

# SJØFARTSTIDENE

ØSTENSJØ REDERI | 2018



## — WE SHALL BE A LEADER WITHIN SUSTAINABLE OPERATIONS

Østensjø Rederi shall be a leading company within sustainable operations, says HSE&Q Manager. Elias T. Nornes. The company's «Mindset» sets out to inspire all employees to adopt sound day-to-day routines, to furthering knowledge, and innovation.

## GOING AGAINST THE STREAM: DOUBLE NAMING CEREMONY

2018 became the year were Østensjø Rederi went against the stream and took delivery of two newbuilds. In February, the two sister vessels, Edda Passat and Edda Mistral, were named in a double ceremony at Gondan Shipyard in Ribadeo, Northern Spain.

# EDITORIAL

*Dear reader,*

Christmas is approaching, which means the end to another exciting year for Østensjø Rederi. Like other offshore companies, we are operating in a difficult market and expect to see similar conditions next year. Having said that, Østensjø Rederi has performed better than our peers. We have a solid contract backlog and have achieved almost 90 % utilisation of the fleet, which is very satisfying in such a tough market. Unfortunately, despite this good performance, the present market does not result in satisfactory earnings. Østensjø Rederi is however, in a good position and well prepared for the market improvement we can observe in the horizon.

This year the company took delivery of two Service Operation Vessels (SOV), which have commenced operations at Ørsted's offshore wind farms. The vessels have been well received by our crew as well as charterers. The first year of operations for Equinor at Melkøya has been completed with very good experiences and feedback.

The company was recently awarded another 5-year firm + 4 years options to deliver towage and terminal services at the Shell Nyhamna terminal. Furthermore, we have during the year secured firm contracts for several offshore vessels. We see this as proof of our ability to win or renew important contracts with charterers with whom we have had long-standing relations. It is worth mentioning that Østensjø Rederi on a continuous basis has delivered vessel services to Shell since 1976, Equinor since 1985, Exxon since 1993, and DeepOcean since 1999. We are very grateful for the trust our charterers have in us, and honor to our employees who deliver this great services year after year.

The sale of Edda Fonn is covered in a separate article, but I would like to mention it here, as it was a profitable transaction which will enable us to invest in new projects when opportunity knocks.

Throughout the year our employees on board and ashore have done an excellent job in operating the vessels on more limited budgets than previous years. At the same time, we continue

to deliver first class services to our charterers and the vessels are still looking sharp. It's particularly satisfying that our safety performance shows a positive trend in line with the objectives we have defined.

This edition of Sjøfartstidene focuses on the environment and environmental measures. In all modesty, we consider ourselves to be a leading company within environmental technology, and we intend to keep that position. Østensjø Rederi was the first company to build an offshore vessel with a battery hybrid propulsion system as early as 2013. This has later been improved and repeated in other newbuilds. We were the first company to build tugs with Dual fuel LNG propulsion system and took delivery of three such tugs in 2017. We are now working on new solutions for low and zero emission technology and hopefully this will be another first for the company. To succeed in this, we need to find charterers who likewise see the advantage of such innovative solutions within their operation and economic frame work. We firmly believe this is fully possible if we together are willing to plan for the long haul.

Environmental measures should also include the company's working environment, so that all employees can experience safe and good working conditions and a high degree of well-being, whether on board or in our offices. We all have a responsibility to contribute, so that we all may feel proud of ourselves and of Østensjø Rederi.

*Kenneth Walland*



*Kjære leser,*

Julen nærmer seg og dermed avslutningen på nok et spennende år for Østensjø Rederi. Som alle andre offshore rederier jobber vi i et svært krevende marked og forventer et nokså uendret marked også i året som kommer. Når det er sagt har Østensjø Rederi klart seg bedre enn de fleste. Kontraksdekningen er god og utnyttelsesgraden for flåten er oppunder 90 %, noe som er svært bra i et vanskelig marked. Dessverre gjør dagens ratenivå at en til tross for dette ikke oppnår tilfredsstillende inntjening. Østensjø Rederi står seg imidlertid godt og er rustet for oppgangen vi nå skimter i horisonten.

I år har rederiet tatt levering av to nye Service Operation Vessels (SOV) som har startet i nye kontrakter på Ørsted sine vindparker. Fartøyene er veldig godt mottatt av våre mannskaper og av befракteren. Første driftsår for Equinor Melkøya er unnagjort med svært gode erfaringer og tilbakemeldinger.

Rederiet ble nylig tildelt 5 nye år + 4 års opsjoner for taubåttjenester til Shell Nyhamna. Videre har vi i løpet av året inngått langsiktige kontrakter for flere av våre offshore fartøyer. Nok et bevis på at rederiet evner å vinne eller å fornye viktige kontrakter med samarbeidspartnere vi har hatt gjennom mange år. I den sammenheng er det verdt å nevne at Østensjø Rederi kontinuerlig har levert fartøy til Shell siden 1976, til Equinor siden 1985, til Exxon siden 1993 og til DeepOcean siden 1999. Vi er veldig takknemlig for den tilliten vi blir vist av våre befракtere og all honnør til våre ansatte som leverer denne tjenesten år etter år.

Edda Fonn salget er omtalt i egen artikkel, men jeg ønsker å nevne det da det er et godt salg som også gir rederiet rom for nysatsning når anledningen byr seg.

Gjennom året har våre ansatte om bord og på land gjort en meget god jobb med å drifte

fartøyene innenfor strammere budsjett enn tidligere år. Dette samtidig med at leveransen til våre befraktere fortsatt holder en meget høy standard og fartøyene fortsatt ser eksemplariske ut. Ekstra gledelig er det at våre sikkerhetsstatistikker viser en positiv trend i tråd med de målsetninger vi har definert.

Dette nummer av Sjøfartstidene fokuserer på miljøet og miljøtiltak. Her mener vi i all beskedenhet at vi er og skal være et ledende selskap innen miljøteknologi. Østensjø Rederi var første rederi som fikk bygget offshore fartøy med batteri-hybrid fremdrift allerede i 2013. Dette er gjentatt og forbedret på senere nybygg. I 2017 fikk vi som første rederi levert taubåter med Dual fuel LNG fremdrift og da ikke mindre enn tre båter. Vi jobber nå konkret med nye spennende løsninger med lavutslipp og nullutslippsdrift inne ulike fartøystyper og håper at vi også der kan være den første. Dette krever at vi kan finne befraktere som ser fordelene av slike innovative løsninger innen sin portefølje og innenfor de økonomiske rammer som er nødvendige. Vi mener dette er fullt mulig hvis en sammen evner å tenke langsiktig.

Miljøtiltak må også inkludere arbeidsmiljøet i bedriften slik at alle ansatte har en sikker arbeidsplass med gode forhold og høy trivsel, enten det er om bord i våre fartøyer eller på kontorene. Her har vi alle et ansvar for og bidra, slik at alle kan være stolte av seg selv og av Østensjø Rederi.

*Kenneth Walland*

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# – WE SHALL BE A LEADER WITHIN SUSTAINABLE OPERATIONS

BY TERJE EMIL JOHANNESSEN

Østensjø Rederi shall be a leading shipping company within sustainable operations, says HSE&Q Manager. Elias T. Nornes. Today's carbon footprint is to be reduced through systematic efforts and continued technical development at all levels. The company's «Mindset» sets out to inspire all employees to adopt sound day-to-day routines, to furthering knowledge, and innovation.



Elias T. Nornes relies on a skilled team of co-workers who for the last decade have contributed to improve the company's environmental policy significantly.

- Norwegian shipowners have consistently been ahead of foreign shipowners in this development. Østensjø Rederi possesses all competency we need in-house when we're building new vessels under the strict environmental requirements that are in place today. We have a project department which for some time has been engaged in developing technical solutions in cooperation with engine suppliers. These solutions have been adopted on our vessels. They have also become industry standard, being currently used by other shipping companies, Nornes says.

Egil Arne Skare, from the company's project and development department, rapidly draws up an historical outline:

- Ten years ago, the NOx fund was set up. At that time cutting NOx emissions was a prioritised environmental measure. I remember well from when I started working at this office; like the rest of the industry, we worked to produce the technical solutions required on vessels in order to meet the new standards. Norway has been a pioneer in this respect. New measures

were introduced to curb diesel consumption. We adopted a conscious approach to environmental technology, because we quickly realised that more eco-friendly vessels represented a huge competitive advantage in the market.

- Through the company's environmental concept, Mindset, we're constantly working to motivate crew and office employees to keep a sharp environmental focus. As a support in our day-to-day work onboard we have developed measuring systems which e.g. monitor fuel consumption down to litres per hour, per type of operation, and per shift or Master. We're using the system as an inspiration to achieve a smaller carbon footprint, Nornes explains.

The NOx issue has more or less been resolved. At this point CO2 capture is the biggest challenge and our focus at the moment.

- The company can document in detail how vessels are handling their waste. The data is extremely precise, down to kilo or litre, Nornes explains.



*THE MEN BEHIND "MINDSET": Egil Arne Skare from the company's project- and development department (left) and HSE&Q Manager Elias T. Nordnes. Photo: TEJ*

– We're able to measure how vessels are handling their waste. Currently we're working to reduce the use of plastic onboard. On Edda Passat our crew suggested to buy individual plastic bottles with a screw cap which they could use on a permanent basis. This solution has cut plastic consumption onboard by considerable volumes.

– If we're not able to measure the consumption onboard, it will be difficult to reduce it, Skare remarks.

– We measure absolutely everything, Nornes states.

The company may have built one of its last fully diesel-operated vessels, now reaching for emission free vessels. They have a firm belief in the competency within the company. This should make it possible to reach for new goals when vessels are to be built. Only the newest technology is a relevant option. The disadvantage of such an approach is that they may adopt prototype technology that does not come off the shelf and that is costly to maintain. On the other hand, such innovative projects help the entire industry to evolve, bringing green spinoffs from the offshore fleet within other areas. In this regard

Skare refers to the trend toward battery operated ferries, which is finding its way over to fishing boats.

Nornes underlines the importance of having a shipowner who actively supports this effort.

– The strategy has been costly, but over time we have profited from our green efforts, he says.

– We will see a lot of new innovations, amongst other a venture into CO2 storage below the North Sea seabed. If this takes place on an industrial scale, it opens up opportunities for using natural gas for hydrogen production, a clean energy carrier. Norwegian authorities are working intensively to make this possible. To the Norwegian gas industry, hydrogen will become an important product. LNG will be phased out in the long term. Skare elaborates.

– Has «Mindset» today been implemented in the entire organisation?

– It has been introduced to the organisation, but it's now our

offensive starts. Our purpose is to revitalise the concept, Nornes replies, and lists the three pillars upon which the concept is built:

- Produce power as effectively as possible
  - Lower the vessels' overall power consumption
  - Energy saving through competency and knowledge.
- These pillars, along with the company vision of being a lead-

ing, innovative supplier of high-quality maritime services and through legislation, will guide Østensjø Rederi in its pursuit of becoming a leader within sustainable operations, says Nornes. It's a tough ambition, however, the foundation is already in place. Skare joins in with a final remark:  
– The three last letters in Mindset stand for Superior Environmental Thinking. That's our gold standard!

## 1. OIL SPILLS

No major oil spills in 2018.

## 2. UNDERWATER SURFACES CLEANED

To ensure a smooth and efficient operation, all vessels are cleaned every 5 years.

## 3. WEATHER ROUTING

To reduce fuel consumption and ensure safer sailing, Østensjø Rederi has a weather routing system on all new vessels.

## 10. SEEMP

Ship energy efficiency management plan (SEEMP) is a tool developed to help manage the energy usage on a ship. New energy efficiency goals is set every year, and closely monitored.

## 9. CLEAN DESIGN

A voluntary Class notation with requirements for reducing emissions to air and limiting discharges to sea in addition, certain requirements to the design of the vessels.



## 4. LOW CARBON FUEL

Low carbon fuel are considered for every newbuild project. LNG was introduced on newbuild tugs in 2017.

Hydrogen as an energy carrier will give the possibility for zero-emission operations on future projects.

## 5. WASTE

All waste is sorted, recycled when possible and logged

## 8. CLEAN CLASS

A voluntary Class notation with requirements for reducing emissions to air and discharges to sea from energy producers, cargo handling systems and service systems onboard the vessel.

## 7. VARIABLE SPEED GENERATORS

The variable speed generator technology includes a propulsion system with variable rotational speed with optimal operation of the diesel generator in combination with lithium batteries to significantly reduce fuel consumption and emission.

## 6. ENERGY ASSESSMENT

In close cooperation with charterers, the request for high speed is challenged by the Masters onboard as part of our Mindset. Planning the voyage and the need for speed is the first step to fuel reduction.

# LEDENDE I BÆREKRAFTIG DRIFT

Østensjø Rederi skal være et ledende rederi innen bærekraftig drift, sier HSE&Q Manager Elias T. Nornes. Dagens fossile avtrykk skal reduseres gjennom et systematisk arbeid og videre teknisk utvikling på alle nivå. Rederiets «Mindset» skal inspirere alle ansatte til gode daglige rutiner, kunnskapsutvikling og innovasjon. Elias T. Nornes og Egil Arne Skare, Senior Project Engineer, er i førerretet på dette arbeidet. Med seg har de et dyktig team av medarbeidere som de siste ti årene har bidratt til en betydelig skjerping av rederiets miljøprofil.

– De norske rederiene har hele veien ligget noen skipslengder foran de utenlandske rederiene i denne utviklingen. Østensjø Rederi har all den kompetanse vi trenger på huset når vi skal bygge nye båter etter dagens skjerpede miljøkrav. Vi har egen prosjektavdeling som over tid har vært med å utvikle tekniske løsninger sammen med motorleverandører. Disse løsningene er følgelig ombord på våre egne skip, men de er også blitt standard i bransjen, og i dag også brukt av andre redere sier Nornes. Vi har invitert oss til en samtale med

ham og Skare, ansatt i rederiets prosjekt og utviklingsavdeling.

– Gjennom rederiets policy-dokument (Mindset) jobber vi hele tiden med å motivere våre mannskaper til å holde skarpt miljøfokus. Som støtte i hverdagen om bord har vi utviklet målesystemer som for eksempel følger fuel-forbruket helt ned til forbrukt i liter per time per type operasjon per skift eller kaptein. Vi bruker systemet som en gulrot, som inspirasjon til å krysse systemet vårt, forklarer Nornes. Rederiets "Mindset" har vært ute i organisasjonen en stund, men det er nå offensiven starter. Hensikten er å revitalisere konseptet, gi det ny kraft i 2019, sier Nornes. Det er en tøff ambisjon som rederiets HSE&Q Manager her gir uttrykk for. Med det grunnlaget som allerede er lagt og den tydelige viljen han her uttrykker på vegne av ledelsen, er det en realistisk visjon å strekke seg mot.

– De tre siste bokstavene i Mindset er en forkorting av Superior Environmental Thinking. Det er der vi har lagt listen, legger Skare til.

