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# SJØFARTSTIDENE

ØSTENSJØ REDERI | 2017

## “MAN’S DILIGENCE CONQUERS NATURE”

Melkøya is in itself an example of the old motto. The plant, the climate, the nature — it’s all impressive. This is where Østensjø Rederi’s three newest tugs are on contract to Statoil, to carry out towing and escorting for the next ten years.

## PORTRAIT: CAPTAIN CHARTERING

Kristian Veia knows how to maneuver through bad times and horrible conditions. Now, the former fisherman and captain’s mission is to keep Østensjø Rederi’s fleet engaged.



# EDITORIAL

*Dear reader,*

We are already writing December and another year has gone by! "And that's good!", many in the offshore service industry will say, as the industry is still struggling. For 2018, we expect the utilization level and the rates of our vessels to be about the same as this year, which means activity in high season and quiet from late autumn to March/April 2019. Which is also the case for most of our multi-purpose vessels this winter.

In our case, parts of the down period will be used for yard-stays and class renewals. We see that shipping companies treat the issue of class renewal differently, especially when it comes to main class. In Østensjø Rederi, we have prioritized to let all vessels maintain valid class status, even if this represents a big expense. We believe that doing this gives us an edge in the market both in the present and even more when it loosens up. Our offshore vessels, all built after the year 2000, are ready for operation at all times and all systems are shipshape. The present marked situation is quite the contrary though: Many of the laid-up vessels have large reactivation costs to achieve a valid classification. This, along with their high age and lower specifications does not make them attractive in the market, which again will help regulate the market. Although it is not enough to solve the overcapacity challenges overall.

In the past year, we have done a lot to control and reduce our costs, and I will commend my colleagues aboard and ashore for their willingness and involvement in making difficult decisions. Last year, our focus was on operating costs and crew costs, which still have to be a top priority. As the crisis has carried on and the recovery has taken its time, this was not enough. Like most other companies in the industry, we've had to re-negotiate our loan agreements to ensure that our liquidity is robust enough to survive the crisis. Parallel to this we have also improved the corporate structure of Østensjø Rederi so that it is now more appropriate and provident, also in regard to financing. All of this is a very demanding and meticulous work that was however, completed successfully for the tug fleet this summer and for the offshore fleet this fall. We believe that this makes our company well equipped to manage the next few years until the market recovers. Of course, provided we all maintain our focus on cost control and get rates

and utilization on our vessels in accordance with the models that have been prepared for the next few years.

Despite a tough market, 2017 has been a very exciting year for Østensjø Rederi. In March we took over the tugboat contract at Statoil LNG, Melkøya and have gotten three powerful LNG-powered escort tugs and two mooring boats specially delivered for these operations, all newbuilds. The tugs were named during a wet and windy but enjoyable naming ceremony in Hammerfest in August and signaled the start of a minimum of ten exciting years in a region with many possibilities.

As mentioned in previous issues, we are building two "Service Operation Vessels" (SOV's) for Ørsted. The first contract at Racebank wind farm, outside Grimsby, started in August. In anticipation of the first new building, Edda Passat, which is being delivered from Gondan in February 2018, we have taken a vessel on bareboat contract, i.e. the ship is manned with Østensjø Rederi crew and set up with our operating systems. In August she is accompanied with her sister ship Edda Mistral, who starts at Ørsted's Hornsea wind farm a little further offshore, also with Grimsby as a home port.

We are glad that more of our offshore vessels – thanks to contributions from both oil- & gas and renewable sectors – have reached a higher utilization rate than we feared. After the sale of four tugs, we have also had almost full utilization in our tug fleet, with all but one engaged in longer contracts at oil/gas terminals in Norway and England.

Additionally, we are very pleased to see that our internal safety efforts are showing results in terms of low injury frequency and that we have reached our annual HSEQ-goals.

Even without a quick fix in sight, I think we have put the worst behind us. The Østensjø Rederi fleet is well diversified and not dependent on one market only and we have taken many measures to ensure we will make it through the rest of the crisis. And as many others, we are looking forward to the time when the market loosens up again.

*Kenneth Walland*



*Kjære leser,*

Vi skriver allerede desember og enda et år har flydd forbi! "Godt er det" vil nok mange i offshore service bransjen si da næringen fortsatt sliter i motbakkene. For 2018 forventer vi at utnyttelsesgraden og ratenivået for fartøyene blir omtrent som i år, noe som betyr aktivitet i høysesongen og deretter rolig fra senhøstes til mars/april 2019. Det siste er også tilfellet for de fleste av våre flerbrukskip denne vinteren.

For vårt tilfelle vil deler av liggeperioden bli benyttet til verkstedopphold og klassefornyelser. Vi ser at rederiene behandler spørsmålet om klassefornyelse ulikt, spesielt når det gjelder hovedklasse. I Østensjø Rederi har vi prioritert å la alle fartøyer til enhver tid ha gyldig klassestatus selv om det er en stor kostnad. Vi mener det gir oss et fortrinn i markedet både i nuet og enda mer når det løsner. Våre offshore fartøyer, som alle er bygget etter 2000, er til enhver tid klare for operasjoner og alle systemer er ship-shape. Motstykket er dagens situasjon i markedet, hvor svært mange av fartøyene i opplag har store reaktiveringskostnader for å få gyldig klasse. Dette i kombinasjon med høy alder og lavere spesifikasjoner medfører at disse ikke vil være attraktive i markedet, noe som vil avhjelpe til å regulere markedet. Selv om dette alene ikke er nok til å løse utfordringene med overkapasitet totalt sett.

I året som er gått har vi gjort mye for å få kontroll på og redusere våre kostnader, og jeg vil berømme mine kollegaer ombord og på land for deres stå-på vilje og delaktighet i å gjennomføre vanskelige beslutninger. I fjor var fokuset rettet mot drifts- og mannskapskostnader, noe som fortsatt må ha høy prioritet. Etterhvert som krisen har dradd ut og oppgangen har latt vente på seg, var ikke dette nok. Rederiet har som de fleste andre vært nødt for å reforhandle sine låneavtaler for å sikre at en har tilfredsstillende likviditet til å komme gjennom krisen. Parallelt med dette har vi og forbedret selskapsstrukturen i Østensjø Rederi slik at den nå er mer hensiktsmessig og fremtidsrettet også mtp. finansiering. Alt dette er svært krevende og møysommelig arbeid som ble ferdigstilt med suksess for taubåtflåten i sommer og for offshoreflåten nå i høst. Vi mener at

dette gjør rederiet godt rustet for å klare seg gjennom de neste årene frem til markedet tar seg opp igjen. Selvfølgelig forutsatt at vi alle opprettholder fokuset på kostnadskontroll og får rater og utnyttelse på våre fartøyer ihht. til de modeller som er utarbeidet for de neste årene.

Til tross for et tøft marked har likevel 2017 vært et svært spennende år for Østensjø Rederi. I mars overtok vi taubåtkontrakten ved Statoil LNG, Melkøya og har fått levert tre kraftige LNG-drevne eskortetaubåter og to fortøyningsbåter for disse operasjonene, alle nybygg. Taubåtene ble navngitt under en våt og frisk, men hyggelig skipsdåp i Hamnerfest i august og markerte oppstarten på minimum 10 spennende år i en region med mange muligheter.

Som nevnt i tidligere nummer bygger vi to "Service Operation Vessel"(SOV) for Ørsted. Den første kontrakten på Racebank-vindpark utenfor Grimsby startet i august. I påvente av at første nybygg, Edda Passat, som blir levert fra Gondan i februar 2018 har vi tatt inn et fartøy på bareboat-kontrakt, dvs. skipet er bemannet med Østensjø Rederi besetning og satt opp med våre driftssystemer. I august får hun følge av søsterskipet Edda Mistral som starter på Ørsted sin Hornsea-vindpark litt lenger offshore, også den med Grimsby som hjemmehavn.

Vi kan glede oss over at flere av offshore-fartøyene har fått høyere utnyttelsesgrad enn vi fryktet. Dette takket være bidrag både fra olje- & gass og fornybar sektor. Etter salget av fire taubåter har vi også hatt tilnærmet full utnyttelse i taubåtflåten, hvor alle unntatt en er engasjert på lengre kontrakter på olje-/gassterminaler i Norge og England.

Også veldig gledelig å se at sikkerhetsarbeidet i rederiet gir effekt i form av lav skadefrekvens og at vi har nådd de målsettinger vi har satt for året.

Selv uten noen snarlig løsning i sikte, mener jeg at vi har lagt det verste bak oss. Østensjø Rederi-flåten er godt diversifisert, og ikke kun avhengig av ett marked, og vi har gjennomført mange tiltak for å sikre at vi står oss gjennom resten av krisen. Og som mange andre gleder vi oss til markedet løsner der framme.

*Kenneth Walland*

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# “MAN’S DILIGENCE CONQUERS NATURE”

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BY SVERRE MELING JR.

Hammerfest’s motto – “Man’s diligence conquers nature” – was initially used in connection with the city’s 100-year anniversary, July 17th 1889. Visiting Melkøya today, one would not find it hard to understand the spirit and feelings of Hammerfest’s founding fathers, nor the people that have followed them through history. Not to mention those who rebuilt the city after the Germans had burnt it down as a part of their war tactics in 1944, evacuating all resident’s southwards.



Dux  
Photo: Rino Engdal - Statoil



Melkøya is in itself an example of the old motto. The plant, the climate, the nature — it's all impressive. This is where Østensjø Rederi's three newest tugs are on contract to Statoil, to carry out towing and escorting for the next ten years. We met with Head of Hammerfest LNG, Unni Merethe Skorstad Fjær — who is also the godmother of Dux — and Port Captain Ops Marine, Cato Osenbroch, to learn more of Østensjø Rederi's part of the adventure.

– The story of Melkøya is the story of hard labour resulting in great success for the community. Undoubtedly, there was criticism in the beginning, on environmental issues, on technical issues and on profitability. And admittedly, up to a major revision in 2014 we had some operational instability, but today things are running very smoothly. All CO<sub>2</sub> is separated from the natural gas produced at the Snøhvit field and then returned to the field by injecting it into a separate formation under the reservoirs. No other LNG-plant in the world does this, Unni Fjær says.

Since 2007, nearly 800 vessels have loaded on Melkøya — over 500 LNG tankers, over 100 LPG tankers, and tankers loading condensate.

They export gas to ports all over the world. The Østensjø Rederi fleet of three tugs and two mooring launches won the contract with Statoil from 2017 to assist the vessels to come.

– Østensjø Rederi won the contract mainly because of their green solutions. The dual fuel systems on board the tugs are what we wanted. And surely, Østensjø Rederi has a good operational track record. Signing a contract for ten years to come implies a judgement on operational use of the tugs under changing conditions, Cato says. He adds that Østensjø Rederi's delivery also satisfies Statoil on its ability to carry out firefighting and oil and rescue operations.

Dux, Pax and Audax have a bollard pull of 108 tons each. That's a lot of power. Think of 108 cars each weighing one ton being lifted all at once by one of these tugs.

– We need super strong tugs like these. The tankers arriving Melkøya have large wind surfaces and they are shallow drafted, unlike ordinary oil tankers. The weather can be rough at Melkøya, so the answer is

Melkøya  
Photo: Harald Pettersen - Statoil





Unni Merethe Skorstad Fjær, Head of Hammerfest LNG and Cato Osenbroch, Port Captain OPS Marine.  
Photo: Sverre Meling Jr.

## MENNESKENES FLID EROBRER NATUREN

«Menneskenes flid erobrer naturen» er Hammerfest sitt slagord. Det ble først brukt i anledning byens hundreårsjubileum i 1889. Melkøya eksemplifiserer slagordet på en god måte.

Anlegget, klimaet, naturen, alt sammen imponerer. Det er her Østensjø Rederi sine tre nyeste taubåter er på kontrakt for Statoil. De skal utføre taubåttjenester og eskortering de neste ti årene.

Vi møtte sjefen for Hammerfest LNG, og en av de tre taubåtenes gudmødre, Unni Merethe Skorstad Fjær, sammen med havnekaptein Ops Marine, Cato Osenbroch.

