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SJØFARTSTIDENE

ØSTENSJØ REDERI | 2021



A MAJOR ADVANCE TOWARDS ZERO-EMISSION VESSELS

New hydrogen-based propulsion system under development

STRATEGIC FLEET RENEWAL

Selling the oldest vessels makes way for new

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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 Rederi 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: Katrine Hustvedt, Liv Johanne Snare, Janne Fagervik, Sveinung Zahl, Karolina Larsen, Miriam Hanson
Journalists: PYX AS (Bjarne Laastad, Helene B. Helgeland)
Front cover photo: Sunniva Wollt-Vindedal
Design: PYX AS (Tina Davison)
Print: HBO Nova Print AS

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EDITORIAL

A VERY EVENTFUL YEAR



PHOTO HAAKON NORDVIK

DEAR READER

We are about to leave behind a very eventful year for Østensjø Rederi and also for my part, as the new CEO of the Company. Surrounded onshore and offshore by highly skilled and self motivated colleagues who know their roles and responsibilities, I can only say that I feel highly privileged and almost a little redundant. It makes me proud day after day to witness the high levels of expertise we have in Østensjø Rederi, with skilled and conscientious people at all levels in our organisation.

A stable workforce is essential to our success. We experience very little staff turnover, and I hope and believe that

this is because people simply enjoy working here. Job security and satisfaction go hand in hand, and our entire organisation is dedicated to achieving this each and every day.

In 2021, we have achieved a great deal within the fields of health, safety, and the environment. We have a positive descending trend in the number of incidents. However, there is still room for improvement, as we have unfortunately recorded personal injuries at work in 2021. Together, we must continue to have a high focus to achieve our vision of zero harm in the workplace.

I am aware that being a seafarer during the pandemic has given you extra challenges, and I can only express my great admiration for the extraordinary effort and flexibility you have demonstrated during these demanding times. I want to extend my gratitude to all of you.

There is no doubt that the offshore wind industry has become and will remain very important for Østensjø Rederi. An industry that is growing ever larger every year, with a need for our excellent maritime services in almost every stage of development and operation. Edda Wind, who in 2021 separated from Østensjø Rederi as an independent Company and is now managed by the steady hand of Kenneth Walland. It will be exciting to follow the development of Edda Wind, a young Company in growth. We are grateful to Kenneth for his long and unwavering

the Østensjø Group's partnership with Hydrogenious to be particularly promising and exciting. Together we are working on developing new technology that allows us to operate zero-emission vessels.

Considering sustainability, it is more important than ever for us to continue to develop, keep up with our competitors and lead the way both offshore and onshore. We must all ensure that we have the ability and courage to "Think New". This will be essential, even if there is a price to pay.

What made sense five years ago may not be the right path for the next five years. We must always be reassessing how we work. We must embrace digitalisation and make use of new systems that can enable us to achieve improved and more effective workflows. Technology is

"I feel privileged and almost a little redundant. It makes me proud day after day to witness the high levels of expertise we have in Østensjø Rederi."

service at Østensjø Rederi and send the best wishes for good sailing on a new course in the new Company. Edda Wind has become a major and important client for Østensjø Rederi. In addition to the two vessels already in operation, Edda Wind has six vessels under construction, all operated by Østensjø Rederi. Initially, we look forward to the delivery and operation of Edda Breeze and Edda Brint, two excellent and highly technically advanced vessels entering our fleet as early as spring 2022.

We are well ahead in planning the future for Østensjø Rederi with regard to further growth and development. We have several exciting opportunities ahead and by continuing our dedicated and goal-oriented work, we will ensure our ability to seize these opportunities.

Sustainability is key in all future activities and decisions going forward. This year we have launched our dynamic plan, the "Sustainability Action Plan" to ensure transparency, and show that sustainability is incorporated into every decision we make. We are also well on track with the work to reduce our carbon footprint, especially by reducing greenhouse gas emissions from our vessels. I would like to thank you all for your efforts in this regard. We consider

constantly changing, and we need to take advantage of the innovations.

Competence is also a keyword in the years to come, and we are dependent on acquiring new knowledge. Change, or let us call it improvement, is the new normal. It is something we have to deal with if we are still going to be competitive as a Company. And I'm sure we'll be able to do that together, as one team.

I would like to thank all of you, whether onshore or offshore for your solid efforts and our partners for good cooperation in the past year. Merry Christmas and best wishes for the New Year. And an extra greeting to those of you, who this year will be celebrating Christmas on board, away from your family during the holiday.

I hope you will find a lot of interesting material in the following pages.

Kristian Helland Veia, CEO

WE MEET AGAIN

At Østensjø Rederi's operations meeting, Masters, Chief Officers, Chief Engineers and 2. Engineers gathered for a status update, technical discussions and socialising. This year's meeting was long-awaited, as it was not possible to arrange last year due to Covid.

BY B.JARNE LAASTAD // PYX

– Our operations meeting is very important. In an ideal world we should have them more often than once a year. It's essential to gather all our colleagues, so we who work onshore can get to meet them and, not least, so that they meet each other. There's a great combination of technical discussions and socialising. It's important for us that our experienced and knowledgeable colleagues stay with the Company, and we hope that these gatherings contribute to strengthen our shared sense of belonging", says CEO Kristian Helland Vea.

Veaa used the occasion to thank our seafarers for their efforts during the pandemic. He presented status updates of the company and the fleet and spoke about Østensjø's sustainability action plan and hydrogen propulsion project. CFO Ervin Horn presented the financial status for the various companies and the individual vessels.

Master of Edda Fram, Karl Petter Konradsen, has been with Østensjø Rederi since 2007, and has participated in many operations meetings.

– These meetings mean a lot. They are important for building relations, to feel like we have something in common, and they show us what the Company targets and goals are and how we are one team in achieving them. It is easy to feel alone on each of our vessels, and then it is good to be able to meet and share experiences, get to know our colleagues better, so that we know where we are at, and can more easily pick up the phone and call each other if you need help, says Konradsen, who among other things had a chat with Carl Berg, 2. Engineer on Edda Flora.

– This is my first operations meeting, and I'm really looking forward to meeting my colleagues, says Berg.

It was also first time for Chief Officer Kåre Worren from Edda Fauna.

– I started my apprenticeship on old Edda Freya 17 years ago, and have since also worked on old Edda Frende,



Cato Belsnes and Martin Eide Nordvik



Mikael Kainulainen and Kåre Worren



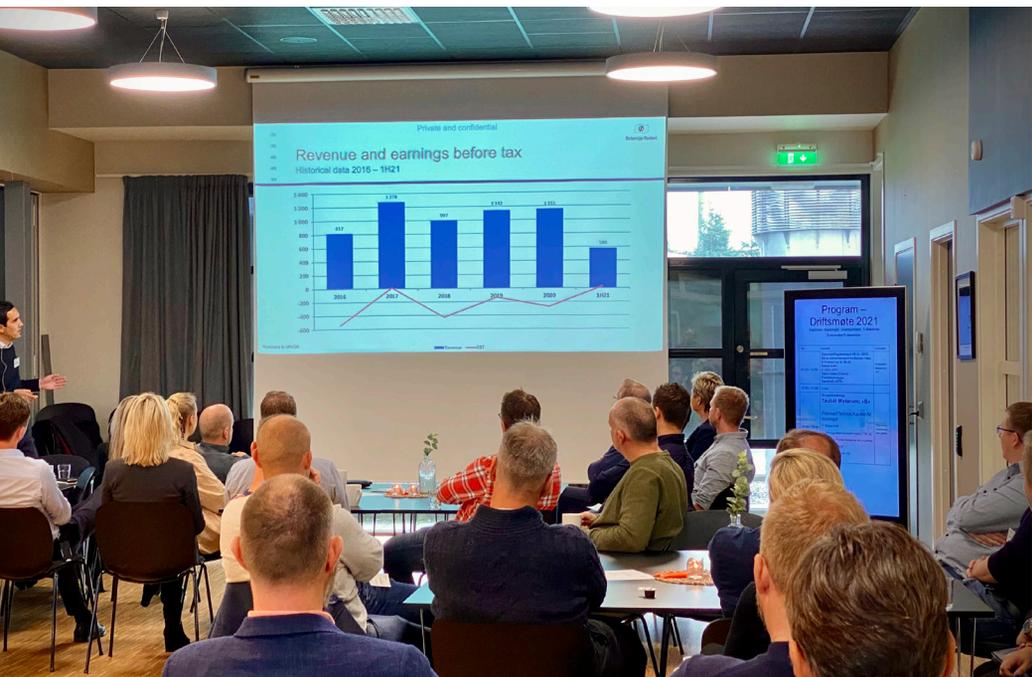
Karl Petter Konradsen and Carl Henry Oscar Berg

Edda Fjord and Edda Fonn. A lot of the faces are familiar here, and I'm looking forward to meet both old and new colleagues, says Worren.

Chief Officer Mikael Kainulainen from Edda Frende has also worked on several vessels within the fleet.

– This is one of the great things with Østensjø. There are always opportunities available if you want to try something new. Although Østensjø is not the largest shipping company, we're often the first to try out new technologies and new ways of doing the work. I feel like part of a family here, and I'm looking forward to meeting my good colleagues and get an overview and listen to Østensjø Rederi's plans for the future, Kainulainen says.

Cato Belsnes is 2. Engineer on Edda Sun and feels well informed about what's going on at the company.



Lars Henriksson



– It's good to come here and get all the updated information, and always exciting to hear the budget review. After a while in the company I've come to know many of the people here, but it's always nice to see some new faces. he says. Martin Eide Nordvik, 2. Engineer on Edda Fides, knows Cato from the time when they worked together on Edda Fjord and Edda Sun.

Chief Engineer Lars Henriksson started at Østensjø as an Engine Cadet and has now been with the company for 13 years. After many years on Edda Fides, he has now spent the last few months on Edda Fjord.

– I find that experience transfer between the vessels at these meetings is very useful. It's always interesting to hear about technical issues, which are usually unproblematic, and I'm excited to hear about the company's future plans, he says.

As a relatively new employee, HR & Administration Manager

Janne Lie Flage was also attending her first operations meeting.

– Bringing people together at an event such as this is very important. It's a great opportunity for those of us working onshore to meet our colleagues working on the vessels, she says.

Both curling and pistol shooting at the shooting range was on the social program.

– I think I'll be staying off the ice, but I'm quite good at shooting, says Flage with a smile.

– When I lived in the US, we used to practice shooting every Sunday. It was fun, but also very American and it wasn't exactly something that I kept up after I moved back home, she laughs.

WELL POSITIONED IN THE OFFSHORE WIND MARKET

Three out of the six new Edda Wind vessels have secured long-term contracts and assignments are waiting for them as soon as they are completed next year.

Chief Commercial Officer Håkon Vevang is also optimistic about the other newbuilds.

BY BJARNE LAASTAD // PYX
PHOTO GRETHE NYGAARD

Vevang has responsibility for commercial operations at Edda Wind. His job is not only to procure work for the fleet, but also to keep an eye out for future commercial opportunities.

The offshore wind vessels currently being built in Spain were originally ordered by Østensjø Rederi but are now owned by Edda Wind. Østensjø Rederi is responsible for the technical and operational management of these vessels. Three of the newbuilds have already secured long-term contracts, and assignments are waiting for them as soon as they are completed. The first Commissioning Service Operation Vessel (CSOV), being built at Gondan shipyard, has been awarded an eleven-year contract for Ocean Breeze Energy in Germany, which was commenced by Edda Fjord as frontrunner in April 2021. The Service Operation Vessel (SOV) now being built at Balenciaga shipyard has a 15-year contract for MHI Vestas Offshore Wind in Scotland, which will commence in May 2022. The second CSOV from Gondan will be delivered at the end of 2022 ready for a two-year contract, with a further one-year option, for SSE Renewables at the world's largest offshore wind farm, Dogger Bank.

“There’s no doubt that it’s been important for Edda Wind



to get these contracts in place at an early stage, because they help to secure cash flows”, says Vevang. “They will help support continued growth and make it easier to fund other newbuilds on spec. Edda Wind’s strategy is to rely on a mix of short- and long-term contracts, with a bias towards long-term agreements. In much the same way as at Østensjø Rederi, we’re looking to establish a culture of lasting and beneficial relations with our clients, leading to robust and effective long-term partnerships”, he says.

Østensjø Rederi started showing an interest in the offshore wind segment in 2013, when both the price of oil and utilization of tonnage was high. At that time, the companies developing offshore wind farms were looking for someone who could provide tonnage. There was a demand for new vessels and Østensjø Rederi was able to find a path into a new market utilizing its existing capabilities and well-established network. This led to successfully landing important contracts at an early stage, for vessels such as Edda Passat and Edda Mistral, as well as several projects for Edda Fjord, Edda Sun and other Østensjø Rederi vessels.

“This helped us establish an excellent track record”, says Vevang. “Edda Wind is currently one of the biggest players



in the market and is therefore a natural choice for developers and energy companies to engage with. The fact that Østensjø Rederi was quick off the mark has been crucial to enabling us to achieve our current position. It's much tougher for those starting from scratch today", he says.

Edda Wind now has five vessels on long-term contracts, including Edda Passat and Edda Mistral. A further three vessels are being built in Spain, and Vevang is optimistic about their prospects.

"The market has really started to take off, and even in the last year things have picked up significantly", says Vevang. "In 2024 market demand will be even greater, and there will probably be too little tonnage. I'm not concerned about the new vessels. The market is strong and to some extent we'll probably be able to be a bit selective when it comes to making deals. I can see us looking for long-term contracts for the SOVs, while the two other vessels will be targeted at shorter contracts aimed at absorbing peak demand. Our risk profile will be well covered by our existing contracts, so we'll be able to drive a harder bargain on the two others", he says.

In such a healthy market, Vevang cannot discount the possibility that more new vessels will be built in the coming years.

"Our stated aim is to maintain our current leading position in the market, so in five years' time the fleet will probably be larger than it is today", says Vevang. "And bigger still in ten years!", he smiles.

In order to be competitive, it's vital to maintain a focus on sustainability, especially in the offshore wind market.

"Sustainability is at the core of Edda Wind's strategy, and our clients are demanding ever higher standards on this issue", says Vevang. "That's why it's good to have not only a close and effective working relationship with Østensjø Rederi, but also owners to back us up. We must continue to maintain the same high standards expected by our clients and carry on building a brand that stands for quality and reliable delivery while always having sustainability as a focus in our decision-making. Being a company with strengths like these makes my task of securing contracts for our fleet much easier", he says.

CRUCIAL SUPERVISION

Owners supervising the shipyards is one of the most important aspects during the construction of new vessels.

BY BJARNE LAASTAD // PYX

Vidar J. Håheim is a Senior Project Engineer at Østensjø Rederi. Among his many roles, he is also acting Project lead for the newbuilds currently under construction for Edda Wind in northern Spain.

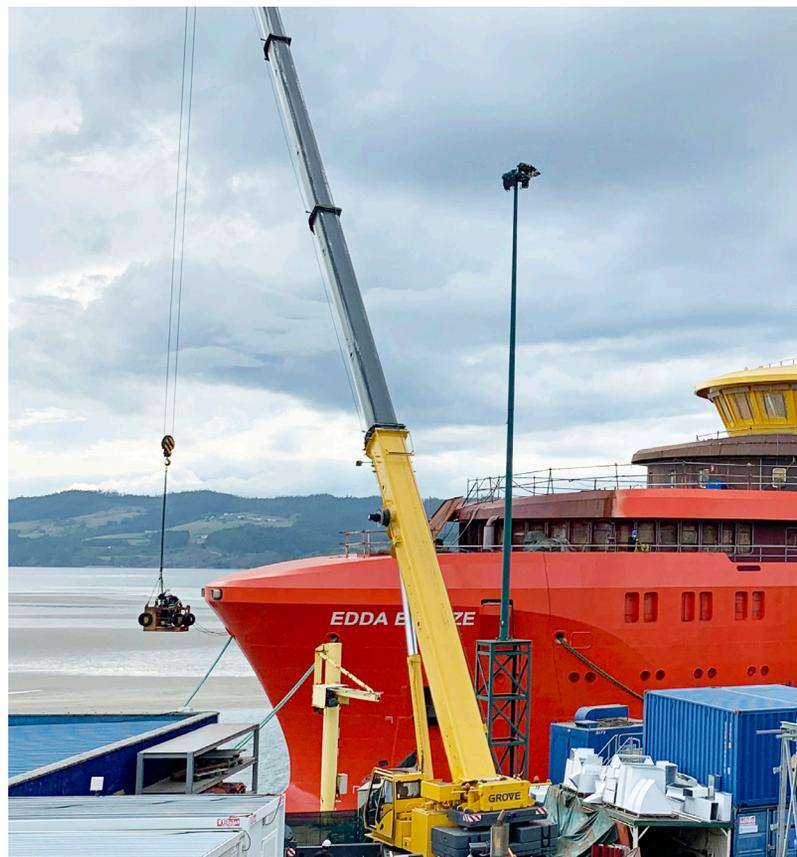
The vessels are being built at two different yards – Astilleros Gondan in Castropol and Astilleros Balenciaga in Zumaia.

