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SJØFARTSTIDENE

ØSTENSJØ REDERI | 2022



Building vessels for an unknown future
– sustainability in new projects

Planning new vessels

Keeping close connections

Interview with Jonas Ytterstad, Crew Manager

SUSTAINABLE PAPER

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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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PHOTO: GRETHE NYGAARD

EDITORIAL

Full speed ahead

We are about to leave behind a year that has been eventful and exciting for Østensjø Rederi in many ways. It's been my first full year as CEO and it's been good to take part in planning the year from the beginning.

I am surrounded by incredibly competent colleagues who know their trade and contribute to moving the company forward, both at sea and onshore. It's incredibly reassuring – and inspiring!

Operationally, we have had a very good year, and the market looks promising. The vessel demand is improving, and we have a healthy backlog. The operation of the vessels Edda Sphynx and Edda Savannah, as well as the building supervision and operation of the five new vessels for Edda Wind, will increase our workload and nearly double the offshore fleet in the next year. Going forward and into next year, we expect the market to continue to stay strong and to provide a high level of activity, both in the offshore- and tug segments.

I am proud of our safety culture and pleased to see how hard each and everyone works to create a safe working environment. The statistics are good, although we unfortunately still experience injuries at work. We must continue our strong focus on safety and preventive work every day.

2022 has been characterized by reorganization and focus on digitalization. Increased activity, larger volumes, and more demanding regulations require us to continuously adjust and adapt our organizational structure, routines and systems. Through initiating and investing in digitalization we are improving our processes and streamlining everyday routines - rigging our organization for the future. This is an important task that I hope and believe will contribute significantly in a positive direction for everyone who works for and with us.

A small but important part of this is the implementation of Workplace as a tool for everyday information and communication. With Workplace it's become easier for everyone to stay up to date with what is going on in our organization – whether working at sea or onshore.

Østensjø Rederi has been working with sustainability and energy efficiency measures for decades. However, with more

rigid regulations, our own and customer demands, and the general need for more sustainable operations, it has required a more systematic approach. We are constantly looking for ways to reduce emissions and protect the environment, and I experience that this is firmly rooted in the backbone of the entire organization. We are pushing to contribute where we can. I am proud of the effort that is put into this work, and I look forward to the continuation.

Sustainability is however about much more than climate and emissions. It also includes working towards achieving gender equality and diversity. Østensjø Rederi shall be the company of choice and a workplace for everyone.

Our industry has historically been, and still is male dominated at sea and even though more women see the opportunities that lie in a maritime career now than before, there is a long way to go before reaching better gender equality in our industry. Østensjø Rederi, along with the industry, must continue our efforts to ensure that more women will choose a maritime career.

My impression is that we are perceived as an attractive workplace - for everyone. If we are to secure the necessary expertise for the future, it will be crucial to be a preferred workplace.

I'm glad we are a company with forward-looking owners, who know the industry well and are willing to change and provide autonomy. We have honorable employees who are passionate about our company and understand that we must constantly adapt. This makes me optimistic about the future.

I would like to thank everyone for their efforts this year and wish everyone a Merry Christmas, whether you have time off with your family – or are at work for Østensjø Rederi.

Kristian Helland Vea,
CEO



Keeping close connections

Jonas Ytterstad has worked with crew logistics in various offshore shipping companies throughout his career and seeks to maintain close relationships with the crew. In September 2022 he started as Crew Manager in Østensjø Rederi.

BY BJARNE LAASTAD // PYX
PHOTO: GRETHE NYGAARD

He has been responsible for crew management at DeepOcean, Hagland Shipping, and Knutsen OAS, but it was completely coincidental that he happened to devote his life to people at sea.

– That I would end up in offshore shipping was very coincidental! I had very little connection to the sea. One of my great-grandfathers was a coastal pilot in the old days, but a maritime career was not on my radar, says Ytterstad.

What he knew was that he wanted to work with people. He, therefore, studied administration and organizational theory in Bergen and specialized in occupational- and organizational psychology.

Random entry into the maritime industry

– When I was about to enter the job market, my goal was to get a job in the private sector, in a fast pace and ever-changing

environment. I must admit that I was blown away by how many exciting jobs existed at Haugalandet. I wasn't conscious of that at the time, and just as I had started reading job advertisements, an exciting Crew Coordinator position appeared in DeepOcean's maritime department. At the time they owned some vessels and handled the maritime crew themselves. I was thrown into it and given a lot of responsibility which I learned a lot from.

Although Jonas knew little about the maritime industry, he quickly discovered how exciting it was.

– It turned out to be an industry with a great willingness to change, and where changes occurred quickly and often. The maritime industry is completely different today than when I started 11 years ago. Regulations have changed, and the economy has changed, as have the demands of customers. It is important to constantly be able to adapt, says Jonas.

Jonas grew up at Bleikemyr, in the north end of Haugesund, but lived his first year in Oslo. A year that gave him a rolling R that stayed with him since.

– I speak Haugesund dialect, but it's a bit different because of my R's. Once, when I was working in a paint shop in my youth, I got a call from a lady, who pretty quickly told me that she would rather talk to someone who was Norwegian, he laughs.

Want a close relationship with the crew

One of the reasons he decided to bring his expertise to Østensjø Rederi was the desire for closer contact with the crew.

– Østensjø Rederi has always had a very good reputation and solid values at the core. The culture here is based on honesty and trust in the employees, which align with my personal values. I am committed to maintaining good relationships and collaboration between the coordinators and the crew. One of my main tasks will be to make sure that the conditions are right for that, he emphasizes.

While tankers rarely come to port, Østensjø Rederi's fleet is different.

– Here the offshore vessels stop by Killingøy for mobilization and crew changes, and the tugboats are often connected to terminals. It makes it easier to keep a closer relationship with captains and crews. Good dialogue is very important to me because it creates trust and makes it easier to bring up issues.



I'm committed to being accessible, and I'm pragmatic. I don't want people to keep quiet about things they find problematic, but rather that they bring it up so we can find simple and good solutions together.

A slightly different perspective

His job is by no means without challenges. With demanding and complex regulations, different segments and tariff areas, and crews in several different time zones, it is difficult to limit the work to 9-5.

– It requires a lot of experience, and since the industry keeps evolving there are always new things to learn. It is a bit like house renovation, when you finally finish one room, it becomes clear that the next room also needs to be upgraded. Then it's good to be able to surround yourself with experienced and highly skilled colleagues. I have no plans to make major changes, but rather build on what already works, and allow for organic changes over time. I have a slightly different background than my predecessor Olav, who originally had an operational background. Here I will be dependent on collaborating with my operational colleagues. At the same time, I believe that with my HR background, I can add other qualities and perspectives.

Whiskey and underwater rugby

Jonas is conscious of separating work and leisure, although he tends to check his email, even outside the office.

– I like to keep up and be available. But I also manage to limit it and unwind with a run in Djupadalen or by spending time with my family.

At home, he has a wife and two children, ages 3 and 7.

– I'm definitely a family man and as a father of young children, life is hectic. I also try to nurture social relationships and appreciate time with good friends. I just started a whisky club with a few good friends. We joined the Norwegian Whisky Association and bought a cask of whisky, carefully filled and stored at a local distillery. I don't know much about whiskey at all, but I'm interested – and I have ambitions to learn more, he smiles.

In his youth, he tried his hand at both soccer and judo but grew tired of it. However, he found a sport that kept him engaged for several years.

– Underwater Rugby! Quite by chance, but at that time Haugesund had a participant on the national team, and there was local engagement. I enjoyed the team collaboration and the challenges that went into it. A couple of us also got to train with the adult team, and it was a fun time. The teams consist of six players, and as the name implies, most of it takes place underwater. It's important for the whole team to be efficient and accurate," he explains. And closely connected. Abilities he is guaranteed to benefit from as Crew Manager at Østensjø Rederi.



Analysis of the LOHC-BT (c) Hydrogenious LOHC Technologies

Edda Breeze LOHC Room

Hydrogenious LOHC Maritime – a status update

Since checking in with Hydrogenious LOHC Maritime in 2021, a CEO is in place and the company is constantly taking new steps toward developing a zero-emission hydrogen-powered propulsion system, starting with a prototype to be tested on one of Østensjø Rederi's Platform Supply Vessels (PSVs).

BY HELENE HELGELAND // PYX

Øystein Skår was made CEO of Hydrogenious LOHC Maritime in February 2022 and has had a busy and exciting start.

Zero-emission

Hydrogenious LOHC Maritime, the joint venture formed by the Østensjø Group and Hydrogenious LOHC, is preparing to develop and market an emission-free onboard propulsion system. The system is based on a first-of-its-kind LOHC/fuel cell solution. With the LOHC principle of binding the hydrogen to a liquid organic carrier, benzyl toluene, Hydrogenious LOHC Maritime will be able to offer a safe, practical and low-cost zero-emission solution for the operation of vessels.

- Promoting the solution and informing the maritime market about our pathway of not only decarbonizing the industry but being able to offer a viable path to a zero-emission solution, is therefore a very important job. We believe this can revolutionize the industry, says Skår.

At the center of the development is the pilot project HyNjord, which is supported by Enova.

- On the technical development, we are currently finalizing the details for the pilot HyNjord. When these are in place, we will start the process of purchasing the necessary components, Skår explains.

Østensjø Rederi's PSV Edda Ferd is one of the vessels being considered for having the prototype installed. The prototype will be installed in containers on the deck for testing the solution in a maritime environment. Later, the new LOHC-prepared Edda Wind vessels are the first planned vessels to receive full-scale solutions for zero emissions operation. LOHC solutions will be offered to all suitable vessels in the future.

- If things go according to plan, construction will start at the end of next year and the company will hire a project manager to keep procurement and construction on track, Skår says.



Low cost hydrogen distribution

Use of existing fossil fuel infrastructure



Fast and familiar fueling process

Use of a liquid as a fuel



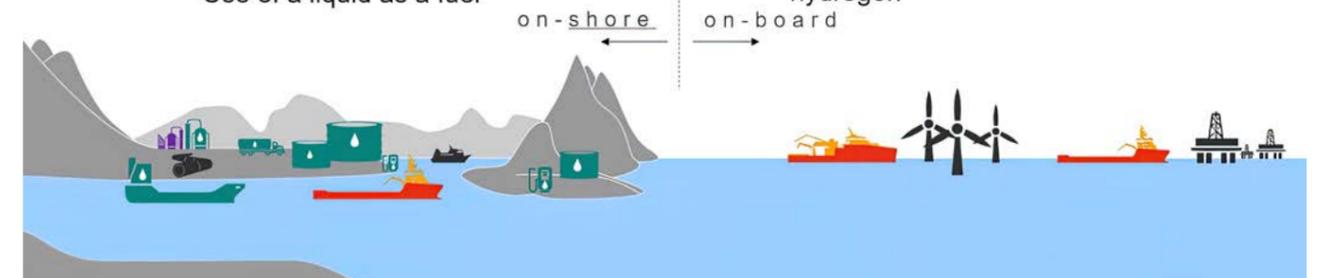
Low cost on-board storage

Use of existing fossil fuel storage tanks at ambient conditions



High safety

Minimal amount of molecular hydrogen



Edda Wind ready for zero-emission systems

Edda Wind already owns vessels prepared to run on a zero-emission propulsion system based on LOHC.

- We make sure that the technology we develop is compatible with the Edda Wind vessels, so they can operate on LOHC and have zero emissions as soon as we have a functioning solution, says Skår.

Egil Arne Skare, Chief Project Officer in Østensjø Rederi, has been central in the start-up of Hydrogenious LOHC Maritime. He tells us that they are already promoting zero-emission solutions to their customer base.

- The Edda Wind vessels are prepared to take on board this

technology, so it is really up to us to encourage Edda Wind's customers to choose to run zero-emission operations based on LOHC.

Secured funding

Hydrogenious LOHC Maritime has received financing for the pilot project from Enova, and they have applied for further funding to realize the next construction phase.

- We are experiencing a lot of interest in this technology, both among vessel- designers and owners. We are looking forward to promoting this zero-emission solution to the market, and creating even more engagement in the maritime industry says Skår.

Edda Freya – the subsea giant

Edda Freya is one of the largest and most advanced offshore construction vessels of its kind. Designed by Salt Ship Design, it started as an ambitious project with a clear environmental objective.

BY HELENE HELGELAND // PYX
PHOTO: FABIAN ACAS

The vessel was designed for the North Sea market, with features especially suitable for Riser Replacement - replacement of risers that run from the seabed up to the platform. Edda Freya has a 2250 square meter deck and is equipped with a 150 tons cable laying system (VLS), two ROVs, two offshore cranes with a working depth of 3000 meters, and a storage carousel for risers of 3000 tons.

An ambitious project

Egil Arne Skare, Chief Project Manager in Østensjø Rederi, recalls that the Edda Freya project was a result of Østensjø Rederi's and DeepOcean's long-lasting relationship.

- DeepOcean had a clear vision of what they wanted: a top-notch vessel with a large capacity that could compete on environmental technology.

Skare explains that Østensjø Rederi had just finished Edda Ferd - a prototype vessel with an environmentally friendly propulsion solution. And now, they were going to make this giant vessel work on the same principles.

- It was a very ambitious project, in many ways. You have the environmental aspect, as well as a lot of top-side equipment, with cable-laying equipment and ROVs, and a massive deck where almost every meter is certified for welding, says Skare.

In demand

Endre Mathias Gaard, Chartering Manager in Østensjø Rederi, characterizes Edda Freya as a vessel with a very good reputation:

- It is a purpose-built vessel for the subsea market, with state-of-the-art equipment and technology. It is one of the newest and most advanced vessels for these kinds of operations, making it attractive in the market.

