



# UGLITA



## Naming Ceremony MV Livita and MV Belita

Naming and delivery of Livita and Belita

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## Johan Sverdrup Drilling Module - DES

A 2½-year adventure is over!  
The completion of The Johan Sverdrup Drilling Module

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## UGLITA

P.O. Box 128  
N-4891 Grimstad - Norway  
E-mail: uglita@jjuc.no

A/S Uglands Rederi  
Ugland Bulk Transport AS  
Ugland Offshore AS  
Ugland Shipping AS  
Ugland Marine Services AS  
Ugland Construction AS  
AS Nymo

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Front page photo: Media Service AS

**Editorial committee:** Ingrid Rasmussen,  
Espen Skoog, Berit J. Boye  
**Design:** Ingrid Rasmussen and Espen Skoog  
**Translation assistance:** Samtext Norway AS  
**Print:** Synkron Media A/S

## Julen 2017

Jul og nytt år nærmer seg og det er tid for en oppsummering av de viktigste hendelsene i vår virksomhet i året som er gått.

Etter flere svake år i våre hovedmarkeder ser det ut til at bunnen ble passert i 2016. Dette gjelder særlig for bulkmarkedet hvor fraktratene har steget gjennom 2017 og det forventes at denne utviklingen vil fortsette. Vi har benyttet denne perioden til å utvide og fornye vår bulkflåte. I år har vi tatt levering av tre ultramax bulkskip slik at Ubulk poolen nå består av 15 skip, hvorav 4 eies av UM Bulk, vårt 50/50 joint venture med MC Shipping, og 11 av oss alene. Videre har vi kontrahert to ultramax bulkskip slik at vi nå har tre slike nybygg i ordre for levering i 2019 og 2020. Selv om vi planlegger å selge noen av våre eldste skip frem til disse nybyggene blir levert, vil vi ha nådd det mål vi satte oss for noen år siden om å ha 15-20 skip i Ubulkpoolen.

På offshoresiden er flere utfordringer blitt løst på en god måte. Vår shuttletanker Vinland gikk av et langtidscerteparti med Petrobras i år og vi fikk sluttet henne til Statoil som forhåpentligvis vil holde henne beskjeftiget de neste tre årene til hun når 20 år. Juanita, vår nyeste PSV, ble sluttet på et langtidscerteparti til Statoil som var et lyspunkt i et fortsatt svakt marked for forsyningsskip. For vår lekterflåte er lavere etterspørsel fra offshore olje & gas industrien blitt erstattet med høyere etterspørsel fra industrien for offshore vindkraft. I 2017 var fordelingen av oppdrag 75% vindkraft, 25% olje & gas, mens det tidligere var omvendt.

Nymo fullførte i løpet av året sitt største prosjekt med levering av boremodul til Johan Sverdrup feltet. Prosjektet var komplisert og bød på utfordringer underveis, men Nymo leverte avtalt kvalitet til avtalt tid til operatøren, Statoils tilfredshet.

HMS prioriteres høyt i all vår virksomhet og vi har ikke hatt noen alvorlige hendelser i år.

Jeg takker alle våre ansatte, til lands og til sjøs, for deres gode innsats gjennom året og ønsker alle våre samarbeidspartnere og ansatte en fredelig jul og et godt nytt år!

Jørgen Lund  
Styreformann

# Christmas 2017

Christmas as well as a new year is fast approaching, and once again time to sum up this year's main events in our companies.

After several years of poor shipping markets in our main business segments, it appears that we hit rock bottom in 2016, particularly for the bulk segment where charter rates have improved during 2017. We expect this development to continue. During this period, we have taken the opportunity to expand and renew our bulk fleet. This year we have taken delivery of three ultramax bulk carriers, resulting in the Ubulk Pool now having 15 vessels. Of these vessels, four are owned by UM Bulk AS, our 50/50 joint venture with MC Shipping, and eleven are owned solely by Ugland. Furthermore, we have recently ordered two ultramax bulk carriers, resulting in three newbuildings on order, for delivery in 2019 and 2020. Even though we plan to sell one or more of our oldest bulk carriers, we have reached our goal set a few years ago, of having 15-20 vessels in the Ubulk Pool.

