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SJØFARTSTIDENE

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CHANGE OF WATCH IN THE MIDST OF THE STORM

KENNETH WALLAND TAKES OVER THE HELM OF ØSTENSJØ REDERI IN THE MIDDLE OF THE WORST CRISIS FOR THE OFFSHORE FLEET

GAS IN THE TANK HEADING NORTHWARDS

ØSTENSJØ REDERI IS GOING TO USE GAS-POWERED TUGS FOR THE FIRST TIME WITH COURSE SET FOR MELKØYA

EDITORIAL

Dear reader,

In March this year, I was given the opportunity of taking over the helm of Østensjø Rederi from Johan Rokstad. I've been lucky enough to have worked with him for 23 years, and have been part of an incredibly exciting development at the shipping company during this time. Johan will still hold an extremely important position in the company, now as leader of his baby, Edda Accommodation. I think that this is an appropriate opportunity to thank him for his fantastic efforts for a period of almost 40 years, and would like to praise his role as a leader and mentor. He handed over the Østensjø Rederi company in particularly good condition, something all of us are proud of, and will be one of our strengths in today's market situation.

I also want to express my gratitude towards Johannes Østensjø and the board for the confidence they show me in this appointment.

As readers know, our business is currently experiencing a market situation that we have not been in the vicinity of since the 1980s. Considerably larger values are involved compared to then, and which are now at stake for several shipping companies. This situation affects Østensjø Rederi as it does very many other shipping companies, and we have had to implement measures which have major consequences for many. We have had to withdraw vessels from the market, as losses are lower than with continued operation. Unfortunately, we've had to resort to laying-off and making skilled staff redundant, both offshore and onshore, thus letting go of skills which we have used considerable resources on building up. The owners have had to accept lower day rates, often resulting in several vessels operating at a loss. In turn, this contributes to weakening our solidarity and ability for further development and new ventures.

Stricter cost control and more challenging budgets have been introduced, both at sea and on land. Many have done a very good job and we clearly see that this is helping. Austerity measures were act of necessity after several good years. We think that the potential for further savings are there and have signalled this in this year's planning. But finding the right balance to secure good and steady operation is important.

Gaining control of the costs is one of our most important tasks ahead so that we can also be competitive with expected vessel rates after the market has picked up again.

Forgetting the positive sides in the current situation is often easy, so allow me to mention some. Most of our fleet has been in operation until October, and has achieved earnings higher than if they were laid up. In the course of the next six months, we shall be taking delivery of three new escort tugs, two new mooring vessels, and take over the Statoil contract at Melkøya. In the autumn, we shall be taking delivery of a new build for Dong Energy, which will operate out of Grimsby, as well as a sister ship in the autumn of 2019. We will also be embarking upon a new eight-year contract with an extension option at Statoil's Sture terminal. Here we have taken delivery of two new mooring vessels in the autumn, as well as ensuring assignments for the three current Tugs at Sture.

This means that we will be operating vessels within four fleet segments, thus spreading our Tug, offshore service, offshore wind and accommodation activities. We also have the advantage of having a much lower debt ratio than our competitors, as well as not having any bonds. My belief is that we have the best vessels and people obtainable, and I can assure all of you that the shipping company is still looking for new possibilities.

That is why we shall endure this situation with determination and collaboration, and look forward once again to the day where all of our vessels are back in operation, operated by highly-qualified crew.

Finally, I would like to mention that one goal-oriented effort within our safety work on board and ashore has now resulted in a positive trend for our statistics. It is very important that we do not rest on the good results, but maintain focus and act with good attitude, so that this may continue and that accidents are avoided.

I now wish both you and your families a happy and peaceful christmas and a happy new year.

Kenneth Walland



Kjære leser,

I mars i år fikk jeg gleden av å overta sjefsstolen i Østensjø Rederi (ØR) etter Johan Rokstad. Jeg har vært så heldig å få jobbe sammen med han i 23 år og har i denne perioden fått være delaktig i en utrolig spennende utvikling i rederiet. Johan vil fortsatt bekle en svært viktig posisjon i rederiet, nå som leder av sin "baby", Edda Accommodation. Jeg synes likevel dette er et passende sted å takke ham for en fantastisk innsats i nærmere 40 år, og jeg vil berømme hans rolle som leder og læremester for mange av oss. Han overlevte Østensjø-skuta i særdeles god stand, noe vi alle er svært stolte av, og som blir en av våre styrker i dagens markedssituasjon.

Jeg ønsker også å uttrykke min takknemlighet overfor Johannes Østensjø og styret for tillitten de viser meg i utnevnelsen.

Som leserne vet, opplever vår næring nå et marked som vi ikke har vært i nærheten av siden 1980-tallet. Sammenlignet med den gang er det i dag betydelig større verdier som er involvert og som nå står for fall i flere rederier. Denne situasjonen preger Østensjø, som svært mange andre rederier, og vi har vært nødt til å iverksette tiltak som har store konsekvenser for mange. Vi har måttet ta fartøyer ut av markedet, da det gir mindre tap enn videre drift. Dessverre har vi måttet gå til permitteringer og oppsigelser av dyktige ansatte, både på sjø og land, og dermed gi slipp på en kompetanse som vi har brukt store ressurser på å bygge opp. Eierne våre har måttet akseptere lavere dagrater, ofte med den følge at fartøyer går med tap. Dette igjen bidrar til å svekker vår soliditet og evne til videreutvikling og nysatsing.

Strengere kostnadskontroll og mer utfordrende budsjetter er innført, både på sjø og land. Mange har gjort en veldig god jobb og vi ser klart at dette nytter. Sparetiltakene var en dyd av nødvendighet etter endel gode år. Vi mener at vi har potensiale for ytterligere besparelser og har signalisert dette i årets planlegging. Men det er viktig å finne den rette balansen for å sikre en god og sikker drift.

Å få kontroll på kostnadene er en av våre viktigste oppgaver fremover, slik at vi kan bli konkurransedyktige med de fartøyrater vi kan forvente også etter at markedet tar seg opp igjen.

I dagens situasjonen er det ofte lett å glemme de positive sidene, så la meg få lov å nevne noen. Vi har frem til oktober stort sett hatt hele flåten i arbeid og oppnådd inntjening som har vært bedre enn opplag. I løpet av det neste halvåret skal vi ta levering av tre nye eskortetaubåter og to fortøyningsbåter og overta Statoil-kontrakten på Melkøya. Til høsten skal vi ta levering av et nybygg til Dong Energy, som skal operere ut fra Grimsby, samt et søsterskip høsten 2019. Videre starter vi på en ny åtte-års kontrakt med mulighet for forlengelse ved Statoils terminal på Sture. Her har vi fått levert to nye fortøyningsbåter i høst, i tillegg til at det sikrer beskjefligelse for dagens tre taubåter ved Sture. Dette gjør at vi fremover vil operere fartøy innen fire flåtesegmenter og dermed spre vår aktivitet på taubåt, offshore-service, offshore-vind og accommodation. Vi har og fordelen av langt lavere gjeldsgrad enn våre konkurrenter, samt at vi ikke har obligasjonsgjeld. Min påstand at vi har de beste fartøyene og folkene som er å oppdrive og jeg kan forsikre alle om at rederiet fortsatt er på leit etter nye muligheter.

Med pågangsmot og samarbeid skal vi derfor stå av denne situasjonen og se frem til dagen da vi igjen har alle fartøyer tilbake i drift og operert av høyt kvalifiserte besetninger.

Til slutt har jeg lyst å nevne at en målrettet innsats innen vårt sikkerhetsarbeid om bord og i land nå resulterer i en positiv trend på våre statistikker. Det er veldig viktig at vi ikke hviler på de gode resultatene, men holder fokus og viser gode holdninger, slik at dette fortsetter og ulykker unngås.

Med dette ønsker jeg deg og din familie en god og fredelig jul og et riktig godt nyttår.

Kenneth Walland

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GAS IN THE TANK HEADING NORTHWARDS

Østensjø Rederi is going to use gas-powered Tugs for the first time. Three modern and powerful Tugs with spherical LNG tanks are under construction in Spain, and are due to set course for Melkøya outside Hammerfest in the first half of 2017.

Photo: Harald Pettersen/Statoil



Sveinung Zahl
Photo: Øyvind Sætre

The approach to the Melkøya gas facility and the town of Hammerfest at the edge of the Barents Sea are new waters for Østensjø Rederi's Tugs. In 2014, Statoil put Tug operation to secure incoming and outgoing gas tankers at the Melkøya production facility out to tender.

Østensjø Rederi won the bid, meaning the shipping company has the contract to operate three gas-powered Tugs for the next 10 years, with the option of a further five-year extension.

Work on building the three new Tugs to be used at Melkøya started after Østensjø Rederi was awarded the contract. Spanish yard Gondan, of which the shipping company has been an important customer for over ten years, was chosen to construct the three ships.

The Tugs are developed in partnership with Canadian designer Robert Allan.

Østensjø Rederi has been collaborating with him for over 15 years. Wärtsilä supplies the

machinery, which can use both LNG (Liquefied Natural Gas) and diesel as fuel.

Three large and powerful Tugs are now being constructed in Spain. The 48-metre-long vessels can tow 100 tons unassisted, and will get steering forces equivalent to 160 tons.

Sveinung Zahl has headed the shipping company's Tug department for the last year. He says that construction in Spain has gone well, but we expect a slight delay.

"We'll tackle this by putting one of our existing Tug as a forerunner

Will Tug operations at Melkøya be different to those that the company has carried out previously?

"Gas engines are certainly new for us. Their response time is slightly slower, but they have high performance and create a lot less soot and dirt on board. The crew who will be

FACTS ABOUT MELKØYA

Type of facility:

A gas processing plant that receives natural gas via a 143 km-long pipeline from the Snøhvit and Albatross fields in the Barents Sea. Separates gas for the production of condensate and propane as well as dry gas, which is mainly methane. The dry gas is cooled to minus 163 degrees and liquefied ready for export as LNG, via tankship.

Owners:

Statoil 36.79%, Petoro 30%, Total 18.4%, Engie 12%, and RWE-DEA 2.81%

Ship traffic

Approximately 70 shipments a year via five different LNG tankers, each measuring 290 metres in length with a load capacity of about 140,000 cubic metres. Some smaller product tankers which load condensate and a few LPG tankers that pick up liquefied gases such as propane and butane also arrive there.



operating the Tugs will have to be trained in gas engines.

He also remarks that the large LNG tankers which serve Melkøya also behave slightly differently to most of the ships that the shipping company has towed and assisted at quays in other harbours. The density of the Liquefied natural gas (LNG) loads, which the tankers pick up is relatively low. This is why tankers lie quite high in the water, thus serving as a large wind-breaker. Three Tugs have to be available each time a tanker enters or leaves the harbour.

The large LNG tankers, which can load 140,000 cubic metres of LNG, will generally call at Melkøya once a week. Some slightly smaller tankers will also arrive to load condensate (light oil) and LPG (mostly liquefied petroleum gases such as butane and propane).



The large LNG tankers will generally arrive at Melkøya once a week

Photo: Harald Pettersen/Statoil

FACTS ABOUT THE THREE MELKØYA TUGS

Names:

Dux, Pax, and Audax

Measurements:

40.2 metres long, a 15-metre beam, and six metres deep.

Propulsion system:

Wartsila Dual Fuel 2x3000kW

Construction yard:

Astilleros Gondan

Crew:

Six crew allotted to two shifts will be assigned to each boat.

Mooring vessels:

The two new ones that are to be sent to Melkøya will be constructed at the Poltramp Yard in Szczecin in Poland.

Measurements:

12 metres long, a 4.8-metre beam, and 2.2 metres deep.



MED GASS PÅ TANKEN OG KURS MOT NORD

For første gang skal Østensjø Rederi ta i bruk gassdrevne taubåter. Tre råsterke moderne taubåter med kuletanker for drivstoffet LNG, er nå under bygging i Spania og skal i løpet av første halvår 2017 sette kursen mot Melkøya ved Hammerfest.

Innseilingen til gassanlegget på Melkøya og til byen Hammerfest i kanten av Barentshavet, er et nytt farvann for rederiets taubåter. I 2014 lyste Statoil ut konkurranse om drift av taubåtene som skal sikre trygg inn- utseiling for gasstankskip ved produksjonsanlegget på Melkøya. Østensjø Rederi vant konkurransen om å operere tre gassdrevne taubåter i 10 år framover, med mulighet for at kontrakten kan bli forlenget med ytterligere fem år.

Tre store og kraftige taubåter bygges nå i Spania. De blir 48 meter lange, kan ved hjelp av egen maskinkraft trekke 100 tonn og vil få styrekrefter tilsvarende 160 tonn.

Gassmotorer monteres inn i de nye taubåtene og representerer noe nytt for rederiet.

— Slike motorer reagerer litt tregere, men har stor yteevne og skaper mye mindre sot og skitt om bord. Mannskapet som skal drive de nye taubåtene må på gassmaskinkurs, sier Sveinung Zahl, som leder rederiets taubåtavdeling.

Han sier videre at de store LNG-tankskipene, som taubåtene skal assistere ved Melkøya,

ligger ganske høyt i vannet og utgjør dermed et stort vindfang. Tre taubåter må være tilgjengelig hver gang et LNG-tankskip kommer eller forlater havna.

De store tankskipene, som kan laste 140 000 kubikkmeter LNG (nedkjølt flytende naturgass), vil komme en gang i uka til Melkøya. I tillegg kommer det noen litt mindre tankskip for å laste kondensat (lettolje) og LPG (hovedsakelig flytende gasser som butan og propan).



Three large and powerful Tugs are under construction at the Spanish yard Gondan. This photo was taken early in September this year.

Photo: Østensjø Rederi



The 3rd Melkøya tug, C467, successfully launched December 13th at Astilleros Gondan.

Photo: Astilleros Gondan

A POTENTIAL NORWEGIAN TUG RECORD ON STURE

Østensjø Rederi could set a record in 2031 if given the opportunity. Completing the newest Statoil Tug contract for the oil terminal at Sture in Øygarden would see 42 consecutive years' Tug operations in the same harbour using the same company.

Østensjø Rederi has manned the Tugs at Sture oil terminal since it was put into operation in 1988. Two years ago, the company won the bid for being in charge of Tug operations for a further eight years, with the option of extending the contract by a further seven until 2031.

This means that their three Tugs, Ajax, Velox, and Tenax, will continue to assist oil tankers when they travel to and from the oil terminal, further assuring 28 seamen's jobs on board.

Moreover, both Rex and Fox mooring vessels at Sture are to be replaced with two brand new ones, which will also carry their predecessors' names. The new mooring vessels are built at Szczecin in Poland.

"We're so pleased about this," says Tug Captain Svein Algrøy on board the Velox."

He is veteran in this game, having worked at Sture since 1997. The seaman, who used to sail for Bergen-based company Sea Trans, lives just three quarters of an hour's drive from Sture.

"Many think that those of us who work on the Tugs live at home and only work during the day. But we're on emergency preparedness watch and live on board the Tug for three weeks at a time before an extended period of time off," he says.

A crew of five is on board Velox and Tenax at any one time: the Captain, the Chief Engineer, and three AB's. Four personnel are normally on board Ajax.

"The three AB's must know how to cook. If they don't, they certainly can after they start working on board," says Algørøy jokingly. He adds that popular dishes on the dinner table are cod, which they fish themselves, and freshly-caught crab. "We get local fringe benefits, with top-quality, self-made dishes," says Captain Algørøy."

But the AB's on board have other tasks in addition to their galley and mess duties. Two of the Tug crew man one of the mooring vessels when the tankers are to berth at the quayside. This is a smaller vessel which is barely 12 metres long and which pulls up alongside the tanker. Here, they can pick up the mooring line which they bring in towards the quay, where the assisting crew takes over and winches the line inwards to the quay, attaching it securely to the right bollard.

One of the Tugs goes out to meet the tanker at the Fedje Vessel Traffic Service Centre, gets towlines on board, and follows the ship in towards the harbour. The two other Tugs then meet the vessels and get towlines on board at each end of the tanker. Then the towlines from

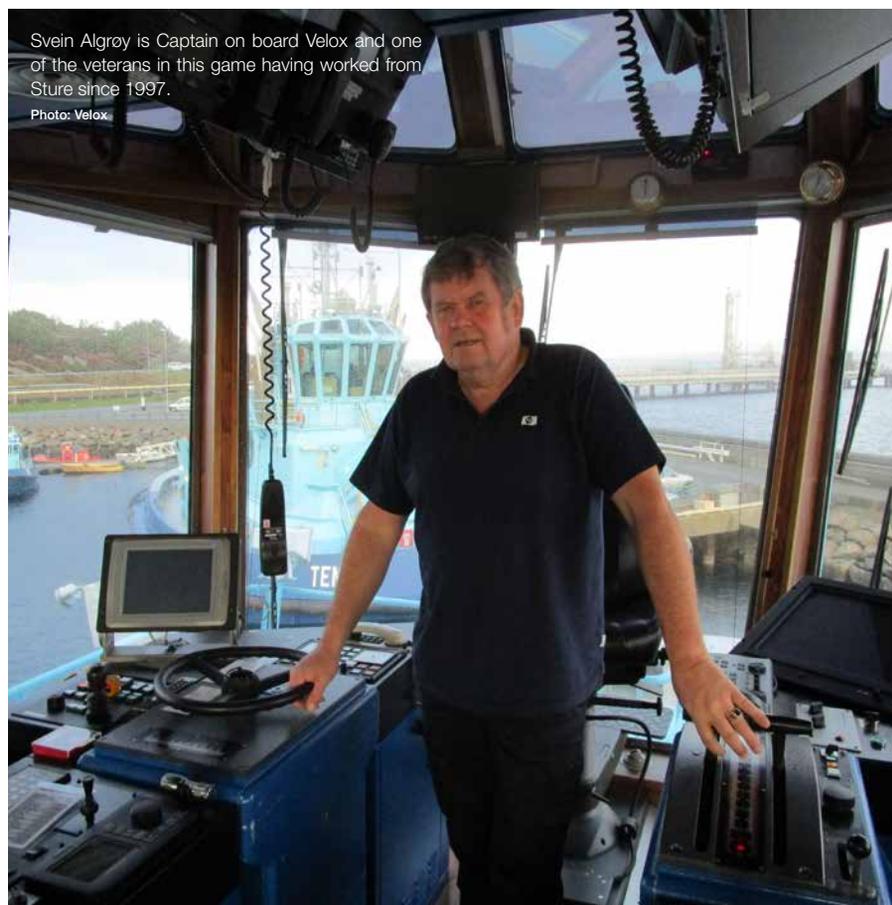
the Tug that met the crude oil tanker farthest out at sea are usually detached, with the vessel helping push the tanker from the side in towards the quay.