SAMMENDRAG

# FLEET MANAGER ALF HELGE LYNGHOLM: BELIEVES IN WIND POWER GROWTH

BY TERJE EMIL JOHANNESSEN

Fleet Manager Offshore Alf Helge Lyngholm has many fish to fry during a normal workday at the office. We stopped by for a quick chat with him a couple of days after Edda Fauna had won a new contract, and at the same time asking him about the wind power initiative.

– Edda Fauna is a large and expensive vessel, and we worked hard to secure a new contract for her. The vessel is specialized for oil- and gas operations. We had been in dialogue with DeepOcean as well as other interested parties, with our goal being to conclude ongoing negotiations in September/October. We ended up in securing a new joint contract with DeepOcean at fixed day rates, which gave us security when it comes to earnings and not least for the crew, for almost two years ahead, Alf Helge Lyngholm says. The new contract will run from March 1st, 2019 and to the end of 2020.

– Employment for the vessel has been secured. We had hopes for getting more out of the contract, but in today's market the financial framework is acceptable, he adds. During the contract period the vessel will mainly operate on the Norwegian Continental shelf, but the contract also opens for other tasks in the European market.

Wind power segment looks promising

– In other words, you are approaching 2019 more relaxed?

– We hope that going forward we'll be able to obtain equivalent terms for the other vessels whose contracts are coming to an end, Lyngholm replies, emphasising

expectations related to the company's investments in the wind power market together with Ørsted. He admits the company sees this as a potential growth area:

– Our concept is interesting, showing that we're able to offer good, flexible and innovative solutions to operators in this market. In the years to come we'll see more offshore wind power licenses being awarded. This entails jobs for the subsea



Photo: Øystein Nernes

business as well, and undoubtedly represents a large potential for Østensjø Rederi, Lyngholm explains.

– We have a top-class product and competent crew delivering at a professional, international level of service. In other words, we have good opportunities for getting a firm footing in this new part of the offshore market, Alf Helge Lyngholm concludes.



NEW CONTRACT: Østensjø Rederi has won a new contract for Edda Fauna together with DeepOcean. The contract will run from March 1st 2019 to the end i 2020.

Photo: Østensjø Rederi



# OFFSHORE WIND POWER - AN EXCITING MARKET

BY TERJE EMIL JOHANNESSEN - PHOTO ØYSTEIN NERNES

– The competition is fierce, and many players want a piece of the pie. We landed the contracts with Ørsted Wind Power due to our innovation ability. Thanks to creative work from our project department, close dialogue with Ørsted and the vessel designer, we proposed a tailor-made design based on an understanding of the customer's workflow, Håkon Vevang says.

Vevang has commercial responsibility for the company's engagement in offshore wind power. Edda Passat and Edda Mistral are both purpose-built for service operations relating to wind power production. The latter vessel was handed over from Spanish yard Astilleros Gondan 30 August and sailed straight to wind power farm Hornsea One, located in the North Sea off Great Britain. This park, with its 174 bottom-fixed turbines, will, when construction is completed in 2020, be the world's largest offshore wind park. It will generate electricity equivalent to the annual consumption of 800,000 British homes. The vessel will function as a support vessel for technicians working with installation and maintenance of the wind turbines. The vessel's capacity is 60 persons, of whom 40 are technicians from Ørsted and any sub-suppliers. The contract with Ørsted (former Dong Energy) has five-year duration and includes options for a further five years.

– Offshore wind power is a relatively new and immature business. Customers in this market are therefore a bit different and more inexperienced, and they are all the more reliant on us to help them solve their challenges offshore. Our two first purpose-built vessels are perfect for this type of contract, Vevang underlines.

– And hopefully not the last ...? we suggest.

– This is a market that will expand significantly over the next decade. Globally we're talking about between 75 and 100 ships, new and converted. As part of the climate adjustment, electricity generation from offshore wind will be 30 times more than it is today.

– And after that I guess we're gradually going to see floating wind turbines?

– Within floating wind technology is still very immature, and it may take some years before these floating installations can be delivered at competitive prices. For the moment we focus on bottom-fixed installations.

Moreover, Vevang reports that other vessels in their fleet also operate in this market. Edda Fjord has carried out a number of jobs, amongst other for Dutch company NDE Offshore, Boskalis, Ørsted, and Belgian Geosea.

Sun Enabler has worked for Ørsted, MHI Vestas, and is now working for Boskalis on Horns Rev 3. Edda Faunawas recently assigned a job by Vattenfall on the same project as Sun Enabler, Horns Rev 3. This means she will be spending the winter there, before starting on her next contract with DeepOcean.

– The entire market is growing, and optimism prevails. It's fun to be working in a market with such conditions, Håkon Vevang concludes.

# SAILORS ASHORE: IMPLEMENTATION OF NEW PERSONNEL SYSTEM

BY TERJE EMIL JOHANNESSEN - PHOTO ØSTENSJØ REDERI

– Our goal is for all personnel to be linked to this system within the end of 2018. My main challenge is to visit all vessels and familiarise both shifts with the system, Carl Inge Snyen says. The Master has since this summer been working at the office in order to implement what is called COB (Crew On Board).

Not for one second does Snyen hide the fact that the restructuring currently taking place is a leap toward more effective operations and closer interaction between the office, ship management, and crew.

Today's Crew control will be shut down as soon as he has completed his tour. He hopes this may take place by end of the year, but when we speak with him mid November, there is still some uncertainty as to whether he will reach his goal.

– What is the difference between the old and new system?

– The new system is much larger, it includes much more than Crew control did. The major difference is that we now will use the same system in all departments, HR, payroll and onboard. We'll all be part of the development, instead of having a system which "per se" worked well administratively, but which was static, and did not invite further development. The latter is necessary for being able to create an organisation in continuous improvement, he explains. All personnel in the organisation will benefit from this simplification.

– Do you think it was sensible of management to fetch a project manager from one of the vessels to lead this important work?

– Yes, I believe it was very wise. I'm part of a group of employees who are familiar with the requirements onboard. I believe we would not have succeeded in carrying out this project without such insight.

Østensjø Rederi is not foreign to have sailors ashore at the office or project site when implementing new systems or during a project.

– It is crucial for the company to have the best product and services, and that requires the best expertise – which in these cases are found among our sailors. We find this to be the smartest way to work and it benefits the company in the long run, says IT & Logistics Manager Steinar Hindal.



# AN OCEAN OF OPPORTUNITIES

A GREETING

BY HARALD SOLBERG, CEO, NORWEGIAN SHIPOWNERS' ASSOCIATION

The oceans connect the world. Norwegian shipping is truly global, making Norway a major maritime power. Norway now ranks as the world's fifth largest ship owning nation measured by fleet value. Our industry's global footprint means that international headlines can influence trade patterns, investments, and financial results. No other industry is so directly influenced by developments in other parts of the world.

Transportation of goods and energy production have been trademarks of the maritime industry. In the coming years we will see new opportunities emerge such as renewable energy, increased food production, and harvesting of other natural resources, minerals and medicines from the sea. A broad range of solutions solving some of the world's biggest challenges, lie in the depths of the ocean. New ocean opportunities represent business opportunities for the Norwegian maritime cluster. We are proud that the Norwegian maritime industry is proactive and forward-leaning in finding state of the art solutions for solving the challenges facing the world. This despite of the fact that much of the industry have faced extremely demanding markets over the past years. In today's market, the rates for maritime offshore activities are not robust enough to ensure sound profitability. With increased activity we expect higher rate levels.

Despite fluctuating cycles and markets, three themes will continue to guide the efforts of the shipping industry and the Norwegian Shipowners' Association in the years to come: What measures can we take in order to reach IMO's ambitious goals for reducing CO2 emissions from shipping. Shipping must seize the opportunities presented by increased digitalization, a development that will impact every aspect of our members' operations. The industry must contribute to solutions for sustainable development and cultivation of our oceans.



Photo: Rederi.no

The Norwegian Shipowners' Association was an eager advocate for IMO's mandatory emission reduction target which was reached in an agreement this Spring. The target is 50 per cent lower CO2 emissions by 2050, compared with 2008. This is a challenging target, as shipping is expected to grow by 50 per cent in the same period. To reach the target, we need to develop new designs, new engines with alternative fuels, and more efficient methods of operation. All-electric or hydrogen-powered ships provide an inspiring vision for the future, but unfortunately these technologies are not available in the market on a large scale today. No other country has a maritime cluster better equipped to develop future climate-friendly and energy efficient low and zero-emission solutions for ships.

If the Paris Agreement and the EU's goal of a carbon neutral Europe by 2050 are to be realized, huge amounts of renewable power generation will be required. Offshore wind has been singled out as a natural driver in the continuation of European energy conversion. The industry's ambition is to develop offshore wind on market terms.

It is this wealth of challenges and opportunities that makes it so exciting to be a part of the maritime industry. But if we are to contribute to solutions, certain basic prerequisites must be met. The most important of these is value creation. Only companies able to achieve sustainable profitability over time will have the ability to grow their business, retain employees, and invest in future solutions.

# SOLENT TOWAGE 25TH ANNIVERSARY

PHOTOS NICK JEFFERY, AREA MANAGER UK

Østensjø Rederi's subsidiary, Solent Towage became 25 years old on July 1st 2018. To celebrate the event we held a party on board local party boat 'Princess Caroline' for each shift, to which all crew members and their partners were invited. We also invited some past colleagues and people we have worked with over the years – staff from Exxon Fawley, pilots, harbour masters, agents and other ship-owners in Southampton.

Three of our sea staff have sailed with the company since July 1st 1993. CEO Kenneth Walland presented each of them with a gift to mark their 25 years of service.

Former CEO, Johan Rokstad presented Neil Goldie with a gift to mark his service to Solent Towage. Neil had also commenced employment with the company on day one and although he retired a few years ago, he has often returned to the tugs for relief work. Neil's gift was a painting depicting his time with the company, painted by Michael Janes, currently master on 'Apex'. The painting includes 'Silex' 'Tenax' and 'Apex', Neil's 3 main commands.

Johan also teamed up with former Exxon superintendent Tom Docherty to relate the history of Exxon's plans, in the early 1990s, to prevent another disaster such as the Exxon Valdez when she ran aground in Alaska and as a result, how Solent Towage was ultimately born. Exxon had given Tom the task of sourcing a provider who could change the way towage and other waterborne services could be delivered, at the same time introducing escort towage to their refineries. Tom travelled to Norway and witnessed the Ostensjø operations at Mongstad and Sture and the rest, as they say, is history.

A couple of statistics were presented – in 25 years at Fawley the various tugs which have been on the contract have completed 30,000 handlings whilst the launches have racked up 65,000 handlings.

*The photographs show:*

1. Johan Rokstad presenting the painting to Neil
2. Kenneth Walland presenting gifts to Roger Spink, Paul Murton and Chris Poulton
3. Roger Spink, Paul Murton and Chris Poulton



# CADET NATALIE KNUTSEN: - I FEEL LIKE A LUCKY SAILOR

BY LIV ALSAKER SANDE

She calls herself a sailor and enjoy working with the boys onboard. As a cadet Natalie Knutsen (24) is learning most of the operations taking place on Edda Freya, and she likes being in a learning position.

– I was lucky to be offered this job as a cadet at Østensjø Rederi. I guess they preferred me because I was the best qualified applicant and not because I'm a girl, the 24-year old says with a smile.

Natalie originally comes from Heggedal near Oslo. After basic training in the Navy, one working year, and then three years of nautical study at Western Norway University of Applied Sciences (HVL) in Haugesund, she landed a job as a cadet with Østensjø Rederi in the summer of 2018.

- Serving in the naval defence gave me a taste for life at sea, so I decided to study nautical science in Haugesund. It's exciting to work in shipping and it can offer a number of exciting job opportunities to choose from, she says.

Now 360 days as a cadet over a two-year period await her. The first year she will be stationed on Edda Freya while after a year she will be transferred to a different Østensjø Rederi vessel.

– In this way I gain wide experience in the shipping company, which will hopefully earn me a rewarding job afterwards. I also find working as a pilot appealing, so I might eventually explore that opportunity. Luckily, I have plenty time to find out what to choose, she says smiling.

## TRY OUT THE PROFESSION!

As a student at the nautical branch of study at HVL, she and her fellow students were in regular contact with Østensjø Rederi and other local shipping companies. She was very pleased when she in 2017, after completing her second year of school, landed a summer job with Østensjø Rederi – at a time when the oil crisis still had a grip on the industry.

– The summer job gave me a real opportunity to figure out whether being a sailor is something for me. After the summer there was no doubt in my mind that this was what I wanted to do, Natalie recounts, adding that her family and friends were somewhat surprised by her choice.

– There's no tradition for working as a sailor in my family – my parents work in the health sector, and my twin brother has chosen an entirely different vocation. I would recommend other



Photo: Private

girls to choose a maritime profession. Not only is their presence sorely needed in the industry, but it is an exciting industry which may offer great opportunities. Of the 45 students attending the nautical branch of study, only five were girls. It's important for girls to become familiar with the opportunities and interesting tasks that this industry offers. However, it may be smart to experience life at sea by getting a summer job on a vessel to figure out if it's suitable, she says.

## HECTIC WORK DAYS

The days whirl by when she is at sea. Natalie enjoys the beautiful nature that surrounds her. On Sundays, her day off, she hangs out with her colleagues, working out in the gym onboard amongst other things. She finds Edda Freya to be an enjoyable workplace. She gets to take part in most of the activities carried out onboard, from maintenance work, mooring tasks, freight calculation, logistics, and participate in voyage planning.

- They also allow me to operate the large vessel – naturally while being expertly guided by the mate, she smiles, adding that the crew are highly including and concerned that everyone feels well when they are onboard. Apart from a handful of women working in catering she is the only girl onboard.

– I feel I blend well into the environment and I enjoy being onboard. We work together as a team, which is an absolute must in a workplace like this, where we are all important pieces in a busy workday, completely dependent on each other. I feel I'm significant as a cadet. At the same time, it's good to be in a learning position, where you are not expected to know everything and be an expert. I try to pick up all the knowledge and experience I can get, Natalie says. She is beginning to become familiar with the rotation; four weeks at sea, and four weeks onshore. At the time being she lives with her boyfriend in Tysvær, and in her leisure time she enjoys exercising, looking after the animals at the farm where she lives, and spending time outdoors. She also has a part time job as a lifeguard at Tysvær-tunet.

– The four weeks off duty go by very fast. Then it's nice to return to my cabin on Edda Freya and seeing all my workmates again, Natalie says.

## – GIRLS ARE GIVEN PRIORITY IF QUALIFICATIONS ARE EQUAL

Jorunn Henriksen, Competence and Recruitment Manager at Østensjø Rederi, believes it is important for Haugesund as the maritime capital to offer maritime education, both at HVL and Fagskolen Rogaland (technical college).

– This gives us opportunities of getting to know the students and keeping in touch with the academic community. It also simplifies recruitment. Natalie and others like her have been able to join our company through our collaboration with HVL. And it's quite correct what she says, it's thanks to her qualities and skills that she was offered the cadet position, Henriksen says. She reports that Østensjø Rederi, through SURF (Sjøfartens utdannings- og rekrutteringsforum) has entered a collaboration agreement with HVL.

