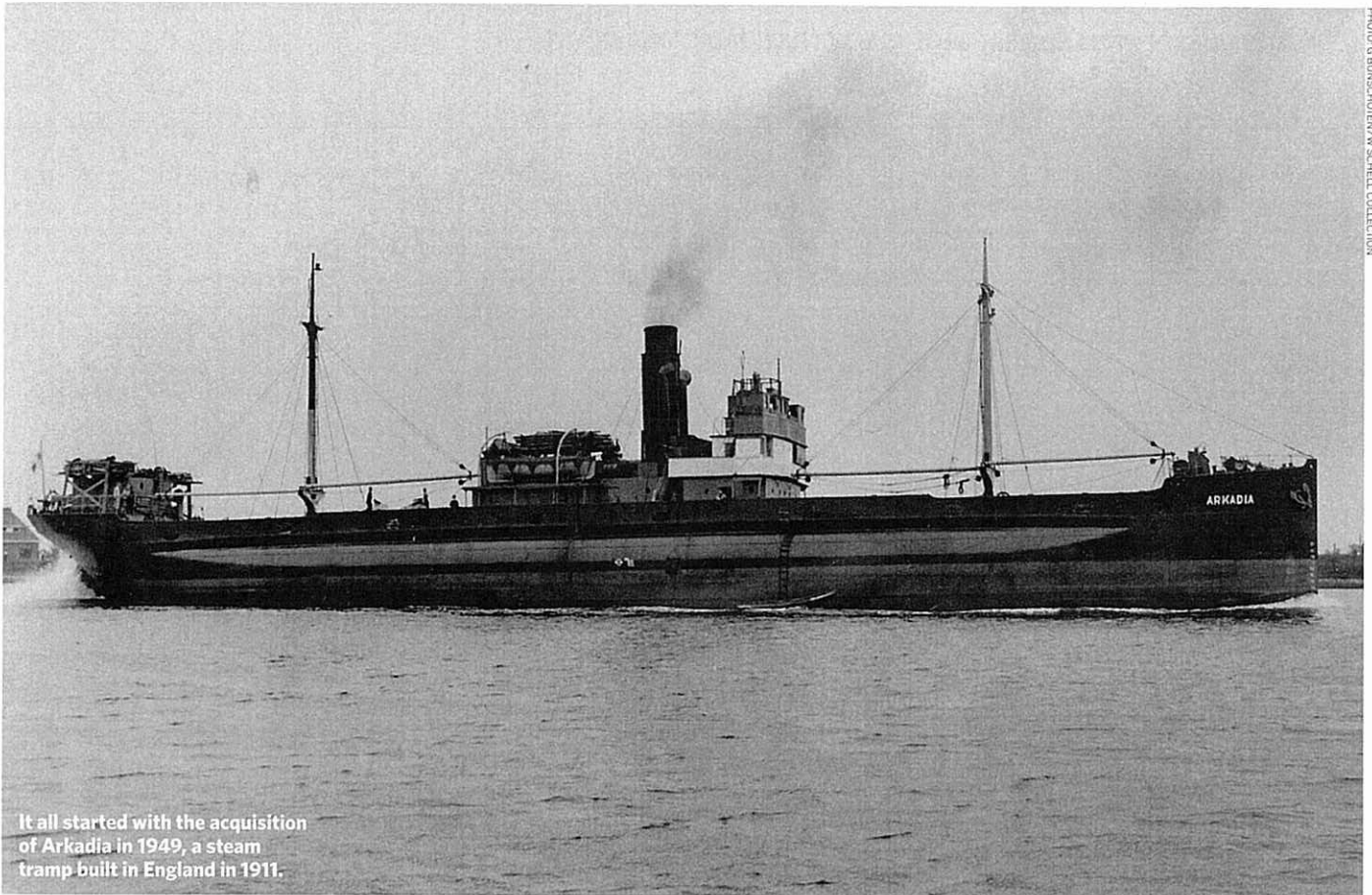




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It all started with the acquisition of Arkadia in 1949, a steam tramp built in England in 1911.

PHOTO: G. BUNSCHEITEN/AV. SCHILL COLLECTION

# 60 years of bulk shipments

It started with over-aged steam tramps. Now the fleet of ice strengthened geared bulk carriers is the most modern in the Baltic Sea area.