"I've been on the job for almost 20 years, and we've never had a serious accident in time," says Svein Algørøy, who adds that it can often be hairy during the winter in fresh weather.

"The maximum recommended wind speed to be able to get a larger tanker berthed is 14 metres per second. But this is also slightly dependent on the wind direction, says Tug Captain Svein Algørøy.

Ajax is one of three Tugs on Sture.

Photo: Østensjø Rederi



Svein Algørøy is Captain on board Velox and one of the veterans in this game having worked from Sture since 1997.

Photo: Velox

KAN BLI NORSK TAUBÅTREKORD PÅ STURE

Hvis Østensjø Rederi får anledning til å fullføre den nyeste taubåtkontrakten som er inngått med Statoil for oljeterminalen på Sture i Øygarden, vil det i 2031 bli norsk rekord med 42 års sammenhengende taubåt drift, i samme oljehavn, med ett og samme rederi.

Helt siden oljeterminalen på Sture ble tatt i bruk i 1988, har Østensjø Rederi hatt ansvaret for taubåt driften. For to år siden vant rederiet anbudskonkurransen om å ha ansvaret i nye åtte år, med anledning til å forlenge kontrakten med ytterligere sju år fram til 2031.

Dette betyr at de tre taubåtene Ajax, Velox og Tenax skal fortsette å assistere oljetankskipene når de skal til og fra oljeterminalen og at 28 sjøfolk er sikret fortsatt jobb om bord.

Dessuten skal de to fortoyingsbåtene Rex og Fox på Sture, byttes ut med to flunkende nye som også skal overta navnene til de gamle. De to nye båtene er nettopp ferdig bygget i Stettin i Polen. Om bord i taubåtene Velox og Tenax er det til enhver tid et mannskap på fem, kaptein, maskinsjef og tre matroser, mens det om bord i Ajax vanligvis er fire. —De tre matrosene må være kokekyndige. Hvis de ikke er det når de begynner i jobben, så blir de det, sier taubåtkaptein på Velox, Svein Algørøy, spøkefullt. Han er en av veteranene i dette gamet, med erfaring fra Sture siden 1997.

Algørøy legger til at matrosene også har andre oppgaver enn å stelle i bysse og messe. Når tankbåter skal inn til kai, bemanner to av matrosene på taubåten en av fortoyingsbåtene. De går ut og tar imot fanglina til fortoyningene på tankbåten. Den ene av taubåtene går ut og møter tankskipet ved trafikkstasjonen på Fedje. Her får de sleper om bord og følger skipet inn mot havn, hvor de to andre taubåtene også får sleper om bord i hver sin ende av tankskipet.

—Vi har aldri hatt noe alvorlig uhell i de snart 20 årene jeg har vært med, sier Svein Algørøy, som legger til at det ofte kan røyne på vinterstid i friskt vær.

BY THOMAS FØRDE

Southampton is currently the busiest port in UK. Østensjø Rederi has its most comprehensive tug activity here, where three escort tugs and two small tugs assist tankers going to and from Exxon's Fawley Refinery.

Port of Southampton is the most important port for cruise ships in UK. 1,7 million passengers are passing through annually. Here is Harmony of the Seas departing Southampton on its maiden voyage. Lomax is welcoming her.

Photo: Østensjø Rederi

TOWAGE IN ONE OF EUROPE'S BUSIEST PORTS





Paul Murton and David Conroy.
Photo: Østensjø Rederi



Garry Read, Gary East and Gareth Roman. ↓
Photo: Østensjø Rederi



Lisa Vail, Keith Pickett and Nick Jeffery on occasion of Keith's retirement.
Photo: Østensjø Rederi



Southampton, which is also Europe's second largest container port, gets extensive traffic from cruise ships, and bulk ships too. Two tugs, Apex and Phenix, serve Exxon's oil terminal and refinery located in Fawley, on the south-west side Southampton Water. The third tug, the Lomax, uses 50 percent of her capacity at Fawley. The rest of Lomax's capacity is offered on the spot market, working in the dock area in Southampton and occasionally regarding off-shore casualty recovery.

Østensjø Rederi, through its British subsidiary Solent Towage, has been under contract with Exxon Fawley since 1993. The contract reached its end in 2008, but a new period was secured up until 2023. This is the longest fixed tug contract in the company's history.

Fawley is located at the entrance to the big port of Southampton and is the largest oil refinery in the UK, where its nine berths are occupied most of the time. The Fawley Refinery processes 270,000 barrels of crude oil every day. This is equivalent to 14 per cent of all Norwegian oil production. 2,000 vessels visit Fawley annually. VLCCs (very large crude carriers) of up to 320,000 tons deadweight come here to unload. Product carriers and other tankers, and gas carriers of various sizes load and discharge at Fawley as well.

Solent Towage is the sole provider of waterborne services at Fawley, holding the Waterborne Services Contract. This includes oil spill response and firefighting, which comes in addition to their ship handling, escort, and line handling duties.

After Exxon Valdez

"The challenges are innumerable and no two days are the same for our crews," says Østensjø Rederi's Nick Jeffery, who coordinates tug operations at Solent Towage and who is also area manager of Towage in the UK.

Jeffery says that Østensjø Rederi got their first tug contract in Southampton in 1993 when Exxon had recently had been through a major oil disaster when tanker the Exxon Valdez grounded off the coast of Alaska. The oil company wished to implement measures that could prevent such loss in the future. They looked to Norway, where tankers were escorted in and out of terminals by tugs. Exxon wanted to introduce a similar system at all its facilities. It was under these circumstances that Østensjø Rederi secured their first full escort tug contract linked to Fawley in Southampton.



Michael Janes, Marcus Burt, Bob Ivanov, Colin Ralston and Jordan Hooper.
Photo: Østensjø Rederi



Captain Michael Janes and Chief Engineer Colin Ralston
Photo: Østensjø Rederi

Preventing groundings

Today, one of the three Solent Towage escort tugs sails out to meet all tankers larger than

60,000 tons deadweight. The rendezvous takes place 26 nautical miles from Fawley, beyond the coasts of the mainland and the Isle of Wight. There, the tug secures in the escort position at the stern of the tanker by means of a 500-ton synthetic towline, to control the tanker if necessary in the event of a power or steering failure.

“We have to prevent groundings in the narrow shipping lane between Southampton’s inner harbour and the Isle of Wight,” Nick Jeffery says, adding that the area contains vulnerable natural and residential areas. “Moreover, a large tanker running aground in these narrow waterways could block passage for all traffic entering or leaving the busy port of Southampton,” says Jeffery.

The most-used vessels

Unlike tug operations run by Østensjø Rederi in Norwegian ports, Solent Towage’s mooring vessels Ibex and Oryx are dedicated to the towing tasks at Fawley. This can be very demanding work.

“We have many experienced seamen among our crews. Some have been with us since the very beginning in 1993,” says Jeffery, who adds that this is why they do not have to recruit new personnel very often. “But we always place emphasis on thorough training and an extensive familiarisation process. This is especially important for the crews of the two small tugs, Oryx and Ibex,” Jeffery says, continuing, “Oryx is normally towing smaller tankers of up to 10 000 tons, while Ibex deals with tankers of up to 16 000 tons.”

“There are two people on board each tug during such operations, one fully-trained coxswain, and one man on the deck. The crews must know exactly what to do, as this is very difficult and dangerous operation. The larger of the two mooring vessels is only 16 meters long and weighs 60 tons, but nevertheless handles relatively large tankers.”

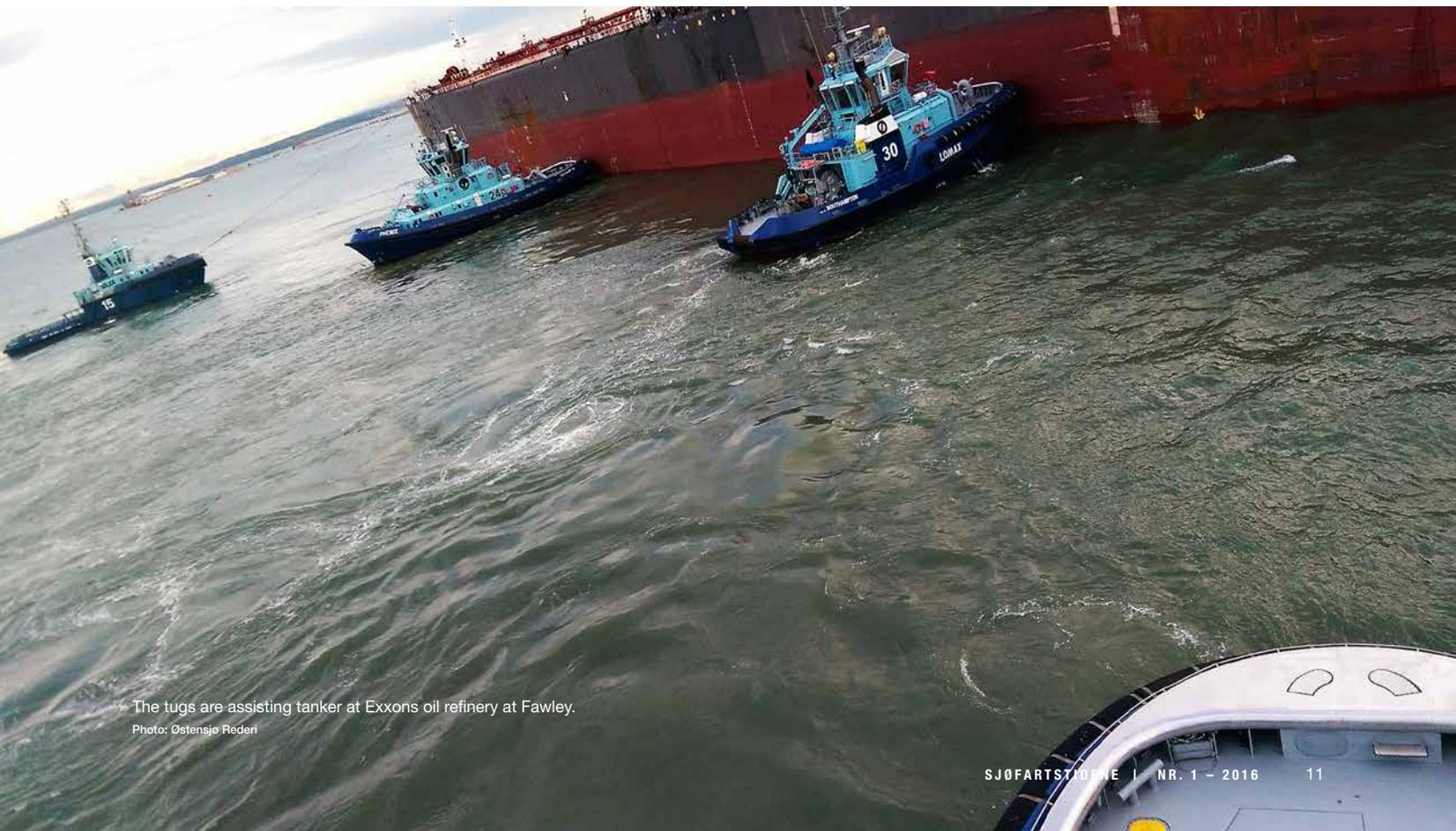
Ibex is one of the smaller tugs, but deals with tankers of up to 16 000 tons.

Photo: Østensjø Rederi



Apex one of three Tugs in Port of Southampton.

Photo: Østensjø Rederi



The tugs are assisting tanker at Exxons oil refinery at Fawley.

Photo: Østensjø Rederi

Oryx and IbeX are the vessels that are used the most in Østensjø Rederi's entire fleet. They perform about 3,000 assignments a year. Besides towing, they handle mooring lines of every vessel at Fawley, and are also used by Exxon for other tasks.

UK-wide crew

The crew of the five vessels are recruited from all over the UK, from the Isle of Wight in the south to Yorkshire in the north, to Grimsby in the east, and west to North Wales. The crew list also includes one member who is resident in Ireland. The rotation schedule is two weeks at work and two weeks off. Most of the crew members stay on board the tugs during their duty periods. The tugs have single berth cabins on board, but the company also has a couple of barges moored in the harbour in order to offer everyone these. The vessels serve as a base for the self-contained operation.

A buzzing Southampton

Southampton has approximately 250,000 inhabitants and is situated on the south coast of England, about 120 kilometres (some 75 miles) from London where the rivers Test and Itchen meet. These and the river Hamble flow into Southampton Water. There is a big difference between high and low tide, about 4.5 meters. The manmade dock facility in Southampton is extensive so ships can remain safely alongside while loading or unloading because of this. Southampton is one of Europe's most important ports for cruise liners, with 1.7 million cruise passengers passing through the port annually. Each year, more than 850,000 cars are brought ashore from specially

built car freighters, while the area also has a large container port – in fact, currently the busiest in the UK with 1.7 million containers being handled annually. Southampton also has important bulk terminals for handling of grain, minerals, raw materials for animal feed, fertilizer, sand, salt, and various biomass products.

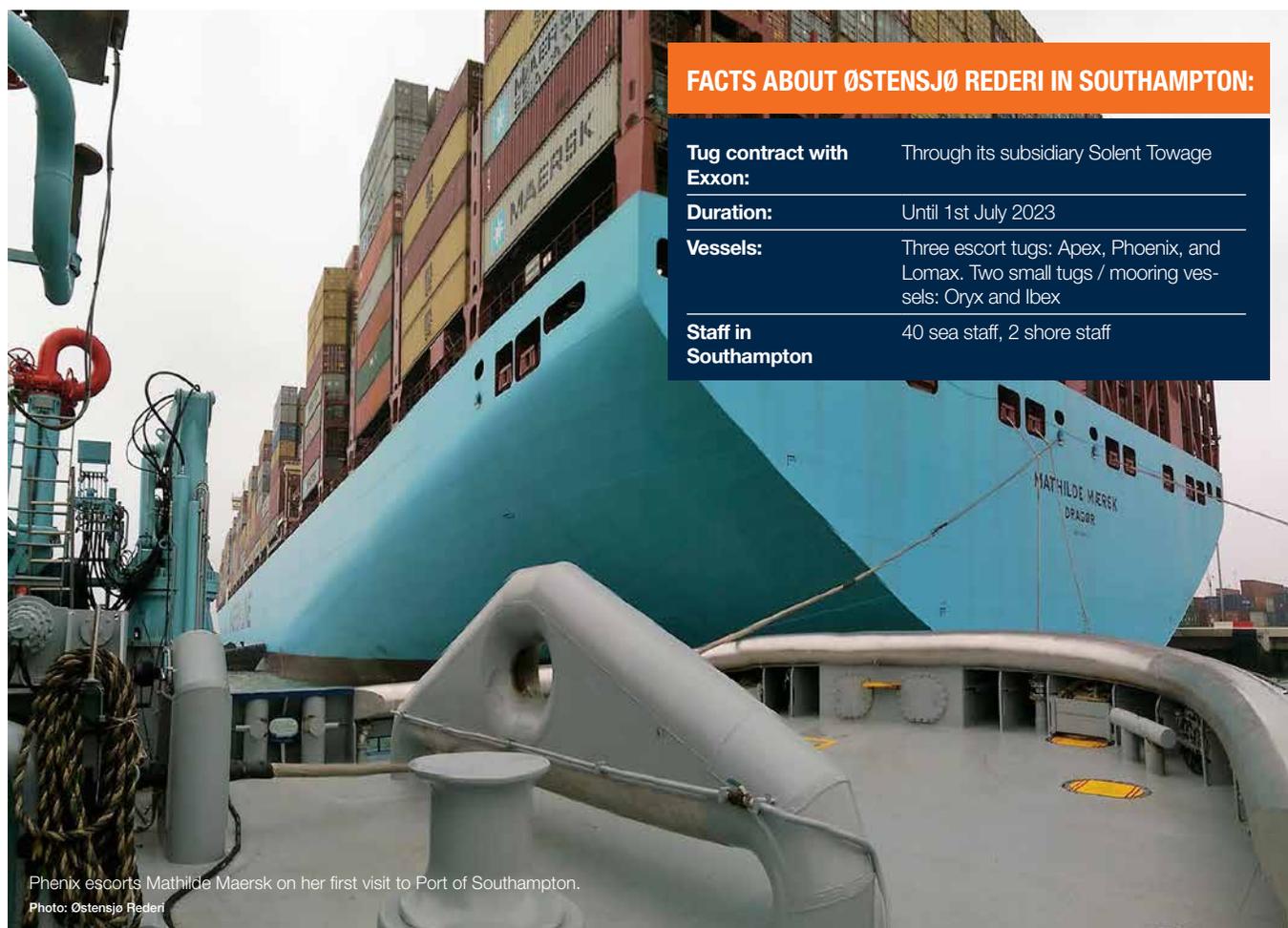
Maersk-controlled company Svitzer provides services to many berths with tugs of their own, but has entered into an agreement with Solent Towage to engage their tugs when they have spare capacity. Moreover, Svitzer assists Solent with towage at Fawley, where four tugs are required for tankers over 275,000 tons deadweight.

Solent also provides escort towage for Svitzer's tug operation at BP Hamble in much the same way as the service is provided to Exxon.

Rescue operations

Tugs and mooring launches from Solent Towage have also been assisting in more demanding and acute operations, such as during the Hoegh Osaka car carrier incident in January 2015. The vessel is operated by Oslo-located shipping company Hoegh Auto Liner. The ship capsized and was deliberately beached at the entrance to Southampton. Solent Towage's tugs assisted Svitzer Salvage during the rescue and got the car carrier back into the harbour.

The tugs have also been in action twice so far this year when the huge container ships APL Vanda and 'CMA CGM Vasco De Gama' ran aground on a sandbank in the narrow approach to Southampton. Both operations entailed towing and pushing to re-float the vessels and then escorting them into Southampton



Phoenix escorts Mathilde Maersk on her first visit to Port of Southampton.