– Historien om Melkøya er historien om hardt arbeid som har gitt gode resultater, smiler Unni Fjær.

Siden 2007 har nesten 800 skip lastet på Melkøya. Over 500 LNG-tankere, over 100 LPG-tankere, og resten kondensat. De laster for transport til hele verden. Østensjø Rederi's flåte på tre taubåter og to fortøyningsbåter skal bistå slike skip fremover.

– Østensjø vant kontrakten på grunn av sine grønne løsninger. Vi ønsket oss «dual fuel» systemet, og det er heller ingen tvil om at Østensjø Rederi har et godt rykte, sier Osenbroch. Dux, Pax og Audax har trekkraft på 108 tonn.

– Vi trenger så kraftige båter. Forholdene kan være tøffe her på Melkøya, smiler Cato Osenbroch.

obvious. Dux, Pax and Audax have to perform, and should one of them fail, the two left must still be able to stabilize the operation. This is not a terminal where external help is easily available, Cato explains.

With Østensjø Rederi's five vessels in Hammerfest, our colours will be well known among the inhabitants. All the vessels are registered in this town. Unni Merethe Skorstad Fjær is very proud to be the godmother of Dux. – You may well write that my "yes" to the invitation is a signal – for both Statoil and myself – of how important we see the relationship with Østensjø Rederi. Besides, Hammerfest LNG wants to be a part of the local community, Unni smiles.

Value added at Melkøya amounts to astonishing 10 billion NOK annually. This success has given a new birth to Hammerfest, and a promising future for Østensjø Rederi.

**No doubt about it; man's diligence conquers nature.**



Photo: Sverre Meling Jr.

# NAMING CEREMONY IN HARSH CONDITIONS

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BY SVERRE MELING JR.

Photo: Gondan



Heavy wind and rain on that particular day surprised neither visiting participants nor spectators. Then again, to expect sunny and warm weather when coming to Hammerfest to attend the naming ceremony of Østensjø Rederi's three brand new tugs would be overly optimistic.

After all, one of the main reasons why the company won its tug contract with Statoil was that Østensjø Rederi could deliver what we considered to be the best solution in harsh conditions. Which was also the case with the ships' three godmothers.

They all performed at the highest level in heavy rain and wind: "I hereby give you the name of Dux." "I hereby give you the name of Pax." "I hereby give you the name of Audax." In turn, Unni Merethe Skorstad Fjær, Inger Vik Framnes and Siv Halvorsen pronounced the redemptive words, also in turn followed by "May success and luck be with you on all seas!"

After the naming ceremony, the rain and wind eased off as if the ceremony in its proceeding gave birth to a promising future for Østensjø Rederi in Hammerfest. But to be on the safe side, no umbrellas were allowed when the tugs' Captains and crews welcomed the godmothers, Østensjø Rederi's guests and the people of Hammerfest on board.

It really was a great day for Østensjø Rederi in Hammerfest this Saturday, August 26th 2017. When Unni Merethe Skorstad Fjær, head of Hammerfest LNG, threw the ceremonial bottle of champagne towards the ship's side, she knew that Edda Flora was already performing survey and maintenance of the pipeline from Snøhvit to Melkøya and that the vessel was ready to open an oil well valve on the F3 subsea construction at the field, thus contributing to future wealth creation locally, nationally and internationally.

As a part of the ten-year anniversary of its production start at Melkøya, Hammerfest

LNG donated an outdoor concert at the quay to the municipality of Hammerfest after the naming ceremony. Accompanied by the heavy rock music of iEksil, a local rock band in Hammerfest, Audax came to join in. She came quietly and did some marvellous turnarounds in the harbour basin just outside the concert venue on the quayside – almost like dancing together with the audience. The whole event was wonderfully framed by the sunset. With an inspired version of the Guns N' Roses song "Welcome to the jungle" the talented singer Silya ended the concert.

For months now, harsh daily life has been the reality for Dux, Pax, Audax and their crew since the naming ceremony in August. They are based at Polarbase pretty close to Hammerfest city centre. From this location, they are able to engage in operations at Melkøya on short notice, joined by the mooring launches based even closer to the city centre and the island. – Polarbase has a favourable location, offering good shelter from the wind, Captain on board Dux, Olaf Knædal says. He praises the vessels. – They are reliable, and they behave very kindly. Very little vibrations even when the engines are running at full throttle, and they are extraordinarily stable. Fantastic vessels, he smiles.

– Vessels to manage harsh conditions, may be added. With a bollard pull on 107 tonnes each, covered deck equipment and heated decks to avoid ice and snow. And of course, environmentally friendly dual-fuel propulsion.

**Yes, it was a naming ceremony in harsh conditions. Exactly how it should be in Hammerfest.**

## DÅP I HARDT VÆR

**Å forvente sol og sommer når man kommer til Hammerfest for å delta på dåpen av Østensjø Rederi sine tre, splitter nye taubåter er kanskje å være vel mye optimist.**

Dessuten er det også slik at Østensjø Rederi vant taubåtkontrakten med Statoil ikke minst fordi rederiet hadde den beste løsningen tilpasset krevende værforhold. Og man kan føye til at de tre gudmødrene også leverte «i kuling og regn». – Jeg døper deg Dux. – Jeg døper deg Pax. – Jeg døper deg Audax. Unni Merethe Skorstad Fjær, Inger Vik Framnes og Siv Halvorsen uttalte de forløsende ord hvorpå fulgte det obligatoriske «måtte hell og lykke følge deg på alle verdenshavene».

Etter dåpen bedret været seg som et tegn på at fortsettelsen kan bli lovende for Østensjø Rederi i Hammerfest. Mannskapet på taubåtene ønsket byens befolkning velkommen om bord, og senere på kvelden markerte Hammerfest LNG tiårsjubileet for produksjonsstart på Melkøya med en utendørskonsert på kaien i sentrum av Hammerfest.

I måneder etter dette har hverdagslivet nå vært virkeligheten for Dux, Pax og Audax med mannskap. – Båtene leverer, smiler kapteinen på Dux, Olaf Knædal.

SAMMEN-  
DRAG



Johannes Østensjø, Unni Merethe Skorstad Fjær, Inger Vik Framnes, Jostein Kalvoen, Siv Halvorsen, Alvaro Platero and Kenneth Walland after the naming ceremony. Photo: Sverre Meling jr.



# EXPERIENCES FROM RACE BANK

TEXT & PHOTOS: ØSTENSJØ REDERI

This autumn, Sun Enabler has been in operation at Race Bank wind farm as a forerunner for Edda Passat which will be delivered in the first quarter of 2018. Later, Edda Mistral will join the Østensjø Rederi offshore wind adventure at Hornsea 1, also a Ørsted project.

It had no consequences for Østensjø Rederi that Dong Energy in November changed its company name to Ørsted. However, it means far more that wind farms in general are moving further from shore - creating business opportunities for offshore shipping companies like Østensjø Rederi.

– Sun Enabler is presently, as Edda Passat and Edda Mistral will be doing later, transporting technical personnel to the wind turbines to perform repairs and maintenance. Further from shore than the wind farms were built earlier, our vessels accommodate the personnel on board, and we also have repair and maintenance workshops on board. The personnel use a purpose-built gangway to access the TP (transition piece) Platforms. The operations are quite similar to what we have done earlier in the offshore accommodation market. Our experience with gangway operations with Edda Fjord and Edda Fides undoubtedly had a big impact for us winning the contracts with Ørsted, Fleet Manager Offshore, Alf Helge Lyngholm, explains.

– So, there is little new "under the sun"?

– Ørsted personnel onshore in UK is presently adapting to new logistics. They have been used to smaller vessels (CTVs) going in and out every day with personnel and equipment while our vessels stay offshore for weeks. On our part, I dare say there's not that much new. However, it is good to see that our years of experience from HSE-UK can benefit us. I can report a great demand on internet access and fitness facilities. The welfare for both crew and passengers are taken really good care of, Lyngholm smiles.

Service offshore vessels for the offshore wind industry represent a new phenomenon to Østensjø Rederi, but Alf Helge Lyngholm sees a future in this market. – I do believe we will get more SOVs in the company – but how many, I don't know. They represent a new pillar for Østensjø Rederi, he concludes.



## ERFARINGER FRA RACE BANK

I høst har «Sun Enabler» vært i operasjon på Race Bank feltet før «Edda Passat» blir levert i første kvartal 2018.

Senere skal også «Edda Mistral» inn på et annet prosjekt i regi av Ørsted, nemlig på Hornsea 1. At vindfarmene offshore flytter lengre fra land gir muligheter for Østensjø Rederi.

Flåtesjef Alf Helge Lyngholm påpeker at rederiets erfaringer med gangveioperasjoner fra Edda Fjord og Edda Fides nok hadde stor betydning da Østensjø Rederi vant kontraktene med Ørsted. Han ser for øvrig gode muligheter for rederiet i markedet for offshore-vind i årene fremover.

SAMMEN-DRAG

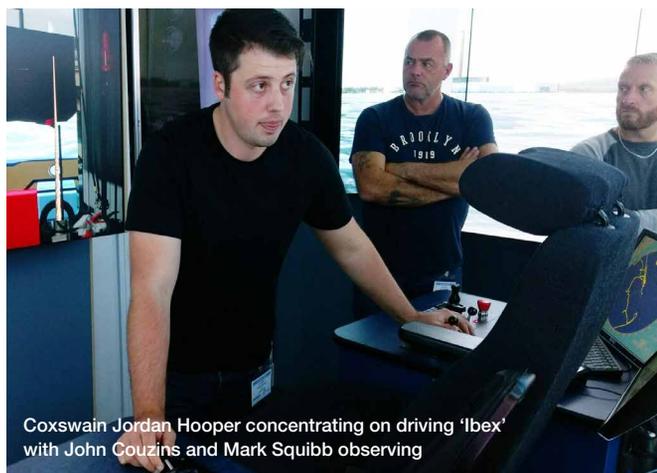
# SIMULATOR TRAINING

On October 4th and 5th 2017 Solent Towage attended the navigation simulator at HR Wallingford together with representatives from Associated British Ports (ABP) Southampton exercising the towing manoeuvres carried out by 'Ibex' and 'Oryx' when handling typical tankers visiting Fawley.

HRW were jointly chosen by us and ABP Southampton to run these simulations for us, based on their reputation for modelling and their in-house ability to adjust the model during training if required. The model of Fawley is very accurate and only minor 'tweaks' were required to satisfy Paul Murton, one of our Launch Supervisors.

After each run we gathered for a de-brief of the exercise, to discuss the good and bad points, and to consider alternative ways to achieve the same result. In the conference room, it is possible to watch the exercise as it happens, both on ECDIS and from a bird's-eye view, and to re-run it for de-brief purposes.

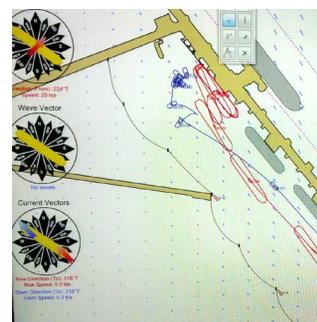
By the end of the second day we had completed 12 exercises and discussed many valuable learning points around communication, positioning and the use of the gog.



Coxswain Jordan Hooper concentrating on driving 'Ibex' with John Couzins and Mark Squibb observing



Coxswain Mark Squibb driving 'Ibex' with Dave Conroy observing



ECDIS display of an exercise



Masters, mates and coxswains with Southampton pilots at HR Wallingford



# CAPTAIN CHARTERING

TEXT: ØSTENSJØ REDERI - PHOTOS: HAAKON NORDVIK

Kristian Veia knows how to maneuver through bad times and horrible conditions. Now, the former fisherman and captain's mission is to keep Østensjø Rederi's fleet engaged.

Kristian Veia is back where his offshore career started, at Østensjø Rederi. First time around as an able seaman, this time as Chartering Manager. However, his first trip with Østensjø Rederi was not his first time at sea.

– I come from a family with generations of fishermen born and raised by the sea. When and where I grew up, it was not a question whether you were going to sea or not. It was what kind of boat you were going with, he says.

