over. Dan Mikkola became managing director and Eva Mikkola-Karlström was appointed deputy managing director of Godby Shipping.

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

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Above: The company's office, the Shipping House.

Below: The Mikkola-family on Åland Maritime Day.

Opposite page: Alpo and Ingelise Mikkola onboard Misida.

THERESE ANDERSSON

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Alpo and Ingelise Mikkola during the naming ceremony of Misana in Helsinki on 22 October 2007.

Misana and Misida were designed for UPM's shipments. Top: Misida. Above left: Misana under construction. Above: Dan Mikkola at the shipyard.

Opposite page, from top:
Alpo Mikkola places the lucky coin under the keel.
Bror-Erik Sjöberg and Dan Mikkola.
Dan Mikkola, the sponsor Rosa Susaeta and Eva Mikkola-Karlström after the naming ceremony of Misana. Fridtjof Rohde giving a speach during the naming ceremony.

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Two sisters for UPM – Misana & Misida

In February 2005 the company ordered two 9,500 DWT roro 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. The actual building of the ship had not yet started at that point and the delivery time for the vessels remained unchanged.

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 roro units.

The vessels were designed by Godby Shipping in close cooperation 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.

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.

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The 2010s: A new market situation

Aft deck of Miranda during departure from Ibiza.

The financial crisis, trigged by the Lehman Brothers collapse in September 2008, hit the shipping markets hard. It had a dramatic impact on the global foreign trade. As a consequence there occurred an increasing surplus of capacity and low rates for 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 earlier 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 now changed and bunker formed the by far largest post in the costs of the charterer.

Decreasing demand

The forest industry struggled with decreased demand in Europe and the freight market for roro

Storo handling of paper on Misida. The finacial crisis also led to a downturn in the Finnish export of paper products.

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vessels was generally very weak. For example the Finnish paper export had decreased from more than 10 million tons in 2008 to less than 6 million tons in 2013. This had a serious impact on tonnage providers such as Godby Shipping, serving exclusively the forest industry. By the end of 2012 several charters for forest products carriers expired, resulting in fierce competition on a shrinking market to low freight rates.

In 2010 Godby Shipping and UPM had extended the time charter contracts for the vessels Mistral and Miranda. In addition to that, also Misana, Misida, Midas and Mimer were employed by UPM Seaways. However, the deteriorating market situation for Finnish export of paper products led to changes in UPM's shipments. In 2013, UPM restructured its own traffic. The fleet of time-chartered vessels was reduced as the roro traffic was outsourced to the liner operators Finnlines and Transfennica. Godby Shipping's roro vessels Misida and Misana were relet by UPM to Finnlines until their time charter ended in 2015.

From forest industry to liner operators

For Godby Shipping the 2010s reshaped the foundation of the company's entire business. During just a couple of years the shipping company underwent a transition on a weak roro market. They entered the financial crisis as a tonnage provider purely for the forest industry. During the years to follow they became a tonnage provider mainly to liner operators, active in roro shipments of trailers and other rolling cargo. However, even during these difficult years the company managed to remain in the paper shipping business too, but in a much smaller scale.

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

"Actually the difference between how we operated before that and today is not so big after all. In 2010, during the financial crisis, we owned seven

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Misana and Misida were employed by Finnlines in their liner service before redelivered by UPM to Godby Shipping in 2015.

vessels, which all traded for the forest industry. Due to the crisis the vessels were redelivered and we had to explore new markets. Today we have eight vessels, of which none is calling Finnish ports, we are totally operating on the international market," Dan Mikkola says.

He explains that to a certain extent slightly different routines are needed for operating the fleet. For example Mimer is today trading in the Caribbean, calling ten to twelve ports a week. Ten years ago the same vessel did one round trip between Rauma and Santander every 14 day.

"But basically, we remain the same tonnage

provider and our mission is to run ships from A to B. Our customers expect that the vessels will be in traffic 24 hours a day, 365 days a year, without interruptions and non-planned downtime. We do the same things regardless if the vessels are trading in the Caribbean, the Baltic Sea, the North Sea or the Mediterranean. The customers are different now, but our role as a tonnage provider is the same. We deliver high quality transportation to our customers regardless if they are a Finnish forest industry company or a French liner operator," Dan Mikkola adds.

Trading for CMA CGM

With new customers the area of traffic expanded successively from Northern Europe to more exotic waters, at least for some of the vessels in the fleet. The first vessel to leave the forest products trade was Midas. After the charter to UPM Seaways some shorter charters followed in 2011. In April 2012 Midas entered a time charter in the Caribbean for CMA CGM, mainly trading between Puerto

Midas in Philipsburg, St Maarten. She entered a charter in the Caribbean for CMA CGM in 2012.

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In 2019 Mimer replaced Midas in the charter for CMA CGM in the Caribbean.

Rico, Charlotte Amalie, Christiansted, Road Town, Philipsburg, Basseterre, Pointe A Pitre and Gustavia. This was a new land winning for Godby Shipping which turned out to be successful. In March 2013 the first optional year was exercised by CMA CGM and another optional year was added to the new contract. The charterer was most pleased with the performance of the Finnish-flagged vessel and its skilled and motivated crew. The charter agreement for Midas was gradually extended until October 2019, when she was replaced by her sister vessel Mimer.

More new customers

For several years Godby Shipping had two vessels trading in the Caribbean. In April 2014, after a couple of shorter employments, Mimer entered a charter for CMA CGM in the Mediterranean on the route Marseille–Alger–Mostaganem–Oran–Marseille. When the volumes dropped dramatically due to changes in the import regulations CMA CGM decided to close down the service in June 2015. Godby Shipping managed to find an alternative charter for Mimer to Marinex Cargo

Line in the Caribbean. In August 2019 the vessel was redelivered and sailed to Oresund Drydocks in Landskrona, Sweden for class renewal docking and installation of ballast water treatment system. After that Mimer returned to the Caribbean and replaced Midas in the CMA CGM service in October 2019.

In 2013 also Miranda started trading in more remote waters. Miranda was employed in the Western Mediterranean on a time charter to the Spanish ferry operator Acciona Trasmediterranea.

In 2013, when UPM reorganised their export shipments, Miranda's sister vessel Mistral was relet to Finnlines until the charter expired in June 2013. Now followed several shorter charters, for example in September 2013 an employment as an additional trailer ferry for Tallink Silja on the route Turku–Stockholm. In October 2014 Mistral entered a charter for P&O Ferries and thereafter she sailed for P&O Ferries on various routes, including a relet to Stena Line during the summer 2018, until December 2019.