– This entails that we are represented at the annual career day for maritime students, and we conduct interviews with potential candidates both at HVL and Fagskolen Rogaland. Basically, this means that we prioritise students located in Haugesund, she says.

What do you do specifically to recruit girls to cadet positions and as apprentices?

“It's always positive for the environment to have both genders represented. However, we don't do anything special to recruit girls, and I'm more interested in the candidate than their gender. But in cases where two candidates are equally qualified, the girl will probably be prioritised, Henriksen admits.

SAMMENDRAG

## – FØLER MEG SOM EN HELDIG SJØMANN

Hun kaller seg for en sjømann og trives godt sammen med gutta om bord. Som kadett skal Natalie Knutsen (24) lære seg det meste av det som skjer på Edda Freya, og hun nyter å være i en slik læringsposisjon.

Natalie kommer opprinnelig fra Heggedal utenfor Oslo. Etter førstegangstjeneste i marinen, et arbeidsår og deretter tre år på nautikklinjen ved Høgskolen på Vestlandet (HVL) i Haugesund, fikk hun jobb som kadett i Østensjø Rederi sommeren 2018.

– Livet på sjøen ga mersmak etter sjøforsvaret, og jeg bestemte meg derfor for å studere nautikk i Haugesund. Det er spennende å jobbe med sjøfart og en kan velge mange spennende yrkesretninger, sier hun som nå er godt i gang med sine 360 dager over to år som kadett. Det første året blir på Edda Freya, mens hun etter ett år skifter til et annet fartøy i Østensjø Rederi.

Jorunn Henriksen, Competence and Recruitment Manager i Østensjø Rederi, mener det er viktig at det i den maritime hovedstaden Haugesund tilbys maritim utdanning, både via Høgskolen på Vestlandet (HVL) og Fagskolen Rogaland.

– Dette gir oss muligheter til å bli kjent med studentene, holde tett kontakt med fagmiljøet og forenkle rekrutteringen, sier Henriksen.



Photo: Liv Alsaker Sande



# A LETTER FROM EDDA PASSAT

LETTER FROM  
A MASTER  
OCT 2018

Master Rich Eggleton on Edda Passat has sent us following letter:

Edda Passat has been working at Race Bank Offshore Wind-farm for six months now. During this time, we have been supporting the Operations and Maintenance teams from Ørsted and Siemen Gamesa complete the annual service campaign on all 91 turbines. So far, 87 have been completed with only 4 left to complete at time of writing. Edda Passat has proven to be a great asset to the team at Ørsted. The ship and crew have now settled in and are working well with both offshore teams based at Race Bank.

Routinely we carry around 30 wind farm technicians and support staff who work on a 2-weekly rotation. We spend most of our 4-week tour of duty on location at Race Bank with a port

call mid trip to change out the team of technicians.

Edda Passat has been performing well in excess of what we first expected. To date, we have completed; 300 Uptime connections and transferred 1100 personnel via the gangway. Passat Worker (our Maritime Partner Workboat) has launched 150 times and transferred 1080 people. Our SMST 3D motion compensated crane has carried out 110 cargo transfers between the SOV and the Wind Turbines.

The ship is a great sea ship which is treating all the clients and crew well. On Edda Passat, we have a mix of UK and Polish crew. Everyone has integrated well together, and the Polish Catering team are proving themselves to be excellent. We regularly



Photo: Østensjø Rederi

receive feedback from clients impressed with their service and quality of food. Everyone is slightly bigger than when we first joined. Edda Passat is well equipped for life on an offshore wind farm. We have excellent facilities, including a well-equipped gym, tv rooms, library, offices and conference rooms. We have also joined forces with Ørsted to provide everyone onboard with activities during down time. Everyone works well together. We often have quiz nights, table tennis tournaments and FIFA competitions.



Morning guys and girls, she made a late appearance last night. So I would like to introduce you all to edee patterson. Both mother and daughter are well.

Photo: Dale Patterson

## REMARKABLE LIKE “EDDA PASSAT”

Sunday night on the 12<sup>th</sup> of August, we had to urgently repatriate one of the wind farm technicians as his wife had gone into pre-mature labour. The night after their daughter was born. She has been named “Edee Patterson”. It sounds remarkable like “Edda Passat”

Master Rich Eggleton

## – IT HAS BEEN A WONDERFUL YEAR

– Life on board the Edda Passat can sometimes feel a little surreal as you often forget you’re on board a vessel in the North Sea given its stability. The food, cabins and rest areas are of the highest standard and the crew a delight to work around and always willing to go the extra mile to help ourselves whether that be personally or operationally. From an operational point of view, we always feel in safe hands and at ease with all decisions made by the crew regarding safety. It has been a wonderful year so far and long may it continue.

Aaron McNish  
(Wind Farm technician, Ørsted)

# GOING AGAINST THE STREAM: DOUBLE NAMING CEREMONY

BY ØSTENSJØ REDERI - PHOTO HÅVARD MELVÆR

2018 became the year where Østensjø Rederi went against the stream and took delivery of two newbuilds. In February, the two sister vessels, Edda Passat and Edda Mistral, were named in a double ceremony at Gondan Shipyard in Ribadeo, Northern Spain. The Spanish shipyard has delivered 13 vessels to Østensjø Rederi since 2005.

On a late February evening following a long journey the guests finally arrived from Norway having reached their destination of Ribadeo. Those who had never been to Northern Spain, were surprised by the familiar weather conditions. It is very similar to the west coast of Norway, especially during the winter.

On the morning of the following day, the shipyard had arranged activities for guests which were either, a cheese and wine tasting session or a visit to Basilica San Martiño de Mondoñedo, in Foz. Due to strong winds and heavy rain, the group that opted for the indoor activity were particularly happy having made the right choice. Following a heavy, traditional Spanish lunch with an endless number of courses, the guests arrived at the shipyard around mid-day excited for a combined naming and launching ceremony for "Edda Mistral". The Godmother, Trine Borum Bojsen, did an excellent job and wished the vessel and crew good luck. Luckily, the bottle broke at the first attempt! The launching itself was both nerve-wracking and thrilling at the same time but was successful. Trine works as Vice President for QHSE at Ørsted Wind Power. After the ceremony, the guests headed to the Peruyeira farm, which is owned by the Director of the shipyard, Alvaro Platero Diaz and continued with the celebrations.

The following day it was "Edda Passat's" turn. The Godmother, Rebecca Goff successfully broke the bottle at first attempt also.

Rebecca works as Senior Maritime Specialist at Ørsted Wind Power. After the ceremony, it was time for a guided tour and tapas onboard Edda Passat. Thereafter all the guests left for Oviedo by bus to attend the traditional lunch where speeches were held and gifts exchanged. Following the lunch, there was no formal programme and the guests were free to enjoy and explore beautiful Oviedo by themselves.

Edda Passat and Edda Mistral are Service Operation Vessels (SOV) that will be used as mother-ships for the technicians engaged in maintenance of wind turbine generators. Able to cater for up to 40 technicians, in addition to a maritime crew of around 20 persons. The accommodation is of a very high standard and both vessels provide all facilities the charterer requires to perform their operations. The technicians are transferred daily via motion compensated gangway system, with any required cargo being transferred via 3D motion compensated crane. Alternative means of transfer of personnel and cargo is also provided by the large autonomous workboat carried onboard. Unlike her sister-vessel, Edda Mistral has a helideck that will enhance the service and provide the charterer with even more flexibility in their operations.





Successful sea launch of Edda Mistral



The bottle broke perfectly



From left: Álvaro Platero (Gondan), Lars Høy Jørgensen (Ørsted), Kenneth Walland (Østensjø Rederi), Rebecca Goff (Ørsted), Jens Jakobsen (Ørsted), Trine Borum Bojsen (Ørsted) og Johannes Østensjø (Østensjø Rederi)



The delegation leaving the yard after the naming ceremony of Edda Mistral



# JARL IDAR HARALDSEID IS ENJOYING HIS TIME AS A PENSIONER READY TO CLIMB THE PEAKS

BY LIV ALSAKER SANDE

Shutting the door to his office for the last time a spring day in 2018, Jarl Idar Haraldseid (61) did not exactly shout with joy. On the other hand, he realised that the new situation came with some benefits. To himself, to his family, and to the dog. Not to forget the biggest benefit of retiring; now he has more time to roam the beautiful countryside that surrounds his home in Tysvær and elsewhere in the district. Trips that most definitely will provide numerous fine contributions to his Instagram account.



*Jarl Idar Haraldseid has retired after working with finance at Østensjø Rederi for 30 years. He is now looking forward to spending more time with his family and making trips around the countryside.*

Jarl Idar had just been around the office saying hello to his former colleagues. A few hours earlier the young pensioner had gone for a walk with Bob, his dog, at his home in Hervik. He had made sure that his youngest daughter at 17 had set off for school in time. He also had found time for a cup of coffee while listening to the radio. Do you miss going to work?

– Well, until now it feels like an extended summer holiday, so it's a bit early to answer your question. It's very nice stopping by to say hello to all the great people who work here, but at the same time it's an ok feeling knowing that I have logged off. It feels good being able to slacken pace a bit after a hectic 30-year working life. I'm immensely grateful for everything I've learnt and experienced over the years. Now the time has come to pass the baton to someone else, Jarl Idar says.

Following economics studies and a short period working in Stavanger, Jarl Idar returned to his native Haugalandet. He was employed as a controller at Østensjø Rederi and gradually transferred to Finance Manager.

– Thinking back, it's amazing that we went from six persons in the administration in the early 90s, into becoming the staff of 50 today. The company has experienced a tremendous development, he says.

## QUIZZES AND HOLIDAY TRIPS

Anyone who has competed against Jarl Idar in a quiz, knows he has a wide knowledge in many subjects. His favourite field is music from the 70s and 80s, but he has also picked up extensive knowledge about winter sports and English football throughout the years. His favourite team in England is Derby County, an passion that arose at a premier league match he attended in the early 70s. He has made quite a few trips to London together with his mates, but he has still not seen his favourite team playing a home match. His wife comes from a

town outside Amsterdam, so summer holidays are mostly spent in the Netherlands. A few years ago they bought a campervan which they now travel around with. On long trips they always bring their bikes.

– I enjoy walking and bicycling and try to make at least a couple of jogs a week. In the Netherlands, in particular, the countryside is ideal for long bicycle rides, but we have also spent some sports holidays in Sweden, he tells us.

– When it comes to my career, I've always found it stimulating to work with finance and the delivery of new vessels. Accounting was also an interesting field.

On the list of the shipowner's highlights, he places all the awards of long-term tug contracts in a prominent position.

#### PHOTOGRAPHER

He is now looking forward to spending time with his family and friends. Jarl Idar has four children and he is a granddad. He also looks forward to nurturing his prime hobby, photography, and his ambitions to go boating more often. Recently he became the owner of his first mirror reflex camera – until now he has used his cell phone to share his nature photos. Already he has almost 900 followers on Instagram, who never cease to get impressed by his inspiring photos.

– I'm particularly fond of hiking in our district, and I enjoy sharing my experiences on social media. It'll be exciting to see if I manage to get the hang of my new camera. You can follow me on Instagram, he says with a grin.

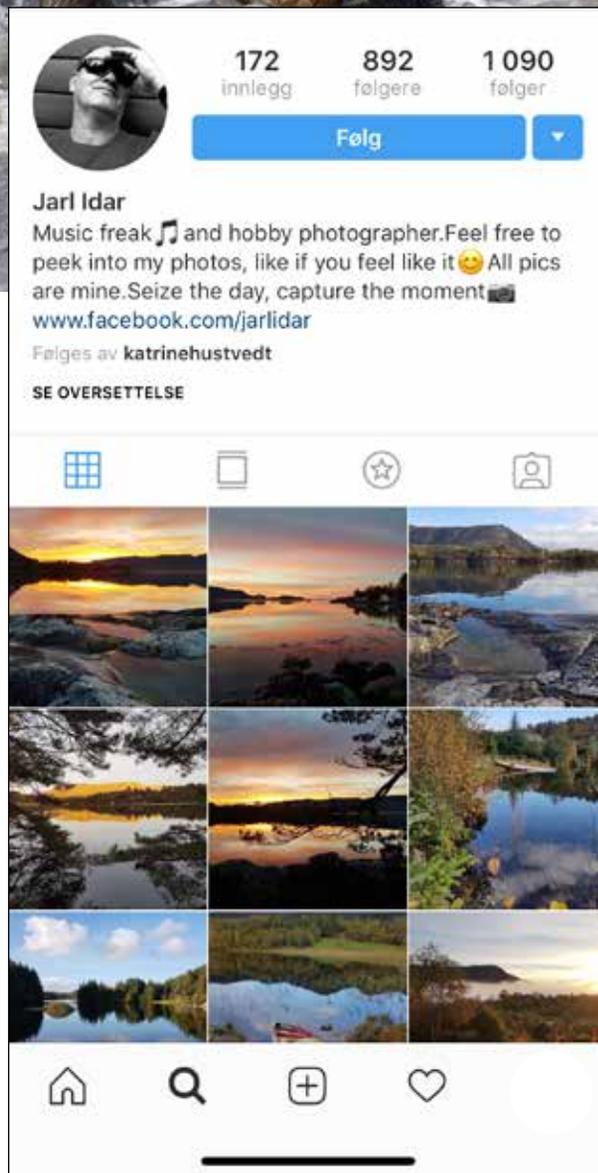
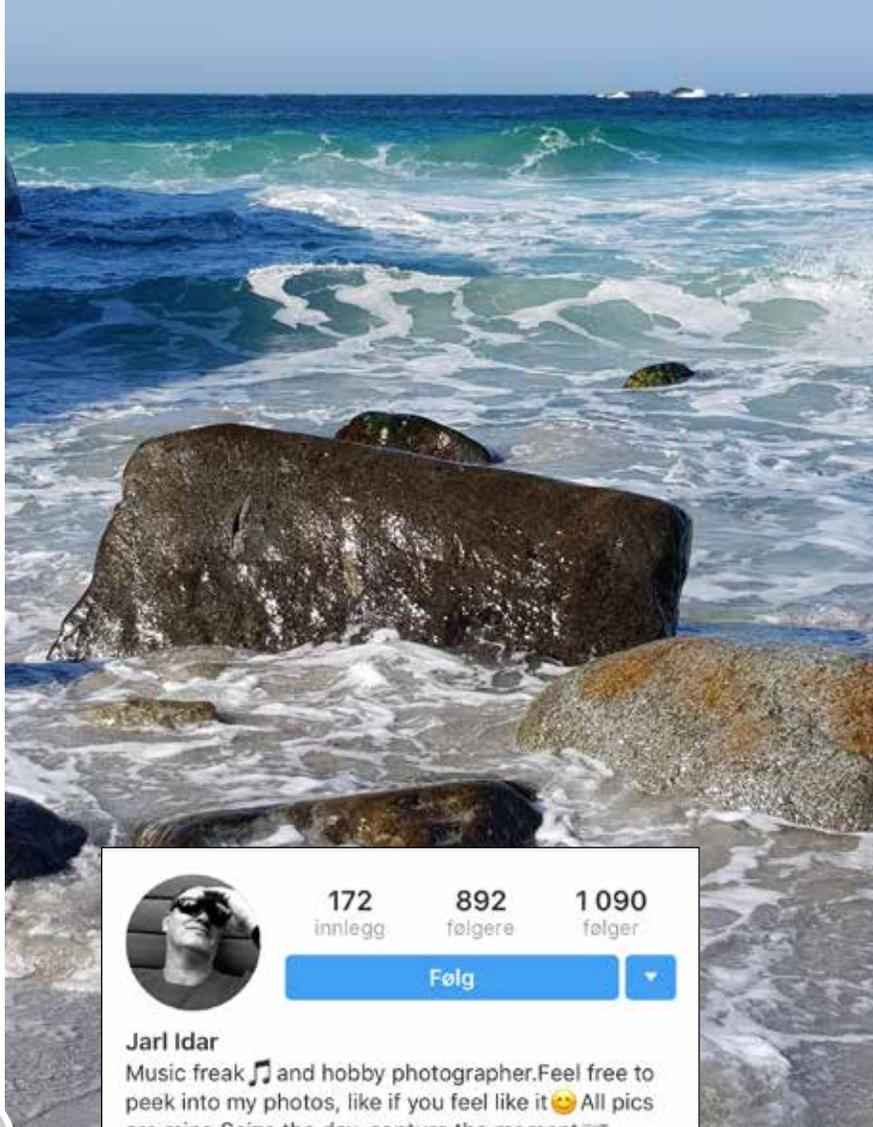


Photo: Private

SAMMENDRAG

## JARL IDAR ER KLAR FOR TOPPTURER

Det var ikke slik at han jublet, da han lukket kontordøren på sin aller siste arbeidsdag denne vårdagen i 2018.