14 years old, he took his first summer job on the family's fishing boat.

– I got very seasick and did not like it at all, so I decided there and then that I would never go to sea again.

However, he remembers, he shook that decision off within a few hours after setting ashore.

– Fishing is very fascinating. You can go for days without finding or catching anything, and then suddenly everything turns from dark to light and you can literally fill your boat with fish.



After one and half year working as a seafarer on Østensjø Rederi's tugs, he bought a trawler with some friends and went back to fishing. Still in the beginning of his 20s, and already a father, he then decided to go back to school to study nautical science. Which led him to an interview with Disney Cruise Line at the construction yard in Venice. He got the job as First Mate on the Disney Wonder.

– I have always been fascinated by big boats, he explains.

He thought he would have the same position when he later entered one of DOF's vessels.

– I had never been on a supply ship before, and on my introduction tour I asked the captain where the Chief Officer was. "That's you," he answered. I would probably not have signed on if I knew, but it still went well.

The First Mate turned Chief Officer, and later became Captain.

– I really like life at sea – I always have, except for my first fishing trip – it is exciting and challenging in so many ways. Most seafarers probably experience enough to write a book about it after only a couple of years.

He has experienced much worse than bad weather, and especially remembers when one of DOF's ROV-vessels had to participate in a rescue operation after a passenger ship had sunk in the Red Sea.

– It was a passenger ship with more than 1400 people on board, and only 388 of them survived. By using the ROV we discovered hundreds of dead bodies while searching for the ship and its black box at a depth of about 1000 metres. Memories like that never go away.

Despite of bad days and some horrific experiences, he was not tired of life offshore when he decided to work onshore.

– The main reason was that my dad became seriously ill, and I did not want to be offshore for six weeks continuously.

The company management suggested that he could work for a year at the office in Austevoll, which he did. It did not take long before CEO Mons Aase asked if he wanted to become Chartering Manager – a position he stayed in for almost ten years.

When asked who has been the most important person or persons for his life and his career, he answers without hesitation:

– My father and my former CEO. And carries on:

– Now, I hope to continue to learn from Johannes Østensjø, Kenneth Walland and others at Østensjø Rederi. The company has a great reputation, operates with high quality and has a solid and experienced owner.

When Hilde Svendsen became Chartering Manager for Edda Accommodation earlier this year, the spot as Chartering Manager for the rest of Østensjø Rederi's fleet was open. Kenneth Walland, CEO of Østensjø Rederi, immediately contacted Veia.

– We knew that he was from this area, and that he had a similar position in another company. Previous conversations with Kristian indicated that he was interested in working for us if an opportunity should arise. We also knew that he had a good reputation, and long-time experience from a bigger organization, Walland explains.

– We like to say that we have lent him to other companies for about 15 years. Now that he is finally with us on a permanent basis, he brings many resources, including his unusually good mood and humor to the office.

For Veia, taking this position also meant no more commuting to Austevoll – a route of almost three hours each way – several times a week.

– I think my family are also happy with this decision, but my boys are now 16 and 23, so they might not care as much. It was different when they were younger.

When he is not working for Østensjø Rederi, he is working on his house on Veia, where he has lived his whole life.

– I feel like I am very busy, but when I think of it I do not do that much on my spare time. I like to go skiing during winter and to take the boat out during summer. I guess I am quite boring, he laughs.

There is still reason to believe his job keeps him busy, both in good times and in bad.

– In a very strained market, you must work more and harder for poorer deals. When you have vessels that are not operating, you think about it day and night.

– However, compared to the situation only one or two years ago, everything looks considerably better today. Now you actually see the light on the horizon. We are still not sure how 2018 will turn out, but we expect that our earning will normalize in 2019 and 2020. Not to the same level as four years ago, though.

Regarding Østensjø Rederi's course through 2018, he steers clear of contract opportunities that will bring the vessels down on low rates. At the same time, he works on possibilities for boats that are off contracts in the year to come. – Østensjø Rederi is well positioned for what may come, also financially. I believe that we will get through the bad weather without many damages, says Veia.

## KAPTEIN CHARTERING

**Tidligere fisker og kaptein, Kristian Veia er tilbake hvor hans offshore karriere startet, hos Østensjø Rederi – denne gangen som befraktningsjef.**

– Jeg kommer fra generasjoner med fiskere og er født og oppvokst med sjøen. Da jeg var ung var det ikke et spørsmål om en skulle på sjøen eller ikke, det var hvilken båt en skulle på, forteller Kristian.

Etter å ha fullført utdanning i nautikk og flere år på sjøen for DOF, bestemte han seg for å jobbe et år på land da faren til den erfarne sjømannen ble alvorlig syk. Det tok ikke lang tid før adm. Dir. Mons Aase i DOF spurte om han ville bli befraktningsjef – en stilling han ble i nesten 10 år. Da Hilde Svendsen ble befraktningsjef for Edda Accommodation tidligere i år, åpnet plassen som befraktningsjef seg i Østensjø Rederi. Kenneth Walland, adm. Dir i Østensjø Rederi kontaktet da Veia.

– Vi liker å si at vi har lånt han bort de siste 15 årene. Og nå som han er tilbake hos oss på permanent basis, har han med seg mange ressurser, inkludert hans gode humor og humor.

Veia forteller at Østensjø Rederi er godt rustet for hva som enn venter, også finansielt.

– Jeg tror vi kommer til å komme oss igjennom stormen uten for mange skader, sier Veia.





Robert Allan, Johannes Østensjø and Kenneth Walland

# TWO STRONG STORIES

**TEXT & PHOTOS: SVERRE MELING JR.**

CEO Kenneth Walland opened his speech at the naming ceremonial lunch in Hammerfest talking about the Germans' dramatic and violent evacuation of Finnmark in 1944. He concluded his intro with a few, but very precise words. "It's a strong story ...", and went on with another strong story, this time in a positive sense: – Since 1974 Østensjø Rederi has taken delivery of 54 vessels. 11 of these were delivered from Gondan, and we are waiting for two more to come next year from the same yard, Walland said.

A lunch like this is formal and runs according to traditions. Still it contains strong personal elements. Siv Halvorsen, Accounting Manager at Østensjø Rederi and godmother of Audax, expressed few spoken words in her speech, but touched everybody by singing two wonderful songs, one of them written by the local band Vamp. The audience rewarded her with both tears of joy, happy smiles and a big applause for her warm and courageous contribution.

Kenneth Walland thanked all three godmothers as well as Robert Allan, the ship designer, Carl Johan Amundsen and his company respon-

sible for the project management, the yard and Pareto who has put together the financing, but also DNB," who has always been a part of our business", to reproduce Kenneth's own words.

Robert Allan first met with Johannes Østensjø on a conference in Cape Town in the early 1990s. From this encounter, not only a strong business relation but also a strong friendship has developed, according to Allan. – Dux is our vessel number 1,000 since my grandfather established the company in Vancouver back in 1930. The first tug our company built together with Østensjø Rederi was Ajax. delivered in 2000.

The relationship has lifted both companies to a higher level, Robert Allan said in his speech. He also pointed out that the escort tugs have been game changers. Allan, who has now retired after 46 years in business, concluded by saying:

– There is no other company we have had such a strong relationship with as Østensjø Rederi.

Carl Johan Amundsen also has a special relationship with "the company next door" for years. – Tugs do have a soul. Statoil made the right choice even if our vessels weren't the cheapest, but only the crew can prove it, Carl Johan said.

Hammerfest is far to the north, which many of the guests attending the naming ceremony had experienced through flight cancellations the day before due to bad weather. One of these guests, Alvaro Platero, head of Gondan, was also clearly pleased with the yard's long and strong relationship with Østensjø Rederi. He responded with a hearty smile when Amundsen said, as part of his table speech, turning to him:

– It's also a long way from Haugesund to Gondan, indicating that it had been worth the ride. (To be specific, Gondan yard is located in Ribadeo on the border between Asturias and Galicia in the most northwestern part of Spain.)

Alf E. Jakobsen is the Mayor of Hammerfest and has been so since 1999. To many of his townsmen he is Hammerfest in person, crucial when the decisions were made concerning Melkøya, winning every election for the last two decades with huge margins. In his table speech, he said: – Oil and gas has been good for our society. Even the fishermen welcomed the Melkøya operations. Melkøya has given Hammerfest a revival, and Østensjø Rederi a lot of new opportunities. History lies behind us, the future is right in front of us, still demanding but promising.

Johannes Østensjø and Alvaro Platero, head of Gondan



Siv Halvosen, Godmother of Audax, performs «På bredden» by Vamp, a local Haugesund band.

Robert Allan, ship designer



## TO STERKE HISTORIER

**Adm. dir. Kenneth Walland åpnet talen sin under lunsjen som fulgte dåpsseremonien i Hammerfest med å vise til tyskernes dramatiske evakuering av Finnmark i 1944.**

**– Det er en sterk historie, sa han før han fortsatte med en annen sterk historie, men denne med positivt fortegn.**

– Siden 1974 har Østensjø Rederi tatt levering av 54 fartøy. 11 av disse fra Gondan, og vi venter på to nye fra samme verft.

Kenneth Walland takket alle de tre gudmødrene foruten alle som har vært involvert i de tre taubåtene fra kontrakten med Statoil, over design og prosjektledelse, til finansiering og leveranse fra verft.

Herr Hammerfest i egen person, ordføreren som har vunnet hvert eneste valg med god margin siden 1999, Alf E. Jakobsen, sa det slik: - Melkøya har gjenopplivet Hammerfest og gitt Østensjø Rederi store muligheter. Historien ligger bak oss. Fremtiden ligger foran oss, krevende, men løfterik.



Vortex in Kopervik  
Photo: Øyvind Sætre

BY SVERRE MELING JR.

## VORTEX – AN ATTRACTIVE VSP IN THE MARKET

– Vortex has been seven years in the spot market since she was delivered from the yard in 2010. She has performed very well, Fleet Manager Towage, Sveinung Zahl, says.



Towing the Hoeg Osaka  
Photo: Østensjø Rederi

He points out what differs Vortex from most other tugs.

– She is designed as a combined escort tug and anchor handler with an open stern, a skeg and two Voith propellers in front. The abbreviation “VSP” is short for “Voith Schneider Propeller”. Even in rough seas, these propellers have good immersion and give Vortex a good tug efficiency factor, he explains and adds that the 38.7 meter length of the vessel provides it with an additional advantage.

– Vortex is based in IJmuiden in the Netherlands. How come?

– The vessel operates in the rig towing market. She fits perfectly into this market. She is very maneuverable and well equipped with powerful render/recovery winches, shark jaws and towing pins from Karmøy Winch.

Vortex is designed by Østensjø Rederi’s long lasting partner, Robert Allan Ltd. in Vancouver, Canada.

– But she wouldn’t have become what she is if it were not for the specifications from Østensjø Rederi based on years of experience with tugs, Sveinung says.

# PERSONNEL QUESTIONS



**LISA VAIL**  
Financial Controller

## What is the biggest challenge in your job?

To feel like part of a team as I work in a remote office. I try to meet others face to face whenever there is the chance - for example on the vessels or in Haugesund.

## What is your perfect day?

Spending time with my two young children. We love cycling and picnics in the New Forest, or walks along the beach.

## Favourite vessel in the Østensjø Rederi fleet and why.

That must be Lomax - she is a real work horse. We have watched her do a few firefighting displays and cruise ship escorts into and out of Southampton. Her size means she has a small crew and the atmosphere on board is always welcoming.



**CAMILLA FJELL**  
Crew coordinator

## What is your perfect day?

To sleep as long as I want with nobody waking me up, slow mornings, sunshine and late nights at the veranda.

## Why the maritime industry?

When I was applying as an apprentice I also got a job offer from Karmøy municipal including two months' as an exchange student in Spain, so I was very doubtful of what I should choose. Since I come from a maritime family, my father was very quick guiding me in the right direction. - I am very grateful for that today!

## What makes a good work environment?

Honesty, smiles and a little bit of the same as home - give and take.