Below: The tidy engine room of Midas and her main engine "Victoria". Keeping their engine rooms shipshape is not only a safety issue, it is a point of honour for the engineers on Godby Shipping's vessels.

Opposite page: Miranda in the Mediterranean during her charter to Acciona Trasmediterranea.

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The future of the oldest vessel Link Star looked rather gloomy in 2008 when she was laid up in Mariehamn after her time charter to SCA came to an end. Except for a few shorter charters, she was laid up in Mariehamn until she in March 2014 entered Nor Lines' liner traffic between Finland, Poland, Denmark and Norway. When the charter for Nor Lines ended, Link Star entered a new charter from 1 January 2017 for UPM. During this employment, which was extended several times, Link Star sailed on various routes but mainly between Rauma, Rostock and Santander.

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Above: Link Star during her charter to Nor Lines.

Below: Per Westling, MD, Stena RoRo, Dan Mikkola, MD, Godby Shipping and Olof Berndtsson, DMD, Stena RoRo, after signing ceremony during Stena Match Cup Sweden in 2015.

Co-operation with Stena RoRo

In 2015 Godby Shipping signed a charter agreement with Stena RoRo for Misana, Misida and Miranda. This was Godby Shipping's so far largest charter agreement for existing vessels.

The two newest vessels in the fleet, Misana and Misida, had mostly been running mates also after carrying forest products for UPM after delivery from the shipyard in 2007. In May 2013 UPM relet them to Finnlines until the end of 2015. After that Godby Shipping entered co-operation with Stena RoRo who chartered the two sisters with relet to

VICTORIA EDSTRÖM

GODBY SHIPPING

Above: Miranda in Cadiz on 9 January 2018, before being handed over to the new owner FRS.

Right: Miranda in Kiel Canal on Christmas eve 2017 during her last voyage under Godby Shipping's ownership.

JOACHIM SJÖSTRÖM

Transfennica. In beginning of 2018 the vessels entered traffic for Stena Line as a response to the increased demand of cargo capacity and the ships were employed on various routes between UK and ports in Belgium and the Netherlands.

When Miranda was redelivered to Godby Shipping in September 2015 she entered the new charter to Stena RoRo. Initially she was on relet to the Spanish ferry operator Balearia for their liner traffic between Algeciras and Tanger. In January 2016 a two years relet to Transfennica commenced, after which Miranda was sold to FRS. She was handed over to the new owner on 9 January 2018 in Cadiz, Spain. The crew of Miranda was transferred to other positions within the Godby Shipping-fleet.

GODBY SHIPPING

Assisting US Coast Guard

On the evening of 30 April 2017 the watch officers on both Mimer and Midas picked up a distress call from a fast, 32 feet motor boat that had ran aground off the island St John, US Virgin Islands. Both of the Godby Shipping vessels were nearby in the waters off the island Tortola, belonging to the neighbouring British Virgin Islands. Midas was en route to San Juan and Mimer was at anchor off Road Town.

The distress call trigged a rather chaotic radio chatter, involving mainly a large number of pleasure boats. Mimer's watch officer resolutely took command of the radio traffic and started relaying information about the situation to the US Coast Guard unit in San Juan. Midas changed course towards the place of the accident, which was only four nautical miles away. The officer on watch alerted the master who came to the bridge.

It had already become dark and the weather was rainy with 10 m/s wind. There were six people on board the boat in distress and it turned out that there was a risk that it would sink. A large yacht at anchor nearby had sent a fast tender boat to their rescue and the crew of Midas used the vessels' searchlights to lighten up the scene and guide them to the site of the grounding. The US Coast Guard appointed the master of Midas to on scene commander. Onboard Midas everything was prepared to receive casualties if necessary.

Above:Summer party at the ofice. Nautical Superintendent/part-owner Mikael Törnroth and part-owner Sigvard Åkerberg.

Below: "Know your ship, know your job, think safe, be safe!" Godby Shipping was awarded the Safest Working Place in shipping 2015 by the insurance company Alandia.

GODBY SHIPPING

Master Joakim Hentunen and VP Marine Management Christer Johansson received an award from Domingo Swerins Stiftelse on behalf of the whole crew of Midas for a rescue operation in 2017.

Godby Shipping's crew magazine "FlaskPosten-PulloPosti" has been published since 1990 to provide information from the office to the vessels. FlaskPosten instantly became much appreciated among the crews. Today it is distributed to all employees and to other interested persons. FlaskPosten also includes shipping news from several sources and is published in Swedish, Finnish, and English. All issues since 2013 are available at www.godbyshipping.fi.

The outcome was happy. Despite difficult conditions, all six people were rescued by the tender boat. The US Coast Guard especially thanked Mimer's watch officer for well executed communications and Midas for assistance during the rescue operation, which was over in just 40 minutes.

Know your ship, know your job, think safe, be safe!

Godby Shipping was awarded The Safest Working Place in Shipping 2015 by the insurance company Alandia. In their motivation Alandia stated that "we paid special attention to their work to develop and improve the work environment, both the physical and psychosocial and to their low number of reported accidents in correlation to the number of employees".

Fleet renewal on the agenda

The demand for roro vessels continued weak for several years during the 2010s. Godby Shipping noted some improvement in 2013 due to the company's new strategy to diversify their customer base. In 2014 the roro market was slowly recovering, not least because of a decreasing number of roro vessels on the market. The oldest vessels in the shortsea roro fleet had gone to recycling while only a few newbuildings were added.

Meanwhile Godby Shipping saw that there was again a slightly growing interest for somewhat longer charters. Managing Director Dan Mikkola characterised the market as still weak but stated that the employment of the company's fleet was stable. This positive trend continued for the years to follow and in 2016 Godby Shipping noticed that a certain balance between supply and demand of roro tonnage had been reached in the shortsea segment.

RONALD RAMPSCH

However, the market did not yet enable investments in newbuildings. Instead Godby Shipping saw the opportunity to acquire a suitable second hand roro vessel. On 8 August 2015 the contract for the purchase of the 1990-built Baltica was signed. Godby Shipping took delivery of Baltica on 30 October in Sagunto, Spain.

Above: The 2,240 lane metre roro-vessel Baltica was acquired by Godby Shipping in 2015.

Right: Godby Shipping's 5,000 lane meter newbuilding project Next-GenRoRo was never realised due to lack of interest from the market.

