

UGLITA



The J.J. Ugland
Companies
Ugland Marine Services



NYMO



UGLITA

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Contents

Greetings from the Owner	3
Staff News	4
Operated fleet	9
Nymo - APL Project	10
UR 93 in Tallinn	12
Sale of barge UR 5	14
J.J. Ugland Memorial Scholarship	15
MV Sarita - Safety Award Winner 2020	16
Days without LTI	17
MV Lunita - LTI celebration	17
MV Seniorita - Art Work in the Engine Room ..	18

Kjære alle ansatte i J.J. Ugland selskapene

Jeg vil starte denne hilsenen med å sende mine varmeste tanker og kondolanser til maskinsjef Raul A. Begaso sin familie og alle ombord på Carmencita. En av våre beste menn har nå forlatt oss.

Det er veldig spesielt for meg å skrive denne hilsenen til dere, i det som faktisk er historiens siste Uglita. Et selskapsmagasin som ble startet av min mormor Liv, og som senere Ellen Ugland var redaktør for frem til hennes bortgang i 2010. Redaksjonen har i de siste årene bestått av Ingrid Rasmussen, Espen Skoog og Berit J. Boye. Vi ønsker at vår hjemmeside skal bli det foretrukne valget for informasjon og nyheter om vår virksomhet og satser på løpende oppdateringer her i stedet.

I lys av min nye rolle som aktiv eier så er det både hyggelig og spesielt å skrive den siste lederen. Min morfar, Johan Jørgen Ugland, forfattet lederen i veldig mange år, og det siste tiåret har styreleder Jørgen Lund hatt oppgaven.

Til sistnevnte vil jeg i denne sammenheng få rette en stor takk. Han har representert mine aksjer og ledet J.J. Ugland selskapene på en utmerket måte de siste elleve årene. Han har sammen med øvrig ledelse og ansatte på sjø og land, styrt virksomheten trygt gjennom tøffe farvann slik at jeg nå kan ta over roret og styre skuta videre fra en solid plattform.

Selv om pandemien dessverre virker å være langt fra over og fortsetter å skape problemer og utfordringer, så bidrar mye av denne ineffektiviteten til at bulkmarkedet nå er så sterkt. Etter flere svake år i markedet vi opererer i, ser inneværende år og årene fremover mye lysere ut. Vi styrer mot et solid overskudd i 2021 etter at bulkmarkedet virkelig har fått et oppsving gjennom året.

Det grønne skiftet byr på mange utfordringer, men også spennende muligheter. Selv om vi har en moderne og drivstoffeffektiv flåte, så vil stadig nye krav til utslipp tvinge frem ny teknologi. Hva som blir fremtidens drivstoff er vanskelig å si, men vi følger nøye med og er klare til å investere i skip som møter morgendagens krav.

Selv om olje- og gasssektoren fortsatt er veldig viktig for Nymo, lekterne og Uglen, så vil eksisterende og nye markeder innen grønne næringer, infrastruktur og oppdrett gi store muligheter i årene som kommer.

J.J. Ugland selskapene har i mange år hatt flere bein å stå på. Shipping, offshore, industri og landbruk har bidratt til et solid fundament. Disse segmentene skal vi fortsette å satse på og videreutvikle. I tillegg har vi valgt å diversifisere ytterligere gjennom opprettelsen av Ugland Kapital AS. Et rent forvaltningsselskap som skal investere i ulike aktivaklasser som aksjer, obligasjoner og eiendom hovedsakelig. Dette for å demme enda bedre opp mot de kraftige svingningene vi ser i shipping og offshore.

Til slutt vil jeg få takke alle våre ansatte på land og til sjøs for innsatsen gjennom året som har vært. Jeg vil også takke alle våre forretningsforbindelser for et godt samarbeid i 2021. Ønsker dere alle en fredelig jul og et fremgangsrikt nytt år.

Knut N.T. Ugland
Eier

Editorial committee: Ingrid Rasmussen,
Espen Skoog, Berit J. Boye
Design: Ingrid Rasmussen, Espen Skoog
Print: Synkron Media AS



Dear all employees in the J.J. Ugland companies

I would like to commence this greeting by sending my warmest thoughts and condolences to the family of Chief Engineer Raul A. Begaso and everyone onboard Carmencita. One of our best men has now left us.