**JOHANNES GOLMEN**  
Master Vortex



**MARTIN BORG**  
Chief Engineer Edda Frende



**HÅVARD MELVÆR**  
Master Edda Fjord

**What is the biggest challenge in your job?**

Making safe and correct decisions in a stressful and demanding job situation.

**What is your perfect day?**

A nice hot and sunny summer day. Relaxing on my terrace enjoying the view.

**What is your favorite vessel?**

Vortex. Because the vessel is engaged in many different and exciting jobs, and the crew is great to work with.

**What is the biggest challenge in your job?**

Reacting to an alarm on the engine monitoring system, assess the outcome and the consequences of the given failure. Knowledge of the systems is crucial.

**What is your perfect day?**

Being in the mountain. Crisp mountain air and epic views. Add some moose hunting or snowmobiling and I am all set for a fantastic day.

**What is your favorite vessel?**

I will never forget my time on Edda Fonn where I worked for 5 years. This is where I started my career in Østensjø Rederi and the time that defined me as the engineer I am today.

**What is your perfect day at work?**

A perfect day is when our team has performed better than expected even if we had high expectations of ourselves.

**Why the maritime industry?**

I've grown up in and around it. We had a very small «shipyard» in the family when I was young. An excellent place for a 4-5 year old to play although not according to today's HSE standards.

**What makes a good work environment?**

Be nice. Focus on minimizing the distance from top to bottom, include all and integrate the client as a member of the team.



## EVERYBODY MUST CONTRIBUTE

TEXT: SVERRE MELING JR. - PHOTOS: HAAKON NORDVIK

The last couple of years have been tough for Østensjø Rederi.

- Everybody must contribute to lowering our expenses, CEO Kenneth Walland informed our Captains and Chief engineers attending the “Officer Conference” this fall
- Always look for smarter ways of working.

– It’s nice to come here to learn more about our company, to get the full picture, commented Nils Are Hermansen, Chief Engineer on Edda Fonn. Captain Thorvald Egeland agreed, adding.

– I find it very useful to meet with our colleagues and have good discussions.

Kenneth Walland presented a thorough review of the company’s situation, challenges, developments, which included increased certification requirements, HSE, fleet utilization, offshore wind and other topics.

– Increasing oil prices may stimulate new projects, but we are not expecting a better market until 2019. However, offshore wind has been a good alternative for us lately.

A characteristic of Østensjø Rederi’s history is stable relations and long contracts with charterers. Statoil has been a customer since 1985.



– We are focusing on high-end marine services, Kenneth stated.

CFO Håvard Framnes presented a financial review making it clear beyond any doubt that working in the offshore business has been more than tough the last couple of years, but the tug- and accommodation segment have done quite a bit better.

– As part of the refinancing process, we have also been through a successful restructuring of the company to get the best possible deals with banks and investors, he explained.

Edda Accommodation and Østensjø Rederi have demerged this year and CEO Johan Rokstad in Edda Accommodation was happy to inform the conference participants that this has generated more knowledge on how to run an accommodation business.

– We want to maintain our operations with Edda Fides in Australia, but of course also look for opportunities elsewhere.



## ALLE MÅ BIDRA!

**De siste par årene har vært tøffe for Østensjø Rederi.**  
– Alle må bidra til å få ned kostnadene, sa adm. dir. Kenneth Walland til et sekstitalls kapteiner og maskinsjefer på offiserskonferansen den 27. september.  
– Let alltid etter den beste løsningen, føyde han til.

Finansdirektør Håvard Framnes viste tall som tydeliggjorde utover enhver tvil hvor krevende offshoremarkedet har vært den siste tiden, men med en bedre situasjon for taubåtene og Accommodation.

– Som en del refinansieringen vi har vært gjennom, har vi gjennomført en vellykket restrukturering av selskapet for å få gode avtaler med bankene og investorene, fortalte Framnes.

– Det er nyttig å få med seg hele bildet, sa maskinsjefen på Edda Fonn, Nils Are Hermansen.



# TEST OF NEW MACHINERY ON BOARD EDDA FONN

BY SVERRE MELING JR.

“It’s all about getting a better product, Technical Superintendent Offshore, Andreas Strand,” says. He is in charge of a field test agreement Østensjø Rederi has signed with MAN Diesel & Turbo, the Frederikshavn branch of MAN Diesel & Turbo SE in Germany, for testing of the new MAN 175 D MEL engine on board Edda Fonn. This is the first MAN machinery ever installed in an Østensjø Rederi vessel.

– Why did MAN contact Østensjø Rederi?

– They sought a partnership. We were interested, Andreas smiles.

Type approval of the MAN engine was carried out in Frederikshavn on 27th and 28th of April 2016. Later the engine was lifted into the vessel and has been in operation since autumn last year. It got its DNV approval in February 2017, and installing of the ship’s urea system will start by the end of 2017 or the beginning of 2018.

– The engine has now been running for 6,300 hours. We will have a full inspection from MAN starting November 2017, Andreas says.

– And what are your expectations?

– My impression is that the engine does well. The advantages with these engines are low fuel consumption, less emission to air and extended service intervals.

– Hopefully this will lead to lower our operating costs while improving our environmental performance, Andreas says.



New engine before installation on board Edda Fonn  
Photo: Østensjø Rederi

Tore Velde and Jarl Ånensen tried to fetch a lost football in shallow waters at Solbakken.



Edda Fonn Heli-golf in the Mediterranean



Celebrating Halloween onboard Edda Freya



# ON THE SOCIAL SIDE

Vidar Skjølingstad, Roald Larsen, Bjørn Kallevik and Liv Johanne Snare participated in Djupadalten in October 2017



Our office employees wind surfing at Åkrasanden in August 2017

Edda Fjord crew at the go kart range in Esbjerg



Teambuilding for office employees at Solbakken in May 2017

# FROM WRATH THROUGH HOPE TO PEACE - JUNE 2017



TEXT & PHOTOS: ROGER SPINK

It was in January I first came across Robert de Berry, a retired vicar who was organizing a fund-raising cycle ride from Cape Wrath, at the very top of Scotland, through Hope Valley in the Peak District, to Peacehaven on the south coast of England. He was raising funds for two charities; Release International and Christian Solidarity Worldwide who give practical support and legal representation to oppressed minorities throughout the world.

The ride was over 1500km and lasted for 30 days: each day ended in a church where we highlighted the work of the charities and gave information about those who had been helped. In mid-May, I met up with a small group of riders in Inverness, and together we made our way up to a small place called Rhiconich from where we started our expedition the next day. We took a small ferry and cycled along 18km of rough rutted potholed track to get to Cape Wrath: the very top of the country. There is nothing there but a lighthouse, and some of the highest cliffs in the country. We had to rush our lunch over half an hour before racing back to catch the last ferry. We then had a long ride into a brutal headwind to reach our destination of Kinlochbervie where we had our first meeting.

Three of us made the complete journey from top to bottom, but we were joined at various stages by around 20 others, many who were

local and were able to show us the most enjoyable of cycle routes. It was a pleasure to meet so many other keen cyclists, and peruse their variety of two-wheeled machinery.

Over the next few days the headwind died away and I enjoyed some of the most beautiful cycling I have ever done; long smooth sweeping roads with little traffic and majestic scenery. We stopped in Lairg, Inverness, Kincaig, Biggar, Dumfries and gradually zig-zagged our way down to the border with England.

We moved into England and the scenery changed as farmland took over from the majestic mountains. We passed through Carlisle, Kendal and Preston before crossing the country to the Peak District. Passing through Manchester we suffered a four punctures on three bikes within two miles. Exhausting our stock of inner tubes, we got going again. The next day saw us pass through



Hope Valley, in the worst weather we had experienced yet - 60mph winds blew us wildly up the hills, and racing down again; brakes full on, to slow us in the rain.

The weather improved, and our daily meetings continued to show great interest in the work of the charities. We crossed River Jordan as we wound our way down towards London and we passed almost right through the city centre. After leaving London, we meandered southwards, across the North Downs and finally the South Downs where we saw the sea before arriving to a warm welcome in Peacehaven.

We had completed 974 miles (1580 km), so I needed to do just another 27 miles on the following day home to complete 1000 of the most memorable miles in my cycling life. More importantly, the sponsorship and generosity of those who supported us raised £54,000 at the last count, which will be used to provide relief and support for minorities who are suffering in many areas of the world, Nigeria, Eritrea, Egypt, Laos, Pakistan and several others.

**Many thanks to Østensjø Rederi and all those who supported us in this project!**



# DEDICATED TO A LIFE AT SEA

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TEXT: ØSTENSJØ REDERI - PHOTOS: PRIVATE





Chief Officer Stein Øyvind Søyland Andersen on board Edda Frende is probably one of the most sea-loving employees in Østensjø Rederi. When he returns home from work in the North Sea, he moves with his family to live on board Midgard, the family sailboat. All together they are a family of three – Stein Øyvind, his partner Astrid and their little daughter Gyda, two years old.

– Don't you think it's a little strange to live this way?  
– Not at all. For years, we have spent a lot of time in this boat and loved every minute of it. Many times, we don't want the trip to end. So finally, we thought: Why not make our boat life more permanent? We do have a house – on Stord – but Astrid works in Haugesund. This used to mean two hours of commuting, every day. We have all we need in the boat. So the choice was really simple: Let's do this!, Stein Øyvind smiles.

The family has used Midgard as their home since April 2017. The floating home often lies moored at the quay only meters from the Østensjø Rederi office in Haugesund. The parents play with little Gyda on the quay, even in the snow, and sometimes the family just relaxes on board, enjoying the sun, listening to the small waves chuckling against the side of the ship.

– And we take trips to the north and south of Haugesund, sometimes longer.

Even if she is only two, Gyda is already an experienced sailor.  
– When taking out my paternity leave after Gyda was born in 2016, we spent three months on board Midgard. So far, this year, Gyda and I have spent a total of hundred days and nights on board. Astrid was working offshore most of that time. Gyda and I came real close to each other – you do that in a boat. Life at sea is fantastic, Stein Øyvind smiles.



## NYTER LIVET PÅ SJØEN

**Overstyrmann Stein Øyvind Andersen er kanskje blant dem i Østensjø Rederi som er mest glad i sjøen. Når han kommer hjem fra jobb i Nordsjøen, flytter han inn sammen med familien sin om bord i seilbåten Midgard. De er tre. Stein Øyvind, samboeren Astrid og lille Gyda på to år.**

De har et hus på Stord, men Astrid jobber i Haugesund.  
– Vi har alt vi trenger om bord og har brukt båten mye, så hvorfor ikke, tenkte vi. La oss flytte om bord, forteller Stein Øyvind. Nå har den lille familien brukt Midgard som husbåt siden april i år. Ofte ligger båten fortøyd bare noen meter fra Østensjø Rederi's kontorer i Haugesund. – Vi tar turer nordover og sovover fra byen, ofte lengre, smiler Stein Øyvind.



Arnt Olav de Jager, Øyvind Mikalsen and Bjørn Petter Totland have a challenging task. They are all union representatives in Østensjø Rederi on behalf of the members of respectively The Norwegian Maritime Officers Association, The Norwegian Union of Marine Engineers and Norwegian Seafarers' Union.

From left: Øyvind Mikalsen, Bjørn Olav Totland and Arnt Olav de Jager



# BALANCE AND MUTUAL RESPECT

TEXT: SVERRE MELING JR. - PHOTO: HAAKON NORDVIK

Why we describe it as challenging? First and foremost because the last years have been tough for the company resulting in both temporary and permanent layoffs among employees.

– However, it is also interesting and we learn a lot, they all agree.

The oil price drop and the so-called offshore crisis hit the offshore shipping companies like a thunderstorm. Parallel to this, the Norwegian government introduced new regulations on for the use of the Norwegian flag, letting construction vessels operating on the Norwegian continental shelf register in the Norwegian International Register (NIS). In light of the growing economic challenges caused by the crisis, Østensjø Rederi considered it necessary to re-register vessels from the Norwegian Ordinary Register (NOR) to NIS resulting in lower costs, but also the resignation of Norwegian seafarers.