Photo: Østensjø Rederi

FACTS ABOUT SOUTHAMPTON:

Inhabitants:	250,000
Distance from London:	120 kilometres (some 75 miles)
Exxon's oil refinery at Fawley	2,000 tankships arrive annually
Southampton port:	1.7 million cruise passengers annually, 1.7 million containers (TEU) and 850,000 new vehicles brought ashore.
Difference between high and low tide:	About 4.5 metres



TAUBÅTER I EN AV EUROPAS TRAVLESTE HAVNER

Southampton er i dag den travleste havna i Storbritannia. Her driver Østensjø Rederi sin mest omfattende slepebåtvirksomhet med tre eskortetaubåter og to små taubåter eller fortøyningsbåter som assisterer tankskip til og fra Exxons oljeraffineri.

Den store havna i Southampton har også omfattende trafikk av cruiseskip, og bulkskip, og er dessuten Europas nest største containerhavn. To slepebåter, Apex og Phenix, er engasjert av Exxon ved selskapets oljeterminal og raffineri, som ligger i Fawley, på sørvestsiden av innseilingen til Southampton havn. Den tredje slepebåten, Lomax, bruker 50 prosent av sin kapasitet ved Fawley, mens resten tilbys i spotmarkedet. Dette markedet utspiller seg hovedsakelig i dock-området i Southampton. Noen ganger assisterer taubåtene også ved grunnstøtinger og redningsaksjoner lenger ute i havneområdet.

Siden 1993 har Østensjø Rederi, gjennom sitt britiske datterselskap Solent Towage, hatt kontrakt med Exxon Fawley. I 2008 utløp kontrakten, men ble fornyet, og vil vare frem til 2023. Dette er den lengste faste kontrakten i selskapets historie.

Raffineriet Fawley er det største oljeraffineriet i Storbritannia. 2000 fartøyer besøker Fawley årlig og VLCC (Very Large Crude operatorer) på opp til 320 000 tonn dødvekt kommer hit. Solent Towage er den eneste leverandøren av taubåtjenester ved Fawley. Kontrakten med Exxon omfatter oljevern og brannslukking, i tillegg til assistering av tankskip.

— Utfordringene er utallige, og ingen dager er like for våre mannskaper, sier Nick Jeffery, som koordinerer driften av taubåter på Solent Towage. Han er også områdesjef i Storbritannia for Østensjø Rederis taubåtvirksomhet.

Forhindre grunnstøting

En av de tre eskortetaubåtene til Solent Towage seiler ut for å møte tankskip som er større enn 60 000 tonn dødvekt. Møtet finner sted 26 nautiske mil fra Fawley. Taubåten får festet sleper i akterenden av skipet, er med og styrer og er klar til å holde igjen under resten av reisen inn til raffineriet.

— Vi må hindre grunnstøting i den smale leia mellom Southamptons indre havn og Isle of Wight, sier Nick Jeffery, og legger til at her er

sårbar naturområder og boligområder. — Hvis et stort tankskip går på grunn i dette trange sjøområdet, kunne det blokkere for all skipstrafikk inn og ut av den travle havnen i Southampton, sier Jeffery.

De mest brukte fartøyene

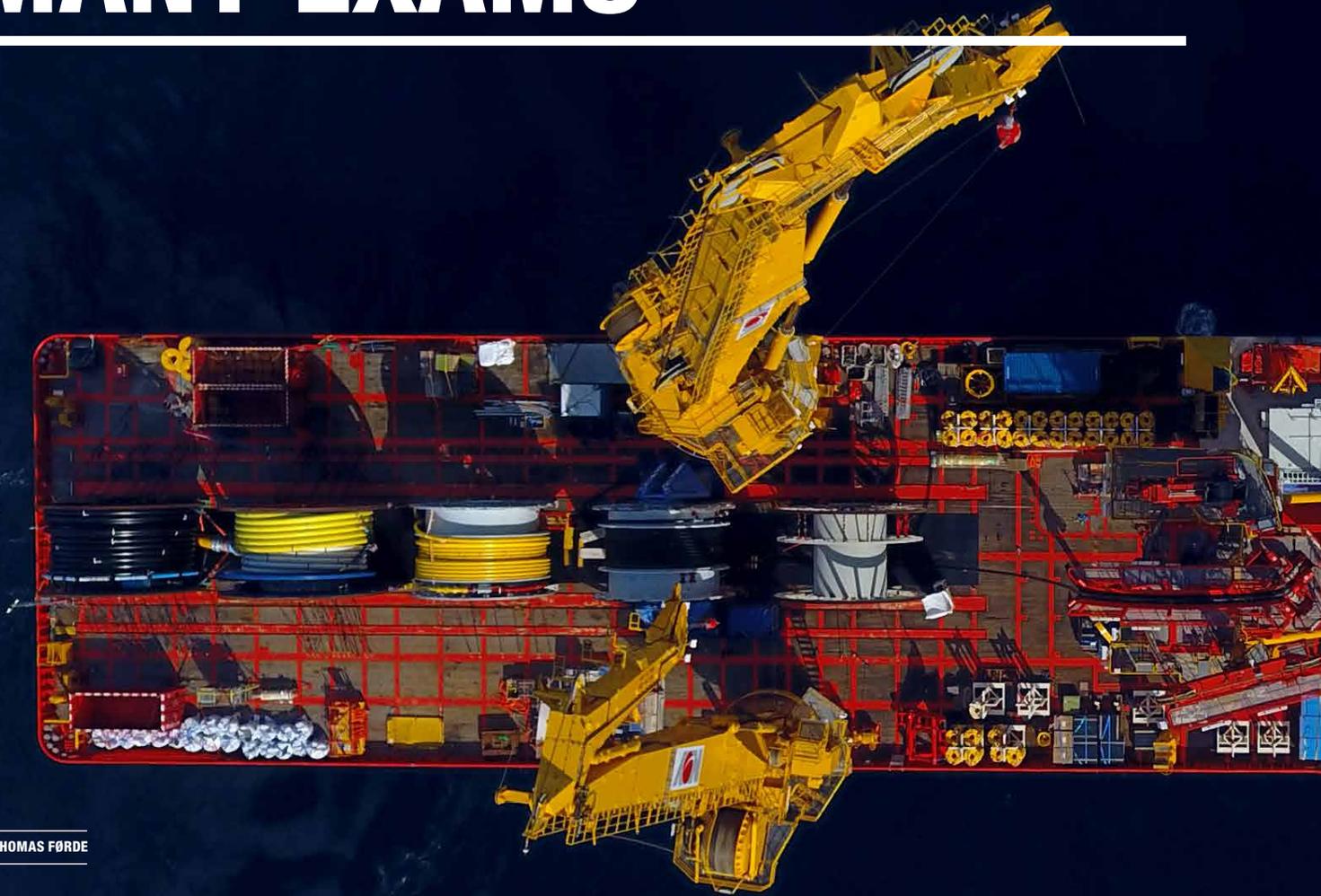
I motsetning til taubåtoperasjoner i regi av Østensjø Rederi i norske havner, er fortøyningsbåtene til Solent Towage, Ibex og Oryx, også dedikert til slepeoppgaver ved Fawley.

De to fartøyene er de mest brukte fartøyene i hele flåten til Østensjø Rederi og de utfører nærmere 3000 oppdrag i året. Foruten tauing, håndterer de to båtene fortøyningene til alle fartøyer ved raffineriet og brukes også av Exxon til andre oppgaver.



Photo: Østensjø Rederi

EDDA FREYA HAS TAKEN AND PASSED MANY EXAMS



BY THOMAS FØRDE

The ship has lifted heavy anchors in place, changed riser pipes in the Norwegian Sea, laid cables on the seabed, and flushed the interior of pipes and valves clean. Removing oil and gas installations from the Varg field is now on the agenda.

Østensjø Rederi's newest and one of the most advanced and expensive ships the Edda Freya has really been able to trial in her first months at sea.

"The ship has passed all the tests. Apart from a few minor teething problems, which have been corrected underway, the ship and equipment function extremely satisfactorily," says one of the ship's two Captains, Harald Osland, who adds that he hopes that both the ship and crew will continue to be given many and varied tasks to solve.

Edda Freya is a construction support vessel made for different types of underwater operations and is on a five-year contract with DeepOcean. Østensjø Rederi's crew, which includes trainee positions, numbers 32. The ship has cabin capacity for 140 people.

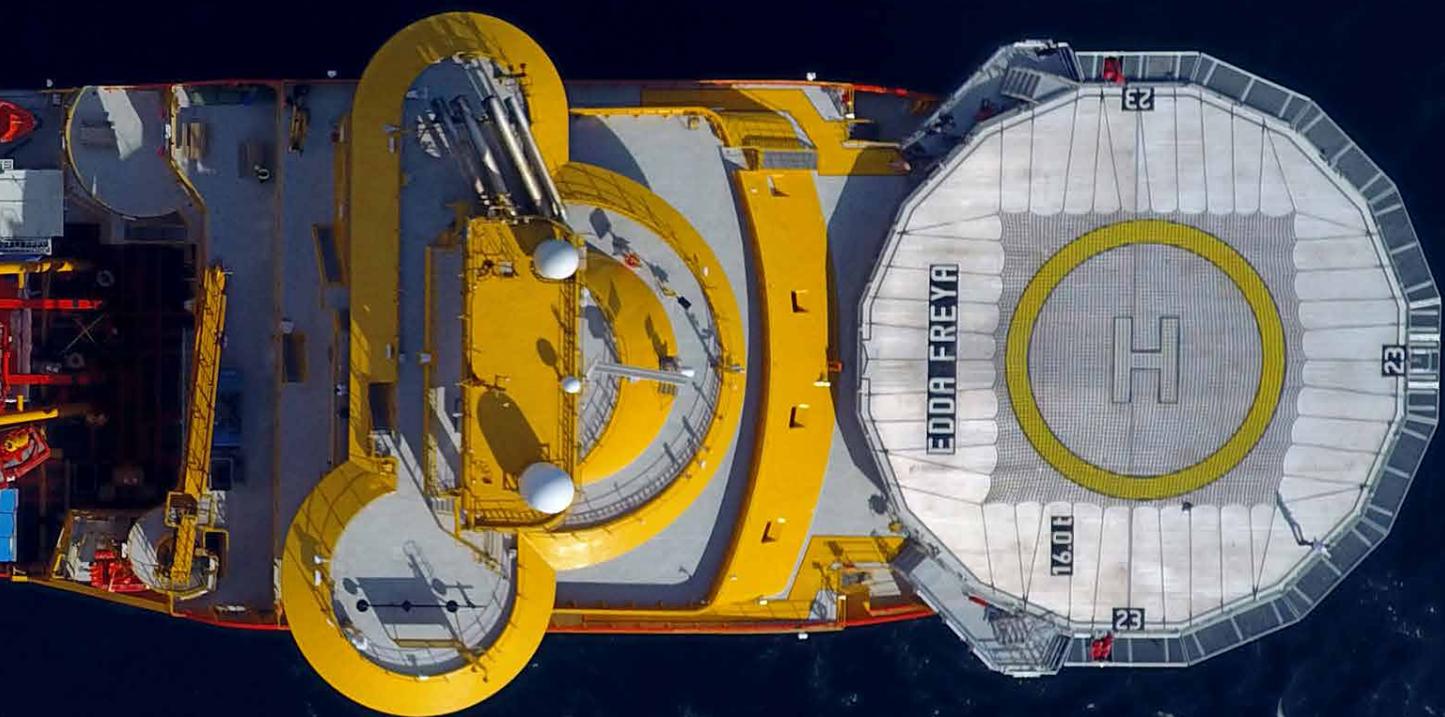
Laying cables

Edda Freya is the first ship in Østensjø Rederi's fleet to be equipped with a large tower on deck for laying cables, umbilicales and flexible pipes. A large hole, known as a moonpool, has been made in the deck. The tower stands above the moonpool, while the cable runs from the on board cable drum towards the seabed via the tower and through the moonpool.

The ship is also fitted with a large cable carousel below deck which is used for installing long cables. This drum can store 3,000 tons of cable. There are also huge cranes on board, the largest of which can lift up to 600 tons.

The ROVs (remotely operated vehicle), which are loaded in on board hangars, are used for inspection and surveys on the seabed, as well as in connection with various other underwater tasks.

"We tested all the cable laying equipment as soon as we got the ship. We hoisted on board drums with used cable at Stord that we utilised testing," says Captain Harald Osland, who adds that all the equipment is in order.



‘Environmentally-conscious’ fuel-saving equipment

Osland also highlights the ship’s slightly special propulsion system, which includes a newly-developed diesel-electric hybrid designed by Siemens in cooperation with Østensjø Rederi. One of its features allows energy to be stored in batteries and drawn on when the ship and machinery are exposed to heavy loads and need extra power, for example in difficult wind and wave conditions.

“This new system works well in practice and shows that we can save considerably fuel using the new diesel-electric hybrid system,” says Osland.

Heavy lift and large pipes

DeepOcean rents the ship and consequently obtains the assignments. Olaf Alexander Hansen, project leader at DeepOcean, relates examples of tasks that have involved the Edda Freya.

“We’ve brought pumps and tanks with chemicals on board; fresh water for internal cleaning of pipelines and valves at installations in the Norwegian and Barents Seas. We’ve used large cranes to lift 170-ton anchors in place and a new riser pipe at the Heidrun field.”

“In August and September, we changed and installed riser pipes at the Heidrun and Kristin platforms in the Norwegian Sea, which are part of the connection of the Maria field to Heidrun and Kristin. We use the tower on deck when installing the riser pipes and allow the pipe to descend towards the bottom via the moon pool. The riser pipes’ outer diameters are up to 40 centimetres, and they are about one kilometre in length. These pipes are stored and ready for use on deck,” explains Hansen.

He adds that they have also laid a 19-kilometre-long fibre optic cable with the Edda Freya while using the cable carousel below deck.

Fulfils expectations

“The ship functions very well and has fulfilled expectations,” says Hansen, who adds that all the equipment comes from known suppliers and is of good quality. Hansen also says that the boat has good sea-keeping capabilities, making it a stable working platform on the waves.

“The advanced DP system (DP3, dynamic position control) holds us in precise working position. Statoil and our other customers have given us good feedback for jobs well done,” says Olaf Alexander Hansen at DeepOcean.

“It is equipped in a way intended to allow everyone to be comfortable on board. There is a cinema, a gym, a large mess, several living quarters,

Edda Freya and DeepOcean are going to remove installations and equipment from the Varg field in the North Sea.

Photo: Østensjø Rederi



TV, a library and an extremely well-equipped galley where a lot of good food can be made.

Varg field clearance plans

One project for Edda Freya in the near future is to remove installations and equipment from the Varg field in the North Sea.

“The assignment includes removing five riser pipes and two control cables. All of this is to be coiled up on the cable drum that the Edda



Edda Freya is especially equipped for cable laying.
Photo: Geir Magne Kvinnesland og Atle Skau/DeepOcean



Photo: Tore Bjørn Viksøy/DeepOcean

Photo: DeepOcean



Freya has below deck,” says DeepOcean project leader Sverre Horgen. He adds that DeepOcean will also be using ROVs at the Varg field equipped to cut riser pipes at the Varg A fixed installation there.

“We’re also going to cut anchor chains on a buoy located 40 metres below the surface, a so-termed mid-water arch, which the riser pipes between Varg A and the Petrojarl Varg have rested on. This buoy will shoot up to the surface like a projectile when the chain is cut,” says Horgen, who adds that the buoy is to be towed to land. The remaining equipment to be collected from the Varg field will be loaded on board the Edda Freya. All discarded material will then be transported to AF Decom’s breaking and recycling base at Vats.

Another heavy lifting assignment at the field will be to hoist on board the anchors that have held the riser pipes in place. These anchors weigh between 40 and 200 tons.

“The entire job at the Varg field is calculated to take 15 to 20 days and could be completed by Christmas,” says project leader Sverre Horgen.

EDDA FREYA HAR BESTÅTT MANGE EKSAMENER

Skipet har løftet på plass tunge anker, byttet ut stigerør i Norskehavet, lagt kabler på havbunnen og spylt rør og ventiler rene innvendig. Nå venter fjerning av olje- og gassinntallasjoner fra Varg-feltet.

Det nyeste og et av Østensjø Rederis mest avanserte og dyreste fartøyer, Edda Freya, har virkelig fått prøvd seg i sine første måneder på havet. Edda Freya er et konstruksjonsskip til bruk ved ulike typer undervannsoperasjoner og er leid ut til Deep Ocean på en femårskontrakt.

Østensjø Rederi har et mannskap på 33 personer om bord, inkludert opplæringsstillinger og skipet har lugarkapasitet til i alt 140 personer. Edda Freya er det første i rederiets flåte som er utstyrt med et stort tårn på dekk til bruk ved kabellegging.

Skipet har også montert en stor kabelkarusell under dekk til bruk ved installasjon av lange kabler. Om bord er også digre kraner, den største kan løfte inntil 600 tonn. ROV’er (fjernstyrte undervannsfarkoster) plassert i hangarer om bord, er virksomme ved inspeksjon og overvåkingsarbeid på havbunnen og i forbindelse med ymse andre arbeidsoppgaver under vann.

— Skipet har bestått alle prøver. Bortsett fra småfeil, som blir rettet opp etter hvert, fungerer skip og utstyr svært tilfredsstillende, sier en av skipets to kapteiner, Harald Osland.

«Grønt» anlegg sparer drivstoff

Framdriftssystemet består blant annet av en nyutviklet dieselelektrisk hybrid. Dermed kan energi lagres på batterier og hentes fram når skip og maskineri blir utsatt for stor belastning og trenger ekstra energi.

— Vi kan spare betydelige mengder drivstoff med det nye dieselelektriske hybridsystemet, sier Osland.

Nye stigerør og fjerning av gammelt

Ved hjelp av Edda Freya skiftet Deep Ocean i august og september stigerør på plattformene Heidrun og Kristin i Norskehavet, dette som en del av oppkoblingen av Maria-feltet til Heidrun og Kristin.