Gondan has previously built 16 different vessels for Østensjø Rederi and is now well underway with the Commissioning Service Operation Vessel (CSOV) Edda Breeze (C489) and CSOV C490, and will later also be responsible for the construction of the CSOV C491 and CSOV C492. The work on Edda Breeze started April 2020, and the vessel was launched and placed alongside in June 2021. The goal is to have the vessel completed in March 2022, with the C490 completed in December 2023.

At Balenciaga, the construction of Service Operation Vessel (SOV) Edda Brint (C415) and SOV C416 is now underway. Edda Brint was launched and has been alongside since July 2021. Plans are to complete the vessel in April, and its sister vessel by the end of 2022.

To ensure progression and quality, Østensjø Rederi has had its people on site supervising the entire construction process.

– This is one of the most important things we do. The yards, of course, are using drawing packages and fantastic visual 3D models, and they decide how to organise logistics and



the various stages of the construction process within the 3D model. Nevertheless, we find it crucial for us to be present on-site to contribute during the construction process to ensure the “final touch” and the quality Østensjø Rederi is used to, says Håheim.

Østensjø Rederi has assigned two Masters and two Chief Engineers who work in rotation supervising the newbuild vessels.

– These are skilled people with many years of experience on these types of vessels. They carry out the day-to-day supervisory activities on-site in Spain, with one man at each yard. I travel down occasionally to oversee the construction. It's always nice to have a fresh set of eyes. I'm known for being detail-oriented, and it can often be easier to notice details for someone who isn't there all the time, says Håheim.

In September, he was there for a week and a half and had a good look around the vessels both inside and out.

– My focus is on quality and progress. If we identify issues or items for improvement, I review these with the yard Project Manager and assist them with remedial measures. We also reviewed variation orders and updated the budgets. We make high demands throughout the process, but we are also fair, he says.

– We're always introducing new technologies to our vessels and are currently fitting three prototypes on the newbuilds in



The project group, from left: Vidar J. Håheim, Egil Arne Skare, Elise Nesse and Arne Jakob Eide

Spain. Firstly, a Voith (eVSP) rear propeller that can generate thrust in a very fast manner in any horizontal direction with a result that we can counter weight rolling effect on the vessel which both is crucial for good vessel and gangway operability. Even if a vessel is at full steam ahead, the eVSP can go into full reverse in just three seconds. The electric motor is now located inside the thruster housing, which saves space onboard and generates greater power more rapidly due to permanent magnet technology. We will also be installing a 3D motion-compensated gangway and crane system from MacGregor and a new, in-house designed bridge layout, specially adapted for the offshore wind segment”, he says.

Travel restrictions and other issues linked to the pandemic have meant that supervision at the yards started later than usual.

– We had to wait until it was safe enough to travel. There has been a strict regime at the shipyards. Gondan has been operating with two different shifts, while Balenciaga has focused on effective catering solutions and staggered mealtimes. Both yards have enforced mandatory mask-wearing inside the perimeter gates, and other effective measures have helped to prevent infection. This has enabled our supervisory activities to be very little affected, and much credit should go to our site team personnel for their patience and flexibility, he says.



Steel blocks forming a vessel on the bedding.



Under construction



Chief Project Officer Egil Arne Skare and Investment Director Håvard Framnes

MAJOR ADVANCES TOWARDS ZERO-EMISSION VESSELS

In last year's issue of *Sjøfartstidene*, you could read about the Østensjø Group's partnership with Hydrogenious LOHC Technologies to meet clients' growing demands for zero-emission vessels. The project is moving well, and this year's most exciting development is a brand-new company, and a fully funded pilot project.

**BY HELENE B. HELGELAND // PYX
PHOTO HAAKON NORDVIK**

On Friday the 13 April 2018, IMO issued new guidelines on reducing emissions from the shipping industry. This triggered Chief Project Officer Egil Arne Skare to start the search for an emission-free alternative.

– I had to look into the crystal ball and decide what to do. It was already on the agenda that we were moving away from fossil fuels, so it was important for me to be able to tell our clients that we would be offering them zero-emission vessels. There was no obvious solution and we took the initiative ourselves to explore the opportunity to build alliances directly with the technology companies in order to ensure a viable solution, says Skare.

He found an ideal partner in the German company Hydrogenious LOHC Technologies GmbH. From the Excel sheet loaded with needs, which was the starting point for their first meeting. The collaboration has grown and resulted in a joint venture company in Norway, called Hydrogenious LOHC Maritime AS who is now working on developing a hydrogen-based propulsion system.

HYDROGEN SYSTEM THAT REDUCES THE SAFETY CONCERNS

The LOHC-based propulsion system under development by the alliance is different from other hydrogen-based systems in that the hydrogen is bound in an oil and is released in small quantities at a time. This has enabled the system to mitigate many of the technical safety hazards that liquid hydrogen usually has.

– The hydrogen is released when needed and goes straight into the fuel cell. Only half a kg of hydrogen is released at a time, the rest is chemically bound in oil, and is completely stable. The only fumes are water vapor. At the same time, we retain the advantages this technology have over battery: that it takes less space to store, and therefore is more relevant for vessels that are going far. A large amount of vessels can use this technology. It has the potential to be big, says Skare.

“The joint venture company, Hydrogenious LOHC Maritime AS has the exclusive right to sell this technology to vessels all over the world.”

– We have put in place a good contractual basis between Hydrogenious LOHC Technologies and the Østensjø Group. It is a separate company, with its own employees and the idea is that the company shall be independent. Østensjø Rederi will be a client of Hydrogenious LOHC Maritime, which will also be able to sell its services to others, he says.

A HAIRY GOAL FOR 2025

The year's most exciting development is the allocation of funds from Enova to fully finance a pilot project to

demonstrate the technology. For Skare and his team, this was an important milestone on the road towards a finished product.

– We've started pre-engineering. Now it's about making it work. There's a lot of fine tuning and testing that has to be done before we get this right, but we're very optimistic. The pilot is being developed in Norway. The system will be tested onshore for a few months before being lifted on board a vessel and installed as a propulsion system, he says.

Skare makes no secret of the fact that there are many challenges to be resolved. One key factor is the cost to the end user.

– This is expensive technology, until it can be mass produced. Before we figure out how it can be built on an industrial scale, then we know more about the price and how we can get it down to something that is edible for customers. We have set a hairy goal for the first megawatt systems to be operational in 2025, says Skare

NEXT CHALLENGE – NEXT SOLUTION

The fact that Skare is a technology optimist is evident, and it is perhaps not so strange, considering the developments he has witnessed.

– When I was a boy, there were oil spills on the beaches. Then regulations were put in place and we weren't permitted to flush oil tanks out at sea. Then came the SOx and NOx emissions, and more regulations to limit these. Putting in place the technical solution for Østensjø Rederi's vessels was the first thing I worked on when I started here. Now we have to find technologies to reduce our CO2 and methane emissions. It's fascinating to see that the challenges come on the agenda and are solved. Østensjø Rederi is far ahead here. We started with batteries in 2011, when people thought it was weird. Now everyone is doing it, and we have to try to think about what will be the next challenge and solve it, says Skare.

Skare admits that this is the part of his job that makes it so much fun getting up in the morning and going to work.

– We have to think a little further ahead than people expect, then you are prepared for the next challenge. If you have a solution, you also have something to sell, he smiles.

– This has been my attitude to work since day one. It's like a constant whisper in my ear, or a sword hanging over my head. If you get caught up, you've lost, he says.

EDDA FIDES – THE BEST OF TWO WORLDS

Edda Fides has found a niche in the market, offering a combination of comfort and rapid mobilisation that clients appreciate. The vessel is currently on contract to Equinor and will soon be heading to Australia.

A NICHE IN THE MARKET

The hotel vessel Edda Fides is as a 'purpose-built accommodation and service vessel' with accommodation for 600 persons. It is driven by a Voith Schneider propulsion system, resulting in emissions savings of about 20%. The vessel can operate in wave heights of up to five metres, which means that it can maintain a gangway connection for 92% of the time under North Sea conditions.

Fleet manager Sveinung Zahl describes the vessel as offering the best of two worlds.

"It sails like a standard vessel and can mobilise rapidly from one part of the world to another", he says. "Compared to barges that have their accommodation modules installed on deck, the Edda Fides has better gangways and offers better standards of accommodation. We've found a niche in the market and our clients have been very satisfied with the solution", says Zahl.

ON CONTRACT TO EQUINOR AT MELKØYA

At present the vessel is contracted to Equinor, and is housing workers at the Melkøya plant in Hammerfest. says Zahl. "Normally they use standard barracks, but this time they needed some extra accommodation, so the vessel is currently moored alongside in Hammerfest. It is manned by

a small marine crew, but is fully equipped. She offers hotel rooms with beds and meals, as well as lunch and dinner for a number of guests. The vessel is also being used as a canteen for those working at the plant. And we're getting excellent feedback. People are living, sleeping and eating very well", he says.

NEW CONTRACT IN AUSTRALIA

As soon as Edda Fides has completed the contract for Equinor, she will be mobilised for a new assignment in Australia, where it will serve as an offshore hotel for up to 300 persons linked to a maintenance project on the Wheatstone gas treatment platform.

"Edda Fides worked on Wheatstone for Chevron in 2017, and we're very happy to be back working again for Chevron in Australia", says Kristian Helland Veia, CEO. Zahl says that the vessel has been experiencing a challenging time with very little activity, but that prospects are now looking brighter.

"We're seeing less competition in the market", he says.

"There'll be a demand for vessels for new projects, both during maintenance periods and when projects are being demobilised. Many clients will soon be looking for some additional beds", says Zahl.





A QUICK GLIMPSE OF EDDA FERD

Edda Ferd can be described as a large, solid and reliable workhorse of a PSV, capable of operating safely and effectively in harsh weather conditions.

BY HELENE B. HELGELAND // PYX

IT IS A ROBUST PLATFORM SUPPLY VESSEL WITH AN ENERGY SAVING PROPULSION SYSTEM.

Edda Ferd is a 92.6 metre PSV, built in 2013. Sonja Østensjø is a member of the company's chartering team and is responsible for chartering the vessels. She describes Edda Ferd as easy to sell to clients.

"It is technically a very effective vessel and the crew are a real plus factor. When Edda Ferd wins a contract, the client will often keep it on for longer than anticipated", she says.

Cato Molland is Chief on board, and agrees that the vessel performs very well in technical terms.

"Edda Ferd is a large vessel with more than enough power", he says. "It is installed with a very reliable Voith Schneider propeller. It is a pure supply vessel that transports cargo to the rigs. It performs particularly well in winter and we have feedback from the rigs saying that we commonly work for

longer than many of our competitors in poor weather", he says. The vessel is equipped with a Blue Drive Plus C diesel electric propulsion system from Siemens, which is designed to generate lower levels of emissions.

"It is also installed with so-called peak-shaving battery packs", says Molland, who goes on to explain that these batteries act to level out output peaks. This enables the engines to avoid sudden increases in output, and in doing so saves energy and reduces emissions.

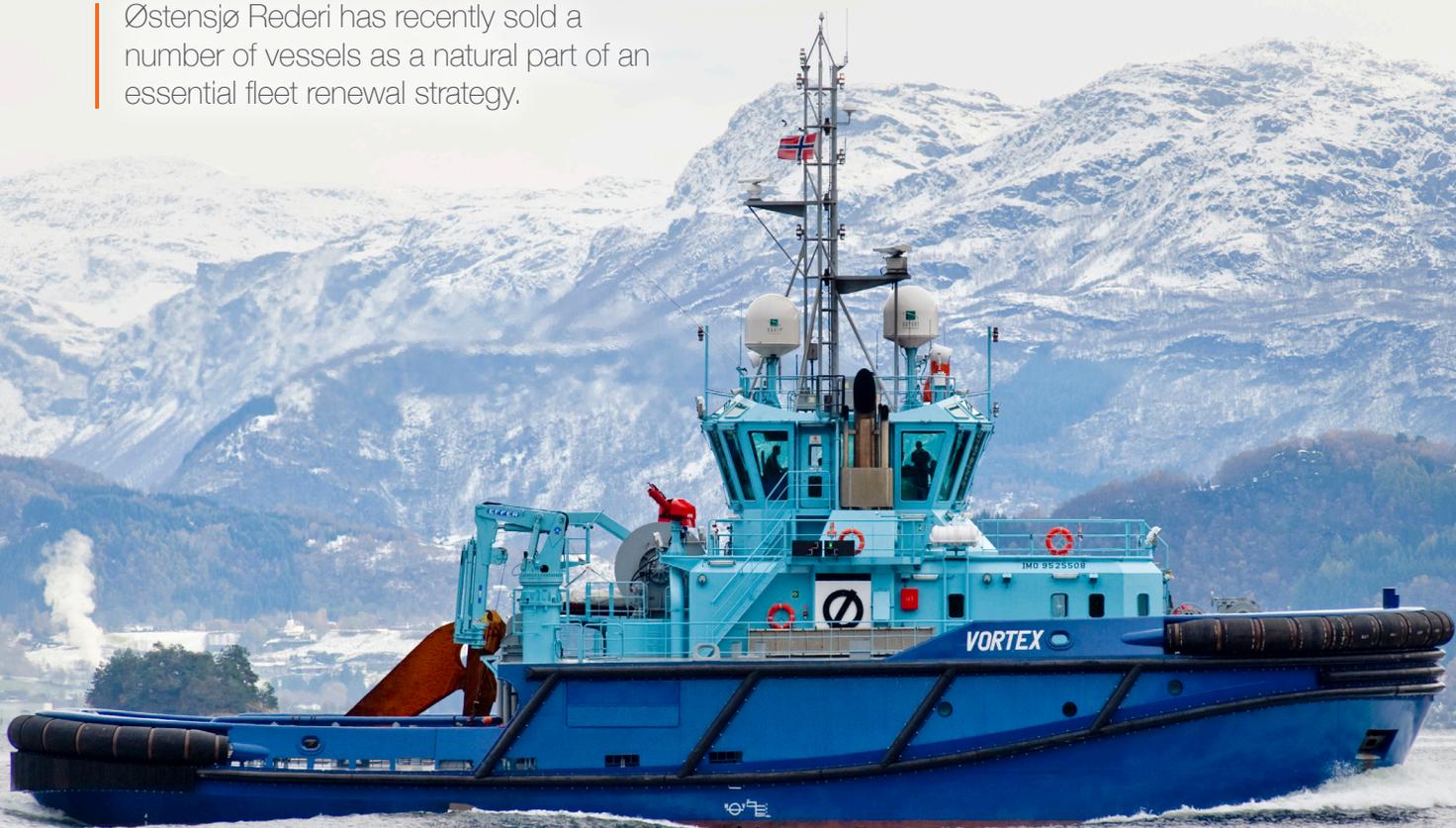
CONTRACT WITH NEPTUNE ENERGY

Edda Ferd is currently on contract to Neptune Energy for supply operations. Willy Svarstad, who is Logistics Specialist at Neptune, says that the vessel is performing very well.

"Edda Ferd is a new vessel for us and is performing as expected. We're working well with the crew and both shifts are highly skilled", he says.

STRATEGIC FLEET RENEWAL

Østensjø Rederi has recently sold a number of vessels as a natural part of an essential fleet renewal strategy.



BY BJARNE LAASTAD // PYX

The Solent Towage fleet was sold to the company Svitzer, accompanied by sales of the vessels Silex and Vortex. According to CEO Kristian Helland Vea, the reason for these sales is two-fold.

“We received a commercial offer that we found difficult to refuse”, he says. “We also thought that these vessels would probably not be the tools we wanted in the coming decades. The vessels are on contract with Exxon until the summer of 2023, and we’ve leased them back in order to be able to meet the contract up to that date. After that the contract will be up for tender again, and we’ve been clear in our discussions with Exxon that a new fleet should have a greener profile. This will enable us to reposition the company, and this move is a part of our fleet renewal strategy”, says Vea.

STILL A HEART IN THE FLEET

Many of the vessels have been with Østensjø Rederi for a long time – some all the way back to 1993-1994.

“Selling some of our vessels now will release funds that will make it easier for us to renew the company and invest in vessels of the future”, says Vea.

During a transition period, these sales will result in fewer coastal traffic spot contracts.

“However, if we really want to renew the company and position ourselves for new and progressive investment, we must dispose of our older vessels. The right fleet is more important than a big fleet”, says Vea.

A key reason why Østensjø Rederi has survived the industry downturn is that it has succeeded in maintaining diversity in its range of services, offering a towage fleet, subsea vessels, as well as other vessels serving the renewables and accommodation sectors. All these sectors have been affected, but in different ways and at different times.