– Some of our colleagues have taken it personally losing their jobs. It is a personal tragedy to them. And nevertheless, there is the economic consequence of losing a job. Our job is to help them understand the background and reason for the resignations, assist them in meetings with the company and make sure that their rights are taken care of. When a difficult decision has been reached by the company, it is very important that the process is carried out professionally. We understand the company, and we understand our colleagues. This much said, we don't agree on the government's ruling on construction vessels in NIS. All three unions strongly believe that all seafarers working in Norwegian waters should have Norwegian terms and salaries, and we are happy that a committee will now review this question, Arnt Olav says.

In other words, politics are important, and so is the company's ability to act professionally when employees are told to leave, whether it is on temporary or on permanent basis. – We can't speak for all members regarding what they think and how they feel individually, but our opinion is that Østensjø Rederi has behaved very professionally through these challenging times. Although it is the company who makes the final decisions, we have been involved and have participated in all discussions, Øyvind says.

– And what about your colleagues' reactions – do they "shoot the messenger" sometimes? Have you felt that they turn against you when you come to them with bad news?

– Not at all, Bjørn Petter says. – The fact is that many have come and said that they appreciate us for doing this challenging job. One would think that for Arnt Olav de Jager, the situation is a little more complex. After all, he is the Captain on board, and as such the representative for the company ...?

– This is not a problem, Arnt Olav replies. – When the company contacts me on a matter related to my position as a union representative, they know that this has nothing to do with my role as a Captain and the person in charge of the crew and vessel. The same goes for my colleagues. They know the difference, he smiles.

– As a union representative, do you think the focus among members somehow changed through the offshore crisis?

– We get fewer inquiries on social welfare and wages than earlier, Arnt Olav answers. – Naturally, our members are more concerned about future prospects and job security, but otherwise it is largely the same. Being a union representative, you always have to answer questions both from your company and from your colleagues on how various agreements should be interpreted.

– And what about the number of union members, is it growing in difficult times?

– My impression is that the number has increased in the last couple of years, Øyvind says.

## MELLOM BARKEN OG VEDEEN

**Arnt Olav de Jager, Øyvind Mikalsen og Bjørn Petter Totland har alle en utfordrende oppgave. De er hovedtillitsvalgte i Østensjø Rederi for henholdsvis Sjøoffisersforbundet, Maskinistforbundet og Sjømannsforbundet.**

Hvorfor utfordrende? Først og fremst fordi de siste årene har vært krevende for rederiet med både permitteringer og oppsigelser.

– For noen er det en personlig tragedie når de er blitt sagt opp. Det økonomiske tapet kommer i tillegg. Vår jobb er å forklare bakgrunnen og bistå dem i møter med rederiet. Det er veldig viktig at vi får en ryddig prosess, og det opplever jeg at vi har lykkes med, sier Arnt Olav.

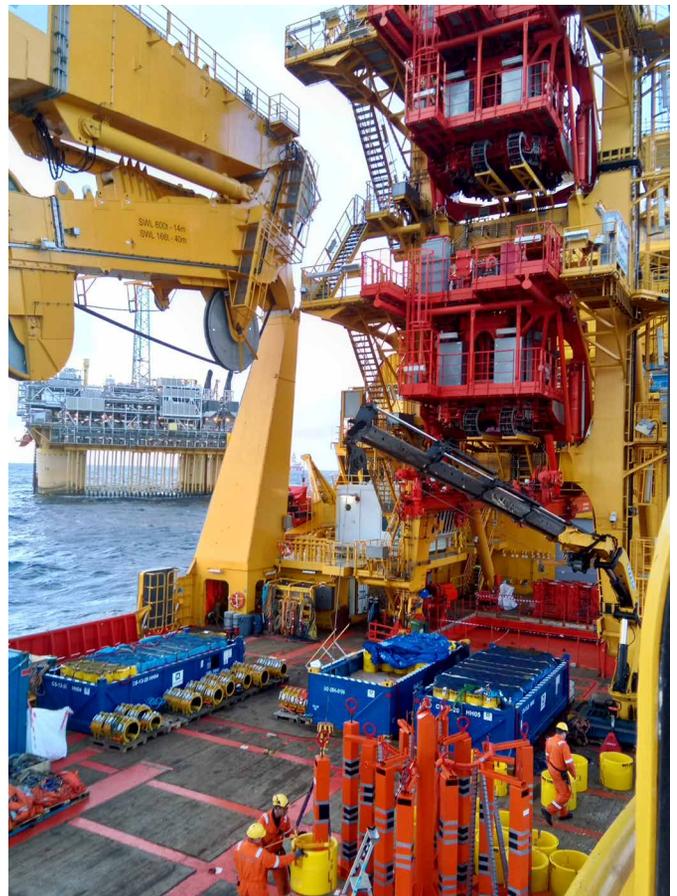
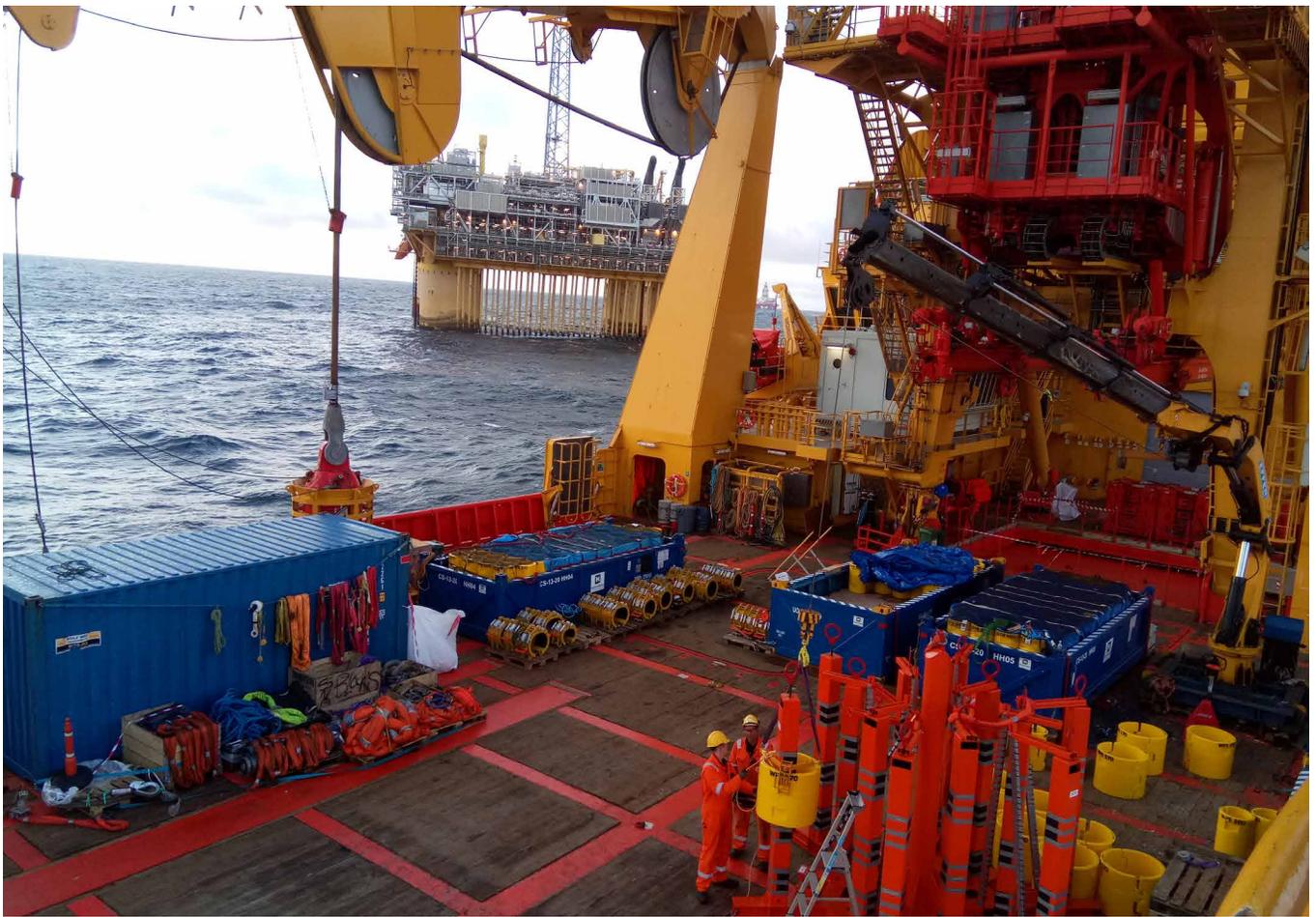
– Har dere opplevd at frustrasjonen av og til vender seg mot dere?

– Nei, slett ikke. Mange kommer til oss og sier at de setter pris på at noen tar jobben som tillitsvalgt også i vanskelige tider, svarer Bjørn Petter.

– Kommer det flere medlemmer til når arbeidsplassene er mer usikre?

– Ja, inntrykket mitt er at antallet fagforeningsmedlemmer har økt den siste tiden, svarer Øyvind.





In September 2017, Edda Freya, who is on contract for DeepOcean, was hired by Statoil to assist in the replacement of a riser at Troll B field and recovery of two gas lift umbilical's – most often referred to as a GLU. To put it simply, a riser is an oil or gas pipeline from seabed to an installation. This Statoil contract secured the ship an exciting and important job – a job that became even a little more special for the ship's crew when a film crew from Discovery Channel came to shoot for their TV series "Mighty Ships".

# AN EXCITING AND IMPORTANT ASSIGNMENT FOR EDDA FREYA



TEXT & PHOTOS: ØSTENSJØ REDERI

Upon mobilization, the ship was loaded with the necessary equipment and sailed straight to the Troll B field. The ocean currents in the waters of the Troll field are strong and often unpredictable, and it is crucial to control them so that they do not lead the ship too close to the installation. Therefore, the ship's crew started their work by deploying a weather buoy that was critical to help predict at all times whether the boat would be drifting "on" or "off" during the operation.

Replacing a riser is a so-called "non reversible" operation, which makes it extra important to minimize every possible risk of failure. Thus, to assist in the important work of analyzing weather reports and data from the weather buoy, the ship even had a special weather analyst on board.

## Red zone

Edda Freya was in the "restriction zone" while replacing the riser, and the operation was carried out while production was in progress. Extra safety measures had therefore been taken, one of them was tugs. A lot of factors must be considered during such an operation, and it is important to be prepared for the worst, especially when the boat is positioned on the same side as the riser balcony. Therefore, two extra tugs had been brought in as backups for Edda Freya in case she would experience a blackout, and need immediate assistance. With a ship this big, floating so close to the rig, dangerous situations could occur.

The restriction zone has been established on the side of the installation where the risers emerge from the water. The risers lead oil and gas and are very vulnerable to any accidental direct contact with a vessel. The restriction zone is divided into two zones, with different colors – a red zone extending 200 meters from the installation and a yellow zone reaching a further 200 meters, to the outer edge of the security zone.

The replacement operation at Troll B was carried out successfully, without any unforeseen challenges. It took a total of three days from start to finish until the new riser was in place.

At Troll C, however, the ship's crew faced some challenges when they were about to pick up two risers. Here, both needed to be cut since they crossed over other risers and cables that were to be replaced. The biggest problem arose when they were about to lift one of the risers. The clamp that was used to lift the risers seemed unable to get a satisfactory grip on this one. Through the combined efforts of the equipment supplier and our own engineers, the problem was solved, and the assignment carried out. The project was a success for both Østensjø Rederi as well as DeepOcean and Statoil.

We look forward to watching life on board Edda Freya on Discovery Channel spring 2018.

# ØSTENSJØ REDERI'S PROJECT DEPARTMENT

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Those who have followed Østensjø Rederi's newbuilding activity know that Carl Johan Amundsen AS (CJA) has led our company's newbuilding projects since the mid-80s. Through this alone they have experience from nearly 50 projects.