Although owned by the large Aspo group, ESL Shipping is operated like a small shipping company. Due to cost awareness and efficient operations the activities have continued for 60 years under Finnish flag.

**Most seafarers have** strong opinions about the ships and shipping companies they have served with. ESL Shipping has often been described as extremely economical, but still the company is a popular employer. This year ESL Shipping celebrates its 60th anniversary.

Despite operating vessels under Finnish flag, which generates much

**»The vessels have extremely short time in port due to highly efficient cargo handling«**

**Markus Karjalainen**, President of ESL Shipping.

One of the secrets behind six decades of successful operations is no doubt that the company is run like a genuine, small shipping company despite the large owner.

Efficiency is the key word and the company searches all the time for

higher costs than under flags of convenience (which are the most common flags for bulk tonnage), ESL Shipping has been able to stay in the bulk sector.

new solutions to minimize time in port and maximize the number of voyages.

**«The solution is simply** to keep the costs as low as possible and maximise efficiency by carrying large volumes of cargo in a short time. The vessels have extremely short time in port due to highly efficient cargo handling and optimized transport planning. In this way it is possible to make profit even if the freight rates are quite low for bulk cargoes”, says Markus Karjalainen, President of ESL Shipping.

Efficiency is not only a matter

## 60 years with ESL Shipping

**1949:** The first vessel Arkadia is bought by a part owned company.

**1950:** Etelä Suomen Laiva Oy is founded. The main owner is Polttoaine-Osuuskunta.

**1969:** The last steamship Eira was lost after a grounding.

**1971:** Polttoaine-Osuuskunta changes its name to Aspo. The first newbuilding Eira is delivered.

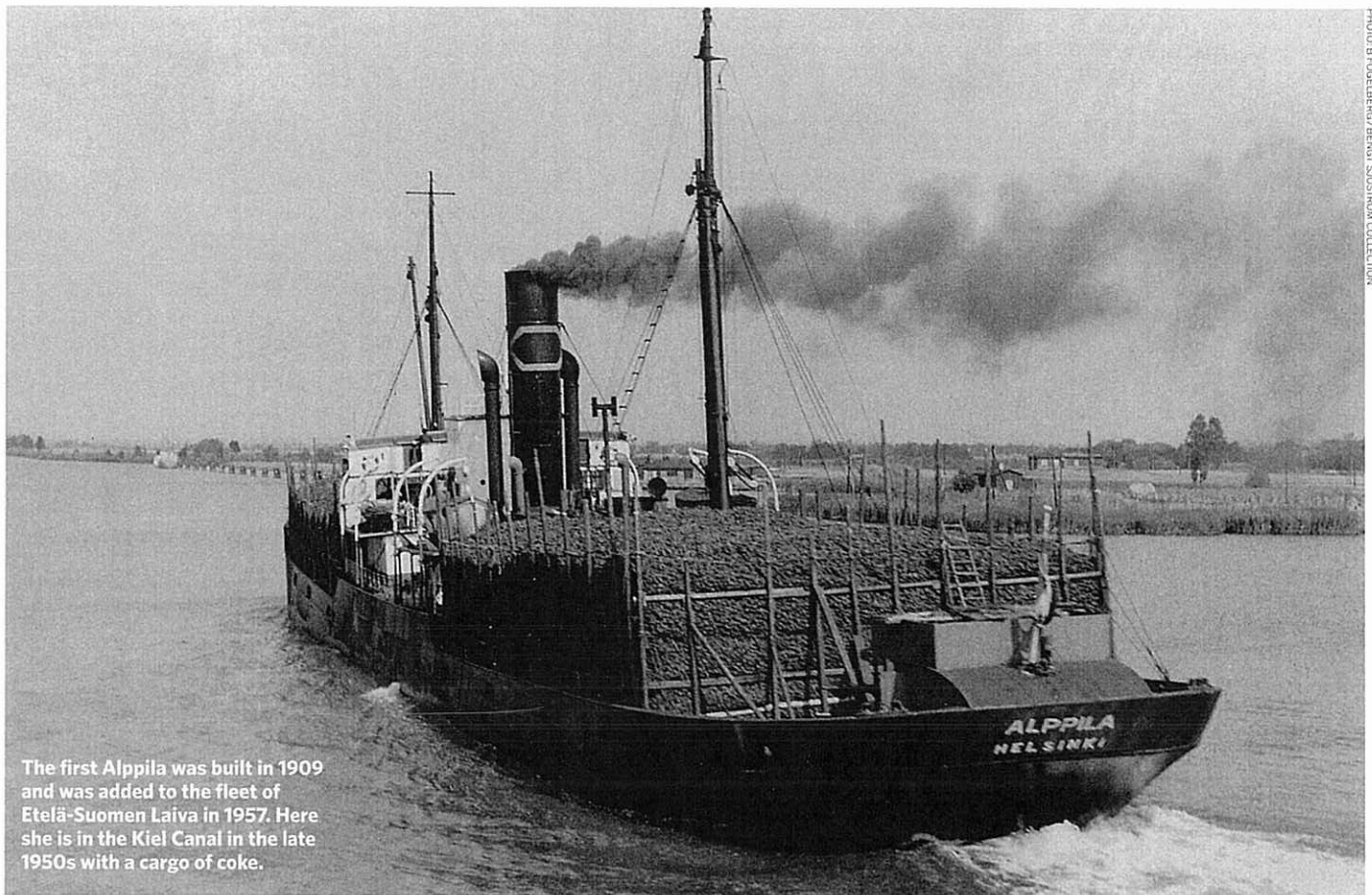


PHOTO: B. FOGELBERG/RENERI SÄSTROM COLLECTION

The first Alppila was built in 1909 and was added to the fleet of Etelä-Suomen Laiva in 1957. Here she is in the Kiel Canal in the late 1950s with a cargo of coke.

concerning the vessels and other arrangements. Skilled crews on board play a very important role in that the fleet is well maintained and effectively and safely operated. Also the administration on shore is minimized to cut costs and is extremely hands on. Everyone in the small team in the office is active in the daily operations with their own field of expertise.