“There’s no point in expanding the fleet just for the sake of it, and very few speculative newbuilds will be emerging in the oil and gas sector”, says Vea. “For the most part, we’ll be limiting the use of newbuilds for specific contracts. Things are different in the offshore wind sector where we are delighted to be supervising and coordinating construction operations for Edda Wind’s six newbuilds in Spain. These are fine, complex and advanced vessels, and we’re looking forward to delivery of the first vessel as early as the spring of 2022”, he says.

FLAG CHANGES

Østensjø Rederi has carried out several flag changes. The NOR flag is good news for the Norwegian Sailor.

BY HELENE B. HELGELAND // PYX
PHOTO GRETHE NYGAARD

NOR FLAG VS NIS

Many of Østensjø Rederi's vessels now sail under the NOR flag. Edda Frende and Edda Ferd, both of which are Platform Supply Vessel (PSV), are listed in the NOR register, and the hotel ship Edda Fides has operated under the NOR flag since January 2021.

Fleet Manager in Østensjø Rederi, Alf Helge Lyngholm, is responsible for the offshore vessels. He explains about what it means to sail under NOR flags.

"Under the NOR flag, the entire crew is paid according to the NOR bargain agreements. Both NOR and NIS flags require vessel masters to be familiar with Norwegian regulations," says Lyngholm.

NORWEGIAN SEAFARERS AT HEART

Lyngholm himself has a background from working on vessels. He has climbed the ranks himself and emphasise how important the NOR flag is to safeguard the recruitment and training of new Norwegian seafarers.

"In order to have the opportunity to walk the entire career ladder, from apprentice to officer, it is important that the companies have vessels with NOR flag. With the NIS foreign flag on supply vessels, you lose the junior officer link. Then we can't give the cadet that opportunity. However, on the NIS construction flag, one will still have the opportunity for junior officer positions," Lyngholm explains.

Lyngholm says that there has always been pride attached to the NOR flag, and that it is important for everyone who has a heart for the Norwegian sailor.

He says that the reimbursement scheme and the net salary scheme are very important for the shipping industry to be able to use Norwegian crew.

"Østensjø Rederi is a Norwegian shipping company, working internationally, but is still firmly rooted in Norwegian industry. NOR registration should be something everyone wants, but with the competition that is in the market, we must compete on the same basis as others. That's what limits which flag you can base your bid on," says Lyngholm.

COMPETITIVE ADVANTAGE

Although NOR flag often result in higher labour costs, the scheme also gives a competitive advantage, for example by not limiting how long a vessel can operate in Norwegian waters.

"NOR flag give us better flexibility and better contract coverage on the PSVs operating in the spot market. We get more flexibility in terms of where we bid for contracts, because a NOR registered vessel can operate freely in both the Norwegian and the UK waters. NIS-registered vessels are in practice excluded from working in the Norwegian sector," he says.



Lyngholm says that in some situations a contract will require that a certain proportion of the crew must be local nationals, and that this will influence the flag under which a vessel sails.

"We've encountered situations, such as a particular case in Australia, in which the contract demanded that the entire crew must be local", he says. "In the Australian case, we kept some Norwegian positions on board that were supplementary to the Australian crew. There are times when we have to be both flexible and creative, not least during downturns in the market when we may have to try out different options in order to keep things afloat. This helps to explain why many of our decisions regarding vessel registration are influenced by market and competition conditions," he says.

ØSTENSJØ REDERI WANTS MORE NOR-REGISTERED VESSELS

When asked if there will be more flag changes to NOR in the future, Lyngholm replies that there has been a desire for all PSVs to sail under NOR flag.

"But we actually see a challenge in getting Norwegian Able Seafarer to certain positions. Supply vessels are workhorses to keep logistics going, and often work in marginal weather conditions. Then we must ensure that the crew has the right expertise to be risk-conscious and deliver good service. We strive for high quality, and there is a lack of people to choose from who have the right expertise," says Lyngholm.

"It is difficult to obtain experienced Norwegian Able Seafarer, for example. I began my career on supply vessel, with no experience and was trained by those who have been doing this for several years. You gain experience through the trips you have at sea. Today's modern cadet schemes provides the opportunity to gain much of that experience, but many of those who go there will up to officer positions," says Lyngholm.

Østensjø Rederi operates in a dynamic market, constantly changing. This is also reflected in the employee.

"When I started, Østensjø Rederi was firmly rooted in Haugesund, with local seafarers crewing the vessels," says Lyngholm. "Instead of just local heroes, we now have people from all over the country, from north to south, as well as a good number from Sweden, and other nationalities who contribute important expertise. On the world fleet, it is limited how many Norwegians are part of the total share. The most important thing is to let people in who have the interest and are willing to learn," he says.

GOOD MARKET PROSPECTS

Offshore wind development and excellent opportunities in the subsea market are among the reasons why Østensjø Rederi is optimistic about future prospects.

Østensjø Rederi has felt the recent fall that resulted in increased competition and depressed rates for the contracts the company has secured. However, its portfolio of long-term contracts has enabled us to avoid the risk of lay-ups, and the company has remained relatively secure during the crisis. CEO Kristian Helland Vea believes that Østensjø Rederi has been fortunate, but also strategically astute throughout the downturn.

“Historically, we’ve seen only modest levels of growth in our fleet and are now operating with fewer vessels than some of our competitors”, he says. “As a company, we prefer long-term contracts and lasting relations with our clients rather than high levels of exposure in the spot market. We’ve also been fortunate and adept at succeeding in renewing contracts that were on the point of expiry. We’ve been able to renew such contracts on acceptable terms because of our good name and the fact that charterers trust us to deliver”, he says.

Veas is keen to point out that it will be vital in the future to improve and optimise operations, not least by applying new technologies.

“We have to make sure that our fleet is up to date at all times in accordance with potential contract requirements and regulations”, he says. “One of our recent initiatives has been a major investment in battery systems for Edda Flora and Edda Fauna, which we carried out in order to ensure that these vessels were awarded a long-term contract with DeepOcean. We’re also making adaptive modifications to other vessels and are putting measures in place to enable us to supply vessels with shore power when they’re in port.

With so many vessels, there is always a long-term contract that is close to expiry.

“Nevertheless, I still believe that the outlook is very optimistic”, says Veas. “In our view, the future looks bright when it comes to offshore tonnage. Only time will tell whether this will last, but I believe it will. A major plan for newbuilds for the oil and gas sector will not be initiated before we can show that they are greener, but the technology is not in place yet”, he says

Everyone knows that the oil and gas sector’s days won’t last forever, but Veas believes that the industry may yet be in the market for new vessels.

“We have many clients who are willing to invest in vessels equipped with green technologies”, he says. “We’re currently in dialog with several about this and have presented our ideas on the use of hydrogen and LOHC. We’re looking at opportunities to reduce emissions by means of a collaboration with the company Hydrogenious LOHC Technologies in Germany.

Veas believes that the demand for PSVs and subsea vessels will continue.

“Even though activity eventually will be reduced, there will still be a need for services in the oil and gas sector as we enter an unforeseeable future”, he says. “In general, the outlook for the subsea sector appears to be very healthy, and of course this segment involves much more than just oil and gas. Renewables are very much a part of the picture here. We have the offshore wind sector, seabed surveys, seabed drilling, as well as the laying of subsea electricity and telecom cables. There’s also a lot going on in the offshore mining sector, and our industry believes that there is enormous potential on the Norwegian continental shelf. We’re looking actively into the opportunities that may be on offer here and are working to obtain as much knowledge as we can in this field”, says Veas.

Veas also feels that the outlook in the accommodation market looks very promising.

“Much better than in a long time, in fact”, he says. “The hotel vessel Edda Fides has won an excellent contract with Chevron in Australia, doing exactly the type of work that she was built for. We’re also looking in detail at other potential contracts following this, so current prospects for Edda Fides in 2022 are looking very good”.

Veas emphasises that sustainability has become an important component of competitiveness.

“We’ve been on the front foot in terms of our focus on this issue for a while now”, he says. “This isn’t something we’re doing simply to please our clients. It’s also in our own interest. We have owners who expect it, and we expect it of ourselves. Our children expect it, and we simply have no choice other than to target our focus on this. We set the bar high here when it comes to achieving our sustainability goals, while at the same time having to manoeuvre through the various climate-related and environmental sustainability issues in a balanced and effective way”, he says.

Veas hopes and believes that the market is once again heading in the right direction for the sector in general, the equipment suppliers, the shipbuilding industry, and the rest of the supply chain, and that we are all emerging from the fall.

“I see a bright future ahead and believe that the market in general is well on the way to recovery”, he says. “Many incredibly exciting things are on offer to us in the maritime industry in the years ahead. New technologies are making great strides every year and there are major opportunities awaiting us in the offshore wind sector”, says Veas.

ØSTENSJØ REDERI'S DYNAMIC SUSTAINABILITY ACTION PLAN

Our owners want sustainable operations for future generations and that Østensjø Rederi shall contribute to ensuring sustainable development of the maritime industry. At the same time, we find that financial institutions and clients are increasingly demanding more transparency from their partners, and expect sustainability focus in all aspects of their operations. Østensjø Rederi has now launched a dynamic Sustainability Action Plan, with insight into live statistics and figures directly from the company's management system. The plan aims to ensure transparency and show that sustainability is incorporated into every decision the company makes.

BY HELENE B. HELGELAND // PYX
PHOTO GRETHE NYGAAR

INCREASING DEMANDS

Østensjø Rederi's CFO Ervin Horn notices that the demands placed on the company have increased.

– In recent years we've seen our partners place much greater demands when it comes to sustainability. Sustainability and reduced emissions are given greater emphasis in tender processes and contracts. In the past, some players were sporadically concerned with sustainability, but then it stopped at the next stage and they didn't press the issue later in the process. Now everyone pushes each other, leading to a chain reaction. The bigger and more globally exposed you are, the more parties you have to deal with. We as a company are part of these value chains where the players make demands on us, says Horn.

Sustainability has also become more important for securing contracts and financing.

– If you don't focus on sustainability, you may not get the next contract. The client may have certain ambitions for reduced emissions, and in order for them to meet these, Østensjø Rederi must contribute. We also note that the capital market and our banking connections make demands, and have already experienced financial institutions saying that if we do not take measures for a green transition, we will not be able to get a loan. There is a very different political drive behind sustainability than before, with subsidies and incentives, and where one, for example, already can get better financing terms if the company can document that it is making a positive contribution towards reducing emissions, he says.

ESG RATING – ENVIRONMENTAL, SOCIAL, GOVERNANCE

One way to navigate when assessing a company's

sustainability for the financial industry is through ESG. An ESG rating says something about how the company works to minimise factors that negatively affect society and the environment, and can help predict the company's long-term profitability.

– ESG is linked to the UN Sustainable Development Goals, a kind of global action plan, which is also linked to factors other than emissions and the environment. Not all companies want or have the opportunity to prioritise all of the UN goals for sustainable development, so they choose the areas where they believe they can contribute the most, Horn explains.

Østensjø Rederi has so far chosen 5 Sustainable Development Goals (SDGs): Climate Action, Life Below Water, Gender Equality, Decent Work and Economic Growth, and Peace, Justice and Strong Institutions. These have again been broken down to concrete goals in Østensjø Rederi's new Sustainability Action Plan.

CONCRETE AND TRANSPARENT

The Dynamic Sustainability Action Plan was launched on September 1, 2021, and is now live online. The plan shows Østensjø Rederi's goals and ambitions for each of the chosen SDGs, and how to achieve them. It is continuously updated with with statistics and the goals they have set. Elias T. Nornes, HSE&Q Manager in Østensjø Rederi, came up with the idea behind the plan and is leading the project. He does however point out that the biggest contributors to the plan are the employees both offshore and onshore.

– As it is now, the plan can be actively used in management meetings, where we can adopt and submit new initiatives. We also use it when for example visiting clients instead of a



Photo: CFO Ervin Horn and HSEQ Manager Elias T. Nornes



PowerPoint. It can also be accessed from a touch screen in our office reception area, he says.

Nornes believes that the dynamic live aspect, in particular, is crucial and something they have received positive feedback on from several sources.

– Live data is important. The details of the graphs are run live from our management system so we don't have to update this manually.

Live statistics make it easy to keep track of how close Østensjø Rederi is to achieving the various goals. For example, one can read in the action plan that one of Østensjø Rederi's specific goals is to become carbon-Neutral by 2040. The status field tells us that the average emissions per activity at present are 2.02 t/h. There is also a list of specific planned actions to achieve the goal and the deadline for these.

RIGGED FOR THE FUTURE

This continuously updated plan ensures transparency and continuous improvement in sustainable operations and development. The plan allows managers, investors, clients and other stakeholders to stay up to date in a time-efficient way. It is also a very valuable reporting tool, which ensures that Østensjø Rederi has updated figures on hand, as reporting requirements are tightened.

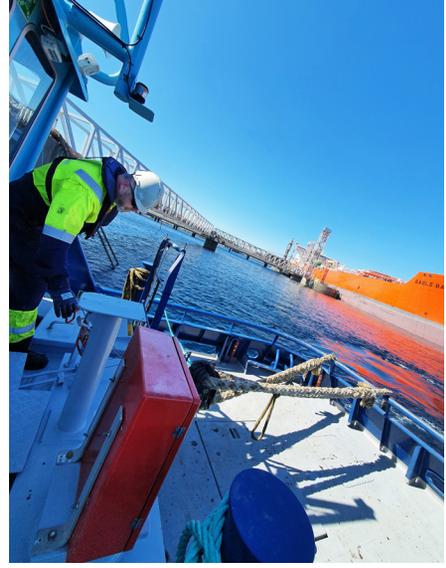
The only thing that is certain is that there will be major

changes and that it is a matter of moving forward.

– Østensjø Rederi was an early player in the offshore wind segment," says Ervin Horn. Now we must continue to operate in line with the surroundings in the green transition also in the other segments in which we operate. There will be a few years of uncertainty, tomorrow's technology has not yet been invented and most likely there is more than one way to solve the challenges we face. We must continue to monitor new technologies, participate in the transition and think carefully about the choices we make, he says.

The sustainability plan is intended to be a dynamic web portal and will continue to evolve. Østensjø Rederi invites employees and partners to go in and get to know the plan and welcomes input on new measures for existing sustainability goals, or new goals that harmonise with the company's strategy. It is the company's philosophy that sustainable business choices lead to better use of resources, increased competitiveness and transparency and minimised risk, which in turn helps to secure Østensjø Rederi's future position in the maritime industry.

– Now the Sustainability Action Plan has been published, but this is just the start of our journey towards more sustainable operations. Further success depends on the commitment and involvement of the entire organisation offshore and onshore and we look forward to continuing this work, concludes Elias T. Nornes.







PARTNERSHIP FOR NEW ENVIRONMENTAL TECHNOLOGY

For ten years, Salt Ship Design at Stord has been responsible for the design of many of Østensjø Rederi's biggest newbuilds. The six new vessels now under construction for Edda Wind have all been designed and developed by our excellent partners at Salt Ship Design.

BY BJARNE LAASTAD // PYX
PHOTO SALT SHIP DESIGN

The company was founded in 2011 and designs custom vessels for shipping companies who often have very particular views about what they're looking for. The company delivers everything that a shipyard needs to be able to build its vessels, and is not contractually bound to any specific shipyard or limited to special types of equipment. When the company started up, it's main focus was on offshore support vessels, and Østensjø Rederi was one of its first customers. As time went by, it expanded into aquaculture- and well sector, followed by vessels for the fisheries and offshore wind sectors. However, even though Salt Ship Design was established as a company only ten years ago, many of its key personnel took part in the development of Edda Fjord as early as in 2002.

Egil Arne Skare is Chief Project Officer at Østensjø Rederi and is responsible for all of the company's newbuilds. He very much likes working with Salt Ship Design. "Our partnership has a long history, and we know each other very well", he says. "Edda Freya was the first joint project in which I was involved. Salt Ship Design has a broad portfolio in several maritime sectors, and this has helped us secure the optimal solutions. Their employees are highly skilled vessel

designers, working with excellent digital systems. They are good communicators and over the years we've succeeded in developing a very effective collaborative approach. We work together as one team, and they have dedicated specialists assigned to all our projects. It's a great advantage having the company located at Stord. It's just far enough away from Haugesund to make a visit a nice day out, and close enough that it's no trouble travelling there", smiles Skare. Skare's partner at Salt Ship Design is Project Director Johannes Eldøy, who feels very much a member of the Østensjø Rederi family.

"As a partner with Østensjø Rederi, you feel included and always welcome. I feel we've found a really nice way to work together, and I experience ourselves more as partners than as a subcontractor, and that's an incredibly good starting point. The best ideas often emerge with an open mind in a relaxed atmosphere. While we all have our feet on the ground, there's always room for blue sky thinking, healthy discussion and strong opinions. In fact, we depend on such sessions in order to achieve the best solutions. Østensjø Rederi's employees are always open for discussions about complex technology. Practical experience also means a lot to Østensjø Rederi.

The company is good at getting its vessel masters and chief engineers involved at an early stage in its projects, enabling us to get valuable operational insights. The sum of even small improvements can mean a great deal to the final result and help to ensure that Østensjø Rederi always has something new to offer the market”, says Eldøy.

