

SJØFARTSTIDENE

ØSTENSJØ REDERI | 2019



... DO NOT APPRECIATE IDLENESS!

45 years in business – a rough historical outline

- WE AIM TO BE A PREFERRED SUPPLIER IN A GROWING MARKET!

Østensjø Rederi on the order of four new CSOVs

Photo: Edda Sprite – the first ØR vessel

EDITORIAL

Dear reader,

In this year's edition of Sjøfartstidene we're marking that this year it is 45 years since the company was established. This anniversary will not be celebrated, but we take the opportunity to dwell on the results achieved and the important milestones we have reached. It's especially gratifying to know that our owner and nestor, Johannes Østensjø, in an interview announces that his health condition is good, after some time of uncertainty. We're all very happy for him.

Earlier this autumn Norwegian analytic company Rystad Energy warned Norwegian offshore communities against underestimating developments in the international market for offshore wind contracts. The analysts urged the industry to readjust rapidly to avoid falling behind. The call had barely been made in the national media before things started to happen in quick succession. Equinor is going to build the world's largest offshore wind park at Doggerbank off Great Britain, as well as a floating wind farm at Hywind Tampen on the Norwegian Continental shelf. This spells competition for contracts at a magnitude of 100 billion NOK. We've noted that Aibel and Kværner Stord have secured major assignments, which is very good news for our region.

Østensjø Rederi does not underestimate our market potential in this global target area. International energy agency IEA predicts in its latest report, Offshore Wind Outlook 2019, that the offshore wind market by 2040 may grow to become fifteen times as large as it is today, generating investments totalling around 1000 billion dollars. In the coming five years alone 150 offshore wind projects are being planned around the globe. In Europe the market has virtually taken off. Our Danish partner Ørsted is a leading player and is well underway with a number of major projects.

In October we were happy to announce that we've decided to order four new ships that will operate within offshore wind developments. As a strategic element of the upcoming green shift we're planning for vessels that may be ready for operation on hydrogen from 2025. If we're going to succeed in this, we rely on customers and the Norwegian authorities contributing to the financial strain involved in fronting a technological leap.

The US is also planning for multiple offshore wind projects, where amongst other Ørsted and Equinor have won the rights to develop offshore wind projects on the east coast. We've started preparing for this part of the international market of offshore wind. In October we signed an MOU (Memorandum of Understanding) with Foss Maritime, Seattle. The objective is to offer custom-built wind vessels for projects in American waters. We're pooling our resources and competence in order to assume a position in the upcoming American market within the framework of the Jones Act.

These ventures are going to strengthen the company's green profile and make us even more attractive as a workplace, not least for young people who wish to be part of the green revolution, both internally and through the job we will be doing at sea together with our solid partners.

For natural reasons the leader this time focuses on offshore wind. This does not mean that the other fleet segments are forgotten, as all the segments where we operate are extremely important to Østensjø Rederi. It's thanks to this diversification that the shipping company has a solid foundation even after the offshore market collapse. You will read more about the activities within tugs, offshore service and offshore accommodation other places in this magazine

Mentioning it's appropriate to give a big thanks to Johan Rokstad for all he has done for the company through more than 40 years, until he retired this summer. On behalf of everyone in Østensjø I wish him the very best in the years to come.

Finally, a big thanks to all our employees for having done a marvellous job in the past year, and we wish all of you a Merry Christmas and an exciting New Year. Our season greetings also go to all our partners at home and abroad. In 2020, as in the past, will apply the highest standards to what we deliver: Quality and precision in all connections.

Kenneth Walland



Kjære leser

I årets utgave av Sjøfartstidene markerer vi at det i 2019 har gått 45 år siden rederiet ble etablert. Det er ikke et jubileum som skal feires, men i denne utgaven benytter vi likevel anledningen til å stanse litt opp ved de resultater vi har oppnådd og viktige milepæler som er passert. Ekstra hyggelig er det at vår eier og nestor, Johannes Østensjø, i et intervju tilkjenner en positiv melding om sin helsetilstand etter en del tids usikkerhet. Vi er alle svært glade på hans vegne.

Tidligere i høst advarte det norske analyseselskapet Rystad Energy de norske offshoremiljøene mot å undervurdere utviklingen av det internasjonale markedet for kontrakter innen havvind. Analytikerne oppfordret bransjen til å omstille seg raskt om ikke bedriftene skal havne bakpå. Oppfordringen var knapt framsett i nasjonale media før ting skjedd i rask rekkefølge. Equinor skal bygge ut verdens største havvindpark på Doggerbank utenfor Storbritannia og videre den flytende havvindparken Hywind Tampen på norsk sokkel. Det betyr konkurranse om kontrakter i størrelsesorden 100 milliarder kroner og vi ser at både Aibel og Kværner Stord har sikret seg store oppdrag, noe som er svært gledelig for vår region.

Heller ikke Østensjø Rederi undervurderer markedsmulighetene vi har på dette globale satsingsområdet. Det internasjonale energibyrået IEA spår i sin ferske rapport Offshore Wind Outlook 2019 at innen 2040 kan havvindmarkedet bli femten ganger større enn i dag og gi investeringer på 1000 milliarder dollar. Bare de kommende fem årene er det planlagt 150 nye havvindprosjekter verden over. Og det er her i Europa at markedet har skutt fart. Vår danske samarbeidspartner Ørsted er en ledende aktør og er i gang med mange store prosjekter.

I oktober besluttet vi å bestille fire nye skip som skal operere innen utbygging av vindkraft til havs. Som et viktig ledd i den grønne omstillingen som nå kommer, planlegger vi fartøyer som kan være klare for å drifles på hydrogen fra 2025. Skal vi få det til, er vi avhengig av at oppdragsgivere og norske myndigheter bidrar

til den økonomiske belastningen det er å stille seg i front for et teknologisk sprang.

Også i USA planlegges det flere havvindprosjekter, hvor bl.a. Ørsted og Equinor har vunnet rettighetene til å bygge ut havvindprosjekter på østkysten. Heller ikke i forhold til denne del av det internasjonale markedet for havvind har vi sittet rolig. I oktober signerte vi en intensjonsavtale med Foss Maritime fra Seattle. Hensikten er at vi sammen skal tilby spesialiserte offshore vind-fartøyer til prosjekter i amerikanske farvann. Vi knytter sammen våre ressurser og kompetanse for å ta en posisjon i det kommende amerikanske markedet innenfor rammene i Jones Act.

Disse satsingene kommer til å forsterke rederiets grønne profil og gjør oss til en enda mer attraktiv arbeidsplass, ikke minst for ungdommer som ønsker å være en del av det grønne skiftet, både internt i rederiet og gjennom den jobben vi skal gjøre ute på havet sammen med gode samarbeidspartnere.

Av naturlige årsaker er hovedfokuset i ledere denne gang rettet mot offshore vind. Det betyr ikke at rederiets øvrige tre flåtesegmenter skal glemmes, da alle segmenter vi opererer i er veldig viktig for Østensjø Rederi. Det er nettopp denne diversifiseringen som har gjort at rederiet fortsatt står på solid fundament selv etter offshorekrisen. Dere får et innblikk i aktivitetene innen slepebåt, offshore service og offshore accommodation andre steder i magasinet.

Når jeg nevner accommodation er det absolutt på sin plass å rette en stor takk til Johan Rokstad for alt han har gjort for rederiet gjennom mer enn 40 år frem til han pensjonerte seg i sommer. På vegne av alle i Østensjø Rederi ønsker jeg han alt det beste fremover.

Til slutt en stor takk til alle våre ansatte for å ha gjort en glimrende jobb i året som har gått og ønsker samtlige en god jul og et spennende nytt år. En hjertelig jule- og nyttårshilsen går også til alle våre gode samarbeidspartnere innenlands og utenlands. Østensjø Rederi har lagt listen høyt for alt hva vi skal levere også i 2020: Kvalitet og presisjon i alle ledd.

Kenneth Walland

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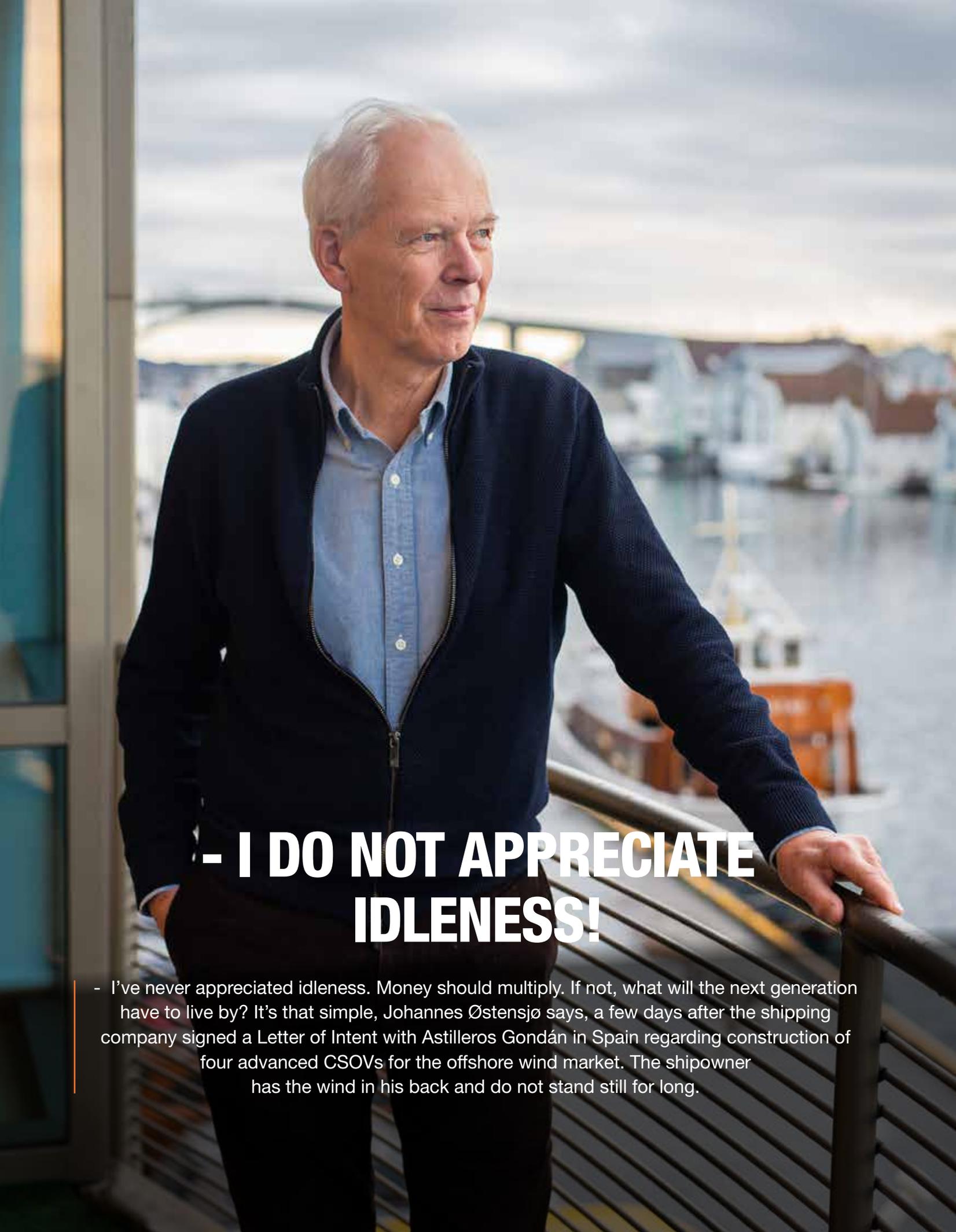
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- I DO NOT APPRECIATE IDLENESS!

- I've never appreciated idleness. Money should multiply. If not, what will the next generation have to live by? It's that simple, Johannes Østensjø says, a few days after the shipping company signed a Letter of Intent with Astilleros Gondán in Spain regarding construction of four advanced CSOVs for the offshore wind market. The shipowner has the wind in his back and do not stand still for long.

This autumn, Østensjø Rederi entered into an agreement with Foss Maritime LLC in Seattle. Is there potential for further expansion in the international market for offshore wind?

- It's a Letter of Intent, and it might end up in nothing. We follow our clients where they set up business. We have known Foss for a long time and we've been looking for a partner in the US for some time.
- When the Americans look to Haugesund, it's probably because Østensjø Rederi has something that they don't?
- We introduced tonnage to serve the wind farm industry at an early stage. Besides, Foss and ourselves are in the same tug business. They know us well, and we want to be part of offshore wind projects on the other side of the Atlantic. We have similar interests and together we are qualified to bid for contracts in this region.

NOT ENOUGH LEVERAGE IN HIS HOMETOWN

- When thinking back to your struggles starting up a shipping company in Haugesund, 45 years ago, what thoughts cross your mind?
- I could say much, but most importantly is the outcome of my approach to relevant communities in East Norway. I found long-term partners who have played a vital role to the company in terms of access to capital and professionalism in a tough market. We obtained the leverage we needed together. Finn O. Eckbo is still one of the owners, and a car dealer in Tønsberg is still with us.
- However, you were always determined that the shipping company should be placed in Haugesund?
- Yes. The sailors and competence were located here. Anything else was out of the question.

NO ONE MENTIONED, NO ONE FORGOTTEN

I ask him if he would highlight any individuals who have made a significant contribution to the company's development over the 45 years. He hesitates, before declining to do so. They are many, each in his/her place at all company's levels, and even mentioning a selection among them would be arbitrary and unfair. He makes a rhetorical pause, reflects and makes an exception to his previous statement:

- Carl Johan Amundsen has made a large contribution. Johan Rokstad has meant much to the professionalisation of our operations. The staff lead by Kenneth Walland has managed to further raise their level. I am very satisfied.
- Then, Johannes Østensjø adds that he lost the personal contact with his crew a long time ago. In the wake of the expansion, the number of employees has increased substantially. It is impossible to maintain the same personal relationship he used to have.
- Personally, you have a financial education. Still you have been a driving force behind the company's technical development.
 - it is most of all due to my curiosity, he says, interrupting me and quickly adds.
 - Remember that I'm 76, and I gladly admit that I get lost sometimes. On the other hand, our staff consists of highly competent people, also amongst the technical staff. The company is in the best hands when it comes to future-oriented thinking. We have a lot of things going on.

TOO BUSY TO GET HIS OWN CERTIFICATE

- Being so busy, did you manage to obtain the "Inshore-Captain" certificate? After all, you do spend some time at sea in your spare time?
- You know what? I started on the "Inshore-Captain" course, but I never had time to finish it. Luckily, I have some very competent sons-in-law who help, he explains. Johannes visits his vacation home at Strande-

barm in Hardanger as often as he can. From Haugesund, the seaborne route is still the shortest.

PASSION FOR JAZZ

- Through all these years you have left a footprint in the local cultural environment, as through your involvement in the board of the Silda Jazz Festival. Now there's a generational change happening. What do you think about the festival's future?
- I'm pleased that the board contributed to renewing the festival by loosening ties to the trad-jazz environment. It's more versatile now. I believe the newly hired festival director is fully capable of lifting the festival further and getting a foothold among new generations who love live music.
- What kind of jazz music heats up your blood?
- I prefer piano trios, he says, enumerating Norwegian groups and artists such as Helge Lien and Bugge Wesseltoft. He often listens to music.

"AS FIT AS A FIDDLE"

- Both your staff and surroundings in general know you have been through a tough treatment period related to your health. What do you want to say about that?
- That I'm healthy. All the time I have been convinced it would turn out well, and it did. I am grateful for a competent public health service and all the care I've received from both my family, friends and colleagues. The wealth tax, the wealth tax...
- If you had one hour alone with Prime Minister Erna Solberg, and a cabinet member of your choice, who would you choose and what would you talk about?

There is an extra spark in Johannes Østensjø's eyes. The question was apparently unexpected.

- It would have to be the Finance Minister, and there's no doubt what I would talk to her about; the wealth tax. Today's scheme is crazy. Out of a completely normal salary, I must pay my wealth tax by taking money from the shipping company's funds. On top of that I'm charged tax on non-cash benefits. I don't want to mention the amount, but we're talking a lot of money. I think it's highly unfair. We're talking about money that undermines the shipping company's opportunities for self-financing new projects. In these times, politicians should rather cheer for those of us who dare to make investments. I would also have asked for the seafarers' grant scheme to be price regulated. This is a positive measure for the industry, but the economic framework has been standing still for years.

LONG-TERM CUSTOMER RELATIONSHIPS

- To round off, could you mention other things that you're proud of?
- Oh, that's a lot! If I must choose, it would be the fact that we throughout the history of our company have managed to maintain a high professional standard of operations and maintenance, namely the "Østensjø Rederi standard". Also maintaining close working relations for many years with companies such as Shell, Esso, Equinor, to mention a few. Over and over again, these companies have preferred us as their supplier, and that's not just because we're competitive in terms of price, but because we deliver the best concepts and offer a high quality of service. And I promise we'll keep it that way, Johannes Østensjø says - 45 years after Johannes Østensjø d.y AS started its first limited partnership company, and 20 years after the company changed its name to Østensjø Rederi AS.

BY TERJE EMIL JOHANNESSEN



SHIPOWNER AND MASTER: Facsimile from "Skip & sjø", published by the Norwegian Shipowners Association. Issue 2 from 1991. Both Johannes Østensjø and Master Nils Haugen is satisfied with the new build Edda Freya.

45 YEARS – A ROUGH HISTORICAL OUTLINE...

With a few pages it is virtually impossible to draw an adequate picture of the shipping company's life and activities throughout 45 years. However, here is an historical outline of the development of the shipping company.

BY TERJE EMIL JOHANNESSEN

STRIKE OF LUCK IN THE START-UP YEAR

Johannes Østensjø was 31 years old when he founded his shipping company January 25th 1974. After high school and military service, he studied shipping in the US, after which he worked as a trainee with Per Arneberg's brokerage house, Peraco Chartering in New York.