Paradoxically the roots of ESL Shipping are far away from shipping. In 1929, twenty years before the shipping company was founded, a co-operative called Polttoaine-Osuuskunta started their activities in Helsinki.

**The main objective** was to supply the housing companies in the city with coal and coke for central heating in residential buildings. The co-operative imported coal and coke with chartered vessels, but due to growing shipment volumes it was decided to

investigate the possibilities to acquire own tonnage.

**The war put an end** to these plans and it was not until 1949 that the co-operative was able to buy its first vessel. The board of directors had decided to buy the only two years old Swedish cargo steamer Munkfors, but the deal was never closed.

Instead the co-operative bought the 1,990 dwt Marja-Liisa Nurminen, built in 1911, from the John Nurminen shipping company. She was renamed Arkadia after a district in Helsinki. The ship was placed in a part owning company called Laivanisännistöyhtiö Arkadia.

In autumn 1950 the shipping company Etelä-Suomen Laiva Oy was established. Polttoaine-Osuuskunta became the largest owner in the limited company while the remaining shares were held by membership companies,

#### ESL SHIPPING

→ The company's main clients today are the power generation, steel and chemical industries.

clients and employees of the co-operative. In 1951 Etelä-Suomen Laiva bought its first vessel, the 2,800 dwt steamer Empire Consequence, built in 1940, which was renamed Kaisaniemi. Like the Arkadia, she was named after a district in Helsinki. This tradition of naming ships continues in the company still today.

**The Arkadia was also** transferred to Etelä-Suomen Laiva, thus concentrating all shipping activities of the co-operative into the new company. The vessels were employed on the tramp trade, carrying mainly forest products from Finland to the Continent and coal and coke on the return voyages.

The acquisition of a further two second-hand vessels from the Nurminen shipping company in 1957 started an expansion of the fleet, which continued strong during the next decade.

**1983:** The 47,500-dwt Arkadia was delivered. She was the largest vessel in the fleet so far.

**1995:** Etelä-Suomen Laiva is renamed ESL Shipping.

**2004:** ESL Shipping takes over JIT Trans raw material shipments and pusher/barge system.

**2006:** Two newbuildings are ordered from India.