Med Edda Freya har DeepOcean også lagt en 19 kilometer lang fiberoptisk kabel, mens kabelkarusellen under dekk ble brukt.

— Vi har fått gode tilbakemeldinger for vel utført arbeid fra Statoil og fra våre andre kunder, sier Olaf Alexander Hansen i Deep Ocean. I nær framtid skal Deep Ocean benytte Edda Freya ved fjerning av installasjoner og utstyr fra Varg-feltet i Nordsjøen. Alt utrangert materiell skal deretter fraktes til AF Decoms opphoggings- og gjenvinningsbase i Vats.

Photo: Geir Magne Kvinnesland og Atle Skau/Deep Ocean





The galley on board Edda Freya is developed with support from The Research Council of Norway.
Photo: Østensjø Rederi

A FUTURISTIC GALLEY

BY THOMAS FØRDE

“The galley on board the last ship called Edda Freya was just slightly larger than the bakery on board the New Edda Freya.”

Chief Steward Endre Dommersnes has helped plan the design of the new galley. It is divided into a bakery, a warm and hot section, vegetable section, and a general laundry. Its design means those who work there do not have to get under each other’s feet carrying different types of food. The size of the galley also helps work run more smoothly.

Large portholes on the starboard side let in a lot of daylight. “This gives us a different experience to looking straight into a wall,” says Endre Dommersnes. He adds that those who worked in the galley used to be accustomed to small portholes, so that the view and daylight were almost absent.

He also points out that the works urfaces can be raised and lowered, meaning that everyone can find the right working position, thus reducing unnecessary strain.

Rational storage

“The cherry on the cake is definitely the storage space and how we receive supplies.”

The landing space for these is right outside the storage areas, enabling them to be wheeled right in to be stored on the shelves.

“The time it takes to receive and store supplies is halved in compared to how it was, and we should remember that Østensjø Rederi also used to be among the best in this regard,” says Dommersnes, who adds that his staff in the galley is able to receive and push at least 20 crates of provisions in place per hour.

“On some occasions, we’ve received supplies for 100 people to last for between 50 and 60 days. The strain on us catering staff is now noticeably less thanks to the new set-up,” he says.

Research money for the galley

What is on the Edda Freya is a development of the original project for the Edda Fortis hotel ship. Construction of this ship was cancelled but the galley project, which received money from The Norwegian Design Council, was continued and transferred to the planning of Edda Freya. "The main purpose of the project was to come up with a solution for a galley which focused on HSE, an easy set-up for personnel, and that would be one of the North Sea's best galleys," says Dommersnes.

Eker Design and Katinka von der Lippe led the project together with Tim Lake and Britt Lund who work at Loipart. Several of Østensjø Rederi's own stewards and ship consultant Carl Johan Amundsen also provided input.

"Things have really moved forward when we think back to the days of the previous Edda Freya in the 1990s and beginning cooperation with DeepOcean. The galley was slightly larger than our bakery and we only had 24 seats in the mess. But we also served between 50 and 100 people there," says Endre Dommersnes, who adds that the mess on board the Edda Freya has 66 places, with another 10 at the bar.

FACTS ABOUT EDDA FREYA

Ship type:	Offshore construction ship
Length:	149.8 metres
Beam:	27 metres
Deck area:	2,300 square metres
Cabin capacity:	For 140 people
Propulsion system:	Newly-developed diesel-electric hybrid. The system (Siemens BlueDrive+C) is developed by Siemens in cooperation with Østensjø Rederi
Yard:	Kleven in Ulsteinvik
Design:	Salt Ship Design AS
Client:	On five-year contract with DeepOcean



BYSSA ER EI MESSE VERDT



Byssa om bord i det forrige skipet med navnet Edda Freya var bare litt større enn bakeriet om bord i Nye Edda Freya.

Det er Endre Dommernes som sier dette. Han er stuert om bord og har vært med å planlegge utformingen av den nye byssa.

Byssa er delt inn bakeri, kald og varm avdeling, grønnsaksavdeling, samt grovt vaskeri. Det gjør at de som jobber der slipper å gå oppi hverandre med ulike matvarer. Størrelsen på byssa gjør også sitt til at arbeidet går mye lettere.

Store ventiler på styrbord side slipper inn mye dagslys. — Vi får dermed andre opplevelser enn å se rett inn i en vegg, sier Dommersnes. Han peker videre på at arbeidsbenker som kan heves og senkes gjør sitt til at ansatte kan finne rett arbeidsstilling og reduserer dermed unødig slitasje.

— Rosinen i pølsen er definitivt lagerplass og løsninger som er valgt for mottak av proviant. Tidsbruken her er halvert, sier Dommersnes.

Utvikling av ny bysseløsning har vært et prosjekt som er blitt støttet av blant annet Norges Forskningsråd. — Hovedmålet var å lage en bysseløsning som hadde fokus på HMS og på lette løsninger for de som skulle jobbe der. Samtidig skulle dette bli en av Nordsjøens beste bysser, sier Dommernes.





Edda Fides served during summer as a hotel and service ship during filming of "Downsizing", with stars on board, including Matt Damon.

Photo: Østensjø Rederi



The galley is perhaps the most crucial department aboard a hotel ship.

Photo: Østensjø Rederi

The accommodation vessel Edda Fides became a media darling in the summer which saw her make the world's first tourist voyage to oil and gas installations. The ship also served as a film celebrities' hotel and floating base. Edda Fides is now seeking new assignments.

FROM LOFOTEN TO NEW ADVENTURES

BY THOMAS FØRDE



Edda Fjord is the real pioneer in the fleet of Edda Accommodation.

Photo: Østensjø Rederi

It all started in 2004 off the coast of western Africa's Nigeria. The Edda Fjord, one of the world's largest supply ships, had accommodation modules placed on deck and travelled to African waters to anchor up at the Bonga field. Shell, the world's second-largest oil and gas firm, was the client.

The first assignment as an accommodation vessel ship was so successful, that it left the shipping company wanting more and an economic reason to continue in the offshore floating accommodation market. In 2007, Østensjø Rederi decided to build an accommodation vessel with 600 beds, a ship which became the world's first purpose built monohull accommodation vessel for services at oil and gas installations in the open sea.

The ship was named the Edda Fides and started service in 2011. In addition to the actual hotel, the ship has a helicopter deck, cranes, advanced dynamic position control (DP), plenty of storage space, and an on board workshop. It also has an advanced telescopic gangway and wave motion compensation system. This enables on board guests and passengers to walk safely from the hotel ship over to either their place of work on an offshore oil or gas installation, or while visiting the facility.

Many fish in the sea

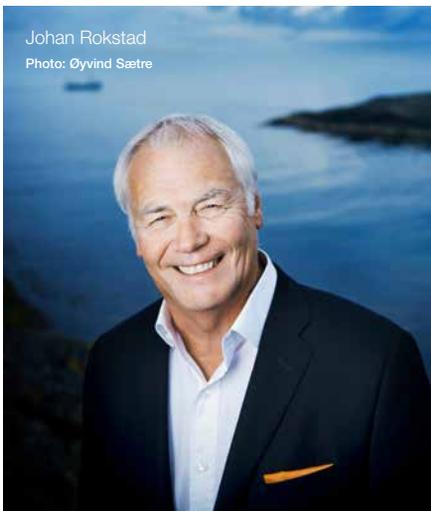
Which assignments await the both Edda Fides and Edda Fjord are currently unknown.

"There are many fish in the sea, now it's about catching some of them, whether they are large or slightly smaller," says Østensjø Rederi's Johan Rokstad, who underlines that the competition for accommodation ships and platforms is tough, and assignments relatively few.

"But our opportunities are still in view, interesting, and realistic. Our biggest competitors are accommodation rig companies such as Prosafe or Flotel International. Many actors are struggling in today's market. But I believe we at Edda Accommodation are still in a better position than many of our other competitors are," Johan Rokstad comments.

Rig Spotting in the North Sea

Edda Fides was used for something surprisingly novel in the summer. The vessel was made ready as a passenger and cruise ship, picked up passengers in Haugesund and Stavanger, and went on an expedition enabling guests to experience Norwegian oil and gas installations up close.



Johan Rokstad
Photo: Øyvind Sætre



Edda Fides is looking for further quay assignments as the floatel had at Mongstad.
Photo: Thomas Førde

The summer weather on the North Sea voyage was tranquil, the sea shimmering. The ship and passengers stopped by the new Edvard Grieg installation, and then went on to the new, gigantic Johan Sverdrup field currently under development. The Edda Fides then stopped by the Balder and Ringhorn fields, Oseberg, Troll A, Troll C, and Gjøa, before the hotel ship berthed in Molde on the third day. The cruise continued on from there to Svolvær. Several installations in the Norwegian Sea were visited on the way northwards.

Film and media in Lofoten

“Media coverage was like no other we’d ever experienced, and the project went very well, technically, practically, and quality-wise,” says Johan Rokstad. The expedition, or so-termed rig spotting voyage, ended up in Lofoten. The ship had another assignment there, specifically as a hotel and service ship during filming of “Downsizing”, with stars on board including Matt Damon.

“The ship functioned very well during filming in Trollfjorden too. We used the helideck, put out our own floating dock alongside the ship, and carried out all the service work that the film team asked for,” recounts Johan Rokstad, who does not rule out the possibility of participating in more filming later on.

It has not yet been decided whether rig spotting in the North Sea will be presented to the general public in the summer of 2017.

“We’re not discounting it, but we’ll have to do something similar to what Hurtigruten has provided previously, if so, such as combining a trip in the North Sea and docking at a foreign harbour – the Shetland Islands or Scotland, for example. This will also bring ex tax advantages. This makes some difference to the company’s economy in these tight times.”

Keeping the cruise ship equipment

He also says that the shipping company did not earn money on its rig safari this summer, but it helped keep the wheels turning. They will give themselves slightly better preparation time should there be any expeditions next summer. This year saw just six weeks of preparation before the public was let on board.

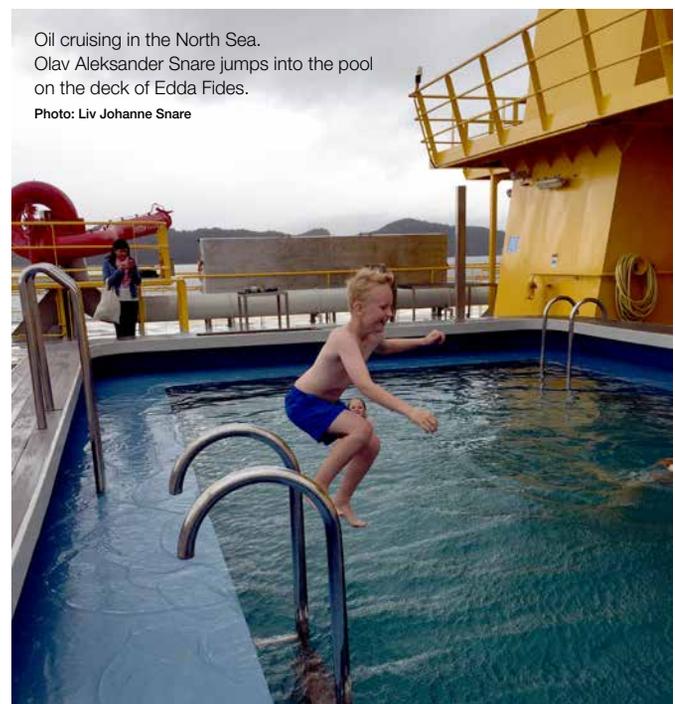
“It should actually take longer than that. But we even managed to make changes on board such as fixing up a bar in one of the salons, where alcohol was served for the first time in Edda Fides’ history,” Rokstad says.

Key personnel

One of the biggest challenges in difficult times with few assignments is being able to retain key personnel on board, according to the head of the shipping company.

“It’s absolutely essential that we have experienced and skilled people on alert when operating the hotel ships. This includes people who know the dynamic positioning control’s navigation system, as well as others who can man the advanced gangway to ensure the safety of everyone on board. We can take on assignments at short notice when we have key personnel on alert,” says Rokstad.

He refers to an assignment which came up a few weeks after filming in Lofoten. The shipping company mobilised between 70 and 80 people to man the ship and hotel for berthing at Mongstad in the course of three days. The Edda Fides hotel and canteen were in position for three weeks for several hundred workers during an extended shutdown for maintenance at the refinery.



Oil cruising in the North Sea.
Olav Aleksander Snare jumps into the pool on the deck of Edda Fides.
Photo: Liv Johanne Snare

Further quay assignments in Norway possible

2017 will be a demanding year with major challenges regarding keeping the wheels turning, but there could be several similar assignments at quays located in Norway. Rokstad confirms that the shipping company is talking with some of the major supply companies that are going to be carrying out extensive construction assignments at their yards, and that will likely need more sleeping and canteen capacity than they have at their own disposal.

There's also much to indicate that operating companies are modifying their maintenance and reconstruction contracts on the continental shelf. The contracts will probably be changed from long-term framework ones to specific contracts confined to each individual assignment or project. "This will mean having to mobilise larger numbers of people to work offshore for every single project. Thus, the subject of needing more hotel services at sea will come up," says an optimistic Johan Rokstad.

The whole world as a market

The Edda Accommodation director also comments that the shipping company is marketing itself worldwide, and they see there are possibilities for several long-term assignments in 2018 and 2019 – both in the North Sea and off the coast of the US. Two years ago, the shipping company subcontracted a second specially-built hotel ship, the Edda Fortis, from the Hyundai yard company in South Korea. But the dramatic changes in the market led to the deal being cancelled. The shipping company has recently entered an agreement with Hyundai regarding repayment of the advance on the cancelled hotel ship.

"We still retain a small hope that the market will turn around, and that we'll need a brand new hotel ship because we'll get so many and long-term assignments," says Johan Rokstad.

FACTS ABOUT EDDA ACCOMMODATION

Type of business and company:	Established in the course of 2016 as a separate shipping company and independent organisation specialising in accommodation operation.
Ships:	The Edda Fides with space for 600 beds and the Edda Fjord which can be fitted with 200 beds in an accommodation rig on deck relatively quickly.
CEO:	Johan Rokstad
Owner:	The largest owners in Edda Accommodation are Johannes Østensjø Dy with 78%, and Mass Capital with 18%.



Typical position of Edda Fides, connected with the flexible gangway to an installation in the sea. Photo: Østensjø Rederi

FRA LOFOTEN TIL NYE EVENTYR

I sommer ble hotellskipet Edda Fides en yndling i media ved å gjennomføre verdens første turistseiling til olje- og gassinstallasjoner. I tillegg tjente skipet som hotell- og flytende base for kjendispreget film-innspilling i Lofoten. Nå jakter hotellskipet på nye oppgaver.

Det vakte oppsikt da Edda Fides i sommer ble klargjort som passasjer-/ cruiseskip, hentet passasjerer i Haugesund og Stavanger og dro på tokt med gjester som fikk oppleve norske olje- og gassinstallasjoner på nært hold.

— Vi fikk en mediedekning som vi aldri før har opplevd maken til og prosjektet gikk veldig bra, både teknisk, praktisk og kvalitetsmessig, sier Johan Rokstad, administrerende direktør i Edda Accommodation.

Toktet, eller den såkalte riggsportingsferden, endte opp i Lofoten. Her hadde skipet et annet oppdrag, nemlig å være hotell- og serviceskip under innspilling av filmen «Downsizing» med stjerner som Matt Damon om bord.

— Skipet fungerte veldig bra også under filminnspillingen i Trollfjorden. Helidekket ble benyttet, vi la ut egen flytebrygge langs skipssiden og gjorde alt servicearbeidet som filmteamet etterspurte, forteller Rokstad, som ikke utelukker deltagelse i flere filminnspillinger.

Om tilbudet med riggsporting i Nordsjøen vil bli presentert for publikum også sommeren 2017, er ikke avgjort ennå. Men Rokstad utelukker det ikke. Han peker likevel på at rederiet ikke tjente penger på riggsafarier denne sommeren, men at det bidro til å holde hjulene i gang.

Nøkkelpersonell

Å kunne beholde nøkkelpersonell om bord er, ifølge rederisjefen, en av de største utfordringene i tider med få oppdrag.

— For driften av fotelskipene er det helt avgjørende at vi har erfarne og dyktige folk i beredskap. Da kan vi ta på oss oppdrag på kort varsel, sier Rokstad. Han viser til at i løpet av tre dager i sommer mobiliserte rederiet mellom 70 og 80 personer for å bemanne skip og hotell som kunne klappe til kai på Mongstad. I tre uker betjente Edda Fides flere hundre arbeidsfolk under en større vedlikeholdsstans ved raffineriet.

I følge Rokstad kan det bli flere lignende oppdrag ved kai i Norge. Rederiet er i dialog med store leverandørbedrifter som skal gjennomføre omfattende byggeoppdrag ved sine verft og som trolig vil ha behov for mer overnattings- og kantinekapasitet. Med omlegging av kontrakter for vedlikehold og ombygging offshore, ser Rokstad at det også vil melde seg behov flere hotelltjenester til havs.

Hele verden som marked

Rederiet markedsfører seg rundt om i hele verden og ser på muligheter for flere langvarige oppdrag i 2018 og 2019, både i Nordsjøen og utenfor kysten av USA. For to år siden ble det kontrahert et spesialbygget flotellskip nummer to, Edda Forties, fra verftkonsernet Hyundai i Sør-Korea. Men den dramatiske endringen i markedet gjorde at avtalen ble kansellert. Nylig inngikk rederiet en viktig avtale med Hyundai om tilbakebetaling av innbetalt forskudd på det kansellerte flotellskipet.

— Vi har fortsatt et lite håp om at markedet skal snu og at vi får så mange og langvarige oppdrag at vi får bruk for et flunkende nytt hotellskip, sier Johan Rokstad.

BY THOMAS FØRDE

IN HOPE OF SAILING THE WAY THE WIND BLOWS



The wind farm Westermost Rough, outside the east coast of UK, is run by Dong Energy.
Photo: Dong Energy



Østensjø Rederi can be happy about the contracts for construction and operation of two large service operation vessels for offshore wind at an extremely demanding time for oil and gas service providers. The shipping company at Smedasundet in Haugesund now begins preparations to operate a completely new type of ship.