Men Jarl Idar Haraldseid (61) så at dette kunne komme godt med. For ham selv, for familien og for hunden.

Lengter du tilbake til arbeidslivet?

– Vel ennå føles det bare som jeg har hatt en lang sommerferie, så muligens litt tidlig å svare på det spørsmålet. Det er utrolig kjekt å komme innom og hilse på de kjekke folkene her, men samtidig er det godt å kjenne på at jeg har logget av. Det føles godt med lavere tempo etter mange travle dager i løpet av disse 30 årene. Jeg sitter med en stor taknemlighet over alt jeg har lært og opplevd i rederiet og nå var det på tide å gi stafettspinnen til andre, sier Jarl Idar, som spesielt gleder seg til å utvikle fotohobbyen og også har ambisjon om å komme seg mer ut på sjøen.

# COMPLEX OPERATIONS FOR EDDA FJORD



*COMPLICATED: To maneuver a vessel between the unmanned platforms seeking access points. Photo: Håvard Melvær.*

**BY TERJE EMIL JOHANNESSEN - PHOTOS HÅKON MELVÆR**

– 2018 has been a busy year involving a number of exciting operations, says Master Håvard Melvær on the multipurpose vessel Edda Fjord. Sometimes, detailed planning of operations in advance is simply not possible, so solutions must be found on site.

He specifically mentions the operations that Edda Fjord conducted this summer together with the Swedish operator NDE on fields GT1 and Bard in the German sector. The work involved diving, ROV operations, walk-to-work operations and accommodation.

We're talking about two new fields; however, they're old in a wind farm context. The installations were five years old and maintenance was required. Amongst others, there was no corrosion protection with anodes below the sea surface. The old ones had oxidised. New equipment had to be placed on the seabed next to each platform. A large power supply cable was installed underneath the tower,

which rests on three legs below water. The anodes polarising the base had to be positioned perfectly in relation to each other to achieve the desired effect. – We worked at 45m water depth, Melvær says. The dimensions of the new equipment were much larger and more powerful than the previous solutions. Edda Fjord had carried out an identical operation previously on a platform at the centre of the field.

– We mounted six anodes around the installation, digging in beneath the legs to connect them, he explains. It was a normal ROV operation, carried out by means of a work ROV and a slightly smaller ROV,

and using divers who worked from baskets placed along the platform legs and on the seabed.

– The operation went perfectly. We did our work onboard and the ROV operators and professional divers knew precisely what to do subsea.

## **UNUSUAL OPERATION**

Håvard Melvær also emphasises an operation the vessel carried out on a Danish wind farm:

– Earlier this year we followed up a request from Maersk Oil (now Total), which involved moving people from different wind power installations off the Danish coast. Impressed when seeing the vessel



SAMMENDRAG

## KOMPLEKSE OPPDRAG FOR EDDA FJORD

*Master Håvard Melvær.*

lying in dock in Esbjerg, they wondered if by using us they could simplify the maintenance work needed on the ocean floor mounted wind turbines. We gave them a positive answer, knowing perfectly well it meant having to find solutions when we arrived at the field. We could not pre-empt any guarantee ruling out damage to the platform legs, but they trusted us fully, he says, and continues:

– We had to manoeuvre between the unmanned platforms searching for access points for our walkway, looking for an adequately sized H-beam to secure the tip of the walkway. We managed to find a useful connection point for each installation. Then the operators climbed over the fence to enter the ladders to the wind turbines. An unusual operation, but a fairly normal walk-to-work operation, even though we had to connect to the platforms in places that had no fixed mounting points for the walkway. Thanks to favourable weather conditions and a manoeuvrable vessel, the operations went very well. There's no doubt the operator saved a lot of time on the job we did for them, Melvær concludes.

– 2018 har vært et travelt år med mange spennende operasjoner, sier kaptein Håvard Melvær på Edda Fjord. Han forteller at det noen ganger ikke går an å planlegge operasjoner i detalj på forhånd. Løsninger må finnes på stedet.

Han trekker fram oppdraget som Edda Fjord i sommer hadde sammen med den svenske operatøren NDE på GT1 og Bard på tysk sektor. Jobben innebar dykking, ROV-operasjoner, gangvegsoperasjoner og accomodation. Installasjonene manglet korrosjonsbeskyttelse under overflaten. De var oksidert bort. Anodene som skal polarisere understellet på hver enkelt plattform, måtte plasseres nøyaktig i forhold til hverandre for å oppnå ønsket effekt.

– Vi jobbet på 45 meters dyp, forteller Melvær. Vi gjorde jobben vår ombord og ROV-operatørene og profesjonelle dykkere visste nøyaktig hva de skulle gjøre, forteller han og framhever samtidig en operasjon skipet gjennomførte i en dansk vindkraftpark:

–Tidligere i år fulgte vi opp en forespørsel fra oljeselskapet Maersk (nå Total), om å flytte folk fra forskjellige vindkraftinstallasjoner. Vi hadde frie tøyler og måtte finne løsninger da vi kom ut til feltet.

–Et uvanlig oppdrag, men like fullt en normal gangveisoperasjon, selv om vi måtte koble oss på plattformene på steder som ikke hadde festepunkter for gangveien og operatørene måtte klyve over gjerdet og entre opp lederne til vindturbinene. Takket være godt vær og et manøvreringsdyktig skip, gikk operasjonene meget bra, sier Melvær.



*From left: To Sveinung Zahl, Carl Inge Snyen and Knut Fredrik Slåke it seems that life onboard these days is less marked by superstition than in the old days. –But even to this day there are some unwritten rules that sailors need to obey, they say.*

# LEAVE YOUR H\*RSE, RUCKSACK AND UMBRELLA AT HOME!

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BY LIV ALSAKER SANDE



You should think twice before bringing an umbrella onboard, or boarding the vessel wearing a rucksack with frame. You should be especially careful if you get an urge to whistle!

In all times, working at sea has been surrounded by many myths and superstitions. We had a chat with Sveinung Zahl, Knut Fredrik Slåke and Carl Inge Snyen, all three of them experienced sailors in Østensjø Rederi, to learn about the rituals, traditions and superstitions that are still alive on vessels today.

A present-day story illustrates that superstition still remains: A new Østensjø Rederi vessel is being named. The rain is pouring down and the guests are watching from under their umbrellas. After the naming ceremony the guests are invited to come onboard, and everyone leaves their umbrella on the quay before entering the new vessel.

– For a sailor this is a matter of course. Don't bring your umbrella onboard! Bringing an umbrella onboard is equal to asking for rough weather. I've also heard that sea boots may have the same effect, which is why they're not popular onboard, reports Carl Inge Snyen, Master on Edda Flora.

#### H\*RSE

If the guests had come riding on a h\*rse to the naming ceremony – they would probably not have been admitted onboard. The reason reportedly being that h\*rses traditionally were associated with hearses. In general, most things associated with death are banned onboard, which is why wearing a rucksack frame is banned as well. After all, rucksacks are something one wears when hiking in the mountains, and if there's anything one does not want to encounter when on a vessel, it's underwater mountains!

Many sailors are fond of traditions, and have encountered or exercise rituals that may be described as superstition. Such rituals are often connected with the great danger that life at sea has been and still is associated with. It seems that the degree of superstition varies depending on whether you work in the merchant fleet, the navy, or the fishing industry.

For example, many things that have disappeared from commercial shipping have survived in the navy. Superstition relating to h\*rses still exerts a spell, and on submarines using the very word is banned, Zahl says.

– Thinking back, we actually carried a h\*rse once. Luckily, the passage went well, even though some of the crew asked if it was a smart thing to do. However, it's part of the story that the same vessel and crew went aground half a year later, resulting in a long stay at the yard.

#### WHISTLING BAN

Knut Fredrik Slåke and Sveinung Zahl reminisce of their time as apprentices when they as rookie sailors had to go through the ordeal of "baptisms of fire", being told to go get a bucket of steam or carrying out other meaningless tasks to the delight of the rest of the crew.

– As most apprentices we were conscientious and did as we were told. We're probably not the only ones who have been introduced to this "keel monster", they say, grinning.

Like everything else, the whistling ban is a remnant from ancient times. When sailing-boats were out in bad weather, the masts emitted a whistling sound. Therefore it is common knowledge

that whistling leads to rough weather. On a submarine whistling is forbidden, as it may sound like a leakage.

– Ancient superstition is hard to get rid of, and there are still some unwritten rules being taught to all sailors. However, in general it's our impression that life onboard today is much less under the spell of superstition than in the old days. However, with the different nationalities gathered onboard one may meet cultural differences and superstition that stand apart from the ones we're used to. It then becomes important to learn what the superstition is about, and to increase our understanding as to why some sailors deny carrying out specific tasks. To some, superstition may be a positive thing. We have heard that for Filipinos it brings luck working on a vessel with Ø in the ship-owner's name, which of course is only an advantage to Østensjø Rederi, they smile.

SAMMENDRAG

## LA H\*STEN OG PARAPLYEN BLI IGJEN HJEMME!

I alle tider har det vært mange myter og overtro knyttet til det å jobbe på båt.

Vi tok en prat med Sveinung Zahl, Knut Fredrik Slåke og Carl Inge Snyen som alle er erfarne sjøfolk i Østensjø Rederi for å høre om hvilke ritualer, tradisjoner og overtro som preger livet om bord i dag.

En historie hentet fra nåtiden illustrerer at overtroen fremdeles spiller inn: Det er skipsdåp på en ny båt i Østensjø Rederi. Regnet høljer ned og folk står under paraplyer. Etter selve dåpsseremonien inviteres folk til å ta seg en tur inn og alle passer på å legge paraplyene fra seg utenfor på kaien før de går om bord i den nye båten.

– For en sjømann er dette en selvfølge. Klart en ikke tar med seg paraplyen inn i båten! Å ta med seg paraply om bord, er nemlig det samme som å be om dårlig vær. Jeg har også hørt at sjøstøvler kan ha samme effekt, så det er heller ikke populært om bord, forteller Carl Inge Snyen, kaptein på Edda Flora.

Knut Fredrik Slåke og Sveinung Zahl minnes tiden som lærlinger i rederiet der de som førstereisgutter måtte gjennom obligatoriske "ilddåper" med beskjed om å mate "kjølsvinet" eller gjøre andre meningsløse oppgaver til stor begeistring for resten av mannskapet.

– Som de fleste lærlinger var vi pliktoppfyllende og gjorde som vi ble bedt om. Dette "kjølsvinet" er det nok flere enn oss som er blitt introdusert for, smiler de.

# ALWAYS "HANDS ON" FOR ØSTENSJØ REDERI

BY LIV ALSAKER SANDE

In an industry where time is money, actions need to happen fast. Should one of Østensjø Rederi's vessels be delayed in dock due to a missing spare part, one might well see Johs. Lothe chartering a helicopter to speed things up. – Fortunately, these situations do not occur very often. But there's no doubt that we're in a business where action needs to be taken quickly, says shipbroker Jan Lothe, General Manager of Johs. Lothe AS since 1990.



Steinar Hindal

Since the early 2000s, Johs. Lothe AS has been one of Østensjø Rederi's preferred partners. The company handles customs clearance, forwarding and storage of commodities and equipment for all Østensjø Rederi's vessels. Everything is stored and transported from Lothe's terminal in Haugesund, or from the warehouse at Husøy in the region's new cargo port.

– Østensjø Rederi is one of our key customers, and we're very grateful for the excellent working relations with the company. As shipbroker Johs. Lothe is also a customer of Østensjø Rederi. When tugs or supply vessels are required, Østensjø Rederi is a natural choice for us as long as they're competitive. And most of the time they are, in terms of both price and quality, Jan Lothe says.

## INITIATIVE AND ADAPTABILITY

The company was founded by brothers Sjur and Johannes Lothe back in 1923. The twosome had been engaged in herring exports and shipping since 1915, and now turned the operations to shipbroking, shipping agents and shipping business. In 1935 the company changed its name to Johs Lothe AS, which remains the company name today. Since then many chapters have been written, and the development of the company is reflecting the town's history. It's a story about initiative, optimism and adaptability. Today the transport, forwarding and shipping company has an experienced staff, an up-to-date equipment park and solid business partners at home and abroad.

– It's sometimes claimed that the third generation tends to mess things up, but so far things have gone well, Jan Lothe smiles, adding that they have been through both good and hard times.

Until the fall of 2008, Johs. Lothe AS was the local agent for Fjord Line and DFDS. Unfortunately Fjord Line chose to discontinue calls at Haugesund on the sea route to Denmark in favor of Tananger. DFDS also dropped the service to Newcastle.

– It was tough to lose this business. 500 calls annually disap-

peared over night, and sadly a number of our employees had to find something else to do. The downturn in the oil industry in 2014 also hit us hard, and we were forced to downsize and lay off staff. We have now reached a safe haven again, and the future looks bright, Jan Lothe says, who in 1996 was appointed honorary Danish consul in Haugesund.

– My duties are primarily to assist Danish citizens in our area, amongst other through issuing passports, emergency passports and so on, Lothe tells us.

## PERSONAL CONTACT IS IMPORTANT

The staff currently counts 12 co-workers, many of them with a long time of service in the company. They all have good knowledge of the digital world, upon which the company, like so many others, is entirely dependent. However, useful as they may be, apps, customised computer programs and fully digitalised services cannot entirely replace personal contact.