A powerful vessel with a lot of capacity

Since delivery in 2016, Edda Freya has performed several different tasks such as replacing risers, laying concrete mats, performing heavy lifting, and various maintenance, repair, and inspection work offshore. In addition to being built for advanced offshore operations, it is also designed to be a comfortable living space for the crew and everyone on board.

Currently, Edda Freya is chartered on a long-term contract with DeepOcean, at least until 2024. Gaard does not believe that it will be difficult to secure new contracts for the vessel.

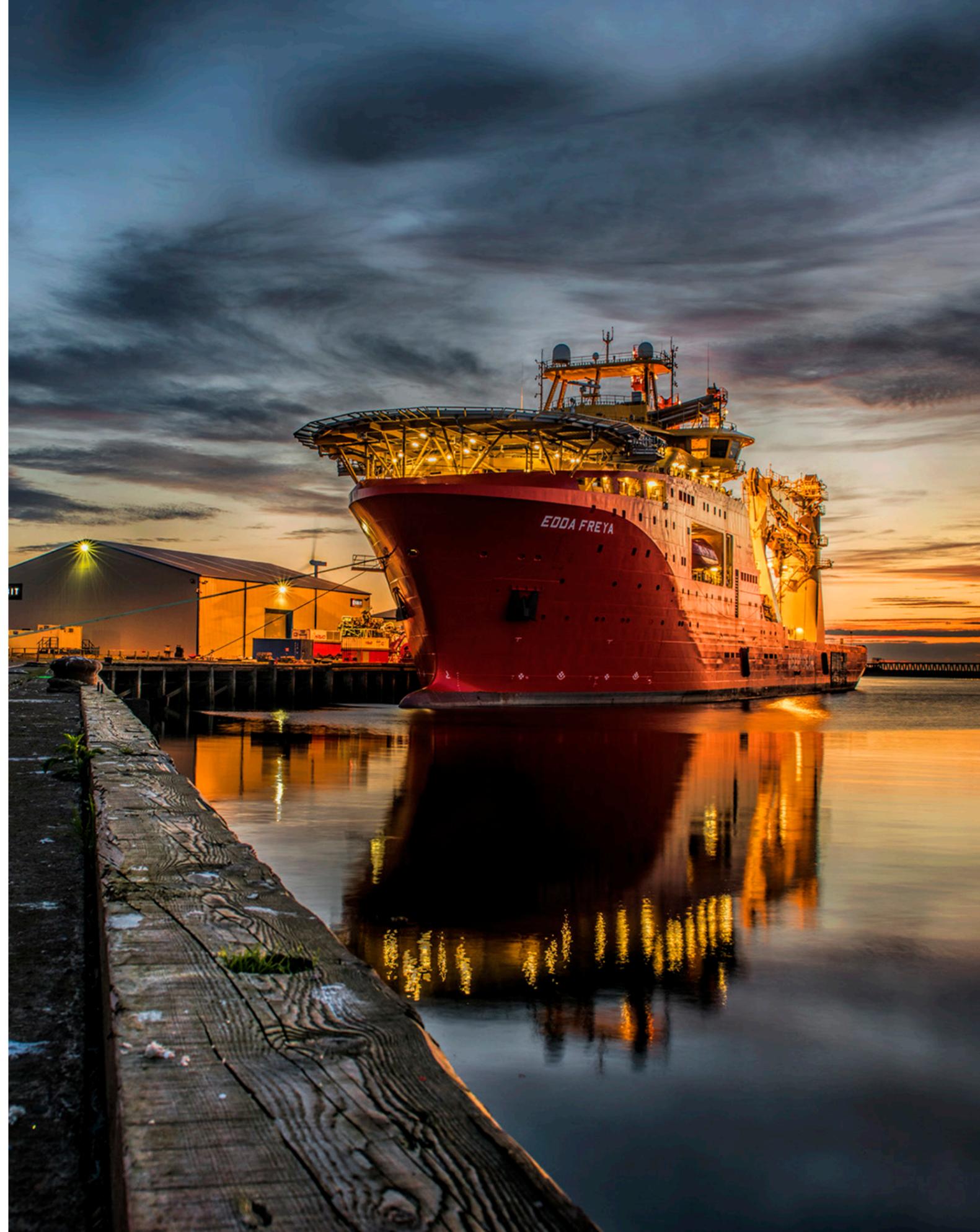
- In the current market, this type of vessel is in high demand. As the subsea infrastructure ages, it will need more maintenance. New discoveries will also need to be connected to existing infrastructure. There are only a few dozen vessels in the world with a similar VLS system to Edda Freya's, and the vessel can perform many other heavy tasks as well, so we do not expect it to be challenging to secure work for her in today's market, he explains.



Egil Arne Skare



Endre Mathias Gaard





Alf Helge Lyngholm, Fleet Manager

Edda Fonn's new life in the Royal New Zealand Navy

Edda Fonn started her career as Østensjø Rederi's first purpose-built survey vessel. Now she leads a very different operation in the Royal New Zealand Navy, sailing under the name HMNZS Manawanui.

BY HELENE HELGELAND // PYX
PHOTO: GRETHE NYGAARD

Fleet Manager Alf Helge Lyngholm was the Master of Edda Fonn for a short period, from 2008 to 2009.

- Edda Fonn was our first vessel where the construction was based on the cooperation between the vessel owner and the charterer. It taught us a lot about how the charterer's operational experience could assist us in making the vessel as tailor-made as possible for her operations.

Lyngholm explains that the layout of the vessel was decided by Østensjø Rederi, but the charterers were outfitting the equipment they wanted on board.

- We have learned a lot since Edda Fonn, and now the charterers are involved in equipment and layout even earlier in the process, says Lyngholm.

Makeover

In 2018 the vessel was sold to the Royal New Zealand Navy. Lyngholm remembers what made the navy choose that exact vessel.

- Norway has a solid reputation for building and outfitting offshore vessels. Several potential vessels were inspected and considered, but in the end, Edda Fonn was selected for her agility and precise maneuvering. The layout suited the navy's needs, and the vessel was well maintained. We always aim to keep our vessels in good condition, and the crew has cared well for the ship, so she was well maintained at an age of 15 years, says Lyngholm.

Included in the sale was extensive remodeling. Naval architect Carl Johan Amundsen AS was the project manager for the conversion, which was completed in Denmark.

- The ship was adapted for military purposes, they got

surveillance equipment mounted in the hull and the option of taking divers on board. It was also repainted in navy colors, Lyngholm tells us.

Search, recovery and surveillance

Edda Fonn was renamed HMNZS Manawanui by the Royal New Zealand Navy and is the fourth naval ship to bear this name. Its primary role is to do survey work, in addition to being a work platform for complicated diving operations and Remote Operator Vehicle (ROV) operations. The vessel also has an offshore crane, which makes it suitable for rescue operations.

All three capacities have been used simultaneously on several occasions after the navy took over, for example during an exercise in June, where they located and rescued a light aircraft from the sea floor. The vessel also took part in Operation Render Safe, where naval teams from Australia, New Zealand, Canada, and the United States, collaborated to remove underwater bombs from the Second World War from the coast of Tuvalu. HMNZS Manawanui participated in the world's largest international maritime exercise, RIMPAC, in 2020, where they practiced humanitarian aid and disaster responses, maritime surveillance patrols, and maritime security operations.

Through the moon pool

The vessel is designed to be a good working platform for divers, and it has a wet bell and a special feature called a "moon pool". This is a hole running through the ship, rising to the height of the cargo deck. The wet bell, where there is room for up to three divers, is lowered through the moon pool so that the divers can enter the water under the ship. This enables extremely controlled dives and combined with ROVs, offers many exciting opportunities in search, rescue, and maritime surveillance.





Remota offices at Killingøy. From the left: Sveinung Soma, CEO in Remota, Håvard Framnes, Investment Director Østensjø Group, Øyvind Mikalsen, CEO DeepOcean and Kjetil Ramstad, CFO Solstad Offshore.



Remota will offer remote operations and semi-autonomous maritime services to existing vessels, remote operations of ROV's and USV's. Photo: DeepOcean

Remota – Towards remote-controlled operations

The drive for remote operations in all parts of the maritime industry is strong. With Remota, the Østensjø Group joins the development at an early stage.

BY HELENE B. HELGELAND // PXX
PHOTO: GRETHE NYGAARD

Remota is a collaboration between the Østensjø Group, Solstad Offshore, and DeepOcean. Håvard Framnes is the Investment Director of the Østensjø Group and a member of the Board of Directors of Remota. He explains that being part of this development is strategically important.

- Digitalisation, remote control, and autonomy will become important in the future. We want to be part of that development to make sure that we maintain competitive in the future, while at the same time reducing emissions and increasing safety.

In addition to Remota, the Østensjø Group, Solstad Offshore,

and DeepOcean have also created a joint venture that will develop, build and charter Unmanned Surface Vessels (USV). The first vessel is expected to be delivered in 2024. These vessels will be operated by Remota.

Transforming the offshore shipping industry

Sveinung Zahl, Chief Operating Officer (COO) at Remota, says that ROVs are already being controlled remotely from the center on Killingøy. In the 1st quarter of next year, a subsea autonomous inspection drone will be launched, and in 2024 they will begin testing a USV. He is clear about their intentions: To change the way the maritime industry works.



The Company's first Remote Operations Center will function as a control center for drone technologies

- There are three drivers for this technology: The first is personnel costs. For example, controlling the ROV from Killingøy means less idle time for the ROV operators than if they were doing it from the vessel. Secondly, remote control reduces man-hours in an exposed environment, reducing the risk of injury. Thirdly, it allows us to build smaller vessels, which will reduce the CO2 footprint of operations, says Zahl.

The COO envisions a future that consists of a mix of manned, partially manned and unmanned vessels. He also believes that it will open doors to new types of seafarers.

- We will be able to hire seafarers who previously did not have the opportunity physically and be able to make accommodations for people who need it. A land based position will also make the job easier to combine with family.

This is the future

Zahl has received some reactions from seafarers who are skeptical.

- But I don't think anyone needs to be concerned that there won't be positions at sea for the foreseeable future. Most people also see this as preparing for the inevitable. If we don't do this, we won't have jobs to go to in the future. When customers experience the economic and environmental savings of remote control, they will not want to go back, he says.

Framnes is also clear that this is the future.

- Remota aims to become world leading in remote control of maritime operations. We have to aim high.

Ghostly happenings at Testwood House

A phantom woman in the attic, ghostly footsteps, an eerie face at the window of an empty pantry, a laughing male spectre, haunted stairs leading to a forbidding room, a phantom coach - all have been reported at a former royal hunting lodge on the outskirts of Southampton called Testwood House, now the home of the offices of Solent Towage and Østensjø Rederi UK.

BY LISA VAIL

Supernatural activity has been reported at Testwood House for many years. Tales are told of a murder, perhaps two-hundred years ago. Time has blurred the details but popular belief is that the cook was killed by a servant who dumped her body in a nearby lake.

A ghostly dog has been seen in the drive, where clattering hooves and rumbling wheels were also heard on occasions, as if an invisible coach was approaching the house. In more recent times, the caretaker could never persuade his dog to go up a

particular flight of stairs. Once, when he tried to force it, the dog bit him.

Despite the carpets fitted in all the corridors and rooms, the sound of footsteps echoing as if on bare boards has been heard by several members of staff over the years.

The oldest parts of the building date from the 15th Century, and the place does have a certain atmosphere. Whilst visitors are always welcome, some may not want to stay on after dark!





Working towards a more sustainable future

BY HELENE HELGELAND // PYX
PHOTO: GRETHE NYGAARD



Part of Elias' team: the Østensjø Rederi Sustainability Action Group with one representative from each department

Elias T. Nornes is Østensjø Rederi's new Chief Sustainability Officer. He is rigging the offshore shipping company to better adapt to future challenges.

- The world is changing fast, and we need to build routines that allow us to quickly adapt to these changes. My job is to examine how our company can work more sustainably, says Nornes.

More than just CO2 emissions

- When we talk about sustainability, we're talking about everything, not just CO2 emissions, Nornes explains. Sustainable operations mean operating in such a way that there are no negative consequences for future generations. The economic aspect of sustainability is very important because it would have negative consequences for future generations if we were to go bankrupt, due to the jobs that are lost. We need to cut emissions and maintain good working conditions while increasing efficiency and competitiveness. It's all about balance, and it's often a difficult balancing act. We try to look at the overall picture and make good compromises.

Important to have everyone on board

Nornes and his crew are currently working on several projects to prepare Østensjø Rederi for the future.

- We have worked a lot with digitalization in the office, and we are reviewing systems and working methods to save work for those on board. But it's a time-consuming process, and we can't rush things. We need to have everyone on board. It's important to involve employees in reviewing their own processes. Ownership is essential if we are to be successful, says Nornes.

An investment for the future

Last year, Østensjø Rederi launched a digital Sustainability Action Plan, where the company's goals, status, and initiatives to achieve these goals are openly available to everyone. In addition to streamlining the work processes throughout the organization, the shipping company is also directly involved in developing new technology, all to rig Østensjø Rederi for future success.

- We invest a lot of time in creating a better shipping company that will be robust in the face of future challenges. The more robust and sustainable we operate, the more competitive we will be in an international market.



Stian S. Waage from his time as cadet on Edda Fonn

The islander

Østensjø Rederi's Chief Operating Officer (COO), Stian S. Waage, grew up in Brandasund on Bømlo, and did not have a bridge connecting them to the mainland until he was 12 years old.