From left: Aage Fjelland, Egil Arne Skare and Carl Johan Amundsen

**TEXT: KENNETH WALLAND - PHOTO: HAAKON NORDVIK**

Starting new year, it has been agreed that the activity of CJA will be integrated into Østensjø Rederi and become our internal project department. The personnel that comes along is – in addition to Carl Johan himself – Aage Fjelland and Egil Arne Skare. Aage is a Naval Architect and has been employed by CJA and working with Østensjø Rederi projects since the 80's. Egil Arne has been employed by CJA since 2010 and was previously employed as Chief Engineer and later Technical Superintendent in Østensjø Rederi. With their longstanding experience, which they now are bringing into Østensjø Rederi, our organization will have a highly competent project department.

It should be noted that Carl Johan, and in recent years also Egil Arne, are the drivers of our work in the field of innovation and design of fuel efficient and environmentally friendly vessels. Many of the innovative solutions that have made Østensjø Rederi's vessels in high demand and even imitated, originate from them.

Even though they have already been working close to Østensjø Rederi, this full integration will further strengthen communication in our daily work and provide an even higher quality of our products, whether it's newbuilding or other projects





Photo: Gordian

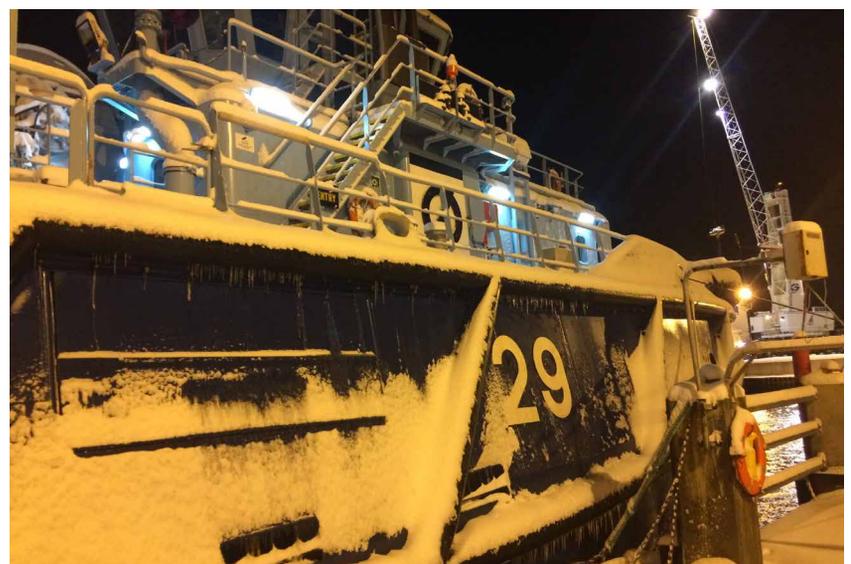
## TOWING ON LNG INTO THE FUTURE

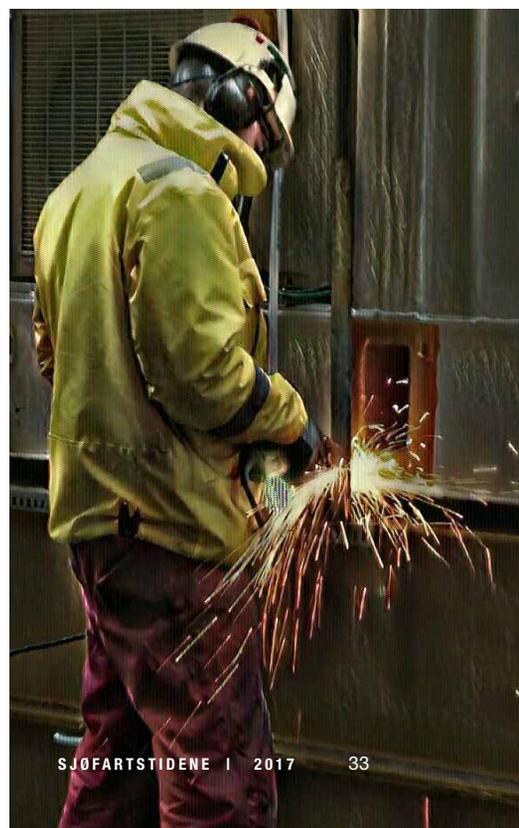
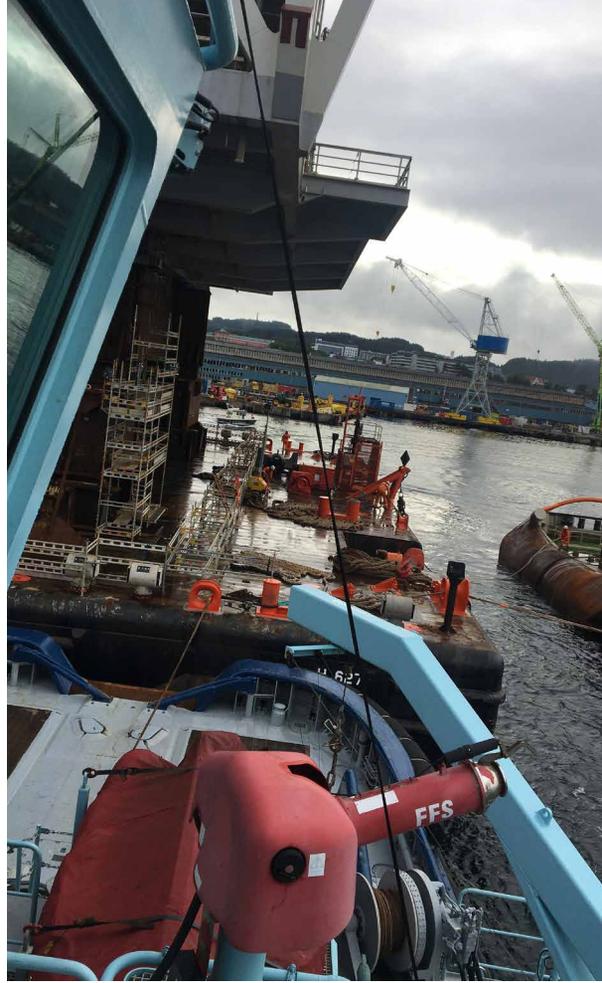
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November this year Østensjø Rederi's three new dual fueled escort tugs was accredited Tug of the Year award by Tug Technology & Business. A contributing factor amongst high performance, stability and innovative design is the capability of running on clean LNG fuel. These impressive machines will assist tankers calling at Statoil's Hammerfest LNG plan at Melkøya for the next 10 years with a minimal environmental footprint.



# VESSELS IN OPERATIONS





# ØSTENSJØ REDERI FACTS

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Established:	1974
Vessels:	29 + 2 new buildings
Segments:	Offshore, Towage and Renewables
Turnover 2016:	816 mill
Employees:	427
Trainees:	35
Offices:	Haugesund, Aukra, Aberdeen and Southampton



Photo: Rune Kristiansen

# NEW OFFICE COLLEAGUES

We are pleased to inform you about three new employments.

**Kristian Helland Vea** started with us as Chartering Manager in February in connection with Hilde Svendsen becoming Chartering Manager for Edda Accommodation. Kristian is 43 years old and comes to us from DOF, where he was head of the chartering department.

**Ole Jesper Haugland** started at our office in November in a newly established position as Financial Controller. He is 26 years old and lives at Åkra with his girlfriend. Ole Jesper is a graduate economist and comes from Ernest&Young where he worked as an accountant.

**Knut Fredrik Slåke** started as an HSE&Q engineer at our office in October. He is 32 years old and lives with his wife and children in Haugesund. Knut Fredrik has been working in Østensjø Rederi all his professional life. Formerly, he worked on Edda Fram, where he was Chief Officer.

# CELEBRATING

## 50

- Catherine Kari Baretto 4. september
- Phillip William Brown 21. september
- Paul Inge Kolbjørnsen 29. september
- Arnt Ove Lunde 15. mars
- Jarle Maudal 2. november
- Ståle Tøvik 6. desember
- Steven Young 3. september

## 60

- Endre Dommersnes 4. august
- Odd Helge Habbestad 18. desember
- Frits Olav Hald 28. mars
- Leif Knudsen 9. august
- Einar Linga 25. mai
- Magne Neverdal 25. januar
- Peder Varne Olsen 18. september
- Bjørn Petter Totland 9. mars



# PHOTO CONTEST

## COMPETITION RULES

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

Send your photos to [post@ostensjo.no](mailto: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

1<sup>ST</sup> PLACE: NOK 1500,-  
2<sup>ND</sup> PLACE: NOK 1000,-  
3<sup>RD</sup> PLACE: NOK 500,-

## SUBMISSION DEADLINE

15th November 2018

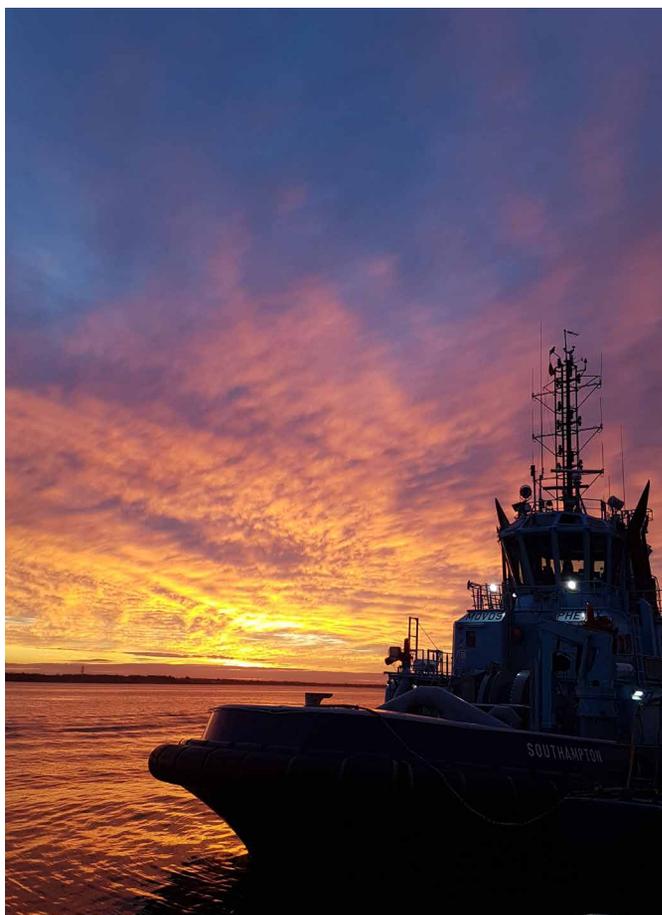
## JURY

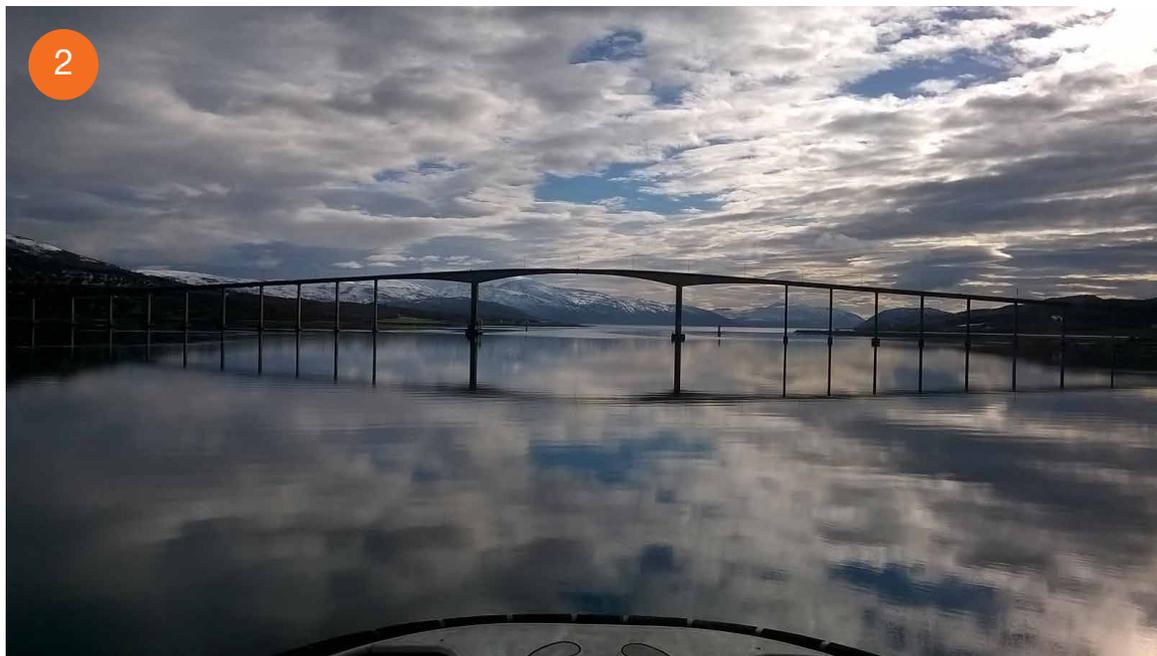
Photographer Haakon Nordvik in collaboration with the editorial staff.