While other shipping companies are still building platform supply vessels, Østensjø Rederi built its last PSV in 2013. Fortunately, the vessels have operated under long-term contracts, which has helped to stave off the worst impacts of the oil crisis. This has enabled the Østensjø Groups owners to invest in offshore wind and develop vessel concepts adapted to wind energy operations.

“Construction of a newbuild usually starts with a request from a contractor with specific requirements, from which we tailor the design of the new vessel”, says Eldøy. “Østensjø Rederi is, and always has been, in the forefront when it comes to vessel construction. In the past, everything was centred on what was biggest and strongest, but in recent years the focus has shifted towards green technology, and on the need to be energy efficient. I think that we were looked on as a bit strange when we made our move into the offshore wind sector. Only five years ago there was more or less no interest in green technology. We virtually had to sneak it in by the back door and talk it into the projects that we were working on. But we’ve seen a major change in this field in the last two years, and green technology is now a requirement to a much greater extent”, he says.

“With every new vessel, Østensjø Rederi introduces innovative technology and new improvements. This means that we have to raise our levels of expertise”, says Eldøy. “This is a complex and demanding process, but in a very positive way, encouraging mutual development and driving each other’s progress. We’ve been working together on alternative fuel and energy saving technologies for many years, and it takes a lot of dedication, not only in daring to take the leap in the first place, but also to succeed. Many others would have given up long before. I feel that Østensjø Rederi’s employees are good at utilizing technology in new ways and in new situations. They keep tabs on what their competitors are doing, while at the same time developing their own ideas and making their own choices”, he says.

A project often starts with Østensjø Rederi’s employees presenting some new ideas that they want to try out.

“The ideas may be good, and get even better by team discussions”, says Eldøy. “We get together and look in detail how different concepts might work, which factors we have to take into consideration and the challenges that may arise. It’s very rare that an idea develops without any modifications, but it is by means of productive discussions that we conclude on something that can be implemented in the real world”, he says.

“We’re always talking about building a concept brick by brick. We gather experience obtained in our various market segments and incorporate it into our processes”, says Skare. “We’re very hands on when it comes to detail and are committed to selecting the best solutions. We always incorporate something new into every newbuild to prevent us from getting old”, he says.

The fact that Østensjø Rederi and Salt Ship Design were both quick out of the blocks in the offshore wind sector, has left Østensjø Rederi with some useful cards up its sleeve. The new offshore wind service vessels are not the cheapest in their class, but it has been important for Østensjø Rederi to apply effective and integrated green technologies. ENOVA has participated in the financing of the zero-emission technology on these vessels, and this has made the vessels more competitive.

“But we’re expecting competition in the offshore wind sector, as in everything else”, says Skare. “Naturally, everyone’s on a high when we’re ordering vessels and winning contracts, but we’re anticipating increasing levels of competition. Prices and reliability of equipment deliveries have been a challenge throughout the pandemic due to factory closures and materials shortages – factors that have caused prices to shoot through the roof”, he says.

“In spite of the pandemic, I feel that we’ve maintained good communication and progress in connection with the six Edda Wind newbuilds.”, says Eldøy. “The biggest challenge is that we haven’t had the opportunity to be on site at the yards as we normally would. A great deal of coordination is required between us, Østensjø Rederi, and the yard during large parts of the construction process. But we know the yards very well and Østensjø Rederi has their own site team, therefore I trust this not to be a problem,” Eldøy smiles.

The first vessel will be ready in March or April 2022. Skare thinks that even though there is a major focus on offshore wind today, it is still difficult to predict what kind of newbuild vessels will dominate in the future.

“That’s how it goes in this sector”, he says. “We wake up in the morning with no idea of what will happen in the afternoon. Suddenly, new opportunities may emerge in entirely new sectors. We simply have to be ready. Today we’re working with towage vessels, platform supply, subsea, accommodation, and offshore wind. But who knows when we might be contacted by a company in another sector wanting to make use of our expertise? Of course, we have to be ready to welcome the opportunity. In such a market, it’s good to have excellent partners ready to take on the big challenges, and I’m in no doubt that Østensjø Rederi and Salt Ship Design will find some exciting things to do in the future”, says Skare.



NEW HR- AND ADMINISTRATION MANAGER

As the new HR- and Administration Manager, Janne Lie Flage will help ensure that Østensjø Rederi's land-based organisation has employees who thrive and work well together.

BY BJARNE LAASTAD // PYX
PHOTO GRETHE NYGAARD

With an education in communication and conflict management from USA, a master's degree in Management, and 11 years of HR responsibility at DeepWell, she had no doubts about embracing the opportunity of joining Østensjø Rederi, when it arose.

- I am fundamentally interested in people and aim to create harmony in the workplace. I think that's incredibly exciting. That's what I'm educated in, and what I think I'm good at. A while after DeepWell was sold, little was left of the organisation that I had helped build. Then it felt natural for me to move on.

Janne was actually on her way to another job when she saw the opportunity at Østensjø Rederi.

- However, when I saw the Østensjø Rederi ad, it spoke to me. I just love to have the opportunity to contribute to an organisation that has such an excellent reputation. There has always been a low turnover of personnel in the company, which indicates that people are thriving. Hopefully I can help continue to reinforce this trend, she says.

Janne has HR responsibility for more than 50 people employed in Østensjø Rederi's onshore organisation in Haugesund, Aberdeen and Malta. Her focus is on good relations and human interaction.

- Ultimately, it's about people feeling good in the workplace. But sometimes there are things that don't work, people who can't cooperate, all sorts of challenges. The goal must be to

get things done. It's important to address problems before they grow big.

STRUCTURE AND GOOD FRAMEWORK

She also sees the useful value of a little more structure in some areas.

- The target must be to make the working day easier, and make sure that we do not do things just for the sake of it but that we achieve meaningful results. I think there are several ways we can work both smarter and easier, and I have a desire to streamline more of our processes and ensure that staff feel comfortable in the use of various systems. This can contribute to greater predictability and less frustration, she believes.

There is no doubt that Janne loves structure, order and system

-However, I'm not very square. I'm just concerned with making things work as well as possible. Then it is important for a company like Østensjø Rederi that we always have the right expertise, both in terms of acquiring new colleagues and by ensuring that current skills are kept up to date. Our organisation has been expanding considerably, and we are all interdependent on each other. Therefore, it will be important to facilitate the effective use of good interaction tools that will eventually provide us with useful records, with good routines and tools that can be re-used.

Janne describes herself as sociable who appreciate good relations.

“We must keep up with the times and stay up to date and maintain our relevance throughout our careers. You can quickly become a “dinosaur” these days. Fortunately, I find that our employees are proud, dedicated, and proactive.”

- It has been important for me to get to know the organisation well, and those who work here. My first meeting with my new colleagues was at the Festival in Vangen where I felt very warmly welcomed. It was a very pleasant introduction to the people in Østensjø Rederi, and a great glimpse of the social side of the Østensjø Rederi family, which I understand is so important here. Since I started in the office, I have also been keen to visit everyone's offices and have asked lots of questions. I find that my colleagues are easy to talk to, that they are open and honest, and curious about new thoughts. I take it as a sign that they are experiencing my role as an important function in the company, she smiles.

FAMILY LOVE

Janne spends most of her spare time together with her family. She has two children from previous relationships and a partner who has three.

- We alternate to be a family of seven and three every two weeks, so a lot is going on at home as well as different leisure activities for the kids. I am also very fond of interior design and esthetics. And yes, I like to get dressed. Clothes are a way of expressing yourself, she says.

Janne also loves hiking in the mountains, and the family spends a lot of time at the cabin in Vikedal where her partner comes from.

- And I love to travel, discover new places, enjoy the food and culture, she says.

ORGANISER BEHIND THE SCENES

But even if she is a social relationship builder, she can also be quite private.

- I'm probably not the one who stands out the most, and I feel good behind the scenes. I am still the organiser, and I like systems and order. I love to prepare things, and I am often the one who takes lead in the group of friends when arranging birthday gifts or organising a girls' trip. I am often the driving force and initiator and can certainly become a bit much sometimes, she laughs.

Janne had passed 30 when she took her management education at BI.

- My girlfriends don't quite understand why I did that, but it has probably something to do with the work ethic that I picked up during my time in America. Over there, it's much more of a battle for existence and survival of the fittest. I can be a bit of a machine when a goal is set. Then I have to see progression and can be creative when it comes to finding solutions. I am by no means a competitive person, but I make high demands for myself, and I am keen to unlock my full potential. It can be tiring at times, and I may need to reorient myself. Why do I always have to do more than "good enough"? I have a lot of capacity, but I'm sure I overestimate it from time to time. My partner helps me set boundaries. Since he is usually a little more relaxed than me, he acts as a nice and useful counterweight, contributing to balance in life. I can tolerate chaos and change pretty well, but I can't have

it everywhere. If I have order at home, it's easier to handle more unforeseen things at work. And vice versa. Without a family, I would probably be working around the clock.

GOOD CONVERSATIONS

Janne has a genuine desire for those around her to feel good, and she quickly senses if they don't.

- I hope people come to me when they have something they want to talk about. Whether it's challenges at work – or privately. There may be circumstances that for some reason they do not want to share with their immediate manager, then they can come to me – either to vent out or to get advice. I think I am a good and solution-oriented listener and hope that my colleagues have noticed this side of me. There are always several aspects of a case, and I have great faith in listening and caring. At the same time as being understanding, firmness and clarity are essential. People should feel good in Østensjø Rederi, and we must create good processes that build a strong working environment. We must protect a healthy life balance.

MUST BE ABLE TO ADAPT

HR work is not only about facts and figures but also about people and emotions.

- We must deal with people being different and find an approach that suits each one. Some need leadership support, while others need more autonomy. And for management, it's about how you can motivate your employees, how to get them to perform in order to achieve their goals. It is important to engage and give responsibility. Personnel matters can often be resolved quickly if it is addressed early, and if we are able to be specific about what is the problem, she believes.

Janne believes that flexibility and willingness to change will be important in the years ahead.

- The goal is for the company to thrive for many years to come. How can we work together to optimize the future performance of our business? We must be able to adapt and endure change. Next year won't be the same as last year. We must keep up with the times and stay up to date and maintain our relevance throughout our careers. You can quickly become a "dinosaur" these days. Fortunately, I find that our employees are proud, dedicated, and proactive. I experience Østensjø Rederi's employees as happy to embrace challenges and achieve things together, while constantly improving their skills. They are also willing to share their beliefs and thoughts, and I'm delighted that Østensjø Rederi can accommodate this. It's something for which we should be proud.



SMOOTH OPERATION IN HAZARDOUS WATERS

Chief Officer Jim Ivar Berg talks about this summer's exciting operation on the coast of West Africa. Edda Freya sailed to West Africa to carry out work in an area well-known for the activities of pirates. Despite the threat of piracy and the ongoing pandemic, the contract was completed without any problems.

BY HELENE B. HELGELAND // PYX

DETAILED PLANNING

The area through which Edda Freya was planning to sail to carry out its contract is defined as a war zone because of the large-scale activities of pirates based in Nigeria. In this article, Jim Ivar Berg, Chief Officer on Edda Freya, talks about how this was the first time that Edda Freya was operating in this area, and how security was the focus area at all times, beginning in the planning phase.

“You have to be well prepared before starting a voyage to an area like that, especially with a vessel as Edda Freya, which from a pirate’s perspective is considered to be ‘low and slow’”, he says. “We gathered an enormous amount of information in advance and obtained assistance from the Danish company Risk Intelligence, who assisted us in assessing the risks and prepare a number of precautions. They provided us with daily status reports of pirate attacks and other actions where crew members from various vessels had been kidnapped and taken to Nigeria. The local company Saga Subsea helped us to make Edda Freya piracy-safe”, says Berg.

Saga Subsea is familiar with the pirates’ methods, and well aware that their usual approach is to board the vessels and take hostages – the so-called Kidnap for Ransom method – where crew members are of far greater interest than their vessels. Capturing an entire vessel is a lot of work, takes a long time and requires a certain level of knowledge.

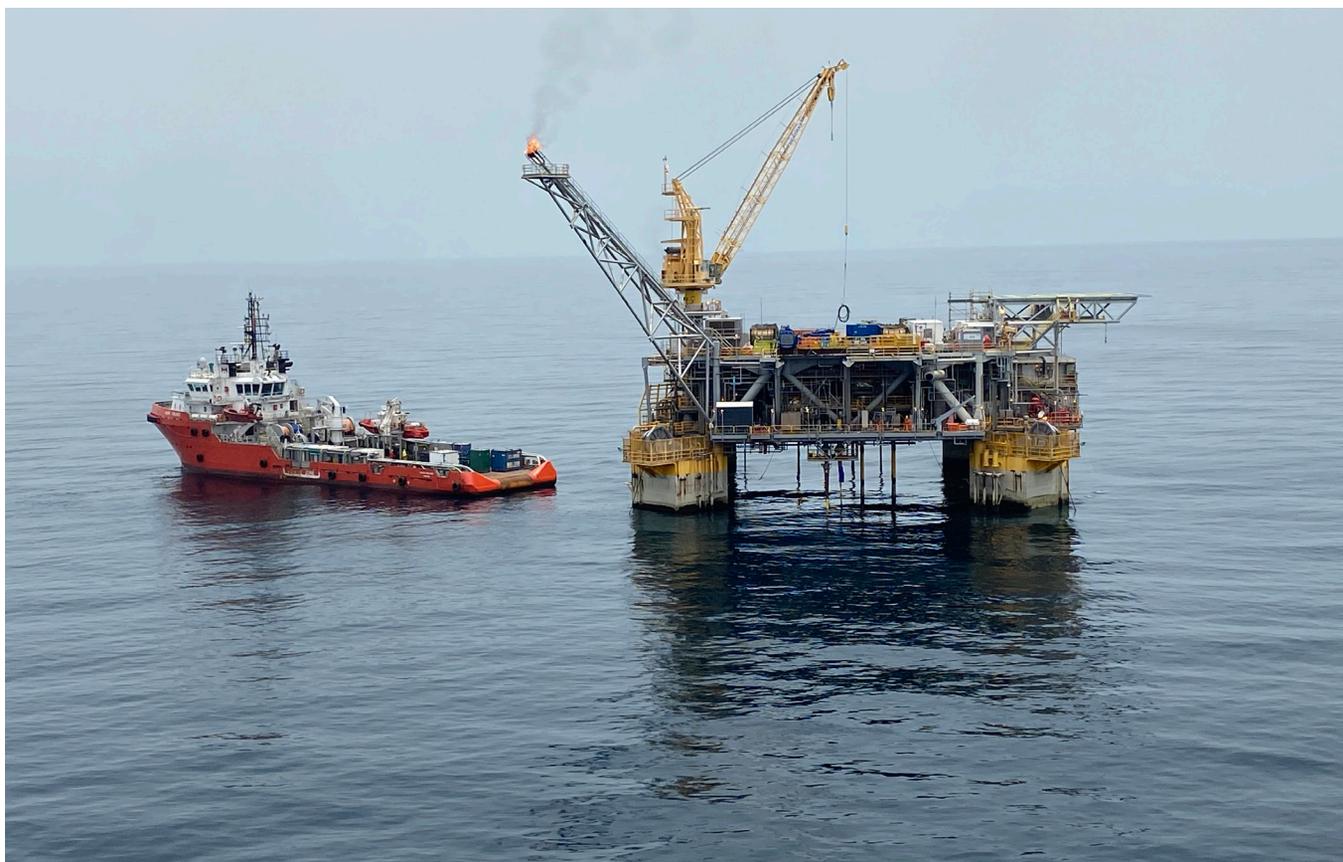
Vessels are also much easier for the military and rescue organisations in the area to locate. So, the pirates get on board and search for crewmembers who they abduct and carry away as fast as possible in their speedboats. They transport their victims quickly to their bases in Nigeria from where they start demanding ransoms.

“This is why it was so important for us to make it difficult for anyone to board the vessel”, says Berg. “So, we set up a so-called anti-piracy citadel, or safe room, where the entire crew could muster in the event of an attack. A citadel is equipped with all the communications equipment we might need, together with sufficient provisions in case we had to spend some hours waiting things out. We put up barbed wire and installed 28 water nozzles all around the vessel and assigned additional watches. We also carried out several drills of potential scenarios with the crew. At night the vessel was locked down, and no-one was permitted to move around on deck after sunset.

STARTING IN ABIDJAN

Berg and his crew arrived in the Ivory Coast port of Abidjan after the first shift had sailed the vessel from the North Sea to Africa and completed a job off the coast of Abidjan.

“From there we sailed with the same crew for the rest of the assignment”, says Berg. “We were very sceptical about changing crew in Equatorial Guinea due to COVID and a



very uncertain overview of the infection level in the area. There were many inconclusive Covid tests, and if your test was inconclusive, you had to isolate for 14 days. There was no question of re-testing. We simply couldn't take the risk, so everyone stayed on board for ten weeks", he says.