BY BJARNE LAASTAD // PYX
PHOTO: GRETHE NYGAARD

– I grew up with boats, and I love the sea. It's like my sister used to say; "What would we do without the sea? Should we have carried the boats?" laughs Waage.

But despite his close relationship with the sea, a family full of fishermen and a grandfather who sailed a freighter with post, food, livestock and passengers, it was by no means a given that he would choose a maritime career.

A life at Østensjø

– I really had no thoughts in that direction, but after working in the salmon industry in my youth, I was introduced to the possibility of working as a Marine Officer. It was therefore only after high school that I chose to take this path, to the surprise of many people around me. There weren't many cadet places available, so it was actually a bit of a coincidence that I got a position at Østensjø Rederi. At home in Bømlo, Eidesvik was the local shipping company, and it was only at school

that I got to know the offshore segment and other shipping companies. Østensjø Rederi had a very good reputation and was seen as an attractive and serious shipping company that took good care of its people and invested heavily in apprentices and cadets. Østensjø Rederi was certainly the first choice, says Waage.

He started his apprenticeship in 2004 at Edda Fonn and has since stayed with Østensjø Rederi.

– I was ten years at sea, mainly in the offshore fleet, and spent majority of the time on the subsea vessels. After my apprenticeship, I became First Officer on Edda Fonn, and later moved on to Edda Flora. I got some trips on supply vessels as well. Nothing beats a coastal voyage along the Norwegian coast, this is truly an experience with unbeatable views. And there's something special about the fellowship onboard. You live close to each other, for better or worse, but you get a kind of second family. I am very happy for everything I have experienced at sea, also outside the rocky coast of Norway, he emphasizes.

Important to have operational maritime experience onshore

When he became a family man in 2014, an opportunity opened up as Marine Superintendent within the Accommodation fleet, and Waage decided to go ashore.

– I simply wanted to try something new, and I thought life at the office seemed exciting. I got to experience the business from the land point of view, and I think it's important that we have people at the office who have been dealing with challenges at sea. I find it very important to visit the crews onboard the vessels and talk to them directly and understand the challenges they face. My team and I, work to support the vessels at sea so that they can do the best possible job – and challenge where needed. I like that no days are the same for me, and that there is always something new to strive for.

As COO, Waage works closely with the entire office, where the Fleet Managers, Technical Manager and Crew Manager report directly to him.

– My job is to support them in their challenges and help make decisions when needed. It is incredibly rewarding, and especially now that there are so many opportunities and with so much going on at the same time, including Edda Wind and other new collaborations. Østensjø Rederi is now in a new phase after a long period in a tough market, he says.

Nevertheless, he emphasizes that it is important to stay grounded.

– Although we are now expanding, it is very important that we continue to operate based on the philosophy that we were founded on and delivering with the same quality. Things must

not happen too quickly, and we must make the right decisions, and make sure to give the opportunities to the right people to maintain and strengthen competence.

Hidden temperament

Although Stian might not have been dreaming of the sea as a child, he found a lot of joy in football. Today he is the coach of his three children, and he also plays football himself, in the local club Finnås.

– We've created our own little league, where we play 7-on-7 football and I'm a midfield warrior. It's something I want to keep on doing for as long as my body is functioning. Finnås is now establishing an A-team, and it would be great fun to be able to join, he smiles.

However, football brings out a side of him that few people know of.

– There's a lot of temperament in me, and even though I'm not afraid to speak my mind, I try to keep calm in most situations. It's not like I absolutely have to have the last word in every discussion, nor do I have the need to shout out what I stand for. But if people had seen me in a frenzied football game, they might have gotten a little surprise. Then things tend to get a little heated, he laughs.

Team player

However, football has taught him that success must be based on good teamwork.

– Everything in Østensjø Rederi is cooperation. We work best when we bring out the best in everyone who contributes to a team. For him, it is all about being a part of a good working environment and having something to strive for. Give people confidence, responsibility, and challenges. If people are not given the opportunity to do something new, it becomes difficult to develop competence.

It is crucial to follow development, and preferably stay ahead of it, as Østensjø Rederi has been known to do.

– We must continue to focus on new technology, on reducing emissions and providing good solutions for our customers. This means being involved in different research projects, as there will be different solutions for different vessels, and we have to find our way, says Waage.

But even though he enjoys a new managerial job, he sometimes misses life at sea.

– If I were to go out to sea today, a tugboat would be on top of my list. I've never been able to do that, and it's always exciting with new challenges to strive for, he smiles.





It's all in the name

Everyone knows that the names of the vessels in the Østensjø fleet are not random. Johannes Østensjø explains the meaning behind them.

In the autumn of 1973, Johannes Østensjø started his offshore shipping business by contracting two vessels in Durban South Africa. At the time, several small shipping companies were established along the coast of Southern Norway, one in Kristiansund, one in Bergen, and a couple in Oslo.

– In 1974, the shipping companies agreed to establish a joint marketing company for the fleet, while operations would be managed by each vessel owner. The marketing company

was named Edda Supply Ships and had offices in Oslo and Aberdeen. After a couple of years, three of the shipping companies ceased trading, while the remaining Oslo company had become big on tank and bulk, and decided to sell tonnage and then pull out of the market. Thus, I was left alone with Edda Supply Ships. After selling the first two vessels, which had bland English names (that I didn't really like), the Edda name from Norse mythology has been the first name of all our bigger vessels, explains Johannes Østensjø.

Norse identity

Since the late 70s, the surnames of the ships have also been based on old Norse names starting with "F" – Fram, Fjord, Fonn, Ferd, Frende and so on.

– What we name our ships is a matter of identity. We also name the vessels we operate for other companies Edda, such as Edda Sun, Edda Passat, and Edda Mistral.

Phonetic functionality

There is also a common thread for the tugboat fleet. There are several reasons for that.

– My father had a fishing boat called Pax and a reefer boat called Velox. Short Latin names that both ended in X. I have continued this on our smallest vessels. In my opinion, a tugboat should have a short and concise name that makes

it easy for both ship and pilot to understand while using VHF communication. The fact that it is short and ends with an X makes it phonetically easy to hear, he explains.

And Johannes Østensjø is willing to go the extra mile to get the name he wants.

– I really wanted to call one of our tugboats Ajax, but then it turned out that there was a fishing boat in Egersund that had already taken the name. But a nice chat with the owner ended with me being allowed to take over the name, he says.

– I may be a little superstitious when it comes to the names, but it's something I put a lot of emphasis on and where I invest some time. I mostly make the choices on my own, but I am of course responsive to input, he smiles.



HVL Campus Haugesund



Johanne Marie Trovåg



Representatives from the shipping companies contributing in the pilot project, Johanne Marie Trovåg - Head of Department of Maritime Studies at HVL and the students started the four years bachelor's degree program. Picture: Lars Smith, HVL

Practical training in the nautical studies program

Østensjø Rederi is among the offshore shipping companies that have worked to incorporate practical training into the nautical science program. 38 students are currently in the middle of an exciting pilot project at HVL Campus Haugesund.

BY BJARNE LAASTAD // PYX

In Norway, nautical education has been twofold, where students take the theory part at the university, while afterward being responsible for obtaining a training period as a cadet with the shipping companies on their own. In a new pilot project at Western Norway University of Applied Sciences, Campus Haugesund, the practical part of the education is now included in a four-year bachelor's degree program.

This is something both the university and the shipping companies wanted to achieve for a long time. The work to incorporate practical training into university education started in 2013, and took off in 2019 when a national project group was established through MARKOM2020 with the Head of Department at the Department of Maritime Studies at HVL, Johanne Marie Trovåg as the leader.

Trovåg has had representatives from NTNU, the University of Tromsø, and the University of Southeast Norway visit, and they have also worked closely with the shipping industry. In 2021, they received funding from the Directorate for Higher Education and Competence to realize a pilot.

– Until now, those who have taken a bachelor's degree with us at HVL have three years of study competence – often without having ever been at sea. Now we are responsible for ensuring students practical training during their studies. Over the course of four years, the students will enter an annual practical training

period, which in total corresponds to one year's tenure. It provides a far closer link between theory and practice and allows students to contribute their practical experience to theoretical teaching, says Trovåg.

The first group started at HVL in August, and already the university has been able to offer 38 students the chance to join the pilot.

– It is far above what we hoped for when we started, but the shipping companies have been very positive partners, and it has been important for them to make this happen. Through the Shipping Education and Recruitment Forum (SURF), we have been able to get useful input from them, says Trovåg.

The students who started in August will sail for the first time in January, and after completing their bachelor's degree, they will be able to apply to the Norwegian Maritime Authority for a deck officer class 3 certificate, permitting them to sail as first officers.

– The University of Southeast Norway in Vestfold also has a machinist education at the bachelor's level, and hope to be able to bring this under the same scheme as nautical science. We are working to ensure that this becomes a permanent scheme that is used nationally, and that a study model with practice is also desired to be extended to both machinist education and Y-way, she says.

Østensjø Rederi - contributing to maritime education

The maritime industry is changing and thus there is also a need for new types of expertise, both for sea and onshore employees. This applies both in relation to new equipment and new requirements and rules. Østensjø Rederi has already made it's mark in sustainability and green shipping, and is committed to contributing to competence enhancement.

Competence and Recruitment Manager in Østensjø Rederi, Jorunn Henriksen, participates in both boards and councils at the educational institutions, industry program for competence, competence group in NHO Sjøfart and now

as Surf's representative towards the competence strategy for Haugalandet 2022-25.

– In order to follow developments, our own employees need new knowledge, and we also want to contribute to Norwegian seafarers being world leaders in maritime expertise. Therefore, it has been important for us to contribute to HVL realizing a good nautical education. In addition, the market requires innovative solutions and we are constantly adding new tonnage to the fleet to meet that market. This means that the entire organization must keep up to date with the latest in environmental technology.



Speed date with our first two students, Lone Ness and Yasmin Eik. Picture: Lars Smith, HVL



Katrine Hustvedt og Janne Lie Flage

Celebrating diversity

Østensjø Rederi celebrates Pride, International Women's Day, and World Mental Health Day with clear intentions. - It is all about communicating our values and taking a stand.

BY HELENE HELGELAND // PYX
PHOTO: GRETHE NYGAARD

Celebrations at sea and in the office

Finance and Communication Coordinator at Østensjø Rederi, Katrine Hustvedt, tells us that special occasions are marked and celebrated.

- We had rainbow flags in the office during Pride month, and for World Mental Health Day we provided information about mental health and invited people to share advice on how to achieve better workdays. Naturally, we also celebrated the International Women's Day – it is all about raising awareness on important topics and taking a stand as a company. We communicate our values throughout the organization and encourage all vessels to mark these important days.

For the first time in Østensjø Rederi's history, a rainbow flag was raised on an offshore vessel, Edda Fauna, as part of this year's Pride celebration.

- The maritime industry has historically been known as conservative, so I am proud to be a part of a company with owners and management who support raising the rainbow flag, says Hustvedt.

- Promoting diversity is important to us. We want to show our employees that they are accepted no matter who they are.

Core values

Chief Human Resource Officer, Janne Lie Flage, says that the feedback they have received on these celebrations has been positive and that it is important for Østensjø Rederi to take a stand and set important topics on the agenda.

- I think we move forward by highlighting these issues. People are allowed their private views, but in our organization, these are the values that apply.

Both Flage and Hustvedt emphasize that "caring" is part of Østensjø Rederi's core values.

- It is important for the company to be aware that work is also a social arena and promote a culture where people care for each other, says Flage.

- People and teams work better in a safe environment with positive relations, Hustvedt adds. - Life happens, and it's important to dare to be open about things that are going on. I feel that we have a great culture for that.

- It is in line with Østensjø Rederi's core values that no matter who you are, or what is going on in your life, you should feel safe and well here, says Flage.

