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SJØFARTSTIDENE

ØSTENSJØ REDERI | 2020



ANOTHER YEAR OF REDUCED CARBON FOOTPRINT

Østensjø has taken new, important steps towards becoming a leading shipping company with regards to sustainable operations

IMPRESSED BY THE KNOW-HOW

After working closely with the Østensjø management, we are impressed by the know-how we've observed. The personal chemistry between us is perfect

SUSTAINABLE PAPER

Have you noticed the paper on this year's edition of Sjøfartstidene?

PaperWise paper is made from agricultural waste and reduces the environmental footprint by 20% compared with FSC paper and 45% compared with recycled paper.

Once upon a time, the world was perfectly sustainable. Today, things are very different. We're running out of raw materials, biological diversity is decreasing, environmental pollution is increasing and the climate is developing negatively. Østensjø wants to contribute to a positive change and the UN's Sustainable Development Goals will be our compass in this endeavor.



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Editorial staff: Janne Fagervik, Karolina Larsen, Kristian Helland Veia, Sveinung Zahl, Miriam Hanson, Katrine Hustvedt og Liv Johanne Snare
Journalists: Terje Emil Johannessen, Liv Alsaker Sande (DHR Saga)
Front cover photo: Edda Passat, photo Lucasz Biz
Design: DHR Saga reklamebyrå
Print: HBO Trykkeri

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EDITORIAL

DEAR READER

A CHALLENGING YEAR COMES TO AN END



In the last edition of *Sjøfartstidene* we wrote about the process of developing the Edda Wind concept, and the letters of intent made with shipyards in Spain.

As the winter went on, we met extensively with potential co-investors. At the same time, we took part in tendering processes with the companies MHI Vestas and Ocean Breeze Energy. These talks proved successful. They appreciated our innovative, green ship concept. They were, to use a familiar maritime term, hooked.

In January, going into February, we entered into contracts with durations of respectively 15 and 11 years with these two charterers. At that time, we had not yet secured a co-investor. Mid-March, we had gotten to the point where we were close to an agreement with Wilhelmsen Holding in Oslo. Then the first corona wave washed over Norway. Wilhelmsen, like us, had to handle the consequences for their company, and we agreed on a time-out. This resulted in us having to support the commitments to the shipyard contracts on our own, and, the global situation being what it was, we didn't think it expedient to look for other partners at that time. This summer we resumed talks, and mid-September we agreed that Wilhelmsen will acquire a 25 percent ownership in Edda Wind, with an option to increase their ownership to 50 percent by summer 2021.

Wilhelmsen is a very exciting industrial partner for us. The Oslo-based shipping company has an extensive network, strong competence, and international experience that can help further develop Edda Wind, taking the company into a global market that is developing at a blistering pace. Many synergies present themselves, not in the least with regards to green shipping. They are contributing with much more than money. Concurrently, Østensjø is interesting to Wilhelmsen, too. They have long desired to get a foothold in the growing market for offshore wind service vessels, and now, they'll have access to the considerable expertise we've built. With the green profile underpinning this joint effort, we're naturally hoping

for an even stronger position in the market for advanced vessels serving the wind power industry. We've set the bar high.

2020 looked to be a very busy year for the Østensjø Group. For years we were working uphill in some of our most important markets. By February, we spotted the light at the end of the tunnel, and expected to see a positive summer market for the off-shore fleet. Then the pandemic hit, turning everyone's lives upside-down. The offshore market and parts of the tugboat market collapsed, with orders disappearing entirely. Back home, our co-workers had to work from home. It was a brand-new situation for us. To their credit, the staff faced the challenge head-on, and the company's day-to-day business went on as before. Already in February the company established a dedicated group to follow up on the Covid-19 situations. This command central has proved incredibly important, and has performed tremendously. We avoided the most severe logistical problems the first few months, and crew changes were carried out without too much delay. The exception was Edda Fides, which was en-route from Malaysia to Haugesund, and a crew change could not be carried out until they reached Las Palmas. Every part of the fleet displayed tremendous resoluteness and flexibility. We have gained a lot of incredible experience from this.

We in management can only give our employees both on land and at sea a standing ovation for the way they've handled the consequences of this pandemic.

I'd wish to thank everyone for doing excellent work in the past year, and wish you all happy holidays, and an exciting new year for us all. Likewise, heartfelt Christmas and new years greetings goes out to all our old and new partners, and to our customers at home and abroad.

Kenneth Walland, CEO



KJÆRE LESER

ET SPESIELT ÅR EBBER UT

I forrige utgave av Sjøfartstidene beskrev vi prosessen med å utvikle Edda Wind-konseptet og intensjonsavtaler som ble gjort med byggeverft i Spania.

Utover vinteren hadde vi omfattende møteaktivitet med potensielle medinvestorer. Samtidig deltok vi i anbudsprosesser med selskapene MHI Vestas og Ocean Breeze Energy. Dette ble fruktbare samtaler. De likte vårt innovative, grønne skipskonsept. Det ble «fast fisk», for å bruke et klassisk norsk maritimt uttrykk

I månedsskiftet januar/februar inngikk vi henholdsvis en 15-årskontrakt og en 11-årskontrakt med disse to befrakterne. På det tidspunktet var vi ikke i mål med å finne en medinvestor. I midten av mars var vi kommet så langt med Wilhelmsen Holding i Oslo at vi var innstilt på å signere en avtale hvilken dag som helst. Så kom den første Corona-bølgen over landet med full styrke. Wilhelmsen måtte som oss håndtere konsekvensene for sitt konsern og det ble tatt en time-out. Konsekvensen var at vi i mellomtiden måtte støtte opp under forpliktelsene i skipsbyggingskontraktene på egen hånd, samtidig som vi mente at det ikke var formålstjenlig å finne andre samarbeidspartnere slik verden så ut da. I sommer ble dialogen gjenopptatt og midtveis i september ble vi enige om at Wilhelmsen overtar 25 prosent av eierskapet i Edda Wind og samtidig har opsjon til å øke eierandelen til 50 prosent innen sommeren 2021.

Wilhelmsen er en meget spennende industriell samarbeidspartner for oss. Oslo-rederiet har et bredt nettverk, en tung kompetanse og en internasjonal erfaring som kan være med på å videreutvikle Edda Wind og ta selskapet videre ut i et globalt marked som er i sterk utvikling. Vi har mange synergi-muligheter, ikke minst når det gjelder grønn skipsfart. De bidrar med mye mer enn penger. Samtidig ser vi at Østensjø Rederi også er interessant for Wilhelmsen. De har lenge hatt lyst til å få et fotfeste i det voksende markedet for offshore wind servicefartøy og får nå tilgang på den ekspertisen vi har bygd opp. Med den grønne profilen som legges til grunn for

denne felles satsingen, håper vi selvsagt på en enda sterkere posisjon i markedet for spesialfartøyer for den voksende vindkraftindustrien. Vi har lagt lista høyt.

Det lå an til at 2020 skulle bli et svært travelt år i Østensjø-gruppen. I flere år har vi jobbet i motbakke i noen av de viktigste markedene våre. I februar var vi begynt å se lys i tunnelen og hadde forventet å se fram til et positivt sommermarked for offshore-flåten. Så kom pandemien. Den snudde opp ned på tilværelsen for mange av oss. Offshoremarkedet og deler av taubåtmarkedet falt helt sammen og oppdrag forsvant. Her hjemme måtte medarbeiderne på hjemmekontor. Dette var en helt ny situasjon for oss. Staben vår tok det imidlertid på strak arm og driften av rederiet gikk som før. Allerede i februar etablerte rederiet en egen gruppe som fortsatt jobber kontinuerlig med Covid-19-oppfølging. Kommandosentralen har vært uhyre viktig og har gjort en ekstrem god jobb. De første månedene klarte vi å unngå de store logistikkproblemene og mannskapsskiftene ble gjennomført uten større avvik. Unntaket var Edda Fides som var på reise fra Malaysia til Haugesund hvor det ikke lot seg gjøre med mannskapsskifte før Las Palmas. Om bord i alle deler av flåten opplevde vi en sterk stå-på-vilje og fleksibilitet. Vi har gjort oss fantastisk gode erfaringer.

For oss i ledelsen er det bare å gi alle våre ansatte på sjø og land en stående applaus for måten de har taklet konsekvensene av pandemien på.

Jeg takker alle for å ha gjort en glimrende jobb i året som har gått og ønsker samtlige en god jul og et spennende nytt år for oss alle.

En hjertelig jule- og nyttårshilsen går også til alle våre gamle og nye samarbeidspartnere og kunder innenlands og utenlands.

Kenneth Walland , CEO

THE MAN IN THE MIDDLE OF OUR SCOTTISH NETWORK

- The office in Aberdeen has been an important part of the operation in Østensjø for many years. Our charters like to have that local place to visit and speak directly to a representative, at its most basic level, says Phil Brown (52), Area Manager Offshore & Renewables, UK.

BY TERJE EMIL JOHANNESSEN

Located at Nautilus House, 35 Waterloo Quay in Aberdeen, Phil has built a large network for the shipping company in the UK during the last six years. When I ask him to say something about the effect of having an office in Aberdeen, he reminds me of this basic human reality:

- As humans we need that face to face interaction having the capability to drive a short distance and have an open and honest conversation is paramount to a good working relationship. As we have moved into the renewables sector the same need is highlighted, and local content is very important.

You have a long maritime background and worked for big international companies. What was it that led you to be positive when you were offered a job at Østensjø Rederi?

- In 2008, I was fortunate to work with an Oil Majors' offshore supply vessel fleet which consisted of several vessels supplied by a few operators, mainly Norwegian owned, to which Østensjø was part of this fleet. As part of my role was to regularly visit the vessels, along with the Charterer's representative and amongst other duties promote the Charterers Safety Program to the Officers' and Crews', he explains and continues:

WHY ARE ØSTENSJØ DIFFERENT?

- Over a period of 6 years working closely with the Østensjø fleet, I would say the Østensjø ships were at the «top of their game» and there was something different as a whole. A few of the other fleet OSV's crew showed the same, but not as a collective. I was curious to understand: why are the Østensjø ships and the crews different? Of course, and this is purely my view having worked



The man in the middle, Phil Brown.

with, and trained many seafarers over my career, I would say it is Mindset, Leadership and Trust. It is common knowledge that all Norwegian built vessels in any marine sector are well designed, well built and operated by competent, professional crews, the same can be said, in some cases for the British maritime sector too. As we say over here «you get what you pay for». This goes a long way in providing an unrivalled service, I saw this in the Østensjø fleet and crews, says Phil.

WISHED TO JOIN THE ØSTENSJØ FAMILY.

- What is important to me and has been in my whole career, when I wake up in a morning or when I joined a vessel, I wanted to do it and enjoyed the time, of course there are «challenges» or I like to call them «opportunities», in every position/job. However, when I get that feeling of «I do not wish to be here or onboard this vessel anymore» it's time to leave. I got the feeling that I wished to join and be part of the Østensjø family.

- AND WHAT DID YOU PARTICULARLY NOTICE?

- The insights into the culture of Østensjø during my non-official visits, where I visited the vessels for a coffee, «sometimes lunch» (am sure some readers will laugh at that comment) was when I understand what is going on and how the ship's crew felt/believed. Following these many chats onboard, over the years across all ranks the view was of openness, focus and understanding of what was required from them, their Mindset, of course they had the right tools to do it. I really got to know the crews and as I saw it, trust was built. As it is all about reciprocity and trust in my view.

THE ØSTENSJØ CULTURE

Phil Brown has even more on his mind about this question:

- Having this mindset from the owner and top level leaders creates a mindset from those the leadership chooses to operate their ships, and those that operate the ships have confidence in the equipment they use and the onshore support. I got the feeling that Østensjø had that open and honest approach no matter what rank or position you held. The culture was you are free to respectively express that view; it may not be the right view given the whole, but at least you have the opportunity to express, and that is a good culture in my view. This was the differentiator about Østensjø, he emphasizes.

- THE EYES OVER YOUR SHOULDER

- You have gradually gained sufficient experience to be able to say something about whether there is an exciting difference between Scottish/British and Norwegian maritime culture? May be also differences in business ethics?

- An aspect I have experienced since working directly with Norwegian nationals is the focus, they have on the job not only with safety but also service, pride in their role and their temporary home onboard. When you have a nice working environment, the tasks are made a lot safer and easier. In the British maritime industry, there are those factors too, but as British we sometimes do not see what is directly in front of us or see the bigger picture. This I feel, emanates from the points mentioned above as their working equipment is the best, the support is good and the owner, senior leaders understand they have employed competent people to do the job.

- To be honest - my experience from the British culture is the prevalence of "micro-management" from leaders, that constant pair of eyes over your shoulder, sometimes unjustly critical of daily decisions. I have been employed for my skills, ability and the right behavior and I am an adult.

TO BE TREATED AS A PERSON, NOT AS A NUMBER

Phil believes that if the senior leaders need "micro-management" then there are two questions to ask "have I employed the right people?" for the organisation or "is my management style, the right style?"

- To get the best out of the people so we are all successful, I sense that in the Norwegian culture this trait is not as prevalent. Secondly, you are treated as a person and not as a number, unfortunately British business (I must say not all) have a totally different view of how to get to the end game, us Brits tend start work early, some even before 6am and work late, even weekends, this of course for some business owners' is great news and they welcome the sometimes excessive hours worked, he adds:

- The Norwegian's have a different view and yet they have the same requirements, to be successful, profitable and have a good reputation. The work hours tend to be less, but the results are the same and the work/life balance is correct.

TO READ BETWEEN THE LINES

- Are there elements in Scottish/British business culture that we Norwegians struggle to understand?

- Professionally, possibly the hardness is our approach to working life, although as time as moved the working environment for the new generation is a lot better than in the "good old days", we can be passionate, but it sometime comes across as militant and obstructive. But like I learnt early on working with Østensjø and understand-



The man in the middle, Phil Brown.

ing an email from the Master of a ship, the best policy is to read between the lines before making a critical judgment, says Phil, takes a short breath, and add:

- Of course, we have a strange sense of humor or well I do at least, I hope the Østensjø family understand me by now.

THE RENEWABLES IS THE NEW WAY

- How do you assess the market opportunities for Østensjø in the British sector?

- The offshore industry and now the new renewables market is worldwide, but very local if you get the point. Keeping my ear to ground and speaking with many people across the maritime sector allows some insight as to what may be on the horizon. The renewables is the new way and very exciting that we are a part of it and no doubt develop the same reputation for excellent ships and excellent services like we have in Oil and Gas. This is due to the excellent people not just one individual.

THIRTY YEARS LATER HE IS STILL THERE

Phil Brown came to Aberdeen in 1990 for a social weekend while working for a maritime training center in his hometown of Grimsby. Thirty years later he is still there.

- I have two Sons, Jack (21) and Harry (15), my eldest Jack has left home and lives in Edinburgh but Harry being a little younger has not "flown the nest" just yet and lives in a small village on the North East Coast of Scotland with his Mum. We enjoy our time and holidays together whether it be a cruiser on the Caledonian Canal, a Motor-home on the Isle of Mull or the great Scottish outdoors walking the Munro's, hills and glens.

- Do you have time for some hobbies

- My main passion away from work is collecting 19th and 20th Century first edition books on what is probably a peculiar subject on Totalitarianism, it fascinates me how some humans can do some terrible things given a certain situation/environment. And more worryingly I see the same story(although wearing a different coat) potentially unravelling in the 21st century, answers Phil.

ANOTHER YEAR OF REDUCED CARBON FOOTPRINT

- During 2020, Østensjø has taken new, important steps toward becoming a leading shipping company with regards to sustainable operations, says HSEQ Manager Elias T. Nornes, and Egil Arne Skare, leader of the group's project and development department. The focus on reducing the Company's carbon footprint has gone unabated through systematic efforts, in conjunction with continued technical developments at every level in the organisation.

BY TERJE EMIL JOHANNESSEN

The company's «Mindset» aims to inspire all employees to perform healthy daily routines, to promote knowledge and innovation, and to maintain a sharp focus on environmental issues. Keeping focus on sustainability affects all parts of the Østensjø group's operations.

- Every single employee is involved, including the office staff. Many of them have worked on board, and know how to utilize feedback from the offshore crew about what we can do to move toward lower emissions and optimal operations.

TWO KNOTS SLOWER MEANS A LOT

- All the technology in the world won't help unless the onboard crew uses it correctly, Nordnes points out.

For example, even in vessels with older technology, it's unnecessary to go at 12 knots if you don't need to go over 10 knots to get where you are going at the agreed-upon time. That is a lot of fuel saved.

- We're always talking about attitudes. Down to turning off the lights when you leave your cabin or the office, he says, and continues:

- One of the tools that save the most fuel is the telephone, quite simply. Making a call from the bridge to the client, inquiring when the vessel has to be on-site, saves the vessel a lot of unnecessary waiting and potentially fuel.



Elias and Egil Arne looking back at another year of reduced carbon footprint.

EXULTING THE CREW

Elias T. Nornes exults the operational crew's efforts. Most suggestions for environmental improvements have come from them. Thousands of suggestions are received every year.