It is very special for me to write this greeting, in what is actually the last Uglita in history. The company magazine was started by my grandmother Liv, and later Ellen Ugland was the editor until her passing in 2010. In recent years, the editorial staff has consisted of Ingrid Rasmussen, Espen Skoog and Berit J. Boye. From now on, we would like our website to be the preferred choice for information and news about our business, with more frequent updates.

In light of my new role as an active owner, it is both pleasant and special to write the last editorial. My grandfather, Johan Jørgen Ugland, wrote the editorial for many years, and for the past decade our Chairman Jørgen Lund has had this task.

To the latter, in this context, I would like to express a big thank you. Jørgen Lund has represented my shares and led the J.J. Ugland companies in an excellent way for the past eleven years. Together with the company management and employees at sea and on shore, he has steered the business safely through harsh waters, enabling me to take over the helm and steer the ship onwards from a solid platform.

Unfortunately, the pandemic seems to be far from over and continues to create problems and challenges. However, much of the inefficiency following the pandemic contributes to the present strong bulk market. After several weak years in this market, the current year and years ahead look much brighter. We are heading towards a solid surplus in 2021 after the bulk market really had an upswing throughout the year.

The Green Shift presents many challenges, but also exciting opportunities. Even though we have a modern and fuel-efficient fleet, new emission requirements will continue to enforce new technology. What will be the future fuel is difficult to say, but we pay close attention and are prepared to invest in vessels that meet tomorrow's requirements.

Although the oil and gas sector is still very important for Nymo, the barges and Uglen, existing and new markets in green industries, infrastructure and aquaculture will provide great opportunities in the years to come.

The J.J. Ugland companies have relied on several business segments for many years. Shipping, offshore, industry and agriculture have contributed to a solid foundation. We will continue to focus on and further develop these segments. In addition, we have chosen to diversify further through the establishment of Ugland Kapital AS. A purely management company that will invest in various assets such as equities, bonds and real estate mainly. This is to further curb the sharp fluctuations we see in shipping and offshore.

Finally, I would like to thank all our employees on shore and at sea for their efforts throughout the past year. I would also like to thank all our business partners for a good cooperation in 2021. Wishing you all a peaceful Christmas and a prosperous New Year.



Knut N.T. Ugland
Owner

Heder til ansatte Employees honoured

Tekst/Text: Peder Håbestad, Construction Manager



From left: Geir Eriksen, Fabrication Manager, Kåre Erling Hansen, Tor Reidar Reinertsen, Øyvind Riiber Boye, Managing Director, Peder Håbestad, Construction Manager

På grunn av corona restriksjoner ble det ingen generalforsamling med markering av 25-års-jubilanter.

Gullklokker for 25 års ansettelse ved Nymo ble til- delt Kåre Erling Hansen og Tor Reidar Reinertsen ved en senere passende anledning.

Kåre Erling Hansen:

Som 17 åring begynte han som platearbeiderlær- ling, før han tok fagbrevet i 1998. Deretter jobbet han som fagarbeider frem til 2006.

I 2006 begynte Kåre Erling som formann, før han ble ansatt som prosessleder for fabrikasjon (kutt og prepp) hvor han i dag fortsatt er ansatt.

Tor Reidar Reinertsen:

Begynte på Nymo som platearbeiderlærling i 1996 som 19 åring.

Tor Reidar jobbet som platearbeider etter at han fullførte fagbrevet i 1998. Fra 2008 og frem til i dag, har han i perioder jobbet som formann og midler- tidig formann.

Due to Covid-19 restrictions, Nymo's Annual General Assembly could not proceed as normal.

Therefore, gold watches for their 25 years' em- ployment at Nymo were presented to Mr. Kåre Erling Hansen and Mr. Tor Reidar Reinertsen at a later occasion.

Kåre Erling Hansen:

At the age of 17, he started as a Plater Appren- tice, passing his exam and became a certified Plater in 1998. He then worked as a Plater until 2006. In 2006, Kåre Erling was appointed Fore- man, before being hired as Process Manager, Fabrication, where he is still employed today.

Tor Reidar Reinertsen:

He joined Nymo as a Plater Apprentice in 1996 at the age of 19.