Healthy habits for a mental health friendly workplace



1. Say hello!

Being greeted with kindness and respect reinforces self-esteem and a sense of belonging



2. Praise others

Being acknowledged for our work helps affirm that we are capable and have value



3. Talk to each other

Good communication builds trust



4. Celebrate common success

Reaching goals together builds community and increases the feeling of contributing to something meaningful



5. Trust each other

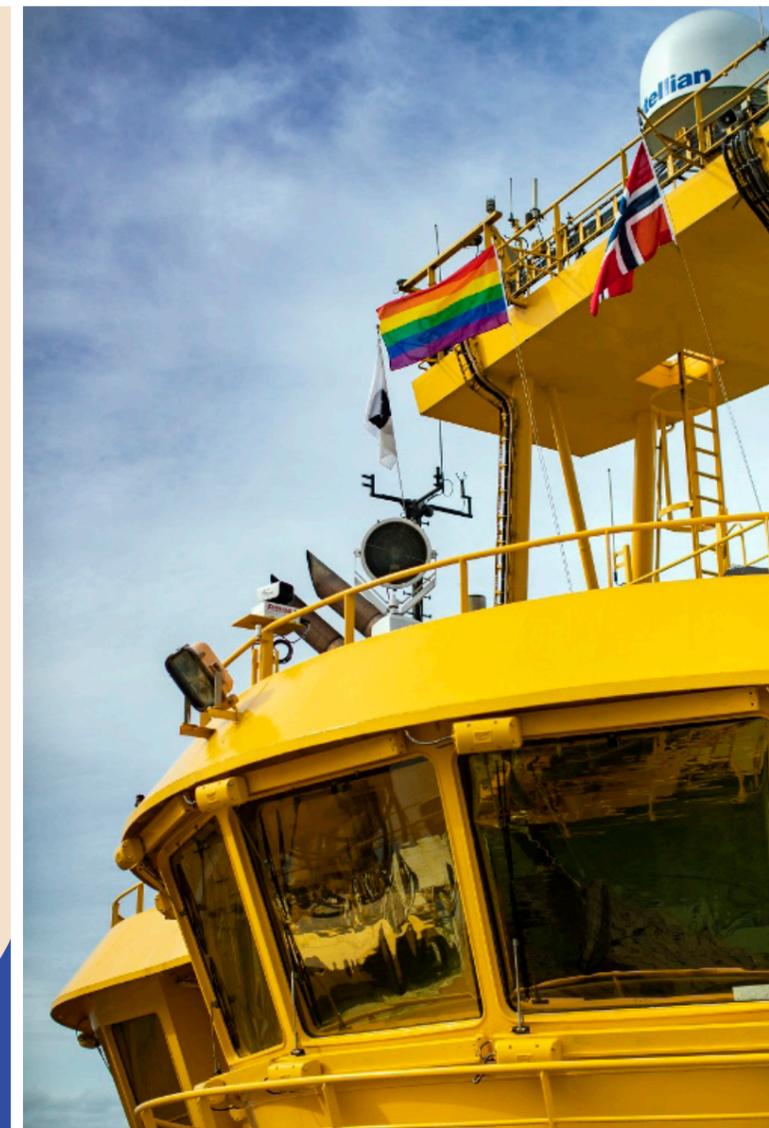
Remember that we work differently, and that trust is important for our well-being

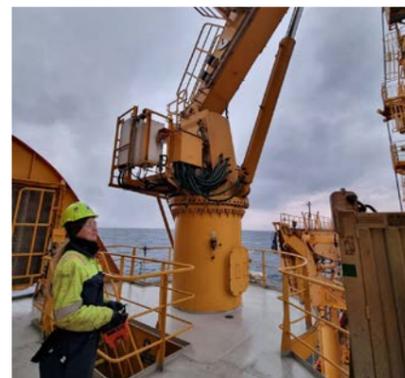


6. Take on new challenges

To master challenging tasks can be healthy for our minds and our confidence

Verdensdagen
for psykisk helse







Salt Ship Design

Operation of Edda Sphynx and Edda Savannah

The new subsea vessels Edda Sphynx and Edda Savannah strengthen the opportunities for Østensjø Rederi in several markets.

BY BJARNE LAASTAD // PYX
PHOTO: GRETHE NYGAARD

As new contracts related to oil and gas have slowed down since the oil crisis, starting newbuild projects in this segment is riskier than before.

Since the majority owner of Edda Sphynx and Edda Savannah has no separate operating organization for offshore vessels, it was natural for Østensjø Rederi, as minority owner, to operate the vessels.

– In terms of equipment, both vessels have very good technical specifications, and we are now upgrading them both to our standard and requirements, with new interior and helideck installation. Completion takes place at Eldøyane, Stord, with helidecks from Marine Aluminum. First out is Edda Sphynx, which is scheduled to be ready early next year. Edda Savannah will be ready shortly after, says Helland Veia.

The vessels originally had Chinese names, but have now gotten new Edda names, Sphynx and Savannah. Helland Veia reports a great interest in the vessels.

– The timing is very good. There is a shortage of this type of tonnage, so the interest has been very good, both from oil and gas players, but also from the renewable segment. It will be exciting to see them in operation, he says.

For Østensjø Rederi it is important to have more vessels available on the market.

– It's nice to be fully booked, but expanding our fleet will increase our capabilities, and provide new clients. It keeps us in the loop with a larger customer base, and also gives a boost to the number of maritime positions. These two vessels alone provide us with 80 new maritime positions, says Helland Veia.





Major environmental project at Svalbard

Edda Ferd was part of a historical milestone when it assisted Store Norske in the ambitious environmental project of cleaning up after a hundred years of mining in Svea, Svalbard.

BY HELENE HELGELAND // PYX

According to the Svalbard Treaty, the area must be given back to nature as unaffected as possible. As the area is large and remote, responsibly removing buildings and infrastructure is a massive undertaking in the Van Mijenfjord.

Providing accommodation in the Van Mijenfjord

George Gherasim was the Chief Officer of Edda Ferd for two weeks, before taking over as substitute Captain for the rest of the journey. He explains that Edda Ferd provided accommodation services for Store Norske's employees, along with Edda Sun.

- The operation took place in Van Mijenfjorden at Kapp Amsterdam, where we were stationed. The workers lived onboard, and every 14th day we sailed to Longyearbyen to

offboard workers and pick up the new shift, says Gherasim.

The engagement started on August 1st and lasted until October 25th. Gherasim says that Edda Ferd visited Esbjerg in Denmark for mobilization ahead of the journey, where living quarters modules were welded onto the deck.

- This was a job out of the ordinary. Edda Ferd is a Platform Supply Vessel, so this is not what we normally do and we usually do not have clients onboard. Some of the crew members were very excited about having visitors on board. The communication with the clients worked well, they were good people, says Gherasim.



A cold adventure

For Gherasim, who came straight from summer vacation in 40 degrees, the transition to the Svalbard autumn weather was brutal.

- It was a special experience coming there at the beginning of August, with a down jacket and gloves in my luggage. The scenery is great with spectacular tall mountains. It was bright all night when we arrived. At the end of the engagement, it was getting pretty dark, and it was negative 14 degrees Celsius. When planning the operation, we prepared for bad weather. Fortunately, the weather was calm during the voyages, but sometimes we had to use double mooring lines while portside and positioned on the outside of Edda Sun at Kapp Amsterdam due to strong winds. There was also quite a lot of ice in the fjord towards the end of the operation, but we managed okay, says Gherasim.

The clients from Svea were great at showing the crew around and taking them on excursions. They also got to see polar bears.

- On one of the voyages to Longyearbyen, we saw polar bears, just as we passed Akselsund. Everyone brought out their binoculars, Gherasim smiles.

Satisfied clients

Gherasim says that he received positive feedback from the clients.

- They were very pleased with the food and with how the vessel looked and functioned. They also appreciated that we helped them load containers from Svea and transporting them to Longyearbyen.

The ice in the Van Mijenfjord makes it impossible to sail there during winter, which means that all unfinished work must be paused until summer.

- It is quite possible that they will have to continue their work next year. If so, we would be happy to be invited back, concludes Gherasim.



George Gherasim, Chief Officer of Edda Ferd



Halvor Jacobsen, Service Engineer, Vico



Thore Østensen



Andreas Sørensen, Service Engineer, Vico

Vico - always reliable

Vico is a supplier of maritime electronics located on Haugalandet. For more than 30 years, they have delivered and maintained electronics on Østensjø Rederi's vessels.

BY HELENE HELGELAND // PYX

Thore Østensen is the General Manager at Vico, who supplies electronics for bridges, navigation and communication equipment for vessels of all sizes. In addition, they perform services, new installations, and mandatory controls.

- We have become big in our small niche and supply all the major shipping companies on Haugalandet. By using us for many years and allowing us to solve their challenges, Østensjø Rederi has been a major contributor to us reaching the level of expertise we have in the company today, says Østensen.

Vico differs from its competitors by having a large warehouse, which let them avoid delivery time for a lot of equipment.

- Especially in recent times, this warehouse has come in handy for customers, and for us. We can deliver mandatory equipment right away, so the customer can continue to sail, says Østensen.

Several of Vico's employees have worked there for decades.

- We have very experienced people in sales and in the workshops, who are great advisers for the customers. It is important for us to deliver a good overall product. We do not sell just to sell, but to supply the customer with the right product at the right time and place, Østensen explains.

Over 30 years of collaboration

Østensen describes Østensjø Rederi as a rock-solid shipping company.

- It's nice to work with Østensjø Rederi. They have always been an innovative shipping company that likes to stay ahead, and they have a diversified fleet.

He tells us that Vico will be performing a comprehensive upgrade on the bridge of Edda Fauna in January of 2023.

- They will upgrade to a more reliable system, and almost everything will be replaced. It will be an extensive job that you don't do very often on such vessels, so we're looking forward to it.

Situated quayside

Tore Velde, Technical Superintendent at Østensjø Rederi, has been with the company for many years.

- Vico has been with us all the way. It's great to have a local supplier, where we know the people very well. They are very professional and have a quick response time and good prices. Overall, I think they deliver very well. It is also very nice that they have their port facilities right outside their offices, which we have borrowed many times when we have idle days for tugboats or supply vessels. It is also beneficial for the vessels to be docked right outside their shop if they are having major installations or upgrades of facilities, says Velde.



Jorunn Henriksen og Hilde Svendsen

Things have changed

A lot has happened in Østensjø Rederi over the past 30 years. Jorunn Henriksen and Hilde Svendsen are among those who have experienced the development and growth of the company.

BY BJARNE LAASTAD // PYX
PHOTO: GRETHE NYGAARD

– Safety has always been important, but the focus from IMO, and the requirement from customers are more demanding today, says Jorunn Henriksen, who is Competence and Recruitment Manager at Østensjø Rederi.

– The requirement for documentation has completely changed, and there is an increased focus on sustainability. We have always been concerned with reducing emissions, but today environmental requirements are something that affect everything we do.

Increased activity

However, the biggest difference is volume. More vessels, more variation in the types of contracts, more ship-owning companies, and more employees. When Jorunn Henriksen joined in 1990, Østensjø Rederi was in an old bank building on the corner, and they were only seven employees in the office.

– The fact that we were so few meant that we were involved in everything. I've had roles in everything from accounting to chartering, and I think that gave us a broad understanding of the whole business. Today we are more fragmented in departments, says Henriksen.

– Shortly after, we moved into new offices in Smedasundet 97b, with everyone located on one floor. There was a bit of an echo there, she smiles.

Until 1997, the company's invoices were typewritten, corrected with correction tape, and enclosed with loads of receipts. That year, they made the first invoice on a computer.

– It was one of Østensjø Rederi's first steps towards digitalization, which is so important today, says Henriksen.

Time to take further steps

Hilde Svendsen, who is Chief Commercial Officer, has a background from Equinor at Kårstø. She started as a Charterer in Østensjø Rederi in October of 2003.

– In the early 2000's, the offshore market in the North Sea was weak. The rates had been very low over a long period. Edda Fjord – the world's largest platform supply vessel at the time - was one year old, and Edda Fonn had just been delivered, as the first vessel to be built as a subsea vessel. Within a short period of time, DeepOcean was established by Østensjø Rederi, Solstad Offshore and employees from Stolt Comex, an initiative that had a great significance for the maritime industry in the region, says Svendsen.

Internationalization and new markets

In the early years, Østensjø Rederi based its operations on supply vessels and tugboats, but starting with DeepOcean, they also explored new markets.

– The market improved, and new contracts were signed with DeepOcean, making us grow rapidly. We also started renewing the existing fleet with new tugboats and platform-supply vessels. In addition, we began to target new markets internationally. Edda Frigg secured a contract in Australia and Edda Fjord was converted into an accommodation vessel for operation in Nigeria, says Svendsen.

– Nigeria was something completely new for all of us, both for employees onboard and onshore. It was an educational experience and the taste of international operation left us hungry for more.

Pretty soon, Edda Fjord found its way to America for another accommodation contract. Both the project in Nigeria and the US Gulf resulted in the construction of the accommodation vessel Edda Fides, which was delivered in 2011. Edda Fides was the first of its kind in the world and received a lot of international attention. Østensjø Rederi grew tremendously during this period, and later also invested heavily in the wind segment.

More challenging to get an overview

– 20 years ago, everyone in the office sat around the same table at lunch. This meant that we easily kept up to date with everything and everyone, and were continuously informed about everything that happened, says Henriksen.

– While in the early 90s we used telefax to communicate with the vessels, today most of it is electronic communication. Email was a major step forward, and today we have also introduced Workplace by Meta to keep each other informed throughout the organization.

There have always been opportunities for women

Hilde and Jorunn want to emphasize that there have always been opportunities for women in Østensjø Rederi.

– We are part of what historically has been a conservative industry, but the fact that there were so few in Østensjø Rederi at the beginning, meant that the female employees got equal opportunities. Signe Hagen was probably one of the very first female Crew Managers in Norway. She was also the first Chairperson of the board of Maritime Training. Both Johannes Østensjø and Johan Rokstad deserve credit for being well ahead of their time. They saw the value of gender equality, and they both agree.



Edda Fides - a floating city in Senegal

About 10 km off the coast of Senegal, the Accommodation vessel, Edda Fides, is the floating home of nearly 600 workers constructing an ambitious offshore LNG gas project.

BY HELENE HELGELAND // PYX

Jon Klepsvik is the Branch Manager and Edda Accommodation's man on site. He works from Saipem's office in Dakar, Saipem being the charterer for Edda Fides on this project. Klepsvik, who is no stranger to working in exotic locations, has previously worked in Mozambique, Angola, Congo, Gabon, Namibia, and South Africa. His experiences in Senegal have been very positive so far.

- It's easier to work in Senegal than in many other places. People here are friendly and helpful, and the atmosphere is relaxed and calm, Klepsvik says.

He tells us that Dakar is a city of 5-6 million, and the temperature is between 25 and 35 degrees all year round. Senegal is one of Africa's most industrialized countries, and a

popular holiday destination, although it is not yet characterized by mass tourism.

- Dakar is a vibrant society with a rich cultural life. Here are lovely beaches and a fantastic harbor, says Klepsvik. Unfortunately, plastic pollution is visible everywhere even though Dakar has a functional garbage collection system.