- A lot of suggestions. Everybody contributes to improving the company's environmental efforts. We've made this happen because we keep showing that we appreciate this level of engagement. Sometimes we get so many suggestions we have trouble getting through them. And a lot of them are very good, he says, presenting an example:

- We were in a meeting with a client that needed us to sail full speed to a rig with an important piece of machinery. When we arrived on location, the vessel had to wait two hours before the client was ready. This incident prompted us to start registering every similar incident together with the client. The next year we presented statistics showing which rigs excelled in providing precise feedback to the vessel, and which didn't. We then implemented a new routine,



SAMMENDRAG

where on every order, our captain simply asks whether the rig needs the equipment immediately, or if there is room to wait. The effect of that has been considerable fuel savings and we received great feedback from the client.

INSPIRING EACH OTHER

- By developing systems, like for example monitoring the fuel consumption down to liters per hour, per type of operation or by systemizing operational knowledge, we're all inspired to keep working on reducing our carbon footprint, explains Skare. As leader of the project and development department, he, along with the rest of the technical staff in the company, is working on developing battery technology, as well as preparing the leap to hydrogen technology.

– NOK ET ÅR MED REDUS- ERTE KARBON-AVTRYKK!

– I løpet av 2020 har Østensjø Rederi tatt nye, viktige skritt mot å bli et ledende rederi innen bærekraftig drift, sier HMS & K-sjef Elias T. Nornes og Egil Arne Skare, leder i gruppens prosjekt- og utviklingsavdeling. Arbeidet med å redusere rederiets karbonavtrykk har pågått for fullt gjennom systematisk innsats og fortsatt teknisk utvikling på alle nivåer.

I dette intervjuet forteller de to om hvordan selskapets «Mindset» satser på å inspirere alle ansatte til å gjennomføre fornuftige daglige rutiner, til å fremme kunnskap og innovasjon og til å holde et skarpt miljøfokus. Miljøvennlighet er et overordnet begrep i alle deler av Østensjø-gruppens virksomhet. Absolutt alle ansatte er involvert, de kontoransatte inkludert.

A man with short, light brown hair and glasses is smiling. He is wearing a dark blue crew-neck sweater with a small red logo on the chest. He is standing in a modern office or laboratory with large windows and wooden accents in the background. The lighting is warm and soft.

- WE MUST DELIVER WHAT OUR CUSTOMERS EXPECT

- Our customers are all moving towards zero emissions. If we can deliver zero-emission vessels, we'll be able to take a giant strategic step in today's demanding offshore market. Naturally, we've been looking for ways to achieve this.

Last year Egil Arne Skare, who leads the company's project department, discovered a relatively newly started company in Erlangen Germany, named Hydrogenius. The company is supported by serious academic communities.

- Luckily, we stopped here, says Egil Arne Skare.

- After pondering a few months at the beginning of the year, I reached out and invited myself to their offices. They knew little about ships. I explained that their technology is really interesting, provided their scientific calculations are correct - minus 20 percent. That is always my buffer, says the project leader, wisened after years of experience with demanding technological processes. At the same time, he was met with a very different environment than he was used to.

- Germans are known for not rushing into things. We left Germany without a clear understanding if this was something they were interested in pursuing. I went home and a few days passed.

Then they made contact and confirmed that they wanted to go forward with us. Since then, we've connected them with our contacts in Siemens and a third supplier of fuel cells. We've built a team which now works intensely on hydrogen concept for ships, says Skare, adding that Østensjø have been contacted by other Norwegian shipping companies wanting to participate in the process with Hydrogenius.

- In other words, we're not alone in the work to come, and that can only be good for us. At the same time, we have a hand on the steering wheel with regards to how the project will be organised in collaboration with our Norwegian partners.

CONTROLLED TESTING

- How long until you can start to conclude?

- The plan is to do a controlled test on land at a relevant scale in 2021, likely here in Norway - if we can secure the necessary funds. There shouldn't be any problems, when you think about the ambitions behind Norwegian climate policies and the support structures the government has provided for Enova. It would certainly be fantastic if the project could be completed here in Norway.

- And the four new vessels being built in Spain are Hydrogen-ready?

- All four of them are constructed with that in mind. We will be using them to test the technology. When testing is complete, there is room for full scale installations.

TWIN ONSHORE

- In the middle of all of this, your project department is working on a project called «Digital Twin». What does that entail?

- If you go inside the simulator centre here in Haugesund, Simsea, you'll find a digital twin to Edda Fauna. Here, crew undertaking training can perform all sorts of practical operations on and with the ship, says Skare, pointing out that there exist more challenging levels of skill and knowledge to be tested. For example, the company hopes to be able to test and verify advanced hydrodynamic models of the ships, where you can test how the vessel reacts to various wave movements. He continues eagerly:

- This model can be combined with the 3D-model, that is, Simsea's visual model of the vessel, in order for the effects to be visualised for the people who are learning how to handle different situations when the vessel is under operation on site. The weather-report for several days can be input to support decision-making. The entire wind farm where the ship operates is input as a map in the model, containing depths and turbine positions and heights. When all of this information is connected, you'll end up

with a fairly realistic picture of the surroundings and circumstances under which the vessel will operate. It even makes it possible to predict days in advance, making operations more efficient and safer, he says, and adds: - In our project department, creating packages like this often means putting multiple of our equipment suppliers together, and helping them excel.

TECH OPTIMIST

Egil Arne Skare does not hide his technological optimism, pointing to all the technological phases Norwegian shipping has been through on the way to greener operations. Since starting in the company, he's been working with environmental technology every day. Many challenges have been met, standards improved, and greenhouse gas emissions substantially reduced.

- The industry has not, and is not, standing still. That goes for Østensjø as well. When the hydrogen challenges are met, we eagerly await the next challenge. There is always another thing, says Skare, while looking into the distance and signalling with his body language that this sort of philosophising is for another day. But he rounds out the conversation by emphasising how important it is for any outwards looking shipping company worth its salt to have something new on offer for its customers. In other words: Skare and his colleagues won't sit still for long after the hydrogen vessels have been completed and quality assured.

SAMMENDRAG

- VI MÅ LEVERE DET SOM KUNDENE VÅRE VIL HA!

- Kundene våre går ubetinget mot nullutslipp. Om vi kunne levere utslippsfrie fartøyer til dem, ville vi gjøre noe strategisk tungt i dagens krevende offshoremarked. Derfor har vi lett lenge og intenst etter metoder å få dette til på.

I fjor fant Egil Arne Skare, leder av rederiets prosjektavdeling, fram til et relativt nystartet selskap i Erlangen i Tyskland, Hydrogenius, som har tunge fagmiljøer bak seg.

- Her stanset vi heldigvis opp, sier Egil Arne Skare. Etter noen måneders fundering i begynnelsen av dette året, tok jeg kontakt og inviterte meg ned til dem. De kunne lite om skip. Jeg måtte forklare dem at teknologien deres er kjempeinteressant, gitt at de vitenskapelige utredningene deres stemmer - minus 20 prosent. Det har jeg alltid som en buffer, sier prosjektlederen, klok av mange års erfaring fra krevende teknologiske prosesser.

Seinere har rederiet koblet inn sine kontakter i Siemens og en tredje leverandør for brenselceller.

I fortsettelsen har rederiet bygget et lag som nå jobber intenst med et hydrogen-konsept for skip. Østensjø er blitt kontaktet av andre norske rederier som er interessert i å delta i videre prosess med Hydrogenius.

- Vi står med andre ord ikke helt alene i det videre arbeid, og det er en bra ting for oss.

Samtidig sitter vi litt med hånden på rattet i forhold til hvordan dette prosjektet skal organiseres sammen med våre norske samarbeidspartnere, sier Skare.

Planen er at samarbeidspartnerne i 2021 skal kjøre en kontrollert landtest i en relevant skala sannsynligvis her i Norge om de klarer å få fram den nødvendige finansieringspakken.



Edda Fauna goes green.

EDDA FAUNA AND EDDA FLORA INSTALL BATTERIES

Edda Fauna and Edda Flora will become greener and more attractive to an offshore market reaching for reduced emissions.

Both vessels are going through something of a midlife improvement to increase their competitiveness in today's market and in the future second-hand market. The company's policy is to operate the vessels for 20-25 years.

- In this case it makes sense to install batteries as a part of the ships' energy systems, says leader of the project department, Egil Arne Skare.

The goal is to implement it in a way that retains their available main deck space.

- That's what makes this a challenge. We can't just place a container on deck, like you often do on a PSV. On Edda Fauna and Edda Flora, a solution like that would reduce its operability, so the batteries have to be installed below deck. We can't allow an installation like this to reduce the capacity for our clients, he explains.

PROJECT STARTS AFTER NEW YEARS

- We've been speaking to different suppliers about the tech-

nology, and have landed on Wärtsilä Norway from Stord as our supplier. They have developed the package we need.

The installation will be performed on both ships simultaneously at Westcon Yards. It's a comprehensive job that will be completed after New Years, when the ships are scheduled for planned maintenance.

- Wärtsilä is an integrator; in addition to the battery systems, they also deliver the control systems for the power electronics. This is going to be upgraded and integrated with the DP-system delivered by Kongsberg. The batteries are bought externally.

- And the integration of batteries won't lower the ships' effectiveness?

- No, they'll be dimensioned for the performance demanded of them, says Skare.

He points out that this is all part of a green shift that other Norwegian shipping companies have done before them, and that Østensjø now are ready to go through with, even upgrading ships built when this kind of technology was not available.



Edda Flora will be more attractive with battery technology

- For us in the project department, this has been a creative process where we've paid close attention to developing technologies. We have held back a little, but now our opinion is that the technology has matured enough for us to take advantage of it without taking big technical risks.

10 PERCENT IN TOTAL

- What effect will these installations have on the climate?
 - Depending on wind and weather, the fossil fuel reduction when operating on site will be between 20-30 percent. When the vessels sail from A to B, the savings are equal to zero. In other words, we're not talking about a constant reduction, but about 10 percent in total, depending on how long they're sailing for, and how long they're idle. Diesel is still the main energy source, but if they utilise the batteries when in operation on site, the effect will be noticeable. When on site, the ships prepare for the job and engage a battery instead of a diesel engine. Which means you only need one diesel engine running instead of two or three.

HYDROGEN UNDERWAY

- In your opinion, how long until vessels like these are completely battery-driven? Can it realistically happen?
 - A hundred percent battery operations won't happen. For these types of vessels, hydrogen operations could happen within ten years. I think that already within five years, hydrogen will be utilised on the new vessels we're building for the offshore wind farms. I'll be surprised if we've not managed to perfectly combine hydrogen/battery operations by then.

ONSHORE POWER SUPPLY ON THREE VESSELS

- At the same time, Edda Fauna and Edda Flora will be upgraded to take advantage of onshore power supply?
 - Yes, that's a part of the upgrades we're making for Edda Fauna and Edda Flora, and Edda Ferd, as well. We're seeing onshore power supply facilities appearing in the ports we're using, which means we must follow that development. These rebuilds are simple, says Egil Arne Skare, and determines that the environmental gain here is 100 percent, as long as the onshore power is

SAMMENDRAG

EDDA FAUNA OG EDDA FLORA FÅR BATTERIER

Edda Fauna og Edda Flora skal i voksen alder gjøres grønnere og mer attraktive i et offshoremarked som i stadig større grad strekker seg mot reduserte utslipp.

Begge skipene er inne i en «midtlivs oppgradering» for å gjøre dem aktuelle i dagens marked og et fremtidig annenhåndsmarked. Rederiets policy er å drifte fartøyene i 20-25 år.

- I dette tilfellet er det naturlig å installere batterier som del av fartøyenes energisystem, sier lederen i prosjektavdelingen, Egil Arne Skare. Målsettingen er at de skal fungere som før i forhold til tilgjengelig dekksplass.

- Derfor er det en utfordring å få dette til. Vi kan ikke bare sette en container på dekk, slik det ofte gjøres på en PSV. På Edda Fauna og Edda Flora ville en slik løsning redusert operasjonsevnen. Derfor må batteriene integreres under dekk. For kundene skal ikke en slik installasjon redusere kapasiteten, forklarer han og forteller videre om prosessen.

- Besparelsen av fossilt brennstoff ved gjennomføring av operasjoner på feltet vil ligge mellom 20 og 30 prosent avhengig av vær og vind. Når fartøyene seiler fra A til B er besparelsen null. Vi snakker med andre ord ikke om en konstant reduksjon, men omtrent 10 prosent i totalen av fartøyenes drift, avhengig av hvor mye de seiler og hvor mye de ligger i ro, sier Skare.



Chartering Manager Offshore Wind, Håkon Vevang

FROM SPECULATIONS TO TANGIBLE REALITIES

It was noticed in the offshore wind market when Østensjø ordered four new SOV/CSOV's on speculation in October, 2019. The vessels are designed for advanced operations in European offshore wind farms, with high ambitions for zero emissions.

- A clear signal to the industry that we're set on long-term commitment in this market, says Håkon Vevang, Chartering Manager Offshore Wind.

BY TERJE EMIL JOHANNESSEN



Steel block assembly at the yard in Spain



The shape of a vessel. Steel blocks forming a vessel on the bedding.

A year later, the construction of the four advanced SOV/CSOV's is well underway at the two northern Spanish shipyards Astilleros Gondan and Astilleros Balenciaga. Håkon Vevang concludes that everything is going as planned, in spite of the pandemic ravaging Spain. The first two vessels are set to be delivered in March and April 2022, the second two by the end of that year.

CONTRACTS FOR 15 AND 11 YEARS

Vevang tells us that they have secured 15 and 11 year contracts for the first two vessels. The longest contract is with MHI Vestas, for an SOV with a capacity of up to 40 turbine technicians. This ship will be based out of Montrose and will operate on the Sea-green Offshore Wind Farm outside the east coast of Scotland.

- MHI Vestas is the world's second-largest producer of off-shore turbines, making them an interesting client for Edda Wind, remarks Vevang. The second vessel has been contracted to German Ocean Breeze for ten years and will operate on the Bard 1 wind farm in German waters.
- We assume intense work is ongoing to secure contracts for the remaining two ships?
- I'm confident we'll be able to put them to work as well, he says. It is obviously too soon to make remarks on potential clients. In keeping with shipping traditions, contracts are discussed when firmly in hand.

SOME LOCAL CREWS

- Do the contracts for the first two vessels suggest that you must accept local demands crewing of the vessel?
- In the agreement with MHI Vestas we've promised some local crew, the rest is yet to be decided. For the ship operating in the German sector, nothing has been determined as of yet. He expects Østensjø will establish a local project organization in Spain by February/March, depending on how the COVID-19-situation develops.

SMALL STEPS TOWARD INCREASED EFFECTIVENESS

- These four vessels will be even more specialized than Edda Passat and Edda Mistral?
- We've learned a lot from these two vessels. The logistics onboard are improved, both for crew and cargo, the walkway systems and cranes are developed further. We're not talking about revolutionary improvements, but simple changes to increase the effectiveness and the operability of the ships. A significant difference is that the ships are built with propulsion systems from Voith Schneider. This considerably affects the dynamic positioning, enabling the ships to safely perform their tasks in much rougher weather conditions, which is a great advantage for our clients, and us as a supplier.

A GAME-CHANGER

At the same time, Håkon Vevang points to the fact that all four ships are being built with battery hybrid technology, and are being prepared to run on hydrogen. The plan is for the ships to run emissions-free in the next 3-5 years.

- This is going to be a game-changer in our industry. It's incredible that technology has come so far that we'll soon be able to offer emissions-free vessels to the offshore market, he says. The environmental fund of the Norwegian government, Enova, has given an important financial contribution to this investment in environmentally friendly technology.

MORE TIME

- Likely, many of our competitors wish they were in the financial position to make this kind of investment. Luckily, we're in a position where we can still get banks and investors on board to projects like this. Our financial situation enables us to time the investments right, and to position us well in the market, smiles a busy Håkon Vevang, before checking his watch and running off to another meeting.

FRA SPEKULASJON TIL HÅNDFASTE REALITETER

Det ble lagt merke til i offshore vind-bransjen at Østensjø Rederi i oktober 2019 på spekulasjon bestilte fire nye SOV/CSOV, spesialdesignet for avanserte operasjoner i europeiske offshorevindfarmene og med høye ambisjoner om lavutslipp.

- Et klart signal til bransjen om at vi var innstilt på en langsiktig satsing i dette markedet, sier Håkon Vevang, Chartering Manager Offshore Wind.

Etter år seinere er byggingen av de fire avanserte SOV/CSOV'ene godt i gang på de to nord-spanske verftene Astilleros Gondan og Astilleros Baleciaga. Håkon Vevang slår fast at alt går etter planen trass de heftige pademibølgene i Spania. De to første skipene skal leveres i mars og april 2022, de to andre før årsskiftet samme år. Vevang forteller at de to første spesialfartøyene er sikret 15- og 11 årskontrakter. Den lengste kontrakten er gjort med MHI Vestas, og er for en SOV med kapasitet for inntil 40 turbinteknikere. Dette skipet skal ha Montrose som base og operere på Seagreen Offshore Wind Farm.