## AND THE WINNERS ARE

1. **Lukas Berger**  
– “Edda colors in Aberdeen”
2. **Olaf Knædal**  
– Dux on her voyage towards Melkøya
3. **Endre Haugen Dommersnes**  
– “Tied up”

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





# SHIPS & CREW

PR. 10.12.2017

## PLATFORM SUPPLY VESSEL

### EDDA FRAM



Flag	NIS
Built	2007

#### Shift 1

Steinsland	Jan Atle	Master
Slåke	Knut Fredrik	Chief Officer
Sabangan	Jonah Del Rosario	2nd Officer
Manansala	Jonas Mercado	2nd Officer
Castillo	Eric Delos Reyes	A/B
Busal	Seth Surabaszuez	A/B
Oslay	Renan Villascin	A/B
Laurete	Jerry Cuezon	A/B
Richter	Bjorn	Chief Engineer
Henriksen	Jan Magne	2nd Engineer
Ona	Jonas Israel Leynes	Electrician
Dizon jr	Pastor Mananquil	Chief Steward
Dyrseth	Arvid	Cadet Engineer

#### Shift 2

Øyre	Joar	Master
Berger	Lukas	Chief Officer
Alconga	Cilbert Palma	2nd Officer
Badayos	Elmar Ballener	2nd Officer
Castillo	Eric Delos Reyes	A/B
Bilbao	Elyboy Dolorfino	A/B
Dela Rosa	Reymond Silan	A/B
Piedragoza	Jonas Valenzuela	A/B
Harkestad	Øystein	Chief Engineer
Buskas	Krister	2nd Engineer
Belaran	Jerry Vale	Electrician
Espadilla	Beda Peralta	Chief Steward
Nautnes	Torbjorn	Cadet Engineer

### EDDA FRENDE



Flag	NOR
Built	2009

#### Shift 1

Konradsen	Karl Petter	Master
Bjøringsøy	Espen	Chief Officer
Maraas	Finn	2nd Officer
Gherasim	George	2nd Officer
Bernardini	Gabriele	AB
Hansen	Atle	AB
Karlsen	Kurt Andre	AB
Strand	Thomas	AB
Borg	Martin	Chief Engineer
Olsen	Thomas	2nd Engineer
Nyborg	Jan Egil	Electrician
Sterri	Kevin	Electrician
Hald	Frits	Chief Steward
Dyregrov	Håvard	Motorman appr

#### Shift 2

Gjessing	Eirik	Master
Andersen	Stein Øyvind Søyland	Chief Officer
Olsen	Kjell Arne	2nd Officer
Drågen	Erling	2nd Officer
Kvandal	Håkon	AB
Bognøy	Bjorn Ove	AB
Veia	Helge Olav	AB
Lund	Jan Arve	AB
Johannessen	John Andre	Chief Engineer
Simonsson	Markus	2nd Engineer
Torbergsen	Odd Tode	Electrician
Granhei	Daniel	Electrician
Mittet	Rune	Chief Steward
Lunde	Benedicte	Motorman appr

### EDDA FERD



Flag	NIS
Built	2013

#### Shift 1

Røksund	Jarle	Master
Jensen	Sølvi Elise	Chief Officer
Belotindos	Alfredo Jr. Billones	2nd Officer
Balleza	Chrispian Peter Alolod	2nd Officer
Silava	Eric	A/B
Villanueva	Ryan Jay	A/B
Llorca	Dann	A/B
Molland	Cato	Chief Engineer
Lervik	Geir Arne	2nd Engineer
Rodrigo	Sairel	3rd Engineer
Almeron	Edgar Delen	Motorman
Liland	Egil	Electrician
De Guzman	Luisito	Chief Steward
Medrano	Edgar	Catering ass.
Larsen	Bente	Cadet Deck
Hansen	Torgeir	Cadet Engineer

#### Shift 2

Einebaerholm	Frode	Master
Waage	Ronny	Chief Officer
Baldivino	Roger Mendoza	2nd Officer
Sagsagat	Jomar	A/B
Sasis	Dallas Ilona	A/B
Sabile.	Julius Cesar G.	A/B
Sævik	Øyvind	Chief Engineer
Halsbog	Øystein	2nd Engineer
Bayno	Alfredo	3rd Engineer
Halvorsen	Herstein	Electrician
Tveit	Hanne	Cadet Deck
Wojtkow	Oskar	Cadet Engineer

## MULTIPURPOSE VESSELS

### EDDA FJORD



Flag	NIS
Built	2002

#### Shift 1

Melvær	Håvard	Master
Mæhle	Anders	Chief Officer
Siem	Tommy	2nd Officer
Myklestad	Terje	A/B Crane
Tjøsvoll	Ole Thomas	A/B Crane
Kolbjørnsen	Paul Inge	Chief Engineer
Fjell	Børge	2nd Engineer
Sällman	Henrik	2nd Engineer
Lervik	Sindre Salhus	Electrician
Kaspersen	Svein Arne	Chief Steward
Apeland	Ottar Johannessen	Cadet Deck
Bækkelund	Alvar Geirsson	Cadet Engineer

#### Shift 2

Olsen	Gert Trygve	Master
Stokken	Jarle	Chief Officer
Odland	Tore	2nd Officer
Kolskår	Magnar	A/B Crane
Johansen	Arvid Inge	A/B Crane
Gorman	Kevin	Chief Engineer
Belsnes	Cato	2nd Engineer
Junge	David	Chief Steward
Degrell	Anna Fredrika Sofia	Cadet Deck
Østensen	Mikal	Electrician app.

## LIGHT CONSTRUCTION VESSEL

### EDDA FONN



Flag	NIS
Built	2003

#### Shift 1

Egeland	Thorvald	Master
Kvalvik	Dag Erik	Chief Officer
Braun	Sebastian	2nd Officer
Steffensen	Kjell Holger	A/B Crane
Dommersnes	Endre Haugen	A/B Crane
Hermansen	Nils Are	Chief Engineer
Mellernsæther	Arne	2nd Engineer
Jensen	Kim	Electrician
Solberg	Jan Arne	Chief Steward
Kvilhaug	Kristian	AB appr.
Homb	Hans Petter	Motorman appr.

#### Shift 2

Engeseth	Hans Magnar	Master
Maurangnes	Olav	Chief Officer
Danielsen	Arild	2nd Officer
Hustveit	Tor Arne	A/B Crane
Lunde	Arnt Ove	A/B Crane
Ljostveit	Gunnar	Chief Engineer
Gaustad	Roy Arne	3rd Engineer
Åsheim	Erik	Electrician
Haukø	Nils Richard	Chief Steward
Lauritzen	Trond	Cook
Stødle	John Harald	AB appr.
Solbakken	Per Adrian	Motorman appr.

### EDDA FAUNA



Flag	NIS
Built	2008

#### Shift 1

Østensen	Lorentz	Master
Worren	Kaare	Chief Officer
Fridriksson	David	2nd Officer
Dugaduga	Wilmor	2nd Officer
Lothe	Andreas	A/B Crane
Halleland	Eirik Tjorven	A/B Crane
Rabadon	Ruel	A/B
Arntsen	Ståle	Chief Engineer
Færøvik	John Helge	2nd Engineer
Merour	Per Sebastian	3rd Engineer
Håkonsen	Thomas	Electrician
Myren	Atle	Chief Steward
Saraspe	Christopher	Cook
Nacion	Michael	Catering ass.
Lunaspe	June	Catering ass.
Vestre	Jarle	Cadet Deck
Farestveit	Erlend Grutle	Motorman app.

#### Shift 2

De Jager	Arnt-Olav	Master
Lund	Øyvind	Chief Officer
Kainulainen	Mikael	2nd Officer
Maudal	Jarle	A/B Crane
Årbø	Harald	A/B Crane
Rudinas	Ricky	A/B
Rojas	Hamilton	A/B
Sandanger	Per Atle	Chief Engineer
Thomas	Neil-Erik	2nd Engineer
Sundgot	Oddgeir	Electrician
Andersson	Elias Oddvar	Chief Steward
Israel	Jason	Cook
Naguit	Alvin	Catering ass.
Strømme	Morten	Cadet Deck
Almås	Nils August	Motorman app.

### SUN ENABLER



Flag	NIS
Built	2009

#### Shift 1

Hjelmeland	Pål Fredrik	Master
Gangåssæther	Rune	Chief Officer
Jensen	Robert	2nd Officer
Sørensen	Jonny	A/B Crane
Henriksen	Helge	A/B Crane
Zawierucha	Michal	AB
Blichiewicz	Dariusz	AB
Turøy	Ove	Chief Engineer
Wold	Rune	2nd Engineer
Hollund	Lars	3rd Eng
Espeland	Erlend	Electrician
Veka	Richard	Chief Steward
Laczek	Krzysztof	Cook
Komorowski	Robert	Cook
Gondek	Anna	Catering ass
De Vos	Irena	Catering ass
Johansen	Raymond Hauge	Cadet Engineer

#### Shift 2

Djupevåg	Nikolai	Master
Ravnås	Svein	Chief Officer
Andersen	Øyvind	2nd Officer
Alvestad	Odd Kåre	A/B Crane
Hopland	Kjell Arve	A/B Crane
Lopacinski	Czeslaw	A/B
Wilhelmsen	Knut Øivind	2nd Eng
Lexander	Mads	3rd Eng
Sørvaag	Roger	Electrician
Fjellanger	Camilla	Chief Steward
Bocianski	Tomasz	Cook
Lis	Katarzyna	Catering ass.
Knutsen	William Peter	Cadet Eng

# SHIPS & CREW

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## LIGHT CONSTRUCTION VESSEL

### EDDA FLORA



Flag	NIS
Built	2008

#### Shift 1

Brekke	Inge	Master
Tøvik	Ståle	Chief Officer
Andersson	Johan	2nd Officer
Furali	Ruben	2nd Officer
Villaruel	Kym Adi	2nd Officer
Vesterås	Bjarte	A/B Crane
Stensrud	Magne	A/B Crane
Padilla	Clyde	A/B
Liegado	Cirilo	A/B
Talge	Børge	Chief Engineer
Ravn	Snorre	2nd Engineer
Eikeland	Bjørnar	Electrician
Syre	Stig Bjarte	Chief Steward
Villagas	Randie	Cook
Galvezon	Rommel	Catering ass.
Tapawan	Robert	Catering ass.
Hagland	Ruben	A/B app.
Børve	Torstein A.	Motorman app.

#### Shift 2

Snyen	Carl Inge	Master
Helgesen	Fredrik	Chief Officer
Hauge	Freddy	2nd Officer
Naco IV	Renato Palilio	2nd Officer
Rostad	Terje	A/B Crane
Bø	Per Gunnar	A/B Crane
Son	Joven	A/B
Mikalsen	Øyvind	Chief Engineer
Johnsen	Are	2nd Engineer
Halvorsen	Kenneth	3rd Engineer
Malec	Josef	Electrician
Brattsti	Kai Viktor	Chief Steward
Baretto	Cetherine	Cook
Damian	Luisito	Cook
Maranan	Arvin	Catering ass.
Belino	Mari	Catering ass.
Solvio	Romeo	Catering ass.
Botn	Iver	A/B app.
Kallevik	Keilon	Motorman app.