Gas discovery at the border

Edda Fides' contract started July 26th, 2022. The story began when large amounts of gas were found under the seabed on the border between Senegal and Mauritania.

- The discovery is located 130 km offshore. The extraction is a joint venture, for which a mixed unit between Senegal and

Mauritania has been established for the purpose of creating equal tax and customs rules for those offering services to the GTA project, Klepsvik says.

The LNG project is being jointly developed by BP, Kosmos Energy, Societe des Petroleos du Senegal (Petrosen), and Societe Mauritanienne des Hydrocarbures (SMHPM) with BP as the operator.

The location is classified as ultra-deepwater, located at 2850 meters – the deepest that BP has developed in offshore Africa. It is Senegal and Mauritania's first gas project and will probably have a great impact on their economy.

The schedule is back on track

An LNG terminal, 10 km off the coast will receive the gas, which will be loaded onto transport ships. It is the construction of this terminal that Edda Fides is involved in. Edda Fides is an accommodation vessel and is currently housing the workers constructing the terminal.

- At Fides, people work, eat, sleep, exercise, and go to the movies. The gyms are also very popular, Klepsvik tells us.

The plant is scheduled to be ready to export gas in 2023. There have been delays due to Covid, but the project is now back on schedule.

- The client is very pleased to have Edda Fides on-site with so many people. It makes logistics a lot less complicated. Edda Fides is connected to the hub by a walkway, so you can walk between them in a matter of seconds, enabling 24-hour production, he says.

At max capacity

Doreen Gatt is General Manager of Edda Accommodation. She can assure us that the operation so far has been extremely successful.

- The vessel is at its highest capacity ever, with 590 persons on board, max capacity being 600. The vessel's cranes are also in use, and operation is non-stop. The client is very satisfied, and we have had no issues so far, she says.

Gatt has only heard good things from the crew.

- They are happy as far as we are aware. The commute is long, of course, but they tell us that the food is good, and the client is easy to work with. We also have Jon Klepsvik in Senegal, to take care of anything they might need.

Klepsvik says that one of the latest requests he received was to replace the onboard PlayStation 4, which unfortunately had broken down.

- It was deeply missed, so I went out and got a PlayStation 5! It's important to us that they thrive on board and have everything they need, smiles Klepsvik.



Branch Manager Edda Accommodation, Jon Klepsvik.



Renovations at the office

As the onshore organization is expanding along with the increasing number of vessels in the fleet, our existing office spaces are getting both crowded and outdated. And with covid no longer hanging over us, the need for more meeting rooms became obvious.

BY BJARNE LAASTAD // PYX

The older part of the office is currently being renovated and turned into 14 new and fresh office spaces including a state-of-the-art meeting room. The focus has been on providing sustainable and modern office space to grow into.

In addition to new offices and a meeting room, the IT

department will get a large storage space and a workshop where they can assemble, fix, and upgrade IT equipment.

We look forward to moving in at the beginning of 2023 and encourage our crews and other close business partners to stop by and check out our new facilities.



Janne Lie Flage og Katrine Hustvedt



Making Østensjø a better Workplace

In June Østensjø Rederi started using Meta's communication platform Workplace – for better information and communication flow.

BY BJARNE LAASTAD // PYX
PHOTO GRETHE NYGAARD

Changes and growth within the Østensjø Group, in addition to challenges related to Covid, the need for better information and communication flow throughout the organization became very clear - especially between sea and land.

One-stop shop for communication

– Information flow is important, but also two-way communication. We looked at various solutions and found that Workplace would meet our needs in a good way. We hoped to simplify the way we communicate and share information, both big and small. The goal was to get a low-threshold opportunity for sharing, dialogue, questions and likes, says Chief Human Resource Officer, Janne Lie Flage.

Workplace shares all types of news.

– Of course, we share formal company news about contracts, new hires and movements in the organization, but also elements from our everyday lives, social events and when we have something to celebrate. The hope is that this will keep everyone updated both professionally and collegially and that it adds to creating a sense of belonging and unity, says Finance and Communication Coordinator, Katrine Hustvedt.

At Workplace, information can be shared with and by everyone.

– The launch has been successful, and there is a lot of activity and good engagement in the form of shares and likes. The

seafarers, in particular, have contributed to creating content, says Hustvedt.

Not a social media

Some people do not want to be on social media, which Flage understands. However, she stresses that Workplace is not a social media in that sense.

– Workplace is the internal communication platform we have chosen to use in Østensjø Rederi. It is a closed system where you are not exposed to advertising and your data is protected - you are in control of your personal exposure. The intention is that you participate in your role, not as a private person. This is where all important information will be shared in the future, so it is crucial that everyone uses Workplace to keep up with what is going on in the organization, she emphasizes.

Hustvedt is convinced that Workplace can contribute to shorter distances, better relationships, closer cooperation, and a lower threshold for contacting each other.

– In a company like Østensjø Rederi, we are all interdependent, and I think this becomes even clearer through Workplace. We chose to launch this as soon as we got the basics in place and before everything was perfect, so we rely on feedback and good suggestions for how we can get the most out of the platform, she says.

Getting to know our employees

BY BJARNE LAASTAD // PYX



Johan Ydstebø

Master, Vivax

What are your østensjø highlights from 2022?

To be promoted to a permanent position as captain in March, as well as to return to a vessel in the spot market in October.

What are the biggest challenges in your job?

The stress level is probably at it's highest when I'm on my way to a job and at the same time having to deal with bad weather and sea sickness, clearing papers for the authorities and a charterer who asks for a bunch of documentation.

What makes for a good work environment?

Honest and fair communication, making sure that everyone gets heard, positive feedback, as well as contributing yourself when you can. And, "forcing" the crew to take an ice cream break has never hurt anyone;))

What do you prefer to do when you're off work?

On board: In the armchair in the cabin with a good book, watching TV or chatting with the rest of the crew in the galley, or just a cup of coffee in the sunset out on deck. At home: Quality time with my wife and daughter, or with some tool in my hands in or around the house.



Martine Skogheim

Electro Technical Officer, Edda Sun

What are your østensjø highlights from 2022?

Without a doubt, it must be the Svea project in Svalbard. We have had so many great and unique experiences during this project.

What are the biggest challenges in your job?

The biggest challenge must probably be, for better or worse, being away from family and friends at home. Hence, we have an incredibly good working environment on board, which makes it nice to get back on board after 4 weeks at home.

What makes for a good work environment?

Good food, welfare schemes and training facilities on board are the most important factors for a good working environment.

What do you prefer to do when you're off work?

I unwind best by travelling around the world to experience new cultures. I also like to spend a lot of time in the mountains and in the forest.



Wenche Bystrøm Henriksen

Financial Controller,
Haugesund Office

What are your østensjø highlights from 2022?

As a new employee in April 2022, I am impressed by how well I have been received – in the company in general, and my own department in particular. A job change can be challenging, but Østensjø has contributed to this going surprisingly well.

What are the biggest challenges in your job?

No two days are the same, and juggling different projects with different people at the same time can sometimes be challenging.

What makes for a good work environment?

For me, good, generous and inclusive colleagues are a key factor in ensuring a good working environment. In addition, I believe that social gatherings across departments make for a good working environment.

What do you prefer to do when you're off work?

In everyday life, I disconnect from work by following the children on their leisure activities and by doing a really good workout, either alone or together with others. I also completely disconnect when I'm on vacation - preferably in slightly warmer climates.



Mats Førland

Deck Apprentice,
Edda Fauna

What are your østensjø highlights from 2022?

It must have been the crew change, when we had to take a helicopter out to Edda Freya.

What are the biggest challenges in your job?

It must probably be keeping track of everything that needs to be done at all times.

What makes for a good work environment?

For me, it's good relationships between colleagues, and that you show consideration and respect for each other.

What do you prefer to do when you're off work?

On board, it's nice to have access to a good gym so I can work out after work. At home, I try to socialize as much as possible with friends and to stay active.



Elise Nesse

Technical Superintendent

What are your østensjø highlights from 2022?

I think the highlight was getting back in the office after the period of working from home at the beginning of the year.

What are the biggest challenges in your job?

It may be challenging when everything happens at once.

What makes for a good work environment?

Good colleagues and good communication.

What do you prefer to do when you're off work?

Being with my kids, going for walks, and enjoying the sheep and dogs on our farm at home.

New office colleagues

A total of eleven new employees have been added to the Haugesund Office in 2022.



Sunniva Fatland joined the HSEQ team in February as QA Engineer. As a HSEQ Engineer student at HVL she had her internship, summer job and wrote her bachelor at Østensjø Rederi.



Geir Vestvik joined the technical team in September as Technical Superintendent. He has previously worked as an Engineer in Eidesvik and most recently as a Service Engineer, traveling the world installing and maintaining engines, for Rolls Royce Marine (Bergen Engines AS).



Oscar Wee joined the HSEQ team in February. He started his career in Østensjø Rederi as an apprentice back in 2011 and worked his way up to 2. Officer. His experience is mainly from the offshore fleet on vessels such as Edda Flora, Edda Freya, Edda Fjord, Edda Fonn, Edda Frende, Edda Fauna and Edda Sprint.



Jonas Ytterstad started as Crew Manager in September. He has a bachelor's degree in administration and organizational science from the University of Bergen. During his years in Bergen, he specialized in occupational- and organizational psychology, and has since taken management in Maritime organizations at HVL. He has ten years' experience as a Crew Manager from DeepOcean, R.G. Hagland and Knutsen OAS Shipping.



Erlend Espeland joined the project team in April. He has been employed in Østensjø Rederi as Electro Technical Officer (ETO) since 2017. His experience is primarily from Edda Sun, but he has also been on Edda Fram and Edda Fonn.



Vetle Torgersen joined the IT team in October as IT Consultant. He has a bachelor's degree in computer science from the university of Stavanger and has been working as an IT professional at EMP Secure AS for the past ten years.



Wenche Bystrøm Henriksen started as Financial Controller in April. She has a master's degree in finance and administration and her professional background is as a Senior Auditor in Deloitte and most recently as a Business Controller in Knutsen OAS Shipping.



Arne Sørstrønen started in the middle of October as Fleet Manager. Arne has solid experience from worldwide offshore maritime operations and has sailed over 20 years as a Captain. He has also been involved in new build construction as well as planning and execution of rig move operations.



Inger Åmodt joined the accounting team as Accountant in June. She has a bachelor's degree in finance and administration and has previously worked both as an auditor at Deloitte and later as an Accountant at Hagland Finans and OM Regnskap.



Sina Jørgensen joined in November as Accountant. She has a bachelor's degree in economy and administration from HVL with an accounting profile. Sina is hired on a temporary one-year contract.



Glenn Edvardsen joined the technical team in August as Technical Superintendent. He has been working in Østensjø Rederi on Velox as Chief Engineer before starting onshore. He has broad experience working on various types of vessels in Norway and around the world.

Østensjø Rederi facts

Established:	1974	Employees:	600
Vessels:	32 (+ 6 newbuilds)	Trainees:	37
Segments:	Accommodation, Offshore, Offshore Wind, Towage	Offices:	Haugesund, Aberdeen, Southampton, and Malta
Turnover:	NOK 1100 mill in 2021 (Østensjø Group)		

Celebrating in 2023

10 YEARS IN THE COMPANY

Miriam Hanson	Anett Underhaug Våge	Ole Thomas Tjøsvoll	Karl Anton Tobias Hansson
Thomas Wiig	Lisa Vail	Per Sebastien Chantra	
Steinar Hindal	Frank Kvalheim	Sandøy Merour	

25 YEARS IN THE COMPANY

Vivian Steinsvik	Kurt Andre Karlsen	Olaf Knædal
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TURNING 50 YEARS

Johannes Aase	Jørn Dahlslett	Frode Hovland Lunde	Arne Sørstrønen
Ståle Oen Arntsen	Håvard Framnes	Alf Helge Lyngholm	Anett Underhaug Våge
John Clark	Karl Petter Konradsen	Øyvind Sævik	Knut Øivind Wilhelmsen
Peter Dadds	Geir Arthur Kvæl	Leif Arne Sørenes	

TURNING 60 YEARS

Per Gunnar Bø	Lise Jansen	Paul Nicholas Murton	Svein Magnar Strand
Hans Magnar Engeset	Rajesh Katkoria	Terje Myklestad	Jan Inge Wiik
Oddgeir Fiskerstrand	Frank Kvalheim	Sven Roger Småvik	Lillian Ørke
Jorunn Henriksen	Håkon Ove Kvandal	Jan Atle Steinsland	