Tor Reidar then worked as Plater, after comple- ting his Plater certificate in 1998. From 2008 until today, he has worked for periods as a Foreman and as a temporary Foreman.

Superveteraner

Super-veterans

Tekst/Text: Christoffer G. Bergshaven



From left: Kjell Egedal, Knut N.T. Ugland, John Ådne Halvorsen

Som nevnt tidligere i Uglita-innlegg innførte Johan Jørgen Ugland i 2003 en ny tradisjon for sine virksomheter. Han ville hedre ansatte med spesiell lang tjenestetid. Denne markeringen ønsket han fortrinnsvis å ha på sin fødselsdag den 22. oktober.

Denne gang falt markeringen på 22. oktober, som i år er 100 års dagen for Johan Jørgen Uglands fødsel.

Det ble en hyggelig lunsj hvor årets hedersgjester ble feiret. Kjell Egedal (ansatt 15.05.1981) for 40 års ansettelse, og John Ådne Halvorsen (ansatt 16.06.1971, pensjonist 21.07.2021), for hele 50 års ansettelse.

Kjell Egedal er ansatt som skipsmekaniker på HLV Uglen. John Ådne Halvorsen har de siste årene seilt som maskinsjef på PSV Juanita.

I tillegg til taler, vanket det gaver og blomster til årets superveteraner som ble takket så mye for mange års innsats.

Vi gratulerer.

As mentioned in previous Uglita articles, Johan Jørgen Ugland introduced a new tradition to his operations in 2003. He wanted to honor employees who had been with the company for a particularly long time. His wish was for this event to be held preferably on his birthday, 22 October.

This year, the commemoration was held on 22 October, also marks the 100th year since Johan Jørgen Ugland's birth.

During a pleasant lunch the two loyal Ugland employees were honoured. Kjell Egedal (employed 15.05.1981) for 40 years' service, and John Ådne Halvorsen (employed 16.06.1971), for 50 years' service.

Kjell Egedal is a Ship Mechanic on HLV Uglen. John Ådne Halvorsen retired on 21.07.2021 from his position as Chief Engineer on PSV Juanita.

In addition to speeches, gifts and bouquet of flowers were presented to the super-veterans.

Congratulations.

Ansettelses / New employments Chartering Manager

Tekst/Text: Christoffer G. Bergshaven

Øyvind B. Johannesen (35) begynte i stillingen som Chartering Manager i april.

Øyvind har tidligere jobbet hos oss som befraktningsassistent fra 2014-2016 etter at han først var tilknyttet organisasjonen gjennom Trainee Sør. Siden 2016 har han jobbet i Fearnleys som megler. I denne perioden har han og Casandra fått en liten gutt og en liten jente sammen.

Vi ønsker Øyvind velkommen tilbake.

Øyvind B. Johannesen (35) joined our organization in April as Chartering Manager.

After a period with Ugland as a Trainee (through Trainee Sør), Øyvind worked with Ugland as Chartering Assistant (2014-2016).

From 2016-2021 he was working as a Broker at Fearnleys, Oslo.



During this period, he and Casandra became parents to a boy and a girl.

We wish Øyvind welcome back!

IKT Operatør/ICT Operator

Tekst/Text: Christoffer G. Bergshaven



Aslak Granåsen (24) begynte i mars i stillingen som IKT Operatør.

Aslak har en bachelorgrad innen IT og informasjonssystemer, og før dette gikk han på Møglestu Videregående skole. Han er fra Lillesand, og spiller i band.

Vi ønsker han hjertelig velkommen til vår organisasjon.

Aslak Granåsen (24) joined us in March as an ICT Operator.

Aslak holds a Bachelor Degree in IT and Information systems. Previously, he attended Møglestu Videregående Skole. Aslak lives in Lillesand. In his spare time, he plays in a band.

We wish Aslak a warm welcome.

Bestått fagprøve i IKT-faget ICT Apprenticeship Examination passed

Tekst/Text: Christoffer G. Bergshaven



Max Beridian Berge besto fagprøven i IKT-faget i september, etter å ha vært lærling hos oss i to år. Vi gratulerer og ønsker Max lykke til med videre studier.

In September, Apprentice **Max Beridian Berge** passed his ICT apprenticeship examination, after completing his two-year apprenticeship.