Back in Norway in 1969 he worked for the Torvald Klavenes group until the autumn of 1973, just as the North Sea activities were taking off. Supply vessels stood out as a good business opportunity. By coincidence he got in touch with the yard James Brown & Hamer Ltd in Durban, South Africa. They had spare capacity. That autumn he ordered two supply vessels. The yard offered an advantageous financing package, the agreement included an option for two additional vessels. The price was 15 MNOK per vessel. His own capital was modest. To realize the building project, he had to find investors who were willing to invest 32.5 MNOK in a limited partnership and pay 6.5 MNOK to cover the instalments in the construction period. He returned to Haugesund, where he tried to mobilise funds, but only succeeded in raising 2.7 MNOK. He therefore directed his efforts towards Oslo to raise enough capital. His effort was successful. Helmer Staubo, Einar Lange and Mosserederiet AS Asplund signed up together with several other companies and private investors. They believed in the young man from Haugesund. K/S West Supply was established. Johannes Østensjø managed to sell the options he secured to Sverre Farstad, Ålesund. The sale generated a profit of 4 MNOK. This combined with his luck when the South African currency, Rand, dropped heavily during the building period, the shipping company got a flying start financially.

SAMMENDRAG

FLAKS I OPPSTARTSÅRET

Da Johannes Østensjø grunnla rederiet den 25. januar 1974, var han 31 år gammel.

I 1973 pekte forsyningsskip seg ut som en god mulighet om han skulle begynne for seg selv. Ved en tilfeldighet kom han i kontakt med verftet James Brown & Hamer Ltd i Durban i Sør-Afrika, der han bestilte to store forsyningsskip med opsjon på ytterligere to skip. Kontraheringen var på 15 MNOK pr skip. I hjembyen klarte han å skaffe 2,6 MNOK. Resten av de 6,5 MNOK han trengte for å dekke terminbeløpene i byggeperioden klarte han å hente inn på Østlandet. K/S West Supply ble stiftet. Johannes Østensjø klarte å selge opsjonene han hadde til Sverre Farstad i Ålesund, noe som førte til at han trengte mindre innskudd enn da kommandittselskapet ble stiftet.

Johannes Østensjø established numerous contacts through his search for capital. The new shipowner therefore entered into partnership with several shipowners, where the participants pooled their offshore vessels. Edda Supply Ships was established in 1975 and was operative until 1988, when Østensjø Rederi was the only remaining owner.



New building in 2008: Edda Flora

SUCCESS WITH THE OFFSHORE FLEET

At that point Edda Sprite and Edda Sprint started operating for BP on the British Continental shelf. In 1979 Johannes Østensjø proposed to his co-owners that they invested in new tonnage. His partners supported the initiative and a contract for two newbuildings was entered with Hjørungavaag Verksted. Selling Edda Sprite and Edda Sprint was part of the financing package. The sale in 1982, proved a major financial boost to the company, resulting in a 40 MNOK profit. Edda Fram and Edda Fjord commenced into operation the summer of 1981, both on attractive contracts.

In 1985 the shipping company contracted a new supply vessel, Edda Fram (II), from Liaasen Nordfjord AS, with delivery May 1987. Johannes Østensjø had landed a contract with Shell UK.

1999 saw the start-up of a partnership between Østensjø Rederi, Solstad Offshore and the recently formed subsea operator DeepOcean in Haugesund. The parties owned 1/3 each of the new company, which a short time afterwards won its first contract with Statoil. The first year a chartered vessel carried out the job. Solstad rederi converted Normand Tonjer into a diving support vessel with ROV, DP11 equipment and helideck. The vessel was ready to take on assignments 23 February 2000. Østensjø Rederi converted Edda Freya into a survey vessel at Mjøllem & Karlsen in Bergen. The vessel was equipped for ROV and DP11 and had a 20-ton crane and moonpool. Somewhat later a helideck was added. Østensjø Rederi was major owner in DeepOcean until 14.12. 2007, when DOF from Austevoll through an acquisition changed the owner situation. Østensjø Rederi's shares were sold to Trico Marine Services Inc.

In 2000 Østensjø Rederi contracted its first Multipurpose Platform Supply Vessel (MPSV) at Flekkefjord Slipp and Maskinverksted. Edda Fjord was handed over 25 September 2002 and was equipped to perform a number of subsea operations and replacing the need for divers. The vessel's first jobs were in the Irish sector, before operating in the spot market for Phillips Norge, Phillips UK and a number of other customers. The partnership with DeepOcean continued. Myklebust Verft AS handed over ROV/Survey vessel Edda Fonn to the company in June 2003. Edda Fonn immediately started on a contract with DeepOcean working for Norsk Hydro. The contract with DeepOcean was extended several times. Based on the good experience with this vessel, a new agreement with the subsea operator was entered January 2006 for the construction of yet another ROV/Survey vessel. Edda Fauna was handed over from Aker Yards at Brattvåg in February 2008. In July the same year Edda

Flora was delivered from Karlsund Marine Service at Karmøy.

Edda Frende was delivered from Spanish yard Astilleros Godan in June 2009. The supply vessel started on a 5-year contract for Shell UK.

In October 2013 the company ordered a new vessel at Kleven Verft at the price of 1.4 BNOK, the largest contract at the time. The order was a result of a new agreement with DeepOcean. It was a modern construction vessel equipped with a new diesel electric hybrid propulsion system developed together with Siemens. It's an innovative system where energy can be stored on batteries and retrieved when vessel and engines are exposed to a heavy load and need extra energy. In this way the vessel can save considerable fuel volumes. The vessel was equipped with a 150-ton vertical cable laying system, a 300-ton carousel below deck, and a 400-ton active heave-compensated main crane with 600 ton lifting capacity, double fall. The vessel accommodates 140 workers and crew. Edda Freya was delivered from the yard in 2016.

Currently the company has eight offshore vessels in operation, one of them working in the spot market.

SAMMENDRAG

SUKSESS I OFFSHORE

Johannes Østensjø valgte å gå inn i et samarbeid med flere rederier i en pool der deltakerne la inn sine offshorefartøyer i en felles salgs- og driftsorganisasjon. Edda Supply Ships ble stiftet i 1975. I årene som fulgte, ekspanderte rederiet kraftig.

I 1999 startet samarbeidet mellom Østensjø Rederi og Solstad Offshore og den nystartede undervannoperatøren DeepOcean i Haugesund. Partene eide 1/3 hver av det nye selskapet, som etter kort tid vant sin første kontrakt med Statoil. Østensjø Rederi var største eier i DeepOcean fram til 14.12. 2007. Samarbeidet med DeepOcean fortsatte imidlertid. ROV/Sureveyskipet Edda Fonn ble levert til rederiet i juni 2003 og gikk direkte ut på kontrakt med DeepOcean. I 2008 fulgte ROV/Survey-fartøyet Edda Fauna. Edda Freya ble overtatt fra verftet i 2016 og umiddelbart tatt i bruk av DeepOcean. I dag har rederiet åtte offshorefartøyer i drift.



THE TOWAGE COMPANY

The company's first steps toward a position as tug owner and operator were taken in the 70s. Johannes Østensjø monitored the market that emerged when oil companies started using barges when completing their rigs for transportation to the North Sea.

He decided to contract a tug at Langsten Slip & Båtbyggeri with an option for one more. Both Toga and Duga were delivered in 1977, but by then the market dropped. The small shipping company struggled to keep the tugs at work. Duga eventually entered on a 3-year contract at an oil terminal in the Suez Canal, while Toga operated in the spot market. The vessels were sold, in 1980 and 1983.

Early 1984 the company, under limited partnership K/S Bugsertjeneste AS, tendered for the first towage contract at the Kårstø plant. In fierce competition, the partnership, run by Østensjø Rederi, was awarded the contract. Two tugs were ordered from Skaalurens Skipsbyggeri, Rosendal. Dux and Pax were named September 14th 1985. The Kårstø contract was extended several times but was not renewed after the bidding round in 2013.

Around two years later the company landed Norway's largest towage contract for the new oil terminals Sture and Mongstad north of Bergen. Both terminals would have two tugs and two auxiliary vessels with Statoil and Hydro respectively as customers. The contract was worth almost MNOK 500. The contract was later extended, amongst other in 2009 for tugs Audax and Velox, and for mooring launches Rex and Fox.

Success continued in the spring of 1993. Thanks to competitive pricing and custom-made operations the company secured a sensational con-

tract with Esso who needed tugs to serve one of the world's largest oil refineries outside Southampton. The contract was the largest of its kind, awarded to a Norwegian shipping company in Great Britain. Silex and Thrax were ordered from Simek, Flekkefjord. They got an English crew and carried the British flag. Operation of the vessels was organised in a separate company, Solent Towage Ltd. Two Italian tugs were used as forerunners until delivery of Silex and Thrax. In september 2008 the contract was extended with 15 more years. Today the terminal is operated by Apex, Lomax and Phenix.

At the same time the competitiveness of the company's towage service continued to assert itself. December 1st 1997 was the start-up of a five-year contract with the Irish refinery, Whitegate in Cork. This operation was organised in a separate company, Lee Towage Ltd. This Irish contract was extended several times. In 2009 the Mayor of Cork awarded the company a contract for tug services at the Bantry Bay terminal in Ireland.

In September 2006 the company won a seven-year contract with AS Norwegian Shell for towage and mooring services at Nyhamna. Silex started at the terminal 1st quarter of the following year. Vivax was contracted in Turkey. The two mooring launches Max and Oblix were delivered from Risnes Marine Partner AS in November and December 2007.

In 2014 Statoil announced a tender competition for operation of three tugs operating the new gas production facility at Melkøya outside Hammerfest. Østensjø Rederi won the tender and a ten-year contract. The three tugs were built at Astilleros Gondán in Spain, and for the first time for Østensjø Rederi, equipped with gas engines. The three tugs were put into operation in 2017.

Currently the company has 12 tugs in operation on British and Norwegian terminals.



TAUBÅTREDERIET

Rederiets første skritt som taubåt-eier og -operatør ble tatt på midten av 70-tallet. Johannes Østensjø fulgte med i markedet som oppsto da oljeselskapet tok i bruk lektere som ledd i å ferdigstille plattformer i Nordsjøen. Han bestemte seg for å kontrahere en taubåt hos Langsten Slip & Båtbyggeri med opsjon på ytterligere én. Han benyttet seg etter hvert av opsjonen og «Toga» og «Duga» ble levert i 1977. Tidlig i 1984 konkurrerte rederiet innenfor selskapet K/S Bugsertjeneste AS om den første kontrakten for taubåttjenester på Kårstø-terminalen. I sterk konkurranse gikk K/S'et, som var disponert av Østensjø, seirende ut. I de påfølgende årene kapret rederiet stadig flere terminalkontrakter både i Norge og Storbritannia. I dag har rederiet 12 taubåter i sving på britiske og norske terminaler.



WITH THE WIND AT THEIR BACK

Since 2016 Østensjø Rederi has delivered vessels to operators within offshore wind, i.e. Edda Fjord and Edda Sun. The year before the company signed a contract with Ørsted. Due to this contract Edda Passat and Edda Mistral were built. They both commenced operation in 2018 and have done a good job for the Danish energy company.

Østensjø Rederi takes a positive view of the opportunities in this new global offshore market. IEA (International Energy Agency), predicts that by 2040 the offshore wind market will grow to become fifteen times larger than today and generate investments worth 1000 billion dollars. In the next five years alone 150 new offshore wind projects are being planned around the globe.

In November 2019 Østensjø Rederi ordered four new purpose-built vessels that will be operating as support vessel for technicians when they install and maintain wind turbines. The contract with Astilleros Gondán has been signed and delivery of the vessels will start in 2022.

MED VINDEN I RYGGEN

Fra og med 2016 har Østensjø Rederi levert fartøy til operatører innen offshore vind hhv. Edda Fjord og Edda Sun.

Året før hadde rederiet inngått avtale med Ørsted om å levere nybyggene Edda Passat og Edda Mistral. De ble begge satt i drift i 2018 og har gjort en god jobb for det danske energiselskapet. Østensjø Rederi ser positivt på mulighetene på dette nye globale offshoremarkedet. Bare de kommende fem årene er det planlagt 150 nye havvindprosjekter verden over.

I november 2019 bestilte Østensjø Rederi fire nye spesialdesignede skip som skal fungere som moderskip for vindteknikere når de installerer og seinere vedlikeholder vindturbiner. Avtalen er inngått med Astilleros Gondán og leveransen av skipene skal starte i 2022.



- ALWAYS FELT AT HOME

In 1957, Knut Lunde (77) from Etne was a trainee onboard John Bakke, and afterwards he sailed on various vessels owned by Knut Knutsen OAS and Christian Haaland for several years. Later he worked onboard Veritas-Ruten for some years, before applying for hire at shipping company Johannes Østensjø d.y. AS, which had been recently established, and located in Haugesund. He landed a job as an able seaman onboard Edda Fram, and he spent the rest of his working-life in Østensjø Rederi. Along the way he supervised various building projects, among others in Durban.

He has many stories to tell, as when traveling with "Fonna Fly" to and from Scotland. Eight men onboard were going to sign off during a crew change. The "airport" back then was a grassy plain outside Dundee, and by length it was such a short distance that all passengers had to go to the rear of the light aircraft to allow it to pass the fence at the end of the grassy plain before heading for Norway. Shortly thereafter conditions improved considerably when Aberdeen started being used as a hub in Scotland.

Except for a short period on Stolt Nielsen's Seaway Sandpiper, he returned to Østensjø Rederi in the mid-80s. He worked as an able seaman, first on the tugs at Kårstø, and later alternating between tugs and supply. Before retiring in 2006, he was involved in transiting the new build Edda Fides from Spain. After retiring, he has acted as a stand-in on Edda Fjord and the ROV vessels.

- The close relationship with the shipowner and the good atmosphere made me feel at home. That's why I returned to the company after working for Stolt Nielsen. I've had many good years in the company, Knut says, emphasizing the easy-going atmosphere onboard the vessels in Østensjø Rederi, where all crew interacted without social divisions.

SAMMENDRAG



- VERY WELL TAKEN CARE OF

Torleif Espenes (69) from Fjeldberg, Kvinnheard started his career in Østensjø Rederi as a mate on Toga April 10th 1979. He came from Knut Knutsen OAS and Storesund Rederi. A new temporary position followed on Edda Sprint, one trip later he got a permanent job, in the beginning mainly tugs, then supply, subsea and the flotels Edda Fjord and Edda Fides. The latter was the last vessel he was onboard before he retired.

- Sunshine all the way? we ask.
- I've had an interesting and rewarding career in Østensjø Rederi, he replies, adding the administrative tasks in general has increased and it is obvious he is pleased to avoid all the paper work of today.

After retirement Torleif substituted on several vessels, ending with Edda Frigg in 2015.

- Østensjø Rederi took very well care of us, he says. He believes the stable manning in all functions goes to show that personnel thrive under the company's personnel policies.



FIRST EVER PURPOSE BUILT MONO-HULL ACCOMMODATION VESSEL

In 2004 Edda Fjord was used in a special assignment for Shell on the Bonga field off the coast of Nigeria.

The vessel was mobilised with additional living modules on deck to execute the service as an offshore flotel. This being a great success, three years later Østensjø Rederi decided to build the first ever purpose built mono-hull accommodation vessel with a bed capacity of 600. Edda Fides commenced operation in 2011, with state of the art accommodation, swimming pool, top modern positioning system,

advanced and flexible gangway solution capable of connecting to offshore installations world wide, and fitted with a large helideck.

The accommodation service vessel has ever since successfully executed projects to oil majors all over the world, delivering a high quality service, with a significant financial contribution to the company.



BYGGET VERDENS STØRSTE FLOTELL

I 2004 ble Edda Fjord benyttet i et spesielt oppdrag for Shell på Bonga-feltet utenfor kysten av Nigeria. Det ble installert lugarmoduler på dekk slik at fartøyet kunne fungere som flotel for offshore arbeiderne. Det ble en stor suksess. Tre år senere bestemte Østensjø Rederi seg for å bygge verdens første spesialiserte flotel fartøy. Passasjerskipet Edda Fides ble satt i drift i 2011. Med en høy innvendig standard, utstyrt med topp moderne posisjoneringssystem, avansert og fleksibel gangbro løsning for tilkobling til offshore installasjoner over hele verden og et stort helidekk. Service- og innkvarteringsfartøyet har siden utført suksessfulle oppdrag over hele verden, med en til tider eventyrlig inntjening.

A DAY OF DESTINY

May 27th 1987 will for all times be a day of destiny in the company's history. The start goes back to 1985, when Johannes Østensjø contracted a new supply vessel from Liaaen Nordfjord AS, with delivery in May 1987.

The company won a new 3-year contract with Shell UK and a 1986 financing solution with DnC was in place. In the autumn he was summoned to Shell's office where he learnt that Shell was going to cancel or renegotiate the agreement. Primarily they wished to cancel. The shipowner was told that he could initiate arbitration proceedings against them in London. The contract was unambiguous and clear and Østensjø Rederi stood a good chance of winning such a case. However, it would be three years for the case to come before the court in London. The vessel was under construction at Nordfjord and the shipowner had assumed heavy financial responsibilities. The market conditions were poor and there were few options for putting a new vessel into operation. He was compelled to sit down to

negotiate, where he had to accept a MNOK 15 cut in the contract. As a result of this the bank withdrew its financing offer. The future of the company was at risk. Østensjø Rederi was forced to sell parts of the fleet to serve the debt, but Johannes Østensjø managed to postpone the sale of the supply vessel for half a year. The main problem was the payment for Edda Fram 2, just handed over from the yard and still being the property of Sparebanken Møre. As Johannes Østensjø, disappointed and depressed, was on his flight back home to Hauge-sund, he feared that the company had broken its back. What he did not know, was that by then the shipping office had received information that it had won Norway's largest towage contract at Sture and Mongstad. The ten-year contract was worth almost half a billion NOK. The company's financial situation was this afternoon transformed from hopeless to excellent. When Johannes Østensjø landed at Haugesund Airport, a close associate came to meet him. They stopped on the way to the office, his associate opened a bottle of champagne and they exhaled with relief. The crisis was over. DnC quickly reappeared on the scene, but Johannes Østensjø changed to another bank. The shipowner was probably worn out, but happy when he went to bed that night...