Alf Helge Lyngholm is Fleet Manager Offshore and in charge of all offshore service ship operations. The offshore department is also responsible for operating the service operation vessels (SOV) for the wind power industry.

Lyngholm has been Captain on several type of ships in the company's fleet for a long time. "My heart is on board a supply ship. I've worked on board this type of ship the most," remarks Lyngholm. He has been in the company's onshore organisation for the past five years.

His previous tasks before becoming head of the offshore fleet have included being part of a group which developed and led operations for the shipping company's former new venture accommodation vessels.

"We can draw on a lot of knowledge from operating accommodation vessels when we're going to start with the new type of ship for offshore wind," says Lyngholm.

Both of the new SOV-classified ships are to be built at Astilleros Gondan located in the Principality of Asturias in north-western Spain. This brings the number of ships the yard has delivered to Østensjø since 2005 up to 13.

The offshore wind service vessels will be 81.10 metres in length with a beam of 17 metres and are designed by Rolls-Royce in close cooperation with Østensjø Rederi. The first of the two ships is scheduled to be ready for use on 1st September 2017.

How did the shipping company's wind power industry ship venture start?

"It's often Østensjø Rederi's characteristic mix of luck and skill which lies behind this. It's about seeing possibilities and using our background and experiences to pursue new areas," says Lyngholm.

He points out that the company's development of hotel ships has given them experience using gangways on the open seas. These gangways have built-in, automatic compensation for waves so that the crew can safely be moved between the firm's service and accommodation ships and offshore installations. Local Karmøy-based company Marine Aluminium will be supplying the advanced gangway for both SOV's.

The shipping line's organisation has long been assisting customers and their requirements when their personnel are on board.

"It's especially our subsea vessels which have given us our experience, where customers have many professionals on board who man subsea tools and equipment from our ships. At the same time, we offer these crews different types of working and living quarters, not least catering," says Lyngholm.

Crew Transfer Vessels (CTVs) have been used in the offshore wind industry for several years. But these are intended for transporting service personnel from land out to the offshore wind



The skill of operating gangways and advanced dynamic positioning control, will be very important in the offshore wind service industry. Animation: Østensjø Rederi

farms in the morning, returning to collect and bring them back to land after the working day is over.

Companies which develop and operate offshore wind farms now want to link up with shipping companies that can operate larger ships on which service personnel can live for several days while the vessel remains offshore. At the same time, the larger accommodation and SOV's like the ones that Østensjø Rederi are constructing will also be able to transport various kinds of equipment and supplies out to the field, equipment that can be transferred to the wind turbines as required.

"Offshore wind industry companies also see cost-saving opportunities by having a boat stationed at the field, a vessel which can carry double the amount of crew as the smaller vessels can," says Alf Helge Lyngholm, who adds that the new boats under construction have single cabin capacity for up to 60 people. The company needs 20 for its own maritime crew on board.

"Our skills manning gangways and long experience of operating offshore vessels and using advanced dynamic positioning control (DP) systems will come in handy in the offshore wind market," says Lyngholm.

He adds that Danish energy company Dong invited them to submit a proposal for construction and operation of the new SOV's. "We were shortlisted as suppliers and were picked from amongst three suppliers



who made it to the final round," Lyngholm comments.

How innovative will these two new boats be?

"Dong, as an operating company within the offshore wind sector, is a new type of customer for us. They have been in this industry for

a long time and know how they want things done. We've primarily discussed maritime and operational considerations with our client."

"Our subsea market clients have also given us experience and knowledge of best practice regarding fitting and design. The ship should primarily be practical and functional for the customer and should cover their needs," says



Lyngholm, who points out that the wind service vessels on board cranes are smaller than those found on board subsea vessels.

“Lifting requirements will normally be between 500 and 1,000 kilos. But the cranes also have to be designed to be operated in an extremely manoeuvrable and flexible way, and with equipment which compensates for the motion of the sea (motion compensated crane).”

“Workshops, meaning small facilities where parts can be made and repaired as needed, can be fitted to the new boats. You’ll also need to be able to move goods and stock via the gangway instead of using cranes.”

“The new SOV’s will be able to transport 12 containers, six of which are placed in the loading compartment below deck, and six on deck.”

Is there a major difference between the demands of customers in the offshore wind industry and those in the oil and gas sector?

“There’s greater focus on keeping costs down than there has been in the oil and gas industry. It’s natural, since the wind power industry operates in a subsidised market. There’s a lot of continual technical development to make solutions as cost-effective as possible.”

Will there be major changes in the onshore organisation when the SOV’s are put into commission?

“We gained certain experiences when we entered the offshore accommodation market. We subsequently established a project group. We’ve then conducted a reorganisation based on experiences from the Edda Accommodation model. This led to a certain degree of specialisation, with one department for Tug operation, one for hotel ships, as well as an offshore department. The SOV’s will initially be part of the offshore fleet.

Both ships will be based at Grimsby in England,” says Lyngholm, adding that the first ship to be used will service the Race Bank wind farm off the coast of Norfolk and Lincolnshire. This offshore wind farm will have an installed effect of 580 megawatts, a considerably larger one than the gas power plant at Kårstø was constructed with.

The other ship is to operate in waters a little further east where the Horn Sea wind farm is located. The Grimsby base is also new and is currently being developed by Dong Energy.

VIL BLI TATT AV VINDEN

I en svært krevende tid for leverandører til olje- og gassindustrien, kan Østensjø Rederi glede seg over kontraktene for bygging og drift av to større serviceskip til bruk blandt offshore vindfarmer. Nå starter rederiorganisasjonen ved Smedasundet i Haugesund forberedelsene til å drive en helt ny type skip.



De to nye fartøyene, som har fått betegnelsen SOV (Service Operation Vessel), skal bygges ved det spanske verftet Astilleros Gondan. Vindservicefartøyene blir 81,10 meter lange og 17 meter brede og er designet av Rolls Royce i nært samarbeid med Østensjø Rederi. Det første av de to skipene skal være klart til bruk 1. september 2017. For begge vindservicefartøyene er det inngått langsiktig kontrakt med det danske energiselskapet Dong Energy.

I vindkraftindustrien har man gjennom flere år benyttet såkalte «crew transfer vessel» (CTV). Disse fartøyene er beregnet på å frakte servicepersonell fra land og ut til vindmøllefeltene i havet om morgenen og bringe personell tilbake til land etter endt arbeidsdag.

Fleksible gangveier

Nå vil selskapene som bygger ut og driver vindkraftparker til havs, knytte til seg redereier som kan drive større skip hvor servicepersonell kan oppholde seg som bord i flere dager mens skipet ligger på feltet. Samtidig vil disse større losji- og serviceskipene, med lugarplass til 60 personer, også kunne frakte med seg utstyr og forsyninger av ymse slag, utstyr som kan flyttes over til vindmøllene etter behov.

— Når vi skal inn i vindkraftmarkedet kommer vår erfaring med betjening av gangveier godt

med, sier sier Alf Helge Lyngholm, sjef for offshoreflåten i Østensjø Rederi.

— Vi har kunnskap om bruken av gangveier som har innebygget automatisk kompensasjon for bølger, slik at mannskap trygt kan flyttes fra rederiets service- og boligskip og over til en installasjon i havet. Dessuten har vi mangeårig erfaring med operasjon av offshorefartøyer generelt og med bruk av avanserte systemer for dynamisk posisjonskontroll (DP), sier Lyngholm.

— Er det stor forskjell på kundens krav i vindkraftindustrien i forhold til kunder i olje og gass?



BY THOMAS FØRDE

Edda Fjord has this autumn served as a mothership during maintenance and service work at the gigantic wind farms, Borkum Riffgrund 1 and Gode Wind in the German sector of the North Sea.

Photo: Østensjø Rederi

PIONEERING EDDA FJORD: A GUINEA PIG AMONGST THE TURBINES

“We’re like a guinea pig both for Østensjø Rederi and our client Dong Energy,” says Captain Pål Fredrik Hjelmeland on board the Edda Fjord.

Edda Fjord, who was also a pioneer ship when the shipping company first entered the hotel ship market, is now anchored in the German part of the North Sea. It is serving as a mothership during maintenance and service work at the gigantic Borkum Riffgrund 1 and Gode Wind offshore wind farms.

Hjelmeland is witness to the size of the vast wind farms which contain 78 and 97 huge wind turbines, respectively, that are to be visited by technicians who sleep and eat on board the Edda Fjord.

“We’ve got over 50 technicians living on board in addition to the ship’s crew of 20. Most live in cabins in the superstructure, while some live in containers or temporary accommodation on deck,” Hjelmeland explains, adding that the technicians on board come from several different companies. Most work for Siemens – the company that produced and supplied the wind turbines – or for Dong Energy, who is the developer and operator responsible for running both wind farms.

Passenger ship or gangway

Edda Fjord visits the harbour in Emden biweekly to pick up new supplies and change crew. Siemens employees work 14 days on board then

have 14 days off, while Dong’s employees’ shifts are one week on and one week off.

Hjelmeland explains that smaller passenger or crew boats (CTV, crew transfer vessel) arrive every day from land whilst Edda Fjord is at the wind farm. Reasons include transporting technicians from the base ship out to where they work on board the wind turbines.



Edda Fjord.
Photo: Østensjø Rederi

Earlier this year, the Edda Fjord was assigned to a similar task at the wind farm off the coast of England.

“But we were used as a pure accommodation ship there and hadn’t put a gangway in place on board,” explains Captain Pål Fredrik Hjelmeland. He also says that using the gangway at the wind turbine farms is one thing that differs from tasks that the ship and crew have previously performed for the oil industry, where the vessel could be connected to an installation at sea via a gangway for several days at a time.

“That’s why it’s primarily those working on the bridge on board the Edda Fjord who notice this is a new and unfamiliar operation,” says Hjelmeland, who adds that this is also a new procedure for both the



Edda Fjord is operating the gangway in the wind farm.

Photo: Edda Fjord/Østensjø Rederi

ship’s and company’s client. Dong has been in the wind power business for a long time, but has used small passenger ships – CTVs – to transport the technicians. The company has never had a mothership with a hotel, workshop, and storage space out at the field before.

Edda Fjord can also assist technicians by using the ship’s cranes to lift bags of equipment from the mother ship over to where they are working on the wind turbines. “The working day at the wind farms is nice and varied, all in all,” says Hjelmeland

Learning from the Edda Fjord

Edda Fjord has previously been used both as a mother ship for undersea work and as a supply ship. The ship has been used as a accommodation vessel with a large accommodation module fixed to the deck. Her pioneering days as a accommodation vessel were off the coast of Africa and in the Gulf of Mexico.

“This operation at the offshore wind farm gives us a preview of what is in store for us regarding the new special ships for the wind power industry,” head of fleet Alf Helge Lyngholm says. He also remarks that having Dong as a customer using Edda Fjord for this operation both gives the shipping company experience, and gathers indications for how the crew on board the new wind service vessels should be organised and rostered.

FACTS ABOUT THE EDDA FJORD

Ship type:	Multipurpose vessel and supply ship (MPSV)
Length:	98.16 metres
Beam:	22 metres
Construction year:	2002
Yard:	Flekkefjord slip og Maskinfabrikk
Registered:	Marshall Islands

PIONERSKIPET EDDA FJORD, PRØVEKLUT BLANT OFFSHORE VINDFARMER

— Vi er som en prøveklut både for Østensjø Rederi og for kunden vår Dong Energy, sier kapteinen om bord i pionerskipet Edda Fjord, Pål Fredrik Hjelmeland.

Det allsidige skipet har denne høsten utført oppdrag for Dong Energy i tysk del av Nordsjøen. Edda Fjord er moderskip under vedlikeholds- og servicearbeid i de gigantiske offshore vindfarmene Borkum Riffgrund 1 og Gode Wind.

— Vi har jevnt over 50 teknikere boende om bord i tillegg til skipets mannskap på 20. Bruken av gangveien er noe av det som skiller operasjonen i vindmølleparker fra oppgaver som skip og mannskap tidligere har utført for oljeindustrien. I vindparkene blir det oppkobling til installasjoner i havet flere ganger for dagen, mens i olje- og gassindustrien kunne fartøyet være oppkoblet til samme installasjon flere dager i strekk, forteller Hjelmeland.

Høster lærdom fra Edda Fjord

Edda Fjord har tidligere vært benyttet som moderskip for undervannsarbeid og som forsyningskip. Skipet har vært benyttet som hotellskip med en stor boligrigg fastmontert på dekk. Pionertiden som hotellskip hadde Edda Fjord utenfor Afrika og dernest i Mexico-gulven.

— Operasjoner i vindparker til havs gir oss innblikk i hva vi har i vente for de nye spesialskipene til vindkraftindustrien, sier flåtesjef Alf Helge Lyngholm. Han sier videre at rederiet gjennom Edda Fjords operasjon får erfaring med å ha Dong som kunde og samtidig samle erfaringer rundt hvordan mannskapet om bord i de nye vindservicefartøyene må organiseres og settes opp.





"The business must also take much of the blame for the difficult situation due to an overly expansive new-build programme. Says the new CEO, Kenneth Walland.
Photo: Haakon Nordvik

Kenneth Walland takes over the helm of Østenjø Rederi in the middle of the worst crisis for the offshore fleet. The former sea Captain aims to steer the shipping company through the storm and make it more competitive.

CHANGE OF WATCH IN THE MIDST OF THE STORM

“The market has not been as bad for our business since the 1980s,” says Walland, who adds that the seriousness of today’s situation is even more evident than it was about 30 years ago.

“Considerably larger values are involved today in comparison with the 1980s, which will mean the drop will be even larger. Debt ratio is also very high. The proportion of equity is greatly reduced, and partly gone. Shipping companies are at risk of sinking,” says Walland. He points out that there are several reasons behind today’s difficult situation and that low oil prices obviously form an important part of this.

Business must take a lot of the blame

“But the business must also take much of the blame due to an overly expansive new-build programme. This has driven up the debt ratio, and as the market collapses, which it is doing so now, this fall in fleet value leads to either a weakened, or at worst lost company equity ratio,” says the new Østenjø Rederi CEO, also pointing out that far too many ships have been built in certain sectors, generally-speaking.

“It’s extreme regarding supply vessels (PSVs). While activity has declined, there’s been substantial growth in the number of modern and expensive ships in many shipping companies. Consequently, removing vessels from the industry becomes difficult when very many of them constitute a modern tonnage with high debt,” says Walland.

The farmer’s son who went to sea

The new CEO began his career at the company in 1994 when he was employed as HSEQ-Manager by Johan Rokstad, who was CEO at that time. Both men have remarkably similar backgrounds. Both have sailed as Captains and both are sons of farmers. Having grown up on the farm, they then went on board their respective boats and went to sea at a young age.

Rokstad grew up in Hundsnes in Tysvær, while Walland comes from a farm in Åkrerhamn on the western side of the island of Karmøy. The family were dairy farmers and Kenneth had to learn farm work early. Choosing a maritime role is not unnatural on the western side of Karmøy. Walland explains that he had uncles and brothers who went to sea. He took an examen artium because he wanted something to fall back on.

He started training to be a Navigation Officer some years after he began his career on board a ship. His examen artium meant he could finish his Navigation Officer’s training at the seamen’s school in Oslo in a shorter time. Then he got a job at the Oslo-based Ditlev Simonsen shipping company. Walland sailed worldwide, travelling round the world on board tankships, chemical ships, and bulk carriers. He spent a period of time on shore for Master Mariner education in Haugesund.

But when the downturn came and the bottom fell out of the tanker market, he did his military service, attended the Royal Norwegian Naval Academy, and subsequently served on board coastguard vessels.

Cruising

He then worked at the Norwegian Petroleum Directorate in Stavanger for a couple of years in their safety and emergency preparedness department.

But the call of the sea still sounded. Between 1990 and 1994, he sailed as a staff Captain on board Royal Caribbean Cruise Line ships in pleasant and tourist-friendly waters including the Caribbean Sea and the Pacific Ocean. He was also hired as construction supervisor at a yard in France, taking a newly-constructed cruise ship out, which was the world's largest at that time.

It was while Kenneth Walland was serving on board a cruise ship that someone pointed out an advert from Østensjø Rederi, who were looking for a head of quality assurance. Walland sent in an application, was called to interview with incumbent operational Chief at the company, Johan Rokstad, and was hired shortly afterwards.

There were 10 employees at the company's office in Haugesund back then. They were in charge of operating Tugs and four supply ships. The onshore organisation has grown to almost 50 employees today. When Rokstad became CEO in 1998, Walland was given the job of responsibility for fleet operations. He [Walland] held the post, which had various role descriptions, until he assumed Rokstad's top job at the company in March.

How does Østensjø Rederi save costs in demanding times?



All parties are dependent upon the shipping companies remaining afloat. Otherwise, oil companies will be hoisting themselves on their own petard when there are fewer suppliers and providers, and fewer who set the price for vessel services.

"We've done a fair bit to lower costs at sea and on land. But we have the potential to do more. This is something we are working on continually regarding staff, crew, the financial side, and within operations. It's about finding smarter ways of working. This is absolutely essential in order to survive the crisis, as well as to be competitive when the market picks up again. We laid-off about 50 seamen and had to make several people redundant on board and ashore," says Walland.

He adds that "while several of our vessels are laid up, we have to work even harder at the office to get assignments for ships and crew." "Furthermore, we can use the downtime to perform ship maintenance. We must continually assess whether we're using personnel and crew resources correctly."

Kenneth Walland also says that company management will discuss and identify further cost-cutting measures with union representa-

tives and employees using this year's pay negotiations as a basis. "This will undoubtedly be extremely demanding for all parties, but nevertheless an absolute necessity to get us through the next few years," he says.

How can the number of offshore vessels match demand again? Can publicly-funded scrapping schemes be a suitable measure?

"We'll certainly accept stimulation measures from the public sector, but I don't think that this can either be expected or that it is easy to achieve. It will also be an easy solution to ask authorities to put things in or-



Selling is difficult in times with extremely few buyers, that's why scrapping must also be considered

der after shipping companies have built too many vessels. Authorities can make a much more important contribution by facilitating increased continental shelf activity within exploration, maintenance, development of fields, plugging, and removing decommissioned installations."

"The industry must put its own house in order regarding the vessel surplus. This job has already started, with companies taking boats off the market, laying them

up, and trying to sell off older ones. But selling is difficult in times with extremely few buyers, that's why scrapping must also be considered," says Walland.