- MHIVestas er verdens nest største produsent av offshore-turbiner, og er en god og interessant kunde for Edda Wind, bemerket Vevang. Båt nr 2 er utleid i 11 år til Ocean Breeze i Tyskland og skal arbeide i vindfarmen Bard 1 som ligger i tysk farvann.

- Disse fire fartøyene blir enda mer spesialisert enn Edda Passat og Edda Mistral...?

- Vi har lært mye av erfaringene med disse to fartøyene. Logistikken om bord for last og folk, er forbedret, gangveisystemene og kraner videreutviklet. Det er ikke snakk om revolusjonerende forbedringer, men enkelte endringer for å øke effektiviteten og operabiliteten til skipene. En vesentlig forskjell er at skipene bygges med fremdriftssystemer fra Voith Schneider. Dette gir signifikant effekt på den dynamiske posisjoneringen, slik at fartøyene trygt kan utføre sine oppgaver i vesentlig tøffere værforhold, en stor fordel for kundene våre og et fortrinn for oss som leverandør.

Håkon Vevang peker samtidig på at alle fire skipene bygges med batteri hybrid teknologi og blir klargjort for hydrogen-drift. Planen er at skipene skal kunne drives utslippsfritt i løpet av 3 til 5 år.

- Dette kommer til å bli en «game changer» i vår industri, slår han blant annet fast.

SAMMENDRAG



CEO Kenneth Walland and CFO Ervin Horn looks into the future.

MARKET OUTLOOK 2021

RENEWABLES

EFFORT INCREASES

COMPETITIVENESS

- The efforts in renewable energy is accelerating among offshore shipping companies, driven by political signals from most European shipping nations, including here at home. Keywords are sustainability, new energy mix and reduced emissions moving to zero emissions. We're also seeing the heavy-hitters in finance increasingly allocating their capital to renewable efforts in shipping.

BY TERJE EMIL JOHANNESSEN

- For that reason, it's important that we are well positioned in the effort to realise greener, emissions-free or low-emission ships. It's going to be a competitive advantage for years to come, says CEO Kenneth Walland and CFO Ervin Horn when asked to give us a peek into their market assessments before the new year.

UNCERTAIN OF THE GREEN TEMPO

Ervin Horn is pensive with regards to the tempo with which the green shift progresses in their market in the time to come. The company still believe that the oil and gas companies' demand for their services will return, but are uncertain to the level of that demand. Nonetheless, they both think that forging ahead with the work on green innovations in the company is important, and that together with their partners they'll be able to produce the first emissions-free hydrogen offshore vessels in the next 3-5 years.

- The reason why Østensjø has attained their position within offshore wind, is that we spotted early on that the renewable market was coming into its own, and that we needed to spread our eggs among more baskets, says Walland. A few more of those baskets are set to arrive in 2022 from two shipyards in Spain.

BETTER THIS AUTUMN

- Going into 2020, things were looking good for the offshore market. Then Covid-19 hit us and every other maritime service supplier, says Kenneth Walland, and continues:

- The activity in the company's markets has improved since late summer and during autumn. Excepting Edda Fides, our entire fleet has been utilised since August. The winter market is always difficult, but the level of utilisation is looking good, depending on what we achieve in the spot market, he says, speaking in general about the outlooks toward next year.

TOWAGE: STABLE WITHIN TERMINAL SERVICES

Regarding the tug business, contracts with Norwegian and English terminals are long term, and none are expiring in 2021. Three of the boats, on the other hand, are periodically on the spot market for the North Sea. The spot market is volatile and has been slow lately, mirroring the activity in the offshore market at large.

OFFSHORE WIND A GOOD ALTERNATIVE

The PSV market is slow and affected by over-activity. The company currently only has one ship on the spotmarket, and as such, little spot exposure. Regarding the construction ships participating in subsea operations, the level of overcapacity is a bit lower. They are in full activity, and the company believes they will keep them busy throughout 2021. For this tonnage, offshore wind has become a viable alternative.

- This is why we're optimistic about new orders for these vessels, both within the traditional oil and gas-related offshore market, but also within offshore wind.

They point out, however, that the rates are still too low to completely defend the investments in the ship, but otherwise it's going well, says Walland.

ACCOMMODATION

As a result of reduced activity and more capacity in the market, this segment has gone from a fairy tale a few years back to a full stop. We decided to relocate Edda Fides from Malaysia to Norway in March, both for Covid-19 concerns and reasoning that the job opportunities were larger in the Atlantic. So far we have

not succeeded providing orders for the vessel, but hard work is being done every day.

Østensjø, represented by Kenneth Walland and Ervin Horn, are satisfied with the company's operation and new orders, and the fact that the company has embarked upon the green wave. In the background, a capricious virus is lurking, but like everyone else they hope the world eventually returns to normal, and that the bright spot we expected in 2020 comes around some time next year.

SAMMENDRAG

FORNYBAR-SATSINGEN GIR ØKT KONKURRANSEKRAFT

- Fornybar-satsingen akselererer blant offshore-rederiene. De politiske signalene fra de fleste europeiske havnasjoner driver dette fram, også her hjemme. Vi ser også at tunge aktører i finansmarkedene i økende grad velger å allokere kapital til fornybare satsinger også i skipsfarten.

- Av den grunn er det viktig for oss å være godt posisjonert i satsingen på grønne, utslippsfrie skip eller skip med lave utslipp. Det vil bli en konkurransefordel i årene som kommer, sier Chief Executive Officer Kenneth Walland, og Chief Financial Officer Ervin Horn når vi ber om å få et gløtt inn i deres vurderinger av markedsutsiktene framover.

Usikker på grønt tempo

Ervin Horn er spent på i hvilket tempo den grønne omstillingen fortsetter i deres markeder. Rederiet har fortsatt tro på at etterspørselen etter tjenester fra olje- og gasselskapene vil komme tilbake, men er usikker på i hvilken grad. Ikke desto mindre mener de begge to at det i årene som kommer vil være viktig å gå videre med det grønne innovasjonsarbeidet.

- Grunnen til at Østensjø Rederi har fått den posisjonen som det har innenfor offshore wind er at vi på et tidlig tidspunkt så at fornybarmarkedet kom og at vi trengte flere bein å stå på, kommenterer Walland. De beina er de i ferd med å få flere av fra to verft i Spania i 2022.

Bedre i høst

- Inngangen til 2020 så veldig bra ut for offshoremarkedet fram til Covid-19 traff oss og alle andre maritime serviceleverandører, sier Kenneth Walland og fortsetter:

- Aktiviteten i rederiets markeder har tatt seg noe opp fra seinsommeren og utover høsten. Med unntak av «Edda Fides» har vi hatt full utnyttelse av flåten fra august og utover. Vintermarkedet er alltid krevende, men utnyttelsen ser ganske bra ut, avhengig av hva vi får til i spot-markedet, sier han generelt om utsiktene ved overgangen til et nytt år. Stabilitet innen terminaltjenester. Når det gjelder taubåtvirksomheten, er inngåtte kontrakter ved terminaler i Norge og England langvarige og ingen utgår i 2021.

Offshore vind et godt alternativ. PSV-markedet er stille og preget av overkapasitet. Rederiet har for tiden kun én båt i spotmarkedet og således lite spoteksposering. Når det gjelder konstruksjonsbåtene som deltar i subsea-operasjoner, er det ikke like stor grad av overkapasitet. De er i full virksomhet og de to har stor tro på at rederiet skal klare å holde dem beskjeftiget i 2021.

- WE MUST SCORE HIGH ON SERVICE

Chief Steward on Edda Fjord, David Junge, can tell from the total food intake what the crew on board is working on. For physically demanding work, more food is consumed. And even though crew from more than 20 nations may be on board, most of them always appreciate taco-Friday.



Chief Steward David Junge in the galley of Edda Fjord

- It's important that each day is different, and that the crew and guests have some meals to look extra forward to. Taco-Friday is obligatory, and we try to serve something special on the weekends. That's also true for the holidays over Christmas and new year's, says Junge, who has worked on various vessels in Østensjø since being hired in 2004.

EXCEPTIONAL SERVICE

The Chief Steward on Edda Fjord tries to go above and beyond. Like welcoming people with a piece of heart-shaped chocolate on their pillow.

- It doesn't always take that much effort. Experiencing a small, sweet surprise can give you that extra boost in the beginning of your stay, he says with a smile, while not hiding that in these corona times, provisioning is more demanding.
- I quip that for a vessel that allows no alcohol on board, we sure get through a lot of alcohol these days, he says.

Normally, a crew of around 22 people and 40-70 guests work on different projects at sea on board Edda Fjord. The vessel offers 90 beds in single and double cabins. Right now, the vessel operates on the Borssele field outside Holland, where the people on board are maintaining wind turbines.

- As a crew, we're tasked with ensuring adequate accommodations and a pleasant stay for the workers on their assignments. We're continually evaluated by the operator company's employees, and go to great lengths to satisfy our customers, says Junge.

CONTINUING EDUCATION

Predictability and adaptation are important keywords when working in the steward's department. Those who stay on the vessel should know what to expect when they arrive with regards to meals, accommodation, cleanliness and safety routines in general.

- Our guests must know what they'll find in their cabins and at the buffet, and if they want something, we're quick to turn around and get what we can. We facilitate the needs of those who follow certain diets or have allergies, and try to provide a large selection so that everyone finds something they like, says Junge, who has gotten used to estimate extra food if the projects are physically demanding.
- It's simple logic, really, that we can see this, since physically demanding work requires more food. But it's also the case that we want to throw away as little food as possible, so we have to be creative with the leftovers as well as ask people not to fill



David Junge has worked on many vessels in Østensjø and is currently Chief Steward onboard Edda Fjord. Seen here with some of his talented colleagues.

their plates with more than they're going to eat. A trick is to use smaller plates, says Junge, whose job is in many ways administrative.

- There's a lot to keep track of. A lot to coordinate. We keep track of the crew's certificates and courses; we take care of cleaning and make sure all contagion control protocols are followed; we're responsible for allocating cabins on board; we make sure to order enough and the right kind of food. We have solid systems for ordering what we need, and so far, we haven't run into any problems due to the pandemic, he says.

David Junge is dedicated to his profession and is currently undergoing continued education for Chief Steward for the Maritime Sector at Fagskolen Rogaland, while he is working.

- It's definitely an advantage having my kind of experience when going through this education. It makes it a lot easier to relate theory to practice. And it's exciting to meet people who've been in similar jobs, and we get inspiration and learn a lot from each other, he says.



- VI SKAL SCORE HØYT PÅ SERVICE!

Forpleiningssjef David Junge på Edda Fjord er opptatt av at det er forskjell på dagene om bord og at besetningen og gjestene kan glede seg litt ekstra til måltidene noen dager i uken.

- Tacofredagen er obligatorisk, og vi prøver generelt å diske opp med ekstra god mat i helgene. Det samme gjelder for dem som er på jobb helligdagene i julen og påsken, sier David Junge som har jobbet på forskjellige fartøy i Østensjø

Rederi siden han ble ansatt i 2004.

Forpleiningssjefen på Edda Fjord er opptatt av å yte det lille ekstra. Som å ønske folk velkommen med en liten hjertesjokolade på hodeputen.

- Det skal ikke alltid så mye til. Det å oppleve en liten sot overraskelse, kan gi en ekstra god start på oppholdet, smiler den blide forpleiningssjefen som ikke legger skjul på at det er ekstra krevende å ha ansvar for forpleiningen i disse korona-tider.

- Jeg pleier å spøke med at til å ha totalforbud av alkohol om bord, omgir vi oss med veldig mye sprit for tiden, sier han.

SAMMENDRAG

OPERATIONS IN THE BLACK SEA

Edda Flora, carrying 23 Østensjø crew and 28 DeepOcean crew, manoeuvred into geopolitically controversial waters in the early summer, when tasked with inspecting the newly laid gas pipeline TurkStream in the Black Sea.

BY TERJE EMIL JOHANNESSEN

Arriving in Russian waters, captain Ole Kjørlien had to handle a complicated political landscape. In spite of extensive preparations to ensure the shipping company kept abreast of a tangle of regulations, small, almost insignificant deviations led to him being fined.

THE SHIP HAD TO BE IMPORTED

If you are doing work within the 12-mile limit in Russia, they have to «import» the vessel. This rule actually applies in many nations, like Brazil, USA, Mexico and Australia, as a way of protecting domestic jobs. For ships working within these national borders, extensive preparations and delivery of detailed technical documentation on the vessel is necessary. Captain Ole Kjørlien had more than 500 double-paged documents ready for inspection, with every required original signature and official stamp.

DIFFERENT LISTS

- When approaching Russia, we were contacted by two agents who gave us a long list of every formality we had to observe. This new list contained completely new demands to what we needed to provide. We had to act quickly to complete the documentation before being allowed into the port of Novorossiysk. It's from there that the two pipelines we were inspecting are managed, he says, and continues:

- One of the agents representing the Russian oil company that co-owns the pipeline was not available when we arrived. So we were turned over to a different agent, who created a chaotic situation by giving us yet another list of demands, different from the first.

FORCED TO CHANGE COURSE

- The plan was for us to first arrive at a holiday destination, the town of Anapa, while waiting to be allowed into Novorossiysk. The night before arrival, the bridge was a flurry of activity. These waters have a lot of forbidden military zones. We had thoroughly planned our route to the anchorage at 9 o'clock. I started work early that morning and was promptly on the bridge. That's when we were suddenly radioed with orders to change course. I asked who was giving the order, but the person was hard to understand. He spoke fairly sternly, repeating «turn starboard!»

«I'm not going to turn starboard before you tell me who you



Authorities arrive onboard on arrival



Edda Flora heading for the Black Sea

are,» I replied. He repeated his order to turn starboard, but again I refused before he'd identified himself. Eventually he relented, replying: «Russian Coast Guard.» We made the turn, but I informed him that our ship would then cross a line we had been told not to cross. We then sailed into the port of Anapa, but as we were getting ready to drop anchor, we noticed the waters getting shallower and shallower. During that night, we discovered a message from the Russians that we were not to drop anchor outside the designated area, because they had laid mines. We ended up not dropping anchor, instead I decided to put us on DP, he says. The story continues:

ODOROUS DISINFECTION

A little later, a big tug with 15-20 people on board came up alongside. Two of the crew were dressed in disinfectant equipment and gas masks, carrying a lot of barrels and pumps. They were going to disinfect the entire ship.

- Because of Covid, we'd set up a large table in the hangar for our guests, because we didn't want them going into the crew cabins or among the technical installations. But it was of no use. The disinfectant crew immediately asked for blueprints of the ship, which we gave them. The liquid smelled awful, he says, making a grimace to state his point.



Waiting for vessel clearance in Russia



FINED

The whole thing was chaotic. They tried to organise the crowd to please everyone. There were representatives from what they called the «Quarantine Agency», a doctor from the port administration, port authority, a group of customs agents and four FSB-officers, three of whom wore uniforms.

- While trying to organise the situation, a uniformed officer approached me and said, «Big problem.» I asked our two Russian interpreters from DeepOcean to ask what the problem was. The answer was that we'd crossed a line we weren't supposed to cross on our approach to the port. This was a serious accusation. We sent them up to the bridge to talk to them, while ordering all our crew onto the stern deck. Nobody could remain inside during disinfection.

PHOTOGRAPHED EVERYTHING

The customs agents quickly got going with their inspection of the ship, while 2-3 people went around photographing everything from the engine room to the tallest mast, paying extra attention to technical equipment, cranes, containers, the control room, the engine room, the serial number on every engine and thruster and so on. They were accompanied by the Chief Engineer.

- I just shook my head before heading to the bridge to speak to the curt Russian officers. It felt like an interrogation. I brought them over to the map machine, showing them the route we followed on approach to Anapa. They could see all our manoeuvres and at which time they were made. I also informed them about the order given us by the coast guard. They paid no attention to it. They produced a map showing us a different no-go zone that none of us were familiar with. He repeated: «Big problem, captain!», adding that we would be fined. I replied that in that case, I'd like to know what we were being fined for, while telling my people on the bridge to go through every map and message on the Navtex (which delivers maritime security briefings to ships), that we had received and followed. Then it was discovered that one hour before we'd arrived in the «strict zone», at 3 o'clock at night, a message had been received which we had overlooked. Ordinarily, we'd also be informed on the radio that we were approaching a dangerous zone. But that message never came. So I told them I found their conclusion very strange. The Russian officers continued talking loudly and brusquely, which might be normal Russian behaviour when explaining something,

JAMMED

Edda Flora lay outside Anapa for two days for additional document review before the ship was cleared to continue to the pipeline inspection starting coordinates.

- Radar stations dotted the coastline, and we passed a large naval base. We were being watched, nautical mile by nautical mile. The coast guard hailed us continually to correct our course by a few degrees. When we began the inspection, we discovered that parts of our electronic equipment had been knocked out. They simply jammed us.