– Having good relations with customers and partners is incredibly important; talking on the phone or meeting face to face is worth its weight in gold. Such communication helps to clarify matters which are not always digitally captured – as a matter of fact, personal relations may be seen as part of our quality assurance, Jan Lothe says.

The person in Østensjø Rederi who Johs Lothe AS communicate with on a daily basis, is IT & Logistics Manager Steinar Hindal.

– Lothe has for a number of years handled Østensjø Rederi's requirement for storage and transport and has provided us with sound advice and solutions. One of the advantages of Johs. Lothe is that the lines of communication are short, and they have the ability to turn around fast. The fact that they are located in Haugesund is a great advantage for us. I doubt we would have had such close and good cooperation if they were located



” – Having good relations with customers and partners is incredibly important; talking on the phone or meeting face to face is worth its weight in gold. Such communication helps to clarify matters which are not always digitally captured – as a matter of fact, personal relations may be seen as part of our quality assurance, Jan Lothe says. ”

Jan Lothe, General Manager of Johs. Lothe, Haugesund, and his staff, carry out customs clearance, forwarding and storage of commodities and equipment for Østensjø Rederi's vessels. Photo: Liv Alsaker Sande

## ALLTID "HANDS ON" FOR ØSTENSJØ REDERI

Siden begynnelsen av 2000 tallet har Johs. Lothe AS vært en av Østensjø Rederi sine foretrukne samarbeidspartnere.

Firmaet tar seg av fortolling, spedisjon og lagring av varer og utstyr til alle fartøyene i Østensjø Rederi. Alt blir lagret og transportert ut fra Lothe-Terminalen i Haugesund eller fra deres lager på Husøy.

– Østensjø Rederi er en av våre viktigste kunder, og vi er veldig takknemlig for det flotte samarbeidet vi har

med rederiet. Som skipsmeglere er Johs. Lothe selv kunde av Østensjø Rederi. Ved behov for taubåter eller forsyningsfartøy er Østensjø Rederi et naturlig valg for oss så lenge de er konkurransedyktige. Og det er de som oftest både på pris og kvalitet, sier Jan Lothe.

IT & Logistics Manager Steinar Hindal er den personen i Østensjø Rederi som Johs. Lothe AS har mest kontakt med i det daglige.

– Lothe har i en årrekke ivaretatt Østensjø Rederi's behov for lager og frakt og kommer med gode råd og løsninger. En av fordelene til Johs. Lothe AS er at kommunikasjonslinjene er korte, og de kan snu seg fort rundt. At de ligger i Haugesund er en stor fordel for oss. Vi hadde nok ikke hatt et så tett og godt samarbeid hvis de var stasjonert utenfor Haugalandet, opplyser Steinar Hindal.

SAMMENDRAG

- With the accident a fact, the crews were evacuated in an exemplary manner. It was all calm, disciplined, and efficient, says Fleet Manager Towage, Sveinung Zahl, in a comment to the company's involvement in the rescue operation following the shipwreck of frigate KNM Helge Ingstad close to the Sture terminal north of Bergen the night of November 8<sup>th</sup>.

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BY TERJE EMIL JOHANNESSEN  
PHOTO MARIT HOMMEDAL/NTB SKANPIX

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It was dramatic when the frigate collided with fully loaded tanker Sola TS. The frigate sprang leak and started sinking. The alarm went off. Everybody knew what they had to do, and all crews were rescued, not least thanks to the effort of our tugs Ajax and Velox.

Onboard the frigate there was a crew of 137 persons. 121 of the crew quickly made it over to Ajax and Velox, which had arrived on scene. Many of them were in shock, others were injured.

- The vessels were at the same level in the sea, so it was

easiest to enter our vessels across the railing, Zahl tells us. The master of Ajax, Hallgeir Sjøen, coincidentally had his wife, Tove Kristine, visiting. She is an educated nurse and immediately went into action as the shipwrecked arrived onboard. Chief Engineer, Torbjørn Holgersen, with a solid background from Red Cross, was a part of the crew onboard. Together with the rest of the crew and navy personnel they succeeded in handling the situation, while the shipwrecked were transported to the Sture terminal where a rescue center had been set up.



*Dramatic minutes outside the Sture terminal (behind the stranded frigate).*

It was essential that the frigate did not sink in the middle of the shipping lane. The tugs managed to push the ship onto the beach. In spite of the Navy's extensive efforts to secure the ship, the wires and fastenings. The frigate dislocated and sank into the water.

Zahl in company with CEO Kenneth Walland travelled to the Sture terminal to provide support to our crew in a challenging situation. At this point the frigate had already collapsed in the shallow water and there was nothing more we could do. Walland and Zahl are both proud of the performance of the crew in the rescue operation and in their efforts to avert an excessive oil spill.



*THE DRAMATIC NIGHT: The sailors entered our vessels across the railing. Photo: The Company*



# 121 WERE RESCUED WHEN FRIGATE SANK

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# PERSONNEL QUESTIONS



**Vidar Skjølingstad**

**IT Coordinator – Office**

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

When I feel that I get things done, supporting the vessels and office. A real challenge is fun, and a visit on board is always nice.

## **Why the maritime industry?**

I grew up with a view to the shipyard in Haugesund and all the vessels passing by, I was very fascinated. During my “worst” period my parents’ bedroom walls were totally covered by drawings of tankers, platforms, tugs and supply vessels. The floor in the living room was quite often covered by Lego tugs towing a platform or a tanker. In my previous job, Østensjø Rederi was one of my favourite customers. I really enjoyed the challenges I got and when I got the chance to join Østensjø Rederi, it was an easy decision – I already knew that it was a great team to work with both at the office and on board.

## **What makes a good work environment?**

Colleagues that share their knowledge and are interested in finding the best solutions.  
Happy faces, meaningful work and a social event every now and then.



**Silje Guldhav**

**2nd Officer – Edda Freya**

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

The biggest challenge in my job is to keep up with changing requirements as we change projects and staying updated with new technology and equipment in the industry.

## **What is your perfect day?**

On board: Sailing to a new location and preparing for a new project.

Home: A day on a secluded beach with a refreshing drink in one hand and a book in the other.

## **What is your favorite vessel and why?**

Edda Freya and Edda Fides because of the crew ;)



**Vidar Sørensen**  
**Master - Pax**

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

The biggest challenge in my job today, must be the number of crew, compared to the amount of work.

**What would a perfect day for you include? (off work)**

A perfect day would have to include: Nice weather, golf, good food, family and friends.

**Favourite vessel in the Østensjø Rederi fleet and why?**

Favorite vessel in Østensjø is my current ship Pax. Why? First of all, the crew, but also the type of work we do, and the quality of the ship.



**Liv Johanne Snare**  
**QA Engineer - Office**

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

A day where I get to feel productive and complete the tasks I've planned. There is only a few of them during a year.

**Why the maritime industry?**

It happened by a coincidence. My husband asked me if I'd seen the ad for a position in Østensjø Rederi, it looked interesting, so I decided to apply for the position.

**What makes a good work environment?**

When everyone is included and respected, and we have the opportunity to express our own opinions



**Kristoffer Bø**  
**2nd Engineer – Edda Fonn**

**What is your perfect day?**

Waking up to a good cup of coffee and spend the rest of the day with good friends and family before having a nice dinner.

**Why the maritime industry?**

Many of my family members have been working in the maritime industry and inspired me to do so as well.

**What makes a good work environment?**

To be positive, kind and committed to your work will make a good atmosphere among all colleagues.



# EFFICIENCY AT SEA

BY TERJE EMIL JOHANNESSEN - PHOTO HAAKON NORDVIK

- We aim to adhere to the “Efficiency at Sea” slogan as far as possible, says CEO Kenneth Walland when we ask him how this motto is followed up in everyday life onboard vessels and in the company offices.

He confirms that this is more than just a slogan or an empty catch phrase. There are real actions behind the motto so that partners and end customers, as well as the company and our employees, benefit from new and better solutions.

- All our customers are looking for the best service and the best efficiency. At the same time, we always depend on staying competitive in our deliveries. If all our employees are to be able to work efficiently and smart, we as a company need to do our homework, as well as having a good dialogue with our charterers about what we are going to deliver, he says, and elaborates: Custom-made.

- Before we carry out projects, we work closely with our charterers. We have good examples showing that this works excellently. In particular we can mention DeepOcean locally. We sit down with them and take the time needed to develop ideas and designs to optimise vessels for the best possible product for both parties - and of course, the end users, such as oil companies or wind operators.

Kenneth Walland talks about tailoring of projects, again mentioning DeepOcean and the last vessel that was built with them, Edda Freya in 2016.

- This represented a new type of vessel both for DeepOcean and Østensjø Rederi. The vessel has more of everything and is

equipped for larger and more advanced operations, the result of a thorough process drawing on both their and our expertise. What we achieved together has in retrospect proven to be very good. Similar experiences were used for the two specially designed SOVs we built for Ørsted. Another tailor made design.

## WORK SMART, NOT HARDER – ENERGY EFFICIENCY

Walland states that the company over a long time has made extensive work within energy efficiency, and propulsion systems such as Voith Schneider.

- Voith provides unique manoeuvring, thus enabling us to work longer than others, moving closer to rigs or faster on subsea modules or offshore wind turbines. This saves a lot of time for charterers and end users, he explains. Another unique design is Edda Fauna, with herin-built module handling system which makes handling of subsea modules easier and safer. The advanced Scale Squeeze pump system is also integrated on the vessel. This is used for high pressure injection of chemicals into oil wells and helps to stabilise and enhance production. Operators can save a lot of time with mobilisation, operation and demobilisation, as opposed to a deck-based system. All this makes our vessels unique, purpose-built and efficient. Innovative and effective solutions are also used on Edda Passat



Photo Øyvind Sætre

and Edda Mistral. «Walk-to-Work» is an effective technical solution for access to offshore wind turbines at sea.

We have also taken a number of new steps in the tugboat fleet. The fact that the tugboats have oil spill equipment onboard provides for quick mobilisation and big time savings if such accidents should occur. Normally this equipment is stored ashore and must be mobilised if something happens, which often is a challenge when the oil spill has occurred.

– With the equipment onboard, the response time is minutes instead of hours. In addition, it is the crew onboard who are in charge of maintenance and they can at any time test how it works in practice. In other words, they have a completely different ownership of the systems and a direct responsibility for it being operational and in working condition when needed, he explains, adding that the latest tugboats also feature integrated tank systems, making it possible to start oil recovery very quickly.

Moreover, Walland emphasises the strengthened power on the tugs used for escort, which are thoroughbred harbour tugs and emergency tugs at the same time.

– The Melkøya tugs are probably the first ones with Dual Fuel LNG systems, as a further illustration of how the shipowner works on improving own efficiency and innovation, Kenneth Walland says, thanking employees at all levels of the company for their contribution to more efficient and smarter operations.

– We are all put together in a way that makes us enjoy challenging today's technology; we are solution-oriented and we have an owner who gives us the opportunity to try out new innovations and put them into life. That means a lot. Moreover, we have found charterers that have enabled us to build these vessels.

SAMMENDRAG

## EFFICIENCY AT SEA

– Vi etterlever rederimottoet «Efficiency at Sea» etter beste evne, sier CEO Kenneth Walland når vi spør ham om hvordan dette mottoet følges opp både i hverdagen om bord på fartøyene og i selskapets kontorer.

Han slår definitivt fast at dette er mye mer enn et munnhell, en tom snakkeboble. Det er realiteter bak mottoet. Det fungerer som en alltid tilstedeværende fyrlykt som virksomheten styres mot og som også samarbeidspartnere og sluttkundene nyter godt av i form av nye og bedre løsninger.

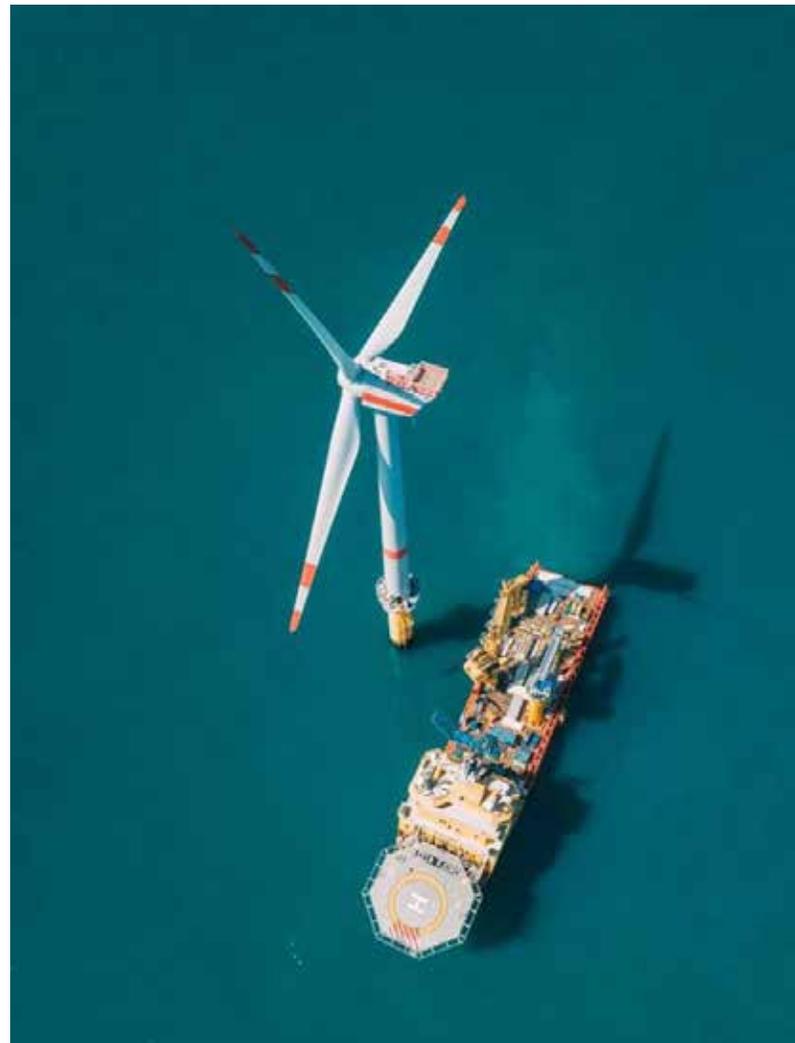
– Alle våre kunder er ute etter en best mulig tjeneste og den beste service for de pengene de betaler. Samtidig er vi til enhver tid avhengig av å være konkurransedyktig på våre leveranser til kundene. Skal alle våre ansatte jobbe mest mulig effektivt og smart, må både vi som jobber innomhus gjøre lekser vår og at vi har en god dialog med befrakterne våre om det vi skal levere, sier han og utdyper:

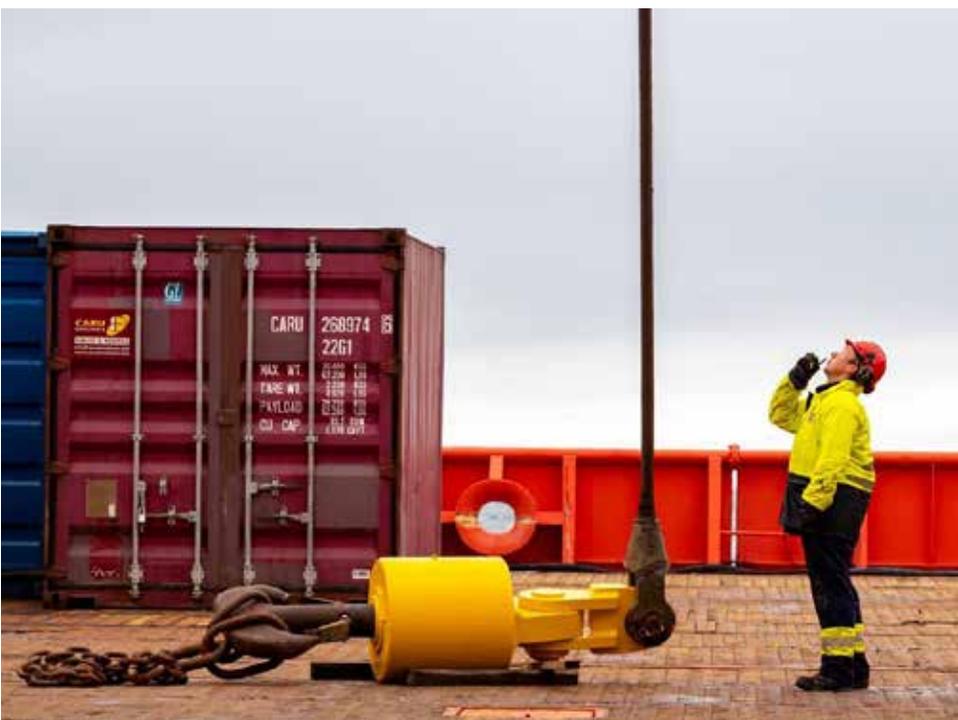
Kenneth Walland takker de ansatte på alle nivå for deres bidrag til en mer effektiv og smartere drift.