Martine Skogheim, Edda Sun



Birthday celebrations at the office



Memorial day



Edda Sun - last day on Svea



Jubilee celebrations at the office



Edda Fjord, celebrating retirement and 10-year jubilee

On the social side

Glimpses from 2022



Finance dept. hiking trip



Sture



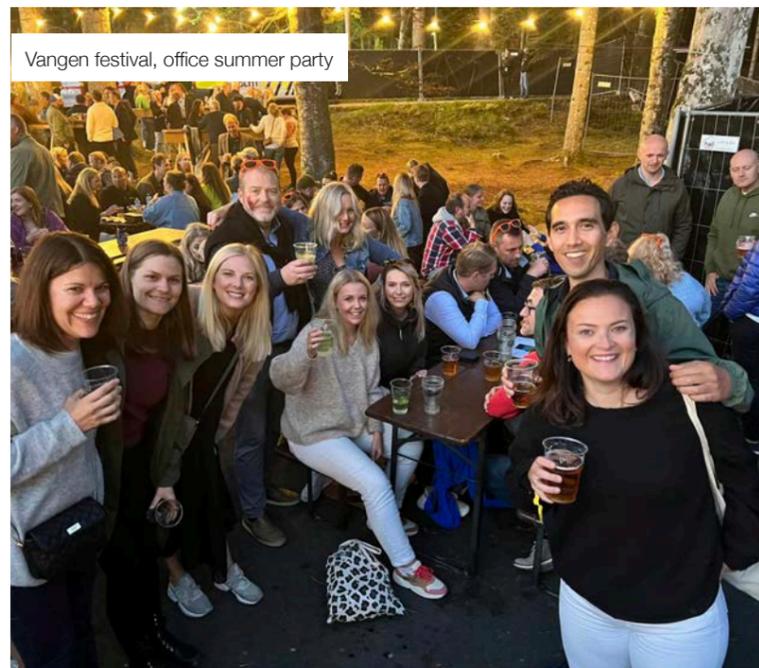
Photo by Johan Ydstebø, tug boat



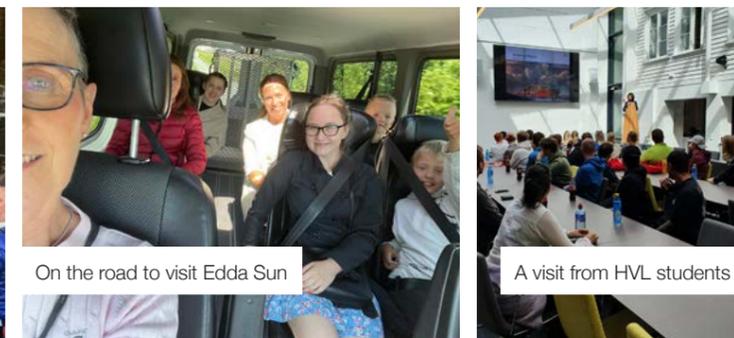
Jubilees 40, 50 and 60 years, Edda Sun



Students from MS Gann visits Edda Ferd



Vangen festival, office summer party



On the road to visit Edda Sun



A visit from HVL students



Norwegian Seafarers Union - official hand over to Endre Haugen Dommersnes



Egil Arne Skare

Building vessels for an unknown future – sustainability in new projects

When planning new vessels, Østensjø Rederi's project department must consider a wide range of factors to make the vessels future proof and be as energy efficient and sustainable as possible.

BY HELENE HELGELAND // PYX
PHOTO: HAAKON NORDVIK

Holistic sustainability

Østensjø Rederi's project team is ensuring that new vessels are future proof by design. Chief Project Officer (CPO), Egil Arne Skare explains that the set-up at Østensjø with having all relevant departments under the same roof, makes it easier to go through a newbuild project in a holistic manner.

- We get direct input from all stakeholders, which enables us to keep developing in the same direction as the rest of our organisation, says Skare.

According to Skare, this also allows him to think about sustainability beyond obvious issues such as fuel.

- Energy supply and consumption are very much in the media now, and we always design our vessels to be able to run

on alternative fuel to lower emissions, but you also have to consider the rest of the vessel from a sustainable perspective. For example, we are collecting emission-data from the steel production the vessels are made from. Sustainability also includes the crew's well-being and working environment. We put effort in building vessels with good workflows, and where people can thrive.

Østensjø Rederi's fleet are usually built according to Clean Design standard, with strict control of waste and other emissions.

- Waste is segregated and compressed instead of burned. And we make sure there are no discharges into the sea by processing soiled water, says Skare.



Built to last

Skare explains that the Østensjø Rederi's Mindset philosophy is the foundation of the project department's decisions. It consists of three core principles:

- 1:** Power shall be produced on board as efficiently as possible
- 2:** Use less energy onboard and make sure to recover energy wherever possible. For example, electricity should not be used for heating when cooling water from the engine can be used instead.
- 3:** Save energy by gaining knowledge. Everyone onboard should know how to use the onboard systems in an efficient way.

Skare also highlights another important principle of the project department; they build their vessels with longevity in mind.

- Throughout the years, we have built and maintained our vessels so that they have value in the secondary market. We select forward leaning technology and suppliers we believe will still be here in the next 15-20 years. This may be a heavy investment, but it increases resale value, and allows the vessels to live on for new owners for many years.

Harnessing the full potential

Martin Borg is one of the Chief Engineers onboard Edda Wind's new build, Edda Breeze. The vessels' environmental measures impact his everyday work.

- The project department has done a great job of identifying several measures that make up a lot in the end. Most important is the vessels' bloodstream, the electrical system. With Simen's Bluedrive, we can drive variable rpm to produce exactly the power we need at any moment. It provides great savings. Also,

the shore power saves us from running the engine when we are alongside. There is no noise from the machines and no emissions. It's great both for the environment and the working environment, says Borg says.

Borg explains that there is a steep learning curve to the new systems.

- We need to operate these things as intended to take advantage of their full potential. There is a lot of automatizations to rely on, and it requires work to learn the system, but we expect it to make the everyday life easier in the long run.

When asked what it's like to work with all this new technology, Borg is clear:

- It's great! You don't become a Marine Engineer to just work with old technology, so I'm very grateful that I get to take part in the newest developments. The day you're not interested in new technology as an Electrician or Engineer, it's time to quit.



Martin Borg



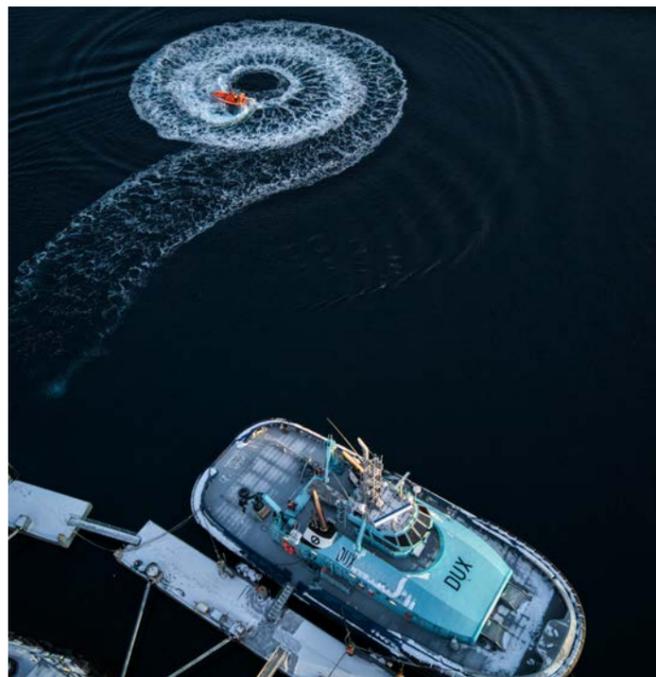
1.



2.



3.



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 2023

Jury

Østensjø Rederi editorial staff.

AND THE WINNERS ARE:

1. **FABIAN ACAS**
Edda Freya
2. **MARIUS HUSTEL**
EDDA FLORA
3. **JOHAN YDSTEBØ**
Vivax

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

VESSELS & CREW

PER NOVEMBER 2022

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

OFFSHORE



EDDA FRAM

Flag	NOR
Built	2007

Shift 1

Konradsen	Karl Petter	Master
Berger	Per Lukas	Chief Officer
Heggland	Espen	2nd Officer
Sjøen	Svein Magne	2nd Officer
Stensrud	Magne	A/B
Storeide	Adrian	A/B
Stensletten	Robert	A/B
TBN	TBN	A/B
Berg	Carl Henry Oscar	Chief Engineer
Henriksen	Sander	2nd Engineer
Baardsen	Erlend	ETO
Karijord	Remy Aleksander	Chief Steward
Bø	Onar	Cadet Engine

Shift 2

Øyre	Joar Andre	Master
Eide	Stig Espedal	Chief Officer
Lid	Henning	2nd Officer
Skarheim	Rune De Souza	2nd Officer
Dahlslett	Jørn	A/B
Høvring	Steinar	A/B
Molnes	Jan Reidar	A/B
Veia	Helge Olav	A/B
Hulten	Erik	Chief Engineer
Moe	Sander Andersen	2nd Engineer
Björkman	Pontus	ETO
Solberg	Jan Arne	Chief Steward
Kristoffersen	Stvert	Cadet Engine



EDDA FRENDE

Flag	NOR
Built	2009

Shift 1

Røksund	Jarle	Master
Sørensen	Leif Arne	Chief Officer
Olsen	Kjell Arne	2nd Officer
Bjerkaker	Morten	2nd Officer
Hansen	Atle	A/B
Varpe	Kjell Bjarte	A/B
Kjærvoll	Kai Morten	A/B
Bernadini	Gabriele	A/B
Gjerde	Jostein	Chief Engineer
Evensen	Dan Tore	2nd Engineer
Nyborg	Jan Egil	ETO
TBN	TBN	Chief Steward
Robertson	Joakim	Cadet Deck

Shift 2

Eineberholm	Frode	Master
Gangåssæter	Rune	Chief Officer
Småvik	Sven Roger	2nd Officer
Sjøvelan	Stian	2nd Officer
Tellnes	Hans Erling	A/B
Kristensen	Daniel	A/B
Einen	Ove	A/B
Lian	Torleiv	A/B
Sandanger	Per Atle	Chief Engineer
Erslund	Joachim	2nd Engineer
Lundal	Tjrand	ETO
Alarcon Arteaga	Segundo Manuel	Chief Steward
Straume	Eskil	Cadet Deck



EDDA FERD

Flag	NOR
Built	2013

Shift 1

Steinsland	Jan Atle	Master
Gherasim	George	Chief Officer
Skaatan	Sveinung	2nd Officer
Heyn	Mikael	2nd Officer
Aase	Johannes	A/B
Karlsen	Kurt Andre	A/B
Aabdin	Hassan	A/B
Mæland	Per Christian	A/B
Bø	Kristoffer	Chief Engineer
Elk	Ola Moe	2nd Engineer
Nårstad	Josefine	3rd Engineer
TBN	TBN	ETO
Haukø	Nils Rikard	Chief Steward
Almaas	Nils	Cadet Engine

Shift 2

Waage	Ronny	Master
Kvilhaug	Christoffer	Chief Officer
Dame	Claus	2nd Officer
TBN	TBN	2nd Officer
Kvandal	Håkon	A/B
Hagen	Terje Haftor	A/B
Lund	Jan Arve	A/B
Knutson	Steinar	A/B
Hårkestad	Øystein	Chief Engineer
Greckis	Alexander	2nd Engineer
Johansen	Alexander	3rd Engineer
Torbergsen	Odd Tode	ETO
Sundqvist	Stefan	Chief Steward
Amdam	Vigdís	Cadet Deck



EDDA FAUNA

Flag	NIS
Built	2008

Shift 1

Østensen	Lorentz	Master
Vestre	Jarle	Chief Officer
Totte	Kristian	2nd Officer
Hegelund	Bernhard	2nd Officer
Alkonga	Gilbert	2nd Officer
Halleland	Eirik Tjorven	A/B Crane
Longva	Roy Are	A/B Crane
Rabadon	Ruel	A/B
Molland	Cato	Chief Engineer
Færøvik	John Helge	2nd Engineer
Helland	Svert	3rd Engineer
Mortel	Melvin	Motorman/Oiler
Kjæraas	Johannes	ETO
Ramsdal	Kårstein	Chief Steward
TBN	TBN	Cook
Israel	Jason	Cook
Lian	Torleiv	Catering ass.
Tapawan	Robert	Catering ass.
Sabeniano	Emerson	Catering ass.
Iversen	Kristian	Deck Apprentice
Førland	Mats	Engine Apprentice

Shift 2

Djupevåg	Nikolai	Master
Lund	Øyvind	Chief Officer
Lunde	Torbjørn	2nd Officer
Marcussen	Eivind	2nd Officer
Dugaduga	Wilmar	2nd Officer
Maudal	Jarle	A/B Crane
Hustveit	Tor Arne	A/B Crane
Rojas	Hamilton	A/B
Toledo	Edwin	A/B
Fiskerstrand	Oddgeir	Chief Engineer
Thomas	Neil-Erik	2nd Engineer
Juul	Preben	3rd Engineer
Torrocha	Joseph	Motorman/Oiler
Sundgot	Oddgeir	ETO
Andersson	Elias Oddvar	Chief Steward
Fjellanger	Camilla	Cook
Villafania	Drandreb	Cook
Galvezo	Rommel	Catering ass.
Sa-Onoy	Arvie	Catering ass.
Baylon	Bimbo	Catering ass.
Nes	Johannes	Deck Apprentice
Stople	Petter	Engine Apprentice



EDDA SUN

Flag	NIS
Built	2009

Shift 1

Engeset	Hans Magnar	Master
Warholm	Tore	Chief Officer
Sæther	Ståle	2nd Officer
TBN	TBN	2nd Officer
TBN	TBN	2nd Officer
Hoplund	Kjell Arve Sterri	A/B Crane
Aambø	Lennart	A/B Crane
Tkaczyk	Mateusz	A/B
Bak	Marek	A/B
Richter	Bjørn	Chief Engineer
Wojtkow	Oskar	2nd Engineer
Niven	André	3rd Engineer
Skogheim	Martine	ETO
Veka	Richard	Chief Steward
Dolniak	Martyna	Cook
Rybak	Witold	Cook
Sewastianowicz	Arkadiusz	Catering ass.
Ignatjeva	Alina	Catering ass.
Skrzeczowski	Szymon	Catering ass.
Singh	Amandeep	Cadet Deck
Kvilhaug	Ruben	Motorman Apprentice