SKJEBNEDAGEN

27. mai 1987 vil for alltid være krysset av som en skjebnedag i rederiets historie. Innledningen går tilbake til 1985, da Johannes Østensjø kontraherte en ny supplybåt fra Liaaen Nordfjord AS med levering i mai 1987. Rederiet hadde fått en 3-årskontrakt med Shell UK og en finansieringsløsning i DnC. Høsten 1986 ble han innkalt til Shells kontor der han fikk melding om at selskapet enten ville kansellere eller reforhandle avtalen. Primært ønsket de å kansellere. Haugesundsrederen fikk beskjed om at han kunne ta ut en voldgiftssak mot dem i London. Østensjø Rederi hadde en utvetydig, klar kontrakt og hadde en god mulighet for å vinne en slik sak. Det ville imidlertid ta tre år før en slik sak ville komme opp for retten i London. Skipet var under bygging i Nordfjord og rederiet var for lengst inne i tunge økonomiske bindinger. Markedsforholdene var dessuten dårlige og rederen hadde få alternative muligheter for å få satt et nytt fartøy i drift. Han var nødt å sette seg til forhandlingsbordet. Der måtte han godta et kutt i kontrakten på 15 MNOK. Det førte i neste omgang til at banken trakk tilbake sin finansiering. Hele rederiets framtid sto i fare. Johannes Østensjø ble tvunget til å selge deler av flåten for å betjene gjelden, men han klarte å utsette salget av det ene supplyskipet med et halvt år. Hovedproblemet var betalingen for Edda Fram (II), som nettopp var overlevert og var Sparebanken Møres eiendom. Da Johannes Østensjø satt skuffet og deprimert på flyet hjem til Haugesund, var han redd for at rederiet hadde brukket ryggen. Det han ikke visste var at mens han var på hjemreise, tikket det inn til rederikontoret at de hadde vunnet Norges største slepebåtkontrakt for slepebåter og hjelpefartøyer til Sture og Mongstad. Tiårs-kontrakten var verd nærmere en halv milliard kroner. Den finansielle situasjonen for rederiet ble denne ettermiddagen endret fra håpløs til utmerket. Da Johannes Østensjø landet på Haugesund Airport, Karmøy, ble han hentet av en nær medarbeider. De stanset på en avkjørsel underveis, medarbeideren serverte rederen champagne og de pustet lettet ut. Krisen var overstått. Med til historien hører at DnC kom raskt på banen igjen, men Johannes Østensjø skiftet bankforbindelse. Det var sikkert en utslitt, men lykkelig skipsreder som gikk til sengs den kvelden...

SAMMENDRAG



- THE COMPANY GAVE US FREE HANDS

Jan Ø. Fagervik (69) from Våge, Bømlo (resides at Åkra, Karmøy) disembarked ten years ago. At that point he had sailed since he was 15, going straight from secondary modern school and the maritime training ship "Gann".

- At home we never talked about what we were going to become when we grew up. The question was whether we'd sail on Knutsen's South America line or Haaland's Concordia Line, he says smiling. He started in Østensjø Rederi as a twenty-year-old, and then trained to become a ships cook and a Chief Steward. He has worked on a tug (Torax), supply vessels, the fløtels Edda Fjord and Edda Fides, and most recently on Edda Fauna.

- In the Gulf of Mexico on Edda Fjord we served 450 passengers. Luckily we hired a catering company, he explains when we mention the difference in cooking and managing the onboard catering between a modest tug and a fløtel.

- I guess the food menu on board must have changed during these years, too?

- Yes. But at the same time we always carried traditional Norwegian dishes. The menu was versatile, and the company gave us free hands. Money has never been too tight, Fagervik replies. He has given up telling today's trainees about the daily routine on a vessel 30-40 years ago; one whole month at sea without any contact with those at home.

- Today's youth do not understand it, he says, before adding that Østensjø Rederi was a very good employer. Of episodes that have left a mark in his soul, is the assistance they provided in the Sleipner disaster in Bømlafjorden. At every memorial, his memories from the dramatic night reappears, when the crew on Edda Frende picked up two survivors from the stormy sea.



- EXCELLENT FELLOWSHIP. NICE PEOPLE

Magne Meling (76) from Moster, Bømlo retired in 2005, even though in the following seven years he would stand in as a Chief Engineer on different vessels. The first vessel he worked on was Edda Sprint, on which he embarked January 2nd, 1980 as 2nd Engineer. He came from a similar function, among others at Storesund Rederi and Odland Rederi. After 2.5 years on Edda Sprint, he moved to the engine room on Edda Fjord, working for Shell in the British sector. Then he transferred to the tugs operating at Sture, where he stayed for almost ten years.

- Afterwards I worked some years on supply vessels in the Norwegian and British sectors, before spending the last years on tugs operating at the Kårstø terminal.

- Excellent fellowship and nice people onboard as well as in the company in general, he sums up. He admits that because of the tremendous technological development seen in recent years, he doubts he would be able to perform his work in the engine room of a new-build today. He praises young people and their computer skills, not hiding the fact that he loves the sound of an old "rubbb" (Wichman engine type, built at Rubbestadneset).



Johan Rokstad

OFFICE AND MANAGEMENT

In 1991 the company relocated into new premises at Sjøfartsbygget in Smedasundet, where several other shipping and maritime companies were located.

Twenty years later Østensjø Rederi, in partnership with R.G. Hagland, bought the neighbour property, where Sjur Lothe ship handler earlier was located. All companies needed more space, so an exciting building project was initiated, where amongst other strong preservation interests were involved in preserving the existing facades towards Smedasundet. The project was costly but highly successful. The merged houses were completed summer 2012, and Østensjø Rederi were happy to move in to the new office premises.

July 10th, 1999 the company changed its name from Johannes Østensjø d.y. AS to Østensjø Rederi AS.

In 1998 Johan Rokstad was promoted to CEO in Østensjø Rederi. He held this position until March 2016, he then became CEO of Edda Accommodation. From the same date Kenneth Walland was promoted to CEO in Østensjø Rederi. Rokstad retired after 40 years of service and Kenneth Walland took over as CEO of both companies.

KONTOR OG LEDELSE

I 1991 flyttet rederiet inn i nye lokaler i Sjøfartsbygget ved Smedasundet, der også en rekke andre rederier og maritime virksomheter var lokalisert. Tjue år seinere kjøpte Østensjø Rederi sammen med R.G. Hagland naboeiendommen, der Sjur Lothes skipshandel hadde holdt til. Alle virksomhetene trengte mer plass og et krevende byggeprosjekt ble satt i gang. Prosjektet var kostbart, men meget vellykket. De sammenslåtte husene sto ferdige sommeren 2012 og Østensjø Rederi flyttet inn i moderne kontorlokaler i «nybygget»

Den 10. juli 1999 endret rederiet navn fra Johannes Østensjø d.y. AS til Østensjø Rederi AS. I 1998 overtok Johan Rokstad stillingen som administrerende direktør i rederiet. Han hadde denne posisjonen fram til mars 2016, da han gikk på som adm. dir. i søsterselskapet Edda Accommodation. Fra samme tidspunkt overtok Kenneth Walland som adm. dir. i rederiet. Rokstad gikk av med pensjon i mai 2019 etter 40 års virke i rederiet. Fra samme tidspunkt overtok Kenneth Walland som leder i begge selskapene.

SAMMENDRAG

AMUNDSEN ON THE RECIPE: **FAITH, STRATEGY AND LOVE**

- Østensjø Rederi's success throughout the years is founded upon its senior executive's objective of setting a standard as the leading company on the forefront of ship technology development, Carl Johan Amundsen says. Through his father's engineering firm, he was hired as a technical consultant when the shipping company was building the first two, larger supply vessels.



He has worked for the company since the late 70s, and the last two years as an employee. In 1979, Johannes Østensjø contracted two large supply vessels at Hjørungavåg Shipyard, Møre. It was the beginning of Carl Johan Amundsen's local career.

- Since then I have been privileged in every possible way. Firstly entered an established company with his father who had enormous experience and knowledge. Secondly, I started working for a shipowner who always took a keen interest in everything new and future-oriented – everything that could improve vessel design and technology. Johannes Østensjø always thought these vessels would win a favourable position in the market. They would pay off in the long run, but maybe not from day one, Amundsen says, continuing the description of his employer:

Johannes has always maintained the idea of the shipping company being future-oriented, a specialized (niche)-, and quality supplier, both in terms of vessels and crew. It is better

to be small and capable, rather than large and incapable. This philosophy has been persistent in the shipping company in everything we have done, he adds.

Carl Johan Amundsen also cares about the human dimensions when the history of the shipping company from Haugesund is to be told:

- Not only did Johannes Østensjø know all his employees, he also knew their families. For many years they sailed as much for Johannes, as they did for Østensjø Rederi. Amundsen believes this has meant a great deal in terms of how the vessels are being maintained and operated. This active leadership has evolved the company to what it is today, being one of few shipping companies to manage well in the present of critical times throughout the industry

- The company was also less affected by the last crisis to hit the industry after oil prices dropped and the oil companies put the brakes

on. That is why Østensjø Rederi is where it is today, he maintains.

His main task has been new buildings, from idea to concept development, design and contracting, follow-up of construction and delivery.

- Throughout the years Østensjø Rederi never had a project department of its own. This function was handled by our engineering firm up until 2018. At that point our portfolio had changed in such a way, a preferred solution was to become permanently employed with our major customer, he explains. Between 90 and 95 percent of their assignments came from Østensjø Rederi. At the same time, the company needed to improve interaction between the project organisation and the operating organisation. Less than two years ago, Amundsen, and his two colleagues moved. Not out of the house, but up one floor.

- Moreover, considering the age of Johannes and myself, it is more important to get project skills in place within the walls of the company.

TAKING THE PULSE OF ACTIVITIES FOR 20 YEARS



The first edition of Sjøfartstidene appeared in the early 1990s. The publication has been somewhat irregular along the way, but since 1999 the company magazine has been published on an annual basis, to start with even twice a year. The magazine has had several editors over the years, who have taken the pulse of small and big events in company activities at home and abroad. The design has been updated. The response has generally been very good among customers as well as employees. The two last year's journalists and graphic designers from DHR Saga have assisted the company in producing the magazine.

SAMMENDRAG

TRO, STRATEGI OG KJÆRLIGHET

- Grunnen til den suksessen Østensjø Rederi har hatt gjennom alle disse årene har nettopp vært en topleder som har hatt et klart ønske om å være ledende i den skipsteknologiske utviklingen, sier Carl Johan Amundsen. Siden slutten av 70-tallet har han arbeidet for rederiet, de to siste årene som ansatt.

- Jeg begynte å jobbe for en skipsreder som alltid var opptatt av alt som er nytt og framtidsrettet - alt som kan løfte skipsdesign og teknologi videre. Johannes Østensjø har gjennom alle årene trodd at det var slike skip som ville få en god posisjon i markedet. Den andre foten han har stått på er at rederiet skal være en nisje- og kvalitetsleverandør både når det gjelder fartøyer og mannskap. Det er bedre å være liten og god enn stor og dårlig. Dette valget har gjennomsyret rederiet i alt vi har gjort, legger han til. Carl Johan Amundsen er også opptatt av den menneskelige dimensjonen når historien om haugeundsrederiet skal fortelles:

- Johannes Østensjø kjente ikke bare alle folkene sine, men også deres familier. I mange år seilte de ikke for Østensjø rederi. De seilte for Johannes.

Amundsen mener at nettopp dette har betydd en god del i forhold til hvordan båtene holdes og hvordan de driftes.

CREWING DEPARTMENT:

ON DUTY 24/7 FOR THE SAILORS OF ØSTENSJØ REDERI



Crew Coordinator Camilla Fjell thrives in her job in Østensjø Rederi, and enjoys the good working relationship she has with rest of the staff at the crewing department and at travel agency HRG. Photo: Liv Alsaker Sande.

They make sure that the right person embarks on the right vessel at the right time. The crewing department of Østensjø Rederi in Haugesund keeps a high pace. The goal is to find the best solutions for employees and the company.

Crew Coordinator Camilla Fjell (34) enjoys her hectic workday. In short her job is to provide crew for the vessels and always be prepared to help the sailors in the company.

- Us in the crewing department have no need to play solitude or solve jig-saw puzzles during our spare time. Such tasks come with the job, Fjell says with a smile. In spite of her young age, she can look back on a long time of service with the company. She started out as an apprentice in the reception at the age of 18, and has worked as a Crew Coordinator for the last 12 years.

- It's a great job where you get to know many nice people. From time to time we get a reprimand from one of our sailors, but all in all the level of communication is good, Fjell says. She points to being quick and solution-oriented as key skills in her job.

- Having plenty of backbone, being extrovert, and able to improvise, is also an advantage. Every now and then we need to improvise and resolve extraordinary matters in a short time. This can be tracing the nearest emergency clinic in a small English town or explaining complicated things in English, the 34-year old recounts.

PREFER TALKING TO PEOPLE

The 6 employees in the crewing department ensure that the vessels always are fully manned and that the sailors onboard possess the qualifications required.

- We also follow up whether personnel are pleased with their job, and ensure necessary actions if needed, Camilla says.

The crewing department provides assistance to personnel who is on sick-leave and is also responsible for finding a substitute.

- Some employees are glad to take on some extra shifts, for others it is not possible. Of course, this is something we fully understand. We're normally well oriented about the lives of our personnel and often know in advance who have the opportunity to do some extra work, she says.

The goal is to be on the same team as the crew members, which makes communication essential. In an era where resorting to digital communication all the time is fully possible, the crewing department staff prefer talking to people. Most often on the telephone, but they also arrange personal meetings on the vessels and at the office in Haugesund.

- In this way we receive more information and can offer a better service. The sailors get the opportunity to provide information and ask about various things. Of course, we also use text messages and e-mail, which is convenient for sharing travel documents. Since we also have a chat with most personnel at disembarkation, we establish a good contact with everyone. Offshore employees who lives close to Haugesund often drops by the office if they need to sort something out, and that is something we truly appreciate. At Østensjø Rederi everyone has a name; they are not treated as a number, she points out.

ON-DUTY ARRANGEMENT

Overall the crewing department has 500 sailors to keep track of and book travels for. Camilla alone is responsible for eight vessels. In order to handle this, she completely depends on cooperating with the other staff at the department, as well as the back-up of a professional travel agency. Østensjø Rederi has for several years used HRG as its travel agency partner.

- It's great working with a travel agency that knows the company and its employees so well. This makes the work go smoother and enables us to

stay one step ahead, Fjell says. The team she is part of alternates with being on duty, this enable them to assist the sailors 24/7.

- When you're on duty, your phone goes wherever you go. Even when I take my children to the indoor swimming pool, I'm ready to answer incoming calls. I solve this by giving my phone to the lifeguard, asking her/him to find me if its starts ringing. This has actually happened, and it went absolutely fine, Camilla says, smilingly.

BY LIV ALSAKER SANDE

SAMMENDRAG

PÅ VAKT 24/7 FOR SJØFOLKENE I ØSTENSJØ REDERI

De 6 ansatte i mannskapsavdelingen til Østensjø Rederi sørger for at fartøyene til rederiet er bemannet til enhver tid. De passer også på at sjøfolkene om bord har den kompetansen som kreves.

Målet er å spille på lag med sjøfolkene og da er kommunikasjon et viktig stikkord. I en tid der det er fullt mulig å kun kommunisere digitalt, foretrekker de ansatte i mannskapsavdelingen å snakke med folk. Som oftest på telefon, men de har også personlige møter ute på båtene og på kontoret i Haugesund.

- Vi følger med på om de ansatte er fornøyde med jobben sin og gjør nødvendige tiltak om det trengs, sier Crew Coordinator Camilla Fjell (34) som trives godt med en hektisk arbeidshverdag.

Totalt koordinerer mannskapsavdelingen 500 sjøfolk. Camilla alene har ansvar for åtte fartøy. For å klare dette er hun helt avhengig av et godt samarbeid med de andre i mannskapsavdelingen, samt et godt reisebyrå i ryggen. Østensjø Rederi har i en årrekke brukt HRG som sitt reisebyrå.

- Det er trygt å ha et reisebyrå som kjenner rederiet og de ansatte godt. Dette gjør at jobben går smidigere og at vi kan ligge i forkant, sier Fjell.

THE STORY OF 3 FATHERS

4 weeks at sea, 4 weeks at home. Away from home every other birthday, every other Christmas. Sjøfartstidene talked to three fathers in Østensjø Rederi on how it is to combine life as a father of young children with work at sea. **BY LIV ALSAKER SANDE**

Planned his offshore schedule to attend all three births

Name: Bjørn Magnus Sæther

Age: 35

Position: 2nd Officer

Vessel: Edda Freya

Home: Norheim, Karmøy

Father of: Adriana (12), Magnus (9) and Saga (1)

With three children aged 12, 9 and 1, the Sæther family at Norheimsbogen, Karmøy, have busy days. Their daily routine centres around school for the two older children, while the baby girl, Saga, has just started in nursery. Bjørn Magnus tries to be an active dad during his on-leave periods, and he has also spent a lot of time renovating the house built in the 60s, which the family took over a few years back. When off work it is his turn to bring the toddler to nursery, to take the oldest to cheerleading, and the 9-year old to soccer practise.

- The advantage of having a full month off work, is that you can contribute both by doing household chores and helping out with leisure activities. During my leave-break I make sure to relieve my partner as much as possible, enabling her to recharge and feel a bit of freedom, Bjørn Magnus Sæther says, who started life as a father when he was still in education.

- Actually, it was quite a convenient period to become a dad. I didn't have to worry about missing the birth, since I was a "landlubber" at the time, pursuing my studies in Haugesund, he tells us.

It was a thrilling sensation when Magnus was born nine years ago.

- We suspected that delivery would occur before due date, and after consulting with the master on my vessel, I found it secure to return to shore early. As it turned out, this was a smart choice, he says.