– Vi er nok skrudd sammen slik at vi liker å utfordre dagens teknologi; vi er løsningsorienterte og dessuten har vi en eier som har gitt oss anledning til å sette nyskapninger ut i livet. Det er alfa og omega.

# VESSELS IN OPERATIONS

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# NEW TASKS AWAIT EDDA FONN IN NEW ZEALAND

BY TERJE EMIL JOHANNESSEN - PHOTO ROYAL NEW ZEALAND NAVY

- Edda Fonn has served our company to great satisfaction. However, we are very pleased with the sale and it will give our company the opportunity to invest in new tonnage, says CEO Kenneth Walland. We asked him how the company accomplished the successful sale in a tough market.

- The explanation is that the excellent operations and high technical standard of the vessel have given her a very good reputation, he answers, stating that Edda Fonn is an attractive vessel. He continues: Moreover, we had some ideas as to what kind of vessel the buyer wanted, referring to the precludes of the negotiations. New Zealand authorities assessed different vessels in Norway, ultimately deciding on us and Edda Fonn as the most viable option.

- They were pleased with the way we welcomed them, and not least with the standard of the 15-year old vessel. As a result, the delegation returned to New Zealand and the Defence Department recommending Edda Fonn as its first candidate.

- To meet their needs for rebuilding and adaptations, we have offered them a "turnkey" solution with a rebuilt vessel, delivered in Auckland. As a part of the delivery they have requested us to assist them in training their crew. We will offer them a package solution and aim at conducting this training through the yard

stay and on the voyage to New Zealand in the spring of 2019. Additionally, we will have 2-3 crewmembers onboard after the vessel has been taken over, in order to get off to a good start, Walland says.

The buyer of Edda Fonn is the New Zealand Ministry of Defence. The vessel will be utilised for military and Coast Guard functions. She may also be used to carry out crane, diving and ROV operations, assisting Pacific nations with rescue operations or handling natural disasters.

Walland points out that next to the sale being a profitable deal; it will release funds, allowing our company to repay debt. It will also give us the opportunity to make investments – without there being any concrete plans, Walland says, adding:

- Edda Fonn was our first purpose-built vessel for the offshore market. She has performed eminently for fifteen years. After the rebuilding, she will continue to serve the New Zealand Ministry of Defence for at least another fifteen years, perhaps even longer.

# THE COMPANY'S MARKET CHALLENGES

BY KENNETH WALLAND



## TOWAGE

– "In the towage segment, our niche is mainly operations on oil- and gas terminals, escorting and towage, as well as the emergency response function in case of oil spills. This is a specialised market and the growth potential is limited. The fleet we have is on long-term contracts. And the company has recently been awarded another 5-year firm + 2x2 years options to deliver towage- and terminal services at the Shell Nyhamna terminal. Given the fleet we have, the market looks ok, but we do not hide the

fact that we would like to see further growth in the years to come. We continuously monitor the opportunities that open up in this market. This part of the fleet made decent profits last year and it looks good going forward.



## OFFSHORE

– The offshore segment is our biggest challenge. The market has been down for a few years, and although Østensjø Rederi has recovered from the downturn and is in far better shape than other shipping companies, there is no doubt that we have been through a demanding period. As for the future market, we assume it will be equally

demanding in 2019. However, we have taken steps that have resulted in us doing well. There are signs of more activity, but for our part we will not notice much improvement yet. From 2020 onwards there are several signs that rates and activities may pick up. As oil prices are stabilising on a higher level, oil companies are taking their previous development plans out of their drawers and launching projects.

– There is a certain delay before these projects will result in more work for us, but from 2020 we have reason to be more optimistic. We know that the demand for oil will increase and there may be a gap between demand and the overall production. Oil companies have to spend more money and find more oil. What we have done is to take the right measures to ensure we are ready when it happens.



## RENEWABLE

– In the case of offshore wind, this market is divided in two. Our two new buildings are on long term contracts for Ørsted. We know that the need for such vessels will increase in the coming years. Some analysts have indicated there is a need for up to fifty specialised vessels worldwide over the next decade. These are contracts in a market with much competition and hence tough pricing, but nevertheless, this is a very exciting market for Østensjø Rederi. Within the segment there are also other

needs that must be met when new fields are to be expanded. In those cases we can also utilise existing newbuilds. These are shorter contracts, but an exciting market for us in the years to come, and not only in the North Sea or Europe. However, Europe will be our main market. It will also be very interesting to monitor this market combined with improvements in the oil & gas market.

## COMMENT FROM CFO, HÅVARD FRAMNES

Østensjø Rederi is well positioned, but is still facing challenges ahead

Since the drop in the oil price in 2014, the financial situation for Østensjø has been challenging. Despite the challenging market conditions, the Østensjø Group achieved a small profit in the 2017 accounts. The main reason for this is the contributions from Edda Accommodation. Also, the tug segment was profitable, while the offshore segment is still losing money. For 2018 it is not expected that the Østensjø Group will generate a profit. Edda Fides has been without a contract for most

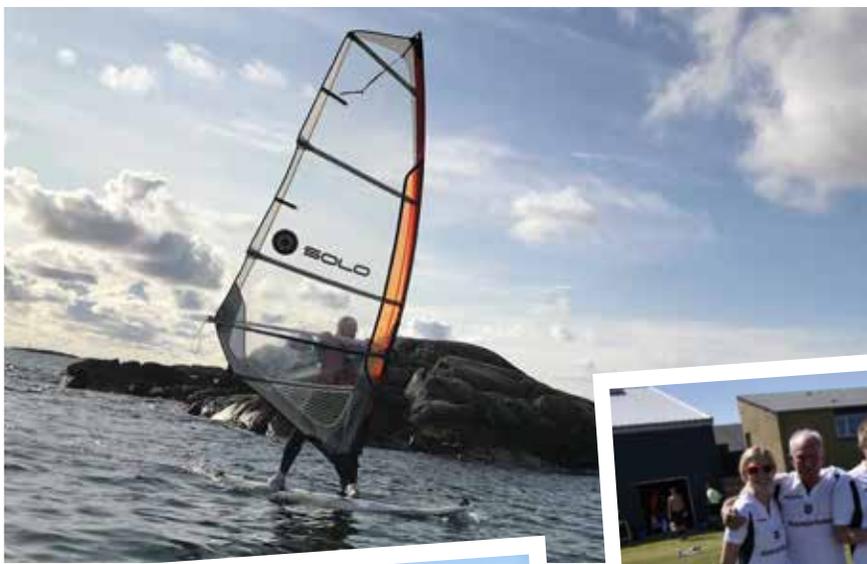
of the year and the offshore segment is still suffering from low rates. On the other side, the tug segment is doing very well, and has become the most profitable part of the group. Also, Edda Passat and Edda Mistral are doing well.

During the last couple of years, the legal structure of the Østensjø Group has been reorganized. This has enabled the group to refinance the fleet at acceptable terms. Combined with a sustainable debt level and a satisfactory cash position, this makes the Østensjø Group financially relatively well positioned. However, in order for the group to overcome the challenges ahead, it will be important to continue the restrictions on expenses and investments.

# ON THE SOCIAL SIDE



Our office employees wind-surfing at Åkrasanden in August 2018



New Years Eve onboard Edda Freya



Team 2 at Nordsjøcup in Hirtshals May 2018



Team 1 at Nordsjøcup in Hirtshals May 2018



Our office employees playing minigolf at Torvastad in June



The start in Denmark, GjØran Veiset



Somewhere in Germany, Jahn Otto Kallevik



Finally in Paris,  
Liv Johanne Snare

# CYCLING FOR CHILDREN WITH CANCER

READERS LETTER

This summer I was one of the lucky few who got to bike from Oslo to Paris to raise money for children's cancer society as a part of the charity project Team Rynkeby God Morgon. I've even been admitted to the team for next year.

Team Rynkeby God Morgon 2019 consists of 54 bike teams from Denmark (16 teams), Sweden (16 teams), Norway (9 teams), Finland (7 teams), Faroe Islands (1 team), Iceland (1 team) and Germany (1 team). For the 2018 season, Norway had 6 teams who together raised 9.8 million NOK. The money was transferred to Barnekreftforeningen (Norwegian children's cancer society) in September, the funds are earmarked research.

The bike ride from Oslo (with the ferry to Copenhagen) to Paris feels like a reward for the job we've done with raising money

thru the year. And the fact that we are healthy and able to bike about 180 km a day, is a reward in itself. Østensjø Rederi supported the project as a bronze sponsor and will be a sponsor for next year as well. In addition, several of our colleagues have supported as private sponsors. Than you so much for the opportunity to participate and for the support from both the company and colleagues.

*Kind regards  
Liv Johanne Snare*



Tor Erik Huse (left) and Knut Hansen have total control. Foto: TEJ

# WORKING SMARTER ENSURES QUALITY

BY ØSTENSJØ REDERI - PHOTO ØSTENSJØ REDERI

Technical Managers Tor Eirik Huse and Knut Hansen, have total control over the technical condition of the entire fleet, however, tighter budgets have created some challenges

–Tugs are operating as they are supposed to, Technical Manager Towing Tor Eirik Huse establishes.

Tor Eirik Huse and Technical Manager Offshore Knut Hansen explain that the company's maintenance regime has been down-to-earth and cost-effective in 2018. One way of cutting cost has been to carry out diver inspections (afloat surveys), instead of a dry-dock for intermediate surveys. Should the diver inspection identify any defects, the vessels must naturally be docked. No surprises so far this year. Huse adds that another cost-saving initiative has been the change of classification societies.

– All vessels must be registered in a classification society. DNV GL has been our principal supplier, but some vessels were registered with other companies. All offshore vessels will now be classed by

DNV GL and all the tugs by BV (Bureau Veritas).

– Classification contracts are reviewed every five years, including price negotiations, and at every crossroad, we need to consider costs. Bids are thoroughly examined, and we make decisions after having considered quality against the price of the total package. In other words, it's not only a matter of cost. DNV GL has for years been an important collaborating partner to Østensjø Rederi and will continue to be so together with BV, Hansen explains, adding that Edda Fjord will not change class until autumn 2019 when she is going in for her annual survey. Yet another way of saving cost.

– We've had to tighten cost control in recent years and work smarter. Maintenance needs to be kept at the same level regardless of the budget situation. We have found alternative ways of carry-

ing out work, amongst others through coordinating procurement and changing some of our suppliers, Hansen explains. However, he points out that handling the difficult market situation in terms of the vessels technical condition has been, and still is, challenging.

– Offshore vessels have become bigger and heavier, and they carry more equipment onboard. They are required to operate a high number of hours, and the machinery onboard has become more comprehensive and complex. Operating in the spot market, being flexible and always wanting to deliver what our clients need, puts us in situations where we are constantly rebuilding our vessel to please the market demands. Adding an extra factor on the challenges the technical department faces in this tough market.

# ØSTENSJØ REDERI FACTS

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Established:	1974
Vessels:	31
Segments:	Offshore, Towage and Renewables
Turnover 2017:	1278 mill (Østensjø Group)
Employees:	480
Trainees:	37
Offices:	Haugesund, Aukra, Aberdeen and Southampton

## NEW OFFICE COLLEAGUE

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Synnøve Vespestad started as an office trainee at Østensjø Rederi in August. Synnøve is 18 years old and is from Bømlo, but lives in Haugesund now. Synnøve will spend two years at our office in Haugesund.

## 25 YEARS IN THE COMPANY

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Harald Osland	01.01.2019
Kenneth Walland	24.01.2019
Øyvind Landmark	06.10.2019

## CELEBRATING IN 2019

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### 50

Nina Edvardsen	26.02.2019
Magne Stensrud	02.03.2019
Svein Arne Kaspersen	27.03.2019
William Blair Noel	04.05.2019
Christopher Poulton	01.06.2019
Svein Arild Johnsen	27.06.2019
Jonny Sørensen	02.07.2019
Tommy Siem	22.07.2019
Jostein Gjerde	31.07.2019
Stephen Brace	07.09.2019
Bjørn Eirik Larsen	12.09.2019
Jorunn Eskevik	12.09.2019
Lars Krister Jonas Buskas	26.09.2019
Ronnie Coops	05.10.2019
Kyrre Vagelid	05.12.2019
Kai Viktor Brattsti	27.12.2019

### 60

David Dahl	04.01.2019
Helge Algrøy	21.01.2019
Finn Maraas	16.02.2019
Knut Rogne	05.06.2019
Ambrose Martin Butler	21.06.2019
James Woods	07.07.2019
Kjell Bjarte Varpe	21.08.2019
Øyvind Nordgård	12.09.2019
Helge Olav Veia	30.09.2019
Terje Haftor Hagen	31.10.2019
Ronald Strøm	22.11.2019
Knut Hansen	06.12.2019



# PHOTO CONTEST

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## 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

15<sup>th</sup> November 2019

## JURY

Photographer Haakon Nordvik in collaboration with the editorial staff.