We wish Max all the best in continuing his studies.

Fratredelser/Retirements

Tekst/Text: Christoffer G. Bergshaven

Pål Aimar Sørensen sluttet i stillingen som Chartering Manager i juni, etter oppnådd pensjonsalder. Pål har arbeidet nesten 25 år hos Ugland.

Vi takker så mye for innsatsen og ønsker Pål lykke til videre i ny tilværelse som pensjonist.

Pål Aimar Sørensen retired from his position as Chartering Manager in June. Pål has been employed with Ugland for nearly 25 years.

We wish Pål all the best in his retirement.



Helge Oftedal sluttet i stillingen som Senior Operation Manager for lekterne den 31. oktober etter oppnådd pensjonsalder. Helge har arbeidet 22 år på vårt Stavangerkontor - Ugland Construction AS, siden 1. november 1999.

Vi takker så mye for innsatsen og ønsker Helge lykke til i ny tilværelse som pensjonist.

Helge Oftedal retired from his position as Senior Operation Manager for the barges on 31 October. Helge has worked with Ugland for 22 years, in the Stavanger Office at Ugland Construction AS.

We wish Helge all the best in his retirement.



Runde tall/Birthdays

Navn/Name	Født/born	Stilling/Position, Company/Vessel
50 år/50 years		
Marquez, Edwin	03.01.1971	Chief Cook, Star Norita
Standal, Are	03.01.1971	Deputy Purchasing Manager, UMS
Corpuz, Rlcky	07.01.1971	4th Engineer, Sarita
Holthe, Nina Katrine	16.03.1971	Responsible Welding Coordinator, Nymo
Villarey, Val	31.03.1971	Fitter, Bonita
Skoog, Anne Line Homestad	02.05.1971	Housekeeping Supervisor, UMS
Michalski, Dariusz Jacek	17.08.1971	Maintenance Staff, Nymo
Pedersen, Terje	20.09.1971	Supervisor, Nymo
Magno, Manuel	21.09.1971	Messman, Sarita
Pacino, Norman	30.10.1971	3rd Engineer, Carmencita
Eiknes, Kenneth	01.11.1971	Operator Rig & Scaffolding, Nymo
Johannessen, Bente P.	08.11.1971	Canteen Coordinator, Nymo
Håbestad, Peder	17.12.1971	Construction Manager, Nymo
60 år/60 years		
Skjelbakken, Arne	30.01.1961	Principal Engineer, Nymo
Boo, Clemente	02.02.1961	Bosun, Sarita
Olsen, Terje	22.02.1961	Vice President, Technical Department, UMS
Dichoso, Rudy	28.02.1961	ETO, Fermita
Jarulf, Jan Øyvind	06.04.1961	Senior Engineer, Nymo
Singzon, Serafin	01.05.1961	Chief Engineer, Star Norita
Mortensen, Arild Kristian	23.06.1961	Opertor Rig & Scaffolding, Nymo
Hesthag, Jan Olav	24.06.1961	Engineer I, Nymo
Egeland, Ove	21.09.1961	2nd Engineer, Uglen
Pelaez, Juvy	24.09.1961	Bosun, Kristinita
Beisland, Margrethe Nes	27.09.1961	Senior Purchaser, UMS
Rengel, Feliciano	11.11.1961	Captain, Carmencita
Ribe, Halvor	12.11.1961	Executive Vice President, UMS
Villarin, Angel	17.11.1961	Chief Cook, Sarita
Taculog, Menandro	27.11.1961	Chief Engineer, Jorita
Øyslebø, Arnstein	04.12.1961	Gårdsbestyrrer / Eiendomsforvalter