When Bjørn Magnus started working for Østensjø Rederi around a year ago, he and his partner were expecting their third child. In order to be able to attend the birth of Saga he was able to choose his own work schedule.

- My impression is that Østensjø Rederi as far as possible tries to provide conditions that suit parents of young children. However, work schedules and life at sea must run their course, and days may feel hard to get through when you know members of your family are suffering from, sickness such as the flu or a cold. My wife has to take out all the sick days she is entitled to, without me being able to contribute. It would be better if I where



home on my leave period when they fell ill. Unfortunately, such things are impossible to plan, Bjørn Magnus says with a smile, praising his partner. However, he is not surprised by the fact that when his 4-week break is over, she is quite ready to

see her husband leave again.

- Yes, that's the way it is. My rotation becomes a habit for the whole family, and my wife has made it perfectly clear it's great when I come home, but that it's also a bit nice when I leave for work again!

- Praise to her who keeps the fort!

Name: Harald-Andreas Hinderaker Hansen

Age: 31

Position: 2nd Officer

Vessel: Edda Freya

Home: Kopervik, Karmøy

Father of: Hermine (2) and Mathilde (4). Bonus dad to Veronica (11).

2nd Officer Harald-Andreas Hinderaker Hansen thrives onboard Edda Freya, but is perfectly aware that he owes his partner, Charlotte, for his exiting job. If not for her, Harald-Andreas believes it would have been difficult for him to hold a job where he is away four weeks at the time.

- It's Charlotte who stays at home, goes to work, and looks after our house and three children alone the month when I'm away. She manages with everything from sick children to any other challenges. Without her efforts it would never have worked out, Harald-Andreas says, father of Hermine and Mathilde, and bonus dad to Veronica. Harald-Andreas has been employed with Østensjø Rederi for 10 years, and onboard Edda Freya since 2016.

- It's a bit tricky to time your presence at a birth when you're working on a vessel, but luckily it worked out just fine for me. Besides, I was met with full understanding by the company, who assisted me in taking out leave following the birth and in connection with the statutory paternity leave, Harald-Andreas says, who knows some of the inconveniences of the job.

- There's no doubt you miss out on some things. Children develop very fast when they're young, and you miss their birthdays, holidays and Christmas/New Year every other year. This year I've been especially unlucky, not being able to attend any of their birthdays. I will also spend Christmas and New Year at sea, he says, adding he always try to focus on the positive part of having a whole month off.

- The month I'm at home I'm there for my kids all the time. We do a lot of exciting activities together. During my last on-leave period I took them to Sauda, spending some time at a friend's cabin, and to Dyreparken in Kristiansand, while their mother was at work. It's a good thing that nowadays you have better ways of communicating with those at home than you had earlier, by phone, snapchat, messenger and facetime, Harald-Andreas says.

He is trying to learn the children about his job.

- They're keenly interested in my job and have been visiting onboard. From time to time we sail past our house at Kopervik and may blow the horn. They will then wave back from the terrace or windows, while I stand on the bridge, feeling both proud and moved by my lovely girls.



- From the 3rd week I feel homesick

Name: Atle Hansen

Age: 48

Position: AB

Vessel: Edda Frende

Home: Stavanger

Father of: Emma (12) and Mathias (7)

- The advantage is that I'm 100 percent at home during my shore breaks. When at home my ambition is to make dinner most days, attend to most of the daily chores, pick up our youngest at after-school care, and be with my family as much as possible, Atle Hansen says.

The AB on Edda Frende lives with his family at Våland in Stavanger. He has worked for Østensjø Rederi since 2002 and has great experience with combining life at sea with young children at home.

- The children are curious about my job and they have both visited the vessel where I work. We keep in touch on Messenger and on the phone, and most often I know what's going on at home when it comes to small and large events. From the 3rd week I feel homesickness coming on, and I start the countdown to my journey home, Atle says.

Atle grew up at Bømlo in Hordaland. At home in Stavanger the 48-year old is active in his time off, spending many hours on the football field. Atle is a player on the B-team of Stavanger IF (SIF), and he is also a coach for SIF's 7-year team, where his son is a player.

His partner has a full-time job, and when at home Atle is conscious to give her as much relief as possible.

- You get to feel a bit powerless knowing there is illness and stressful days at home, while you are away in the high seas. This being said, the whole family is familiar with the situation and prepared to make it work. And it's good to know you're allowed to go home if there's an emergency, Atle concludes.



SAMMENDRAG

3 PAPPAHISTORIER

Sjøfartstidene har snakket med tre pappaer i Østensjø Rederi om hvordan de kombinerer jobben på sjøen med småbarnslivet.

Bjørn Magnus Sæther på Edda Freya, Atle Hansen på Edda Frende og Harald-Andreas Hinderaker Hansen på Edda Freya forteller her åpent og ærlig om hvordan det er å være fire uker borte fra familien. Om hvordan det er å få med seg annenhver jul og annenhver bursdag, men også det positive ved å være 100 prosent tilstede for familien fire uker på rad.

- I friperioden passer jeg på å avlaste samboeren mest mulig, slik at hun får sjanse til å hente seg inn og kjenne på litt frihet, sier Bjørn Magnus Sæther.

Atle Hansen har ambisjoner om å lage de fleste av middagene når han er hjemme.

- Fordelen er jo at jeg er 100 prosent hjemme i friperiodene. Da ønsker jeg å ta meg av de fleste av gjøremålene, hente minstemann på sfo, og være mest mulig sammen med familien min, sier han.

Harald-Andreas Hinderaker Hansen tror det hadde vært vanskelig og hatt en jobb der han er borte fire uker i strekk, om det ikke hadde vært for samboeren Charlotte.

- Hun står i alt fra syke barn til andre utfordringer som kommer og uten hennes innsats hadde dette aldri gått, sier Harald-Andreas.

EDDA FRENDE PLAY A SPECIAL PART

PSV Edda Frende has until now been in full activity in the spot market. The vessel occupies a special position and role in the company, a role which Offshore Fleet Manager, Alf Helge Lyngholm, hopes can be maintained.

Edda Frende is the only Østensjø offshore vessel with an entirely Norwegian crew. As such the vessel plays an important role in the company's recruitment work, as here the company can hire Norwegian crew in all job categories. Alf Helge Lyngholm points out that Østensjø Rederi at all times is in need of training positions and positions for junior officers. In this respect the "Edda Frende" is therefore a resource. As long as the vessel is fully occupied there is no reason to change its current role.

During 2019 Edda Frende has been in continuous activity in the British, Norwegian and Irish sectors. The shipowner plans for the same operating mode in 2020. From November and

to the end of the year the vessel has been in operation in the Norwegian sector for ConocoPhillips and Equinor. Edda Frende is very well equipped. Maneuvering ability and engine power are very good. Thanks to the UREA system, which has a catalyzer installed, the vessel's NOx emissions have been reduced. The vessel has a flexible tank system in addition to NOFO 2005 approval to handle oil spills. In other words, we are in many ways talking about a multi-purpose vessel. The Norwegian crew of 14 do their utmost to give all customers the best possible service.

BY TERJE EMIL JOHANNESSEN



Alf Helge Lyngholm.

SAMMENDRAG

EDDA FRENDE IVARETAR EN SPESIELL ROLLE

Supplyskipet Edda Frende har så langt hatt full aktivitet i spotmarkedet. Fartøyet har en spesiell posisjon og rolle i rederiet som flåtesjef offshore, Alf Helge Lyngholm, håper kan vedvare. Edda Frende er det eneste av rederiets offshorefartøyer som har et rent norsk mannskap. Om bord er det et norsk mannskap på 14. Det betyr at skipet spiller en viktig rolle i rederiets rekrutteringsarbeid. Her kan rederiet ansette norske sjøfolk i alle stillingskategorier. Alf Helge Lyngholm påpeker at Østensjø Rederi hele tiden har behov for opplæringsstillinger og stillinger for junioroffiserer. Derfor er Edda Frende en ressurs. Så lenge fartøyet har oppdrag, er det ingen grunn til å endre denne rollen.

I 2019 har Edda Frende vært i kontinuerlig virksomhet på engelsk, norsk og irsk sektor. Rederiet legger opp til samme driftsform i 2020. Fra november og ut året har skipet jobbet på norsk sokkel for ConocoPhillips og Equinor.



ØSTENSJØ REDERI ON THE ORDER OF FOUR NEW CSOVs: - WE AIM TO BE A PREFERRED SUPPLIER IN A GROWING MARKET!



On October 21st Østensjø Rederi signed a Letter of Intent for the building of four purpose-built vessels, which will be operating in the offshore wind market. The contracting party is Astilleros Gondán, a Spanish shipyard Østensjø Rederi has been working with over many years.

Delivery of the vessels will start in 2022. The CSOVs will act as support vessels to technicians during installation and can also be used as SOVs in the same market as Edda Passat and Edda Mistral. Each vessel will have accommodation for 97 technicians and a crew of 23, which means there will be room for 120 persons onboard. The vessels will be equipped with stabilizing systems to reduce roll while at sea, and will feature motion compensating gangways securing a safe connection between vessel and wind turbine even in rough conditions.

IMPROVED POSITION

- We expect these vessels to become the preferred solution in a growing market. Østensjø Rederi's strong position will be improved with these four newbuildings, CEO Kenneth Walland stated when the plans were announced. Afterwards he told us that Østensjø Rederi for the last three years systematically has brought its experience from offshore subsea and accommodation into offshore wind, thereby gaining a solid position within this new segment. The company has supplied vessels to offshore wind operators since 2016, with Edda Fjord and Edda Sun respectively. Edda Passat and Edda Mistral which became operative in 2018 have both delivered excellent results to the client.

INCREASING DEMAND FOR SOVS

- What makes the offshore wind market so attractive to justify such a large investment?

- Offshore wind operators have by means of cost-cutting measures managed to make offshore wind power competitive with other sources of electricity. As a result of this there are expanding plans for the development of new wind fields in many places around the globe, Walland says. Also pointing out that wind fields are moving further out from the coast and into deeper waters. This favours SOVs before Crew Transfer vessels (CTV), and signifies that the demand for SOV/CSOV will increase accordingly. There are very few newbuildings within this segment to meet the future market demand. The market so far is mainly being covered by offshore service-/subsea vessels.

FAR MORE EFFECTIVE

- And you believe Østensjø Rederi's vessels will be preferred?
- We believe our newbuildings are competitive thanks to lower operating and fuel costs. As they are specially designed for these operations, they are far more effective and better suited to the charterer's requirements. The four vessels allow for future transition to the use of hydrogen as a source of energy sometime after 2025. More details of this aspect in the following interview with Carl J. Amundsen and Egil Arne Skare.

BY TERJE EMIL JOHANNESSEN



SAMMENDRAG



CEO Kenneth Walland.

- VI VIL BLI FORETRUKKET I ET VOKSENDE MARKED!

Den 21. oktober gjorde Østensjø Rederi en intensjonsavtale om å bygge fire nye spesialdesignede skip som skal operere i vindkraftparkene som nå utvikles til havs flere steder i verden. Avtalen er inngått med Astilleros Gondán, det spanske verftet som rederiet har samarbeidet med i mange år.

Leveransen av skipene skal starte i 2022. De skal fungere som moderskip for vindteknikere når de installerer og seinere vedlikeholder møller og vindturbiner. Hvert av skipene skal ha lugarplass til 97 teknikere og med et mannskap på 23, skal det totalt være plass til 120 personer om bord. Fartøyene skal styres med systemer som stabiliserer skipet i sjøen og ha bevegelseskompensert gangvei som sikrer trygg forbindelse mellom fartøy og vindturbin selv under tøffe forhold.

Forsterker posisjonen

- Vi forventer at disse spesialskipene vil bli foretrukne fartøyer i et voksende marked. Rederiet har tatt en posisjon og den vil bli forsterket med disse fire nybyggene, sa adm. dir. Kenneth Walland da rederiet offentliggjorde planene. Han sier i etterkant til oss at Østensjø Rederi de siste tre årene systematisk har brukt sin erfaring fra offshore subsea og accommodation inn i offshore vind og har dermed et solid ståsted for satsingen i dette nye segmentet.

ZERO EMISSIONS WITHIN REACH

Carl Johan Amundsen and Egil Arne Skare both believe 100 percent green shipping operations may be reached within a reasonable period of time, at least when it comes to local shipping and offshore.

The twosome have in 2019 been working intensively to polish the company's green profile. They are both convinced that within the segment where Østensjø is working, zero emissions solutions are within reach over a five-year period. The press release published on the company's contraction of four new wind power vessels state they will all be built in view of and prepared for a zero emissions solution based on hydrogen as source of energy. This is a different technical solution than the one used by Norwegian ferry companies in their fjord ferries, where hydrogen is stored in pressurized or cooling tanks. The new concept is based on LOHC (Liquid Organic Hydrogen Carrier) where the hydrogen is bound to a special type of thermal oil.

GREENER DESIGN

- First and foremost these four new vessels will get a design and construction that makes it possible to reduce fuel consumption and make it more effective. The vessels will be made energy efficient. Pumps will be operated in an optimal way, and it will be possible to recover and reuse energy, Amundsen and Skare explain. The objective is for electricity production onboard gradually to take place without CO2 emissions. They are seeing that the technology is maturing and that hydrogen operation actually is becoming a viable option. It is not available just yet, but it is «around the corner». Therefore the plan is that the new vessels will be built in a way that makes it possible to install a separate hydrogen concept as soon as it is available, alternatively with one of the four vessels as a pilot.

CHEMICAL SOLUTION

One of the main questions is how much hydrogen it is possible to carry safely and in which form. If carried in pressure tanks, the amount of gas that can be carried is limited, the two explain, also referring to any new safety systems requirements that will be introduced for hydrogen operation. As of today there is no infrastructure for hydrogen supplies for the fleet, Amundsen emphasizes.

- Which hydrogen concept are you working on?

The LOHC concept is based on hydrogen being chemically bound to a specialty oil that needs less space and which is harmless. In this way we resolve both the storage problem and safety challenges. The liquid is then treated in a reactor that releases the hydrogen's energy potential in smaller volumes, and only when required, Skare explains.

DEVELOPMENT

LOHC used for maritime propulsion is a solution launched by the company and where we have entered development agreements with the relevant players. The hope is that we together can develop the concept into an adequate maritime solution by 2024. After that the intention is to carry out full scale testing on one of our vessels that will be prepared for this.

- This sounds exciting and promising. Are you alone in the industry to work on such a solution?

- Yes, here in Norway, and probably the rest of the world except Japan. They have developed a chemical that stores hydrogen and that will



Carl Johan Amundsen (left) and Egil Arne Skare.

be used to transport hydrogen from Bahrain to Japan. However, this is primarily for hydrogen transport and not for maritime propulsion. Haugesund based shipping company N.Y.K. is incidentally a partner in this project. Their product tankers will be used in the transport, Amundsen replies, adding he is convinced that shipowners who do not seek green solutions will fall behind. He refers to the seriousness of the global climatic challenges and what this will demand from the shipping industry both nationally and globally. IMO has decided that CO2 emissions from vessels must be cut by 30 percent by 2030 and 50 percent by 2050.

- Somebody must lead the way and finance the pilot projects. The boon is that this will earn them a competitive edge and a strong market position, he underlines. He believes that authorities will impose tougher taxes on emissions than today in order to enforce changes rather than subsidizing those who invest in green technology. In this manner all shipowners will be pressurized into following the same course. In the New Year Carl Johan Amundsen leaves main responsibility for his department to Egil Arne Skare and retires with a pension. He counts on assisting new projects when and if required.

BY TERJE EMIL JOHANNESSEN

SAMMENDRAG

NULLUTSLIPP INNEN REKKEVIDDE

Både Carl Johan Amundsen og Egil Arne Skare tror det er mulig innen rimelig kort tid å komme fram til en 100 prosent grønn skipsfart i hvert fall for nærskipfart og offshore. De har i 2019 jobbet intenst med å løfte rederiets grønne profil videre. De er begge overbevist om at innenfor det segmentet som Østensjø Rederi jobber, er nullutslippssøsninger innen rekkevidde i løpet av en femårsperiode. I pressemeldingen om rederiets kontrahering av fire nye CSOV'er heter det at de alle skal bygges med tanke på og forberedt for en nullutslippsløsning basert på hydrogen som energikilde.

Edda Passat leaving port for
Race Bank Wind Farm.



AN OPTIMISTIC VIEW...

Mid October 2019 Østensjø Rederi ordered four special purpose vessels intended for the wind power industry. The CSOV's will be built by Atilleros Gondán in Spain.

The large investment is based on the shipowner's faith in the offshore wind market, which is expected to see considerable growth in the next decades.

The group currently operates 31 vessels within the accommodation, offshore, renewable and towage segments.

- 2019 has been yet another year where the company has maintained its focus on safe operations. CEO Kenneth Walland; The focus we have given to safety, is yet again showing results and the safety performance in 2019 might be one of the best in our history. Keep up the good work!

OFFSHORE WIND A NEW STRATEGIC AREA

Offshore wind is an interesting new field for the shipping company. Edda Passat and Edda Mistral were put into operation during 2018 and their start-up has been very promising. All capacity was turned to account for a good client (Ørsted). We expect this positive development to continue and take an optimistic view about the future of this market. The 88-m long CSOV's will be used in connection with construction and commissioning of offshore

wind parks. Both the installation phase and the more long-term maintenance contracts are being considered. In the years to come we will see many fixed-bottom wind turbines being deployed in Europe and on the eastern coast of the USA.

MARKET IMPROVEMENT

In general the market in which the company operates picked up somewhat in the past year. End October the status was 82 percent utilization of all vessels in the fleet for 2019.

OFFSHORE ACTIVITIES

The offshore fleet has seen an increase in earnings and utilization, but there's still a way to go before we can say that the market situation gives robust earnings. This autumn the subsea market has decreased a bit, but we expect the subsea segment to see increasing activity in 2020.