He also points out another challenge in the industry.

"There are many small shipping companies, while getting a coordinated reduction of the fleet would have been easier if there were fewer and larger shipping companies. But that's quite a target to attain, what with the restructuring that the industry has already begun doing."

It's been suggested that all ships constructed before 2000 should be taken off the market. Is this a good one?

"The suggested age-limit isn't wrong. There's a critical limit when a ship passes 20 years. Then it has to undergo an expensive 20-year classification, and ships constructed before 2000 will be about 20 years old when the crisis in the offshore market is over. But taking ships out of this branch to find new uses for them will have the same effect. Those who need ships for other tasks should use the chance to get good quality, high-specification ships now, and for a sum slightly higher than the value of the steel. Many of these vessels could be given a good and long life outside the oil industry," says Walland.

How much of the responsibility would you place on the oil companies or the charterers for this crisis?

"All parties are dependent upon the shipping companies remaining afloat. Otherwise, oil companies will be hoisting themselves on their own petard when there are fewer suppliers and providers, and fewer who set the price for vessel services. Day rates have been too low recently. We see charterers who offer 30,000 per 24-hour rental period for a supply ship which requires 75,000 kroner to cover operational costs. We can't survive on those kinds of rates. Then it's better to take the boats off the market."

What's your experience of Statoil's role as charterer in today's difficult market?

"Statoil is neither better nor worse than other operator companies. But at the same time, Statoil has achieved a position on the Norwegian Continental Shelf which is unique, and which has obligations. Statoil must be willing to pay rates which are financially viable. I'm talking about rates that should at least cover short-term operation and crew costs, but finance costs in the slightly longer-term too."

Windy

Kenneth Walland, his wife, and two children lived in Førresfjorden in Tysvær for a long time. The family has now moved to Haugesund, and also built a house just south of Åkrehamn near Åkresanden. It is a pretty spot. The Wallands have a view of the sea from their house near the beach and plenty of opportunities for lovely walks. From his living room,

he has a view of what is currently the world's only floating wind turbine – Statoil's pioneering project called Hywind. This could have inspired the shipping company's focus on SOV's for the offshore wind industry.

In the course of the next two years, Østensjø Rederi will incorporate two, brand new specially-constructed ships into their fleet which will provide services for the wind industry in the North Sea.

"We've submitted offers for several similar tasks," says Walland, pointing out that Østensjø Rederi is in a better situation than many other shipping companies similar to them.

Several feets to stand on

"We've got several feets to stand on with our tugs, accommodation vessels, offshore vessels, and soon several new SOV's for the wind power sector. Our equity situation is also good, as is our liquidity, there are no bonds, and company is not listed on the stock exchange. But our company and the entire branch faces a tough winter. We must implement the right measures in our own company, and we reckon on being able to land some contracts which will contribute to covering some of our operating and finance costs. This will mean we'll be able to pull through this," says Østensjø Rederi's new CEO.

VAKTSKIFTE MIDT I STORMEN

Midt i den verste krisen for offshoreflåten, overtar Kenneth Walland som toppsjef i Østensjø Rederi. Den tidligere sjøkapteinen har som mål å løse rederiet gjennom stormen og gjøre det enda mer konkurransedyktig.

— Vår næring opplever et så dårlig marked som vi ikke har vært i nærheten av siden 1980-tallet, sier Walland, som legger til at alvoret i dagens situasjon blir enda mer tydelig enn det var for ca. 30 år siden.

— Sammenlignet med 1980-tallet er det i dag betydelig større verdier involvert, og dermed vil fallhøyden bli desto større. Gjeldsgraden er dessuten veldig høy. Andelen av egenkapital er sterkt redusert og til dels borte, rederier står for fall, sier han og peker på at årsakene til dagens vanskelig situasjon er flere og at lav oljepris selvfølgelig er en viktig del.

— Men næringen må også ta mye av skylden. Generelt sett er det bygd altfor mange skip i visse segmenter, sier den nye toppsjefen, som begynte i Østensjø Rederi i 1994, da han ble ansatt som kvalitetssikringssjef.

Walland er oppvokst på en gård nær Åkrehamn, på Karmøys vestside, hvor det slett ikke var unaturlig å velge et maritimt yrke. Han har seilt som styrmann i utenriksfart, reist jorda rundt om bord i tank-, kjemikalie- og bulkskip. Senere gikk han på Sjøkrigsskolen og tjenestegjorde om bord i kystvaktfartøy. En periode jobbet han på land i Oljedirektoratet i Stavanger, før sjomannslivet lokket igjen. Fra 1990 til 1994 seilte han som «Staff-Captain» om bord i cruisebåter som tilhørte Royal Caribbean Cruiseline.

Da Kenneth Walland ble ansatt var det 10 ansatte på rederikontoret i Haugesund. I dag har denne organisasjonen på land vokst til nærmere 50 medarbeidere. Da Johan Rokstad i 1998 overtok rollen som administrerende direktør, fikk Walland ansvaret for driften av flåten. Denne oppgaven har han hatt under ulike stillingsbetegnelser, inntil han i mars overtok toppjobben etter Rokstad.

Kostnadskutt og innsparinger har preget bransjen de siste par årene. — Vi har gjort en god del, både på land og på sjø med å senke kostnadene. Men vi har potensiale til å gjøre mer. Det gjelder om å finne smartere måter å jobbe på. Dette er et «must» for å overleve krisen, men også for å være konkurransedyktig når markedet tar seg opp igjen. Vi har permittert ca. 50 sjøfolk og i tillegg måtte vi i vår gjennomføre oppsigelser, både om bord og på land, sier rederisjefen. På spørsmål om hvordan balansen i markedet for offshore serviceskip kan gjenopprettes, svarer han at myndighetene kan yte viktige bidrag ved å legge til rette for økt aktivitet på sokkelen innen leting, vedlikehold, feltutbygging, plugging og fjerning av utrangerte installasjoner. — Men når det gjelder overskuddet av fartøyer, må næringen må

rydde opp selv. Den jobben er påbegynt ved at rederiene tar båter ut av markedet og legger de i opplag og at eldre blir forsøkt solgt, sier Walland, som peker på at det ville vært lettere å få til en samordnet reduksjon av flåten hvis rederiene var færre og større.

Konsekvensene av ubalansen i markedet viser seg ved at dagratene har vært altfor lave. — Vi opplever at befraktere tilbyr 30 000 kroner i døgnleie for et forsyningsskip som trenger 75 000 kroner for å dekke sine driftskostnader. Med slike rater kan vi ikke overleve. Da er det bedre å ta båtene ut av markedet, sier han.

Fra stuevinduerne i familiens nybygde hus nær Åkrasanden har rederisjefen utsikt til verdens foreløpig eneste flytende havvindmølle, Statoils pionerprosjekt kalt Hywind. Dette kan ha gitt inspirasjon til rederiets satsing på serviceskip til havvindindustrien. To slike nyutviklede fartøyer er under bygging og skal inn på langtidskontrakt for Dong Energy.

— Rederiet har utarbeidet tilbud på flere liknende oppgaver, sier Walland, som peker på at Østensjø Rederi på mange måter er i en bedre situasjon enn mange andre lignende rederier. — Vi skal komme oss gjennom dette, sier den nye toppsjefen.



Kenneth Walland
Photo: Haakon Nordvik

VESSELS IN OPERATIONS



Silex

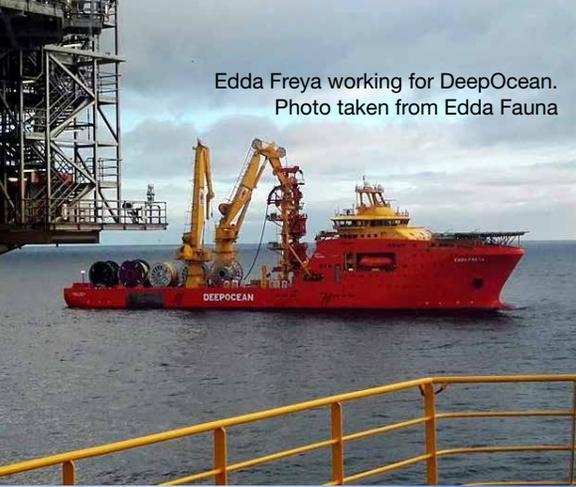
Felix escorting Glen Lyon.
Photo: Astrid Hagland Gjerde



Towage spotting from Edda Flora



Edda Freya working for DeepOcean.
Photo taken from Edda Fauna



Laying flexible pipe, Edda Freya and Edda Fauna
Photo: DeepOcean



Thorax and Vortex rig move



Silex and Vortex



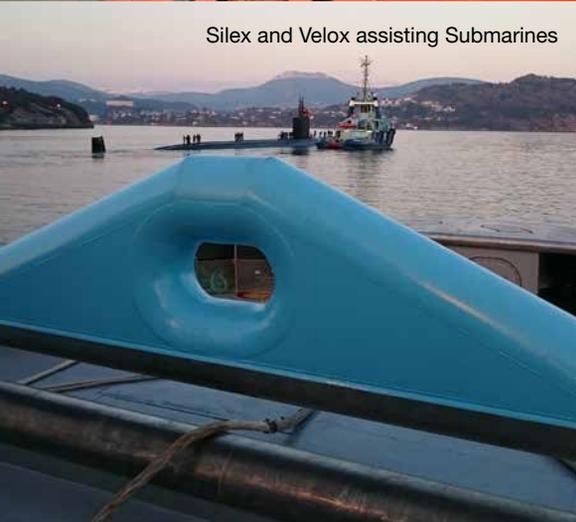
DeepOcean vessels Edda Freya and Edda Fauna - Maria installation project - at Kristin field.
Photo: DeepOcean



Thorax arriving Tallin after her last voyage for Østensjø Rederi



Silex and Velox assisting Submarines



“Shipping companies must be more cost conscious and efficient. Those who don’t manage to adapt to this will fall behind and ultimately lose,” says CFO Håvard Framnes.

Photo: Østensjø Rederi



BY THOMAS FØRDE

“WE MUST ADAPT”

“This is serious. We can’t believe that today’s difficult situation will pass by simply continuing as we have done. We must adapt. This applies to both the branch in general and for our shipping company,” says Håvard Framnes, Østensjø Rederi’s CFO.

He underlines that the entire industry must examine itself. “Operation must become more efficient and the actual boats must be built to suit the needs that they will be filling. We must come up with more standardised solutions. For many years, the customer has been willing to pay for many types of innovations and for equipment that it’s nice to have, but we must be careful assuming that this will continue,” says Framnes.

He does add, however, that innovations and technical solutions that Norwegian industry has developed have been a major benefit up until now, as the solutions have been exported and contributed towards developing the Norwegian supply industry.

“But innovations must first and foremost now promote efficiency. At the same time we’ll have to work hard to remove all procedures, routines, and customs which have contributed towards creating a disproportionately high cost level,” says Framnes.

He also points out that there must be increased focus on efficiency in work on creating new types of boats.

“Shipping companies must follow up and be more cost conscious and efficient. Those who don’t manage to adapt to this will fall behind and ultimately lose.”

Østensjø Rederi's situation

The CFO also points out that the shipping company has relatively low debt and no bonds. Companies' liquidity is generally also good.

"This means that we're still lord of the manor and can have a sensible dialogue with the banks. Getting an agreement with Hyundai and paying



Østensjø Rederi has several advantages in today's situation, including that we're diversified

installments on accommodation vessel that we cancelled was important. That's why we're in a better situation, with more flexibility to be able to finance our new build programme, which consists of three new Tugs, four mooring vessels, and two service boats for the offshore wind industry," says Håvard Framnes.

"Østensjø Rederi has several advantages in today's situation, including that we're diversified. We operate Tugs, supply ships, subsea vessels, construction ships, and

accommodation vessels. This means that we have several feet to stand on. It's a major advantage in this market," says CFO Framnes.

He also points out that Østensjø Rederi's commitment to the offshore wind market will diversify the shipping company further, including outside the oil and gas market. According to Framnes, this will make the shipping company even better-prepared for the future.

The bank and the owners

Framnes indicates several measures on the financing front that have been necessary to implement in the brutally weak market. The shipping company has negotiated postponed capital payment deals with the banks for some of the shipowning companies.

"We'll probably have to complete several rounds of negotiations with the banks to change the loan conditions," says the CFO, who points out other measures on the ownership side:

"We'd like get ownership partners when we'll be taking over the new wind service vessels. This has been the plan ever since we entered this segment."

"We've just completed a reorganisation of the Tug fleet where all the various shipowning companies are to be placed under one common holding company. Afterwards, it might be appropriate for us to divest or obtain new equity via a share issue."

"This type of reorganisation will probably make refinancing the fleet easier, as well as getting the banks to agree to finance new projects. We also believe that this organisation will make it simpler to draw up and implement a common strategy for the Tug segment," says Håvard Framnes.

The offshore fleet struggles to find assignments

Today's market is extremely demanding for the shipping company's fleet of offshore service vessels. Two of the shipping company's four supply boats (PSVs) are laid up.

"It's difficult to perceive a light at the end of the tunnel for now. Several boats must be taken off the market first. Our shipping company has a supply boat for sale," says Framnes, who adds that the situation is also extremely demanding for the vessels in the subsea segment. Two of the subsea vessels are hired out to Reach Subsea and DeepOcean,

respectively. Both charterers have short horizons when it comes to assignments that are waiting.

"We're extremely satisfied that DeepOcean recently announced that they were going to carry out a capital increase. It's also good for Østensjø Rederi," says Håvard Framnes.

He adds that 2017 will be more demanding than 2016, but the outlook for 2018 or 2019 might be brighter, especially for the subsea segment.

"VI ER NØDT TIL Å TILPASSE OSS"

— Dette er alvor. Vi kan ikke tro at dagens vanskelige situasjon skal gå over, bare ved å fortsette som før. Vi er nødt til å forandre oss. Det gjelder både for bransjen generelt og for vårt rederi, sier finansdirektøren i Østensjø Rederi, Håvard Framnes.

Han understreker at hele bransjen må gå i seg selv.
— Driften må bli mer effektiv og båtene må bygges konkret etter det behovet de skal dekke. Vi må komme fram til mer standardiserte løsninger.

Nå må nyvinninger i første rekke fremme effektivitet. Samtidig må vi jobbe hardt for å fjerne alle prosedyrer, rutiner og vaner som har bidratt til å skape et uforholdsmessig høyt kostnadsnivå, sier Framnes.

Om Østensjø Rederis egen situasjon sier finansdirektøren at selskapene har relativt lite gjeld, ingen obligasjonsgjeld og er i en god likviditetssituasjon. — Dette gjør at vi fremdeles er herre i eget hus og kan ha en fornuftig dialog med bankene, sier Framnes, som peker på at Østensjø Rederi har flere fortrinn i dagens situasjon:
— Vi er diversifiserte ved at vi opererer taubåter, forsyningsbåter, subsea-fartøy, konstruksjonsfartøy og boligfartøy. Satsingen på vindmøllemarkedet vil bety enda flere bein å stå på.

Blant tiltak, finansielt og organisatorisk, peker Framnes på at rederiet har forhandlet fram avtaler med bankene om utsatt betaling på avdrag for enkelte av de skipseiende selskapene.
— Vi må trolig gjennomføre flere forhandlingsrunder med bankene. Når vi skal overta de nye vindservice-fartøyene, ønsker vi å få med partnere på eiersiden. Vi gjennomførte nylig en omorganisering av taubåtflåten og alle de ulike skipseiende selskapene skal legges inn under ett felles holdingselskap. I etterkant kan det bli aktuelt at vi selger oss ned i taubåtselskapene eller at vi kan få tilført ny egenkapital gjennom emisjon, sier Håvard Framnes.

Dagens marked er svært krevende for rederiets flåte av offshore-servicefartøyer.
— For øyeblikket er det vanskelig å skimte lyset i enden av tunnelen. Først må flere båter tas ut av markedet. 2017 vil bli mer krevende enn 2016, men det kan bli en lysning i 2018 eller i 2019, spesielt for subsea-segmentet, sier finansdirektøren.

Team Leader Björn Richter received the award at P&I Scandinavia's head office in Gothenburg. The team divided the award equally within the group.



SPOT THE HAZARD

Edda Fonn engine crew winners of the international safety competition

BY BJÖRN RICHTER

In late 2015, The International Chamber of Shipping and The Standard Club arranged a worldwide competition called the "Spot the Hazard Competition". 2nd Engineer Björn Richter on board PSV the Edda Fonn picked up on the competition and gathered a group of competitors from his department.

The participants received pictures of five different areas on board a ship with various dangers, had to highlight the prospective dangers, and come up with a proposal on how to improve safety and work environments in each area from an HSE perspective.

Richter immediately fell for the idea of using a competition to promote HSE discussions and raise awareness regarding onboard safety.

"I think HSE is an interesting and important area, so I put together a group of my engine room colleagues on board the Edda Fonn to take part in the competition," says 2nd Engineer Björn Richter.

The Edda Fonn group was announced as the winners of one of the five areas in the competition, namely "Safety in the Galley". The award was USD 2000, which team leader

Richter admits was a great incentive for joining the competition.

COMPETITION FACTS

Number of seafarers who entered: 590

Number of posters generated: 1300

Over 70 companies represented amongst the entrants.

The winning team from Edda Fonn consisted of:
Gunnar Ljostveit (Chief Engineer),
Björn Richter (2nd Engineer and team leader),
Roger Sorvaag (Electrician), and
Nicolay Andersen (Motorman Apprentice)



Håkon Vevang receiving the prize from Roman Grebe, Managing Partner, F30 Offshore Brokers. Photo from Annual Offshore Support Journal Conference, Awards & Exhibition 2016

OFFSHORE RENEWABLE AWARD TO ØSTENSJØ REDERI

Our new offshore support vessel won this year's offshore renewable award at the Annual Offshore Support Journal Awards in London.

The OSJ Offshore Renewable Award recognizes companies, projects, or products that have made a significant contribution to the development of the offshore renewables market during the previous year. This year's award ceremony was held on February 4th and gathered 400 professionals. By winning this award, we believe we are recognized for our focus on building vessels optimized for their operational use.