WESTWARD INTO LOWER PRESSURE

Leaving Russian waters, bombing and war was taking place on land to their south-southeast. The conflict between Armenia and Aserbajdsjan over the Nagorno-Karabakh region was in full force. To the north, tension was still high between the Ukraine and the Russian separatists in Crimea and the lands to the north. Nautical mile by nautical mile, the crew onboard Edda Flora lay the turmoil in their wake. Captain Ole Kjørlien finally felt the pressure receding.

Edda Flora finished its inspection of the TurkStream in mid-November. By then, Kjørlien had been back home in Haugesund for long enough to be ready for service again. Assignments in the Mediterranean waited for him.

SIDEBAR

- TurkStream is the project for a gas pipeline stretching across the Black Sea from Russia to Turkey and Europe, comprising of two parallel lines. Each line has a throughput capacity of 15.75 billion cubic meters of gas per year.
- Commercial gas supply through the gas pipeline started on January 1st 2020. On January 8th, Russian president Vladimir Putin and Turkish president Recep Tayyip Erdogan officially launched TurkStream at an opening ceremony in Istanbul.



Local tug arriving with authorities

OPERASJONER I SVARTEHAVET

Edda Flora med 23 Østensjø-mannskap og 28 operatører og tolker fra DeepOcean om bord måtte på forsommeren i år manøvrere seg inn i et kontroversielt politisk farvann da de skulle gjøre en inspeksjons jobb på den nylagte gassledningen TurkStream over Svartehavet.

Ved ankomsten i russisk farvann måtte kaptein Ole Kjørlien takle et bryskt byråkrati. Små avvik førte til at han ble bøtelagt. For skip som skal jobbe innenfor de russiske nasjonale grensene, krever et midlertidig eierskifte. Kaptein Ole Kjørlien hadde en god bunke dokumenter klar for gjennomgang, alle med nødvendige originale underskrifter og offisielle stempler. Rett før ankomst i Russland, måtte de i all hast kaste om og komplettere dokumentasjonen før de fikk lov til å dra inn til havnebyen Novorossijsk via Anapa.

- Natta før vi skulle inn, ble det hektisk på brua. Farvannet hadde en rekke forbudte militære soner. Vi hadde nøye planlagt ruten dit fram til ankringsplass kl 09. Jeg tørnet ut til frokost og gikk opp på brua for eventuelt litt støtte for vakthavende offiser. Da ble vi kalt opp på radioen med ordre om at vi måtte endre kursen. Jeg spurte om hvem som ga denne ordren, men det var vanskelig å forstå vedkommende. Han var temmelig brysk og gjentok «Turn starboard!».

- I'm not going to turn starboard before you are telling me who you are, svarte jeg. Vedkommende i andre enden av telefonen gjentok ordren om ny kurs, men jeg nektet å utføre denne manøveren før han identifiserte seg selv. Til slutt svarte han «Russian Coast Guard». Da svinge vi selvsagt av, men jeg ga samtidig beskjed om at skipet da kom til å krysse ei grense vi hadde fått klar beskjed om ikke å passere, forteller han.

Ei stund seinere ankom en svær taubåt med 15-20 mann om bord. To av dem var ikledd helt spesielle beskyttelsesklær med gassmaske over hodet og hadde med seg en rekke grønne kanner og pumpeutstyr. De skulle desinfisere hele båten innvendig. - Mens de prøvde å organisere dette, kom en offiser iført svart uniform fram til meg og sa «Big problem, Captain». Jeg spurte de to russiske tolkene som var med i DeepOcean-staben om de han kunne spørre ham om hva som var problemet. Svaret var at vi hadde krysset ei grense på vår innseiling til havnen. Dette var en alvorlig anklage.

- Vi sendte dem opp på brua for nærmere samtale og samtidig kommanderte vi hele mannskapet ut på bakdekket. Ingen kunne være inne når desinfiseringen skulle skje.

SAMMENDRAG

CHALLENGING SPOT MARKET

In 2020, Østensjø Rederi had both Edda Frende and Edda Ferd in the spot market. Edda Ferd had just come home to Haugalandet for some maintenance before she could start new assignments in the spot market.

BY TERJE EMIL JOHANNESSEN

Fleet Manager Offshore Alf Helge Lyngholm explains that the competition at the spot market is tough. Last spring, the market situation deteriorated further while the Covid-19 pandemic put limits on the activities in the British/Irish and the Norwegian sectors.

MAINTENANCE AT HUSØY

Edda Ferd had a busy year until now. The vessel was occupied with a fixed contract for Shell, but she was exchanged with Edda Frende in April. Ferd went onto the spot market and changed registration from NIS to NOR. The vessel

had a three months assignment for Equinor in the late summer. Østensjø Rederi decided to get Edda Ferd home for a small maintenance pause before she departed for spot assignments in the North Sea.

Edda Ferd is the only offshore vessel in the company's fleet which is NOR-registered.

- The vessel has large capacities and equipment that makes her a preferred vessel on both the Norwegian and the British sides of the North Sea.



Edda Ferd delivers crane boom at Heimdal

SAMMENDRAG

UTFORDRENDE SPOTMARKED

I 2020 har Østensjø Rederi hatt både Edda Frende og Edda Ferd i sportmarkedet.

Edda Ferd kom nylig hjem til Haugalandet for noe vedlikehold før nye oppdrag i spotmarkedet er aktuelle.

Fleet Manager Offshore Alf Helge Lyngholm forteller at konkurransen på spotmarkedet blir tøffere og tøffere. I vår har markedssituasjonen forverret seg ytterligere etter hvert som Corona-pandemien har begrenset aktivitetene både på britisk/irsk og norsk sektor. Edda Ferd har hatt et travelt år. Skipet var på fast kontrakt med Shell, men ble byttet med Edda Frende i april. Edda Ferd gikk da inn i spotmarkedet og skiftet register fra NIS til NOR. Skipet hadde et to til tre måneder langt oppdrag for Equinor på sensommeren. Rederiet valgte å hente Edda Ferd hjem for en liten vedlikeholdspause. Edda Ferd er det eneste offshorefatøyet i rederiets flåte som er NOR-registrert og som utelukkende har et norsk mannskap.

- Fartøyet har en størrelse på lastedekket og en utrustning for øvrig som gjør at det matcher de norske spek'ene.



Close but no cigar. The crew on Edda Fides could see land but were not allowed a crew change.

SLOW AHEAD TO HOME WATERS

The flotel Edda Fides is back in home waters after finishing its assignments in Malaysia. The months-long sail back from Asia proved unusually demanding, owing to closed ports due to the Corona pandemic.

Inge Hansen Brekke (54) captained the first part of the journey. He entered Edda Fides for the first time in November last year, shortly after the last assignment was finished in Malaysian sector, and while the company worked intensely to secure new contracts. Weeks went by with no new assignments forthcoming. After a spell back home at Karmøy, Brekke was back on board in February, shortly before the company decided to return the hotel ship back to Europe, while still working hard in the market.

FIVE KNOTS

In Labuan, Malaysia, the hull was cleaned by divers, and the vessel and its crew of 17 prepared for departure. In early March, they weighed anchor and set course west and north.

- We weren't in a hurry. We planned the voyage for optimal fuel consumption, using mostly just one engine and maintaining a speed of five knots until we rounded South Africa, says Brekke. The first leg of the voyage went to Singapore, where they had planned a change of crew.

- It couldn't be done. The corona pandemic had reached Singapore. But we loaded provisions and bunkered up before sailing to Port Dickson in the Strait of Malacca. There we were allowed, barely, to change the Norwegian part of our crew. We arrived shortly before they closed down completely. We anchored up outside the harbour, and things went relatively smoothly.

- And what about the Philippine part of the crew?

- They were not allowed onshore and had to stay on board all the way to Norway.

SOUTH AFRICA CLOSED

They reached Mauritius in four weeks. Another crew change was planned here, and Brekke himself was to step ashore. Underway, however, they received indications that this might prove difficult, and as they approached the archipelago, their fears were confirmed. Sailing into the harbour, they found it closed, along with the rest of the island. Again, they managed to secure provisions.

- At that point, we were on high alert with regards to contagion.

We wore full protective equipment and thoroughly disinfected every piece of provision brought on board, even placing it in quarantine. We accepted no risk, he says.

- But back at sea, how was life on board sailing at five knots?

- We made the most of it, and the spirits on board were high.

We arranged barbecues on the pool deck, and were very social. Along the way we arranged line-crossing ceremonies. Six of the crew-members had never crossed the equator, and that occasion has to be celebrated. So naturally, King Neptune and his followers came aboard for the ceremony. The crew survived and had to walk the plank at the end, though thankfully, into the pool. It lifted our spirits. We also managed to complete a fair bit of maintenance on board.

- The next port of call was in South Africa?
- We never reached it. We had a course for Durban, but was told it was impossible. Cape Town was the next possibility. A container was waiting for us there, sent from Norway to Singapore then Cape Town. The plan was to get it on board and change the crew again. On approach, however, we had to resign ourselves to the fact that it couldn't be done. Not least because the airport was closed; no flights were coming in or going out. At the same time, the crew agreed that it was probably for the best not to go ashore here, given the Corona situation.

NEXT: THE CANARY ISLANDS

- We sailed on, while assessing possible ports of call along the African coast. At last we and the company agreed that the best thing to do was to set a course for the Canary Islands. We knew then that it could prove difficult getting flights home from here. Because of the circumstances, we'd have to face a very circuitous route home, having to stay at hotels in several «red» countries along the way. Naturally, we were overjoyed when a solution presented itself. Another shipping company were changing their crew in the Canaries, and had chartered a flight to Amsterdam. There was room on the flight for us. We were very happy with this solution, and with the company for making it happen for us. So we flew to Amsterdam and then directly to Oslo. It went without any issues, he says, having at that time been on board for 12 weeks.

CAPTAIN EINAR LINGA TAKES THE HELM

The 19th of May, Edda Fides arrived in Las Palmas in the Canary Islands, and a crew change could finally go through for the Norwegian crew. Captain Brekke went ashore, and Einar Linga took command as the ship continued northward. After a brief wait in the English Channel for a possible assignment that never materialised, the flotel set course straight for home, and Haugesund.

- The weather was fair throughout the voyage. We felt safe, knowing the precautions taken back home. We didn't feel too bad, says Brekke.

- And now, after a deserved rest back with your family, you're ready for work again. What is in store for you now?

- I don't know for sure. New orders are not yet coming in for Edda Fides, and I'm ready for other assignments in the meantime.

HAPPY ANYWHERE

Inge Hansen Brekke has sailed all categories of ships in the company's portfolio. We ask him if there is any type of vessel he likes more than others.

- For me, the work is the same. I had just as many interesting challenges in my time captaining the company's tugs. There was a lot of sailing and activity on the supply ships as well, not to mention subsea. I'm very happy on these ships too, he says from his kitchen counter in Avaldsnes, ready for new assignments.

When this magazine goes out, he'll be standing on the bridge on one of the company's ships in Norwegian or European waters, hopefully able to avoid any more seriously prolonged assignments. These days, though, that is practically impossible to predict.



Monthly maintenance routines.



Keeping the spirit. 12 weeks onboard do not seem to affect the mood of Ronnie Coops and Hugo Hutinga.



Taking stores in Mauritius. All items taken on board is cleaned and "quarantined"

FACTS EDDA FIDES:

Edda Fides is an offshore Accommodation Service Vessel (ASV), since the company started taking orders in 2011, has had assignments in the North Sea, the Mediterranean, Australia, the Gulf of Mexico and lately, Malaysia.

The ship is 130 meters long with accommodation for 600 people in single and double cabins.

Edda Fides is a DP3 vessel, is equipped with a heave-compensated gangway which is lifted by an adjustable pedestal, making it possible to land the gangway from 13,5 to 32,5 meters.

SAKTE FART MOT HJEMMIGE FARVANN

Flotellet Edda Fides er igjen på hjemlige trakter etter å ha sluttført oppdrag i Malaysia. Seilasen hjem fra Asia tok mange måneder og ble en krevende reise på grunn av nedstengningen av havner i Corona-pandemiens kjølvann.

Inge Hansen Brekke (54) var kaptein om bord på den første del av reisen. Etter et opphold hjemme på Karmøy, var Brekke om bord igjen i februar, rett før rederiet bestemte seg for å ta hotellskipet hjem til Europa mens markedsarbeidet fortsatt pågikk for fullt.

I Labuan i Malaysia ble skroget rengjort ved hjelp av dykkere og fartøyet gjort klar for seilas. Det var et mannskap på 17 mann om bord.

I begynnelsen av mars kastet de fortøyningene og satte kursen vest- og nordover.

- Vi hadde ikke noe hastverk. Seilasen skulle skje så optimalt som mulig med tanke på forbruk av drivstoff. Vi brukte stort sett bare én motor og hadde en fart på omkring fem knop helt til vi passerte Sør-Afrika, forteller skipper Brekke. Turen gikk først til Singapore, hvor det var planen å ha et første mannskapsskifte.

- Det fikk vi ikke til. Da hadde Corona-pandemien allerede slått til også her. Men vi tok om bord proviant og bunkers før vi dro til Port Dickson i Malakkastredet. Her fikk vi skifte den norske delen av mannskapet med nød og neppe. Vi var helt på grensen før nedstengingen kom. Vi lå til ankers utenfor havnen og det gikk kjapt og greit unna.

- Det filippinske mannskapet kom seg ikke i land. De måtte være med på hele turen til Norge.

De brukte fire uker fram til Mauritius, der det var planlagt et nytt mannskapsskifte. Der skulle også skipper Brekke ha gått av. Underveis fikk de imidlertid indikasjoner på at det kunne bli vanskelig, og det viste seg å stemme etter hvert som de nærmet seg øygruppen. Da de kom fram, var havnen og øya avstengt. Proviant klarte de imidlertid å få om bord.

- Da var vi på «high alert» i forhold til smitte, ikledd fullt smittevernustyr og gjennomførte full desinfeksjon av all proviant vi fikk om bord. Vi tok ingen sjanser, forteller han.

- Neste planlagte stopp var Sør-Afrika?

- Der kom vi aldri innom. Vi hadde kurs for Durban, men fikk kjapp melding om at det var umulig. Cape Town var neste mulighet. Der ventet også en container som opprinnelig var sendt fra Norge til Singapore, deretter ettersendt til Cape Town. Planen var å få den om bord og gjennomført nytt mannskapsskifte. Da vi nærmet oss, måtte vi resignert slå fast at også dette var umulig å gjennomføre, også fordi flyplassen var stengt. De seilte videre, vurderte andre alternativer langs Afrikakysten, men ble etter hvert enige med rederiet om at det beste ville være å sette kursen rett mot Kanariøyene.

Brekke og mannskapet visste at det også herfra kunne bli en utfordring å få dem videre hjemover med fly. De var derfor svært glade da det dukket opp en løsning. Et annet rederi skulle skifte mannskap på Kanariøyene og hadde leiet inn et charterfly til Amsterdam og der det var ledige plasser.

Den 19. mai ankom Edda Fides Las Palmas på Kanariøyene og et skifte i norsk mannskap kunne endelig skje. Da gikk også skipper Brekke i land og Einar Linga overtok kommandoen da skipet fortsatte nordover. Det ble liggende i den engelske kanalen ei lita uke og avventet avklaring på et mulig oppdrag. Den kom ikke, hvorpå hotellskipet satte kursen hjem til Haugesund.

Hjemturen til Inge Hansen Brekke og avtroppende mannskap gikk smerte- og smittefritt. Da hadde han stått om bord i 12 uker.



HARALD M. EIKESDAL IN MEMORIAM

When this magazine is published, one year will have passed since many of our company's subsidiaries lost an exceptional chairman and board member, and, for me personally, a rare, dear friend. Harald Magne Eikesdal was laid to rest at Skåre Kirke on December 19th, 2019.

Eikesdal was trained a lawyer at the University of Oslo. After graduating he secured a job in the tax administration of the Ministry of Finance, and had risen through the ranks to become Bureau Chief by the time he moved back to his hometown in the mid-70s. There, the position of Deputy Judge at the Haugesund district court was waiting for him. A few years later, he established his own law practice, quickly gaining a base of clients through his solid and sought-after knowledge concerning tax law, contract law and commercial law. This knowledge made him a sought-after board member for a number of companies in the city and region.

In 2012, after many years serving as Chairman of the board for Solstad in Skudeneshavn, he entered a similar role in Østensjø Rederi and their subsidiaries. He quickly proved to be an important strategic councillor, clear thinking and analytical, and

with professional know-how that became indispensable as the shipping company kept growing. We had to work out the optimal financial solutions to lift our businesses without weakening our free and independent position.

The company's management and I, as the owner, got to work with him for close to seven years. His active involvement and wise guidance gently pushed us forward and gave us assurance through difficult waters. This assurance gave the leadership team and myself the freedom to keep developing a shipping company with high competence at every level, a well thought-out personnel policy, and a high reputation, even internationally. Harald M. Eikesdal has left his impressions on this company. We have a lot to thank him for.

One year since his passing, our thoughts still go to his wife Herborg, his two sons, and his five grandchildren from his first marriage to Inger.