Following the instructions from the client, the crew spent five days in isolation in Abidjan before they were allowed to go on board. Then began the passage along the Ivory Coast and across to Equatorial Guinea although, because of the pandemic, the crew weren't permitted to go onshore.

"There were some trips to Bata to pick up the equipment that we were going to install out at the field", says Berg. "In terms of manoeuvrability and mooring facilities, Bata is one of the best ports I know. The loading quays are enormous and there's plenty of space to manoeuvre in and out of the port. Impressive", he says.

PIRATE ALARM

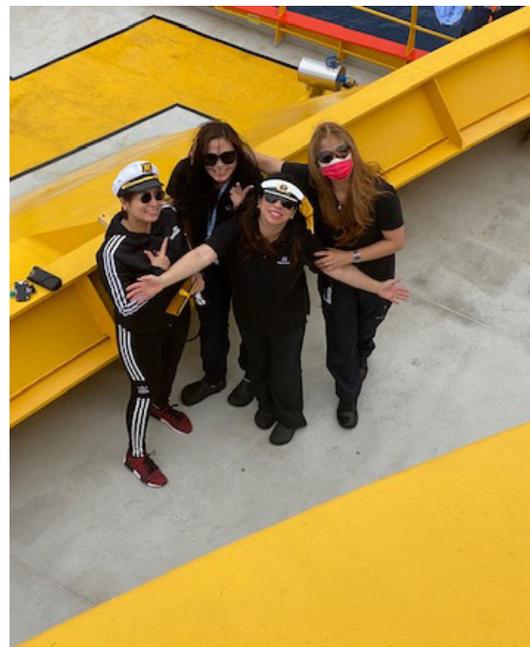
The most important security measure was selecting a safe course.

"We were well aware of where the pirates operate", says Berg. "They have a radius of 250 nautical miles from the Nigerian city of Port Harcourt. So, for this reason, we sailed as far south as we reasonably could to avoid that area, and then headed north towards the African coast", he says.

It was important for Berg to speak openly with both his crew and the client throughout the operation. The crew knew long before they set out that they would be entering an area known for piracy. "Thorough preparations were made, and the atmosphere on board was good. We were all well prepared and the crew were well informed. Before we entered the danger zone, I told them honestly about the status in the area and the measures we were taking. They knew that our intention was to get them home safe", he says. "No-one acted as though they were overly anxious. We all felt that we were very well prepared".

During the voyage, they were notified of pirate attacks further north. At one point, the onboard client rep received a warning that there were pirates only 30 nautical miles away.

"We immediately mobilised to a higher level of preparedness. By having more people on deck, including lookouts and a watch team", says Berg. "When it got dark, we locked the entire vessel down and no-one was permitted to go on deck. The way the pirates work is that they get on board and take a maximum of 15 hostages, for whom they later demand ransom payments. They usually try to board vessels early in the morning. This gives them enough time to return to their base in the Niger delta before it gets dark. Luckily, it all turned out to be a misunderstanding. There were no pirates in the area after all. But everyone's blood pressure went up a notch", smiles Berg.



SMOOTH OPERATION

Berg says that the operation went very smoothly.

“Our assignment was to install some spools, risers and goosenecks. The vessel is very capable on handling this kind of equipment, but we had no experience in water depths of 800 metres. Everything worked smoothly, aided by professional people both on deck and in the wheelhouse, including DeepOcean. The minor challenges that arose were resolved quickly. It’s fantastic to work with such a professional team”, says Berg.

Everyone involved worked well together, and the clients were very pleased with the operation.

“The clients were impressed with both vessel and crew. It’s good to come away from such an operation with a little praise”, concludes Berg.

CROSSING THE EQUATOR

The weather conditions during the trip were also excellent.

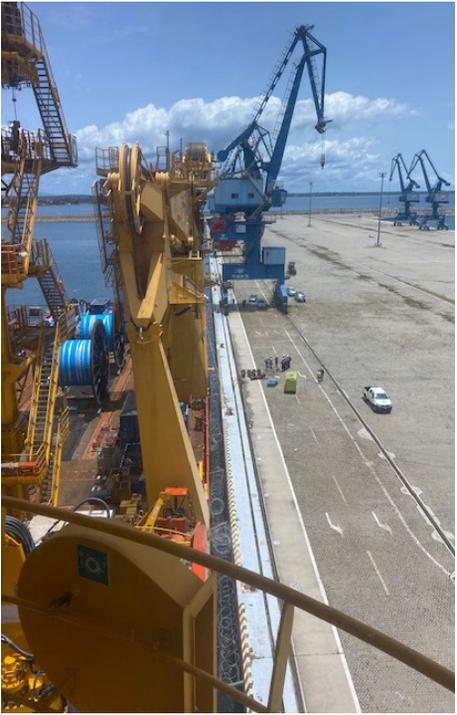
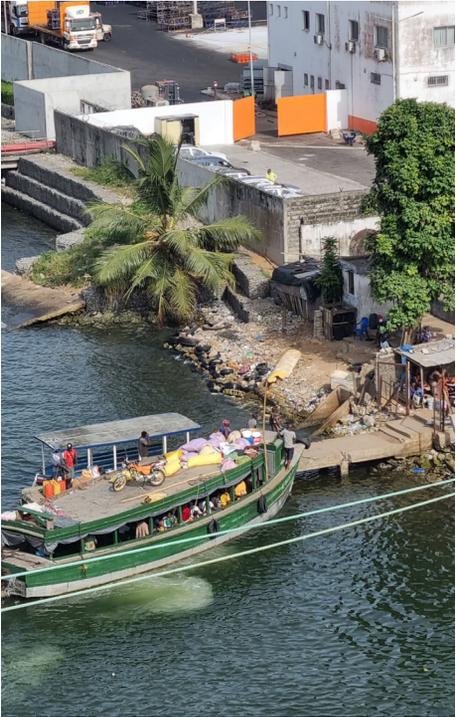
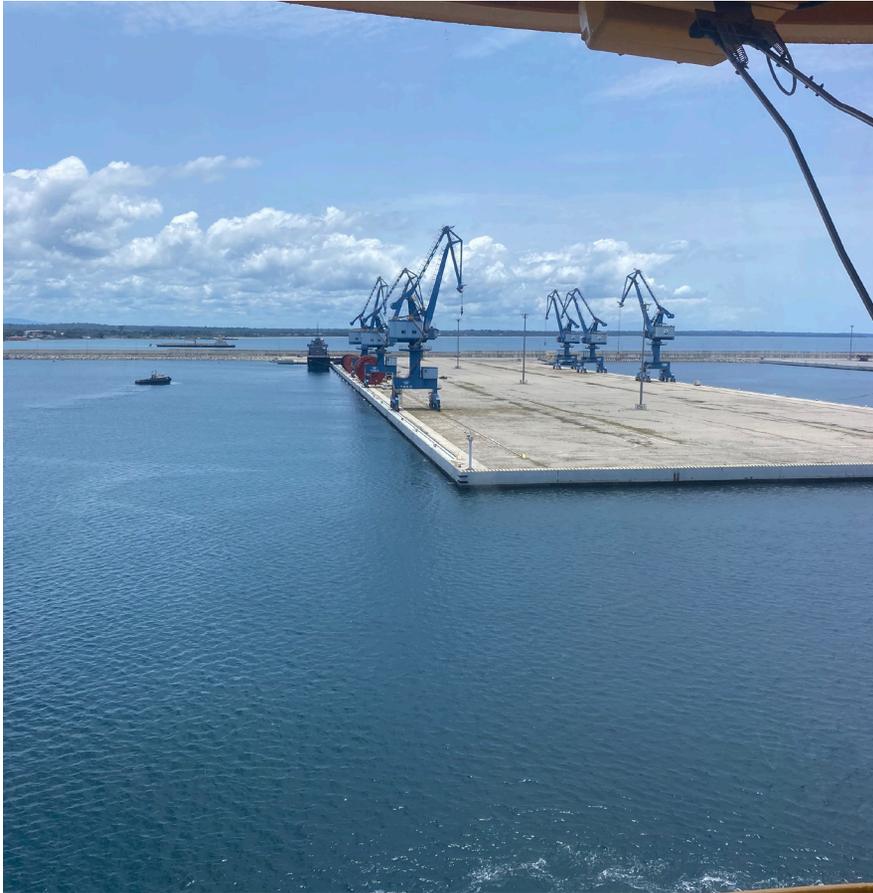
“The sea was beautiful. Even on the coldest day, the temperature was 28 degrees”, he says. “There was little wind during the day, but we did experience some squalls and thunder early in the evenings. All in all, a fantastic place to be”, says Berg.

During its passage, Edda Freya crossed the equator and for many on board this was their first time. As tradition would have it, the vessel was visited by King Neptune’s court and all first crossers had to undergo the baptizing ceremony.

“It made a pleasant change – everyone on board was smiling, laughing and happy”, says Berg.

When asked whether he would like to go back to the same area again, Berg was in no doubt.

“Yes, absolutely. Now that we know what to expect and what precautions to take, I would have no worries about travelling to West Africa again”, he says.





THE CALL OF THE OCEAN

Emma Johnsen had originally planned to steer clear of a maritime career, but ultimately she could not give it up. The call of the ocean was too strong.

BY BJARNE LAASTAD // PYX

Emma Johnsen (23) from Randaberg, outside of Stavanger, grew up amongst seafarers. Her grandfather was a harbour pilot and her father and brothers worked on everything from tankers to anchor handlers to oil rigs. It's no wonder she has a close affinity with the maritime sector. Nevertheless, Johnsen wanted to go her own way.

"I always pictured myself working within the media industry, and thus chose media subjects in high school. However, I realised that the journalist dream was not really for me, and eventually I started thinking about the old sea tales my grandfather used to tell me. Growing up, I was always told how amazing life at sea can be. Stories about the wonderful and unusual working life and camaraderie on board, and about seeing the world. In the military, I finally got a chance to test life onboard. I mustered on the Coast Guard vessel Nordkapp and was allowed to sail in the Barents Sea and around Svalbard. It was incredibly educational, and I enjoyed every second of it. We were on fishing inspections and had several different drills. It was exciting, and had me longing for more", she says.

With a Bachelor's degree in nautical education from

Høyskolen på Vestlandet (HVL), Johnsen's path towards a maritime career had begun.

"Without a trade certificate, a bachelors degree was the natural path for me to take. I applied to many places, but my choice was easy once I was accepted at HVL in Haugesund, which is quite close to my home at Randaberg", she says.

Johnsen is now into her third year and has chosen Integrated Practice as her study option. Integrated practice means she will have an internship period as a cadet for two months, and she has gotten a place on the subsea vessel Edda Flora, which is currently on an assignment in Turkey.

"I'm really looking forward to it", she says. "Down there I get to work with two different shifts. Previously, I had a summer job at Rødne, on a passenger ferry in Lysefjord. That was a lot of fun, but I wanted to experience the offshore life, which for many years has been an important workplace for my family. As a cadet, I get more experience and valuable sailing time in my log book. It's also exciting to work with people of different ages", says Johnsen.



Next spring she will be writing her bachelor's thesis about whether it is more economic to convert old offshore vessels into new aquaculture service vessels, or to build them from scratch.

"I'm passionate about sustainability and think it's exciting to take a closer look at these important subjects. I know that Østensjø Rederi is very competent in the field of environmental technology, and I'm looking forward to learning more about sustainability and environmental work in practice", she says.

Johnsen is pleased to see that more and more girls are choosing a career in the maritime sector and hopes that the trend will continue.

"Of almost 30 students in the nautical course at HVL, we are only 5 girls. Although I thrive in a profession that is relatively male-dominated, we need more women. It provides an even more varied work environment, which I think is nice - no matter where you are. Onboard a vessel, we become a big family anyway. We spend our working day and our free time together on board, and everyone is literally "in the same

boat". It is such an enjoyable experience. It is well paid, the rotation scheme is convenient, with four weeks off and four weeks on. Food and accommodation are always in order, and you get to see the world in an unconventional way. And then there are also many interesting maritime opportunities on shore as well; shipping company offices, Maritime Training Office, the Norwegian Maritime Authority, the Norwegian Coastal Administration and so on", she emphasises.

What does a young cadet dream of for the future?

- At some point I could probably imagine following in my grandfather's footsteps by becoming a harbour pilot. It will be a little more family-friendly as you can live at home, while working at sea. However, it will require many years of onboard experience, after which I must satisfy the Norwegian Maritime Authority's competency matrix. There are few places and many who want to enter, but it would have been perfect, Johnsen smiles.



GREAT VALUE IN OLD TECHNIQUES

Master Håvard Melvær are developing his own photo prints on board Edda Fjord. There is still great value in traditional techniques.

BY HELENE B. HELGELAND // PYX

Håvard Melvær bought his first camera in the late 1990s, and since then the interest in photography has increased a lot. He is particularly enthusiastic about analog images and has been developing his own negatives for nearly a year.

- There's something about analog pictures, they have a little more soul. There is less focus on it being so clinically perfect, which makes the subject appear better. Black and white images, in particular, have good storytelling qualities," says Melvær.

He enjoys using old-school techniques and old cameras, which he buys on eBay, preferably several at a time. Melvær says that he has 25-30 cameras at home and that he always finds one that works.

- They had good quality in the old days. One of the cameras I have onboard now is from 1984. It has good stability but had to be taped together after I inserted the film so that it would not let light in. Then it worked fine.

OFFSHORE DARKROOM

The favorite motive is people in activity. This, in addition to busy days at home, inspired him to bring his camera and darkroom equipment on board.

- I concluded that instead of planning for more than I have time for at home, I could bring it on board. Here I have access to people doing their work, and to develop photographs you need nothing more than a sink and a shelf.

The Master says that the crew has become accustomed to being photographed, and there is mostly a roll of film every other day. His bathroom has become a darkroom, with what he needs from chemicals and a developer tank. The pictures are hung to dry in the shower.

"It gives me something to do in the evenings", smiles Melvær. "I develop pictures for about 20 minutes after we have had dinner, then they hang out to dry for a few hours, and then I digitalize them in before I go to bed. This is the first trip with a darkroom on board, but now the infrastructure is in place, so I'm probably going to get on with it.

Melvær reminds us that there is actually a long tradition of developing pictures onboard vessels.

"In the old days, both military vessels and research vessels developed photographs onboard. It was normal. Some parts of the chemistry are based on things they discovered when they developed at sea and discovered that washing the films in saltwater was faster than in freshwater".



LIFE ON A TUG

Tugs play an important role in Østensjø Rederi's fleet. Fleet Manager Sveinung Zahl tells us a little about life on a tug.

BY HELENE B. HELGELAND // PYX
PHOTO GRETHE NYGAARD

MUST SOLVE SEVERAL DIFFERENT TASKS

– The tugs in Østensjø Rederi are usually on long-term terminal contracts. Their job is to assist vessels that are coming in or going out. It can be quiet days, with only a few vessels, or very busy days where tankers come in all the time. In addition, there are daily routines, with maintenance of machines and on deck, explains Zahl.

Tugs are small environments, where the crew has to solve several tasks, such as cooking.

– It's usually an able seaman who cooks, or several people on board serving their signature dishes, Zahl smiles.

He points to stability as one of the great advantages of working on tugs. While many sailors can wake up in a completely foreign place, tugs are in port when they are going to rest. In addition, the crew always know when they are going home and when they are going out. They are also less exposed to bad weather, at least for the most part.

– Tugs commonly operate deep in the fjords and are not so affected by bad weather, but if it gets rough while they're on their way out to meet a vessel, it feels good. It's a small vessel, and they meet the ships all the way out on the coast, then it can be tough to be on deck. In addition, the tug has two jobs, they must take care of themselves and on the tanker they are escorting, says Zahl.

RESCUE MISSIONS

If a vessel gets in trouble, it is often the tugs that scramble to help get them in.

– It can quickly become exciting when autumn and winter approach. A vessel's engine may suddenly shut down at sea and a tug will have to go out on a rescue mission. It was one of our vessels that evacuated the crew at frigate Helge Ingstad, says Zahl.

He tells how the tug had just escorted the out TS Sola, the tanker the frigate collided with.

– They had just come in and were going to lie down and rest. Then they were told about the shipwreck and had to go straight back out. Then just throw your way around, all hands on deck. They did a good job that night.

GREEN TRANSITION

The green shift includes all ship traffic, and for tug it is extra challenging.

– A tug needs lots of power in a very small hull, Zahl explains. – Today's solutions, which are used on ferries, for example, are not suitable for a tug. It is simply limited how much energy a small vessel can carry.

Nevertheless, Zahl is optimistic about the future, and efforts are being made to find new solutions.

– We are determined to come up with a zero-emission solution so that we can offer it to customers who want it. When we build a vessel, it should last for 20-25 years, and then they must be forward-looking. We hope a solution will come soon so that we can get the first vessels up and running and then further develop them.