Baltica got Finnish flag but kept her old name. Most of her crew continued working onboard joined by some key personnel from Godby Shipping. Baltica became the largest vessel in the fleet with a cargo capacity of 2,240 lane meters. An ongoing charter for TransProCon continued and was later extended to the end of 2019.

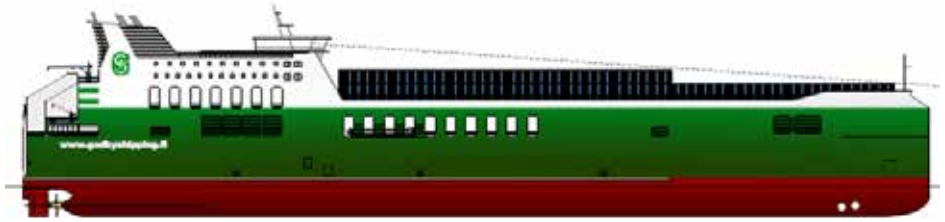
The failed NextGenRoRo-project

In 2016 the market had recovered to an extent that Godby Shipping launched their first newbuilding project since Misana and Misida. The project was called NextGenRoRo and the specification for the vessel was developed together with the Danish engineering consultants Knud E Hansen. The work resulted in a 3,500 lane meter design with three cargo decks.

Price indications were received from several shipyards and the vessel was offered for long term charter to several customers without result.

The project evolved in 2017 to a larger design with 5,000 lane meter capacity on four decks. The sale of Miranda was a part of financing the newbuildings, but the company needed a long term charter before an order could be placed. Despite a good design and a competitive newbuilding price from a renowned shipyard, the company did not succeed in getting a long-term time-charter. Therefore the project NextGenRoRo was put on hold in 2018.

"This was no doubt a disappointment. We had developed an excellent design and we had a shipyard offering to build the vessel to a highly competitive price. Later the newbuilding prices have skyrocketed and the newbuilding activities in the roro segment have been next to non-existent," Dan Mikkola explains.



The 2020s: A disastrous start

Alpo Mikkola (1934–2020).

GODBY SHIPPING

Alpo's life was always about ships and shipping. His first years were tough and poor. He was raised by his mother and grandmother. At the age of 15 he went to sea and after studies in Kotka and Mariehamn he eventually became a sea captain.

It was at sea that me met the love of his life, Ingelise, a daughter of a deck officer. They got married and when their second child was born Alpo decided that his active time at sea was over. His ambition was to become a ship owner and in 1972, together with Ingelise and a few partners, he formed Godby Shipping.

In 1989 the shipping company took delivery of its first nebuilding. Soon the focus shifted from operating second hand coasters on the spot market to long-term time charters to mainly the forest industry with purpose built roro vessels.

Alpo retired from his daily work at the office in the end of 1999. His children Dan and Eva took over as managing director and deputy managing director respectively while Alpo became chairman of the board.

Alpo was a man of action who rarely sat still for any length of time. If it wasn't work he always found something to fix. When he became bored with renovating the summer cottage, he tore it down and built a new one. When Alpo and Ingelise decided to move from their house in Godby to Mariehamn, Alpo had a house built next to the office.

A dear project was the construction of a scale model of the roro vessel Misida. It started with the 7 meters long hull model used in tank tests, consisting of only the underwater hull plus a little above the waterline. Alpo built the rest himself, including every little detail. Since the scale is far from standard, many special tools and hand-made details were required. Of course, the model also has working lighting. Before the work began, Alpo had to build a workshop for the project.

When several of his grandchildren started playing football, interest in this sport was sparked. Alpo followed their matches, always proud of their achievements. When IFK Mariehamn rose to the top league, it became natural for Alpo to also support IFK. Hunting and fishing were also big interests.

At the age of 85, Alpo passed away peacefully on Sunday, 10 May 2020.

ARIAN GARCIA

The pandemic

In 2019, after five years of steadily increasing rates, the general mood in the roro market was described by Dan Mikkola as ”wait and see”. There was indeed much uncertainty on the market caused by Brexit as well as a trade conflict between USA and China. The first signs of a beginning recession in Europe had a negative impact on the demand for roro vessels. At the same time the relatively large orderbook at the shipyards meant that the supply of capacity was increasing dramatically, as most of the roro vessels on order had large capacity.

Still, no one could possibly foresee the global disturbance to come. It all started with an outbreak of a flu in China in autumn 2019, caused by a new variant of the corona virus. The disease was designated covid 19. It spread like a wildfire all over the world and was declared a pandemic by WHO in March 2020.

”The roro market reached its peak in late 2018 and early 2019. After that the market weakened gradually but there was nothing exceptional about that. We had contracts for all the vessels in our fleet until the end of 2019 so it did not affect us directly. When we got closer to 2020 the situation was typical for a weakening market. Everybody waited for better times and only short agreements were signed. That means that only two of our vessels entered the decade with long term charters,” Dan Mikkola recalls.

In April 2020 Mimer and Link Star (below) where the only fully employed vessels in Godby Shipping's fleet.

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Then, in spring 2020, the roro market almost overnight became in practice paralysed by the covid-19 pandemic. ”In a very short time the confidence for a continuing need of shipments was totally lost and every charterer wanted to redeliver the vessels as soon as possible. No options were declared but it had nothing to do with the vessels or the freight rates. It was simply a total lack of confidence and a wish to reduce shipping capacity.”

In just a few months the roro market had gone from bad to disastrous during spring 2020. The covid-19 pandemic caused a global lockdown and the demand for roro vessels on the market was non existent. Godby Shipping had five of their seven vessels in layup. The turnover dropped with 80 per cent. ”There were no charterers and it was by no way a question of price. The market was simply totally dead, and no-one knew for how long this situation would last. It was a completely irrational market situation where the demand had vanished totally and there was nothing to work with,” Dan Mikkola describes the spring 2020.

Darkest time

For Godby Shipping it meant that in April 2020 only two of their smallest vessels, Mimer and Link Star, had employment. The five others were laid up and the company had no option but to call for collaborative negotiations on layoffs of most of their sea personnel. Before the downturn the office was manned to handle at least seven vessels and the first stage of a newbuilding project. The newbuilding project was postponed until better times and the new focus was survival instead. Therefore also the office personnel was reduced drastically.

”We tried different solutions, but finally we had to reduce the personnel in the office by 40 per cent. It was perhaps the darkest time in the history of our company,” Dan Mikkola says.