Shift 2

De Jager	Arnt Olav	Master
Hinderaker-Hansen	Harald-Andreas	Chief Officer
Våga	Georg	2nd Officer
TBN	TBN	2nd Officer
Dabrowski	Alan Bartosz	2nd Officer
Lunde	Arnt Ove	A/B Crane
TBN	TBN	A/B Crane
Dalecki	Grzegorz	A/B
TBN	TBN	A/B
Hermansen	Nils Are	Chief Engineer
Skadal	André	2nd Engineer
Karlsen	Sebastian	3rd Engineer
Iversen	Jonny	ETO
Skollevoll	Tommy	Chief Steward
Zabielski	Marek	Cook
Skzynski	Wojciech	Cook
Gerlee	Edyta	Catering ass.
Rybacka	Malgorzata	Catering ass.
Beinset	Henrik	Cadet Deck
Andersen	Even	Cadet Engine

OFFSHORE



EDDA FLORA

Flag	NIS
Built	2008

Shift 1

Matre	Malvin	Master
Roland	Kåre Magne	Chief Officer
Håkansson	Martin	2nd Officer
TBN	TBN	2nd Officer
Vicente	Conrad	2nd Officer
Sørensen	Jonny	A/B Crane
Leirbakk	Ken Ronald	A/B Crane
Llegado	Cirilio	A/B
Son	Joven	A/B
Talge	Børge	Chief Engineer
Olsen	Thomas	2nd Engineer
Østervold	Sveinung	3rd Engineer
Becari	Pablo	Motorman
Antonisen	Harald	ETO
Edvardsen	Nina	Chief Steward
Thue	Knut Olav	Cook
Vilagas	Randle	Cook
Solivio	Romeo	Catering ass.
Campollo	Jennelyn	Catering ass.
Alegre	Dominic	Catering ass.
Kalland	Mikal	Deck Apprentice
Veia	Jonas	Engine Apprentice

Shift 2

Kvalvik	Dag Erik	Master
Lunde	Frode	Chief Officer
Siem	Tommy	2nd Officer
TBN	TBN	2nd Officer
Husteli	Mariys	A/B Crane
Bø	Per Gunnar	A/B Crane
Nieva	Johnny	A/B
Manaiq	Mario	A/B
Bautista	Leonardo	Motorman
Gravdal	Morten	Chief Engineer
Fosse	Tor Andre	2nd Engineer
Farestveit	Erlend	3rd Engineer
Jensen	Kim	ETO
Brattsti	Kai Viktor	Chief Steward
Mittet	Rune	Cook
Damian	Luisito	Cook
Sabalones	Annoell	Catering ass.
Lazaga	Marian	Catering ass.
Tugado	Jessa	Catering ass.
Ferkingstad	Sander	Deck Apprentice
Østby	Philip	ETO Apprentice



EDDA FREYA

Flag	NIS
Built	2016

Shift 1

Snyen	Carl Inge	Master
Tøvik	Ståle	Chief Officer
Andersson	Johan	2nd Officer
Stadle	Jon-Harald	2nd Officer
Bolaños	Michael	2nd Officer
Acaso	Fabian	2nd Officer
Elkrem	Kai Asle	A/B Crane
Kallekott	Håkon	A/B Crane
Mannes	Karstein	A/B Crane
Serranilla	Dexter	A/B
Pepito	Oliver	A/B
Orvik	Ståle	Chief Engineer
Kutschker	Asbjørn	2nd Engineer
Stang	Ludvig	3rd Engineer
Canonio	Raul Tocol	3rd Engineer
Panohermoso	Raul	Motorman/Oiler
Angustia	Vicente	Motorman/Oiler
Ekeland	Bjørnar	ETO
Fernandez	Frank	Electrician ass.
Syre	Stig Bjarte	Chief Steward
Johnsen	Jarro	Cook
Francisco	Arman Liongson	Cook
Maglonzo	Arnold	Cook
Lee	Chasandra Calumpung	Catering ass.
Limtan	Sheila	Catering ass.
Sa-Onoy	Sharon	Catering ass.
Tolentino	Daniza	Catering ass.
Røberg	Astrid	Cadet deck
Nordstokke	Sten Magne	Deck Apprentice
Mjånes	Niclas	Engine Apprentice

Shift 2

Osland	Harald	Master
Hauge	Freddy	Chief Officer
Kvæl	Geir Arthur	2nd Officer
Monsen	Sindre	2nd Officer
Alisdan	Jamie	2nd Officer
Dørheim	Sten Selmar	A/B Crane
Dommeranes	Endre-Haugen	A/B Crane
Leikanger	Berge	A/B Crane
Jardeleza	Onyx Carl Y Florena	A/B
Landmark	Øyvind	Chief Eng.
Folkestad	Eirik	2nd Eng.
Thomsen	Jan Erik	3rd Eng.
Camacho	Francisco	3rd Eng.
Nailes	Jose	Motorman/Oiler
Pettersten	Sten Øyvind	ETO
Iman	John Clark	Electrician ass.
Kaspersen	Svein Arne	Chief Steward
Wiik	Jan Inge	Cook
Fernando	Alvin Gameng	Cook
Flores	Pamela	Catering ass.
Renzal	Marina	Catering ass.
Kimmayong	Nancy	Catering ass.
Ortiz Ediezen	Icawalo	Catering ass.
Templa	Sheryl	Catering ass.
Svertsen	Sondre	Cadet deck
Eide	Vilde Jørgensen	Deck Apprentice
Rusten	Olve	Cadet Engine



EDDA SPHYNX

Flag	NIS
Built	2021

Shift 1

Maurangsnes	Olav	Master
Østmark	Even	Chief Officer
Aas	Ronny	AB/ Crane
Flem	Jon-Ole	Chief Engineer
Nautnes	Torbjørn	2nd Engineer
Brandt	William	3rd Engineer
Seldal	Vette	ETO
Thomas	Ian	Chief Steward

Shift 2

Kjerliien	Ole Andre	Master
Hansen	Torben	Chief Officer
Zamora	Andrew	2nd Officer
Casabuena	Irvin	2nd officer
Vedøy	Tom Ståle	AB/ Crane Operator
Nievera	Dave	A/B
Ducaio	Ralph	A/B
Sarong	Peter	A/B
Monge	Joel	A/B
Mikalsen	Øyvind	Chief Engineer
Gustafsson	Roger	2nd Engineer
Sager	Everet	3rd Engineer
Macahor	Virgil	Motorman
Uson	Teodoro	Fitter
Sæther	Gabriel	ETO
Larsson	Leif	Chief Steward
Quinto	Hendrix	Catering Ass.



EDDA SAVANAH

Flag	NIS
Built	2021

Shift 1

Gjessing	Eirik	Master
Waage	Andreas	Chief Officer
Skogøy	Odd Jarle	Chief Engineer
TBN	TBN	2nd Engineer
Lindset	Frank	3rd Engineer
Monsen	Viktor	ETO
Myren	Atle	Chief Steward

Shift 2

Olsen	Gert Trygve	Master
Lackner	Stian	Chief Officer
Macasil	Warren	2nd Officer
Negre	Andres	2nd Officer
Dela Rosa	Reymond	A/B
Banas	Aladino	A/B
Rubante	Retchie	A/B
Tanqueco	Aljenadro	A/B
Sasis	Dallas	A/B
Belsnes	Cato	Chief Engineer
Andersen	Jarl Inge	2nd Engineer
Hole	Ole-Georg	

VESSELS & CREW

PER NOVEMBER 2022

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

RENEWABLE



Flag	NIS
Built	2002

Shift 1		
Stokken	Jarle	Master
Andersen	Øyvind	Chief Officer
Muren	Daniel André	2nd Officer
Moe	Mats	2nd Officer
Amar	John Edwin	2nd Officer
Myklestad	Terje	AB/Crane/GWO
Henriksen	Helge	AB/Crane/GWO
Rudinas	Ricky	A/B
TBN	TBN	A/B
Fjell	Børge	Chief Engineer
Jacobsen	Even Dueland	2nd Engineer
Henriksen	Kristoffer	3rd Engineer
Nagas	Christopher	Motorman/Oiler
Lervik	Sindre Salhus	ETO
Baretto	Catherine	Chief Steward
Famador	Richard	Cook
Saraspe	Christopher	Cook
Iao	Michael	Catering ass
Santos	Ricelle	Catering ass
Bongao	Maricris	Catering ass
Nissen	Erik	Cadet Deck

Shift 2		
Sæther	Bjørn Magnus	Master
Karlsen	Frank Ove	Chief Officer
Høyland	Christian	2nd Officer
Olsen	Karl-Oskar	2nd Officer
Degrell	Anna Fredrika	2nd Officer
Ambat	Emel	2nd Officer
Hochheim	Torbjørn	AB/Crane/GWO
Johansen	Arvid Inge	AB/Crane/GWO
Malmis	Arvy	A/B
TBN	TBN	A/B
Sällman	Henrik	Chief Engineer
Wilhelmsen	Knut Øyvind	2nd Engineer
Solbakk	Espen	3rd Engineer
Lustracion	Simeon	Motorman/Oiler
TBN	TBN	ETO
Junge	David	Chief Steward
Ozoa	Rita	Cook
Collantes	Mark	Catering ass
Rodriguez	Jayson	Catering ass
Johnsen	Emma	Cadet Deck
Småge	Jonas	Cadet Engine



Flag	NIS
Built	2022

Shift 1		
Mæhle	Anders	Master
Ljosnes	Tobias	2nd Officer
Kreft	Miroslaw	AB/Crane/GWO
TBN	TBN	A/B
Edwardsen	Frode Veia	2nd Engineer
Radic	Dujo	ETO
Los	Jaroslav	Chief Steward

Shift 2		
Berg	Jim-Ivar	Master
Sævik	Tor Sindre	2nd Officer
Stempniewicz	Tomasz	AB/Crane/GWO
Intes	Abraham	A/B
Merour	Per Sebastian	2nd Engineer
Grinbergs	Ivars	ETO
TBN	TBN	Chief Steward

Shift 3		
Danielsen	Arild	Chief Officer
Deikuns	Dimitrij	AB/Crane/GWO
TBN	TBN	A/B
Borg	Martin	Chief Engineer

Shift 4		
Søyland Andersen	Stein Øyvind	Chief Officer
TBN	TBN	AB/Crane/GWO
TBN	TBN	A/B
Sørensen	Anders Snørteland	Chief Engineer

Flag	NIS
Built	2017

Shift 1		
Ashworth	Christopher	Master
Graham	Martin	Chief Officer
Dulanowski	Kamil	2nd Officer
Maik	Karol	3rd Officer
Anderson	Ian	AB/Crane/GWO
Butterworth	Anthony	AB/Crane/GWO
Coates	Fraser	AB/COX
Briggs	Daniel	AB/COX
Chaytor	Adam	AB/Workboat deckhand
Summers	Duncan	AB/Workboat deckhand
Strzala	Michal	A/B
MacRae	James	Chief Engineer
MacKinnon	Ian	2nd Engineer
Rudnik	Blazej	3rd Engineer
Kwiatniewski	Robert	Motorman
Rynas	Michal	ETO
Korytowski	Marcin	Chief Steward
Szcebra	Jaroslav	Cook
Mandel Sasin	Sylvia	Cook
Falk	Piotr	Catering ass
Torbinska	Malgorzata	Catering ass

Shift 2		
Astley	Edward	Master
Firth	Robert	Chief Officer
Zawierucha	Michal	2nd Officer
Jedruch	Bartoz	3rd Officer
Machnes	Angus	AB/Crane/GWO
Paterson	Raymond	AB/Crane/GWO
Davies	Ryan	AB/COX
Henderson	Robert	AB/COX
Stevensson	Craig	AB/Workboat deckhand
Dennis	Ben	AB/Workboat deckhand

Szwedko	Kamil	A/B
Pool	Martyn	Chief Engineer
Mortimer	Tristan	2nd Engineer
Skowronski	Juliusz	3rd Engineer
Grzechnik	Maciej	Motorman
Rujner	Maciej	ETO
Kozłowski	Tomasz	Chief Steward
Ornat	Pawel	Cook
Szreder	Jaroslav	Cook
Sikorska	Ewa	Catering ass.
Przeclawski	Sebastian	Catering ass.

Flag	NIS
Built	2018

Shift 1		
Picken	Craig	Master
Fairbairn	Stuart	Chief Officer
Ivanov	Bohdidar	2nd Officer
Feeney	Patrick	3rd Officer
Mackay	Daniel	AB/GW/CR
Jones	Robert	AB/GW/CR
Clark	John	AB/Crane/GWO
Cadden	Conor	AB/Crane/GWO
Hudson	Ian	A/B
Cargill	Paul	A/B
Bailey	James	Chief Engineer
Macdonald	Greg	2nd Eng.
Kelso	Gary	3rd Eng.
Locker	David Hamilton	GP rating
Katkoria	Rajesh	ETO
MacIver	Naomi	Chief Steward
Boreham	Darryl	Cook
Myles	Niel	Cook
Rees	Stephen	Catering ass
O'Toole	Gillian	Catering ass
Cross	Gary	Catering ass

Shift 2		
Monks	Paul	Master
Matheson	David	Chief Officer
MacLeod	Niall Duncan	2nd Officer
Cooper	Rebecca	2nd Officer
McCluskey	Lucy	3rd Officer
Callaghan	Jason	AB/Crane/GWO
Hughes	Christopher	AB/Crane/GWO
Bullock	John	AB/COX
Nurse	Luke	AB/COX
Harcourt	David	AB/COX
Owen	Gavin	A/B
TBN	TBN	A/B
MacDonald	Stephen	Chief Engineer
Williams	Steven	2nd Engineer
Dooley	Campbell	3rd Engineer
O'Connor	Ryan	GP rating
Newsom	John	ETO
Morgan	Gary	Chief Steward
Goldie	Andrew	Cook
Duffy	Robert	Cook
Elsmere	Sarah	Catering ass.
DePaul	Tim	Catering ass.
Ignacio	Elle Sophia	Catering ass.