Our charterer, Håkon Vevang, had the honor of receiving the award on the company's behalf. This is the second prize that OSJ has awarded Østensjø Rederi. In 2013, we won the Environmental Award for our platform supply vessel the Edda Ferd – a vessel that was the most environmentally-friendly vessel in the world upon delivery.

A purpose-built offshore support vessel

This amazing new vessel is one of the first in the world to be purposely designed and built for work at offshore wind farms. Its hull design and heave-compensated gangway makes for an optimal and safe walk-to-work experience for the wind farm technicians. This particular vessel will work for DONG Energy at the Race Bank Offshore Wind Farm situated off the coast of Lincolnshire, UK.

The vessel is designed by Rolls-Royce, and can accommodate up to 40 wind turbine technicians in addition to a marine crew of 20. The vessel is 81.1 m in length and has a beam of 17 m. The ship is designed with a high focus on seakeeping capabilities, excellent station keeping performance, high accommodation standard, and reduced fuel consumption.

You can find more information regarding the vessel and our contract with DONG energy on our webpage at www.ostensjo.no

100 YEARS OF SERVICE

This year we reached a total of 100 years in service when four of our employees each celebrated 25 years with Østensjø Rederi. Well done!

From left: Chief Engineer Hans Inge Mannes, CEO Kenneth Walland, Chief Engineer Paul Inge Kolbjørnsen, Chief Steward Endre Dommersnes and AB/Crane Operator Einar Tjøsvoll.



CELEBRATING

50 år:

14.03.2016	Charlie Tasker
05.06.2016	Garry Read
06.09.2016	Alf Ivar Vestvik
21.09.2016	Jone M. Holm
03.10.2016	Roald Inge Pedersen
27.10.2016	Steinar Hindal
17.12.2016	Inge Brekke
28.12.2016	Vidar Svendsen
13.04.2017	Christopher Rice
30.07.2017	Ole A. Kjørlien
29.10.2017	Kjell Inge Dirdal



60 år:

10.04.2016	Christopher Sladovich
13.07.2016	Arne J. Vestre
21.11.2016	Timothy Hooper
23.11.2016	Søren Sødergrann
02.12.2016	John Einar Edvardsen
13.12.2016	Bjørn Atle Kalland
13.12.2016	Terje Rostad
07.01.2017	Josef Malec
05.04.2017	Harald Aarbø
10.04.2017	Arne Lygre
18.05.2017	Frank Aasnes
04.06.2017	Roy Arne Gaustad
31.08.2017	Jan Arne Solberg
01.09.2017	Lars Arve Varne
11.09.2017	Odd Kåre Alvestad
16.09.2017	Jarl Idar Haraldseid

BRITISH STATE MEDAL TO “OUR MAN” IN SOUTHAMPTON

BY THOMAS FØRDE

Østensjø Rederi’s Southampton-based Area Towage Manager UK, Nick Jeffery, has been given the Merchant Navy Medal for Meritorious Service.

Her Royal Highness Princess Anne handed out the industry state award to 13 selected winners during a ceremony in London in November.

“It was a very special day for me,” says Nick Jeffery, adding that the Princess took the time to talk with medal winners and their families. “She was well-prepared and knew a little about my maritime career. She asked about how recruitment and training of seafarers today compares to when I first went to sea,” Jeffery recounts.

Nick Jeffery received the medal for his notable efforts in promoting the seaborne career path aimed at young seamen and officers, helping many of them develop within their trade.

Jeffery has held maritime jobs for 43 years. He started as a cadet in P&O in 1973. Some ten years later, he took the leap into the oil age, getting a job on offshore service vessels with Star Offshore in Aberdeen. His ranks have spanned from a deck officer on anchor handling vessels and supply boats to Master in 1988.

When Østensjø Rederi secured their first UK tug contract in Southampton in 1993, Nick Jeffery was appointed as one of the first Masters, also playing a key role in developing the company’s new business.

Jeffery worked for other companies from 2000 to 2006, before returning to Østensjø Rederi’s tug business, where he now serves as UK area manager of Østensjø Towage.

Jeffery’s maritime career has included the benefit of education and safety training for seafarers, in addition to recruiting. He has been very active in leading positions in various maritime organisations for many years. Amongst these was at non-profit organisation the Ship Safe Training Group (SSTG).

Another leading position has been at The British Tug Owners Association (BTA) – the association for companies engaged in tug operations in the UK. One of its main goals is to improve safety by spreading knowledge of best practices in the industry.

Jeffery is also heavily involved in the local shipping association, the Southampton Shipowners’ Association, where he has been Chairman for several years. It is through the association that Nick has helped secure funding for organising visits from students and schoolchildren on board various types of vessels. Their purpose is to promote employment



Nick Jeffery with the Merchant Navy Medal.
Photo: Østensjø Rederi

opportunities in the maritime industry. Funding has also been made available to local maritime charities.

Some years ago, both Solent Towage and Østensjø Rederi helped sponsor the construction of a new vessel designed to take handicapped passengers on trips in local waters.

HEDERSMEDALJE TIL “VÅR MANN” I SOUTHAMPTON

I november ble Østensjø Rederis leder av slepebåtoperasjonen i Southampton, Nick Jeffery, tildelt hedersmedalje for fortjenestefull innsats i den britiske handelsflåten. Det er britiske myndigheter som deler ut medaljen

Prinsesse Anne sto for utdelingen av hedersmedaljer til 13 utvalgte vinnere under seremonien i London.

– Det var en veldig spesiell dag for meg, sier Nick Jeffery, som legger til at prinsessen tok seg tid til å snakke med medaljevinnerne og deres familier.

– Hun var godt forberedt og visste litt om min maritime karriere. Hun spurte om rekruttering og opplæring av sjøfolk i dag sammenlignet med da jeg først dro til sjøs, sier Jeffery.

Han mottok medaljen spesielt for sin innsats med å fremme karriereveien til sjøs overfor

ungdom og for å ha hjulpet mange av dem til å utvikle seg innenfor sitt fag.

Jeffery har hatt maritime jobber i 43 år. Han startet som en kadett i P & O i 1973. I 1983 tok han spranget inn i oljealderen, og fikk jobb på offshore servicefartøyer med Star Offshore i Aberdeen. Her gikk han fra jobb som dekksoffiser på ankerhåndteringsfartøy og supplybåter til kaptein i 1988.

Når Østensjø Rederi sikret sin første taubåt-kontrakt i Southampton i 1993, ble Nick Jeffery utnevnt til en av de første taubåtkapteinene. Han har dessuten hatt en sentral rolle i utviklingen av selskapets virksomhet på dette området.



Nick Jeffery sammen med kolleger og familie etter medaljeseremonien i London i november. Foto: Østensjø Rederi

THE NUMBER ONE

ISO 9001:2015 – The first shipping company in Norway

On December 1st 2015, DNV GL represented by Arne Willy Skarstein visited our office in Haugesund to perform the ISM renewal, the ISO 14001 renewal, and the initial ISO 9001 audit.



The result was that as of January 25th 2015, we could proudly present ourselves as being the first Norwegian shipping company to be certified with the latest edition of the ISO 9001 standard. In addition, we are the first shipping company in the world to be certified by DNV GL.

The ISO 9001 standard is a quality management standard that helps organisations to become more efficient and to improve customer satisfaction. The standard is based on the idea of continual improvement.

We assess the overall context of the organisation in order to define who is affected by our work and what they expect from us. This helps us state our objectives clearly and identify new business. The new revised ISO 9001 standard is focusing more on risk and opportunities.

When successfully implemented, the ISO 9001 standard will help increase productivity and efficiency by aligning our work tasks in processes.

At the same time, we also renewed and upgraded our ISO 14001 certificate to the latest edition of this standard. Both the 9001 and 14001 are now aligned with a high level structure (HLS), making it easier to implement other standards with the same structure.

When the International Standard Organisation (ISO) implements OHSAS 18001 as an ISO standard, the ISO 45001, it will be using the same HLS. The expected release date has been postponed until June 2017. As a result, we have decided that we are going for OHSAS 18001 certification prior to upgrading to ISO 45001, which will be at a later stage.

PHOTO CONTEST

COMPETITION RULES

Do you have pictures of our company, our employees or our vessels?

Send your photos to post@ostensjo.no. Enter the name(s) of the person(s) and place displayed in the picture and/or its theme in the subject field. Include your full name and contact information in the e-mail. Enter as many pictures as you want. Photos must be at least 1 MB.

We publish the winning photos in our next issue. Østensjø Rederi reserves the right to use all submitted photos.

PRIZES

1ST PLACE: NOK 1500,-
2ND PLACE: NOK 1000,-
3RD PLACE: NOK 500,-

SUBMISSION DEADLINE

1st November 2017

JURY

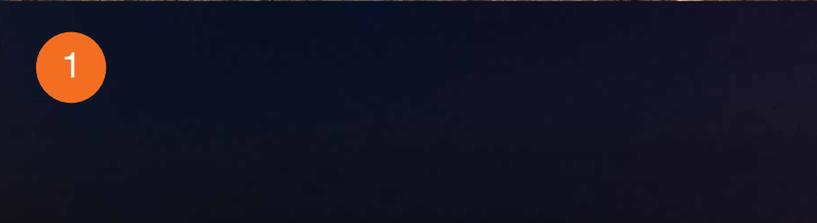
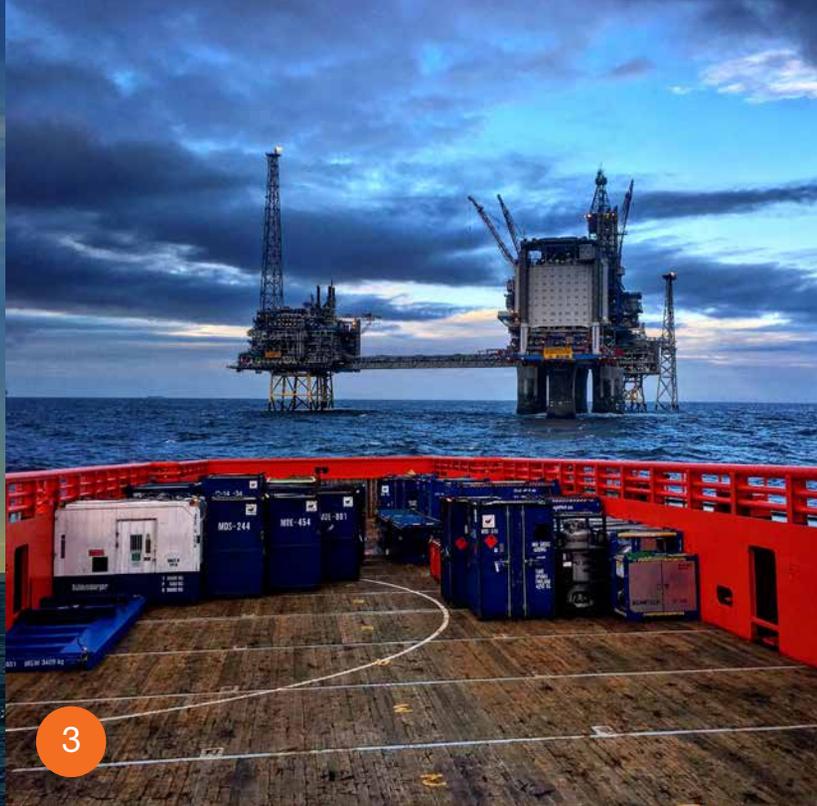
Photographer Øyvind Sætre in collaboration with the editorial staff.

AND THE WINNERS ARE

- 1. Frode Eineberholm**
– Edda Ferd Working Regalia and Brent Charlie
- 2. Christopher Poulton**
– Fire drill at Fawley Marine Terminal
- 3. Marcus Konstantin Hoel Jacobsen**
– Sleipner A

Photos: The winner and a sample of the pictures that entered the competition







ON THE SOCIAL SIDE

Roald Larsen and Tore Velde, along with over 110 other swimmers participated in 5 km Gozo-Malta open Water Swimming Competition in Malta August 2016.

Sporty Account department, from left: Håvard Framnes, Lisa Vail, Anett Underhaug Våge, Doreen Gatt, Rodianne Spiteri



Hans Magnar Engeset is practicing his golf swing on the mobile driving range located on the helideck, Edda Fonn.





↑ Team Østensjø at Nordsjøcup May 2016, front from left: Andreas Strand, Liv Johanne Snare, Knut Rogne, Miriam Hanson, Marcus Jakobsen, Freddy Hauge, behind from left: Thomas Wiig, Tore Velde, Robert Jensen, Eirik Tjorven Halleland, Camilla Fjell, Katrine Hustvedt. Not present Andre Hatleskog.

Magnus Storesund is inspecting the equipment during a golf tournament on helideck, Edda Fonn.



Triathlon in UK – Olympic distance (1,5 km swim, 40km cycle and 10km run) Andy Read



↑ Advis sponsorcup i Vardhallen February 2016. from left: Liv Johanne Snare, Katrine Hustvedt, Vivian Steinsvik, Tore Velde, Miriam Hanson, Roald Larsen, Camilla Fjell og Thomas Wiig.

Thomas Wiig, earned third place in the National Triathlon Championship in his class August 2016 with the time: 1:11:05.



Poul Vestergard from Dong Energy participating in IronMan 70.3 Haugesund July 2016 in Østensjø Rederi colors.



→
Camilla Fjell receiving the honorable award for best Sportsmanship under Nordsjøcup 2016, from left Camilla Fjell Østensjø Rederi and Per Erik Nielsen Sjøfartsdirektoratet.

←
Andy Read & Colin Ralston with friends. Back in January Andy Read (Master Lomax) & Colin Ralston (ex C/E Vortex) and friends entered the Dumball Rally 2016 'It's a Goa'. A crazy light hearted charity event based on the Infamous American Gumball Rally.

This year's event took place in India, where teams entered the rally to raise money for the UK Charity 'Teenage Cancer Trust'. Each team took ownership of an old Hindustani Ambassador taxi which had to be decorated to any whacky theme. The challenge was to drive from the Eastern City of Chennai through the Indian 'road' (if you can call them that!) network, through the mountains and jungles to the Western city of Goa. Along the way we completed team challenges, met the locals and embraced the Indian Culture. (All this whilst trying not to get lost, break down or being eaten by tigers J) Over the 10-day excursion we travelled over 1500km – quite a challenge driving a heap of junk!

We received sponsorship from friends, family, colleagues and a kind donation from OR in support of our adventure, with all the proceeds going directly to charity. As a team, 'The fab 4' (based on the Beatles) in their decorated taxi as the Yellow Submarine raised over £6500 for the Teenage Cancer Trust.

Thank you to everyone who supported us!
Andy Read



Clients and marine crew gathered on Edda Fonn helideck for an 18-holes golf tournament. Hans Magnar Engeset in action with Gunnar Ljostveit as his caddie



SHIPS & CREW

PR. 10.12.2016

PLATFORM SUPPLY VESSEL

EDDA FRAM



Flag	NOR
Built	2007
Deck area	910 m ²
Deadweight	4100 T

Shift 1

Skrede	Oddmund	Master
Steinsland	Jan Atle	Master
Slåke	Knut Fredrik	Chief Officer
Holm	Jone Marvin	2nd Officer
Olsen	Kjell Arne	2nd Officer
Bernardini	Gabriele	A/B
Hustelli	Marius	A/B
Strand	Thomas	A/B
Karlsen	Kurt André	A/B
Sørensen	Stein Hugo	Chief Eng.
Henriksen	Jan Magne	2nd Eng.
Nyborg	Jan Egil	Electrician
Hald	Frits	Chief Steward
Kuse	Sven Normann	Engine Cadet

Shift 2

Gjessing	Eirik	Master
Berger	Lukas	Chief Officer
Hagen	Terje	2nd Officer
Gherasim	George	2nd Officer
Bognøy	Bjørn Ove	A/B
Lund	Jan Arve	A/B
Varpe	Kjell Bjarte	A/B
Kvandal	Håkon	A/B
Harkestad	Øystein	Chief Eng.
Sterri	Kevin	Electrician
Mittet	Rune	Chief Steward
Jacobsen	Even D.	Engine Cadet

EDDA FRENDE



Flag	NOR
Built	2009
Outside deck area	910 m ²
Deadweight	4012 T

Shift 1

Konradsen	Karl Petter	Master
Bjøringsøy	Espen	Chief Officer
Aaland	Per Kåre	2nd Officer
Maraas	Finn	2nd Officer
Siem	Tommy	2nd Officer
Hansen	Atle	A/B
Johansen	Ronny	A/B
Martinussen	Jonas	A/B
Sjøen	Øystein	A/B
Talge	Børge	Chief Eng.
Olsen	Thomas	2nd Eng.
Granhei	Daniel	Electrician
Andersen	Nikolay	Motorman App.