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The bulb seen from above while Mimer is plying the blue waters of Caribbean.

A glimpse of light

However, the recovery of the market started sooner than expected. As mentioned, when the pandemic hit in spring 2020 only two vessels could be employed thanks to their ongoing contracts. Link Star remained fully employed until she was sold to the Norwegian company Norwest Ship Management in October 2021. She was handed over to her new owners on 8 November 2021. The crew was transfered to other vessels in the fleet. The other fully employed vessel was Mimer, that continuing her service for CMA CGM in the Caribbean.

During the spring and summer 2020 the management of Godby Shipping worked hard to find employment for the laid up fleet enabling the crews to return to work.

”We soon noticed that the cargo volumes in our segment were not totally lost after all. In late summer 2020 this became clear and the market began to recover slowly,” Dan Mikkola recalls.

Already in July 2020 Godby Shipping started to see a glimpse of light at the end of the tunnel as they succeeded in finding employment for several of the idle vessels. Although the freight rates were extremely low in spring 2020 these were good news for Godby Shipping and their employees in an extremely difficult time. As a matter of fact these contracts were the first steps on the road to get the whole fleet back trading, the seafarers back to work and also the workforce on the office could gradually be increased.

After a rather short charter to Wagenborg Midas was back in the Caribbean in November 2020, now chartered to Accordia Shipping in Florida, carrying mainly roro cargo to Haiti. Following some shorter charters in the Caribbean and thereafter in Europe, Midas in December 2022 started trading for TransProCon. This charter continues until the end of 2023. The largest vessel Baltica was the only one that remained laid up in Mariehamn until the end of 2020.

Midas arriving at New York in December 2020.

TIMO VÄÄNÄNEN

NIKLAS HELLMAN

Long-term contracts with Sea-Cargo and Smyril

The chartering situation for the Godby Shipping-fleet improved rather swiftly. Both Misida and Misana were chartered to the Norwegian liner operator Sea-Cargo for delivery in August and October 2020. Including options this contract is valid until end of 2031 making it the longest contract in the company's history. The ships are trading from numerous ports in Norway to Rotterdam on a weekly schedule.

In January 2020 Mistral entered a charter to Balearia. Due to the covid-pandemic the options were not declared and the vessel was redelivered already in May 2020. Despite the disastrous roro market Godby Shipping managed to sign a short contract with Smyril Line, which was extended several times. For the time being Mistral continues sailing for Smyril Line. Mistral is trading between Denmark, Faroe Island and Iceland, a tough route especially during winter time.

New acquisitions and contracts with Holmen and DFDS

Above: Misana in the port of Høyanger, Norway, at the head of the stunning Høyangsfjorden.

Right: The roro vessel Baltic Bright.

Changes in the fleet

After the challenging year 2020 Godby Shipping started 2021 with positive news and the company saw the opportunity to purchase the well maintained roro vessel Baltic Bright from the Swedish company Charterfrakt. The vessel was handed over in Landskrona, Sweden, on 5 July 2021 after a 25-year class renewal and installation of ballast water treatment system. The assumption is that the vessel could easily trade in the Godby Shipping fleet for another ten years.

Baltic Bright was re-flagged to Finland, but kept her original name. Most of her crew was reemployed on Baltic Bright or some of the other ships in Godby Shipping's fleet.

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After the change of ownership Baltic Bright continued an ongoing time-charter to UPM until the end of 2021. In January 2022 the vessel entered a two year time-charter to Holmen Paper. The vessel is employed in Holmen Paper's system traffic, carrying mainly paper products from Holmen's plants in Sweden to ports in the UK and the Continent.

About the same time that Baltic Bright joined the fleet Baltica was sold to the Cyprus-based company Salamis. The delivery took place in Piraeus, Greece on 28 June 2021 after completion of a short charter to TransProCon. The crew of Baltica was transferred to other vessels in the fleet.

Link Star was also sold that year and handed over to her new owner Norwest Ship Management in Husøy, Norway, on 8 November 2021.

Before the year had ended Godby Shipping made another acquisition to renew the fleet. On 23 December 2021 Godby Shipping announced that the company had established a long-term co-operation with DFDS by buying the two storo sideport vessels Lysvik Seaways and Lysbris Seaways from DFDS and chartering them back to DFDS until 2030 including options. The vessels are designed

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Above: Lysbris Seaways at berth in the port of Skogn.

Below: Lysbris Seaways arriving at Skogn.

GODBY SHIPPING

GEIR VINNES

Above: Lysvik Seaways in rough weather.

Below: The side loader on Lysvik Seaways.

for transport of forest products, containers and general cargo.

The delivery of Lysvik Seaways took place in Skogn, Norway, on 27 December 2021 and Lysbris Seaways at sea on 21 January 2022. The vessels continued in their present trade mostly serving Norske Skog forest product shipments out of Norway to UK and continental Europe. The vessels kept their well established names and continued sailing under NIS flag with their existing crews.

Recovery continued

When the worst was over the roro market has continued to recover.

"In 2023 most of the segments in the shortsea roro market is better than the former peaks in 2018–2019 and 2007–2008. In the smaller segments the 1,000 lane meters vessels are 30 plus years old, most of the 2,000 lane meters vessels are 20 plus and there are no vessels on order in these segments. The capacity of the shipyards is booked for several years and if someone order new roro vessels in these segments they cannot be delivered before 2026. If there are no global disturbances the roro market for at least the smaller segments should remain stable for a couple of years," Dan Mikkola says.

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The Sea Sunday price was handed over to chief engineer Kenneth Lindeman and master Timo Väänänen by Transport Minister Timo Harakka. The award trophy is a bronze sculpture of a helmsman by Emil Cedercreutz.

Safety prize

On 13 September 2022 the crew of Midas were awarded the Sea Sunday safety prize for rescuing the crew of a sailing boat in the Atlantic Ocean on 6 November 2020. The award was handed over by Finland's Transport Minister Timo Harakka.

On the morning of 6 November 2020 Midas was on a transit voyage from Europe for a charter for Accordia in Florida when she received a request from the Portuguese Coast Guard to check for a possible accident involving a catamaran approximately 150 nautical miles off the Portuguese coast. At the scene of the accident the crew saw three people in a small life raft next to a capsized catamaran. In the rough sea Midas was unable to launch its MOB boat and captain Timo Väänänen, who was in charge for the operation on scene, decided to maneuver Midas as close to the life raft as possible. Crew members from Midas pulled the life raft close to the lowered gangway, allowing the castaways to get safely aboard the Midas. Unfortunately a fourth person from the sailing boat had been lost already before Midas arrived at the scene

In the motivation for awarding the prize, it is

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Above: Midas and the life raft at the port bow.