OPERATED FLEET
As per November 2021

Supramax / Ultramax Bulk Carriers		DW tonnes	Year built
MV BELITA		60 479	2017
MV BONITA		58 105	2010
MV CARMENCITA		58 773	2009
MV ELLENITA		57 501	2015
MV FERMITA		60 480	2020
MV ISABELITA		58 080	2010
MV JORITA		63 532	2019
MV KRISTINITA		58 105	2011
MV LIVITA		63 532	2017
MV LUNITA		57 572	2014
MV OLITA		60 495	2017
MV SARITA		63 597	2019
MV SENORITA		58 663	2008
MV STAR NORITA		58 097	2012
MV UMIAK 1 *)		31 992	2006
15 Vessels		869 003	
Tankers		DW tonnes	Year built
MT HEATHER KNUTSEN *)		148 644	2005
MT JASMINE KNUTSEN *)		148 706	2005
NORTH ATLANTIC KAIROS *)		3 569	2008
3 Vessels		300 919	
PSV	Deck Area	DW tonnes	Year built
EVITA II **)	1,005 m ²	5 433	2012
JUANITA	1,016 m ²	5 456	2014
HLV & Barges		DW tonnes	Year built
HLV UGLEN - 800 t crane		2 600	1978
Barge UR 7		9 750	1999
Barge UR 8		9 750	1999
Barge UR 93		9 040	2001
Barge UR 95		9 025	2001
Barge UR 96		9 025	2008
Barge UR 97		9 025	2008
Barge UR 98		9 025	2011
Barge UR 99		9 025	2011
Barge UR 141		14 011	1993
Barge UR 171		16 800	2011
Barge UR 901		9 019	2013
Barge UR 902		9 019	2013
13 Units		125 114	
Tugs / Cargo and passenger ferry		DW tonnes	Year built
PLACENTIA PRIDE *)		N/A	1998
PLACENTIA HOPE *)		N/A	1998
NORTHERN RANGER *)		662	
Total Operated Fleet		DW tonnes	
15 Bulk Carriers		869 003	
3 Tankers		300 919	
2 PSV		10 889	
1 HLV		2 600	
12 Barges		125 114	
3 Tugs / Cargo and passenger ferry		662	
36 units		1 309 187	

*) Managed by Canship Uglund Ltd. **) Managed by Vestland Management AS

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Nymo har levert 2 moduler til APL.

3. september var det utlasting av geostasjonær og skipsstasjonær modul til APLs 'Reliance' prosjekt. Dette er hovedmoduler i APLs STP system og skal monteres i 'turretten' på en FPSO som er under bygging ved Samsungs verft i Korea.

Utlastingen ble foretatt med kranskipet Uglen og operasjonen ble gjennomført profesjonelt og effektivt i løpet av en dag.

Prosjektet, som startet opp hos Nymo i mai 2020, er et glimrende eksempel på lokalt samarbeid. Personell fra APL har kunnet besøke byggeplassen jevnlig for å sjekke, diskutere og utveksle informasjon med Nymo personell. I tillegg har Nymo leid ut ingeniører til APL gjennom hele prosjektperioden.

Opptil 100 personer fra Nymo med underleverandører var involvert i den mest hektiske perioden av prosjektet.

Nymo har bl.a. utført fabrikasjon og installasjon av rør og utrustningsstål samt installasjon av mekanisk utstyr, kabelgater, E&I i tillegg til annen ferdigstillelse.

Etter utlasting og sjøsikring gikk ferden videre via Nord-øst-pasjasjen, som nå er isfri i denne perioden av året, til Korea.

FACTS:

Project:

STP for K6 D6 RUBY FPSO

Customer:

APL

Oil company:

Reliance



APL Project

..., Project Manager Nymo



Photo: Jan Petter Lehne

Nymo has delivered 2 modules to APL.

On September 3rd, the Geo-stationary and Ship stationary module for APL's 'Reliance' project was unloaded. These are main modules in APL's STP system and will be mounted in the 'turret' of an FPSO which is under construction at Samsung's shipyard in Korea.

The unloading was carried out with the craneship Uglen and the operation was carried out professionally and efficiently within one day.

The project, which started at Nymo in May 2020, is an excellent example of local collaboration. APL personnel have been able to visit the construction site regularly to check, discuss and exchange information with Nymo personnel. In addition, Nymo has hired engineers to APL throughout the project period.

Up to 100 people from Nymo with subcontractors were involved in the busiest period of the project. Among other things, Nymo has performed fabrication and installation of pipes and equipment steel as well as installation of mechanical equipment, cable trays, E&I in addition to other completion.

After unloading and seafastening, the journey continued via the North-East Passage, which is now ice-free during this period of the year, to Korea.