Words like these cannot convey how we feel when a man of Harald M. Eikesdal's stature passes away. His humour, his energy and his insights live on through us.

Johannes Østensjø

HIGH ACTIVITY IN ØSTENSJØ'S CORONA TASK FORCE



Busy in the Corona Task Force meetings.

In the middle of February we saw the contours of the infection that could come, and created our own Corona Task Force. We were, in other words, quick to realise that we could expect large challenges in our shipping operations. The work in this Task Force took a lot of time and effort, explain Sveinung Zahl and Elias T. Nornes. They are convinced that the Task Force played a large role during the pandemic.

BY TERJE EMIL JOHANNESSEN

- We quickly began to work with a strengthening of the emergency preparedness in the whole organisation. This proved to be a wise decision in hindsight. We developed advice and guidelines to all of our clients and we set up a good and detailed information distribution system to all our crews on board. We were in fact extra vigilant throughout the whole 2020, and managed to limit any damages, Sveinung Zahl explains.

- Well along the way, we got to the point that the crews and officers on each vessel took ownership of all measures that we made, adds Elias T. Nornes. The Task Force did not implement

any measures before all vessels were informed of these and understood them in advance.

- A huge job has been done on board of all vessels, he ascertains and continues:

- In the office we had to deal with a complicated human landscape. Some vessels have a crew on three, others have full complement of 70 persons, many from different countries. Requirements and regulations from clients, local and foreign authorities and ports states that continuously changes in line with the development of the pandemic has made it challenging



DIFFERENT PRACTISES BETWEEN THE COUNTRIES

- What has been the most difficult situations you experienced? Sveinung Zahl answers:

We had a few issues in the United Kingdom this autumn. In one case we had an onsigning crew that tested positive prior to boarding the vessel and had to be quarantined, which resulted in that offsigners had to stay longer onboard. In another case a person who tested positive on board while the vessel was in operation, putting the vessel out of operation for some time before it was cleared for sea again.

EDDA FIDES HAD TO WAIT

Sveinung Zahl further mentions the example of Edda Fides, who transited from Asia to Norway early in the autumn. The vessel had planned for a crew change in South Africa, but that was impossible. The port was closed even though IMO had encouraged all port states worldwide to continue trading and not prohibit crew changes. But many of these nations chose to close their ports nevertheless. Edda Fides had to sail all the way to the Canary Islands to do their crew transfer.

Zahl points out that thanks to the level of preparedness, Østensjø has largely escaped the pandemic with only minor delays. In the beginning the company tested all crews that crossed country borders, but not the persons who boarded from their own country. Today, with the consequences in mind all persons are tested prior to boarding.

COMPLIMENTS TO THE NORWEGIAN SHIPOWNERS' ASSOCIATION

Elias T. Nornes also pays tribute to the Norwegian Shipowners Association, who worked hard together with the European authorities, to create a common set of maritime rules.

This has proven impossible. There was a top meeting in October, and delegates did manage to agree on only one subject: common criteria for what is needed for a country to be declared "red". Everything else is up to the national authorities to decide.

Mr. Nornes is leader in a forum in which all offshore shipping companies in the Norwegian Shipowners' Association participate and who meet via internet to exchange experiences. Transparency is important everyone plays with open cards. - Consecutively we have shared a lot of information; very useful, he sums up.

This conversation took place in early November. The whole of Europe is alarmingly red and the situation continues to be complicated for a shipping company who works internationally. Everything looks like the Corona Task Force in Østensjø will continue their emergency preparedness and systematic follow up for a long time coming.

SAMMENDRAG

STOR AKTIVITET I ØSTENSJØS CORONA TASK FORCE

- I midten av februar i år så vi konturene av smittebølgen som kunne komme og satt sammen vår egen Corona Task Force. Vi var med andre ord tidlig ute og så at vi kunne møte store utfordringer i rederidriften. Arbeidet i denne kommandosentralen har tatt mye tid og krefter, sier Sveinung Zahl og Elias T. Nornes. De mener kommandosentralen har spilt en svært viktig rolle gjennom pandemien.

I dette intervjuet forteller Zahl om at rederiet kom tidlig ut med rådgiving og veiledning til alle kundene og utformet et godt, detaljert informasjonsopplegg til alle båtmannskaper. - Vi har faktisk vært «på høgget» gjennom hele 2020 og klart å begrense skadevirkningene, slår Sveinung Zahl fast. - Det er gjort en kjempejobb om bord på alle fartøy, legger Elias T. Nornes til og fortsetter:

- Vi har dessuten måttet takle et ekstremt komplisert menneskelandskap. Vi har fartøyer med tre mann om bord og vi har fartøyer med 70 mann om bord med ulike nasjonaliteter. I tillegg har vi kunder som har sine krav. De kan være forskjellig fra myndighetskravene som vi må imøtekomme i en utenlandsk havn. Vi må forholde oss til alle. I tillegg endrer situasjonene og reglene seg hele veien.

Zahl poengterer samtidig at takket sin høye beredskap har rederiet generelt sluppet unna pandemien med mindre forsinkelser Elias T. Nornes gir også honnør til Norsk Rederiforbund som har jobbet iherdig med europeiske myndigheter for å få til et felles maritimt regelverk.

IMPRESSED BY THE KNOW-HOW

- IMPECCABLE PERSONAL CHEMISTRY

- After working closely with the Østensjø management, we are impressed by the know-how we've observed. The personal chemistry between us is perfect, and a mutual trust and openness is very much present. Most of our meetings had to be done via Teams, but still, through the regular discussions underway, most of the pieces have fallen into place, says senior vice president industrial investments in the Wilhelmsen Group, Jan-Eyvin Wang.

I asked investment director Wang how the investment deal in Edda Wind between the Wilhelmsen Group and the Østensjø Group had been received within his company. Two months earlier, Johannes Østensjø and Thomas Wilhelmsen signed the contract securing Wilhelmsen a 25 percent stake in the subsidiary, with an option on an additional quarter of the shares. He begins his answer by explaining the background for making the investment.

- We have said for a long time that we want to enter the renewables economy. Moreover, we're going to do it in a way that enables us to get in front of the technological advances that the maritime sector is bound to undertake.

Wilhelmsen is already involved with the maintenance of wind farms, and we've been following projects working on hydrogen as a vessel energy source. After some deliberation, we've decided this is where we must enter. And we need to do it in a way that lets us play a defining role in this exciting part of the journey, together with someone we trust, he says, and eagerly continues:

- Many in the Wilhelmsen management team know the management at Østensjø and what they stand for. However, in our worldwide organisation few are familiar with the Haugesund-based shipping company. As we've spoken increasingly within our organisation about the agreement between us, our employees now realise that we've made a strategic investment with a company equally committed to green shipping. They see now that our collaboration with Østensjø is in line with our strategy, that we're doing what we've been saying we must do. The agreement has been very well received throughout our company, and our people are proud that we're now seriously entering a segment with a large potential for growth and innovation.

INCREDIBLY KNOWLEDGEABLE

- What attributes and qualities did you find with the Østensjø Group that has made cooperation attractive for you?
- Wilhelmsen have been around for over 160 years, and the Øs



VP Industrial Investments Jan-Eyvin Wang, Wilhelmsen Group

stensjø family can trace their family traditions back to the maritime industry of the early 1900s. What characterises shipping companies like ours is incredible levels of know-how. Østensjø are always looking for improvements, while remaining able and willing to adapt according to circumstances. They are able to evolve along with an ever-changing world and market. This is the reason these two shipping companies have thrived for so long. Østensjø are utterly professional, with high levels of competence in every relevant field, and retains a management, an administration and a crew that never stops wanting to improve. At Østensjø, we find the same qualities that we nurture ourselves. It is the only way for us both to survive long term. There's no other way than to deliver at the highest level, keep improving and keep anticipating what will keep us afloat 10-15 years in the future, reasons Wang.

SYNERGIES ARE KEY

- Compared to the Wilhelmsen Group, the Østensjø Group is financially the little brother. Do the employees at Østensjø and Edda Wind have reasons to fear playing second fiddle if the Wilhelmsen Group uses its option to gain 50 percent ownership?

- Before the contract was signed, we sat down with the management at Østensjø. I asked them whether they were worried we



Contract signing: Johannes Østensjø and Thomas Wilhelmsen seals the deal with a Corona shake

would end up taking over completely, swallowing them up in the process. At the same time I made it clear we have no such intention. It's important to us to retain the capabilities and know-how that Østensjø brings to the table. We know it will harmonise with our own competencies, and that there are many exciting synergies between us, he says, and presents the program statement:

- Our main challenge is making Edda Wind an even stronger, more important company in Wilhelmsen's global presence, together with Østensjø. The market for floating wind energy is growing, and together we possess great potential. Wilhelmsen offers a network of international relations and capabilities, and can help push the efforts on advanced, no-emission service ships into the global arena. We are not looking to take over, but to build on what we've agreed on with our new, knowledgeable partner in Haugesund, says Jan-Eyvinn Wang in closing, while looking enthusiastically to the future.

FACTS

The Wilhelmsen Group:

- Founded in 1861, the Wilhelmsen Group operates the largest maritime network on the planet, with over 2200 locations worldwide.
- Delivering market-leading products and services to over half the world's merchant fleet, we also supply best in class crew and technical management to the biggest and most complex vessels currently at sea.
- Consistently developing innovative, customer-focused and sustainable solutions, we're taking an active role in shaping the maritime industry for the future.
- In addition, through our investments we are exploring new opportunities, with new partners, within the renewable energy, alternative fuels, offshore and technology industries.
- With thousands of colleagues in more than 70 countries, we take competence, compliance, sustainability, innovation and unparalleled customer experiences one step further.

PERFEKT PERSONKJEMI OG IMPONERT OVER KOMPETANSEN

SAMMENDRAG

- Vi har jobbet tett med ledelsen i Østensjø, og vi er imponert over den kompetansen som vi har møtt her. Personkjemien er perfekt, den gjensidige tilliten og åpenheten er der. Dessverre måtte mange av møtene våre skje på Teams. Gjennom de regelmessige drøftingene vi har hatt underveis i prosessen har alle klossene likevel og heldigvis falt på plass, sier senior vice president industrial investments i Wilhelmsen-gruppen, Jan-Eyvinn Wang.

Beskrivelsen av prosessen kommer vel to måneder etter at Johannes Østensjø og Thomas Wilhelmsen hadde signert avtalen der Wilhelmsen kjøper seg inn i selskapet med 25 prosent eierandel og fikk opsjon på ytterlige en fjerdedel av aksjene i datterselskapet. Han forklarer videre hva som var bakgrunnen for dette investeringsskrittet for dem:

- Vi har lenge sagt at vi skal inn i fornybar-delen av økonomien. Vi skal dessuten gjøre det på en måte der vi kan legge oss i front på den teknologiutviklingen som nå må komme i den maritime industrien. Wilhelmsen har allerede vært litt involvert i vedlikeholdet av vindparker, og vi har fulgt flere av prosjektene som har jobbet med hydrogen som energikilde for fartøyene. Vi har etter hvert bestemt oss for at her må vi inn. Og skal vi gjøre det, må vi gjøre det på en måte som lar oss være med på en reise som er spennende sammen med noen vi har tillit til, sier han og fortsetter ivrig:

- Flere i ledelsen av Wilhelmsen-gruppen kjenner ledelsen i Østensjø Rederi og hva de står for. I uteapparatet vårt rundt om i verden er kjennskapen til Haugesundsrederiet svært begrenset. Etter hvert som vi har kommunisert avtalen med Østensjø i vår egen organisasjon, ser også medarbeiderne våre at vi her har gjort en strategisk investering med et selskap som også ønsker å være med på å satsingen på grønn skipsfart. De ser at samarbeidet med Østensjø er helt i tråd med strategien vår, at det er logisk i at det vi gjør henger sammen med det vi sier vi skal gjøre. Avtalen er veldig godt mottatt i alle deler av rederiet vårt og folkene våre er stolte over at vi nå går tungt inn i et segment som er veldig ekspansivt og ikke minst meget innovativt, sier Wang.

- IT'S BEEN AN ADVENTURE!

Inge Hansen Brekke is looking through his seaman's book, reminiscing about the very beginning. One particular word comes to mind when he tries to describe what he's been a part of for the last 35 years.

- It's been an adventure. I'm so grateful for the possibilities given to me by the company through the years. From when I began as an ordinary seaman when I was 19, to allowing me to train for 1st Mate and all the way to skipper. The leave-of-absence I was given to work on a cruise ship in the 90s. All my wonderful colleagues. Adventure is definitely the right word, concludes Inge Hansen Brekke.

Even though Inge Hansen Brekke is still a young man of 54, he is celebrating his 35th year with Østensjø. In normal times, he would have been honoured at the company's operation conference this autumn. But because of the corona pandemic, that occasion has been postponed indefinitely. The consequences of the pandemic was made clear to both him and his crew onboard Edda Fides in the spring of 2020. The last voyage, which began in Labuan, Malaysia in the middle of lockdown, was supposed to last six weeks, but ended up lasting 12 weeks! No orders appeared during the voyage, and crew changes proved near impossible. This was a 12-week voyage out of the ordinary, as explained by Brekke himself in a travelogue elsewhere in this edition of Sjøfartstidene. When no orders were forthcoming, the vessel was placed in lay-up, where it still lies.

- 12 weeks went by relatively smoothly, and there was certainly no panic. We had plenty of supplies and lacked nothing. We kept our spirits high, trying to make the best out of a bad situation. But certainly, it was wonderful coming home to my family in May, says the down-to-earth Brekke, who started his career in Østensjø in 1985. Then, he already had a year and a half of experience on gas tankers in foreign service for Smedvig, where he worked as a greaser.

TUGS

When he signed on, the shipping company was called Johannes Østensjø d.y., and had two supply vessels. In addition, they were underway with the construction of the tugs Dux and Pax in Rosendal. The tugs were meant for service at the Kårstø terminal. Inge got a job as an ordinary seaman aboard Dux. He remembers them being four crew to a shift. Inge was the youngest, and was well received by his colleagues who thoroughly trained him. The rotation was 2 weeks on and 2 weeks off. A great situation for a newly love-stricken guy in his late teens. Back home on Karmøy, he was already going steady with his wife Anita, who has been a part of Inge's life for as long as Østensjø has. Together they have



Inge Hansen Brekke looks back on 35 exciting years in Østensjø, and looks forward to the future.

three children who are now 34, 31 and 25 years old, as well as 3 grandchildren.

- Yes, she's been a part of the adventure too, and she remembers which vessels I've worked on almost as well as I do, he smiles, and goes on to describe an employer that gives their employees every opportunity.

Because after a while of service on the supply vessel Edda Fjord and the tug Velox, which was built for service at Mongstad, Inge was given the opportunity to train for first mate.

- I attended school privately in my free time, and had to sit for exams in every subject. I was a father of small children by then, and I remember this period as being very busy. But it all turned out fine, he smiles.

A FORWARD-THINKING COMPANY

Later, he served as first mate on Edda Fram, before being allowed to take a one-year leave to train as a skipper. After that, he took on the role of Chief mate on the tug Thorax, before taking another leave-of-absence in the mid-90s, to work for Leif Høegh of Oslo, which supplied officers for Cunard's cruise ships. He signed on as first mate on the cruise ship Sagafjord in Chile, and experienced an incredibly instructive and entertaining year, sailing to Alaska, the Caribbean and the Far East. After his cruise adventure, Inge returned to Østensjø with a lot of useful experience.

- I enjoy learning new things, and having goals and challenges to reach for. So continuing my education and taking leaves to develop professionally, working on different kinds of vessels, this has been ideal for me, says Inge, who also received an exciting assignment supervising the construction of Edda Flora, the hull was built in Vyborg, Russia, and equipped at Karmsund Maritime in 2008.

Inge describes Østensjø as a forward-thinking and innovative shipping company. He's looking particularly forward to following the company's efforts within offshore wind, and is looking forward to more chapters of his adventure.

- I started in a company with a fleet of two vessels, where everybody knew everybody else. I've had the pleasure of working on tugs, supply vessels, subsea vessels and now accommodation vessels, which has been fulfilling and enriching. Today, we have a fleet of more than 30 vessels, and more are underway. So the development I've witnessed these last 35 years is simply marvelous, he says.

TORE ENJOYS HIS LIFE AS A LANDLUBBER

Some time in the early 90s, a nervous Tore Velde knocks on the office door belonging to Crew Manager Signe Hagen in the old Sjøfartsbygget in Haugesund. Hagen spoke with the teenager, and soon discovered that the young man from Haugesund was asking for an apprenticeship in the company. She advised him to take another year at secondary school and come back next year. Tore Velde did as she said, and the year after he was travelling as an apprentice.

In the spring of 2020, at 46 year old, Tore Velde was awarded his gold watch for 25 years of service in Østensjø. A quarter of a century in the same shipping company, but with wildly varying jobs. At first, on Edda Freya where the young engineer apprentice was thoroughly taught the ropes by the veteran Chief Engineer Gustav Risanger. Then on Thorax, Edda Frende and Edda Frigg. Life at sea came to an end after an assignment on Edda Fjord in Nigeria in 2006.