PERSONNEL QUESTIONS



Arne Jakob Eide
Project Engineer

HOW DID COVID AFFECT YOUR WORK?

I had been working for Østensjø Rederi for about a month when Covid required me to work from home. It was a bit challenging at first, but thanks to good routines at my department for having daily meetings on Teams, I got to know my colleagues quite quickly. Having a desk job, I don't think Covid really affected my work tasks significantly, but rather taught me to work in new ways. Fun fact: I sold my office desk and chair in January 2020 since I had never worked from home before...

IF YOU COULD CHOOSE ANOTHER PROFESSION, WHAT WOULD IT BE?

Maybe a ship designer. Then I could make all sorts of cool ships!

WHAT IS YOUR BIGGEST CHALLENGE IN YOUR JOB?

Trying to keep order of all of the projects we are working on simultaneously at the Project Department.



Rebecca Cooper
2. Officer, Edda Mistral

HOW DID COVID AFFECT YOUR WORK?

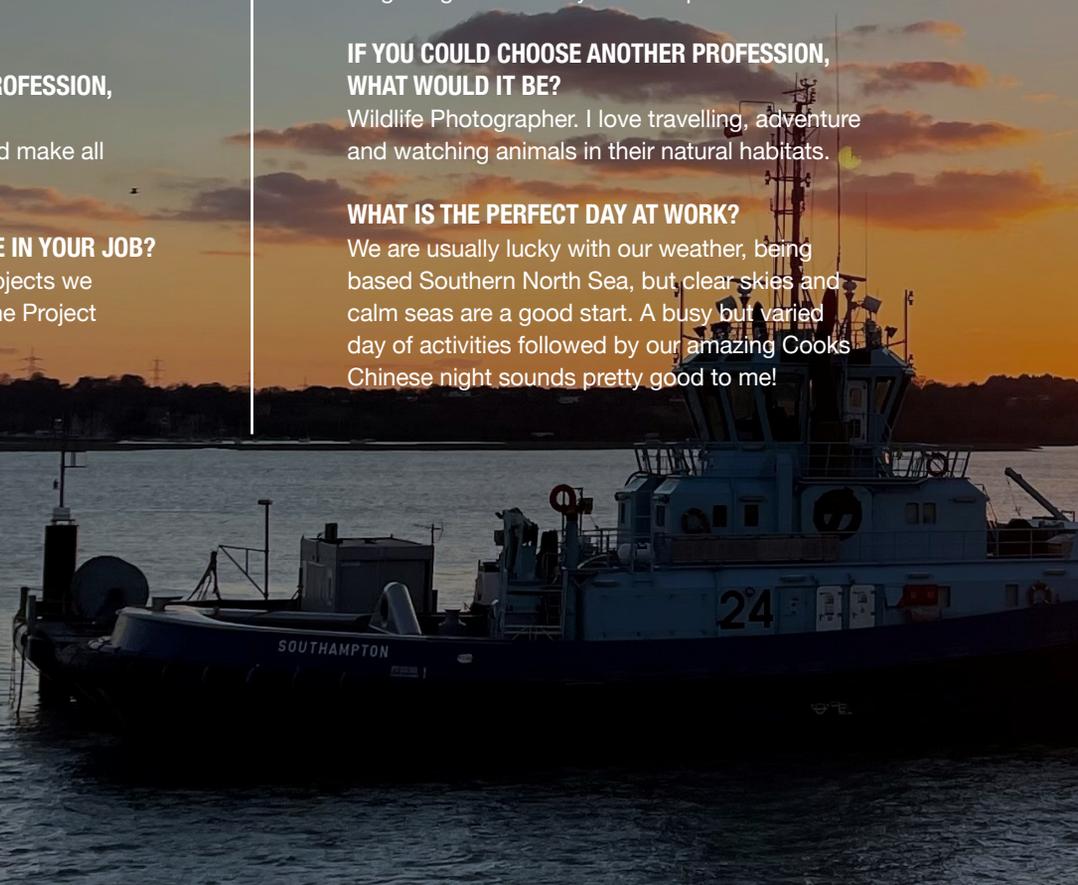
Covid brought many hurdles to us on board. Among those were keeping the Crew and Technicians separate as per the bubble rules, the recreational areas were divided, and the gyms separated by a rota. We were all used to the social distancing and face mask rules already. Covid psychologically affected me because we are required to carry out a RAT test before being allowed to join, meaning you are unsure if you will be getting home until your relief passed.

IF YOU COULD CHOOSE ANOTHER PROFESSION, WHAT WOULD IT BE?

Wildlife Photographer. I love travelling, adventure and watching animals in their natural habitats.

WHAT IS THE PERFECT DAY AT WORK?

We are usually lucky with our weather, being based Southern North Sea, but clear skies and calm seas are a good start. A busy but varied day of activities followed by our amazing Cooks Chinese night sounds pretty good to me!





Juergen Kreinbihl

**Hotel Manager –
Edda Fides/Catering Manager**

HOW DID COVID AFFECT YOUR WORK?

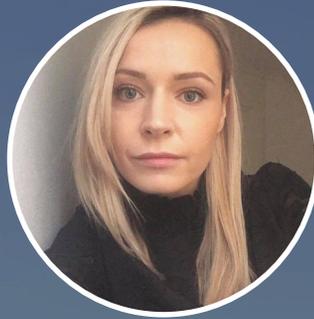
I would say that COVID affected us all very much. Especially on Edda Fides it was enormous to keep up sometimes. Anyhow the ship had a project, which gave the company and many people an opportunity to generate income in an extremely challenging situation.

IF YOU COULD CHOOSE ANOTHER PROFESSION, WHAT WOULD IT BE?

I would not choose anything else.

WHAT IS YOUR BIGGEST CHALLENGE IN YOUR JOB?

The biggest challenge is to interact with a lot of people and fulfill their needs and answer their questions. Once you solved something, a new challenge occurs



Karolina Larsen

Crew Coordinator

WHAT MAKES A GOOD WORK ENVIRONMENT?

Good and supportive colleagues, respect amongst each other – despite different opinions, and an open and honest communication.

HOW DID COVID AFFECT YOUR WORK?

To have the latest update on Covid rules and regulations, both in Norway and in other countries we operate in has been difficult, and not at least our clients' own procedures prior to crew change. Home office worked surprisingly well, especially after a few weeks when the "new routine" settled. I of course missed my colleagues but we had daily meetings to keep each other up to date.

IF YOU COULD CHOOSE ANOTHER PROFESSION, WHAT WOULD IT BE?

Fire fighter or Fire Safety Engineer.



Ekaterina Gubar

Office Trainee

HOW DID COVID AFFECT YOUR WORK?

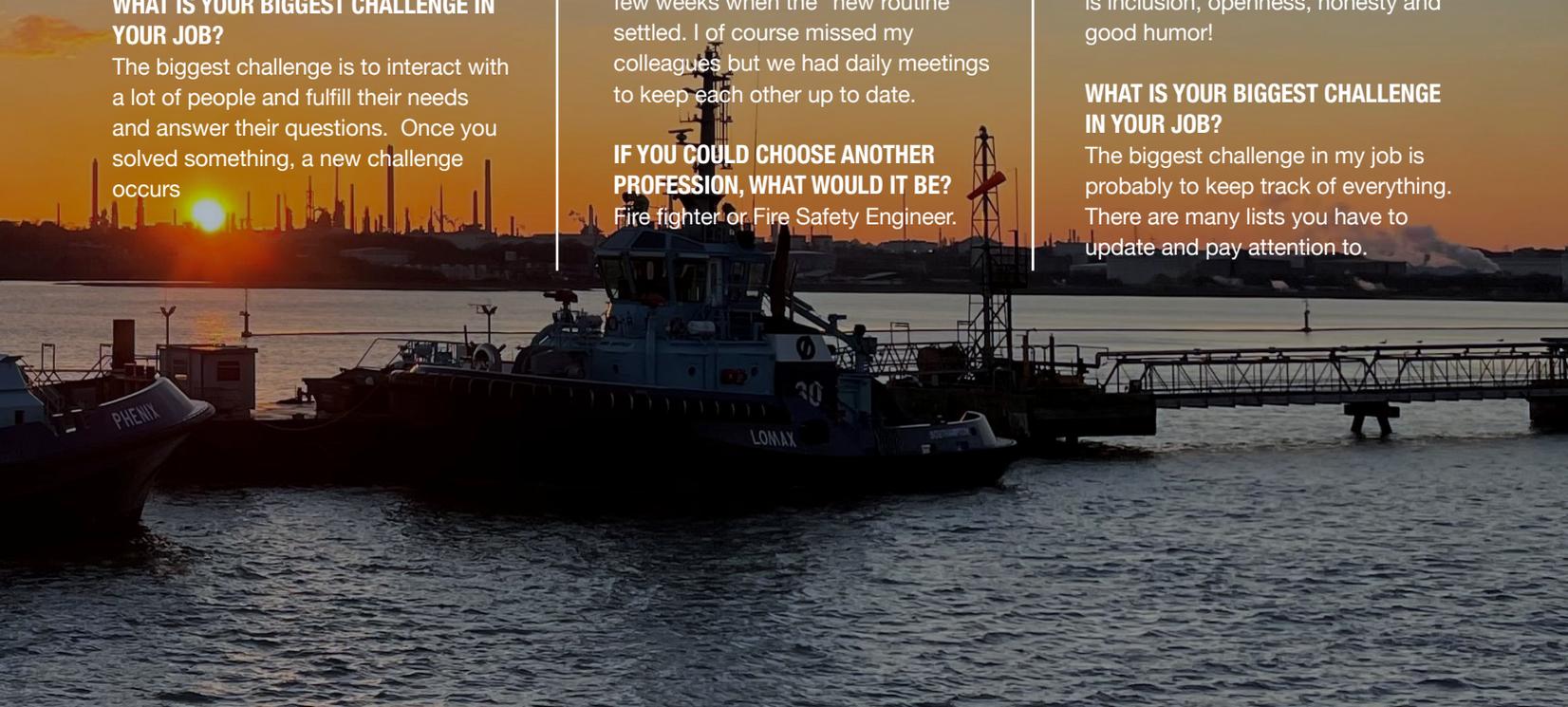
I started at Østensjø after Covid-19 began which makes it's difficult for me to compare what it was like here before the pandemic and now. The most noticeable is the disinfection, registration of guests and, of course, the distance from colleagues and visitors.

WHAT MAKES A GOOD WORK ENVIRONMENT?

If you come to the Haugesund office, you will quickly find out what a good work environment is. There is inclusion, openness, honesty and good humor!

WHAT IS YOUR BIGGEST CHALLENGE IN YOUR JOB?

The biggest challenge in my job is probably to keep track of everything. There are many lists you have to update and pay attention to.



ØSTENSJØ REDERI FACTS

Established:	1974
Vessels:	29 + 6 under construction
Segments:	Accommodation, Offshore, Offshore Wind, Towage
Turnover:	NOK 1200 mill in 2020 (Østensjø Group)
Employees:	550
Trainees:	30
Offices:	Haugesund, Aberdeen, Southampton, and Malta

CHANGES IN THE OFFICE ORGANISATION

A total of six new office employees have been added to the Haugesund office this year. Endre Mathias Gaard joined at the end of May to temporarily cover for Hilde Svendsen in the role of Chartering Manager. His background is commercial and as a business developer from company's such as Seabrokers, Riise Underwater Engineering (Rue), Ocean Installer (Havfram) and Dwellop. Project Engineer, Elise Nesse, started in June as the last addition to the project team. She is educated as a chief Engineer and has sailed on various vessels. She has also experience from Steinsvik, Østensjø Rederi and Westcon as project manager and Technical Superintendent. Kaja Anfinsen joined in July as a Personnel Coordinator. She has a Bachelor Degree in Nautical Studies and sailed as a deck cadet on a cruise ship. She also worked as an instructor at RESQ training center.

Ingeborg Kolbeinsen Lien joined in August as a Finance Controller. She holds a Masters Degree in Auditing and Accounting and her work experience is from PWC and Reach Subsea.

Ekatarina Gubar also joined in August as a Office Apprentice. Janne Lie Flage is the last employee added this year. She joined in September as HR & Administration Manager after over a decade as HR Manager in DeepWell AS. She holds a Masters Degree in Management.

CELEBRATING IN 2022

10 YEARS IN THE COMPANY

Vivi Anne Aasbø Frøland	Bjørn Atle Kalland	Eirik Tjorven Halleland	Henrik Sällman
Kristoffer Tellnes Hagenes	Carl Johan Arne	Freddy Hauge	Henrik Lovell
Øivind Nordgård	Andersson	Kåre Gunnar Fjell	Kjell Arne Olsen
Arild Danielsen	Rune Gangåssæter	Markus Simonsson	
Øystein Sjøen	Tore Odland	Jonny Sørensen	

25 YEARS IN THE COMPANY

Harald Osland	Lorentz Østensen	Oddgeir Fiskerstrand
Jarle Gustav Røksund	Henrik Lackner	

TURNING 50 YEARS

Jim-Ivar Berg	Torben Hansen	David Junge	Vidar Skjølingstad
Jostein Bygnes	Karl Anton Tobias Hansson	Jan Arve Lund	Knut Magne Vedøy
Jason Callaghan	Torbjørn Hochheim	Elias Tjøsvoll Nornes	Thomas Wiig

TURNING 60 YEARS

Alan John Casey	Malvin Matre	Oddgeir Sundgot	Terje Torsvik
David Patrick Conroy	Lorraine Poore	Stefan Hans Sundqvist	
Nils Eirik Johnsen	Tommy Skollevoll	Stein Hugo Sørensen	

TURNING 70 YEARS

Kåre Gunnar Fjell



HAGLAND

ØSTENSJØ REDERI

SJØFARTSBYGGET

RTSBYGGET

SJØFARTSBYGGET

BA



Aimin for the company targets



Celebrating 17 of May on Vivax



Tore in his right element

ON THE SOCIAL SIDE

GLIMPSES FROM 2021



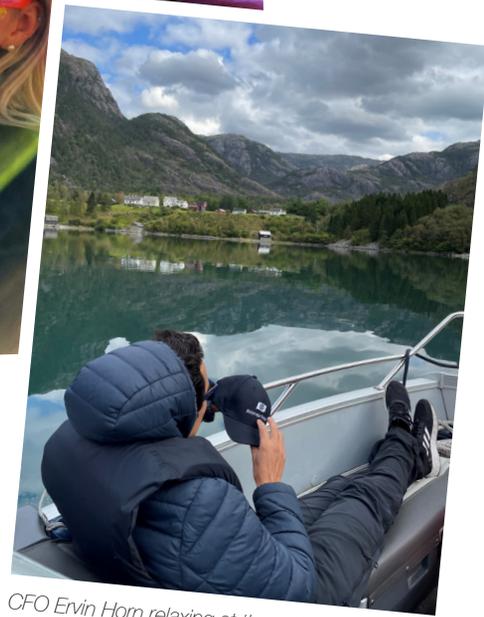
Dave Conroy receiving his 25th employment anniversary watch



Celebrating Paul Marshall on his 25th employment anniversary



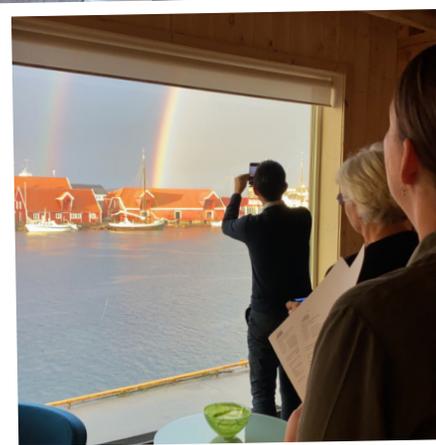
Doreen Gatt - celebrating new Chevron contract for Edda Fides



CFO Ervin Horn relaxing at the welfare cabin in Skånøvik



Master Mick Janes presenting Tim Hooper a picture celebrating his career in Østensjø Rederi



All hands on deck when a double rainbow appears in Smedasundet



The Skip him self



BBQ on Edda Fjord



Miriam Hanson, Ingeborg K. Lien and Sveinung Zahl - Østensjø Rederi Curling Team

WITH THE PULSE OF THE MARKET

Østensjø Rederi's main focus is to keep the fleet active and secure earnings. This means that long contracts must be focused on, while it is also important to provide services in the spot market.

BY BJARNE LAASTAD // PYX

As Østensjø Rederi's Chartering Manager, Endre M. Gaard's main task is to safeguard revenues in the market segments where Østensjø Rederi has a presence, and to ensure good contracts with solid customers. Østensjø Rederi has traditionally been rigged for long contracts and focused very little on the spot market. Gaard describes the spot market as a kind of taxi hub for trucks at sea.

– In addition to their long-term projects, the oil companies also have a number of shorter-term needs, such as the transport of container loads and equipment out to their offshore installations. When these needs arise, they are on the lookout for vessels in the spot market, and the pool of such vessels in the North Sea where Østensjø Rederi operates, is probably the most efficient run spot market in the world today. Here, a varying number of vessels from Norway, the UK and other countries are ready for various assignments, Gaard says.