UR 93 in Tallinn

Tekst/Text: Ottar Motland, Operations Manager Barges

UR 93 har ikke hatt mange døgn i opplag de siste årene. Etter at den kom «hjem» fra Singapore og gikk av kontrakt for GPO, bar det rett videre til dokk i Polen, for 20 års klassing og installasjon av ballastvannrensesystem. Grunnet høye Covid-19-tall i perioden, måtte lokal inspektør engasjeres for å hjelpe oss med tilsynet under dette dokkoppholdet.

Etter en vel fortjent oppfriskning i dokk, slepte vi henne videre til Tallinn, på jobb for Transmares. UR 93 ble da liggende til kai fra mai til oktober, og fire betongfundamenter ble støpt direkte på dekket.

During the recent years, UR 93 has not had many days off hire. After returning from Singapore where she was signed on for GPO, it was off for drydocking in Poland, for the 20 years' classing and installation of ballast water treatment system. Due to Covid-19 restrictions, a local inspector had to be hired to assist with the supervision during docking.

After finishing drydocking, which included a fresh coat of paint, she was towed to Tallinn, to work for Transmares. UR 93 was positioned at quay from May to October. During this time, four concrete foundations were cast directly onto the deck.



I september hadde Covid-19-situasjonen roet seg litt ned og Helge Oftedal, Steinar Idse og Ottar L. Motland reiste til Tallinn for å teste det nylig installerte og overholte utstyret om bord, samt møte kunde for å planlegge den kommende avflyttingsoperasjonen i Nord-Finland.

Ugland hadde ansvaret med slepebåter for prosjektet og benyttet det finske selskapet Alfons Håkans som partner på taubåter. UR 93 ankom Kokkola, nord i Finland 11. oktober.

Lekteren ble møtt av dårlig vær og avflyttingsoperasjonen ble utsatt dag for dag, til 19. oktober.

In September, the Covid-19 situation had calmed down somewhat, and Helge Oftedal, Steinar Idse and Ottar L. Motland travelled to Tallinn to test the newly installed and overhauled equipment on board, as well as to meet the customer to plan the upcoming relocation operation in northern Finland.

Ugland was also responsible for tugs for this project. We hired the Finnish company Alfons Håkans as a partner on tugboats. UR 93 arrived in Kokkola, northern Finland, on 11 October. The barge was met with bad weather and the float off operation was postponed day by day, until 19 October.

Selve operasjonen startet tidlig på morgenen. Det gikk syv timer fra start til alle betongfundamentene fløt løst over dekket.

Det tok taubåtene to timer å buksere fundamentene av dekket. Få minutter etter fundamentene var klar av lekteren, ble pumpene startet for å løfte dekket opp av vannet og gjøre lekteren klar for sin retur til Norge. Alt i alt gikk det 17 timer fra lekteren gikk fra kai til lekteren var vel fortøyd igjen. Under operasjon ble det særlig spennende da et RoRo-skip kastet loss, lenger inne på kaianlegget, og passerte lekteren midt i operasjonen.

The operation itself started early in the morning. Seven hours passed from the start until all the concrete foundations floated loosely over the deck. It took the tugboats two hours to get the foundations off the deck. A few minutes after the foundations were off the barge, the pumps were started to lift the deck out of the water and prepare the barge for its return to Norway. All in all, it took 17 hours from the barge going from the quay to the barge was moored again. During this operation, it became particularly exciting when a RoRo ship threw off, further inside the quay, and passed the barge in the middle of the operation.



Vår kunde har nå installert betongfundamentene på sin endelige lokasjon og UR 93 er slept tilbake til Norge igjen.

Det er ingen tvil om at dykkbare lektere er attraktive om dagen. Forespørsler om dykkbare lektere kommer inn med jevne mellomrom og det jobbes allerede med tilbud for en ny spennende transport fra Østersjøen til Norge med dykkbar lekte.

Our customer has now installed the concrete foundations at its final location and UR 93 has been towed back to Norway again.

There is no doubt that submersible barges are much in demand these days. We receive requests for submersible barges on a regular basis and offers are already being made for a new exciting transport from the Baltic Sea to Norway using a submersible barge.



Sale of barge UR 5

Lekte UR 5 ble i april solgt til ny russisk eier, MRTS, samme kjøper som for Uglands lekte UR 3 i august 2020.