Above right: Crew members of Midas and the rescued persons.

Below: The bridge of Lysbris.

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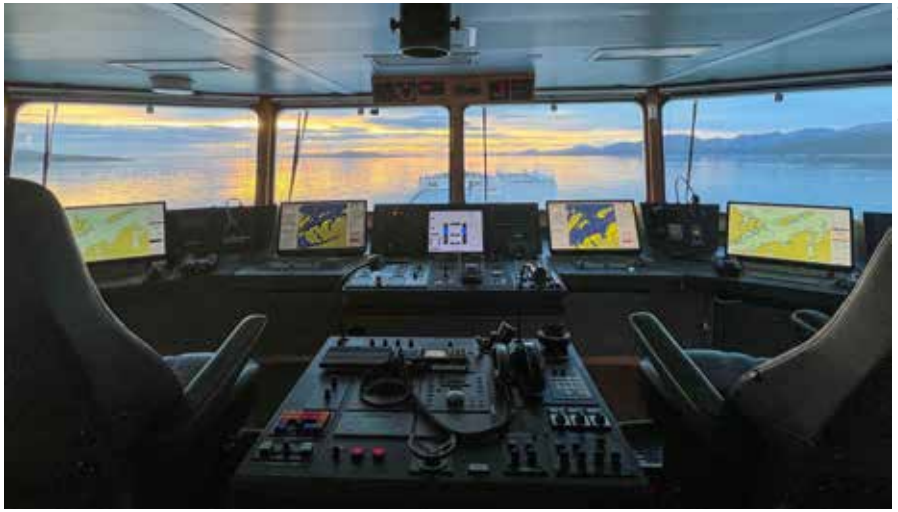

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mentioned that the actions of Midas' crew were based on a functioning and well trained safety culture, strong teamwork and the seamanship of the entire crew.

The Sea Sunday safety prize is an award for merit founded in 1997 by the maritime authorities and both professional and recreational maritime organisations. The criteria for choosing recipients can relate to a concrete action, an idea, an attitude, a development project or some other merit related to maritime safety. The prize can be awarded to a person, a vessel crew, a shipping company, an authority or an organisation. The Finnish Seamen's Church serves as the chairing organization for the award committee.

The most important challenge

After discontinuing the NextGenRoRo Godby Shipping started working on a small roro design that concept-wise could be called 'Stream RoRo'. The intention was to design a small roro vessel with about the same dimensions as the Mimer-type for shortsea traffic in areas such as the Caribbean, the Baltic Sea and the North Sea, complying with all new demands on improved energy efficiency and reduced emissions.

The project was still in an initial phase when the pandemic put the project on hold in 2020. The project was restarted in 2021 and a full tender specification was finalized in May 2022 and sent out to shipyards globally. However, the Russian invasion of Ukraine and the following skyrocket-

ing steel prices made an order impossible. The prices quoted by shipyards were so high that further negotiations were not even initiated. The project was therefore again put on ice, waiting for better shipyard prices.

The fact remains that Misana and Misida are the newest vessels in the fleet, built in 2007, and thus 15 years old. According to Dan Mikkola the by far most important challenge for Godby Shipping as a ship owner is to find a solution for going through with their newbuilding project for the next generation of roro vessels.

”Now we have waited for almost a year and there are no signs of reduced newbuilding prices. It is a strange situation where the options are either to accept the new price level as a permanent one or wait and see if the recession gradually will have an impact also on the shipyards and their pricing. Due to the age structure of the fleet and many new environmental regulations it is of the highest priority for Godby Shipping to launch their next generation of roro vessels.”

New environmental rules a game changer

The need for new generations of vessels has also been accelerated by new environmental regulations due to the climate change. Dan Mikkola states that the demands for energy efficiency and cleaner shipping is a game changer.

”We are living in a totally new world. Indeed there has been environmental regulations for a long time and the bunker consumption has been regarded important, but it was not before the new packages of regulations came into force, starting with SECA in 2015, that they started to have a significant impact on shipping.”

The urgency of launching a project for designing the next generation of roro vessels for Godby Shipping is driven by this ongoing transition in shipping.

”Although our previous generations of newbuildings still have excellent performance in relation to their age the next generation has to be substantially more energy efficient and adapted

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Above: Chief engineer Kristian Törnroth in the engine room of Misida. He also holds a stake in the company.

Below left: A hydrophore pressure tank painted as a Minion in the engine room of Mistral.

to present and future environmental regulations. There are a lot of rules that we already know, but we also have reason to believe that more will follow that we don’t know about yet,” Dan Mikkola says.

Today there is a strong focus upon climate change and especially CO2-emissions. This has resulted in a suite of new regulations regarding energy efficiency. There is also much talk about future fuels, but so far the merchant fleet of the world is still heavily relying on fossil fuels.

”Which one of the new fuels will provide the answer to shipping’s environmental challenges remains to be seen, but I think that we will see a rather long transition period where different shipping companies and operators are testing different alternatives. It is possible that one of them will be dominating, or we will have a number of different maritime fuels in parallell use,” Dan Mikkola thinks.

He stresses that as a tonnage provider it is

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important to have future proofed vessels with the flexibility to operate on different fuels.

”I think that the option to use a fossil fuel will remain for most of the newbuildings for several years to come. But they have to be dual fuel ready for one or several new fuels.”

Regarding the present Godby Shipping fleet most of the vessels will without any larger conversions fullfil EEXI. Further solutions for improving energy efficiency, such as control systems for propulsion and optimisation of operations, will be needed for passing through the CII.

”There is an enormous pressure today to save fuel and energy. Regardless which fuel is used, it is obvious that the best way to reduce CO2-emissions is to burn less fuel. As a principle, it is a better solution to reduce the energy consumption than to install equipment for exhaust gas treatment. We are working broadly with a variety of energy efficiency measures for our existing fleet, such as updated engine control systems, change of propeller blades, variable frequency drives as well as silicon coatings to reduce resistance of the hulls. In the budget for the ongoing fiscal year we have included investments of 4 million euro for energy efficiency and ballast water treatment system. This means that 15 per cent of our annual turnover will be invested in environmental measures,” Dan Mikkola informs.

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Above: Master Thomas Blomsterlund received received Finnish Shipowners’ Association’s gold medal 2021.