STABLE SITUATION FOR TOWAGE

Our towage fleet operates on long-term contracts, except for one tug operating 100 percent in the spot market. The company has succeeded in obtaining renewal of contracts

and extension of assignments. We've been at the Sture terminal since it opened in 1988 (Equinor), Nyhamna since 2007 (Shell), and at the Fawley Marine Terminals outside Southampton since 1993 (Esso). In 2019 the Nyhamna contract with Shell was renewed by five years. We're working purposefully to obtain further growth in the years to come.

EDDA ACCOMMODATION IN ASIA

Day-to-day management of Edda Fides was taken over by CEO Kenneth Walland this spring, after Johan Rokstad retired. The vessel has contributed impressively to company earnings over many years. In 2018 and 2019 however, Edda Fides has seen a challenging market. Its latest job was completed early October. On 17 October Edda Fides' flag was changed from Malta flag to NIS flag. Ever since it became operative, the vessel has 10-12 Norwegian sailors. The re-registration secures these workplaces. The vessel has been marketed all-over South-East Asia and we hope this will lead to more opportunities in the years ahead. Management and staff relating to Edda Fides have an optimistic view of activities in 2020.



The morning May 21st 2019, in the port of Auckland, Edda Fonn was named Manawanui. The ownership was transferred to the New Zealand's Ministry of Defense and the Royal New Zealand Navy.



Kenneth Walland, Ståle Orvik, Johannes Østensjø, Frank Dyer, James Buckley, Bjørnar Eikeland and Keith Gilchrist at the naming ceremony of Manawanui in Auckland New Zealand.

Østensjø Rederi is very pleased with the sale and the hand-over process. The sailors taking part in the voyage, enjoyed the experience. Excellent operational ability and high technical standards made Edda Fonn an attractive vessel with a very good reputation after 15 years of service in the European offshore market. The New Zealand government chose it as the most suitable alternative from a list of 150 vessels. New tasks in new waters now await the vessel. Manawanui will from now be used for military and coast guard functions. She may also be used to carry out crane-, diving- and sub-sea operations, and will assist Pacific Countries in rescue operations and even in handling natural disasters.

To cover the requirements of the Royal New Zealand Navy, the vessel had to be converted to suit its new areas of operation. Østensjø Rederi offered a "turn-key" solution. During the weeks prior to the departure in March/April, Edda Fonn was converted at Frederikshavn, Denmark. She was equipped with diving-, ROV- and hydrographic systems. She was also painted in the navy's grey paint. Before departure the new equipment was tested in Skagerrak. During a 46-day journey the crew on Edda Fonn sailed 12,105 nautical miles before reaching their destination, Auckland. Twelve New Zealanders and an Østensjø Rederi crew of 13 passed through the English Channel, going along the French coast, and westward past the Azores towards the Caribbean. The vessel then passed through the Panama Canal before crossing the Equator and sailing across the Pacific towards Wellington and Auckland, where the official handover took place. Some Østensjø Rederi crew members



remained onboard a few weeks after to ease the start-up for the new crew. The navy will spend the rest of the year installing military equipment on Manawanui.

PRAISE

After the arrival in Wellington, the Royal New Zealand Navy provided highly positive feedback to Østensjø Rederi about the vessel, our service, and the transfer of knowledge and skills by our crew.

–We’re proud to deliver a vessel with such excellent technical and operational standards to the New Zealand Navy. We wish them the best of luck and hope the vessel will serve them well many years ahead, says CEO of Østensjø Rederi, Kenneth Walland, pointing out that Edda Fonn has served the company to their full satisfaction. He is very satisfied with the sale, which enables the company to invest in new tonnage.

BY TERJE EMIL JOHANSEN



Carl Johan Amundsen together with NZ Minister of Defence Ron Mark, Keith Gilchrist and Frank Dyer from the Royal New Zealand Navy, Royal New Zealand Navy

WINNER OF DEFENCE INDUSTRY AWARDS

Østensjø Rederi has been awarded the New Zealand Minister of Defence Awards of Excellence to Industry for projects greater than \$15m. Carl Johan Amundsen, Chief Project Officer in Østensjø Rederi collected the prize from the Secretary of Defence in a ceremony in Wellington on November 25th.

Each year the New Zealand Minister of Defence presents awards to highlight and reward the contribution made by industry to Defence in New Zealand. Østensjø Rederi was nominated this year as recognition of the work done with the delivery of Edda Fonn as a converted Dive and Hydrographic Vessel in May.

“From our perspective it was a project that provided:

- collaborative outcomes that resulted in a win-win relationship, delivering a value for money outcome,
- engagement that led to significant innovations in product and technologies to optimise the outcome, and
- a relationship which was conducted with openness and co-operation, engendering the development of mutual trust, respect and confidence”, commented NZ Defence Acquisition Lead, Keith Gilchrist, after the nomination.

Before delivery, Edda Fonn was converted by Østensjø Rederi to fulfill the specification of the Royal New Zealand Navy for their operations with the vessel. The vessel was renamed HMNZS Manawanui and commissioned into the Royal New Zealand Navy by Prime Minister Jacinda Ardern as the ship’s sponsor in an event at Devonport Naval Base in Auckland in June.

According to the New Zealand Ministry of Defence website, the Awards were established by the New Zealand Defence Industry Advisory Council in 1998 to highlight and reward contributions made by industry to Defence.

The 2019 awards were presented in the following categories:

- Category 1: Provision of a service to Defence less than \$15 million
- Category 2: Provision of product to Defence less than \$15 million
- Category 3: Provision of a product or service to Defence in excess of \$15 million
- Special Awards: For outstanding contribution from an individual from Industry to the relationship between Defence and Industry. The other finalists in Østensjø Rederi’s Category (Category 3) were:
 - TAS, LT McGuinness, Planet Design and Kensington Swan for the design, project management, build and legal oversight of the Project to deliver anew Defence Headquarter; and
 - Air New Zealand for their maintenance support to the Royal New Zealand Air Force’s Boeing 757 aircraft.



53 EXCITING DAYS IN A SAILOR'S LIFE

On the bridge from left: Ståle Orvik, Chief Engineer Conversion Project, Oscar Wee, 2nd Officer, Lucas Berger, Chief Officer, Arnt Olav de Jager, Master, Bjørn Jarle Nes, Master Conversion Project and Nils Are Hermansen, Chief Engineer.

For 2nd Officer Oskar Wee «Operation Edda Fonn» took 53 days of his sailors' life. The long voyage to New Zealand was a stimulating and educational experience.

- We started off with a yard stay in Frederikshavn, with testing and calibration of new hydrographic equipment in Skagerak with technicians from Kongsberg. He got the opportunity to manually operate the equipment for underwater surveying.

- An extended handover says the young 2nd Officer, who so far in his career never had been far overseas. He was therefore excited and thrilled when they left the Danish coast to cross two large oceans.

FAVOURABLE WEATHER

He was one of four from the company who stayed for the whole trip.

- We had a wonderful voyage. The trip was timed with basis in all available weather reports and turned out to be spot on. We were lucky, enjoying co-currents and long stretches of dead calm seas, he recounts. Oskar Wee especially looked forward to crossing the Panama Canal for the first time. He stood watch at night during the whole trip. After the crew change, the canal authorities came to inspect, check and approve the vessel before the crossing through the spectacular waterway that divides two continents.

- They were puzzled to see we were going through the canal without cargo, he says. Apparently, it is highly unusual.

THE ART OF ENGINEERING

Everything naturally went fine. Around 4 pm the

same day they passed through accompanied by another vessel.

- We went through the old canal. It was a fantastic experience, not least because of the nostalgia in seeing at close range this marvellous art of engineering from the early 20th century. The eight miles waterway is among the largest and most complex engineering projects ever carried out in the world, he says, mentioning the enormous chain of locks designed and built for the opening in 1914. They work eminently even today. Absolutely amazing.

INSECURE PILOT

Oskar Wee tells us that the pilot onboard was somewhat unfamiliar with the vessel's special manoeuvring system.

- He demanded full operation of all four engines, the presence of all officers on the bridge, and that the master himself, Arnt Olav de Jager, would take over the manoeuvring.

Of course, that was not a problem. We're professionals, Wee remarks with a tiny smile, thinking back to the nervous pilot.

- We had all the manpower needed and more, but Arnt Olav made an impressive job making the pilot relax. The eight miles took eight hours to cross before they entered the Pacific.

- I realized gradually that I had made a mistake about the change of seasons. The further south we got, the colder it became. I had left my warm officer's jacket at home when we departed.

ISLAND IN THE SKY

- On 11 May, with a distance of 40 nautical miles until arrival in Wellington, we spotted some clouds in the horizon. The high mountains protruded above the clouds, looking like an island in the sky. We were reminded of the observation of Thomas Cook, who when he arrived New Zealand for the first time, described the sight as «The Island in the sky». That's precisely the way it was; and so cool, he says. The seaward approach to Wellington was like

approaching Bergen. Great scenery; a bit like Norway, Shetland, and Scotland. Several prominent guests came onboard, among others the Deputy Prime Minister and the Minister of Defence, accompanied by a couple of hundred people.

PARTY IN AUCKLAND

Two days after the vessel continued to Auckland, where the handover ceremony was due to take place at a marine base.

- The quay was packed with well-dressed people who cheered loudly when we came in. The handover and name change ceremony was stylish and a great experience, Oskar Wee says.

In the days that followed they were observers to several drills that the naval crew had to perform before the authorities declared the vessel seaworthy. Before going home on May 22nd, we were invited to some gatherings which we happily attended. At that point Oskar Wee had been working 1.5 years on Edda Fonn. He is now 2nd Officer on Edda Fjord and back to reality, as he puts it.

- You've now had a taste of the mythical life of sailing the seven seas. Do the trip tempt you to seek such a job permanently?

- Sailing from the Panama Canal there were 16 days where we saw nothing but the sea. It felt relaxing in a way, like therapy. I was able to put my education to good use, and the trip taught me a lot. Being able to stand on the shoulders of "the old guys" was a real boost, he concludes.

BY TERJE EMIL JOHANNESSEN

Bjørn Jarle Nes

Master Bjørn Jarle Nes sadly and unexpectedly passed away September 16th. Bjørn Jarle was a dear colleague and a great contributor to the company, and will be greatly missed.



Johannes Østensjø hands over painting to Vessel Commanding Officer, Lieutenant Commander Andy Mahoney. To the right: Chief of Navy Rear Admiral David Proctor.

A GREAT EXPERIENCE

Master Arnt Olav de Jager oversaw the conversion in Denmark and participated in the second leg of the crossing, after the crew change in Panama. He was especially fascinated by the meeting between a traditional marine culture and the everyday of Norwegian officers on modern vessels.

- We early discovered that there is a vast difference between the military way and civilian way of operating a vessel. They operate in the old-fashioned way. Their hierarchy is more rigorous, and they have dedicated personnel for

almost every single function. Civilian shipping operations have made work more efficient both in the wheelhouses and engine rooms. A Norwegian mate today handles several tasks single-handedly and has modern technical appliances making this possible. In the New Zealand marine, the sextant is apparently still in active use. Norwegian sailors are trained in its use, but it is many years since it was in active use.

- Nevertheless: a positive experience. We got to learn a different culture and met lots of nice

people. Training of the new crew took place in several stages, both through ordinary operation of the vessel, during the stay in Denmark and the two laps between Denmark and New Zealand.

MAORIAN CEREMONIAL DANCE

People on New Zealand are very committed to showing their Maori culture roots. Edda Fonn's new name is in the language of the indigenous people. At the handover ceremony of the vessel in Auckland, the navy performed a ceremonial Maori dance to show us their respect and honour.

FINALLY, A TRUE SAILOR

Arnt Olav de Jager has been with Østensjø Rederi throughout his entire career. His longest journey went to the Mediterranean when Edda Fonn was new.

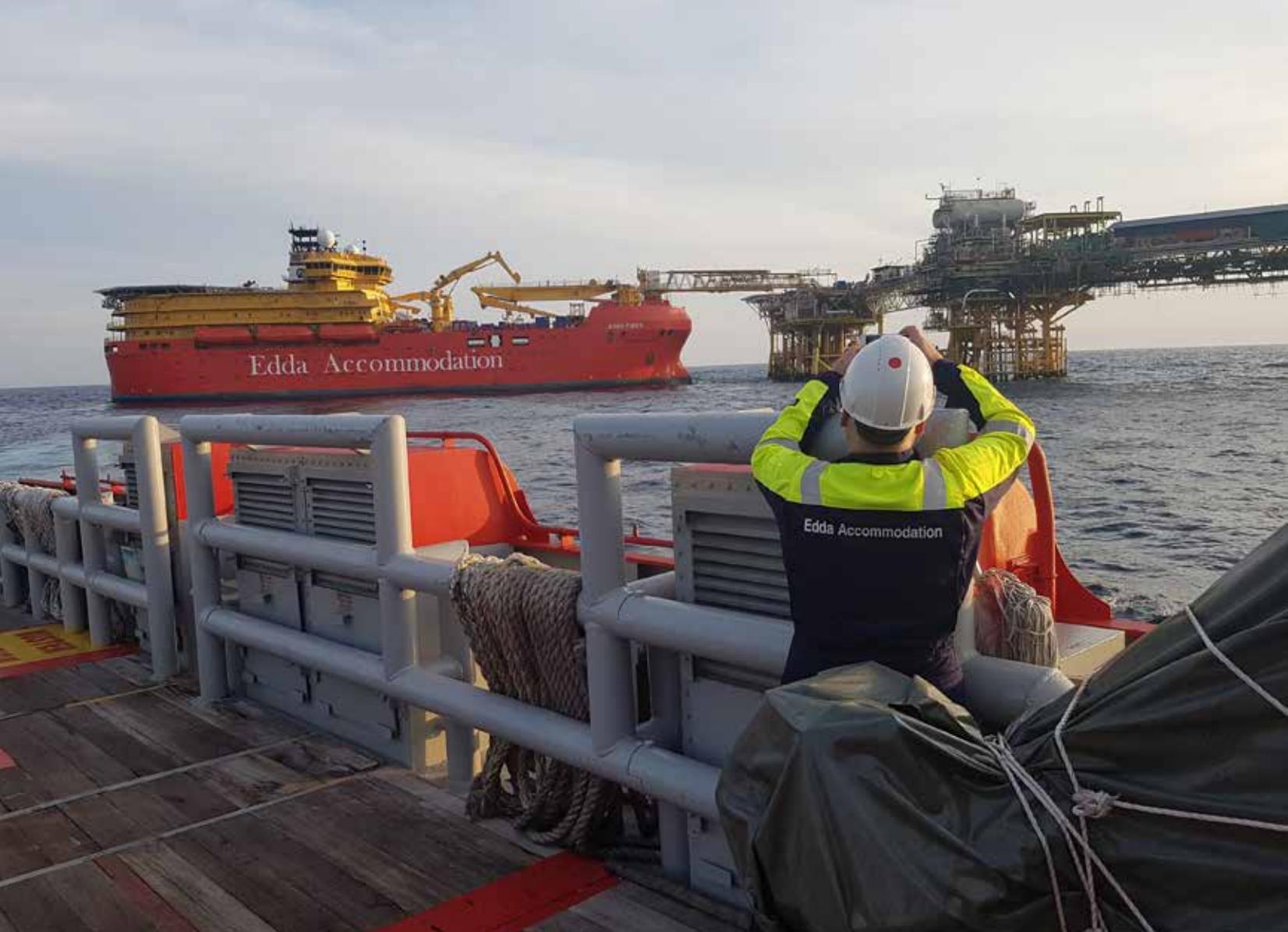
- This trip was therefore exceptional, not least the experience of sailing a vessel through the Panama Canal, over the Pacific Ocean, and passing the Equator.

- After having passed the Equator I can finally call myself a true sailor.



DANCED FOR THE GUESTS:

The navy performed a ceremonial Maori dance to show the Norwegian guests respect and honour.



Edda Fides at work in Malaysia.

EDDA FIDES DELIVERY OF QUALITY SERVICES IN MALAYSIA

Accommodation Service Vessel Edda Fides this summer and early autumn again proved its flexibility and reliability. Yet another time the operation of Edda Fides took place in new waters for Edda Accommodation and Østensjø Rederi, i.e. in Malaysia, north west of Borneo.

Edda Accommodation Chief Operation Officer Stian S. Waage tells us the job involved providing an offshore installation complex with accommodation and catering for up to 450 supervisors and workers. Gangway connection to the complex varied from 24/7 connection to W2W operations due to ongoing field activity and the client requirement for lifting operations by Edda Fides offshore crane. Before project start-up

the vessel had to undergo rigorous inspections. Both Malayan authorities and operators impose strict requirements to vessels and their crew, operating in their offshore sector.

- We had to undergo thorough evaluation and approval processes before vessel and crew were deemed approved by the customer and were able to embark on the project, Waage says.

STACKED WITH DECK CARGO

First part of the project involved carrying deck cargo from supply terminals to the field. When Edda Fides departed from the offshore terminal at Labuan the deck was stacked with cargo to be used in the project. Several members of the project management team came onboard and joined the voyage to prepare for start-up. Edda Fides made one stop underway to the field. At Miri more cargo was loaded, and several of the client's workers were taken onboard to save time on the transport offshore.

3240 LIFTED ONBOARD

During the operation all personnel were transported to the field in small crewboats, and then lifted to the Edda Fides deck in a personal basket. Waage reports that overall 3240 persons were safely lifted onboard during the project using Edda Fides' cranes. The vessel's gangway was frequently in use. During a three-month period 117,000 gangway crossings were recorded, which gives an average of 1400 individual gangway crossings per day.

HIGH LEVEL OF ACTIVITY

- In addition to basket lifts Edda Fides also carried out several types of offshore lifts, Waage reports. Quite a few of them demanded flexibility and exact planning, due to their complexity. Lifts were executed with the offshore gangway connected as far as possible, but there were many occasions when the gangway was disconnected before lifts were carried out in other locations of the installation complex. Lifts were also carried out on other installations, and Edda Fides had to move between various installations. Add required activity included to keep the hotel running and well supplied, the use of the main deck as loading terminal for the field, frequent gangway connections and disconnections, manoeuvring and re-positioning due to simultaneously operations of other vessels working at the same complex, it all adds up to a very high level of daily activities.