In April, barge UR 5 was sold to MRTS, a Russian company, which in August last year bought Ugland's barge UR 3.



J.J. Ugland Memorial Scholarship

Text: Rebecca Hefferton, Development and Engagement,
The Fisheries and Marine Institute of Memorial University of Newfoundland, St. John's

Anthony Griffin is a 1st year Nautical Science student from Carbonear Newfoundland and Labrador, studying at the Fisheries and Marine Institute of Memorial University of Newfoundland. He is working toward his Diploma of Technology in Nautical Science, a globally recognized, cooperative program which is accredited by Transport Canada in accordance with the International Convention on Standards of Training, Certification and Watch-keeping for Seafarers. He is proud to have received the J. J. Ugland Memorial Scholarship in Fall 2020.



In 2010 the J.J. Ugland Memorial Scholarships at the Fisheries and Marine Institute of Memorial University of Newfoundland were established in memory of Mr. J.J. Ugland, through a generous donation from Dr. Ches Penney. Mr. Ugland partnered with Dr. Penney in the ownership of the first shuttle tanker to bring oil ashore from the Hibernia platform, off the Coast of Newfoundland and Labrador, Canada. This was during the cod moratorium in Newfoundland and Labrador in the 1990s and Mr. Ugland's company was instrumental in training the displaced fishermen as officers and crew of the shuttle tankers.

The scholarships are endowed and are awarded from a portion of the income of the endowment annually to students who are in full time, first year, studies in either the Nautical Science or Marine Engineering undergraduate programs at the Fisheries and Marine Institute of Memorial University of Newfoundland.

The scholarships are renewable for one additional year if scholarship standing is maintained and the student continues full-time enrolment in the program. The recipients must meet the minimum academic requirements for a scholarship and the scholarships are awarded by the Marine Institute Scholarship Committee.



We have received the following thank you letter from Anthony Griffin:

Dear Donor Representative of the J.J. Ugland Memorial Scholarship,

It is an absolute honor to have been selected as a recipient of the J.J. Ugland Memorial Scholarship. This scholarship has already made an astounding impact on my academic career. Though I may stumble from time to time, it has given me a boost in self-confidence and a desire to improve and hone my academic skills. Money is often a struggle for many students in post-secondary, but no matter who you are and what kind of background you come from, a scholarship always takes away some form of burden. For me, it will help with the cost of tuition, the cost of textbooks, and the cost of charts and other necessary equipment. I am also a part time worker and I pay for my tuition with the money I earn; now that I have received this scholarship, I can work fewer hours and focus more of my time on study. The COVID-19 pandemic has ravaged the world for over a year now and has left a scar on the face of the earth, and as such 2020 will be remembered as one of the worst years in recent history; however, receiving your scholarship was something that made it a bit better for me and my family.

I would like to thank you from the bottom of my heart and let you know that this means the world to me.

MV Sarita - Safety Award Winner 2020

“Safety is given the highest priority on board all our vessels”



PRIZE CRITERIA:

1. Zero reported personnel injuries
2. Most reported Near Accidents related to personnel
3. Port State Control results
4. General operational performance

MV SARITA'S RESULTS:

Reported accidents (crew)	0
Reported near accidents (crew)	10
Port State Control	2 PSC / 0 deficiencies
Operational performance	Good

Congratulations to all on board MV Sarita!



Days without LTI as per November 2021

1 000 days	1 500 days	2 000 days	3 000 days	3 500 days	4 000 days
Lunita	Olita	Ellenita	Senorita	Kristinita	Isabelita
Jorita	Livita	Star Norita		Carmencita	Bonita
	Belita				



MV Lunita - LTI celebration

Earlier this year, MV Lunita passed 1 000 days without LTI, and the event was celebrated on board. Congratulations to all!



MV Seniorita - Art work

Earlier this year, MV Seniorita's Technical Manager received a request from the vessel's Chief Engineer Mr. Remy J. Padilla and his men, to make some art work onboard, related to safety topics. They planned to do some murals in the engine room bulkheads and on the walls, with safety reminders.

Permission was granted. Here is a selection of their art work. Thank you to all!



Work in the engine room





The J.J. Ugland
Companies



The J.J. Ugland Companies

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