## OFFSHORE CONSTRUCTION VESSEL

### EDDA FREYA



Flag	NIS
Built	2016

#### Shift 1

Dirdal	Kjell Inge	Master
Sømnes	Endre	Chief Officer
Raae	Britt Helen	2nd Officer
Lackner	Stian	2nd Officer
Pacificar	Jeffrey Ceballos	2nd Officer
Acaso	Fabian Cereno	2nd Officer
Rogne	Knut	A/B Crane
Mannes	Karstein	A/B Crane
Vatnaland	Kjetil	A/B Crane
Legario	Ivon Chiva	AB
Tidor	Lauro Tupino	AB
Habbestad	Odd Helge	Chief Engineer
Skogøy	Odd Jarle	2nd Engineer
Edvardsen	Frode Vea	3rd Engineer
Tubongbanua	Arthur Arribas	3rd Engineer
Drilon	Reynan Salmorin	3rd Engineer
Penohermoso	Raul Escaro	Motorman/Oiler
Håheim	Vidar	Electrician
Fernandez	Frank Joey	Chief Steward
Kreinbihl	Jurgen	Cook
Aasnes	Frank	Cook
Francisco	Arman Liangson	Cook
Manio	Edgardo Garcia	Cook
Pearson	Judith Mar	Catering ass.
Alegre	Maria	Catering ass.
Lee	Chasandra Calumpang	Catering ass.
Flores	Agnes Bonayon	Catering ass.
Lazaga	Marian Madera	Catering ass.
Irava	Rhodamel Pauline Nemeno	Catering ass.
Wee	Oscar	Cadet Deck
Brynjelsen	Sverre	Cadet Deck
Naaden	Ane Karine	Cadet Engineer

#### Shift 2

Osland	Harald	Master
Berg	Jim Ivar	Chief Officer
Måløy	Ole Gunnar	2nd Officer
Hinderaker-Hansen	Harald Andreas	2nd Officer
Bidon	Cristopher	2nd Officer
Dørheim	Sten Selmar	A/B Crane
Sunde	Håkon	A/B Crane
Larsen	Bjørn Eirik	A/B Crane
Anglo	Arnold Punongbayan	AB
Serranilla	Dexter General	AB
Landmark	Øyvind	Chief Engineer
Malin	Remi	2nd Engineer
Thomsen	Jan Erik	3rd Engineer
Camacho	Francisco Traverro	3rd Engineer
Canonio	Raul Tocle	Motorman/Oiler
Ingebrigtsen	Frode	Electrician
Canillo	Roderigo Jr. Reyes	Electrician ass.
Dommersnes	Endre	Chief Steward
Wiik	Jan Inge	Cook
Fernando	Alvin Gameng	Cook
Labado	Donabella Romanos	Catering ass.
Limtian	Sheila	Catering ass.
Acain	Maridel Mia Gimena	Catering ass.
Jakobsen	Erlend Fonn	Cadet Deck
Amesen	Olav Berg	Cadet Engineer
Pettersen	Sten Øivind	Electrician appr.

## ACCOMMODATION VESSEL

### EDDA FIDES



Flag	Malta
Built	2011

#### Shift 1

Kjørlien	Ole	Master
Mjånes	Stefan	2nd Officer
Johannessen	Berent	Gangway operator
Coops	Reint Dowe	Gangway operator
Valdal	Victor	2nd Engineer
Lackner	Henrik	Electrician
Jacobsen	Magne	Safety Officer

#### Shift 2

Linga	Einar	Master
Guldhav	Silje	2nd Officer
Johannessen	Kjell Magne	Gangway Operator
Tjøsvoll	Einar	Gangway Operator
Henriksson	Lars	2nd Engineer
Tufteland	Oddbjørn	Electrician
Paulsson	Martin	Safety Officer

#### Shift 3

Sørenes	Leif Arne	Chief Officer
Aaland	Per Kåre	2nd Officer
Haasdjik	Michel	Gangway Operator
Wikstrøm	Roy	A/B Crane
Fiskerstrand	Oddgeir	Chief Engineer
Bø	Kristoffer	3rd Engineer
Hågglund	Niclas	Accommodation Maintenance Engineer
Main	Donald	Accommodation Service Manager

#### Shift 4

Johansen	Halvard A.	Chief Officer
Småvik	Sven Roger	2nd Officer
Huttinga	Hugo	Gangway Operator
Hochheim	Torbjørn	A/B Crane
Edvardsen	John Einar	Chief Eng
Fjeldstad	Lars	3rd Eng
Nyvoll	Bård	Accommodation Maintenance Engineer
Buchanan	James	Accommodation Service Manager

## VSP TRACTOR TUGS



**AJAX**

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

**Shift 1**

Algøy	Helge	Master
Selnak	John Arne	A/B
Johansen	Jan Inge	A/B
Høvring	Steinar	A/B
Totland	Stig Anders	Chief Engineer

**Shift 2**

Hauge	Ove	Master
Johnsen	Svein Arild	A/B
Totland	Bjørn Petter	A/B
Varpe	Kjell Bjarte	A/B
Holgersen	Torbjørn	Chief Engineer



**TENAX**

Flag	NOR
Built	2006
Bollard pull	67 T
Length	37 m

**Shift 1**

Alden	Bernt	Master
Madsen	Aksel Henning	A/B
Husteli	Marius	A/B
Solheim	Edgar	A/B
Torsvik	Terje	Chief Engineer

**Shift 2**

Kvalheim	Frank	Master
Sandhåland	Albert	A/B
Tellnes	Hans Erling	A/B
Rasmussen	Arne	A/B
Nesheim	Ivar	Chief Engineer



**APEX**

Flag	UK
Built	2008
Bollard pull	68 T
Length	37 m

**Shift 1**

Hooper	Timothy	Master
Cook	Dean	Chief Officer
Langford	James	A/B
Read	Garry	A/B
Read	John Peter	OS
Pole-Evans	Ian	Chief Engineer

**Shift 2**

Janes	Michael Robert	Master
Ivanov	Bozhidar	Chief Officer
Burt	Marcus	A/B
Casey	Alan John	A/B
Hooper	Jordan	A/B
Adams	Mark Jonathan	Chief Engineer
Stringer	Howard	Chief Engineer



**VELOX**

Flag	NOR
Built	2005
Bollard pull	65 T
Length	37 m

**Shift 1**

Sjøen	Hallgeir	Master
Hettevik	Heine	2nd Officer
Dahl	David	A/B
Alden	Odd Kenneth	A/B
Sjøen	Øystein	A/B
Lygre	Arne	A/B
Fjell	Kåre	Chief Engineer

**Shift 2**

Algøy	Svein	Master
Hagen	Terje Haftor	2nd Officer
Varne	Lars Arve	A/B
Strand	Svein Magnar	A/B
Neverdal	Magnar	A/B
Hansen	Jarle	Chief Engineer



**PHENIX**

Flag	UK
Built	2007
Bollard pull	68 T
Length	37 m

**Shift 1**

Sladovich	Christopher	Master
Morcombe	Thomas	2nd Officer
Marshall	Paul	A/B
Moody	Luke	A/B
Morris	Alyn	Chief Engineer
Hayes	Nikolas Dominic	A/B app.

**Shift 2**

Pearson	Graham	Master
Amil	Oliver Albert	Chief Officer
Couzins	John William	A/B
Fowler	Adam	A/B
Ash	Christopher Kevir	Chief Engineer
Clayton	Thomas David	A/B app.



**VORTEX**

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

**Shift 1**

Olsen	Peder Varne	Master
Kallekødt	Håkon	A/B
Nordgård	Øyvind	A/B
Boman	Johan	Chief Engineer

**Shift 2**

Golmen	Johannes	Master
Noel	William	A/B
Huse	Steven	Chief Engineer

# SHIPS & CREW

PR. 10.12.2016

## AZIMUTH REVERSE TRACTOR TUGS

SILEX 		
Flag	NOR	
Built	1994	
Bollard pull	62 T	
Length	35,11 m	
<b>Shift 1</b>		
Fredriksen	Frode	Master
Kvilhaug	Christoffer	Chief Officer
Knudsen	Leif	A/B
Sørensen	Thomas	A/B
Hansson	Karl Anton Tobias	Chief Engineer
<b>Shift 2</b>		
Bye	Bjørnar	Master
Aksland	Dag	Chief Officer
Pedersen	Roald Inge	A/B
Hagenes	Kristoffer	A/B
Gjerde	Jostein	Chief Engineer

VIVAX 		
Flag	NOR	
Built	2008	
Bollard pull	80 T	
Length	32 m	
<b>Shift 1</b>		
Eide	Stig	Master
Gule	Frank	A/B
Sørensen	Stein Hugo	Chief Engineer
<b>Shift 2</b>		
Robberstad	Kjell Inge	Master
Nygård	Bjarne Frank	A/B
Hillerstrøm	Henrik	Chief Engineer

THRAX 		
Flag	Isle of Man	
Built	1994	
Bollard pull	62 T	
Length	35,11 m	
<b>Shift 1</b>		
Gouldsmith	Rob	Master
Kelly	Morgan	A/B
Hillerstrøm	Henrik	Chief Engineer
<b>Shift 2</b>		
Fredriksen	Frode	Master
O'Driscoll	Kevin	A/B
Fjell	Kåre	Chief Engineer

ALEX 		
Flag	Republic of Ireland	
Built	1995	
Bollard pull	50 T	
Length	30,8 m	
<b>Shift 1</b>		
Fitzgerald	Brian	A/B
McElhone	James	Chief Engineer
<b>Shift 2</b>		
Forde	Martin	Master
O'Mahony	Finbarr	A/B
Butler	Ambrose	Chief Engineer

LOMAX 		
Flag	UK	
Built	2013	
Bollard pull	80 T	
Length	28 m	
<b>Shift 1</b>		
Moody	Alan Dennis	Master
Young	Steve	Chief Officer
Squibb	Mark	A/B
Murton	Paul Nicholas	A/B
Brace	Steve	A/B
Spink	Roger Martin	Chief Engineer
Gofton	Daniel Clifford	2nd Engineer
<b>Shift 2</b>		
Read	Andrew	Master
Evans	Stephen	Chief Officer
Conroy	David	A/B
East	Gary	A/B
Poulton	Christopher	A/B
Rice	Christopher	Chief Engineer

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

## AZIMUTH REVERSE TRACTOR TUGS LNG

AUDAX			DUX			PAX		
								
Flag	NOR		Flag	NOR		Flag	NOR	
Built	2017		Built	2017		Built	2017	
Bollard pull	108 T		Bollard pull	108 T		Bollard pull	108 T	
Length	40,2 m		Length	40,2 m		Length	40,2 m	
<b>Shift 1</b>			<b>Shift 1</b>			<b>Shift 1</b>		
Kalvø	Jostein	Master	Oddøy	Odd Morten	Master	Sørensen	Vidar	Master
Johnsen	Nils Eirik	A/B	Aase	Johannes	A/B	Kalland	Bjørn Atle	A/B
Tranaas	Morten	Chief Eng	Kjellevoid	Tormod	Chief Engineer	Einarsson	Geir	Chief Eng
Sørvik	Alf Ronny	Chief Eng						
<b>Shift 2</b>			<b>Shift 2</b>			<b>Shift 2</b>		
Ødegård	Svein Magne	Master	Knædal	Olaf	Master	Matre	Malvin	Master
Bygnes	Jostein	A/B	Leirbakk	Ken-Ronald	A/B	Pedersen	Fritjof	A/B
Nilsen	Leif Petter	Chief Eng	Sørensen	Anders Snørteland	Chief Engineer	Hillbo	Rudi	Chief Eng

## NEW BUILDING

NB470/471		
		
Nes	Bjørn Jarle	Master
Eggleton	Richard	Master
Roberts	Barry	Master
Orvik	Ståle	Chief Engineer
Dillon	Gavin	Chief Engineer
Dibble	Piran	Electrician
Kelly	Gary Edward	Electrician

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Returadresse / Return address:

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