In our offshore segment, we have met the challenges in a good way. Our shuttle tanker Vinland, which recently released from a long time charter to Petrobras, has secured a new contract with Statoil. We hope this contract will keep Vinland busy for the next three years, up until the vessel is 20 years old. Juanita, our newest PSV vessel, was recently fixed on a long time charter to Statoil, which is really hopeful, in a still weak supply vessel market. Our barge fleet has met with fewer contracts from the oil & gas industry this year, but instead has had an increased demand from the offshore wind industry. Their contracts in 2017 consisted of 75% offshore wind industry and 25% oil & gas, while in previous years it was the other way around.

This year, Nymo has completed their largest-ever contract with the design and construction of a drilling module to the Johan Sverdrup Field. This was a complex project and offered a lot of challenges, but Nymo completed and delivered the drilling module on time, with good quality, to the operator, Statoil's satisfaction.

HMS is a priority in all our businesses, and we have not had any serious incidents in 2017.

I would like to thank all our employees both at sea and on land for their efforts during the past year and I wish all our business relations and employees a peaceful Christmas and a Happy New Year!

Jørgen Lund  
Chairman



# New Statoil contract to PSV Juanita

The Norwegian Statoil has over the years been a valuable charterer for JJUC vessels. Our offshore vessel PSV (Platform Supply Vessel) Juanita has been contracted to Statoil since delivery from Kleven Yard back in 2013. Juanita is probably the offshore industry's most advanced PSV, combining extreme fuel efficiency with unique tank capacities and systems, not to forget her dual prop-system - "two shafts in one". The vessel of SALT 100 design is so far "state of the art" and the only one of this design up till now.

Statoil with its huge and diversified activities, is a typical charterer that can utilize the vessel at its full, and they sure do so! Together with her well experienced and good crew, Juanita has become one of the very favorites in the Statoil vessel pool.

Earlier this year Statoil tendered for new vessels for long-term services, and one of the main criteria this time was to install battery-package in order to improve the vessel's fuel consumption even more, as well as reducing emissions implicit. Statoil do have a strong commitment and focus on environmental issues. By requiring such battery-packages as well as being able to connect their vessels to

shore-power, Statoil is introducing new "green" parameters for the offshore industry.

Both the technical and the chartering department in JJUC have put hard work and efforts into this tender for a long time presenting several proposals to Statoil, and finally succeeded in fixing the vessel for a 3-year contract plus yearly options thereafter. The new contract is commencing in direct continuation of present contract with Statoil; 14 June 2018.

Pareto Shipbrokers AS in Kristiansand, with whom we have a long and fruitful relationship, played a valuable role in order to secure this further contract between Statoil and ourselves.

On the 8th September we were called in to Statoil, Bergen in order to sign this new contract with their management. Pål Aimar Sørensen attended from JJUC together with Harald Arntsen from Pareto Shipbrokers.

Statoil also took the opportunity to thank Owners for their efforts and good work enabling Statoil to continue with the Juanita for the coming years.



Chartering Manager Pål Aimar Sørensen (on the right), and Statoil's Manager Supply Chain, Christian Opheim are signing the new contract, saying "Bon Voyage"!

# UMS audit of PTC

Text/tekst: Jens A. Dahlum



Fra venstre/from left: Marilyn M. Lozano, Terje Olsen, Captain Marlon L. Lalanao, Torbjørn Sandvik, Commo Honorio B. Casalme, Øystein Beisland, Arnt Olaf Knut- sen, Jens A. Dahlum, Judygarland B. Juvagar, Caryl Joy Rubio Balibat

UMS has been practicing audit of our office (UMM) at PTC in connection with the Officers and Crew Conference in the Manila area for a number of years.

The audit this year took place on 19 October. All personnel at the office; ie Commo Honorio B. Casalme, Judygarland B. Juvagar and Caryl Joy Rubio Balibat were audited. PTC corporate was present with Marilyn M. Lozano, from the QA Department.

The main objectives of such audits are to ensure and verify that all work related to UMS are done according to requirements between the two parties. This also proves to be a good way, time and place of sharing areas for improvement and possibilities.

As always, the positive atmosphere during the audit gives opportunities for discussing thoughts, ideas and improvements from both parties. Certain observations were noted, which will be followed up further.

All attendees of the audit are thanked for a very friendly and valuable day.

UMS har foretatt audit av vårt kontor (UMM) hos PTC i Manila i en årrekke, og da i forbindelse med den årlige offiserskonferansen.

Årets audit fant sted 19. oktober. Ansatte på kontoret som deltok var Honorio B. Casalme, Judygarland B. Juvagar og Caryl Joy Rubio Balibat. Fra ledelsen deltok Marilyn M. Lozano, QA Department.