– The spot market is extremely unpredictable. Sometimes there may be as many as ten vessels ready and available, all competing for a single assignment. This means competitive tenders and low prices. At other times, there may be several companies that have needs at the same time, with only one available vessel. Then it is beneficial to be in the market, he explains.

Today, Østensjø Rederi has three PSVs operating in the spot market; Edda Fram, Edda Frende and Edda Ferd. Gaard believes it is important for the fleet to achieve a balance between long-term contracts and participation in the spot market.

– In the short picture, short assignments are very important, because we must constantly ensure that our vessels are in activity. A vessel may receive a long-term assignment, but it will not start until a month or more. It is then important to



ensure as much work as possible in the spot market until the assignment starts. Nevertheless, I think that we may place one or two of our vessels on slightly longer contracts, and at the same time make sure that we are exposed in the spot market, but perhaps at a slightly lower extent than today, says Gaard.

The unpredictable nature of the market means that it is always important to be in good dialogue with potential customers, have the pulse of the market and to actively be marketing the services Østensjø Rederi offers.

– We keep a close eye on the oil companies' plans and needs. We must always be monitoring the availability of the vessels in the market and have a good overview of their current specifications", says Gaard. "We've been experiencing a period during which many of our competitors have had some of their vessels laid up. Several of the laid up vessels has been active in the market during the summer, which has made the competition in the market tougher. Many vessels have left the North Sea this autumn, and this has helped to improve our prospects. During the six months of winter, when sea conditions are harsher, the best vessels will emerge at the front of the queue, and it is at this time of year that we feel that we are well placed in the market, he says.

In addition to our PSVs, the tug Vivax may also take on assignments in the spot market in connection with arrivals and the occasional rig-related assignments.

WE WANT TO MAKE A REAL CONTRIBUTION

As a step on the road towards lower emissions, Østensjø Rederi wants to be able to offer more eco-friendly fuel alternatives to those of its clients looking to reduce their carbon footprint.

BY HELENE B. HELGELAND // PYX
PHOTO GRETHE NYGAARD

A STEP IN THE RIGHT DIRECTION

Fleet Manager Sveinung Zahl says that the company wants to do everything it can to reduce its carbon footprint.

“New technology will be needed to resolve the problem of emissions, but in the meantime, we will be doing all we can with everything at our disposal”, says Zahl. “That’s why we’re also looking into short-term approaches to reduce our CO₂ emissions using technologies that are already available.

BIOFUELS

One of the alternatives under investigation is biofuels. Biofuels can be used to power most diesel engines, either in pure or blended form. They are manufactured from waste materials such as animal fats or cooking oils and as such their production does not compete with growing food crops on valuable agricultural land.

“We’re talking about sustainable second generation biofuels that are designed with properties identical to those of standard diesel fuel”, explains Zahl. “Unlike earlier biofuels, these are not vulnerable to problems caused by bacteria or moisture content”, he says.

Zahl makes no secret of the fact that opinions vary as to the impact such fuels have on emissions.

“CO₂ emissions are still generated when the fuel is combusted, but this is CO₂ that is already in the atmospheric cycle, so no new CO₂ is introduced into the environment”, he says. “Some believe that this is a good thing, while others are not so sure. There are all sorts of data going around about what happens during the production of biofuels, and it’s not easy trying to navigate through the EU’s system of regulations and certificates”, says Zahl.

MARINE GAS OIL (MGO)

Another alternative that the company is assessing is the use of white MGO, which is produced by watering down diesel using an emulsifier.

“Mixing diesel with water doesn’t ring true to a seafarer”, smiles Zahl. “But its impact on emissions is well recognised



and has been the subject of research for many years. When the emulsifier is added, it enables the diesel to accept the water”, he says.

Both options are now being investigated. The technologies have been approved by Østensjø Rederi’s engine manufacturers and the fuel suppliers are in place.

“All that’s left now is to decide which is the best at reducing emissions”, says Zahl. “We want to make a real contribution – and not just on paper”, he says.

POTENTIAL PROFITS FOR CLIENTS

One thing is certain. In the future, Østensjø Rederi will be offering all its clients the option of a fuel with a lower carbon footprint. It will be more expensive than standard diesel, but may yet turn out to be a good choice.

“Many of our clients are genuinely interested in reducing their CO₂ emissions, and the reason is not hard to find”, says Zahl. “Even compared with last year and the year before, we’re seeing a clear increase in focus and a growing willingness to pay. There are also a number of incentive schemes providing excellent economic reasons for choosing alternatives such as biofuels”, he says.

The maritime sector is now on the threshold of a carbon quota system and EU is well on course with its preparations of a regulatory framework.

“The EU directive on maritime carbon quotas contains guidelines on how a company’s carbon footprint can be calculated, and how emissions can be distributed within the quota system”, explains Zahl. “This will have a major impact on the types of subsidies and incentive schemes adopted”, he says.

At all events, Zahl is clear on one point.

“Our job at Østensjø Rederi is always to be improving and to have solutions in place for our clients as soon as they feel ready to grasp the nettle”, he says.

RIDING OFF THE PANDEMIC



The pandemic has required extra work from Østensjø Rederi's employees, with testing requirements, quarantines, and ever-changing regulations to deal with. Crew coordinator Vivi Anne Aasbø Frøland looks back on a period that has been challenging for both crew and administration, and points to three important reasons why, despite all the challenges, everything has turned out alright: Good existing routines, close contact with the crew and employees who have stepped up and played their part.

BY HELENE B. HELGELAND // PYX

As a crew coordinator, Vivi Anne Aasbø Frøland has been close to both the logistical and human challenges the pandemic has brought to Østensjø Rederi. She talks about the crew from the Philippines who have had to stay onboard for very long periods due to cancelled flights, and people who have worked extra days to cover for colleagues who are ill or in quarantine. In addition, there have been strict requirements for testing and documentation, both internally from Østensjø Rederi, and from clients.

"Our crew have been patient. This has lasted a long time," says Frøland.

STRICT TESTING REGIME

The biggest challenge has been to ensure that everyone gets tested. With great variation in testing regimes from municipality to municipality, many have had to drive a long way to take the Covid test. Østensjø Rederi has an internal requirement that all crew need to be tested and have their results ready in good time before they go on board a vessel. This is to avoid people having to be quarantined in hotels or airports around the world. Early in the pandemic we had 7 employees who ended up in quarantine in a hotel in England.

"We had a situation where a person who tested negative just before departure tested positive when arriving England. It was a hopeless situation, with 7 people locked up in a hotel!", she says.

To make them feel less isolated and alone messenger groups was created, and they met up for dinner and exercising.

"They were very good at exercising, and many had over 10,000 steps a day while they were isolated in a hotel room," Frøland smiles.

It was important that the crew was ok in quarantine. Frøland

and her colleagues in the crew department were in daily telephone contact with them to find out if there was anything they needed like items of clothing, toiletries, and suchlike. An on-site agent went shopping to get them snacks and other necessities.

"They were well taken care off. But if there was one lesson we learned, it was the importance of people getting tested in good time so that they can spend their time in isolation at home," says the crew coordinator.

GOOD HELP IN EXISTING ROUTINES

In addition to Covid testing, everyone going on board has to answer a set of screening questions, both from Østensjø Rederi and from some of the clients. A lot of information needs to be gathered and, fortunately, the procedures that were in place before the pandemic have proved to be very useful.

"We already have a procedure in place for crew changes", says Frøland. "First, we send a sms stating the planned date and location and follow this up with an e-mail containing the itinerary. In that e-mail we added a link to the screening survey, where we ask if they have been healthy, had contact with someone infected, etc. If the answers are ok, they're good to go. If not, they get a message telling them to call a coordinator", Frøland explains.

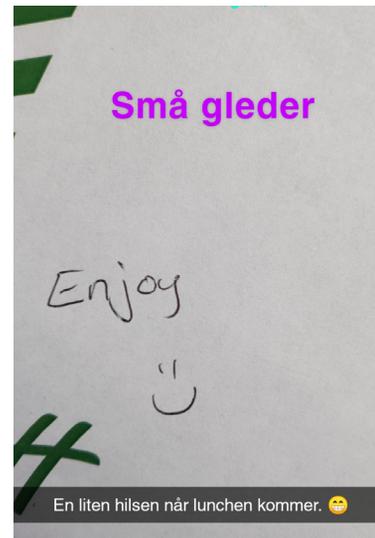
The crew coordinators already have regular telephone contact with the crew, which also makes it easier to contact us for advice and help. There have been many complicated issues, and the definition of close contacts has changed. Fortunately, they have had good help from Østensjø Rederi's corona group, which was established early in the pandemic. The group has kept up to date with the latest information and has provided guidance to the crew coordinators on special cases.



Isolation diary. A visitor at my room. Candy-man dance party



Saturday dinner



Life's small pleasures – a small greeting from those serving my lunch



Laundry time – wonder if this tub is bigger than in the previous room?



Those little goofs, making themselves comfortable – pool party today

STEPPING UP WHEN NEEDED

Despite all the extensive measures, there have been a few cases of Covid on board. At Edda Sun, the entire crew had to be quarantined, while the boat was washed down and disinfected. For the customer to experience the least possible stops, a new crew had to be in place as quickly as possible. For the crew coordinators, it was a busy session.

“Then we had to call everyone who was at home. Luckily, people answer yes, and helped when they were most needed. The story ended very well, and the vessel was only at the quayside for barely two days”, she says.

Frøland points to the efforts of the employees as the main reason why Østensjø Rederi's vessels have been able to continue operations as normal, without any interruptions due to Covid.

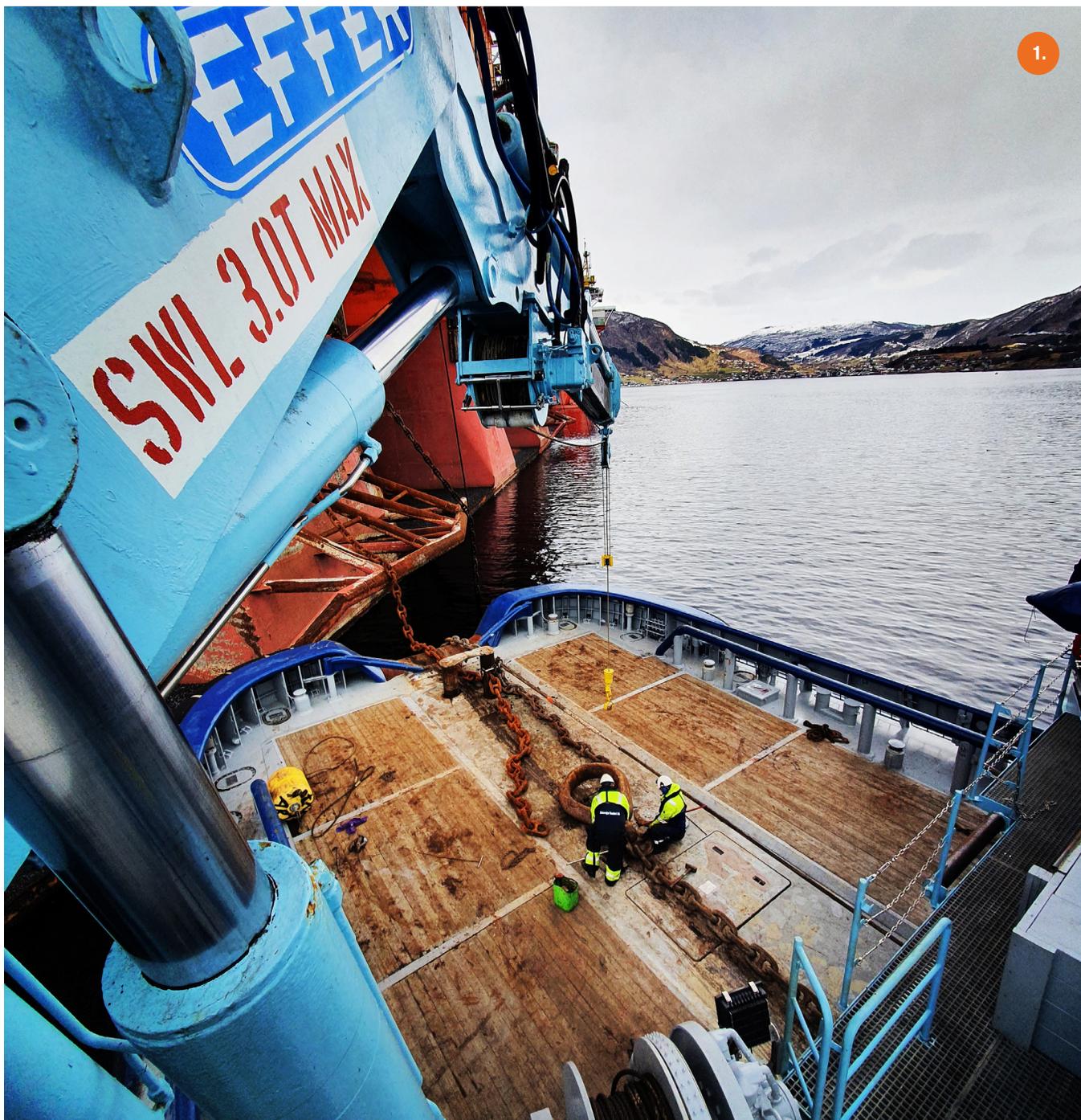
“It's gone well because people are stepping up! We have seen that when there are crises, our employees are generous and help when someone is sick. We have a great group of sailors who are ready to step up when needed,” she concludes.



Morning workout turned into a noon workout, was feeling a bit lazy this morning – 80 lovely minutes



Achieved my target of 10 000 steps today, had a bit too much energy. Luckily I had to change room during the day otherwise the company might get an invoice for worn out hotel floors.



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 2022

JURY

Østensjø Rederi editorial staff.

AND THE WINNERS ARE:

1. **MARIUS HUSTELI**
Edda Flora
2. **ADAM CHAYTOR**
Edda Passat
3. **SUNNIVA FATLAND**
Office

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



2.



3.



VESSELS & CREW

PER NOVEMBER 2021

OFFSHORE

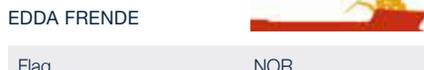


EDDA FRAM

Flag	NIS
Built	2007

Shift 1		
Konradsen	Karl Pøtter	Master
Berger	Per Lukas	Chief Officer
Alkonga	Olbert	2nd Officer
Llorca	Dan	2nd Officer
Enarle	Orlene	A/B
Sasis	Dallas	A/B
Sagsagat	Jomar	A/B
Richter	Bjørn	Chief Eng.
Edwardsen	Frode	2nd Eng.
Abaquita	Robert	ETO
Acardo	Michael	Chief Steward
Farestveit	Erlend	Cadet Eng.

Shift 2		
Øyre	Joar Andre	Master
Eide	Stig Espedal	Chief Officer
Misajon	Zanzibar	2nd Officer
Sabile	Julius	A/B
Slava	Eric	A/B
Duacao	Ralph	A/B
Harkerstad	Øystein	Chief Eng.
Hulten	Erik	2nd Eng.
Canillo	Rogelio Jr.	ETO
Tumbaly	Toriblo Jr.	Chief Steward
Brandt	William Kadir	Cadet Eng.



EDDA FRENDE

Flag	NOR
Built	2009

Shift 1		
Røksund	Jarle	Master
Kainulainen	Mikael	Chief Officer
Monsen	Henrik	2nd Officer
Tofte	Kristian	2nd Officer
Hansen	Atle	A/B
Bernardini	Gabriele	A/B
Stensletten	Robert	A/B
Kristensen	Daniel	A/B
Borg	Martin	Chief Eng.
Olsen	Thomas	2nd Eng.
Nyborg	Jan Egjil	ETO
Larsson	Leif	Chief Steward
Bjørkaker	Morten	Cadet Deck

Shift 2		
Einebaerholm	Frode	Master
Matre	Malvin	Master
Andersen	Stein Øyvind Søyland	Chief Officer
Småvik	Sven Roger	2nd Officer
Telhes	Hans Erling	AB
Sørensen	Thomas	AB
Jacobsen	Marcus	AB
Sørensen	Stein Hugo	Chief Eng.
Ersland	Joachim	2nd Eng.
Lundal	Tjerand	ETO
Alarcon	Segundo	Chief Steward
Lindset	Frank	Cadet Eng.



EDDA FERD

Flag	NOR
Built	2013

Shift 1		
Steinsland	Jan Atle	Master
Gherasim	George	Chief Officer
Olsen	Kjell Arne	2nd Officer
Stølle	Jon Harald	3rd Officer
Aase	Johannes	A/B
Karlsen	Kurt André	A/B
Aabdin	Hassan	A/B
Varpe	Kjell Bjarte	A/B
Molland	Cato	Chief Eng.
Kuse	Sven Normann	2nd Eng.
Eik	Ola Moe	2nd Eng.
Helgesen	Simen	3rd Eng.
Gjøvåg	Håvard	ETO
Haukø	Nils Rikard	Chief Steward
Karlsen	Sebastian	Cadet Eng.