- I definitely had to think about it when I was offered the job as an Technical Superintendent at the office in Haugesund. I had to decide between 6-7 weeks rotation at sea and an office job in my home town. I've never regretted becoming a landlubber, but I'm pleased that my job as Technical Superintendent allows me to visit many of our vessels. Not the least Edda Fides, that I had quite some involvement over the years. A magnificent vessels that I, on behalf of Østensjø, am very proud of. Right now she's in lay-up, but hopefully she will be back in operation when things get back to normal after the pandemic, says Tore Velde.

EXCITING WORKDAYS

Velde is pleased with his employer and has never been tempted to look for greener grass elsewhere.

- The truth is that I've had so many various jobs through the years, with plenty of opportunity to develop both professionally and personally. A lot of exciting things happen in Østensjø, which I would characterise as an innovative, forward-leaning company.



Tore Velde enjoys being a Technical Superintendent in Østensjø.

We see this especially in the commitment to designing advanced vessels for ocean wind projects, says Velde.

Back home in Haugesund, he's a busy family man, with his wife and three children who are 8, 14 and 16 years old. He enjoys tinkering with various projects in the house and the garage, and as often as possible, the family heads off to their cabin in Vågslid. He's even refurbishing a boat together with his 14 year old son.

WELL-BEING IS PRIORITY NUMBER ONE

With his long history in Østensjø, it's tempting to ask how he sees the company back then and now. Have things changed for the better?

- Yes, the company has developed for the better in most areas. With such a large fleet and number of employees, you need solid administration and good systems. Which are absolutely present in Østensjø. What impresses me most might be the focus the company keeps on its employees' well-being, and on social efforts. Even now, in these corona times, the social committee manages to arrange fun activities for the families of their employees — lastly, bingo over Teams. I think things like this are priceless in order to create feelings of identity and togetherness, which in turn help keep your staff happy and loyal, says Velde.



From left: Bethsy Lussand, Ingrid Helene Reine, Tamara Fulterer, Ann Margaret Egge Ferkingstad, Sissel Tangjerd and Roald Larsen. Siv Halvorsen was not present at the photoshoot.

Mercator Crewing is the name of a new, important partner of Østensjø Rederi.

Johannes Østensjø dy AS is the majority owner but Managing Director, Roald Larsen explains that the crewing company is its own entity, and works for several shipping companies.

Last winter and spring, Østensjø assessed a number of crew suppliers. The idea was to form a closer relationship with a supplier in order to influence the quality, routines, delivery precision and tidy salary- and working conditions.

- In other words, securing firmer control of the entire value chain, says Managing Director Roald Larsen.

Johannes Østensjø acquired Norwegian Maritime Services AS in May last year. The Karmøy-based company had then been operational since 2005, having built a considerable customer portfolio of shipping- and offshore companies.

MOVED CLOSER

The new owner brought the employees along when they moved the business and its office to Haugesund a few months later. By then, the company was given a new name, Mercator Crewing. The company is now located in Strandgata, with its own entrance and reception separate from Østensjø, but still close enough to ease communication with the main Østensjø Rederi office by Smedasundet.

- We were lucky enough to keep all four employees from Åkra, says Roald Larsen, who along with two other employees from Østensjø, relocated to the then newly acquired company.

- We have taken over the task of managing almost all the foreign Østensjø Rederi personnel. When it comes to Østensjø, they handle the management of its Norwegian and English crew by themselves, he points out.

THE GOAL IS TO EXPAND

The goal has always been to expand both the ownership and the customer base. For many years, Møkster has been a significant client for Mercator Crewing, and I am happy to see them take 20 percent ownership now.

- The idea is to develop a modern, trimmed international crewing company that operates close with clients, giving them control over deliveries. That's one of the reasons we're keeping a professional distance to Østensjø. We will serve all our clients in the best possible way, independently of who our owner is.

ATTRACTIVE EMPLOYER

- How complicated is it, in these "corona times", to recruit foreign employees?

- Working for Norwegian shipping companies is an attractive job. Recruitment is going well. When we acquired Norwegian Maritime Services, nearly all the crew came along. They wanted to keep their tidy conditions and predictability. We treat them well, he says.

- And the collective agreements are followed?

- Absolutely, but we also provide more than just the collective agreements, like insurance, financial support for training, travels and accommodations in connection with crew transfers. Norwegian shipping companies are good at making things run smoothly, which is important in a tightening market.

MANY HAVE GONE TO GREAT LENGTHS

- Have you experienced any particular corona-challenges in the last six months?
- When Norway and Europe locked down in March, we faced great challenges in carrying out crew changes. In many cases, the crew had to stay on board longer than anticipated, but otherwise, things were going well. The crew saw we all were in the middle of a crisis, and they had to step up, whether Norwegian or foreign. We had to repeatedly work out solutions where we transported crews through Europe to our clients' ships, changing drivers at the borders- a huge logistical undertaking. In the Philippines, the government set a daily limit of 400 passengers in and out of the main airport. Which was quite a challenge, considering this is a country of hundreds of thousands of sailors. It simply grounded to a halt. We were in despair. The consequence was that, on many vessels, the crew had to stay on for far longer than planned. Of course, the airlines' ticket prices exploded underway, as well.

CONFIDENT FOR THE FUTURE

- And now, heading into November?
- As of late summer and autumn, we've been able to change crews like normal, with the addition of a lot of testing and virus controls. We are waiting with bated breath to see what's going to happen. When the oil prices are low as well, the sum effect on the market is not looking good. That has an effect on us, as well.
- The market is tough right now, but how do you see your market situation in three or four years?
- I'm convinced we'll have increased our volume and taken a strong position, taking into consideration the projects both we and our clients are working on. Offshore wind will likely be a large market for us. Other markets are developing, for example in fishing and fish farming. There are exciting times on the horizon, and we're going to work tirelessly to become the preferred crew supplier in the Maritime industry, says Roald Larsen with sparks in his eyes; glints of enthusiasm and western Norwegian determination.



Managing Director Mercator Crewing Roald Larsen

MERCATOR CREWING

Mercator Crewing AS er navnet på en ny, viktig samarbeidspartner for Østensjø Rederi.

Johannes Østensjø dy AS er majoritets eier, men daglig leder Roald Larsen er opptatt å få fortelle at bemannings-selskapet står på egne bein og jobber for flere rederier.

Sist vinter vurderte Østensjø Rederi ulike bemanningsleverandører. Ønsket var å få til et tettere forhold til en leverandør som gjorde det mulig å medvirke til kvalitet, gode rutiner, presisjon i leveransene samt ryddige lønns- og arbeidsforhold.

- Med andre ord sikre seg mer kontroll på hele verdikjeden, forteller daglig leder Roald Larsen.

Johannes Østensjø kjøpte Norwegian Maritime Services på Åkra i mai i fjor, Kamøyselskapet hadde da vært i virksomhet siden 2005 og hadde en god kundeportefølje av rederier og offshoreselskaper.

Den nye eieren overtok de ansatte og flyttet noen måneder seinere virksomheten til Haugesund. Da var selskapet gitt nytt navn, Mercator Crewing AS. Selskapet ble lokalisert med egen adkomst og resepsjon i Strandgata, fysisk atskilt fra rederiet, men med gode kommunikasjon internt i hovedkvarteret ved Smedasundet. .

-Vi var så heldige at alle de fire ansatte på Åkra valgte å bli med videre, sier Roald Larsen.

Selskapet har overtatt som formidler av nesten alt utenlands personell, nærmere 100 personer fra flere ulike nasjonaliteter. Rederiet administrerer selv sine norske og engelske mannskap, påpeker han.

VIL HA FLERE MED

Målsettingen har hele tiden vært å utvide både eier- og kundemassen. Møgster Rederi har i en årrekke vært en stor kunde for Mercator, og det er gledelig at de nå også kommer inn på eiersiden.

- Tanken er å utvikle et moderne og veltrimmet internasjonalt bemanningsbyrå som er tett på kundene, og som gir dem god kontroll på leveransene. Av den grunn ønsker vi også et profesjonelt avstandsforhold til Østensjø Rederi.

I dette intervjuet beskriver Larsen de store corona-utfordringer de har hatt det siste halve året. Først senhøstes har det vært mulig å gjennomføre normale mannskapsskift-er, men de er omkranset av mye testing og virus-kontroller. Han er uansett meget positiv til selskapets markeds-utsikter:

- Jeg er overbevist om at vi har økt volumet vårt godt og erobret en sterk posisjon, sier Roald Larsen med gnister i øynene. Det glimter en entusiasme og vestlandsk handlingskraft i dem..

PERSONNEL QUESTIONS



Doreen Gatt

General Manager, Edda Accommodation

WHAT IS THE BIGGEST CHALLENGE IN YOUR JOB?

I would have to say that the biggest challenge is to feel that I am working as part of a team given that I work remotely from the Malta office and I do not get to meet my Norwegian colleagues very often.

WHAT IS YOUR PERFECT DAY?

My perfect day would be, to wake up to sunny blue skies (not that difficult since I am in Malta) drive to work without encountering any traffic (mission impossible) and working on a new opportunity(ies) for my vessel Edda Fides, followed by the news that I can finally travel to the Haugesund office to meet up with my colleagues.

FAVOURITE VESSEL IN THE ØSTENSJØ REDERI FLEET AND WHY?

My favourite vessel is obviously Edda Fides. I have been the General Manager and Financial Controller of Edda Fides since I joined the Østensjø Rederi Group in 2011 and Edda Fides has become quite a significant part of my daily life. Apart from that Edda Fides is a highly complex and successful vessel which has made my job quite interesting so far.



Edward Astley

Chief Officer, Edda Passat

WHAT IS YOUR PERFECT DAY AT WORK?

Clear skies, calm seas, a steady work plan for the windfarm and a challenging project to complete on board.

WHY THE MARITIME INDUSTRY?

My Father worked as a ship broker for most of his career, which in turn led to me spending much of my childhood on quaysides and in marine offices across the UK. From there I learnt about cadetships and jobs at sea, and once I'd started college I discovered the offshore industry. I've not looked back since.

WHAT MAKES A GOOD WORK ENVIRONMENT?

Join our shift on the Edda Passat and you'll find out! In my opinion the key factor in a good working environment is having colleagues who are knowledgeable, driven and supportive. The ships we work on and the machinery we use is so advanced that you cannot hope to run it all yourself, having a crew that can assist in making plans and help you face challenges is essential.



Eirik Stubberud Folkestad
3rd Engineer, Edda Freya

WHAT IS YOUR PERFECT DAY AT WORK?

The perfect day at work has to be a day where we finish a major overhaul, and everything is working in pristine condition and we can go to bed feeling fulfilled.

WHY THE MARITIME INDUSTRY?

I grew up on an island and has always been surrounded by the sea, and the maritime industry. In addition, almost all of my close relatives have sailed at sea, and their stories and experiences inspired me to become a seafarer as well.

WHAT MAKES A GOOD WORK ENVIRONMENT?

When everyone does their part, shows keen interest in their work and at the same time being able to laugh and have fun together.



Ole Thomas Tjøsvoll
AB, Tenax

WHAT IS THE BIGGEST CHALLENGE IN YOUR JOB?

The biggest challenge right now is the fight against our invisible enemy Covid-19. That we must all take precautions so that we can continue to do our job in safe and proper way.

WHAT IS YOUR PERFECT DAY?

A perfect day for me, is to take my family with me on a mountain hike with something to eat in my backpack, and maybe try to catch some fish and just enjoy our beautiful nature.

FAVOURITE VESSEL IN THE ØSTENSJØ REDERI FLEET AND WHY?

I have no favorite vessel. All the vessel that I have been on has been good in their own way.

The most important thing is that there is a good working environment.



Oscar Järhög Wee
2nd Officer, Edda Flora

WHAT IS THE BIGGEST CHALLENGE IN YOUR JOB?

Keeping your head strait when your away from your loved one.

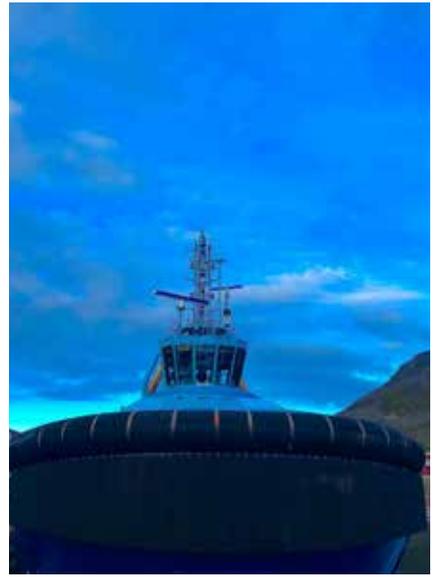
WHAT IS YOUR PERFECT DAY?

At work it must be smooth sea, sunshine and steaming along the coast. At home; fresh snow, cross-country skiing, and my Gordon setter powering trough the trails at Haukeli.

FAVOURITE VESSEL IN THE ØSTENSJØ REDERI FLEET AND WHY?

Edda Flora is cool, love the rapid response from the Voith system. But the great engine sound on Edda Fjord is something you miss on other vessels

VESSELS IN OPERATIONS





ENGINE CADET SIVERT MIGUEL HELLAND

- KNOWLEDGE IS MY MOST IMPORTANT DRIVER



Sivert Miguel Helland started as an engine cadet on the Edda Freya in the summer of 2020, and he takes great joy in being together with his colleagues in Østensjø.

Sivert Miguel Helland (28) worked on shipyards and built and repaired large vessels. But all the time he dreamt about the day that he was going to be seaman. A dream that was influenced by his grandfather's exciting histories about whaling. Last summer he started as an Engine Cadet in Østensjø Rederi and he already feels like home on board Edda Freya.

The interview takes place while the vessel is alongside in Florø. The 28 year old from Sansdøya can boast with certificates of apprenticeship, both as an industrial mechanic and industrial plumber, and he is thus a flexible professional. Now his skills as an Engineer will be sharpened, and Sivert enjoys being in a learning position. He absorbs all he can learn from the experienced engineers and he is surrounded by many good mentors.

- So far I have had a steep learning curve. All theory we learned at Fagskolen in Ålesund is now being tested in practice. I receive good training from the Engineers on board and I undertake many different tasks and maintenance on board. If I need any help, there are always good answers at hand. When I worked at the shipyard, I was responsible for the apprentices myself and it is a good experience to be one myself. Edda Freya is a large and specialised vessel with a lot of different systems, so I really get opportunities to get into interesting and challenging subjects, says Sivert, who started his cadet period on 30 June 2020. He brags about the fellowship and the atmosphere on board Edda Freya and he has been feeling well taken care of since day one.

That the environment on board was going to be so good, has been a positive surprise. If you think about it, there is about a 100 persons you are interacting with, on a relative limited area, for periods of several weeks, there are many things that need to match. All departments communicate well with each other, and one gets an impression of a good comradeship onboard, independent of the departments. That creates the well-being that is so important at a workplace he explains.

VERSATILE BACKGROUND

Sivert has a good knowledge of vessels, not the least because of his previous job at Myklebust Verft. It has given him knowledge to the systems on board and how they are built up. This experience makes the cadet see different solutions and, in addition, has good knowledge to parts and components that are used. My certificates of apprenticeship as industrial mechanic and industrial plumber included training in welding, among other things, something I made good use of my first trip on board Edda Freya. At this moment I am much involved in a pipe-bending assignment in which we will replace out a pipe system to stainless

steel, the 28 year old explains, who had to smile when he found out he was older than his supervisor.

My supervisor on board joined my job interview and he also went to Fagskolen in Ålesund. With this, he has good knowledge about what I learned during my studies, and what I need to learn on board. It is somewhat unusual that the cadet is older than the supervisor, but it has not been any disadvantage yet, he smiles.

PERIODS ON LEAVE ARE "BOOKED"

He describes himself as a curious and adventurous person. Seamans life has always attracted him and it was this clear ambition that made him start the engineering officer education at the Fagskolen in Ålesund two years ago. Now he has a contract with Østensjø until next summer. Wages have never been my largest drive, but knowledge is something I am always eager. Engineer is accurately a profession that requires much knowledge and understanding of systems, and it has room for further learning after this education, says Sivert, who lives with his wife in Ulsteinvik. He is a real outdoor man with great interest in hunting and fishing, and he already had nice experiences in the outdoors



Sivert Miguel Helland and Eirik Stubberud Folkestad on board Edda Freya

during his first leave as a cadet. He has a hunting dog and competes actively in shooting, and he is leader in the hunters' and fishermen's association, both locally and regionally. He has the responsibility for training new hunters as well.

Even though you are missing a part of the family life at home during a year, you still get opportunities to do so many other things when you are home. I do not have any doubt that the seafarer's rotation suits well for an outdoor man as I am, he says.