- All in all, a challenging and demanding operation in unfamiliar waters, where both crew and onshore personnel had to adapt to deliver a safe and efficient operation, says Chief Operation Officer Stian S. Waage. He praises his crew for a job well done and believes this successful project will be an important experience and equally market Edda Fides in the south-east Asian region for the future to come.

BY TERJE EMIL JOHANNESSEN

EDDA FIDES LEVERTE KVALITET I MALAYSIA

Edda Fides har i sommer og tidlig i høst nok en gang bevist sin fleksibilitet og pålitelighet, også denne gang i nye farvann for Edda Accommodation. Denne gang i Malaysia, nordvest av Borneo. Chief Operation Officer, Stian S. Waage forteller at selve oppdraget gikk ut på å sørge for kost og losji for 450 ledere og arbeidere i forbindelse med et oppgraderingsprosjekt av et installasjonskompleks. Oppdraget innebar både 24/7 gangveiskobling, samt til tider W2W tilnærming på grunn av hyppige løfteoperasjoner. Før man kom til gjennomføringen, måtte skipet gjennom krevende inspeksjoner.

- Vi måtte gjennomgå krevende evalueringsprosesser for både fartøy og dets mannskap var godkjent av oppdragsgiver og dermed kunne starte prosjektet, sier Waage.

- Alt i alt en krevende og utfordrende operasjon i et nytt farvann som både mannskap og landansatte måtte tilpasse seg for å kunne levere en sikker og effektiv operasjon, sier operasjonssjef Stian S. Waage. Han gir komplimenter til eget mannskap for dyktig utført jobb og håper at utførelsen kan åpne for flere oppdrag for Edda Fides i Asia.



Offshore Gangway on-hire verification trials.

EASY. Naturally, the vast majority struggle to master the technique.



BUMPS AND BRUISES AT OPERATIONS CONFERENCE

This fall's two operations conferences were held at Kuleisen, Haugesund's brand-new, combined shooting range and curling arena. The teambuilding on November 6th and 28th included bumps and bruises on the ice.

After CEO Kenneth Walland and CFO Ervin Horn summed up operational status, and Fleet Managers Alf Helge Lyngholm and Sveinung Zahl had updated the Masters and Chief Engineers in their offshore and tug group sections, it was time for teambuilding. How was the maneuverability on the icy surface and the marksmanship?? Not unexpectedly, curling was a new experience to most. Sea legs do not help when you must get down on your knees to be able to send a heavy stone in the right direction, preferably with correct force and rotation. Thus, understandably, there were a lot of strange body formations on the icy surface, as well as stone formations on the other end of the field. Everybody we talked to highly appreciated this untraditional break. A few hours later, everybody sat down to enjoy a delicious dinner.



SHOULDER TO SHOULDER: Trial shooting done. Ready for the competition's first round in the shooting range.

BY TERJE EMIL JOHANNESSEN



MUCH TO TALK ABOUT: They do not meet often and therefore have a lot to talk about. From left Master Pax, Malvin Matre, Chief Engineer Vivax, Gunnar Ljostveit, Master Edda Fram, Hans Magne Engeseth and Master Ajax, Ove Hauge.



CONTENT ØSTENSJØ COLLEAGUES: Three colleagues having a nice break and conversation. From left Chief Engineer Ajax, Torbjørn Holgersen, Master Edda Fides, Inge Brekke and Master Tenax, Frank Kvalheim.



ON THE ICY SURFACE: CEO Kenneth Walland ready for his debut on the ice.



VETERANS WITH FLEET MANAGER: From left David Dahl, Sveinung Zahl and Øyvind Landmark, Photo: TEJ

WARM ROUND OF APPLAUSE FOR VETERANS

- Many of you know him and some have had the pleasure of having him onboard. He often tells good stories about himself and colleagues.

Myself I've had the privilege of sailing with him on several vessels. And now we've joined forces again. Not on the same vessel, but in the same segment in the company.

This is how Fleet Manager Towage Sveinung Zahl, during the dinner at the second operations conference this fall, introduced David Dahl who was honoured for his 35 years of service in Østensjø Rederi. We must go back to the late 1970s, when Dahl worked on Oddstein belonging to the limited partnership Oddvar Vea & Co. The vessel was in 1982 converted to a standby /safety Vessel. Oddvar Vea at that time-shared offices with Johannes Østensjø, who was involved in the operation of Oddstein. Johannes Østensjø learned that David Dahl considered leaving Oddvar Vea & Co, and was quick to offer him a new job on Edda Fjord. It was a successful move, and Østensjø Rederi has been his employer since 1984. Following almost two years on Edda Fjord, he worked around five years on Dux, five years on Edda Fram and six years on Edda Frigg. 30 June 2003 he signed on Edda Fonn and almost three years after that he moved over to Edda Fjord and then to Edda Fauna. On February 9th, 2017 he embarked on Velox, where he still works. Zahl pointed out that Dahl was one of the first employees to get a crane operating license.

- David has always had a good story up his sleeve and has delighted many of his mates over the 35 years he's been with us, Zahl said, thanking him for his long and faithful service.

- We sincerely hope you will not leave us for a while yet, he said, before presenting Dahl with a great-looking ship's bell, to the accompaniment of warm applause from his colleagues.

Prior to the conference Øyvind Landmark was awarded the company's 25-year watch. He started in the company in 1994 sailing on Thorax when it was new. In 1998 he signed on as chief engineer on Edda Freya, and later as chief on both Edda Fjord and Edda Fauna. He was part of the building team for the new Edda Freya from 2015 and sails on it today.

PERSONNEL QUESTIONS



Miriam Hanson

Document controller - Edda Accommodation

What is the biggest challenge in your job?

One challenge is that there is often limit of time during tender processes. Another is that the lead time during mobilisation of contract/project often is restricted. The team need to be organised and know their responsibility.

What is your perfect day?

A perfect day for me is to spend time with my family driving around in our motorhome, park it in the mountains, smell the fresh air, enjoy the silence and away from all common tasks which haunts you at home. Another perfect moment for me is simply to relax in front of the TV watching a good thriller movie.

Favourite vessel in the Østensjø Rederi fleet and why?

Edda Fides and all the tugs. Edda Fides because she is an extraordinary vessel both for what she is purpose built for and what she has accomplished. The tugs are the working horses at sea, they simply impress me.



Georg Våga

Deck Cadet - Edda Fjord

What is your perfect day at work?

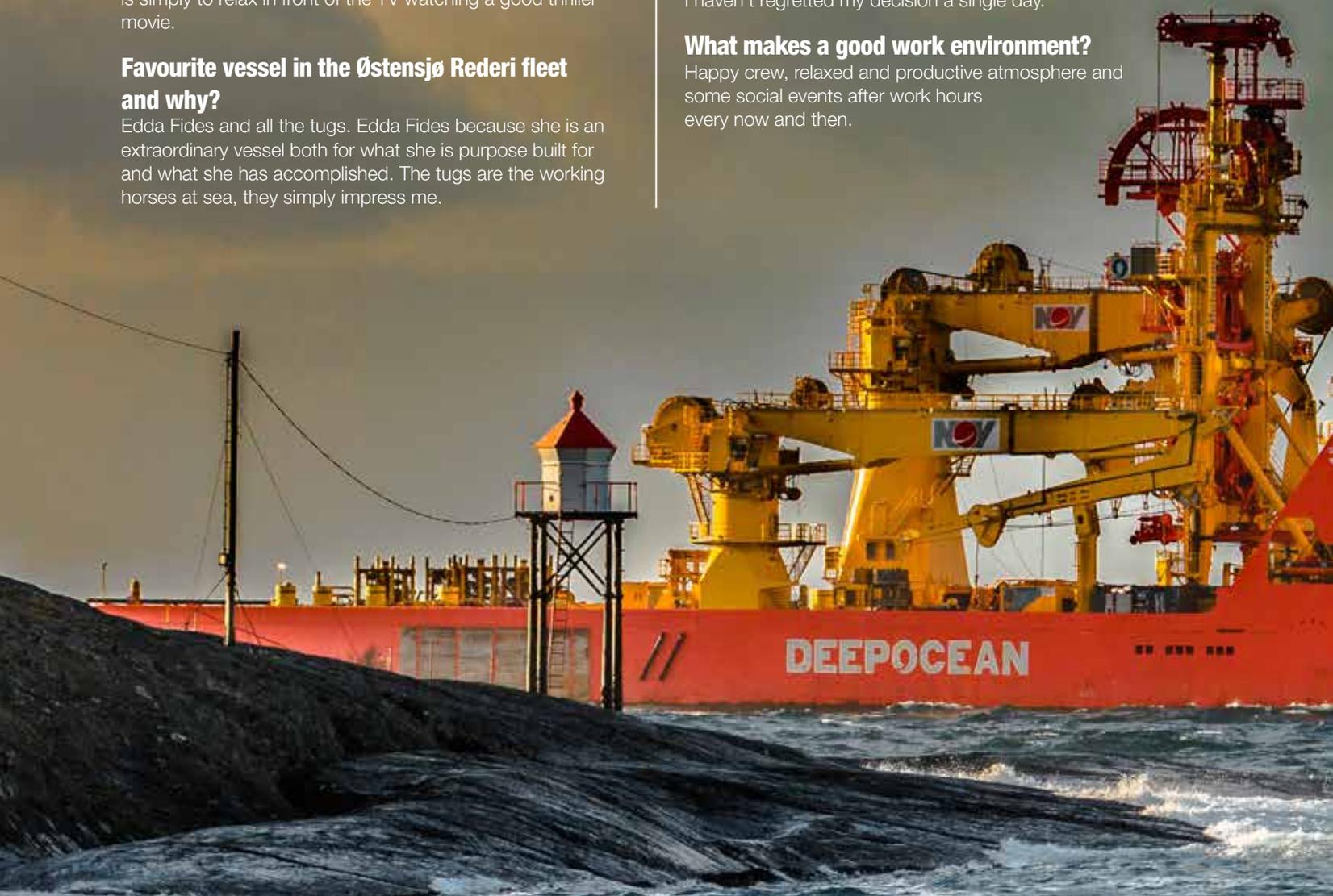
Nice weather, calm sea and being satisfied with my own work would make the day great. But if there is taco for dinner as well, now that would really make it a perfect day.

Why the maritime industry?

I have grown up around a maritime environment, where friends and family members have been working at sea. It might have been somewhat a coincidence that I went this path myself considering my background as an IT technician. But I always wanted to try working at sea, and from the first day I stepped onboard I haven't regretted my decision a single day.

What makes a good work environment?

Happy crew, relaxed and productive atmosphere and some social events after work hours every now and then.





Anette Brudalen

2nd Officer - Edda Sun

What is the biggest challenge in your job?

To keep up with the procedure of the clients, that sometimes are changing weekly.

What is your perfect day?

A day filled with laughter and high activity, preferably spent with my family.

Favourite vessel in the Østensjø Rederi fleet and why?

I have only been on Edda Sun.



Nina Edvardsen

Chief Steward - Edda Fauna

What is the biggest challenge in your job?

If something happens to my family or friends when I'm onboard, it can be challenging.

What is your perfect day?

All these meetings with nice crew and clients make a perfect day. That people respect each other and have a positive attitude.

Favourite vessel in the Østensjø Rederi fleet and why?

No favorite vessel. Nice people on all vessels in Østensjø Rederi, that is what I think is most important!



Olav Maurangsnes

Master - Velox

What is your perfect day at work?

Every day at work has a form of charm. But the perfect day is when I feel that I have accomplished something and rounded the evening with a tour on the fjord fishing with some of my colleagues.

Why the maritime industry?

When you have a father working as captain and a mother working as a ship builder you don't have a choice

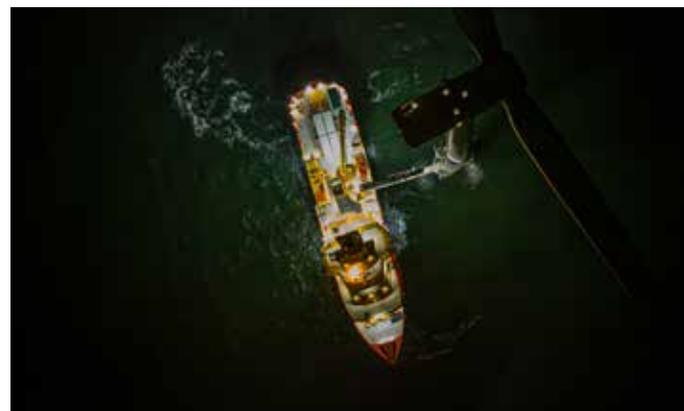
What makes a good work environment?

When you have an open and honest work environment with good dialogue topped with humor, I feel you can achieve everything.



VESSELS IN OPERATIONS





ON THE SOCIAL SIDE



Celebrating Halloween on Edda Freya



Phil Brown at Shell Community Day excursion at the Horse Welfare Centre close to Aberdeen. They spent most of the day cleaning the fields. The centre has 75 horses that have been abused in some way by their previous owners.



Wind Surfing at Åkrasanden



Game night in Haugesund



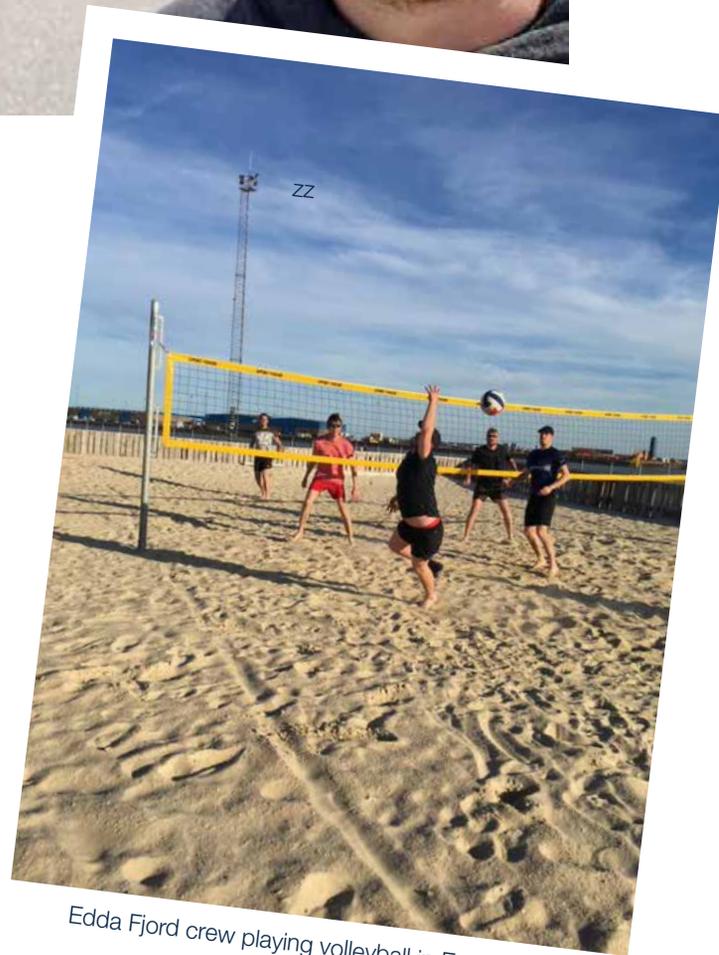
On their way from Edda Fjord to play football



A well-deserved break after all the hills they've cycled in Denmark



We would like to honor Robert Henderson (Senior Cox-Passat Worker) for being an inspiration to other crew members in the Racebank site and other sites. As senior Coxswain/EDH, he is always a dedicated crew member towards the safe running of his vessel (Passat Worker) and his cabin door is always open for new crew if you require a chat about work or in the need of a father figure.



Edda Fjord crew playing volleyball in Esbjerg, Denmark



IN THE WAKE OF THE VIKING SKY RESCUE OPERATION ØSTENSJØ ATTENDS HONOURING CEREMONY HOSTED BY THE NORWEGIAN GOVERNMENT

Sveinung Zahl attended the ceremony hosted by the government to honour those who took part in the rescue operation of Viking Sky. Østensjø Rederi's tug Vivax assisted the cruise ship into a safe harbour in Molde.

Østensjø Rederi was among the invitees at the ceremony held by the government honouring the parties involved in the rescue operation of Viking Sky. Fleet Manager Towage Sveinung Zahl attended the event April 24th on behalf of Østensjø Rederi.

When the engines of cruise ship Viking Sky came to a halt outside Hustadvika Saturday March 23rd, an extremely dramatic situation arose which might have resulted in catastrophic consequences. With a full storm raging, it was only a matter of minutes before the Viking Sky with 1373 people onboard would run aground. The same night cargo vessel Hagland Captain sent out a distress call because of engine problems. The Main Rescue Centre at Sola coordinated the resources of the rescue operation, represented amongst other by the coast guard, the public rescue helicopter service, and rescue helicopters from

the petroleum industry. Moreover, several privately owned vessels, among them the Vivax and Edda Fauna owned by Østensjø Rederi, took part in the rescue operations. Vivax was one of two tugs that helped the cruise ship into a safe harbour in Molde the following day. - It was a worthy celebration, which focused on the tremendous efforts made by the volunteers, salvage crews, and sailors who took part in the rescue operation. Østensjø Rederi takes pride in the contribution from our own crews and appreciates that they are being honoured, Zahl says. He praises the government, represented by Minister of Public Security Ingvil

Smines Tybring-Gjedde (Frp), for hosting the ceremony, which was held at the government's representational residence at Parkveien 45, Oslo. Prime Minister Erna Solberg also attended the ceremony.

- At the ceremony rescue personnel shared their own stories from the dramatic salvage operation. Several volunteers also attended the ceremony, sharing their stories, Zahl says. He estimates that around 60 persons attended the ceremony.

BY LIV ALSAKER SANDE

ØSTENSJØ PÅ HEDERS- MARKERINGER

Østensjø Rederi var blant de inviterte på markeringen som Regjeringen holdt for å hedre de involverte i redningsaksjonen av cruiseskipet Viking Sky. Fleet Manager Towage Sveinung Zahl deltok på markeringen 24. april på vegne av Østensjø Rederi.