RENEWABLE ACCOMMODATION TOWAGE



Flag	NIS
Built	2022

Shift 1		
McGillivray	Grant	Master
Filipczak	Norbert	Chief Officer
Wojcieszek	Marcin	2nd Officer
Bednarczyk	Jarowski	2nd Engineer
Zajac	Boguslaw	Chief Steward
TBN	TBN	AB/Crane/GWO
TBN	TBN	AB/Crane/GWO
Zieba	Wiktor	A/B

Shift 2		
Wallace	David	Master
Jasik	Artur	Chief Officer
TBN	TBN	2nd Officer
Hraciuk	Slawomir	2nd Engineer
Krekora	Marcin	Chief Steward
Malinkowski	Robert	AB/Crane/GWO
Brunowicz	Wojciech	AB/Crane/GWO
TBN	TBN	A/B

Shift 3		
Barton	Graeme	Chief Engineer
Lipski	Slawomir	ETO

Shift 4		
Small	Joel	Chief Engineer
Legun	Jaroslav	ETO



Flag	NIS
Built	2023

Worren	Kaare	Master
Amtsén	Ståle	Chief Engineer



Flag	NIS
Built	2011

Shift 1		
Brekke	Inge Hansen	Master
Kainulainen	Mikael	Chief Officer
Arvenberg	Dag Pontus	Chief Officer Safety
Dyregrov	Sjur	2nd Officer
Stangeby	Ståle	2nd Officer
Berondo	Arman	2nd Officer
Ambrocio	Windelyn	2nd Officer
Valdal	Victor	Chief Engineer
Sætre	Gunnar	2nd Engineer
Lund	Oskar	2nd Engineer
Parrilla	Joseph	3rd Eng.
Colandrog	Harvey	3rd Eng.
Continente	Rodel	Motorman
Pactoran	Roger	Motorman
Padillo	Epiñano	Filter
Parto	Joseph	Filter
TBN	TBN	ETO
Fiodorov	Andrej	ETO
Peilingen	Greg	ETO
Huttinga	Hugo	AB/Crane/GWO
Lothe	Johan Andreas	AB/Crane/GWO
Strand	Thomas	AB/Gangway Operator
TBN	TBN	AB/Crane Operator
Slava	Eric	A/B
Nolasco	Emmanuel	A/B
Gimena	Paulito	A/B
Mateo	Amie	A/B
Volden	Håvard	Hotel Manager
Martinsen	Christel	Admin
Syversen	Markus	Cadet Engine
Malkevik	Mathias	ETO Apprentice

Shift 2		
Linga	Einar	Master
Odland	Tore	Chief Officer
Helland	Simon	Chief Officer Safety
Rosell	Kari	2nd Officer
Monsen	Henrik	2nd Officer
Misajon	Zanzibar	2nd Officer
Henriksson	Lars	Chief Engineer
Nordvik	Martin Eide	2nd Engineer
Lilleheil	Edvard	3rd Engineer
Fjeldstad	Lars	3rd Engineer
Pietrzak	Dawid	3rd Engineer
Morales	Michael	3rd Engineer
Bayno	Alfredo	Motorman
Adonis	Roel	Filter
Tufteland	Oddbjørn	ETO
Kavalauskas	Jevgenijus	ETO
Canillo	Rogelio	ETO
Haasdijk	Michel	AB/Crane/GWO
Coops	Ronnie	AB/Crane/GWO
Wikstrøm	Roy	AB/Crane/GWO
Vesterås	Bjarte Alfred	AB/Crane Operator
De la Cruz	Gerald	A/B
Anouevo	Gary	A/B
Ganuelas	Richard	A/B
Abadon	Harold	A/B
Copes	Romeo	A/B
Kreinbühl	Jürgen	Hotel Manager
Pimentel	Fernanda	Admin
Stallemo	Joakim	Cadet Engine
Storebø	Ådne	ETO Apprentice



Flag	NOR
Built	2000

Bollard pull	93 T
Length	41,6 m

Shift 1		
Algrøy	Helge	Master
Kolskår	Magnar	A/B
Jacobsen	Marcus Hoel	A/B
Dale	Bianca	A/B
Totland	Stig Anders	Chief Engineer

Shift 2		
Hauge	Ove	Master
Selnak	John Arne	A/B
Nordgård	Øyvind	A/B
Hansson	Karl Anton Tobias	Chief Engineer



Flag	NOR
Built	2006

Bollard pull	67 T
Length	37 m

Shift 1		
Alden	Bernt	Master
Sarheim	Ernst	A/B
Sandøy	Sigurd	A/B
Solheim	Edgar	A/B
Torsvik	Terje	Chief Engineer

Shift 2		
Kvalheim	Frank	Master
Sandhåland	Albert	A/B
Tjøsoll	Ole Thomas	A/B
TBN	TBN	A/B
Nesheim	Ivar	Chief Engineer



Flag	NOR
Built	2005

Bollard pull	65 T
Length	37 m

Shift 1		
Mainhardt	Fredrik	Master
Alden	Odd Kennet	A/B
Habbestad	Tommy	A/B
Bognøy	Bjørn Ove	A/B
TBN	TBN	Chief Engineer

Shift 2		
Bye	Bjørnar	Master
Mannes	Leiv Kåre	A/B
Sjøen	Øystein	A/B
Strand	Svein Magnar	A/B
TBN	TBN	Chief Engineer

VESSELS & CREW

PER NOVEMBER 2022

TOWAGE

APEX			LOMAX			PAX		
Flag	UK		Flag	UK		Flag	NOR	
Built	2008		Built	2012		Built	2017	
Bollard pull	68 T		Bollard pull	80 T		Bollard pull	108 T	
Length	37 m		Length	28 m		Length	40,2 m	
Shift 1			Shift 1			Shift 1		
Cook	Dean	Master	Moody	Alan	Master	Sørensen	Vidar	Master
Harper	Donald	Chief Officer	King	Andy	Chief Officer	Kalland	Bjørn Atle	A/B
Brock	Mitch	O/S	Murton	Paul	A/B	Hillbo	Rudi	Chief Engineer
Read	John	A/B	Hayes	Nik	A/B			
Pole-Evans	Ian	Chief Engineer	Goffton	Daniel	A/B			
			Spink	Roger	Chief Engineer			
Shift 2			Shift 2			Shift 2		
Young	Steven	Master	Read	Andrew	Master	Oddøy	Odd-Morten	Master
Moody	Luke	Chief Officer	Rigby	Arron	Chief Officer	Pedersen	Fritjof	A/B
Bregazzi	Bob	A/B	Conroy	David	A/B	Johansen	Vidar	Chief Engineer
Casey	Alan	A/B	East	Gary	A/B	Soløy	Stig	Chief Engineer
Read	Garry	A/B	Dadds	Peter	O/S			
Butler	Ambrose	Chief Engineer	Rice	Christopher	Chief Engineer			
PHENIX			VIVAX			AUDAX		
Flag	UK		Flag	NOR		Flag	NOR	
Built	2007		Built	2008		Built	2017	
Bollard pull	68 T		Bollard pull	80 T		Bollard pull	108 T	
Length	37 m		Length	32 m		Length	40,2 m	
Shift 1			Shift 1			Shift 1		
Watson	Ryan	Master	Vagelid	Kyrre	Master	Kalvø	Jostein	Master
Langford	James	Chief Officer	Landøy Hopan	Hans Olav	Chief Officer	Bygnes	Jostein	A/B
Marshall	Paul	A/B	Simonsson	Markus	Chief Engineer	Andersen	Geir Arne	Chief Engineer
Mumford	Jordan	A/B	Åsheim	Dennis	A/B			
Gibson	Ben	A/B	Nilsen	Olav Rasch	A/B			
Matt	Marzaroli	Chief Engineer						
Shift 2			Shift 2			Shift 2		
O'Malley	Aidan	Master	Ydstebø	Johan	Master	Ødegård	Svein Magne	Master
Amil	Oliver	Chief Officer	Sørstrømen	Andreas	Chief Officer	Johnsen	Nils Eirik	A/B
Burt	Marcus	A/B	Berg	Leif Johan	Chief Engineer	Nilsen	Leif Petter	Chief Engineer
Clayton	Thomas	A/B	Skare	Arne Gunnar	A/B			
Poulton	Christopher	A/B	Coventry	Kristoffer	A/B			
Ash	Christopher	Chief Engineer	Noel	William	A/B			
DUX			AUDAX			DUX		
Flag	NOR		Flag	NOR		Flag	NOR	
Built	2017		Built	2017		Built	2017	
Bollard pull	108 T		Bollard pull	108 T		Bollard pull	108 T	
Length	40,2 m		Length	40,2 m		Length	40,2 m	
Shift 1			Shift 1			Shift 1		
Fredriksen	Frode	Master	Fredriksen	Frode	Master	Fredriksen	Frode	Master
Gule	Frank	A/B	Gule	Frank	A/B	Gule	Frank	A/B
Bjørnevik	Johannes	Chief Engineer	Bjørnevik	Johannes	Chief Engineer	Bjørnevik	Johannes	Chief Engineer
Shift 2			Shift 2			Shift 2		
Kneædal	Olaf	Master	Kneædal	Olaf	Master	Kneædal	Olaf	Master
Øzdemir	Lars Deniz	A/B	Øzdemir	Lars Deniz	A/B	Øzdemir	Lars Deniz	A/B
Lovell	Henrik	Chief Engineer	Lovell	Henrik	Chief Engineer	Lovell	Henrik	Chief Engineer



OFFICE

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

Chief Executive Officer

Kristian Helland Vea

OPERATION AND TECHNICAL

Chief Operating Officer

Stian Sævi Waage

Fleet Manager

Arne Sørstrømen

Fleet Manager

Olav Tveit

Fleet Manager

Alf Helge Lyngholm

Loading Master

Wiggo Aspen

Project & Document Controller

Miriam Hanson

Area Manager Offshore UK

Phil Brown

Area Manager Towage UK

Nick Jeffrey

Branch Manager EAM Mauritania

Jon Klepsvik

Technical Manager

Tor Eirik Huse

Technical Superintendent

Glenn Edvardsen

Technical Superintendent

Helge Fagerland

Technical Superintendent

Knut Hansen

Technical Superintendent

Rune Landaas

Technical Superintendent

Elise Nesse

Technical Superintendent

Andreas Strand

Technical Superintendent

Tore Velde

Technical Superintendent

Geir Vestvik

HR AND ADMINISTRATION

Chief Human Resource Officer

Janne Lie Flage

Administration Coordinator

Janne Fagervik

Office Apprentice

Ekaterina Gubar

Crew Manager

Jonas Ytterstad

Competence and Recruitment Manager

Jorunn Henriksen

Competence Coordinator

Silje Elin Skår

Senior Crew Coordinator

Vivi Anne Frøland

Senior Crew Coordinator

Ine Mellemstrand

Crew Coordinator

Kaja Anfinssen

Crew Coordinator

Karolina Larsen

SUSTAINABILITY AND HSEQ

Chief Sustainability Officer

Elias T. Nornes

HSE&Q Engineer

Knut Fredrik Slåke

HSE&Q Engineer

Oscar Wee

HSE&Q Engineer

Thomas Wiig

QA Engineer

Sunniva Fatland

FINANCE AND ACCOUNTING

Chief Financial Officer

Ervin Horn

Finance & Communication Coordinator

Katrine Hustvedt

General Manager Edda Accommodation

Doreen Gatt

Accounting Manager

Anett Våge

Financial Controller

Linda Føyen Larsen

Financial Controller

Ingeborg Lien Kolbeinsen

Financial Controller

Wenche Bystrøm Henriksen

Financial Controller

Lisa Vail

Accountant

Ingrid Bergersen

Accountant

Frida Qvale

Accountant

Inger Åmodt

Accountant

Lillian Ørke

Accountant

Sina Jørgensen

Payroll and Administration Coordinator

Lorraine Poore

CHARTERING

Chief Commercial Officer

Hilde Svendsen

Chartering Manager

Endre Gaard

Charterer

Sonja Østensjø

Charterer and Contract Controller

Vivian Steinsvik

IT AND LOGISTICS

IT & Logistics Manager

Steinar Hindal

Purchasing Controller

Jorunn Eskevik

IT Coordinator

Vidar Svendsen

IT Coordinator

Vidar Skjølingstad

IT Coordinator

Vetle Torgersen

PROJECT

Chief Project Officer

Egil Arne Skare

Senior Project Engineer

Vidar Håheim

Senior Project Engineer

Arne Jakob Eide

Project Engineer

Erlend Espeland

Advisor

Carl Johan Amundsen

Technical Superintendent

Odd Helge Habbestad

Consultant

Aage Fjelland

Consultant

Carl Herland

YARD SUPERVISION

Master

Pål Fredrik Hjelmeland

Master

Thorvald Egeland

Master

Kjell Inge Dirdal

Master

Håvard Melvær

Chief Engineer

Ove Turøy

Chief Engineer

Øyvind Sævik

Chief Engineer

Johan Andre Johannessen

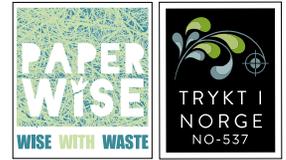
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