- Kunnskap er den viktigste drivkraften for meg

SAMMENDRAG

Sivert Miguel Helland (28) jobbet på verft og bygget og reparerte store båter. Men hele tiden hadde han en drøm om at en dag skulle han bli sjømann. En drøm som absolutt var påvirket av bestefarens spennende fortellinger om hvalfangst. Sommeren 2020 begynte han som maskinkadett i Østensjø Rederi og trives meget godt om bord på Edda Freya.

28-åringen fra Sandsøya kan skilte med både fagbrev som industrimekaniker og industrirørlegger og er således en fleksibel fagmann. Nå skal ferdighetene som maskinist spisses, og Sivert trives godt med å være i en læreposisjon. Han suger til seg alt han kan lære av de erfarne maskinistene og er omgitt av mange flinke læremestre.

ØSTENSJØ REDERI FACTS

Established:	1974
Vessels:	31 + 4 under construction
Segments:	Offshore Wind, Offshore, Towing and Accommodation
Turnover 2019	1200 mill NOK (Østensjø Group)
Employees:	446
Trainees:	32
Offices:	Haugesund, Aukra, Aberdeen, Southampton and Malta

CHANGES IN THE OFFICE ORGANISATION

As we informed last year, Arne Jakob Eide started in the office, he worked for Vard Design in Ålesund and moved back to Haugesund this year. We have seen yet another year with major organizational changes. In the middle of the period when we were working from home this spring, we hired our new accountant Frida Qvale. Frida is from Haugesund and worked for E&Y since she finished her Master of Science in Economics and Business Administration at Norges Handelshøyskole.

After the summer it was decided that the operation in EA Management was going to be ended. And the employees in EAM was moved to Østensjø Rederi. As of October 1st Hilde Svendsen is Chartering Manager Accommodation, Stian Waage is Fleet Manager Offshore Wind and Accommodation, Ronald Strøm is Technical Manager Offshore Wind and Accommodation, Miriam Hanson is Project and Document Controller for all segments and Thomas Wiig is HSEQ Engineer in the HSEQ department in ØR.

30 YEARS IN THE COMPANY

Ove Gunnar Hauge
Einar Tjøsvoll

CELEBRATING IN 2021

60 YEARS

Johannes Bjørnevik
Siv Halvorsen
Ove Gunnar Hauge
Leif Petter Nilsen
Jan Egil Nyborg
Bjarne Frank Nygård
Fritjof Pedersen
Roger Martin Spink
Kjell Holger Steffensen
Steven Williams

50 YEARS

Ole Børre Berge
Bjørn-Ove Bognøy
Ryan Davies
Andrew Goldie
Frank Gule
Atle Hansen
Miriam Hanson
Robert Jones
Rune Landaas
Øyvind Landmark
Børge Leikanger
Ken-Ronald Leirbakk
Øyvind Mikalsen
Graham Pearson
Lisa Vail

ON THE SOCIAL SIDE

GLINTS FROM 2020

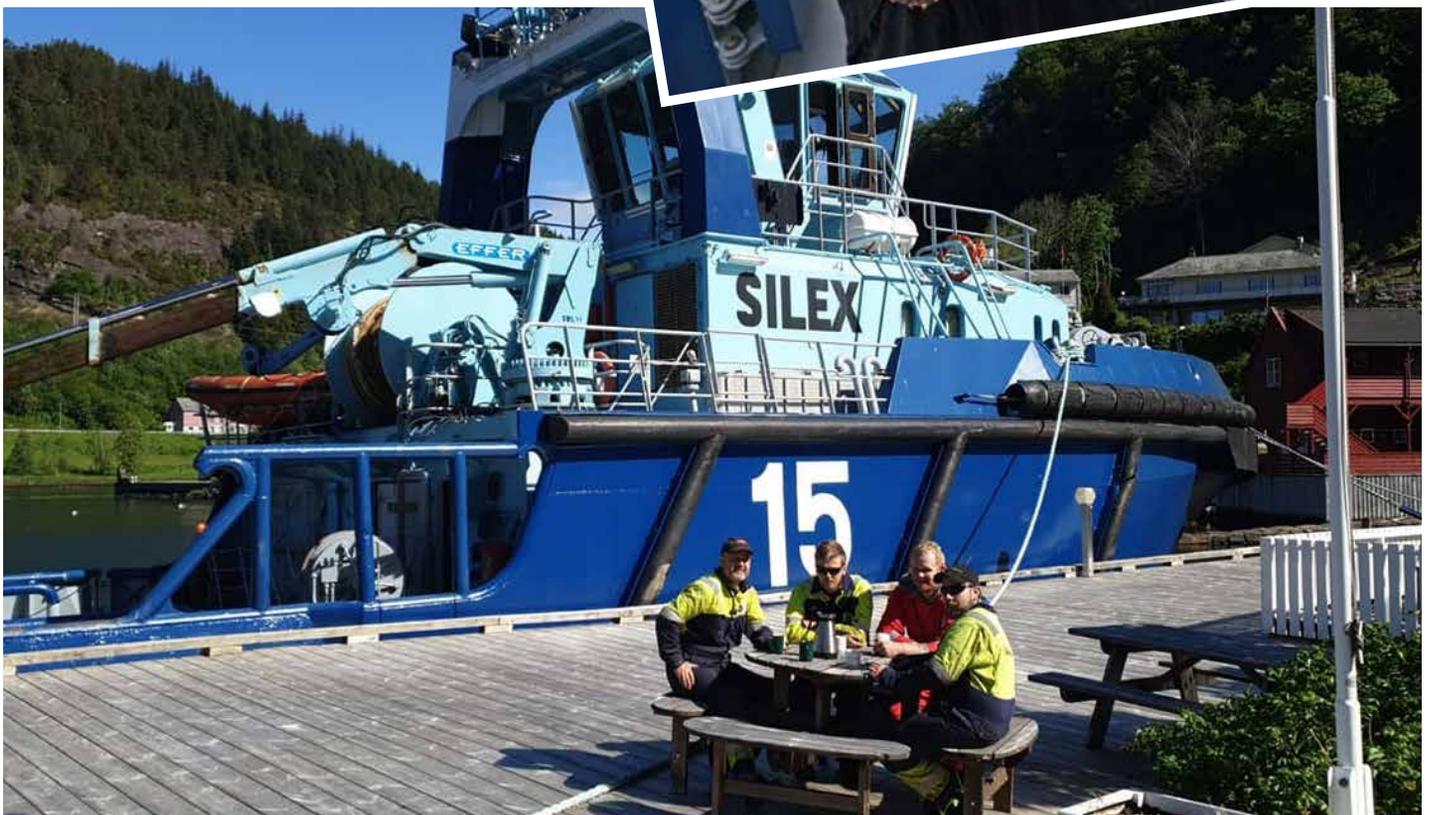




PHOTO CONTEST

1.



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 2021

JURY

Østensjø Rederi editorial staff.

AND THE WINNERS ARE:

1. **MARIUS HUSTELI**
Silex

2. **LUKAS BERGER**
Edda Fram

3. **STEIN ØYVIND ANDERSEN**
Edda Frende

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



VESSELS & CREW

PR. 01.12.2020

OFFSHORE

EDDA FRAM		
Flag	NIS	
Built	2007	

Shift 1		
Konradsen	Karl Petter	Master
Berger	Per Lukas	Chief Officer
Catubay	Alfredo Jr.	2nd Officer
Liorca	Dan	2nd Officer
Gimena	Paulito	A/B
Anouevo	Gay Lord	A/B
Dela Rosa	Reymond	A/B
Richter	Bjørn	Chief Eng.
Edwardsen	Frode	2nd Eng.
Abaquita	Robert	Electrician
Acardo	Michael	Chief Steward
Solbakk	Espen	Cadet Eng.

Shift 2		
Øyre	Joar Andre	Master
Eide	Stig Espedal	Chief Officer
Berondo	Arman	2nd Officer
Misajon	Zanzibar	2nd Officer
Enarle	Orlene Gomeri	A/B
Copes	Romeo	A/B
Harkestad	Øystein	Chief Eng.
Buskas	Krister	2nd Eng.
Canillo	Rogelio Jr.	Electrician
Tumbaly	Toriblo Jr.	Chief Steward
Henriksen	Kristoffer	Cadet Eng.

EDDA FRENDE		
Flag	NIS	
Built	2009	

Shift 1		
Røksund	Jarle	Master
Engeset	Hans Magnar	Master
Bjøringsøy	Espen	Chief Officer
Alkongga	Cilbert	2nd Officer
Villanueva	Ryan	2nd Officer
Silava	Eric	A/B
Nievera	Dave	A/B
Ducao	Ralph	A/B
Borg	Martin	Chief Eng.
Olsen	Thomas	2nd Eng.
Pelingen	Greg	Electrician
Acardo	Michael	Chief Steward
Fanebust	Patrick	Cadet Deck

Shift 2		
Einebaerholm	Frode	Master
Andersen	Stein Øyvind Søyland	Chief Officer
Belontindos	Alfredo Jr.	2nd Officer
Sagsagat	Jomar	AB
Sabile	Julius Cesar	AB
Nieva	Johnny	AB
Johannessen	John Andre	Chief Eng.
Simonsson	Markus	2nd Eng.
Abaquita	Robert	Electrician
Marques	Joel	Chief Steward
Niven	André	Cadet Eng.

EDDA FERD		
Flag	NOR	
Built	2013	

Shift 1		
Steinsland	Jan Atle	Master
Gherasim	George	Chief Officer
Olsen	Kjell Arne	2nd Officer
Larsen	Bente	2nd Officer
Hansen	Atle	A/B
Karlsen	Kurt André	A/B
Bernardini	Gabriele	A/B
Strand	Thomas	A/B
Molland	Cato	Chief Eng.
Kuse	Sven Normann	2nd Eng.
Eik	Ola Moe	3rd Eng.
Nyborg	Jan Egil	Electrician
Haukø	Nils Rikard	Chief Steward
Baardsen	Erlend	ETO Apprentice

Shift 2		
Gjessing	Eirik	Master
Waage	Ronny	Chief Officer
Sævik	Tor Sindre	2nd Officer
Kvilhaug	Christopher	2nd Officer
Kvandal	Håkon Ove	A/B
Hagen	Terje Haftor	A/B
Lund	Jan Arve	A/B
Veia	Helge Olav	A/B
Varpe	Kjell Bjarte	A/B
Sørensen	Anders Snørteland	Chief Eng.
Sævik	Øyvind	Chief Eng.
Henriksen	Jan Magne	2nd Eng.
Nautnes	Torbjørn	3rd Eng.
Torbergesen	Odd Tode	Electrician
Fjellanger	Camilla	Chief Steward
Husa	Anders	Cadet Deck

EDDA FAUNA		
Flag	NIS	
Built	2008	

Shift 1		
Østensen	Lorentz	Master
Worren	Kaare	Chief Officer
Danielsen	Arild	2nd Officer
Vestre	Jarle	2nd Officer
Dematera	Gilbert	2nd Officer
Longva	Roy Are	A/B Crane
Halleland	Eirik Tjorven	A/B Crane
Toledo	Edwin	A/B
Rojas	Hamilton	A/B
Arntsen	Ståle	Chief Eng.
Færøvik	John Helge	2nd Eng.
Merour	Per Sebastian	3rd Eng.
Håkonsen	Thomas	Electrician
Torrocha	Joseph	Motorman/Oiler
Edwardsen	Nina	Chief Steward
Lauritzen	Trond	Cook
Serrano	Luisioto	Cook
Galvezo	Rommel	Catering ass.
Sabeniano	Emerson	Catering ass.
Naguit	Alvin	Catering ass.
Wathne	Daniel	Deck Apprentice
Stølen	Ole Kristian	Engine Apprentice

Shift 2		
Djupevåg	Nikolai	Master
Lund	Øyvind	Chief Officer
Waage	Andreas	2nd Officer
Marcussen	Eivind	2nd Officer
Dugaduga	Wilmor	2nd Officer
Maudal	Jarle	A/B Crane
Hustveit	Tor Arne	A/B Crane
Rabadon	Ruel	A/B
Fiskerstrand	Oddgeir	Chief Eng.
Thomas	Neil-Erik	2nd Eng.
Juul	Preben	3rd Eng.
Mortel	Melvin	Motorman/Oiler
Sundgot	Oddgeir	Electrician
Andersson	Elias Oddvar	Chief Steward
TBN	TBN	Cook
Israel	Jason	Cook
Medrano	Edgardo	Catering ass.
Tapawan	Robert	Catering ass.
Høiland	Christian	Cadet deck
Aine	Alexander	Engine Apprentice

OFFSHORE



EDDA FLORA		
Flag	NIS	
Built	2008	

Shift 1

Snyen	Carl Inge	Master
Tøvik	Ståle	Chief Officer
Wee	Oscar Järhög	2nd Officer
Furali	Ruben	2nd Officer
Vicente	Conrad	2nd Officer
Sørensen	Jonny	A/B Crane
Stensrud	Magne	A/B Crane
TBN	TBN	A/B
Llegado	Cirilo	A/B
Talge	Berge	Chief Eng.
Berg	Carl	2nd Eng.
Erslund	Joachim	3rd Eng.
Østensen	Mikael	Electrician
Müller	Runar	Electrician
Syre	Stig Bjarte	Chief Steward
Jansen	Lise	Cook
Villagas	Randie	Cook
Lazaga	Marian	Catering ass.
Campollo	Jennelyn	Catering ass.
Gjerde	Sondre	Deck Apprentice
Antonisen	Harald	Electrician Apprentice
Johannesen	Herman	Engine Apprentice

Shift 2

Kjørlien	Ole André	Master
Kvalvik	Dag Erik	Chief Officer
Lunde	Frode Hovland	2nd Officer
Dyregrov	Sjur	2nd Officer
TBN	TBN	2nd Officer
Leikanger	Berge	A/B Crane
Bø	Per Gunnar	A/B Crane
Son	Joven	A/B
Mikalsen	Øyvind	Chief Eng.
Gravdal	Morten	2nd Eng.
Fosse	Tor André	3rd Eng.
Jensen	Kim	Electrician
Brattsti	Kai Viktor	Chief Steward
Mittet	Rune	Cook
Luisito	Damian	Cook
Sabalones	Anncell	Catering ass.
Solvio	Romeo	Catering ass.
Knutsen	Martin	Deck Apprentice
Djupevåg	Steinar	Engine Apprentice
Lundal	Tjerand Fjellet	Electrician Apprentice

EDDA FREYA



EDDA FREYA		
Flag	NIS	
Built	2016	

Shift 1

Dirdal	Kjell Inge	Master
Sømnes	Endre	Chief Officer
Andersson	Johan	2nd Officer
Sæther	Bjørn Magnus	2nd Officer
Bolaños	Michael	2nd Officer
Belovas	Dmitrijus	2nd Officer
Ekrem	Kai Asle	A/B Crane
Mannes	Karstein	A/B Crane
Restad	Gunnar	A/B Crane
Serranilla	Dexter	AB
Tidor	Lauro Tupino	AB
Orvik	Ståle	Chief Eng.
Skogøy	Odd Jarle	2nd Eng.
Folkestad	Eirik Stubberud	3rd Eng.
Camcho	Francisco	3rd Eng.
Angustia	Vicente	Motorman/Oiler
Eikeland	Bjørnar	Electrician
Iman	John Clark	Electrician ass.
Myren	Atle	Chief Steward
Aasnes	Frank	Cook
Francisco	Arman Liangson	Cook
Maglonzo	Arnold	Cook
Pearson	Judith Mar	Catering ass.
Alegre	Maria	Catering ass.
Lee	Chasandra Calumpong	Catering ass.
Limtian	Sheila	Catering ass.
Sa-Onoy	Sharon	Catering ass.
Håheim	Håkon Emil	Cadet deck
Knutsen	Torjus	Deck Apprentice
Helland	Sivert	Cadet Eng.
Ånensen	Line Marie	Engine Apprentice

Shift 2

Osland	Harald	Master
Berg	Jim Ivar	Chief Officer
Hauge	Freddy	2nd Officer
Hinderaker-Hansen	Harald Andreas	2nd Officer
Acaso	Fabian	2nd Officer
Alisdan	Jamie	2nd Officer
Dørheim	Sten Selmar	A/B Crane
Dommersnes	Endre Haugen	A/B Crane
Larsen	Bjørn Eirik	A/B Crane
Pepito	Oliver	AB
Landmark	Øyvind	Chief Eng.
Malin	Remi	2nd Eng.
Thomsen	Jan Erik	3rd Eng.
Canonio	Raul Togle	3rd Eng.
Nailes	Jose	Motorman/Oiler
Penohermoso	Raul Escaro	Motorman/Oiler
Ingebrigtsen	Frode	Electrician
Pettersen	Sten Øyvind	Electrician
Fernandez	Frank Joey	Electrician ass.
Dommersnes	Endre	Chief Steward
Wik	Jan Inge	Cook
Fernando	Alvin Gameng	Cook
Flores	Pamela	Catering ass.
Renzal	Marlina	Catering ass.
Irava	Rhodamel	Catering ass.
Templa	Sheryl	Catering ass.
Stødle	Jon-Harald	Cadet deck
Brun	Karsten	Deck Apprentice
Dale	Bianca	Engine Apprentice