- Det var en verdig markering der det ble satt fokus på den store innsatsen til de frivillige, berging-smannskapene og sjøfolkene som deltok i redningsaksjonen. Vi i Østensjø er stolt over innsatsen som våre egne sjøfolk la ned i redningsaksjonen og synes det er flott de kan hedres på denne måten, sier Zahl til Sjøfartstidene.

Sveinung Zahl representerte også Østensjø Rederi på en markering som ble avholdt hjemme hos den amerikanske ambassadøren i Oslo 5. juni. Dette er en årlig markering som hedrer sjøfolk som berger liv på havet og ble holdt i tilknytning til den årlige shipping-messen Nor-shipping.



Selfie in front of the American Embassy.

ØSTENSJØ REDERI FACTS

Established:	1974
Vessels:	32
Segments:	Accommodation, Offshore, Renewable and Towage
Turnover 2018:	994 mill NOK (Østensjø Group)
Employees:	454
Trainees:	35
Offices:	Haugesund, Aukra, Aberdeen, Southampton and Malta

NEW OFFICE COLLEAGUES

As you all may have already noticed, 2019 has been a year with many organizational changes. During the spring we welcomed Karolina Larsen in our Haugesund office. She works as a Course Coordinator while Silje Elin Skår is on her maternity leave. In late spring we announced that Ervin Horn was going to replace Håvard as CFO, Ervin started working for us in September. Ervin came from DNB where he worked for the past 14 years. During the summer holiday Magnus Jensen started as IT Coordinator Trainee in our IT department. Magnus came from ConocoPhillips in Stavanger. Due to organisational changes, we were short of staff in the Finance and Accounting department, and from medio November Linda Føyen Larsen started as a Finance Controller. Linda came from Deloitte, where she worked as an account manager. Late in the summer we advertised for new colleagues to replace Aage Fjellanger and Carl Johan Amundsen in our Project department. Egil Arne Skare has been promoted and will replace Carl Johan as a Senior Project Manager from January 1st, 2020. Vidar Jordal Håheim started in November as Egil Arne's replacement. Vidar has worked as an Electrician on Edda Freya. Arne Jakob Eide will join the Project department early 2020 as a replacement for Aage. Arne Jacob currently working at Vard Design in Ålesund.

25 YEARS IN THE COMPANY

22/07/2020 Tore Velde

30 YEARS IN THE COMPANY

03/12/2020 Jorunn Henriksen

35 YEARS IN THE COMPANY

12/09/2020 Inge Hansen Brekke

CELEBRATING IN 2020

50 YEARS

17/01/2020	Vidar Sørensen
18/02/2020	Odd-Morten Oddøy
02/03/2020	Gary Morgan
03/03/2020	Inigo Rueda Velez
23/04/2020	Bjørnar Bye
22/05/2020	Robert Duffy
30/05/2020	Bernt Alden
07/06/2020	Ove Hansen Turøy
06/08/2020	John William Couzins
12/08/2020	Stig Anders Totland
09/09/2020	Sten Selmar Dørheim
28/09/2020	John Helge Færøvik

60 YEARS

01/01/2020	Edgar Solheim
19/01/2020	Arthur Cook
08/03/2020	Tor Eirik Huse
28/03/2020	Magnar Kolskår
13/04/2020	Jarle Hansen
24/09/2020	Erling Audun Drågen
13/10/2020	Elias Oddvar Andersson
13/10/2020	Nils Arne Hermansen
14/12/2020	Kenneth Walland

PHOTO CONTEST

COMPETITION RULES

Do you have pictures of our company, our employees or our vessels?
Send your photos to post@ostensjo.no.
Enter the name(s) of the person(s) and place displayed in the picture and/or its theme in the subject field. Include your full name and contact information in the e-mail. Enter as many pictures as you want. Photos must be at least 1 MB. We publish the winning photos in our next issue. Østensjø Rederi reserves the right to use all submitted photos.

PRIZES

1ST PLACE: NOK 2000,-
2ND PLACE: NOK 1500,-
3RD PLACE: NOK 1000,-

SUBMISSION DEADLINE

15th November 2020

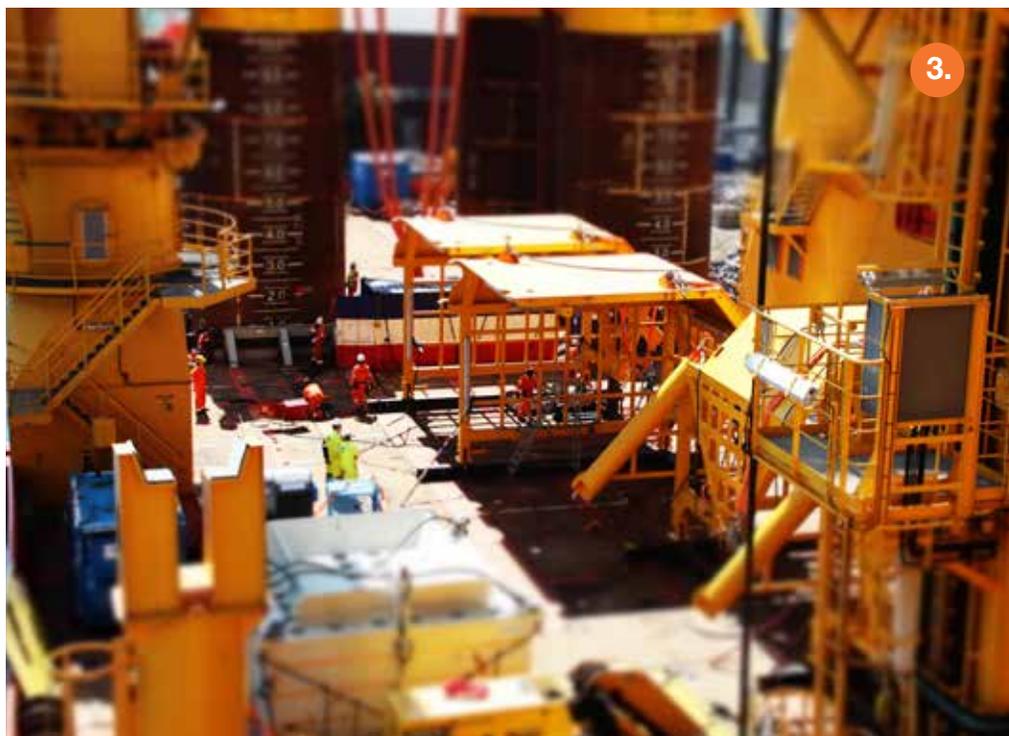
JURY

Østensjø Rederi editorial staff.

AND THE WINNERS ARE

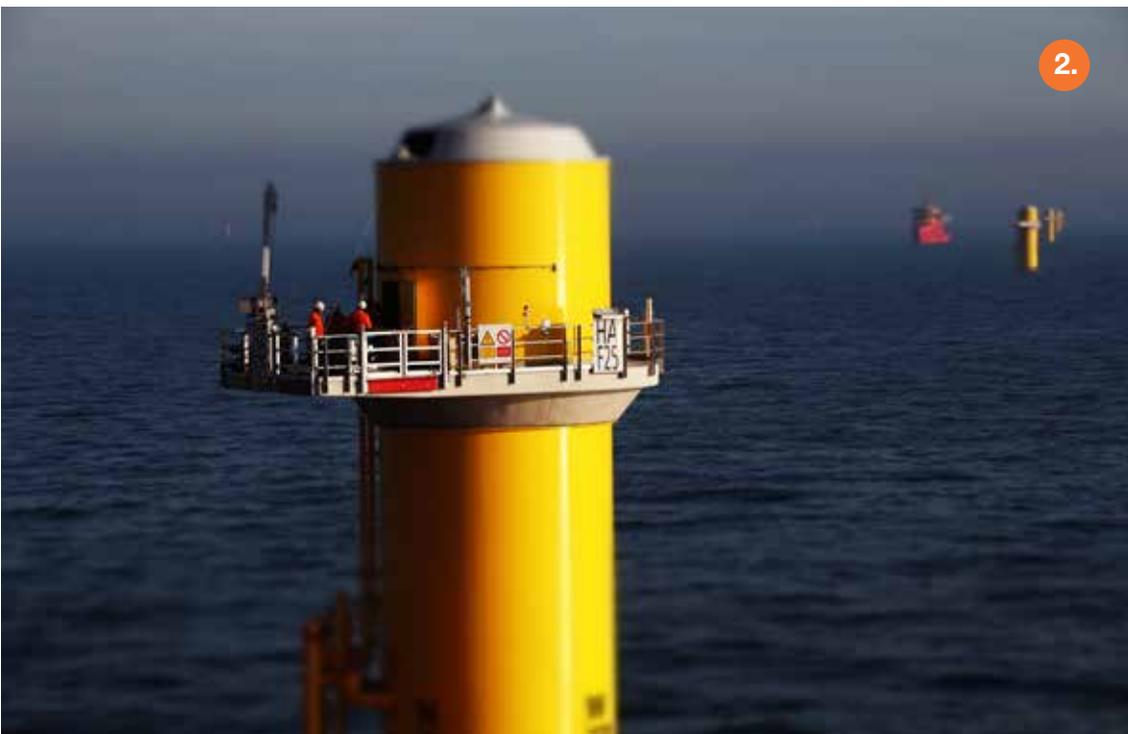
- 1. ADAM CHAYTOR**
– Edda Passat
- 2. ENDRE DOMMERSNES**
– Edda Freya
- 3. ENDRE DOMMERSNES**
– Edda Freya

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





1.



2.



VESSELS & CREW

PR. 10.12.2019

OFFSHORE

EDDA FRAM



Flag	NIS
Built	2007

Shift 1

Engeseeth	Hans Magnar	Master
Konradsen	Karl Petter	Master
Berger	Lukas	Chief Officer
Catubay	Alfredo Jr.	2nd Officer
Misajon	Zanzibar	2nd Officer
Copes	Romeo	A/B
Gimena	Paulito	A/B
Llorca	Dan	A/B
Richter	Bjørn	Chief Eng.
Edwardsen	Frode	2nd Eng.
Canillo	Rogelio Jr	Electrician
Acardo	Michael dy	Chief Steward
Juul	Preben	Cadet Eng.

Shift 2

Øyre	Joar Andre	Master
Eide	Stig Espedal	Chief Officer
Berondo	Arman	2nd Officer
Anouevo	Gay Lord	A/B
Enarle	Orlene Gomeri	A/B
Dela Rosa	Reymond Silan	A/B
Harkestad	Øystein	Chief Eng.
Buskas	Krister	2nd Eng.
Villacastin	Daven	Electrician
Marquez	Josef	Chief Steward
Evenstad	Erik	Cadet Eng.

EDDA FRENDE



Flag	NOR
Built	2009

Shift 1

Steinsland	Jan Atle	Master
Bjøringsøy	Espen	Chief Officer
Olsen	Kjell Arne	2nd Officer
Larsen	Bente	3rd Officer
Bernardini	Gabriele	A/B
Hansen	Atle	A/B
Karlsen	Kurt Andre	A/B
Strand	Thomas	A/B
Borg	Martin	Chief Eng.
Olsen	Thomas	2nd Eng.
Nyborg	Jan Egil	Electrician
Granhei	Daniel	Electrician
Hauko	Nils Richard	Chief Steward
Moe	Kristian	Engine Apprentice

Shift 2

Gjessing	Eirik	Master
Andersen	Stein Øyvind Soyland	Chief Officer
Sævik	Tor Sindre	2nd Officer
Drågen	Erling	2nd Officer
Kvandal	Håkon	A/B
Varpe	Kjell Bjarte	A/B
Veaa	Helge Olav	A/B

Lund	Jan Arve	A/B
Husteli	Marus	A/B
Johannessen	John Andre	Chief Eng.
Simonsson	Markus	2nd Eng.
Torbergson	Odd Tode	Electrician
Granhei	Daniel	Electrician
Fjellanger	Camilla	Chief Steward
Rovde	Henrik	Engine Apprentice

EDDA FERD



Flag	NIS
Built	2013

Shift 1

Roksund	Jarle	Master
Gherasim	George	Chief Officer
Belotindos	Alfredo Jr. Billones	2nd Officer
Villanueva	Ryan Jay	2nd Officer
Silava	Eric	A/B
Nievera	Dave Mantilla	A/B
Intes	Abraham	A/B
Molland	Cato	Chief Eng.
Berg	Carl Henry Oscar	2nd Eng.
Rodrigo	Sairel	3rd Eng.
Almeron	Edgar Delen	Oiler/Motorman
Peligen	Greg Aluyen	Electrician
Marquez	Joel Ariel	Chief Steward
Medrano	Edgar	Steward
Tofte	Kristian	Cadet Deck
Bø	Onar	Engine Apprentice

Shift 2

Einebærholm	Frode	Master
Waage	Ronny	Chief Officer
Alconga	Cilbert Palma	2nd Officer
Sagsagat	Jomar	A/B
Sasis	Dallas Ilona	A/B
Sabile	Julius Cesar G.	A/B
Sævik	Øyvind	Chief Eng.
Henriksen	Jan Magne	2nd Eng.
Bayno	Alfredo	3rd Eng.
Abaquita	Robert Louie	Electrician
Tumbaly	Toribio jr.	Chief Steward
Kristoffersen	Sivert	Engine Apprentice

EDDA FAUNA



Flag	NIS
Built	2008

Shift 1

Østensen	Lorentz	Master
Worren	Kaare	Chief Officer
Danielsen	Arild	2nd Officer
Vestre	Jarle	2nd Officer
Dugaduga	Wilmor	2nd Officer
Longva	Roy Are	A/B Crane
Halleland	Eirik Tjorven	A/B Crane
Toledo	Edwin	A/B
Arntsen	Ståle	Chief Eng.
Færevik	John Helge	2nd Eng.
Merour	Per Sebastian	3rd Eng.
Håkonsen	Thomas	Electrician
Østensen	Mikal	Electrician
Mortel	Melvin	Oiler/Motorman
Edwardsen	Nina	Chief Steward
Lauritzen	Trond	Cook
Villafania	Danreb	Cook
Gravidez	Neil Joseph	Cook
Rodriguez	Jayson	Catering ass.
Galvezo	Rommel	Catering ass.
Sabeniano	Emerson	Catering ass.
Knutsen	Torjus	Deck Apprentice
Stolen	Ole Kristian	Engine Apprentice

Shift 2

Djupevåg	Nikolai	Master
Lund	Øyvind	Chief Officer
Waage	Andreas	2nd Officer
Marcussen	Eivind	2nd Officer
Maudal	Jarle	A/B Crane
Hustveit	Tor Arne	A/B Crane
Rabadon	Ruel	A/B
Rojas	Hamilton	A/B
Sandanger	Per Atle	Chief Eng.
Thomas	Neil-Erik	2nd Eng.
Gravdal	Morten	3rd Eng.
TBN	TBN	Oiler/Motorman
Sundgot	Oddgeir	Electrician
Andersson	Elias Oddvar	Chief Steward
Baretto	Catherine	Cook
Israel	Jason	Cook
Naguit	Alvin	Catering ass.
Tapawan	Robert	Catering ass.
Mjånes	Therese	Deck Cadet
Dale	Bianca	Engine Apprentice

OFFSHORE



EDDA FLORA

Flag	NIS
Built	2008

Shift 1

Snyen	Carl Inge	Master
Tovik	Ståle	Chief Officer
Furali	Ruben	2nd Officer
Wee	Oscar	2nd Officer
Dematera	Gilbert	2nd Officer
Restad	Gunnar	A/B Crane
Stensrud	Magne	A/B Crane
Sørensen	Jonny	A/B Crane
Pagallaman	Cenon	A/B
Llegado	Cirilo	A/B
Talge	Borge	Chief Eng.
Ravn	Snorre	2nd Eng.
Erslund	Joachim	3rd Eng.
Bautista	Leonardo	Oiler/Motorman
Eikeland	Bjørnar	Electrician
Syre	Stig Bjarte	Chief Steward
Jansen	Lise	Cook
Villagas	Randle	Cook
Campollo	Jennelyn	Catering ass.
Solvio	Romel	Catering ass.
Storesund	Magnus	Deck Cadet
Antonisen	Harald	Electrician Apprentice

Shift 2

Kjørlien	Ole Andre	Master
Kvalvik	Dag Erik	Chief Officer
Hauge	Freddy	2nd Officer
Dyregrov	Sjur	2nd Officer
TBN	TBN	2nd Officer
Rostad	Terje	A/B Crane
Leikanger	Børge	A/B Crane
Bo	Per Gunnar	A/B Crane
Rogne	Knut	A/B Crane
Son	Joven	A/B
Manaig	Mario	A/B
Mikalsen	Øyvind	Chief Eng.
Kjellevold	Tormod	2nd Eng.
Halvorsen	Kenneth	3rd Eng.
TBN	TBN	Oiler/Motorman
Jensen	Kim	Electrician
Brattsti	Kai Viktor	Chief Steward
Mittet	Rune	Cook
Damian	Luisito	Cook
Alegre	Dominic	Catering ass.
Resurreccion	Boots Marie	Catering ass.
Lazaga	Marian	Catering ass.
Gausdal	Lars-Emil	Deck Cadet
Lundal	Tjerand	Electrician Apprentice



EDDA FREYA

Flag	NIS
Built	2016

Shift 1

Dirdal	Kjell Inge	Master
Somnes	Endre	Chief Officer
Andersson	Carl Johan Arne	2nd Officer
Sæther	Bjørn Magnus	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
Pepito	Oliver Mesa	A/B
Tidor	Lauro Tupino	A/B
Habbestad	Odd Helge	Chief Eng.
Skogøy	Odd Jarle	2nd Eng.
Sørensen	Anders Snørteland	3rd Eng.
Canonio	Raul Tocle	3rd Eng.
Penohermoso	Raul Escaro	Oiler/Motorman
Nailes	Jose	Oiler/Motorman
Pettersen	Sten-Øyvind	Electrician
Fernandez	Frank Joey	Electrician ass.
Myren	Atle	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	Pamela Decatoria	Catering ass.
Renzal	Marina	Catering ass.
Irava	Rhodamel Pauline Nemeno	Catering ass.
Botn	Vebjørn	Cadet deck
Lindanger	Tor-Inge	Deck Apprentice
Mokleiv	Herman	Engine Apprentice