Above left: Retrofitted ballast water treatment system on Midas for compliance with new regulations from IMO.

Below: Åland’s congressman Mats Löfström visited Godby Shipping’s office in March 2023. In the picture Albin Karlström, Eva Mikkola-Karlström, Mats Löfström and Dan Mikkola.

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Top: Fire safety training on Midas.

Above: Members of office and crew in thermal suits during safety training.

Below: Masters’ meeting on Viking Glory in 2022.

Important crew and education

Despite the expansion of the geographical range of operations one thing remains unchanged: Godby Shipping is regarded as a very professional and committed actor on the market.

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.

Godby Shipping is 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

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Above: Ellen Engström, Josefine Grangärd and Erika Mattsson av Maritime Day 11 November 2021.

Below: The crew of Mistral made a donation to Ukraine in 2022.

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Godby Shipping's team before the Mercy Ships Race 2022: Mikael Törnroth, Kar-Erik Karlsson, Juhani Aarnio, Linnea Gustavsson (mv Mimer), Josefine Grangärd, Eva Mikkola-Karlström, Jukka Harju (mv Mimer), Christer Johansson, Ellen Engström and Erika Mattsson. In the background Stefan Sonnesson, Mercy Ships, Sweden.

possibility to practice and work on three of 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.

"Unfortunately it is no longer possible for us to offer places for trainees on all our vessels, because they have so many extra crew members that there are no available cabins," Eva Mikkola-Karlström explains.

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. Eva Mikkola-Karlström is chair for the Ålands Sjöfart (an association promoting Åland shipping) and works to promote the shipping industry. An important event in this field is the annual exhibition and recruitment day "Sjöfartens Dag" (Maritime Day) in Mariehamn, which started as a recruiting event, but has grown to become an important meeting point for ship owners, operators, suppliers, and students. focusing at the recruitment of new students for the maritime schools and at bringing the maritime cluster together. The association also supports training programs 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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Godby Shipping is also sponsor of Mercy Ships Race, which was arranged for the first time on 8 May 2019 the day before the Maritime Day in Mariehamn. Participants run or walk 5 or 10 km in central Mariehamn. The racing fee directly support Mercy Ships and their fantastic work providing free medical care for people in need. Mercy Ships operate two hospital ships in Africa.

"It is for a good cause and it is good for the participants and it is fun!," Eva Mikkola-Karlström says.

The Godby Shipping fleet

During 50 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 vessels no longer in the fleet 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.

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
Sam 1976–1980	Finland 1976	tug	17 GRT	12.10 x 3.72 x 1.50 m
Minisea (2) 1977–1978	Sweden 1953	passenger vessel	2798 GRT	92.50 x 14.28 x 5.50 m
Minitrans 1978–1986	Netherlands 1969	general cargo vessel	1350 DWT	75.70 x 11.00 x 3.54 m
Miniforest 1979–2000	Germany 1972	general cargo vessel	1400 DWT	78.09 x 12.82 x 7.98 m
Magdalene 1980–1981	Netherlands 1971	general cargo vessel	1420 DWT	76.92 x 11.92 x 3.62 m
Nautic 1982–1987	Germany 1971	general cargo vessel	5277 DWT	88.52 x 14.00 x 5.27 m
Miniland (2) 1984–1988	Finland 1980	general cargo vessel	2730 DWT	82.50 x 12.63 x 6.20 m
Misida 1986–1990	Norway 1971	roro vessel	4070 DWT	118.42 x 16.03 x 5.95 m
Miseva 1987–1987	Norway 1972	roro vessel	4170 DWT	118.42 x 16.03 x 5.95 m
Misana 1987–1987	Finland 1972	roro vessel	2100 DWT	118.41 x 16.04 x 4.80 m
Hebe 1987–1988	Finland 1962	general cargo vessel	3654 DWT	101.12 x 13.13 x 5.15 m
Mini Star (2) 1989–1999	Germany 1989	rolo vessel	4017 DWT	107.45 x 17.00 x 6.05 m
Volare 1989	England 1989	air cushion vessel	10 pass.	10 x 3 m
Jenolin 1992–1998	Poland 1992	general cargo vessel	5314 DWT	105.25 x 17.04 x 5.50 m
Julia 1993–1998	Poland 1992	general cargo vessel	5313 DWT	105.25 x 17.04 x 5.50 m
Miranda 1999–2018	Germany 1999	roro vessel	7440 DWT	153.45 x 20.60 x 7.00 m
Baltica 2015–2021	South Korea 1990	roro vessel	13773 DWT	157.67 x 25.00 x 8.50
Link Star 1989–2021	Germany 1989	rolo vessel	4453 DWT	107.45 x 17.00 x 6.07 m

Misana

JOACHIM SJOSTROM

mv MISANA

Finnish flag, built by J.J. Sietas KG Schiffswerft GmbH u. Co., Germany 2007
DNV GL +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

Lenght over all	165,75 m
Breadth moulded	23,40 m
Draft summer	7,26 m

Tonnages

DWT on 7,26 m draft	11.407
GT London rules 1969	15.586
NT London rules 1969	4.676

Tank capacities

Fuel oil	1.030 m³
MGO	76 m³
Water ballast	6.700 m³

Roro capacity

	Area	Lane meter	Max load
Weather deck	2.610 m²	859 m	2,5 t/m²
Main deck	2.554 m²	820 m	5,0 t/m²
Lower hold	1.516 m²	476 m	8,0 t/m²
Total	6.680 m²	2.155 m	

	Volume	Deck height
"Garage"	2.546 m³	4,60 m
Main deck	12.771 m³	5,00 m
Lower hold	7.583 m³	5,00 m
Total	22.900 m³	

"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
The vessel can also load 30'/45' and pallet wide (2.500 mm) containers
48 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 13,00 m x 21,00 m (LxB), total load 200 t
Fixed ramp main deck - tank top, slope <8°
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

Accomodation for drivers
Accommodation for 12 drivers in 6 cabins

Machinery
Main engine 2 x Wärtsilä 6L46F, totally 15.000 kW with WET-PAC-system for NOx reduction
Aux. engines 3 x 320 kW
Shaft generator 2.200 kW
Bow thruster 1.100 kW
Stern thruster 600 kW
Anti-heeling system
Fin stabilizer plant

Speed and consumption per day
Service speed abt 19 knots on abt 50 t fuel oil
Outside ECA vessel consuming IF380, inside ECA vessel consuming MGO/MDO or ULSFO
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) + 600 mt bunker
Paper + trailers + containers: 3.000 mt paper in lower hold + 1.375 mt trailers on main deck (abt 55 pcs) + 2.800 mt containers on weather deck (abt 112 pcs) + 600 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.