ACCOMMODATION



EDDA FIDES		
Flag	NIS	
Built	2011	

Shift 1

Brekke	Inge Hansen	Master
Kainulainen	Mikael	Chief Officer
Småvik	Sven Roger	2nd Officer
Lothe	Johan Andreas	Gangway operator
Valdal	Victor	2nd Eng.
Lackner	Henrik	ETO
Kaspersen	Svein Arne	Hotel Manager
Shift 2		
Linga	Einar	Master
Lackner	Stian	Chief Officer
Wikstrøm	Roy	Gangway Operator
Henriksson	Lars	2nd Eng.
Rueda Velez	Inigo	Admin Officer
Kreinbihl	Jürgen	Hotel Manager

VESSELS & CREW

PR. 01.12.2020

RENEWABLE

EDDA FJORD



Flag	NIS
Built	2002

Shift 1

Melvær	Håvard	Master
Mæhle	Anders	Chief Officer
Andersen	Øyvind	2nd Officer
Monsen	Henrik	2nd Officer
Ambat	Emel	2nd Officer
Myklestad	Terje	A/B Crane
Henriksen	Helge	A/B Crane
Ganuelas	Richard	A/B
Rudinas	Ricky	A/B
Fjell	Børge	Chief Eng.
Sallman	Henrik	2nd Eng.
Jacobsen	Even Dueland	3rd Eng.
Lervik	Sindre Salhus	Electrician
Nagas	Christopher	Motorman/Oiler
Baretto	Catherine Kari	Chief Steward
Famador	Richard	Cook
Saraspe	Christopher	Cook
Ortiz	Ediezen	Cat.ass
Collantes	Mark Gregorio	Cat.ass
Vargas	Brenda Lee	Cat.ass
Rodriguez	Jason	Cat.ass
Mjånes	Therese	Cadet Deck
Kjæraas	Johannes	Electrician Apprentice

Shift 2

Olsen	Gert Trygve	Master
Egeland	Thorvald	Master
Stokken	Jarle	Chief Officer
Odland	Tore	2nd Officer
Siem	Tommy	2nd Officer
Amar	John Edwin	2nd Officer
Hochheim	Torbjørn	A/B Crane
Johansen	Arvid Inge	A/B Crane
Bonachita	Jovenal	A/B
Intes	Abraham	A/B
Edwardsen	John Einar	Chief Eng.
Wilhelmsen	Knut Øivind	2nd Eng.
Nordvik	Martin Eide	3rd Eng.
Tufteland	Oddbjørn	Electrician
Lustracion	Simeon	Motorman/Oiler
Junge	David	Chief Steward
Ozoa	Rito	Cook
Santoz	Ricelle	Cat.ass
Casabuena	Shela	Cat.ass
Iao	Michael	Cat.ass
Olsen	Karl-Oscar	Cadet Deck
Mokleiv	Herman	Engine Apprentice

EDDA PASSAT



Flag	UK
Built	2018

Shift 1

Monks	Paul	Master
Astley	Edward	Chief Officer
Dulanowski	Kamil	2nd Officer
Wojcieszek	Maciej	3rd Officer
Kreft	Mirosław	AB/GW/CR

Anderson	Ian	AB/GW/CR
Butterworth	Tony	AB/COX
Briggs	Daniel	AB/COX
Huttinga	Hugo	AB/Gangway
Trainee		
Chaytor	Adam	Workboat Deckhand
Feeney	Patrick	Workboat Deckhand
Small	Joel	Chief Engineer
MacRae	James	2nd Eng.
Rudnik	Blazej	3rd Eng.
Luczak	Mateusz	Motorman
Radic	Dujop	Electrician
Staniszewski	Janusz	Chief Steward
Korytowski	Marcin	Cook
Mandel Sasin	Sylvia	2nd Cook
Gliniecka	Natalia Jolanta	Catering ass
Mazur	Jagoda	Catering ass
Torbinska	Malgorzata	Catering ass

Shift 2

Wallace	David	Master
Ashworth	Chris	Chief Officer
Zawierucha	Michal	2nd Officer
Jedruch	Bartosz	3rd Officer
MacInnes	Angus	AB/GW/CR
Paterson	Raymond	AB/GW/CR
Henderson	Robert	AB/COX
Davies	Ryan	AB/COX
Strzala	Michal	AB
Coates	Fraser	Workboat Deckhand
Hurley	David	Workboat Deckhand
Barton	Graeme	Chief Engineer
Mortimer	Tristan	2nd Engineer
Olechno	Kornel	3rd Engineer
Pietrzak	Dawid	Motorman
Legun	Jaroslav	Electrician
Komorowski	Robert	Chief Steward
Kozłowski	Tomasz	Cook
Szreder	Jaroslav	Cook
Lis	Katarzyna	Catering ass.
Sikorska	Ewa	Catering ass.
Omat	Pawel	Catering ass.

EDDA MISTRAL



Flag	UK
Built	2018

Shift 1

Roberts	Barry	Master
Picken	Craig	Chief Officer
Graham	Martin	2nd Officer
Ivanov	Bohzidar	3rd Officer
Horton	Mark	AB/GW/CR
Jones	Robert	AB/GW/CR
Clark	John	AB/COX
Cadden	Conor	AB/COX
Owen	Gavin	AB
Hudson	Ian	AB
Cargill	Paul	AB
Bailey	James	Chief Engineer
Pool	Martyn	2nd Eng.
Macdonald	Greg	3rd Eng.
Locker	David Hamilton	GP rating
Marchetti	Michael	Electrician
Cook	Arthur	Chief Steward
Boreham	Darryl	Cook
MacIver	Naomi	Cook
Rees	Stephen	Catering ass
O'Toole	Gillian	Catering ass
O'Toole	Katie	Catering ass

Shift 2

McGillvray	Grant	Master
Matheson	David	Chief Officer
Cooper	Rebecca	2nd Officer
MacLeod	Niall Duncan	3rd Officer
Callaghan	Jason	AB/GW/CR
Hughes	Christopher	AB/GW/CR
Harcourt	David	AB/COX
Nurse	Luke	AB/COX
O'Connor	Ryan	AB
Bullock	John	AB
Menzies	Colin Patrick	Chief Engineer
Williams	Steven	2nd Engineer
Corr	Shaun	3rd Engineer
Macay	Daniel	GP rating
Katkoria	Rajesh	Electrician
Morgan	Gary	Chief Steward
Goldie	Andrew	Cook
Duffy	Robert	Cook
Elsmere	Sarah	Catering ass.
Danilevic	Aleksandra	Catering ass.
Graham	Sharon	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
Dabrowski	Alan	2nd Officer
Hoplund	Kjell Arve Sterri	A/B Crane
Leirbakk	Ken Ronald	A/B Crane
Abramczyk	Zbigniew	A/B
Haasdijk	Michel Paul	A/B
Turøy	Ove	Chief Engineer
Belsnes	Cato	2nd Engineer
Greckis	Alvis	3rd Engineer
Espeland	Erlend	Electrician
Granhei	Daniel Rølvåg	Electrician
Veka	Richard	Chief Steward
Kontowicz	Lukasz	Cook
Kot	Damian	Cook
Ignatjeva	Alina	Catering ass
Kostira	Jelena	Catering ass
Sjøveian	Stian	Cadet Deck
Henriksen	Sander	Engine Apprentice

Shift 2

De Jager	Arnt Olav	Master
Ravnås	Svein	Chief Officer
Brudalen	Anette	2nd Officer
Utkilen	Lars	2nd Officer
Wajs	Lukasz	2nd Officer
Vesterås	Bjarte Alfred	A/B Crane
Lunde	Arnt Olav	A/B Crane
Coops	Ronnie	A/B
Jena	Piotr	A/B
Hermansen	Nils Are	Chief Engineer
Bø	Kristoffer	2nd Engineer
Evenstad	Erik	3rd Engineer
Torkildsen	Fredrik	Electrician
Solberg	Jan Arne	Chief Steward
Lisakowski	Piotr	Cook
Mach	Agnieszka	Cook
Majka	Tomasz	Catering ass.
Rybacka	Malgorzata	Catering ass.
Lausund	Emil	Cadet Deck
Olsen	Bjørn Magnus	Engine Apprentice

TOWAGE

AJAX



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

Shift 1

Algrøy	Helge	Master
Kolskår	Magnar	A/B
Tjøsvoll	Einar	A/B
Totland	Stig Anders	Chief Engineer

Shift 2

Hauge	Ove	Master
Selnak	John Arne	A/B
Totland	Bjørn Petter	A/B
Bjørnevik	Johannes	Chief Engineer

TENAX



Flag	NOR
Built	2006
Bollard pull	67 T
Length	37 m

Shift 1

Alden	Bernt	Master
Sørheim	Ernst	A/B
Alden	Odd Kennet	A/B
Solheim	Edgar	A/B
Torsvik	Terje	Chief Engineer

Shift 2

Kvalheim	Frank	Master
Sandhåland	Albert	A/B
Tellnes	Hans Erling	A/B
Tjøsvoll	Ole Thomas	A/B
Nesheim	Ivar	Chief Engineer

VELOX



Flag	NOR
Built	2005
Bollard pull	65 T
Length	37 m

Shift 1

Sørenes	Leif Arne	Master
Hetlevik	Heine	2nd Officer
Dahl	David	A/B
Bognøy	Bjørn Ove	A/B
Fjell	Kåre	Chief Engineer

Shift 2

Maurangsnes	Olav Steffen	Master
TBN	TBN	2nd Officer
Sjøen	Øystein	A/B
Strand	Svein Magnar	A/B
Hansen	Jarle	Chief Engineer

APEX



Flag	UK
Built	2008
Bollard pull	68 T
Length	37 m

Shift 1

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

Shift 2

Young	Steven	Master
O'Malley	Aidan	Chief Officer
Couzins	John	A/B
Casey	Alan	A/B
Mumford	Jordan	A/B
Butler	Ambrose	Chief Engineer

LOMAX



Flag	UK
Built	2013
Bollard pull	80 T
Length	28 m

Shift 1

Moody	Alan	Master
Watson	Ryan	Chief Officer
Partington	Ryan	A/B
Murton	Paul	A/B
Brace	Steve	A/B
Goffton	Daniel	A/B
Spink	Roger	Chief Engineer

Shift 2

Read	Andrew	Master
Harper	Donald	Chief Officer
Conroy	David	A/B
Burt	Marcus	A/B
Rigby	Arron	A/B
Rice	Christopher	Chief Engineer

PHENIX



Flag	UK
Built	2007
Bollard pull	68 T
Length	37 m

Shift 1

Sladovich	Christopher	Master
Morcombe	Thomas	Chief Officer
Marshall	Paul	A/B
Moody	Luke	A/B
Hayes	Nikolas	A/B
Morris	Alyn	Chief Engineer

Shift 2

Pearson	Graham	Master
Janes	Michael	Master
Amil	Oliver	Chief Officer
East	Gary	A/B
Clayton	Thomas	A/B
Poulton	Christopher	A/B
Ash	Christopher	Chief Engineer
Adams	Mark	Chief Engineer

VESSELS & CREW

PR. 01.12.2020

TOWAGE

SILEX



Flag	NOR
Built	1994
Bollard pull	62 T
Length	35,11 m

Shift 1

Fredriksen	Frode	Master
Hopen	Hans Olav Landøy	Chief Officer
Knudsen	Leif	A/B
Sørensen	Thomas	A/B
Hustell	Marius Langholm	A/B
Hansson	Karl Anton Tobias	Chief Engineer

Shift 2

Bye	Bjøm	Master
Sørstrønen	Andreas Storheim	Chief Officer
Berge	Ole Børre	A/B
Hagenes	Kristoffer Tellnes	A/B
Storum	Petter	Chief Engineer

VIVAX



Flag	NOR
Built	2008
Bollard pull	80 T
Length	32 m

Shift 1

Vagelid	Kyrre	Master
TBN	TBN	Chief Officer
Nilsen	Olav Rasch	A/B
Coventry	Kristoffer	A/B
Berglund	Tommy	Chief Engineer

Shift 2

Sjøen	Svein Magne	Master
Iversen	Steinar	Chief Officer
Steffensen	Kjell Holger	A/B
Nygård	Bjame Frank	A/B
Ljøstveit	Gunnar	Chief Engineer

VORTEX



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

Shift 1

Olsen	Peder Varne	Master
Aksland	Dag	Chief Officer
Gule	Frank	A/B
Nordgård	Øyvind	A/B
Kallekocot	Håkon Eknes	A/B
Gjerde	Jostein	Chief Engineer

Shift 2

Golmen	Johannes	Master
Ydstebø	Johan	Chief Officer
Noel	William	A/B
Rogne	Knut	A/B
Sørensen	Stein Hugo	Chief Engineer

AUDAX



Flag	NOR
Built	2017
Bollard pull	108 T
Length	40,2 m

Shift 1

Kalvø	Jostein	Master
Bygnes	Jostein	A/B
Boman	Johan	Chief Engineer

Shift 2

Ødegård	Svein Magne	Master
Johnsen	Nils Eirik	A/B
Nilsen	Leif Petter	Chief Engineer

DUX



Flag	NOR
Built	2017
Bollard pull	108 T
Length	40,2 m

Shift 1

Oddøy	Odd Morten	Master
Aase	Johannes	A/B
Huse	Steven	Chief Engineer

Shift 2

Knaedal	Olaf	Master
Øzdemir	Lars Deniz	A/B
Madsen	Aksel Henning	A/B
Lovell	Henrik	Chief Engineer

PAX



Flag	NOR
Built	2017
Bollard pull	108 T
Length	40,2 m

Shift 1

Sørensen	Vidar	Master
Kalland	Bjørn Atle	A/B
Hillbo	Rudi	Chief Engineer

Shift 2

Matre	Malvin	Master
Pedersen	Fritjof	A/B
Andersen	Geir Arne	Chief Engineer



OFFICE

Chief Executive Officer Kenneth Walland

OPERATION AND TECHNICAL

Fleet Manager Offshore	Alf Helge Lyngholm
Fleet Manager Offshore Wind and Accommodation	Sitan Sørli Waage
Fleet Manager Towage	Sveinung Zahl
Area Manager Towage UK	Nick Jeffery
Area Manager Offshore and Renewables UK	Phil Brown
Technical Manager Offshore	Knut Hansen
Technical Manager Offshore Wind and Accommodation	Ronald Strøm
Technical Manager Towage	Tor Eirik Huse
Technical Superintendent Towage	Helge Fagerland
Technical Superintendent Offshore	Andreas Strand
Technical Superintendent Offshore	Tore Velde
Technical Superintendent Offshore	Rune Landaas
Technical Superintendent Offshore	Jarl Ånensen
Project and Document Controller	Miriam Hanson
Loading Master	Wiggo Aspen

HR AND ADMINISTRATION

Crew Manager	Olav Tveit
Competence and Recruitment Manager	Jorunn Henriksen
Assistant Crew Manager	Ine Møllestrand
Crew Coordinator	Camilla Fjell
Crew Coordinator	Vivi Anne Aasbø Frøland
Crew Coordinator	Silje Elin Skår
Crew Coordinator	Karolina Larsen
Administration Manager	Liv Johanne Snare
Receptionist	Janne Fagervik
Receptionist	Synnøve Vespestad

FINANCE AND ACCOUNTING

Investment Director	Håvard Framnes
Chief Financial Officer	Ervin Horn
Accounting Manager	Anett Underhaug Våge
Accountant	Ingrid Bergersen
Accountant	Lillian Ørke
Accountant	Jorunn Eskevik
Accountant	Frida Kittelsen Qvale
General Manager Malta	Doreen Gatt
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	Lorraine Poore

HSE&Q

HSE&Q Manager	Elias Tjøsvoll Normes
HSE&Q Engineer	Knut Magne Vedøy
HSE&Q Engineer	Knut Fredrik Slåke
HSE&Q Engineer	Thomas Wiig

CHARTERING

Chartering Manager Offshore and Towage	Kristian Helland Vea
Chartering Manager Wind	Håkon Vevang
Chartering Manager Accommodation	Hilde Svendsen
Charterer	Sonja Østensjø
Charterer and Contract Controller	Vivian Steinsvik

IT

IT & Logistics Manager	Steinar Hindal
IT Coordinator	Vidar Svendsen
IT Coordinator	Vidar Skjølingstad
IT Coordinator	Bjørn Kallevik

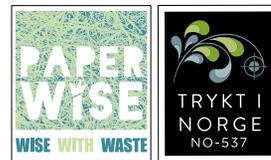
PROJECT

Chief Project Officer	Egil Arne Skare
Senior Project Engineer	Vidar Jordal Håheim
Project Engineer	Arne Jakob Eide
Senior Advisor	Carl Johan Amundsen
Senior Advisor	Aage Fjelland

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Returadresse / Return address:

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



Østensjø Rederi

Smedasundet 97, P.O. Box 394, N-5501 Haugesund, Norway
Phone: +47 5270 4545 | Fax: +47 5286 6740 | post@ostensjo.no | www.ostensjo.no