## AND THE WINNERS ARE

- 1. Lukasz Biz**  
– Edda Passat
- 2. Joar Andre Øyre**  
– Edda Fram
- 3. Roger Spink**  
– Lomax

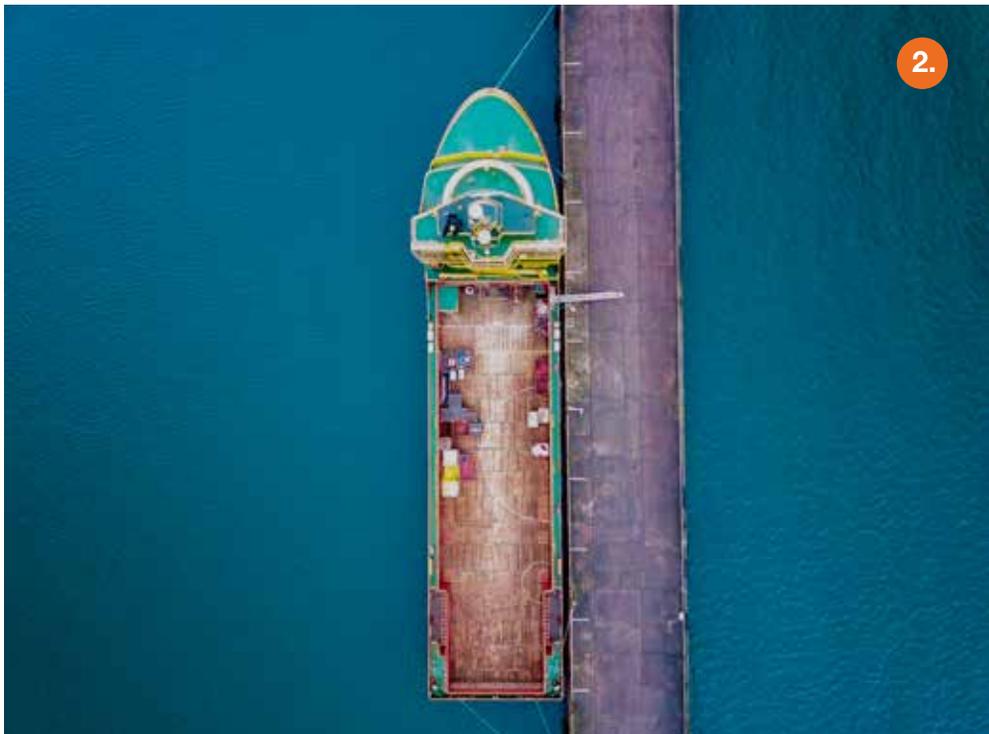
Photos: The winner and a sample of the pictures that entered the competition



1.



2.



# VESSELS & CREW

PR. 10.12.2018

## OFFSHORE

### EDDA FRAM



Flag	NIS
Built	2007

#### Shift 1

Steinsland	Jan Atle	Master
Gherasim	George	Chief Officer
Sabangan	Jonah Del Rosario	2nd Officer
Misajon	Zanzibar	2nd Officer
Castillo	Eric Delos Reyes	A/B
Osloy	Renan Villascin	A/B
Laurete	Jerry Cuezon	A/B
Richter	Bjorn	Chief Eng.
Henriksen	Jan Magne	2nd Eng.
Abaquita	Robert	Electrician
Acardo	Michael dy	Chief Steward
Eik	Ola Moe	Cadet Eng.

#### Shift 2

Øyre	Joar Andre	Master
Eide	Stig Espedal	Chief Officer
Berger	Lukaz	Chief Officer
Berondo	Arman	2nd Officer
Anglo	Arnold	A/B
Bilbao	Elyboy Dolorfino	A/B
Dela Rosa	Reymond Silan	A/B
Harkestad	Øystein	Chief Eng.
Buskas	Krister	2nd Eng.
Jumamoy	Paul	Electrician
Espadilla	Beda Peralta	Chief Steward
Jensen	Harald	Cadet Eng.

### EDDA FRENDE



Flag	NOR
Built	2009

#### Shift 1

Konradsen	Karl Petter	Master
Bjøringsøy	Espen	Chief Officer
Olsen	Kjell Arne	2nd Officer
Bernardini	Gabriele	AB
Hansen	Atle	AB
Karlsen	Kurt Andre	AB
Strand	Thomas	AB
Borg	Martin	Chief Eng.
Olsen	Thomas	2nd Eng.
Nyborg	Jan Egil	Electrician
Edwardsen	Nina	Chief Steward
Larsen	Bente	Cadet Deck
Borve	Torstein	Engine Apprentice

#### Shift 2

Gjessing	Eirik	Master
Andersen	Stein Øyvind Søyland	Chief Officer
Sævik	Tor Sindre	2nd Officer
Drågen	Erling	2nd Officer
Kvandal	Håkon	AB
Hustell	Marius	AB
Vea	Helge Olav	AB
Lund	Jan Arve	AB

Johannessen	John Andre	Chief Eng.
Simonsson	Markus	2nd Eng.
Torbergsen	Odd Tode	Electrician
Granhei	Daniel	Electrician
Mittet	Rune	Chief Steward
Elholm Hansen	Andreas	Cadet Deck
Kallevik	Keilon	Engine Apprentice

### EDDA FERD



Flag	NIS
Built	2013

#### Shift 1

Roksund	Jarle	Master
Jensen	Solvi Elise	Chief Officer
Belotindos	Alfredo Jr. Billones	2nd Officer
Balleza	Chripian Peter Alolod	2nd Officer
Silava	Eric	A/B
Villanueva	Ryan Jay	A/B
Lorca	Dann	A/B
Molland	Cato	Chief Eng.
Lervik	Geir Arne	2nd Eng.
Rodrigo	Sairrel	3rd Eng.
Almeron	Edgar Delen	Motorman/Oiler
Marquez	Joel Ariel	Chief Steward
Medrano	Edgar	Steward
Brynjelsen	Sverre	Cadet Deck
Solbakken	Per Adrian	Engine Apprentice

#### Shift 2

Eineberholm	Frode	Master
Waage	Ronny	Chief Officer
Alconga	Gilbert Palma	2nd Officer
Sagsagat	Jomar	A/B
Sasis	Dallas Ilona	A/B
Sabile.	Julius Cesar G.	A/B
Sævik	Øyvind	Chief Eng.
Halsbog	Øystein	2nd Eng.
Bayno	Alfredo	3rd Eng.
Halvorsen	Herstein	Electrician
Tumbaly	Torbio jr.	Chief Steward
Haugland	Kenneth	Cadet Deck
Homb	Hans Petter	Engine Apprentice

### EDDA FONN



Flag	NIS
Built	2003

#### Shift 1

De Jager	Arnt-Olav	Master
Kvalvik	Dag Erik	Chief Officer
Hansen	Torben	2nd Officer
Straum	Erlend	2nd Officer
De Guzman	Nap	2nd Officer
Steffensen	Kjell Holger	A/B Crane
Alvestad	Odd Kåre	A/B Crane
Piedragoza	Jonas	A/B
Hermansen	Nils Are	Chief Engineer

Bo	Kristoffer	2nd Eng.
Kuse	Sven Norman	3rd Engineer
Jensen	Kim	Electrician
Solberg	Jan Arne	Chief Steward
Ozoa	Rito	Cook
Lazaga	Marian Madera	Cat.ass.
Kalaw	Gae Dianna	Cat.ass.
Schlichting	Julie Christine	Deck Apprentice
Johannessen	Jørgen	Electrician Apprentice

#### Shift 2

Engeseth	Hans Magnar	Master
Nes	Bjorn Jarle	Master
Maurangnes	Olav	Chief Officer
Sæther	Bjorn Magnus	2nd Officer
Wee	Oscar Järhög	3rd Officer
Bidon	Christopher	2nd Officer
Hustveit	Tor Arne	A/B Crane
Lunde	Arnt Ove	A/B Crane
Padilla	Clyde	A/B
Ljostveit	Gunnar	Chief Engineer
Orvik	Ståle	Chief Engineer
Kolbjørnsen	Paul Inge	2nd Engineer
Gaustad	Roy Arne	3rd Engineer
Torkildsen	Fredrik	Electrician
Hauko	Nils Richard	Chief Steward
Lauritzen	Trond	Cook
Aniban	Marx	Cook
Templa	Sheryl Jade Judin	Cat.ass
Campollo	Jennelyn	Cat.ass
Moe	Mats	Cadet Deck
Risvaag	Nicolai	Cadet Eng.

### EDDA FAUNA



Flag	NIS
Built	2008

#### Shift 1

Østensen	Lorentz	Master
Worren	Kaare	Chief Officer
Danielsen	Anild	2nd Officer
Fridriksson	David	2nd Officer
Vestre	Jarle	3rd Officer
Dugaduga	Wilmor	2nd Officer
Lothe	Andreas	A/B Crane
Halleland	Eirik Tjørven	A/B Crane
Toledo	Edwin	A/B
Arntsen	Ståle	Chief Eng.
Færovik	John Helge	2nd Eng.
Merour	Per Sebastian	3rd Eng.
Håkonsen	Thomas	Electrician
Lojares	Saturnino	Motorman/Oiler
Myren	Atle	Chief Steward
Villafania	Danreb	Cook
Ilao	Michael	Catering ass.
Labalan	Ryan James	Catering ass.
Sabeniano	Emerson	Catering ass.
Lindanger	Tor-Inge	Deck Apprentice
Bø	Onar	Engine Apprentice

## OFFSHORE

## Shift 2

Djupevåg	Nikolai	Master
Lund	Øyvind	Chief Officer
Waage	Andreas	2nd Officer
Marcussen	Eivind	2nd Officer
Maudal	Jarle	A/B Crane
Årbo	Harald	A/B Crane
Rudinas	Ricky	A/B
Rojas	Hamilton	A/B
Sandanger	Per Atle	Chief Eng.
Thomas	Neil-Erik	2nd Eng.
Gravdal	Morten	3rd Eng.
Rosales	Moises	Motorman/Oiler
Sundgot	Oddgeir	Electrician
Andersson	Elias Oddvar	Chief Steward
Israel	Jason	Cook
Naguit	Alvin	Catering ass.
Tapawan	Robert	Catering ass.
Våga	Georg	Cadet deck
Kristoffersen	Sivert	Engine Apprentice

## EDDA FLORA

Flag	NIS
Built	2008

## Shift 1

Brekke	Inge	Master
Tovik	Ståle	Chief Officer
Andersson	Johan	2nd Officer
Furali	Ruben	2nd Officer
Fegarido	Rico	2nd Officer
Restad	Gunnar	A/B Crane
Stensrud	Magne	A/B Crane
Rabadon	Ruel	A/B
Llegado	Cirilo	A/B
Talge	Borge	Chief Eng.
Ravn	Snorre	2nd Eng.
Bondhus	Gunhild	3rd Eng.
Eikeland	Bjornar	Electrician
Syre	Stig Bjarte	Chief Steward
Jansen	Lise	Cook
Villagas	Randie	Cook
Belino	Mari	Catering ass.
Mahlum	Dexter	Catering ass.
Økland	Jan Sverre	Deck Apprentice
Müller	Runar	Electrician Apprentice

## Shift 2

Snyen	Carl Inge	Master
Ravnås	Svein	Master
Helgesen	Fredrik	Chief Officer
Hauge	Freddy	2nd Officer
Dyregrov	Sjur	3rd Officer
Rostad	Terje	A/B Crane
Bø	Per Gunnar	A/B Crane
Son	Joven	A/B
Mikalsen	Øyvind	Chief Eng.
Johnsen	Are	2nd Eng.
Halvorsen	Kenneth	3rd Eng.
Malec	Josef	Electrician
Brattsti	Kai Viktor	Chief Steward
Baretto	Catherine	Cook
Damian	Luisito	Cook
Sabalones	Anncell	Catering ass.
Solvio	Romeo	Catering ass.
Buch	Mathias	Deck Apprentice
Almås	Nils August	Engine Apprentice

## EDDA FREYA

Flag	NIS
Built	2016

## Shift 1

Dirdal	Kjell Inge	Master
Somes	Endre	Chief Officer
Guldhav	Silje	2nd Officer
Pacificar	Jeffrey Ceballos	2nd Officer
Acaso	Fabian Cereno	2nd Officer
Eikrem	Kai Asle	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 Eng.
Skogøy	Odd Jarle	2nd Eng.
Edvardsen	Frode Vea	3rd Eng.
Drilon	Reynan Salmorin	3rd Eng.
Penohermoso	Raul Escaro	Motorman/Oiler
Nailes	Jose	Motorman/Oiler
Håheim	Vidar	Electrician
Fernandez	Frank Joey	Electrician ass.
Kreinbihl	Jurgen	Chief Steward
Aasnes	Frank	Cook
Francisco	Arman Liongson	Cook
Maglonzo	Arnold	Cook
Pearson	Judith Mar	Catering ass.
Alegre	Maria	Catering ass.
Lee	Chasandra Calumpang	Catering ass.
Flores	Agnes Bonayon	Catering ass.
Renzal	Marina	Catering ass.
Irava	Rhodamel Pauline Nemeno	Catering ass.
Rosvol	Niklas	Cadet deck
Hagland	Ruben	Deck Apprentice
Grekis	Alvis	Cadet Eng.

## Shift 2

Osland	Harald	Master
Berg	Jim Ivar	Chief Officer
Måløy	Ole Gunnar	2nd Officer
Hinderaker-Hansen	Harald Andreas	2nd Officer
Badayas	Elmar	2nd Officer
Dørheim	Sten Selmar	A/B Crane
Dommersnes	Endre Haugen	A/B Crane
Larsen	Bjørn Erik	A/B Crane
Serranilla	Dexter General	AB
Landmark	Øyvind	Chief Eng.
Malin	Remi	2nd Eng.
Thomsen	Jan Erik	3rd Eng.
Camacho	Francisco Traverro	3rd Eng.
Canonio	Raul Tacle	Motorman/Oiler
Ingebrigtsen	Frode	Electrician
Canillo	Roderigo Jr. Reyes	Electrician ass.
Dommersnes	Endre	Chief Steward
Wiik	Jan Inge	Cook
Fernando	Alvin Gameng	Cook
So	Caren	Catering ass.
Limtjan	Sheila	Catering ass.
Acain	Maridel Mia Gimena	Catering ass.
Knutson	Natalie	Cadet deck
Kvilhaug	Kristian	Deck Apprentice
Lemme	Runar	Cadet Eng.