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 Hattor	A/B
Lund	Jan Arve	A/B
Veia	Helge Olav	A/B
Sørensen	Anders Snøretland	Chief Eng.
Greckis	Alvis	2nd Eng.
Henriksen	Sander	3rd Eng.
Torbergsen	Odd Tode	ETO
Heggli	Frank	Chief Steward
Sundqvist	Stefan	Chief Steward
Skarheim	Rune	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
Dugaduga	Wilmor	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.
Helland	Sivert	3rd Eng.
Håkonsen	Thomas	ETO
Dalvik Moe	Per Ansgar	ETO
Torrocha	Joseph	Motorman/Oiler
Edwardsen	Nina	Chief Steward
Lauritzen	Trond	Cook
Villafania	Drandreb	Cook
Galvez	Rommel	Catering ass.
Sabeniano	Emerson	Catering ass.
Baylon	Bimbo	Catering ass.
Iversen	Kristian	Deck Apprentice
Johannessen	Herman	Engine Apprentice



Shift 2

Djupevåg	Nikolai	Master
Lund	Øyvind	Chief Officer
Waage	Andreas	2nd Officer
Marcussen	Eivind	2nd Officer
Vicente	Conrad	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	ETO
Andersson	Elias Oddvar	Chief Steward
Fjellanger	Camilla	Cook
Israel	Jason	Cook
Pagalin	Johnny	Catering ass.
Tapawan	Robert	Catering ass.
Dale	Bianca	Deck Apprentice
Djupevåg	Steinar	Engine Apprentice



EDDA SUN

Flag	NIS
Built	2009

Shift 1		
Engeset	Hans Magnar	Master
Gangåssæther	Rune	Chief Officer
Hansen	Torben	2nd Officer
Straum	Erlend	2nd Officer
Filipczak	Norbert	2nd Officer
Hopland	Kjell Arve Sterri	A/B Crane
Leirbakk	Ken Ronald	A/B Crane
Siwek	Jacek	A/B
Bak	Marek	A/B
Turzy	Ove	Chief Engineer
Belsnes	Cato	2nd Engineer
Niven	André	3rd Engineer
Espeland	Erlend	ETO
Skogheim	Martine	ETO
Veka	Richard	Chief Steward
Los	Jaroslav	Cook
Rybak	Witold	Cook
Dolnick	Martyna	Catering ass.
Ignatjeva	Alina	Catering ass.
Sæther	Ståle	Cadet Deck
Stang	Ludvig	Cadet Eng.

Shift 2		
De Jager	Arnt Olav	Master
Hinderaker-Hansen	Harald-Andreas	Chief Officer
Brudalen	Anette	2nd Officer
Utiklen	Lars	2nd Officer
Dabrowski	Alan Bartosz	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
Stokka	Kjell Oscar	3rd Engineer
Torkildsen	Fredrik	ETO
Solberg	Jan Arne	Chief Steward
Motieka	Arturas	Cook
Mach	Agnieszka	Cook
Radomska	Malgorzata	Catering ass.
Rybacka	Malgorzata	Catering ass.
Hegelund	Bernhard	Cadet Deck
Olsen	Bjørn Magnus	Engine Apprentice

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

OFFSHORE

ACCOMMODATION

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
DeGuzmand	Nap	2nd Officer
Sørensen	Jonny	A/B Crane
Stensrud	Magne	A/B Crane
Joven	Son	A/B
Llegado	Cirilo	A/B
Talge	Børge	Chief Eng.
Berg	Carl	2nd Eng.
Østervold	Sveinung	3rd Eng.
Antonisen	Harald	ETO
Bautista	Leonardo	Motorman/Oiler
Syre	Stig Bjarte	Chief Steward
Jansen	Lise	Cook
Villagas	Randie	Cook
Campollo	Jennelyn	Catering ass.
Sabalones	Annicelle	Catering ass.
Lazaga	Marian	Catering ass.
Wathne	Daniel	Deck Apprentice
Johansen	Alexander	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
Husteli	Marius	A/B Crane
Bø	Per Gunnar	A/B Crane
Manaig	Mario	A/B
Bonachita	Jovenal	A/B
Mikalsen	Øyvind	Chief Eng.
Gravdal	Morten	2nd Eng.
Fosse	Tor André	3rd Eng.
Jensen	Kim	ETO
Becari	Pablo	Motorman/Oiler
Brattsti	Kai Viktor	Chief Steward
Mittet	Rune	Cook
Damian	Luisito	Cook
Alegre	Dominic	Catering ass.
Solvio	Romeo	Catering ass.
Brun	Karsten	Deck Apprentice
Baardsen	Erlend	Electrician Apprentice

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
Acaso	Fabian	2nd Officer
Eikrem	Kai Asle	A/B Crane
Restad	Gunnar	A/B Crane
TBN	TBN	A/B Crane
Kallekodt	Håkon	A/B
Serranilla	Dexter	A/B
Pepito	Oliver	A/B
Orvik	Ståle	Chief Eng.
Skogøy	Odd Jarle	2nd Eng.
Folkestad	Eirik Stubberud	3rd Eng.
Camcho	Francisco	3rd Eng.
Penohemoso	Raul	Motorman/Oiler
Angustia	Vicente	Motorman/Oiler
Eikeland	Bjørnar	ETO
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 Calumpang	Catering ass.
Limtjan	Sheila	Catering ass.
Sa-Onoy	Sharon	Catering ass.
Lunde	Torbjørn Heberg	Cadet deck
Gjerde	Sondre	Deck Apprentice
Førland	Mats	Engine Apprentice

Shift 2

Osland	Harald	Master
Berg	Jim Ivar	Chief Officer
Hauge	Freddy	2nd Officer
Kvæl	Geir Arthur	2nd Officer
Alisdan	Jamie	2nd Officer
Dørheim	Sten Selmar	A/B Crane
Dommersnes	Endre Haugen	A/B Crane
Leikanger	Børge	A/B Crane
Ganuelas	Richard Y Pamo	A/B
Jardeleza	Onyx Carl Y Florena	A/B
Landmark	Øyvind	Chief Eng.
Merour	Per Sebastian	2nd Eng.
Thomsen	Jan Erik	3rd Eng.
Canonio	Raul Tocol	3rd Eng.
Nailles	Jose	Motorman/Oiler
Pettersen	Sten Øyvind	ETO
Fernandez	Frank Joey	Electrician ass.
Kaspersen	Svein Arne	Chief Steward
Wik	Jan Inge	Cook
Fernando	Alvin Gameng	Cook
Flores	Pamela	Catering ass.
Renzal	Marlina	Catering ass.
Kimmyong	Nancy	Catering ass.
Templa	Sheryl	Catering ass.
Straumstein	Svein	Cadet deck
Ferkingstad	Sander	Deck Apprentice
Alne	Alexander	Engine Apprentice

EDDA FIDES



Flag	NOR
Built	2011

Shift 1

Brekke	Inge Hansen	Master
Lackner	Stian	Chief Officer
Huttinga	Hugo	A/B / Gangway Op.
Lothe	Johan Andreas	A/B / Crane
Strand	Thomas	A/B
Valdal	Victor	Chief Eng.
Nautnes	Torbjørn	2nd Eng.
Moe	Sander Andersen	3rd Eng.
Fjeldstad	Lars	3rd Eng.
Lackner	Henrik	ETO
Volden	Håvard	Hotel Manager
Kreinbihl	Juergen	Hotel Manager
Walterfang	Trygve	Cadet Eng.

Shift 2

Linga	Einar	Master
Odland	Tore	Chief Officer
Haasdijk	Michel	A/B / Gangway Op.
Tjøsfall	Einar	A/B / Crane
Wikstrøm	Roy	A/B / Crane
Henriksson	Lars	Chief Eng.
Nordvik	Martin	2nd Eng.
Henriksen	Kristoffer	3rd Eng.
Tufteland	Oddbjørn	ETO
Skollevoll	Tommy	Hotel Manager
Kjøraas	Johannes	ETO apprentice

VESSELS & CREW

PER NOVEMBER 2021

RENEWABLE

EDDA FJORD



Flag	NIS
Built	2002

Shift 1

Melvaer	Håvard	Master
Mæhle	Anders	Chief Officer
Andersen	Øyvind	2nd Officer
Moe	Mats	2nd Officer
Ambat	Emel	2nd Officer
Myklestad	Terje	A/B Crane
Henriksen	Helge	A/B Crane
Intes	Abraham	A/B
Rudinas	Ricky	A/B
Fjell	Børge	Chief Eng.
Jacobsen	Even Dueland	2nd Eng.
Lilleheil	Edvard	3rd Eng.
Lervik	Sindre Salhus	ETO
Nagas	Christopher	Motorman/Oiler
Baretto	Catherine Kari	Chief Steward
Farnador	Richard	Cook
Saraspe	Christopher	Cook
Ortiz	Edlezen	Cat.ass
Collantes	Mark Gregorio	Cat.ass
Høyland	Christian	Cadet Deck
Østby	Philip	Electrician Apprentice

Shift 2

Olsen	Gert Trygve	Master
Stokken	Jarle	Chief Officer
Helland	Simon	2nd Officer
Ljosnes	Tobias	2nd Officer
Degrell	Fredrika	2nd Officer
Amar	John Edwin	2nd Officer
Hochheim	Torbjørn	A/B Crane
Johansen	Avid Inge	A/B Crane
Malmis	Arvy	A/B
Edvardsen	John Einar	Chief Eng.
Wilhelmsen	Knut Øivind	2nd Eng.
Solbakk	Espen	3rd Eng.
Müller	Runar	ETO
Lustracion	Simeon	Motorman/Oiler
Junge	David	Chief Steward
Ozoa	Rito	Cook
Vargas	Brenda Lee	Cat.ass
Rodriguez	Jason	Cat.ass
Ilao	Michael	Cat.ass
Dame	Claus	Cadet Deck
Ånensen	Line Marie	Engine Apprentice

EDDA PASSAT



Flag	NIS
Built	2017

Shift 1

Monks	Paul	Master
Graham	Martin	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
Strzala	Michal	A/B
Chaytor	Adam	Workboat Deckhand
Feeney	Patrick	Workboat Deckhand
Small	Joel	Chief Engineer
MacRae	James	2nd Eng.
Rudnik	Blazej	3rd Eng.
Luczak	Mateusz	Motorman
Radic	Dujo	ETO
Korytkowski	Marcin	Chief Steward
Szcebra	Jaroslav	Cook
Mandel Sasin	Sylvia	2nd Cook
Falk	Piotr	Catering ass
Przeclawski	Sebastian	Catering ass
Torbinska	Malgorzata	Catering ass

Shift 2

Astley	Edward	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
Szwedko	Kamil	A/B
Coates	Fraser	Workboat Deckhand
Dennis	Fraser	Workboat Deckhand
Barton	Graeme	Chief Engineer
Mortimer	Tristan	2nd Engineer
Olechno	Kornel	3rd Engineer
Pietrzak	Dawid	Motorman
Legun	Jaroslav	ETO
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	NIS
Built	2018

Shift 1

Wallace	David	Master
Picken	Craig	Chief Officer
Ivanov	Bohzidar	2nd Officer
Fairbairn	Stuart	3rd Officer
Horton	Mark	AB/GW/CR
Jones	Robert	AB/GW/CR
Clark	John	AB/COX
Cadden	Conor	AB/COX
Hudson	Ian	A/B
Cargill	Paul	A/B
Bailey	James	Chief Engineer
Pool	Martyn	2nd Eng.
Macdonald	Greg	3rd Eng.
Locker	David Hamilton	GP rating
Marchetti	Michael	ETO
Cook	Arthur	Chief Steward
Boreham	Darryl	Cook
MacIver	Naomi	Cook
Rees	Stephen	Catering ass
O'Toole	Gillian	Catering ass
TBN	TBN	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	A/B
Bullock	John	A/B
Menzies	Colin Patrick	Chief Engineer
Williams	Steven	2nd Engineer
Corr	Shaun	3rd Engineer
Macay	Daniel	GP rating
Katkoría	Rajesh	ETO
Morgan	Gary	Chief Steward
Goldie	Andrew	Cook
Duffy	Robert	Cook
Elsmere	Sarah	Catering ass.
O'Toole	Katie	Catering ass.
Ignacio	Elle Sophia	Catering ass.

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

TOWAGE

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VESSELS & CREW

PER NOVEMBER 2021

TOWAGE

VIVAX



Flag	NOR
Built	2008
Bollard pull	80 T
Length	32 m

Shift 1

Vægelid	Kyrre	Master
Hellesøy	Kenneth	Chief Officer
Nilsen	Olav Rasch	A/B
Coventry	Kristoffer	A/B
Simonsson	Markus	Chief Engineer

Shift 2

Sjøen	Svein Magne	Master
Ydstebø	Johan	Chief Officer
Sørstrønen	Andreas	Chief Officer
Berge	Ole Børre	A/B
Noel	William	A/B
Sällman	Henrik	Chief Engineer
Gjerde	Jostein	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

Oddøy	Olav-Morten	Master
Pedersen	Fritjof	A/B
Berglund	Tommy	Chief Engineer

AUDAX



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

Shift 1

Kalvø	Jostein	Master
Bygnes	Jostein	A/B
Andersen	Geir Arne	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

Olsen	Peder Varne	Master
Fredriksen	Frode	Master
Nordgård	Øivind	A/B
Bjørnevik	Johannes	Chief Engineer

Shift 2

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



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

OFFICE

Chief Executive Officer

Kristian Helland Vea

OPERATION AND TECHNICAL

Fleet Manager Offshore
Fleet Manager Offshore Wind
Fleet Manager Towing and Accommodation
Area Manager Offshore UK
Area Manager Towing UK
Project- and Document Controller
Loading Master
Technical Manager Offshore
Technical Manager Towing
Technical Manager Accommodation
Technical Manager Offshore
Technical Superintendent
Technical Superintendent
Technical Superintendent
Technical Superintendent

Alf Helge Lyngholm
Stian S. Waage
Sveinung Zahl
Phil Brown
Nick Jeffrey
Miriam Hanson
Wiggo Aspen
Knut Hansen
Tor Eirik Huse
Ronald Strøm
Tore Velde
Rune Landaas
Andreas Strand
Jarl Einar Ånensen
Helge Fagerland

HR AND ADMINISTRATION

Crew Manager
Competence and Recruitment Manager
Senior Crew Coordinator
Senior Crew Coordinator
Crew Coordinator
Crew Coordinator
Course Coordinator
HR- and Administration Manager
Administration Coordinator
Office Trainee

Olav Tveit
Jorunn Henriksen
Vivi Anne Aasbo Frøland
Ine Mellemstrand
Kaja Anfinsen
Karolina Larsen
Sillje Elin Skår
Janne Lie Flage
Janne Fagervik
Ekaterina Gubar

HSE&Q

HSEQ Manager
HSEQ Engineer
HSEQ Engineer
HSEQ Engineer
QA Engineer

Elias T. Nornes
Knut Fredrik Slåke
Knut Magne Vedøy
Thomas Wiig
Liv Johanne Snare

FINANCE AND ACCOUNTING

Chief Financial Officer
Investment Director
Accounting Manager
Accountant
Accountant
Accountant
Financial Controller UK
Financial Controller
Financial Controller
Financial Controller
Finance and Communication Coordinator
Payroll and Administration Coordinator
General Manager Malta

Ervin Horn
Håvard Framnes
Anett Underhaug Våge
Ingrid Bergersen
Jorunn Eskevik
Frida Kittelsen Qvale
Lillian Ørke
Lisa Vail
Ole Jesper Haugland
Linda Føyen Larsen
Ingeborg Kolbeinsen Lien
Katrine Hausken Hustvedt
Lori Poore
Doreen Gatt

CHARTERING

Chartering Manager
Chartering Manager
Charterer
Charterer and Contract Controller

Endre M. Gaard
Hilde Svendsen
Sonja M. Østensjø
Vivian Steinsvik

IT

IT and Logistics Manager
IT Coordinator
IT Coordinator
IT Coordinator

Steinar Hindal
Bjørn Kallevik
Vidar Skjølingsstad
Vidar Svendsen

PROJECT

Chief Project Officer
Senior Project Engineer
Project Engineer
Project Engineer
Advisor

Egil Arne Skare
Vidar J. Håheim
Arne Jakob Eide
Elise Nesse
Carl Johan Amundsen

Yard Supervision

Master
Master
Chief Engineer
Chief Engineer

Pål Fredrik Hjelmland
Thorvald Egeland
Øyvind Sævik
Johan Andre Johannessen

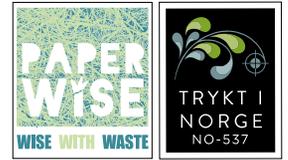
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Returadresse / Return address:

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



NORGE P.P. PORTO BETALT



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