Shift 2

Osland	Harald	Master
Berg	Jim Ivar	Chief Officer
Måløy	Ole Gunnar	2nd Officer
Hinderaker-Hansen	Harald Andreas	2nd Officer
Bautista	Felins De Panay	2nd Officer
Dørheim	Sten Selmar	A/B Crane
Dommersnes	Endre Haugen	A/B Crane
Larsen	Bjørn Eirik	A/B Crane
Serranilla	Dexter General	A/B
TBN	TBN	A/B
Landmark	Øyvind	Chief Eng.
Malin	Remi	2nd Eng.
Thomsen	Jan Erik	3rd Eng.
Angustia	Vicente	3rd Eng.
Ingebrigtson	Frode	Electrician
TBN	TBN	Electrician ass.
Dommersnes	Endre	Chief Steward
Wiik	Jan Inge	Cook
Fernando	Alvin Gameng	Cook
Sabalones	Anncelle	Catering ass.
Limtian	Sheila	Catering ass.
Templa	Sheryl	Catering ass.
Folkestad	Eirik	Cadet Eng.
Knutzen	Martin	Deck Apprentice

ACCOMMODATION



EDDA FIDES

Flag	NIS
Built	2011

Shift 1

Shift 1		
Brekke	Inge	Master
Lackner	Stian	Chief Officer Safety
Lunde	Frode Hovland	2nd Officer
Hochheim	Torbjørn	Gangway operator
Coops	Reint Dowe	Gangway operator
Valdal	Victor	2nd Eng.
Lackner	Henrik	Electrician
Angangan	Mark	Admin Officer
Bauge	Tor Anders	Cadet Eng.
Müller	Runar Vold	Electrician Apprentice

Shift 2

Linga	Einar	Master
Kainulainen	Mikael	Chief Officer Safety
TBN	TBN	2nd Officer
Wikström	Roy	Gangway Operator
Tjøsvoll	Einar	Gangway Operator
Henriksson	Lars	2nd Eng.
Tufteland	Oddbjørn	Electrician
Rueda Velez	Inigo	Admin Officer
Valderhaug	Daniel	Cadet Eng.
Johannessen	Jørgen	Electrician Apprentice

Shift 3

Olsen	Gert Trygve	Chief Officer
Småvik	Sven Roger	2nd Officer
Huttinga	Hugo	Gangway Operator
Lothe	Johan Andreas	A/B Crane
Nieva	Johnny	A/B
Edvardsen	John Einar	Chief Eng
Fjeldstad	Lars	3rd Eng
Eik	Ola Moe	3rd Eng
Torrocha	Joseph	Oiler/Motorman
Kaspersen	Svein Arne	Hotel Manager

Shift 4

Johansen	Halvard	Chief Officer
Aaland	Per Kåre	2nd Officer
Haasdijk	Michel	Gangway Operator
Vesterås	Bjarte	A/B Crane
TBN	TBN	A/B
Fiskerstrand	Oddgeir	Chief Eng
Nautnes	Torbjørn	3rd Eng
Gajo	Ronie Soriano	Oiler/Motorman
Ricafort	Jose	Fitter
Kreinbühl	Jurgen	Hotel Manager

VESSELS & CREW

PR. 10.12.2019

RENEWABLE

EDDA FJORD



Flag	NIS
Built	2002

Shift 1

Melvær	Håvard	Master
Mæhle	Anders	Chief Officer
Andersen	Øyvind	2nd Officer
TBN	TBN	3rd Officer
Ambat	Ernel	2nd Officer
Myklestad	Terje	A/B Crane
Henriksen	Helge	A/B Crane
Ganuelas	Richard	A/B
Fjell	Børge	Chief Eng.
Sallman	Henrik	2nd Eng.
Jacobsen	Even Dueland	3rd Eng.
Lervik	Sindre Salhus	Electrician
Lustracion	Simeon	Oiler/Motorman
TBN	TBN	Chief Steward
Saraspe	Christopher	Cook
Ozoa	Rito	Cook
Santoz	Ricelle	Catering ass.
Ilao	Michael	Catering ass.
Collantes	Mark	Catering ass.
Våga	Georg	Cadet Deck
Lilleheil	Edvard	Cadet Eng.

Shift 2

Egeland	Thorvald	Master
Stokken	Jarle	Chief Officer
Odland	Tore	2nd Officer
Hatleskog	Andre	2nd Officer
Amar	John	2nd Officer
Olsen	Lars Beyer	A/B Crane
Johansen	Arvid Inge	A/B Crane
Rudinas	Richard	A/B
Bonachita	Jovenal	A/B
Gorman	Kevin	Chief Eng.
Wilhelmsen	Knut Øivind	2nd Eng.
Nordvik	Martin Eide	3rd Eng.
Sterri	Kevin	Electrician
Nagas	Christopher	Oiler/Motorman
Junge	David	Chief Steward
Famador	Richard	Cook
Casabuena	Shela	Catering ass.
Ortiz	Ediezen	Catering ass.
Moe	Mats	Cadet Deck
Fjelde	Even	Cadet Eng.

EDDA PASSAT



Flag	UK
Built	2018

Shift 1

Monks	Paul	Master
Astley	Edward	Chief Officer
Dulanowski	Kamil	2nd Officer
Wojcieszek	Maciej	2nd Officer
Kreft	Miroslaw	AB/GW/CR
Anderson	Ian	AB/GW/CR
Briggs	Daniel	AB/COX
Butterworth	Tony	AB/COX
Szwedko	Kamil	AB
Zawadzki	Krystian Artur	AB

Chaytor	Adam	Workboat Deckhand
Feeney	Patrick	Workboat Deckhand
Small	Joel	Chief Eng.
MacRae	James	2nd Eng.
Rudnik	Blazej	3rd Eng.
Dampc	Marcin	Motorman
Radic	Dujo	Electrician
Staniszewski	Janusz	Chief Steward
Kortukowski	Marcin Konrad	Cook
Kozlowski	Thomasz	Cook
Mandel	Sasin	Catering ass.
Mazur	Jagoda Marta	Catering ass.
Torbinska	Malgorzata Anna	Catering ass.

Shift 2

Wallace	David	Master
Ashworth	Chris	Chief Officer
Jedruch	Bartosz	2nd Officer
Zawierucha	Michal	2nd Officer
Paterson	Raymond	AB/GW/CR
Macinnes	Angus	AB/GW/CR
Davies	Ryan	AB/COXN
Henderson	Robert	AB/COX
Toronzak	Ernest	AB
Grezeszozak	Bartosz	AB
Coates	Fraser	Workboat Deckhand
Hurley	Daviv	Workboat Deckhand
Barton	Graeme	Chief Eng.
Mortimer	Tristan	2nd Eng.
Olchno	Kornel	3rd Eng.
Pietrzak	Dawid	Motorman
Legun	Jaroslaw	Electrician
Komorowski	Robert	Chief Steward
Osinski	Andrzej	Cook
Szreder	Jaroslaw	Cook
Smykaj	Anna	Catering ass.
Ornat	Pawel	Catering ass.
Mizgala	Katarzyna	Catering ass.

EDDA MISTRAL



Flag	UK
Built	2018

Shift 1

Roberts	Barry	Master
TBN	TBN	Chief Officer
Graham	Martin	2nd Officer
Ivanov	Bohzidar	2nd Officer
Horton	Mark	AB/GW/CR
Jones	Robert	AB/GW/CR
Clark	John	AB/COX
Cadden	Conor	AB/COX
Hudson	Ian	AB
Owen	Gavin	AB
Cargill	Paul	AB
Bailey	James	Chief Eng.
TBN	TBN	2nd Eng.
Macdonald	Greg	3rd Eng.
Locker	David	GP rating
Marchetti	Michael	Electrician
Cook	Arthur	Chief Steward
Boreham	Darryl	Cook
Maciver	Naomi	Cook
Danilevic	Alexandra	Catering ass.
O'Toole	Gillian	Catering ass.
O'Toole	Kate	Catering ass.

Shift 2

McGillvray	Grant	Master
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Matheson	David	Chief Officer
Parnell	Alex	2nd Officer
Cooper	Rebecca	2nd Officer
Callaghan	Jason	AB/GW/CR
Hughes	Christopher	AB/GW/CR
Nurse	Luke	AB / COX
Harcourt	David	AB/COX
O'Connor	Ryan	AB
Bullock	John	AB
Kelly	Paul	AB
Menzies	Colin Patrick	Chief Eng.
Williams	Steven	2nd Eng.
Corr	Shaun	3rd Eng.
Macay	Daniel	GP rating
Katkoria	Rajesh	Electrician
Morgan	Gary	Chief Steward
Duffy	Robert	Cook
TBN	TBN	Cook
Graham	Sharon	Catering ass.
TBN	TBN	Catering ass.
TBN	TBN	Catering ass.

EDDA SUN



Flag	NIS
Built	2009

Shift 1

Hjelmeland	Pål Fredrik	Master
Gangåssæther	Rune	Chief Officer
Hansen	Torben	2nd Officer
Straum	Erlend	2nd Officer
Filipczak	Norbert	2nd Officer
Hopland	Kjell Arve	A/B Crane
Leirbakk	Ken-Ronald	A/B Crane
Abramczyk	Zbigniew	A/B
Biernat	Zbigniew Jacek	A/B
Turoy	Ove	Chief Eng.
Belsnes	Cato	2nd Eng.
Hollund	Lars Marius	3rd Eng.
Espeland	Erlend	Electrician
Veka	Richard	Chief Steward
Petryka	Adrian	Cook
Petryka	Boguslaw	Cook
Ignatjeva	Alina	Catering ass.
Kostira	Jelena	Catering ass.
Moe	Sander	Cadet Eng.
Økland	Jan Sverre	Deck Apprentice

Shift 2

De Jager	Arnt-Olav	Master
Ravnås	Svein	Chief Officer
Brudalen	Anette	2nd Officer
Utkilen	Lars	2nd Officer
Dabrowski	Alan Bartosz	2nd Officer
Alvestad	Odd Kåre	A/B Crane
Lunde	Arnt-Ove	A/B Crane
Bak	Marek	A/B
Jena	Piotr	A/B
Hermansen	Nils Are	Chief Eng.
Bø	Kristoffer	2nd Eng.
Kuse	Sven Norman	3rd Eng.
Torkildsen	Fredrik	Electrician
Solberg	Jan Arne	Chief Steward
Szczerba	Jaroslaw	Cook
Mach	Agnieszka	Cook
Rybacka	Malgorzata	Catering ass.
Antonczyk	Anna	Catering ass.
Fosse	Tor Andre	Cadet Eng.
Schlichting	Julie Christine	Deck Apprentice

TOWAGE

								
AJAX			TENAX			VELOX		
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	
Shift 1			Shift 1			Shift 1		
Algroy	Helge	Master	Alden	Bernt	Master	Sjoen	Hallgeir	Master
Kolsgår	Magnar	A/B	Sorheim	Ernst	A/B	Hetlevik	Heine	2nd Officer
Gule	Frank	A/B	Alden	Odd Kenneth	A/B	Dahl	David	A/B
Totland	Stig Anders	Chief Eng.	Solheim	Edgar	A/B	Bognoy	Bjorn Ove	A/B
			Torsvik	Terje	Chief Eng.	Fjell	Kare	Chief Eng.
Shift 2			Shift 2			Shift 2		
Hauge	Ove	Master	Kvalheim	Frank	Master	Maurangnes	Olav	Master
Selnak	John Arne	A/B	Sandhåland	Albert	A/B	Monsen	Henrik	2nd Officer
Totland	Bjorn Petter	A/B	Tellnes	Hans Erling	A/B	Sjoen	Oystein	A/B
Holgersen	Torbjorn	Chief Eng.	Tjosvoll	Ole Thomas	A/B	Strand	Svein Magnar	A/B
			Nesheim	Ivar	Chief Eng.	Hansen	Jarle	Chief Eng.
								
APEX			LOMAX			PHENIX		
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	
Shift 1			Shift 1			Shift 1		
Hooper	Timothy	Master	Moody	Alan	Master	Sladovich	Christopher	Master
Cook	Dean	Chief Officer	Watson	Ryan	Chief Officer	Morcombe	Thomas	Chief Officer
Langford	James	A/B	Partington	Ryan	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 Eng.	Morris	Alyn	Chief Eng.
			Gofton	Daniel	A/B, Motorman			
Shift 2			Shift 2			Shift 2		
Young	Steven	Master	Read	Andrew	Master	Pearson	Graham	Master
O'Malley	Aidan	Chief Officer	Harper	Donald	Chief Officer	Janes	Michael	Master
Mumford	Jordan	A/B apprentice	Conroy	David	A/B	Anil	Oliver	Chief Officer
Casey	Alan	A/B	Burt	Marcus	A/B	Couzins	John	A/B
East	Gary	A/B	Poulton	Christopher	A/B	Rigby	Arron	A/B
Butler	Ambrose	Chief Eng.	Rice	Christopher	Chief Eng.	Ash	Christopher	Chief Eng.
						Adams	Mark	Chief Eng.
						Clayton	Thomas	A/B Apprentice

VESSELS & CREW

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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	
Shift 1			Shift 1			Shift 1		
Fredriksen	Frode	Master	Vagelid	Kyrre	Master	Olsen	Peder Varne	Master
Mjånes	Stefan	Chief Officer	Sjøen	Svein Magne	Chief Officer	Aksland	Dag	Chief Officer
Knudsen	Leif	A/B	Coventry	Kristoffer	A/B	Kallekødt	Håkon	A/B
Sørensen	Thomas	A/B	TBN	TBN	A/B	Nordgård	Øyvind	A/B
Hansson	Karl Anton Tobias	Chief Eng.	Jorgensen	Kenneth	Chief Eng.	Hagen	Terje Haftor	A/B
						Edwardsen	Glenn Joar	Chief Eng.
Shift 2			Shift 2			Shift 2		
Bye	Bjørnar	Master	Sørenes	Leif Arne	Master	Golmen	Johannes	Master
Siem	Tommy	Chief Officer	Kvilhaug	Christopher	Chief Officer	Ydstebo	Johan	Chief Officer
Berg	Ole Børre	A/B	Nygård	Bjarne Frank	A/B	Noel	William	A/B
Hagenes	Kristoffer Tellnes	A/B	Steffensen	Kjell Holger	A/B	Øzdemir	Lars Deniz	A/B
Gjerde	Jostein	Chief Eng.	Ljøsteit	Gunnar	Chief Eng.	Sørensen	Stein Hugo	Chief Eng.
								
AUDAX			DUX			PAX		
Flag	NOR		Flag	NOR		Flag	NOR	
Built	2017		Built	2017		Built	2017	
Bollard pull	108 T		Bollard pull	108 T		Bollard pull	108 T	
Length	40,2 m		Length	40,2 m		Length	40,2 m	
Shift 1			Shift 1			Shift 1		
Kalvø	Jostein	Master	Oddøy	Odd Morten	Master	Sørensen	Vidar	Master
Bygnes	Jostein	A/B	Aase	Johannes	A/B	Kalland	Bjørn Atle	A/B
Boman	Johan	Chief Eng.	Hillerstrøm	Henrik	Chief Eng.	Andersen	Geir Arne	Chief Eng.
						Planting	Gaute	Engine Apprentice
Shift 2			Shift 2			Shift 2		
Ødegård	Svein Magne	Master	Knædal	Olaf	Master	Matre	Malvin	Master
Johnsen	Nils Eirik	A/B	Madsen	Aksel Henning	A/B	Pedersen	Fritjof	A/B
Nilsen	Leif Petter	Chief Eng.	Huse	Steven	Chief Eng.	Hillbo	Rudi	Chief Eng.
Pedersen	Sander	Deck Apprentice						



OFFICE

ØSTENSJØ REDERI

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
Technical superintendent	Tore Velde
HR	
Administration Manager	Liv Johanne Snare
Crew Manager	Olav Tveit
Competence and Recruitment Manager	Jorunn Henriksen
Assistant Crew Manager	Ine Mellemstrand
Crew Coordinator	Camilla Fjell
Crew Coordinator	Vivi Anne Frøland
Crew Coordinator	Silje Elin Skår
Crew Coordinator	Karolina Larsen
FINANCE AND ACCOUNTING	
Chief Financial Officer	Ervin Horn
Accounting Manager	Anett Underhaug Våge
Accountant	Ingrid Bergersen
Accountant	Lillian Ørke
Accountant	Jorunn Eskevik
Financial Controller UK	Lisa Vail
Financial Controller	Ole Jesper Haugland
Financial Controller	Linda Føyen Larsen
Finance and	
Communication Coordinator	Katrine Hausken Hustvedt
Payroll and Administration Coordinator UK	Lori Poore

HSE&Q

HSE&Q Manager	Elias Tjøsvoll Nornes
HSE&Q Engineer	Knut Magne Vedøy
HSE&Q Engineer	Knut Fredrik Slåke

CHARTERING

Chartering Manager	Kristian Helland Vea
Charterer	Sorja 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
IT Coordinator Trainee	Magnus Jensen

PROJECT

Chief Project Officer	Carl Johan Amundsen
Senior Project Engineer	Egil Arne Skare
Senior Project Engineer	Vidar Jordal Håheim

RECEPTION

Receptionist	Janne Fagervik
Office Apprentice	Synnove Vespestad

EDDA ACCOMMODATION

Chief Operation Officer	Stian S. Waage
General Manager	Doreen Gatt
Senior Vice President Chartering	Hilde Svendsen
Senior Vice President Technical	Ronald Strøm
Senior Vice President HSEQ	Arnfinn Herland
HSEQ Engineer	Thomas Wiig
Document- and Project Controller	Miriam Hanson

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Returadresse / Return address:

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



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