Misida

JOACHIM SJOSTROM

mv MISIDA

Finnish flag, built by J.J. Sietas KG Schiffswerft GmbH u. Co., Germany 2007
DNV GL +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

Lenght over all	165,75 m
Breadth moulded	23,40 m
Summer draft	7,26 m

Tonnages

DWT on 7,26 m draft	11.407
GT London rules 1969	15.586
NT London rules 1969	4.676

Tank capacities

Fuel oi	1.030 m³
MGO	76 m³
Water ballast	6.700 m³

Roro capacity

	Area	Lane meter	Max load
Weather deck	2.610 m²	859 m	2,5 t/m²
Main deck	2.554 m²	820 m	5,0 t/m²
Lower hold	1.516 m²	476 m	8,0 t/m²
Total	6.680 m²	2.155 m	

	Volume	Deck height
"Garage"	2.546 m³	4,60 m
Main deck	12.771 m³	5,00 m
Lower hold	7.583 m³	5,00 m
Total	22.900 m³	

"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
The vessel can also load 30'/45' and pallet wide (2.500 mm) containers
48 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 13,00 m x 21,00 m (L xB), total load 200 t
Fixed ramp main deck - tank top, slope <8°
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

Accomodation for drivers
Accommodation for 12 drivers in 6 cabins

Machinery
Main engine 2 x Wärtsilä 6L46F, totally 15.000 kW with WET-PAC-system for NOx reduction
Aux. engines 3 x 320 kW
Shaft generator 2.200 kW
Bow thruster 1.100 kW
Stern thruster 600 kW
Anti-heeling system
Fin stabilizer plant

Speed and consumption per day
Service speed abt 19 knots on abt 50 t fuel oil
Outside ECA vessel consuming IF380, inside ECA vessel consuming MGO/MDO or ULSFO
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) + 600 mt bunker
Paper + trailers + containers: 3.000 mt paper in lower hold + 1.375 mt trailers on main deck (abt 55 pcs) + 2.800 mt containers on weather deck (abt 112 pcs) + 600 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.

Mistral

PÄR-HENRIK SJÖSTRÖM

mv MISTRAL

Finnish flag, built by J.J. Sietas KG Schiffswerft GmbH u. Co., Germany 1999
DNV GL +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

Fuel oil	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
The vessel can also load 30'/45' and pallet wide (2.500 mm) containers
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

Accomodation for drivers
Accomodation for 12 drivers in 6 cabins

Machinery
Main engine Wärtsilä 12V46C, 12.600 kW with
Variable frequency device for optimal fuel consumtion at low speed
Aux. engines 2 x 515 kW
Shaft generator 1.400 kW
Bow thruster 800 kW
Stern thruster 495 kW
Anti-heeling system
Fin stabilizer plant

Speed and consumption per day
Service speed abt 20 knots on abt 48 t fuel oil
Outside ECA vessel consuming IF380, inside ECA vessel consuming MGO/MDO or ULSFO
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) + 400 mt bunker
Paper + trailers + containers: 2.850 mt paper in lower hold + 1.000 mt trailers on main deck (abt 40 pcs) + 1.960 mt containers on weather deck (abt 140 pcs) + 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.

Midas

GODBY SHIPPING

mv MIDAS

Finnish flag, built by J.J. Sietas Schiffswerft GmbH, Germany 1990
DNV GL +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

Fuel oil	360 m³
MGO	67 m³
Water ballast	1.837 m³

Roro capacity

	Area	Lane meter	Max load
Weather deck	1.040 m²	365 m	2,5 t/m²
Main deck	1.257 m²	429 m	4,0 t/m²
Lower hold	731 m²	238 m	8,0 t/m²
Total	3.028 m²	1.032 m	

	Volume	Deck height
Main deck	7.897 m³	6,20 m
Lower hold	2.706 m³	4,09 m
Total	10.603 m³	

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

Accomodation
Accomodation for 4 drivers in 2 cabins

Machinery
Main engine Wärtsilä Vasa 9R32E, 3.645 kW
Aux. engines 3 x 318 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 fuel oil
Outside ECA vessel consuming IF-60, inside ECA vessel consuming MGO/MDO
Harbour consumption abt 1 t MDO 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) + 200 mt bunker
Paper + trailers + containers: 1.750 mt paper in lower hold + 650 mt trailers on main deck (abt 26 pcs) + 1.000 mt containers on weather deck (abt 70 pcs) + 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.

Mimer

GODBY SHIPPING

mv MIMER

Finnish flag, built by J.J. Sietas Schiffswerft GmbH, Germany 1990
DNV GL +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 m³
MGO	67 m³
Water ballast	1.837 m³

Roro capacity

	Area	Lane meter	Max load
Weather deck	1.040 m²	365 m	2,5 t/m²
Main deck	1.257 m²	429 m	4,0 t/m²
Lower hold	731 m²	238 m	8,0 t/m²
Total	3.028 m²	1.032 m	

	Volume	Deck height
Main deck	7.897 m³	6,20 m
Lower hold	2.706 m³	4,09 m
Total	10.603 m³	

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

Accomodation
Accomodation for 4 drivers in 2 cabins

Machinery
Main engine Wärtsilä Vasa 9R32E, 3.645 kW
Aux. engines 3 x 318 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 fuel oil
Outside ECA vessel consuming IF-60 summer / IF-30 winter, inside ECA vessel consuming MGO/MDO
Harbour consumption abt 1 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) + 200 mt bunker
Paper + trailers + containers: 1.750 mt paper in lower hold + 650 mt trailers on main deck (abt 26 pcs) + 1.000 mt containers on weather deck (abt 70 pcs) + 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.