## EDDA FIDES

Flag	Malta
Built	2011

## Shift 1

Kjørlien	Ole	Master
Jacobsen	Magne	Chief Officer Safety
Lunde	Frode Hovland	2nd Officer
Hochheim	Torbjørn	Gangway operator
Coops	Reint Dowe	Gangway operator
Valdal	Victor	2nd Eng.
Lackner	Henrik	Electrician

## Shift 2

Linga	Einar	Master
Kainulainen	Mikael	Chief Officer Safety
Lackner	Stian	2nd Officer
Wikström	Froy	Gangway Operator
Tjosvoll	Einar	Gangway Operator
Henriksson	Lars	2nd Eng.
Åsheim	Erik	Electrician
Rueda Velez	Inigo	Administrator

## Shift 3

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

## Shift 4

Nyseter	Tommy	Chief Officer
Aaland	Per Kåre	2nd Officer
Haasdjik	Michel	Gangway Operator
Vesterås	Bjarte	A/B Crane
Fiskerstrand	Oddgeir	Chief Eng.
Nautnes	Torbjørn	3rd Eng.
Hägglund	Nicklas	Accommodation
		Maintenance Eng.
Main	Donald	Accommodation
		Service Manager

# VESSELS & CREW

PR. 10.12.2018

## RENEWABLE

### EDDA FJORD



Flag	NIS
Built	2002

#### Shift 1

Melvær	Håvard	Master
Mæhle	Anders	Chief Officer
Siem	Tommy	2nd Officer
Cervales	Marcos	2nd Officer
Myklestad	Terje	A/B Crane
Tjøsvoll	Ole Thomas	A/B Crane
Defensor	Jess	A/B
Fjell	Børge	Chief Eng.
Sallman	Henrik	2nd Eng.
Jacobsen	Even Dueland	3rd Eng.
Lervik	Sindre Salhus	Electrician
Lustracion	Simeon	Motorman/Oiler
Kaspersen	Svein Arne	Chief Steward
Manio	Edgardo	Cook
Caramoan	Rowell	Cook
Gabatan	Eric	Cat.ass
Galvezo	Rommel	Cat.ass
Castillo	Cesar	Cat.ass
Monsen	Henrik	Cadet Deck
Pettersen	Sten Øyvind	Electrician Apprentice

#### Shift 2

Olsen	Gert Trygve	Master
Stokken	Jarle	Chief Officer
Odland	Tore	2nd Officer
Hatleskog	Andre	2nd Officer
Ambat	Ernel	2nd Officer
Kolskár	Magnar	A/B Crane
Johansen	Arvid Inge	A/B Crane
Bonachita	Jovenal	A/B
Poncejan	Rodillo	A/B
Gorman	Kevin	Chief Eng.
Wilhelmsen	Knut Øivind	2nd Eng.
Nordvik	Martin Eide	3rd Eng.
Sterri	Kevin	Electrician
Soriano	Orlando jr.	Motorman/Oiler
Junge	David	Chief Steward
Saraspe	Christopher	Cook
Nacion	Michael	Cat.ass
Casabuena	Shela	Cat.ass
Mendoza	Mark	Cat.ass
Helland	Simon	Cadet Deck
Farestveit	Erlend	Cadet Eng.

### EDDA PASSAT



Flag	UK
Built	2018

#### Shift 1

Eggleton	Richard	Master
Dulanowski	Kamil	2nd Officer
Wojcieszek	Maciej	2nd Officer
Kreft	Miroslaw	AB/GW/CR
Anderson	Ian	AB/GW/CR
Butterworth	Tony	AB/COX

Rafael	Sirocki	AB
Pasek	Michal Tomasz	AB
Small	Joel	Chief Engineer
MacRae	James	2nd Eng.
Rudnik	Blazej	3rd Eng.
Dampc	Marcin	Motorman
Legun	Jaroslav	Electrician
Staniszewski	Janusz	Chief Steward
Budny	Mroz Barbara	Cook
Kozlowski	Thomasz	Cook
Mandel	Sasin	Catering ass
Grezekowiak	Jacek	Catering ass
Kowalska	Katarzyna	Catering ass

#### Shift 2

Wallace	David	Master
Ashworth	Chris	Chief Officer
Bis	Lukasz	2nd Officer
Zawierucha	Michal	2nd Officer
Macinnes	Angus	AB/GW/CR
Henderson	Robert	AB/COX
Bednarz	Maciej	AB
Jedruch	Bartosz	AB
Barton	Graeme	Chief Engineer
Mortimer	Tristan	2nd Engineer
Olchno	Kornel	3rd Engineer
Pietrzak	David	Motorman
Cunningham	Kris	Electrician
Komorowski	Robert	Chief Steward
Osinski	Andrzej	Cook
Szreder	Jaroslav	Cook
Smykaj	Anna	Catering ass.
Wcislo	Arkadiusz	Catering ass.
Kata	Ilona Katarzyna	Catering ass.

### EDDA MISTRAL



Flag	UK
Built	2018

#### Shift 1

Roberts	Barry	Master
Sanders	Sam	Chief Officer
Graham	Martin	2nd Officer
Ivanov	Bohzidar	2nd Officer
James	Leigh	Medic
Horton	Mark	AB/GW/CR
Jones	Robert	AB/GW/CR
Clark	John	AB/COX
Paterson	Raymond	AB
Cargill	Paul	AB
Macleod	James	Chief Engineer
Hoyle	Thomas	2nd Eng.
Maddonald	Greg	3rd Eng.
Locker	David	GP rating
Christopher	Michael	Electrician
Cook	Arthur	Chief Steward
Boreham	Darryl	Cook
Maciver	Naomi	Cook
Grahamn	Sharon	Catering ass
O'Toole	Gillian	Catering ass
O'Toole	Kate	Catering ass

#### Shift 2

McGillvray	Grant	Master
Parnell	Alex	2nd Officer
Cooper	Rebecca	2nd Officer
Dorran	Frank	Medic
Callaghan	Jason	AB/GW/CR
Hughes	Christopher	AB/GW/CR
Harcourt	David	AB/COX
Bullock	John	AB
Nurse	Luke	AB
Dilon	Gavin	Chief Engineer
Woods	James	2nd Engineer
Corr	Shaun	3rd Engineer
Macay	Daniel	GP rating
Kelly	Gary	Electrician
Morgan	Gary	Chief Steward
Goldie	Andrew	Cook
Duffy	Robert	Cook
Robb	Francis John	Catering ass.
Danilevic	Aleksandra	Catering ass.
Lipson	Ashleigh	Catering ass.

### SUN ENABLER



Flag	NIS
Built	2009

#### Shift 1

Hjelmeland	Pål Fredrik	Master
Gangåssæther	Rune	Chief Officer
Sørensen	Jonny	A/B Crane
Henriksen	Helge	A/B Crane
Biernat	Zbigniew	AB
Turoy	Ove	Chief Engineer
Hollund	Lars Marius	2nd Eng.
Espeland	Erlend	Electrician
Veka	Richard	Chief Steward
Petryka	Adrian	Cook
Petryka	Boguslaw	Cook
Ignatjeva	Alina	Catering ass
Bieganowski	Radoslaw	Catering ass
Tiusk	Kirk	Catering ass
Mizgala	Katarzyna	Catering ass
Ersland	Joachim	Cadet Eng.

#### Shift 2

Egeland	Thorvald	Master
Andersen	Øyvind	Chief Officer
Brudalen	Anette	2nd Officer
Utiklen	Lars	2nd Officer
Hoplund	Kjell Arve	A/B Crane
Bak	Marek	A/B
Jena	Piotr	AB
Belsnes	Cato	Chief Engineer
Sorvaag	Roger	Electrician
Fjellanger	Camilla	Chief Steward
Szczerba	Jaroslav	Cook
Konieczka	Dariusz	Cook
Majka	Tomasz	Catering ass.
Turkiewicz	Tomasz	Catering ass.
Mach	Agnieszka	Catering ass.
Rybacka	Malgorzata	Catering ass.
Eidsvik	Benjamin	Cadet Eng

## TOWAGE

								
<b>AJAX</b>			<b>TENAX</b>			<b>VELOX</b>		
Flag	NOR		Flag	NOR		Flag	NOR	
Built	2000		Built	2006		Built	2005	
Bollard pull	93 T		Bollard pull	67 T		Bollard pull	65 T	
Length	41,6 m		Length	37 m		Length	37 m	
<b>Shift 1</b>			<b>Shift 1</b>			<b>Shift 1</b>		
Algroy	Helge	Master	Alden	Bernt	Master	Sjoen	Hallgeir	Master
Selnak	John Arne	A/B	Madsen	Aksel Henning	A/B	Hetlevik	Heine	2nd Officer
Johansen	Jan Inge	A/B	Alden	Odd Kenneth	A/B	Dahl	David	A/B
Totland	Stig Anders	Chief Engineer	Solheim	Edgar	A/B	Bognoy	Bjorn Ove	A/B
			Torsvik	Terje	Chief Engineer	Fjell	Kare	Chief Engineer
<b>Shift 2</b>			<b>Shift 2</b>			<b>Shift 2</b>		
Hauge	Ove	Master	Kvalheim	Frank	Master	Algroy	Svein	Master
Johnsen	Svein Arild	A/B	Sandhåland	Albert	A/B	Hagen	Terje Haftor	2nd Officer
Totland	Bjorn Petter	A/B	Tellnes	Hans Erling	A/B	Sjoen	Oystein	A/B
Varpe	Kjell Bjarte	A/B	Rasmussen	Arne	A/B	Strand	Svein Magnar	A/B
Holgersen	Torbjorn	Chief Engineer	Nesheim	Ivar	Chief Engineer	Hansen	Jarle	Chief Engineer
								
<b>APEX</b>			<b>LOMAX</b>			<b>PHENIX</b>		
Flag	UK		Flag	UK		Flag	UK	
Built	2008		Built	2013		Built	2007	
Bollard pull	68 T		Bollard pull	80 T		Bollard pull	68 T	
Length	37 m		Length	28 m		Length	37 m	
<b>Shift 1</b>			<b>Shift 1</b>			<b>Shift 1</b>		
Hooper	Timothy	Master	Moody	Alan	Master	Sladovich	Christopher	Master
Cook	Dean	Chief Officer	Watson	Ryan	Chief Officer	Morcombe	Thomas	2nd Officer
Langford	James	A/B	Squibb	Mark	A/B	Marshall	Paul	A/B
Read	Garry	A/B	Murton	Paul	A/B	Moody	Luke	A/B
Read	John	OS	Brace	Steve	A/B	Hayes	Nikolas	A/B
Pole-Evans	Ian	Chief Engineer	Spink	Roger	Chief Engineer	Morris	Alyn	Chief Engineer
			Gofton	Daniel	A/B, Motorman			
<b>Shift 2</b>			<b>Shift 2</b>			<b>Shift 2</b>		
Young	Steven	Master	Read	Andrew	Master	Pearson	Graham	Master
Aidan	O'Malley	Chief Officer	Johnson	Rory	Chief Officer	Janes	Michael	Master
Burt	Marcus	A/B	Conroy	David	A/B	Anil	Oliver	Chief Officer
Casey	Alan	A/B	East	Gary	A/B	Couzins	John	A/B
East	Gary	A/B	Poulton	Christopher	A/B	Fowler	Adam	A/B
Butler	Ambrose	Chief Engineer	Rice	Christopher	Chief Engineer	Ash	Christopher	Chief Engineer
						Adams	Mark	Chief Engineer
						Clayton	Thomas	A/B Apprentice

# VESSELS & CREW

PR. 10.12.2018

## TOWAGE

SILEX			VIVAX			VORTEX		
								
Flag	NOR		Flag	NOR		Flag	NOR	
Built	1994		Built	2008		Built	2010	
Bollard pull	62 T		Bollard pull	80 T		Bollard pull	73 T	
Length	35,11 m		Length	32 m		Length	38,7 m	
<b>Shift 1</b>			<b>Shift 1</b>			<b>Shift 1</b>		
Fredriksen	Frode	Master	Vagelid	Kyrre	Master	Olsen	Peder Varne	Master
Kvilhaug	Christoffer	Chief Officer	Gule	Frank	A/B	Aksland	Dag	Chief Officer
Knudsen	Leif	A/B	Sørensen	Stein Hugo	Chief Engineer	Kallekødt	Håkon	A/B
Sørensen	Thomas	A/B				Nordgård	Øyvind	A/B
Hansson	Karl Anton Tobias	Chief Engineer				Edvardsen	Glenn Joar	Chief Engineer
<b>Shift 2</b>			<b>Shift 2</b>			<b>Shift 2</b>		
Bye	Bjornar	Master	Sørenes	Leif Arne	Master	Golmen	Johannes	Master
Mjånes	Stefan	Chief Officer	Robberstad	Kjell Inge	Master	Ydstebo	Johan	Chief Officer
Pedersen	Roald Inge	A/B	Nygård	Bjarne Frank	A/B	Noel	William	A/B
Hagenes	Kristoffer Tellnes	A/B	Hillerstrøm	Henrik	Chief Engineer	Johannesen	Berent Johan	A/B
Gjerde	Jostein	Chief Engineer				Flato	Ole Magne	Chief Engineer
								
<b>AUDAX</b>			<b>DUX</b>			<b>PAX</b>		
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
Boman	Johan	Chief Engineer	Kjellevold	Tormod	Chief Engineer	Einarsson	Geir	Chief Engineer
						Planting	Gaute	A/B Apprentice
<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 Engineer	Sørensen	Anders Snøretland	Chief Engineer	Hillbo	Rudi	Chief Engineer



## OFFICE

Chief Executive Officer

Kenneth Walland

### Towage

Fleet Manager

Sveinung Zahl

Area Manager UK

Nick Jeffery

Technical Manager

Tor Eirik Huse

Technical superintendent

Helge Fagerland

Loading Master

Wiggo Aspen

### Offshore

Fleet Manager

Alf Helge Lyngholm

Area Manager UK

Phil Brown

Technical Manager

Knut Hansen

Technical superintendent

Jarl Ånensen

Technical superintendent

Andreas Strand

Technical superintendent

Rune Landås

### HR

Administration Manager

Roald Larsen

Crew Manager

Olav Tveit

Competence and Recruitment Manager

Jorunn Henriksen

Crew Coordinator

Ine Mellemstrand

Crew Coordinator

Camilla Fjell

Crew Coordinator

Vivi Anne Frøland

Crew Coordinator

Sijje Elin Skår

Payroll and Administration Coordinator

Ingrid Helene Reine

Payroll and Administration Coordinator

Wenche Langeland

### Finance and accounting

Chief Financial Officer

Håvard Framnes

Accounting Manager

Siv Halvorsen

Accountant

Ingrid Bergersen

Accountant

Lillian Ørke

Accountant

Jorunn Eskevik

Financial Controller

Anett Underhaug Våge

Financial Controller UK

Lisa Vail

Financial Controller

Ole Jesper Haugland

Finance and Communication Coordinator

Katrine Hausken Hustvedt

### HSE&Q

HSE&Q Manager

Elias Tjøsvoll Nornes

QA Engineer

Liv Johanne Snare

HSE&Q Engineer

Knut Magne Vedøy

HSE&Q Engineer

Knut Fredrik Slåke

### Chartering

Chartering Manager

Kristian Helland Vea

Charterer

Sonja Østensjø

Charterer

Håkon Vevang

Contract Controller

Vivian Steinsvik

### IT

IT & Logistics Manager

Steinar Hindal

IT Coordinator

Vidar Svendsen

IT Coordinator

Vidar Skjøllingstad

IT Coordinator

Bjørn Kallevik

### Project

Chief Project Officer

Carl Johan Amundsen

Senior Project Engineer

Egil Arne Skare

Senior Project Engineer

Aage Fjelland

### Reception

Receptionist

Janne Fagervik

Office Apprentice

Synnøve Vespestad

-90  
-88  
-86  
-84  
-82  
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-34

Returadresse / Return address:

Østensjø Rederi, P.O. Box 394, N-5501 Haugesund, Norway



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