Shift 2

Egeland	Torvald	Master
Matre	Malvin	Master
Andersen Søyland	Stein Øyvind	Chief Officer
Drågen	Erling	2nd Officer
Hauge	Freddy	2nd Officer
Halleland	Eirik	A/B
Sørensen	Thomas	A/B
Sørensen	Johnny	A/B
Veia	Helge	A/B
Johannessen	John Andre	Chief Eng.
Simonsson	Markus	2nd Eng
Torbergson	Odd Tode	Electrician

EDDA FERD



Flag	NIS
Built	2013
Outside deck area	1038 m ²
Deadweight	5122 T

Shift 1

Røksund	Jarle	Master
Øyre	Joar Andre	Master
Jensen	Sølvi Elise	Chief Officer
Cataloctocan	Edsel Ray Biera	2nd Officer
Villanueva	Ryan Jay	A/B
Silava	Eric	A/B
Sabile	Julius Cesar G.	A/B
Molland	Cato	Chief Eng.
Tranaas	Morten	2nd Eng.
Zabate	Jefferson	3rd Eng.
Ponce	Erwin	Motorman/Oiler
Liland	Egil	Electrician
Almazan	Jonas Bartolome	Chief Steward
Medrano	Edgardo Manalo jr.	Catering Assistant
Dyregrov	Sjur	Deck Cadet
Lexander	Mads	Engine Cadet

Shift 2

Einebearholm	Frode	Master
Waage	Ronny	Chief Officer
Cabaya	Ronie	2nd Officer
Belotindos	Alfredo	2nd Officer
Sagsagat	Jomar	A/B
Villanueva	Apolinario Arthur Aloria	A/B
Sasis	Dallas Ilona	A/B
Sævik	Øyvind	Chief Eng.
Halsbog	Øystein	2nd Eng.
Rodrigo	Sairel	Motorman/Oiler
Gjerde	Trond	Electrician
Halvorsen	Herstein	Electrician
Jamero	Rommel	Chief Steward
Oma	Oddbjørn	Motorman App.
Fagerland	Lars Emil	Deck Cadet

EDDA FRIGG



Flag	NOR
Built	1997
Deck area	906 m ²
Deadweight	4200 T

MULTIPURPOSE VESSELS

EDDA FJORD



Flag	Marshall Island
Built	2002
Outside deck area	1270 m ²
Offshore crane	100/200 T AHC
Accommodation	90 persons

Shift 1

Melvær	Håvard	Master
Mæhle	Anders	Chief Officer
Dugaduga	Wilmor	2nd Officer
Cachueta	Marlon	2nd Officer
Myklestad	Terje	A/B Crane
Rasmussen	Arne	A/B Crane
Tamario	Romeo	A/B
Intes	Abraham	A/B
Kolbjørnsen	Paul Inge	Chief Eng.
Johnsen	Are	2nd Eng.
Fjell	Børge	2nd Eng.
Alcantara	Romeo	3rd Eng.
Almeron	Edgar	Motorman
Lervik	Sindre Salhus	Electrician
Torkildsen	Fredrik	Electrician App.
Kaspersen	Svein Arne	Chief Steward
Landicho	Maximo	Cook
Tugano	David Jr.	Cook
Giron	Ma. Cecilia	Catering Ass.
liao	Michael	Catering Ass.
Valcos	Joart Santos	Catering Ass.

Shift 2

Hjelmeland	Pål-Fredrik	Master
Stokken	Jarle	Chief Officer
Cercuales	Marcos	2nd Officer
Johansen	Arvid Inge	A/B Crane
Hopland	Kjell Arve	A/B Crane
Kolskår	Magnar	A/B Crane
Belardo	Juanito	A/B
Breidtfjord	Rune	Chief Eng.
Gorman	Kevin	Chief Eng.
Gjellestad	John Steinar	2nd Eng.
Belsnes	Cato	2nd Eng.
Santilan	Jose	3rd Eng.
de la Cruz	Sedrick	Motorman
Glærum	Marius	Electrician
Junge	David	Chief Steward
Ozoa	Rito	Cook
So	Caren	Catering Ass.
Aguirre Valle	Gerardo	Catering Ass.
Wiltshire	Daril	Catering Ass.

ROV/SUBSEA VESSEL

EDDA FONN



Flag	NIS
Built	2003
Outside deck area	700 m ²
Offshore crane	50/100 T AHC
Accommodation	66 persons

Shift 1

Djupevåg	Nikolai	Master
Kvalvik	Dag Erik	Chief Officer
Odland	Tore	2nd Officer
Braun	Sebastian	2nd Officer
Steffensen	Kjell Holger	A/B Crane
Alvestad	Odd Kåre	A/B Crane
Hermansen	Nils Are	Chief Eng.
Mellemsæther	Arne	2nd Eng.
Bø	Kristoffer	3rd Eng.
Jensen	Kim	Electrician
Solberg	Jan Arne	Chief Steward
Fjellanger	Camilla	Cook/Night Cook
Lunde	Benedicte	Motorman App.
Sævik	Tor Sindre	Deck Cadet

Shift 2

Engeseth	Hans Magnar	Master
Maurangsnæs	Olav	Chief Officer
Johansen	Hallvard	Chief Officer
Mjånes	Stefan	2nd Officer
Håvik	Hans Christian	2nd Officer
Lunde	Amt Ove	A/B Crane
Hustveit	Tor Arne	A/B Crane
Vestre	Arne	A/B
Ljostveit	Gunnar	Chief Eng.
Richter	Bjørn	2nd Eng.
Gaustad	Roy Arne	3rd Eng.
Åsheim	Erik	Electrician
Haukø	Nils Rikard	Chief Steward
Lauritzen	Trond	Cook/Night Cook
Haugvaldstad	Ivar	Motorman App.
Sjøen	Andreas	A/B App

EDDA FAUNA



Flag	NIS
Built	2008
Outside deck area	610 m ²
Offshore crane	100 T AHC <small>at 2000 m water depth</small>
Accommodation	90 persons

Shift 1

Østensen	Lorentz	Master
Worren	Kaare	Chief Officer
Gangåssæter	Rune	2nd Officer
Fridriksson	David	2nd Officer
Dahl	David G.	A/B Crane
Lothe	Johan Andreas	A/B Crane
Arntsen	Ståle	Chief Eng.
Færøvik	John Helge	2nd Eng.
Merour	Per Sebastien	3rd Eng.
Håkonsen	Thomas	Electrician
Baldershage	Lukasz	Chief Steward
Åsnes	Frank	Cook/Night Cook
Alvsvåg	Jens	Motorman App.

Shift 2

De Jager	Amt-Olav	Master
Lund	Øyvind	Chief Officer
Eliasson	Johan	2nd Officer
Kainulainen	Mikael	2nd Officer
Andersen	Øyvind	2nd Officer
Maudal	Jarle	A/B Crane
Aarbø	Harald	A/B Crane
Sandanger	Per Atle	Chief Eng.
Sällman	Henrik	2nd Eng.
Sylstad	Thomas	2nd Eng.
Thomas	Neil Erik	3rd Eng.
Sundgot	Oddgeir	Electrician
Andersson	Elias	Chief Steward
Baretto	Catherine	Cook/Night Cook
Tofte	Kristian	A/B App
Brunes	Svein Magne	Motorman App.

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ROV/SUBSEA VESSEL

EDDA FLORA



Flag	NIS
Built	2008
Outside deck area	750 m ²
Offshore crane	50/100 T AHC
Accommodation	70 persons

Shift 1

Brekke	Inge Hansen	Master
Tøvik	Ståle	Chief Officer
Furali	Ruben	2nd Officer
Vesterås	Bjarte	A/B Crane
Stensrud	Magne	A/B Crane
Breivik	Christian	Chief Eng.
Borg	Martin	2nd Eng.
Eikeland	Bjørnar	Electrician
Veka	Richard	Cook/Night Cook
Stødle	John Harald	A/B App
Østensen	Mikal	Electrician App.

Shift 2

Snyen	Carl Inge	Master
Ravnås	Svein	Chief Officer
Andersson	Johan	2nd Officer
Helgesen	Fredrik	2nd Officer
Rostad	Terje	A/B Crane
Bø	Per Gunnar	A/B Crane
Mikalsen	Øyvind	Chief Eng.
Ravn	Snorre	3rd Eng.
Malec	Josef	Electrician
Brattsti	Kai Victor	Chief Steward
Syre	Stig Bjarte	Cook/Night Cook
Botn	Iver	A/B App.
Bondhus	Gunhild	Engine Cadet

CONSTRUCTION SUPPORT VESSEL

EDDA FREYA



Flag	NIS
Built	2016
Outside deck area	2250 m ²
Offshore crane	400/600 T AHC
Accommodation	140 persons

Shift 1

Dirdal	Kjell Inge	Master
Sømnes	Endre	Chief Officer
Lackner	Stian	2nd Officer

Raae	Britt Helen	2nd Officer
Danielsen	Anid	2nd Officer
Sabuero	Christopher	2nd Officer
Pacificar	Jeffrey	2nd Officer
Rogne	Knut	A/B Crane
Mannes	Karstein	A/B Crane
Tjøsvoll	Ole Thomas	A/B Crane
Vatnaland	Kjetil	A/B Crane
Serranilla	Dexter General	A/B
Habbestad	Odd Helge	Chief Eng.
Skogøy	Odd Jarle	2nd Eng.
Edvardsen	Frode Vea	3rd Eng.
Camacho	Francisco	3rd Eng.
Tubongbanua	Arthur	3rd Eng.
Penohermoso	Raul	Motorman
Håheim	Vidar J.	Electrician
Mangalit	Bryson	Electrician Ass.
Kreinbilh	Jurgen	Chief Steward
Myren	Atle	Cook
Fernando	Alvin	Cook
Flores	Agnes	Catering Ass.
Lazaga	Marian	Catering Ass.
Irava	Rhodamel	Catering Ass.
Ortiz	Ediezen	Catering Ass.
Aquino	Ritchel	Catering Ass.
Vestvik	Eyvind	Deck Cadet
Hollund	Lars Marius	Engine Cadet
Bothun	Lucas B.	Engine Cadet

Shift 2

Osland	Harald	Master
Berg	Jim Ivar	Chief Officer
Måløy	Ole Gunnar	2nd Officer
Hinderaker-Hansen	Harald A.	2nd Officer
Jensen	Robert	2nd Officer
Acaso	Fabian	2nd Officer
Sunde	Håkon	A/B Crane
Larsen	Bjørn Erik	A/B Crane
Dørheim	Sten S.	A/B Crane
Legario	Ivon Chiva	A/B
Tidor	Lauro Tupino	A/B
Landmark	Øyvind	Chief Eng.
Main	Remi	2nd Eng.
Thomsen	Jan Erik	3rd Eng.
Drilon	Reynan	3rd Eng.
Canonio	Raul	Motorman
Ingebrigtsen	Frode	Electrician
Fernandez	Frank Joey	Electrician Ass.
Dommersnes	Endre	Chief Steward
Wiik	Jan Inge	Cook
Mataganas	Jerome	Cook
Manio	Edgardo	Cook
liao	Catherine	Catering Ass.
Labado	Donabella	Catering Ass.
Bravo	Ester	Catering Ass.
Acaín	Maridel	Catering Ass.
Tvedt	Hanne	Deck Cadet
Erstad	Erlend	Deck Cadet
Bu	Vegard H.	Engine Cadet

ACCOMMODATION VESSEL

EDDA FIDES



Flag	Malta
Built	2011
Deck area	1400 m ²
Offshore crane	60 T
Accommodation	600 persons

Shift 1

Kjørinen	Ole	Master
Olsen	Gert Trygve	Chief Officer
Småvik	Sven Roger	2nd Officer
Johnsen	Einar	Gangway Operator
Huttinga	Hugo	Gangway Operator
Haasdjik	Michel	Gangway Operator
Johannessen	Berent	A/B Crane
Hochheim	Torbjørn	A/B Crane
Fernandez	Jeffrey	O/S
Edvardsen	John Einar	Chief Eng.
Valdal	Victor	2nd Eng.
Wilhelmsen	Knut Øyvind	2nd Eng.
Riveta	Armichaeljo	Motorman
Mortel	Melvin	Fitter
Kristiansen	Tore	Accommodation
		Maintenance Engineer
		Electrician
Sorvaag	Roger	Adm.rep.
Zapatero	Sonia Salinas	Medic
Södergrann	Sören	Accommodation
Buchanan	James	Service Manager
Mananzanares Ayala	Johnny	Cook

Shift 2

Linga	Einar	Master
Sørenes	Leif Arne	Chief Officer
Guldhav	Silje	2nd Officer
Tjøsvoll	Einar	Gangway Operator
Johannessen	Kjell Magne	Gangway Operator
Coops	Ronnie	Gangway Operator
Leirbakk	Ken-Ronald	A/B Crane
Lanuzo	Henry	O/S
Fiskerstrand	Oddgeir	Chief Eng.
Henriksson	Lars	2nd Eng.
Nailes	Jose Aryel	Motorman
Pattoo	Rodelio	Fitter
Hägglund	Nicklas	Acc Maintenance Eng.
Tufteland	Oddbjørn	Electrician
Paulsson	Martin	Safety Officer
Rueda Velez	Inigo	Adm.rep.
Snickars	Anette	Medic
Main	Donald	Accommodation
		Service Manager
Baiden	Philip	Cook
Diaz Ruiz	Johnny	Cook

New build

Nyseter	Tommy	Chief Officer
Turøy	Ove H.	Chief Eng.
Lackner	Henrik	Electrician

VSP TRACTOR TUGS



AJAX

Flag	NOR
Built	2000
Bollard pull	93 T
Length	41,6 m
Power	7600 kW

Shift 1

Algroy	Helge	Master
Selnak	John Arne	A/B
Johansen	Jan Inge	A/B
Totland	Stig Anders	Chief Eng.

Shift 2

Sørensen	Vidar	Master
Totland	Bjørn Petter	A/B
Kalland	Bjørn Atle	A/B
Pedersen	Fritjof	A/B
Einarsson	Geir	Chief Eng.



TENAX

Flag	NOR
Built	2006
Bollard pull	67 T
Length	37 m
Power	5040 kW

Shift 1

Alden	Bernt	Master
Vestvik	Alf Ivar	A/B
Solheim	Edgar	A/B
Wikstrøm	Roy	A/B
Madsen	Aksel H.	A/B
Torsvik	Terje	Chief Eng.

Shift 2

Kvalheim	Frank	Master
Hagenes	Kristoffer	A/B
Hetlevik	Heine	A/B
Sandhåland	Albert	A/B
Tellnes	Hans-Erling	A/B
Nesheim	Ivar	Chief Eng.



APEX

Flag	UK
Built	2008
Bollard pull	68 T
Length	37 m
Power	5040 kW

Shift 1

Hooper	Timothy	Master
Cook	Dean	Chief Officer
Read	Garry	A/B
Langford	James	A/B
Hayes	Nikolas	A/B
Pole-Evans	Ian	Chief Eng.

Shift 2

Janes	Mick	Master
Ivanov	Bob	Chief Officer
Burt	Marcus	A/B
Hooper	Jordan	A/B
Nicholls	John	A/B
Morris	Alyn	Chief Eng.



VELOX

Flag	NOR
Built	2005
Bollard pull	65 T
Length	37 m
Power	4900 kW

Shift 1

Hauge	Ove	Master
Golmen	Johannes	Master
Aase	Johannes	A/B
Alden	Odd Kenneth	A/B
Høvring	Steinar	A/B
Lygre	Arne	A/B
Sørensen	Anders	Chief Eng.

Shift 2

Algroy	Svein	Master
Strand	Svein Magnar	A/B
Neverdal	Magnar	A/B
Varne	Lars Arve	A/B
Dommersnes	Endre H.	A/B
Saltskår	John Heine	A/B
Hansen	Jarle	Chief Eng.



PHENIX

Flag	UK
Built	2007
Bollard pull	68 T
Length	37 m
Power	5040 kW

Shift 1

Tasker	Charlie	Master
Stadovich	Chris	Master
Young	Steve	Chief Officer
Moody	Luke	A/B
Marshall	Paul	A/B
Gofton	Danny	A/B
Dudley	Martin	Chief Eng.

Shift 2

Pearson	Graham	Master
Amil	Olivier	Chief Officer
Couzins	John	A/B
Casey	Alan	A/B
Fowler	Adam	A/B
Stringer	Howard	Chief Eng.
Adams	Mark	Chief Eng.



VORTEX

Flag	NOR
Built	2010
Bollard pull	73 T
Length	38,7 m
Power	5400 kW

Shift 1

Olsen	Peder Varne	Master
Aksland	Dag	Chief Officer
Bygnes	Jostein	A/B
Boman	Johan	Chief Eng.

Shift 2

Knaedal	Olaf	Master
Karlsen	Frank Ove	Chief Officer
Nordgård	Øyvind	A/B
Noel	William	A/B
Huse	Steven	Chief Eng.

SHIPS & CREW

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AZIMUTH REVERSE TRACTOR TUGS



SILEX	
Flag	NOR
Built	1994
Bollard pull	62 T
Length	35,11 m
Power	3700 kW

Shift 1

Jakobsen	Stig Arve	Master
Knudsen	Leif	A/B
Hansson	Carl Anton Tobias	Chief Eng.

Shift 2

Bye	Bjornar	Master
Pedersen	Roald Inge	A/B
Gjerde	Jostein	Chief Eng.



FELIX	
Flag	NOR
Built	1995
Bollard pull	50 T
Length	30,8 m
Power	3000 kW

Shift 1

Sjøn	Hallgeir	Master
Johnsen	Svein Arild	A/B
Kjellevold	Tormod	Chief Eng.

Shift 2

Robberstad	Kjell Inge	Master
Nygård	Bjarne Frank	A/B
Hillbo	Rudi	Chief Eng.



VIVAX	
Flag	NOR
Built	2008
Bollard pull	80 T
Length	32 m
Power	4800 kW

Shift 1

Eide	Stig	Master
Gule	Frank	A/B
Buskas	Krister	Chief Eng.

Shift 2

Oddøy	Odd-Morten	Master
Johnsen	Nils Eirik	A/B
Aasmul	Raymond	Chief Eng.



THRAX	
Flag	Isle of Man
Built	1994
Bollard pull	62 T
Length	35,11 m
Power	3700 kW

Shift 1

Gouldsmith	Rob	Master
Kelly	Morgan	A/B
Hillerstrøm	Henrik	Chief Eng.

Shift 2

Fredriksen	Frode	Master
O'Driscoll	Kevin	A/B
Fjell	Kåre	Chief Eng.



ALEX	
Flag	Republic of Ireland
Built	1995
Bollard pull	50 T
Length	30,8 m
Power	3000 kW

Shift 1

Fitzgerald	Brian	A/B
McElhone	James	Chief Eng.

Shift 2

Forde	Martin	Master
O'Mahony	Finbarr	A/B
Butler	Ambrose	Chief Eng.



LOMAX	
Flag	UK
Built	2013
Bollard pull	80 T
Length	28 m
Power	4700 kW

Shift 1

Moody	Alan	Master
Mignot	Roly	A/B
Murton	Paul	A/B
East	Gary	A/B
Spink	Roger	Chief Eng.

Shift 2

Read	Andy	Master
Evans	Steve	Chief Officer
Spencer-Fleet	Russel	A/B
Conroy	Dave	A/B
Poulton	Chris	A/B
Rice	Chris	Chief Eng.

Please note that the size of the icons are not proportionally correct in relation to each other.

NEW BUILDING

NB 465/466/467



Kalvø
Sørvik

Jostein
Alf Ronny

Master
Chief Eng.

NEW BUILDING

NB470/471



Nes
Orvik

Bjørn Jarle
Ståle

Master
Chief Eng.

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