Baltic Bright

JOACHIM SJOSTROM

mv BALTIC BRIGHT

Finnish flag, built by Karlskronavarvet AB, Sweden, 1996
American Bureau of Shipping +A1, E, AMS, ACCU
Finnish/Swedish ice class 1A, Call sign OJTY, IMO no. 9129263

Principal dimensions

Lenght over all	134,40 m
Breadth moulded	20,00 m
Draft summer	5,70 m

Tonnages

DWT on 5,70 m draft	6.302
GT London rules 1969	9.708
NT London rules 1969	4.030

Tank capacities

Fuel oil	631 m³
MGO	99 m³
Water ballast	5.926 m³

Roro capacity

	Area	Lane meter	Max load
Weather deck	1.424 m²	478 m	1,5 t/m²
Main deck	1.848 m²	590 m	5,0 t/m²
Total	3.272 m²	1.068 m	

	Volume	Deck height
Main deck	abt. 11.000 m³	6,20 m
Access to weather deck		4,30 m

Container capacity on weather deck and reefer plugs
142 TEU or 70 FEU + 2 TEU
Stack load 20/24 t per 20'/40' stack
15 reefer plugs on main deck and weather deck
Reefer plugs 4 pole, 440 V, 60 Hz, 32 A

Cargo handling equipment
Stern ramp 11,50 m x 15,05 m (shore end x total lenght including flaps), total load 60 t
Hoistable ramp main deck – weather deck, slope 7°

Accomodation for drivers
Accommodation for 8 drivers in 4 cabins

Machinery
Main engine 2 x MaK 6M32, totally 5.280 kW
Aux. engines 3 x 300 kW
Shaft generator 750 kW
Bow thruster 600 kW
Ballast water treatment system installed

Speed and consumption per day
Service speed abt 15 knots on abt 22 t fuel oil
Harbour consumption abt 2 t MGO

Typical cargo cases
Paper: 5.500 mt paper on main deck + 300 mt bunker
Paper + containers: 4.840 mt paper on main deck + 660 mt containers on weather deck + 300 mt bunker
Paper + trailers + containers: 3.000 mt paper on main deck + 750 mt trailers (15 pcs) + 525 mt trailers (25 pcs) on weather deck + 300 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.

Lysvik Seaways

GEIR VINNES

mv LYSVIK SEAWAYS

NIS flag, built by ABG Shipyard, India, 1998
DNV +1A1, General Cargo / Container Ship
Ice class C, Call sign LAYV5, IMO no. 9144251

Principal dimensions
Length over all 129 m
Breadth moulded 18
Draft summer 6.6 m

Tonnages
DWT 7,500
GT 7,409
NT 4,568

Cargo space

	Area m²	Bale m²	Height
Main deck	1,535		
Tween deck	1,365	5,187	3.8 m
Tank top	1,170	6,084	5.2 m

Cargo handling equipment
Mongstad Engineering with side door
Loading platform and conveyors
Elevators
Fork lifts
Hatch covers

Machinery
Main Engine Wärtsilä Diesel engine 6L 46 C, 6,300 KW
Aux. engines 3 x 345 kW

Tank capacities

Gas oil	450 m²
Water ballast	3402 m²

Lysbris Seaways

JOACHIM SJÖSTRÖM

mv LYSBRIS SEAWAYS

NIS flag, built by ABG Shipyard, India, 1999
DNV +1A1, General Cargo / Container Ship
Ice class C, Call sign LJLN3, IMO no. 9144263

Principal dimensions
Length over all 129 m
Breadth moulded 18
Draft summer 6.6 m

Tonnages
DWT 7,500
GT 7,409
NT 4,568

Cargo space

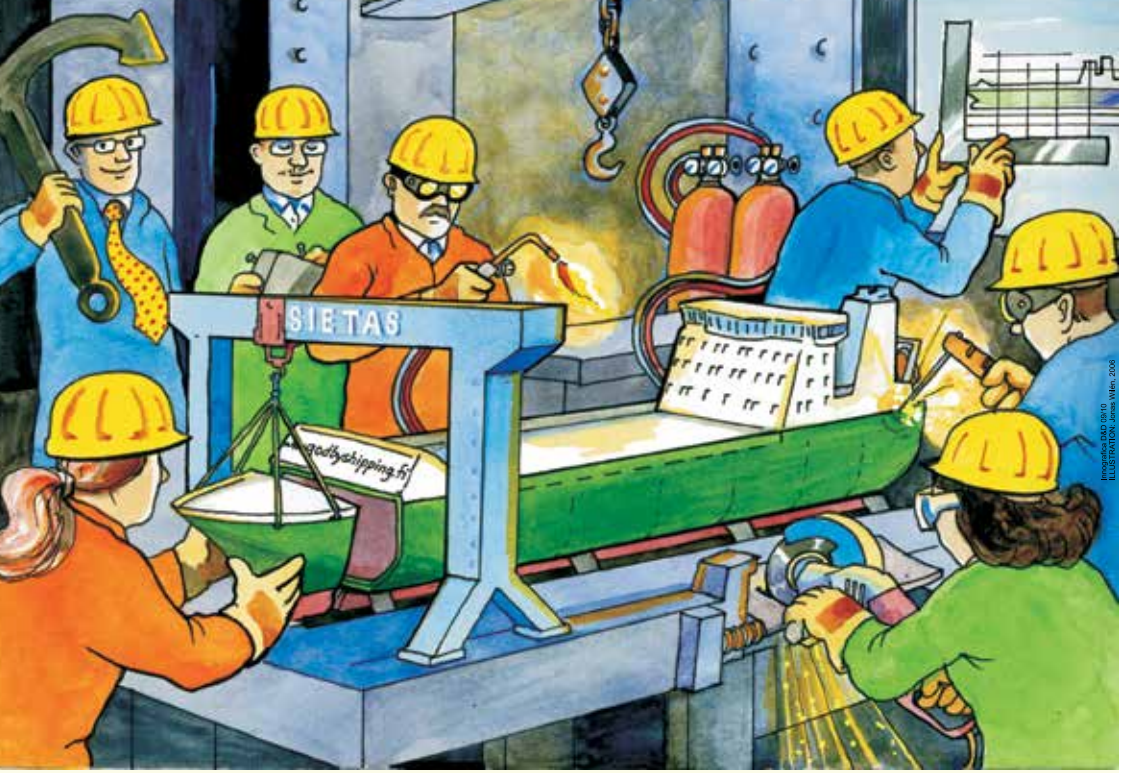
	Area m²	Bale m²	Height
Main deck	1,535		
Tween deck	1,365	5,187	3.8 m
Tank top	1,170	6,084	5.2 m

Cargo handling equipment
Mongstad Engineering with side door
Loading platform and conveyors
Elevators
Fork lifts
Hatch covers

Machinery
Main Engine Wärtsilä Diesel engine 6L 46 C, 6,300 KW
Aux. engines 3 x 345 kW

Tank capacities

Gas oil	450 m²
Water ballast	3402 m²



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