Hovedhensikten med slike auditer er å forsikre oss om og få bekreftet at alt arbeid i forbindelse med UMS blir foretatt i henhold til de krav og bestemmelser som foreligger i henhold til avtaler mellom partene. Noen observasjoner ble gjort, og disse vil bli fulgt opp senere.

Som alltid var det en positiv stemning under auditen, noe som gir begge parter gode muligheter til å utveksle erfaringer og tanker, og det fremkom gode ideer til forbedringer.

Vi retter en takk til alle deltakerne på auditen for den vennlige stemningen gjennom denne dags viktige arbeid.

## Dåp av M Naming Cerem

Etter dåpen av MV Olita den 1. mars (omtalt i Uglita nr. 1/2017) var det allerede 3. mars klart for ny dåp, denne gang ved Imabaris verft Shin Kasado Dockyard nær Hiroshima.

Reisen fra Sanoyas verftet og til Imbari foregikk med tog (Shinkansen, japansk hurtigtog). Det ble også tid til sightseeing i Hiroshima for reisefølget fra Norge og andre gjester, blant annet med besøk i Miyajima og Peace Memorial Museum.

Gjestene bodde på Rihga Royal Hotel Hiroshima, et par timers biltur til Imbaris verft Shin Kasado hvor selve dåpen fant sted.

MV Livita ble behørig døpt av Gudmor Jorun Ugland i en flott seremoni.

Det ble så anledning til å ta en liten tur om bord for å

hilse på skipets besetning og få omvisning. Deretter var det tid for Celebration lunch for gudmor og alle gjestene, med japansk mat, også inkludert tradisjonen med åpning av en tønne med sake (japansk risvin). Underveis var det taler og gaveutvekslinger. Lunchen ble holdt på verftsområdet i deres Reception Hall.

Etter avsluttet lunch gikk gjestene bort til kaien, og vinket farvel til MV Livita, som dro ut på sin første ferd.

Skipet er sluttet på TC til Oldendorff Carriers, Lübeck, Tyskland.

MV Livita er en ultramax bulk carrier, 63 000 dwt, med eco-design, og det første av to nybygg bestilt til Ugland Shipping AS fra Imabaris Shin Kasado Dockyard. Søsterskipet til Livita er under bygging ved samme verft og vil bli levert til Ugland Shipping AS i første halvdel av 2019.



# MV Livita

## honry MV Livita

Just two days after the christening of MV Olita on 1 March (as reported in Issue 1/2017 of Uglita), we were ready for another christening, this time at Imabari's Shin Kasado Dockyard near Hiroshima.

The party journeyed from the Sanoyas shipyard to Imabari by Shinkansen – the Japanese bullet train. There was also time for some sightseeing in Hiroshima for the travellers from Norway and other guests, including visits to Miyajima and the Peace Memorial Museum.

The guests stayed at the RIHGA Royal Hotel Hiroshima, a couple of hours' drive from Imabari's shipyard where the christening was to take place.

MV Livita was duly christened by her sponsor, Jorun Ugland, in a beautiful ceremony.

There was an opportunity to take a guided tour on board and to meet the ship's crew, after which it was time for a Japanese celebration lunch for the sponsor and all the guests, including the traditional opening of a barrel of sake (Japanese rice wine). During the lunch, which was held in the reception hall at the dockyard, there were speeches and gifts were exchanged.

Afterwards, the guests returned to the quayside to wave off MV Livita as she pulled away on her maiden voyage.

The ship is on TC to Oldendorff Carriers of Lübeck in Germany.

MV Livita is an ultramax bulk carrier of 63 000 DWT with an environmentally friendly design, and the first of two newbuilds ordered by Ugland Shipping AS from Imabari's Shin Kasado Dockyard. Livita's sister vessel is under construction in the same shipyard and will be delivered to Ugland Shipping AS in the first half of 2019.





Above, front row from left: President Yukito Higaki, Imabari Shipbuilding, Mr. Øystein Beisland, husband Mr. Per Atle Berg, Mr. Jørgen Lund, Mrs. Hanne Lund, Mr. Motoki Ishii, Mitsubishi Co







Mr. Knut N.T. Ugland, Ms. Pernille Berg Johnsson, Sponsor Mrs. Jorun Ugland and her Corporation



## Dåp av M Naming Cerem

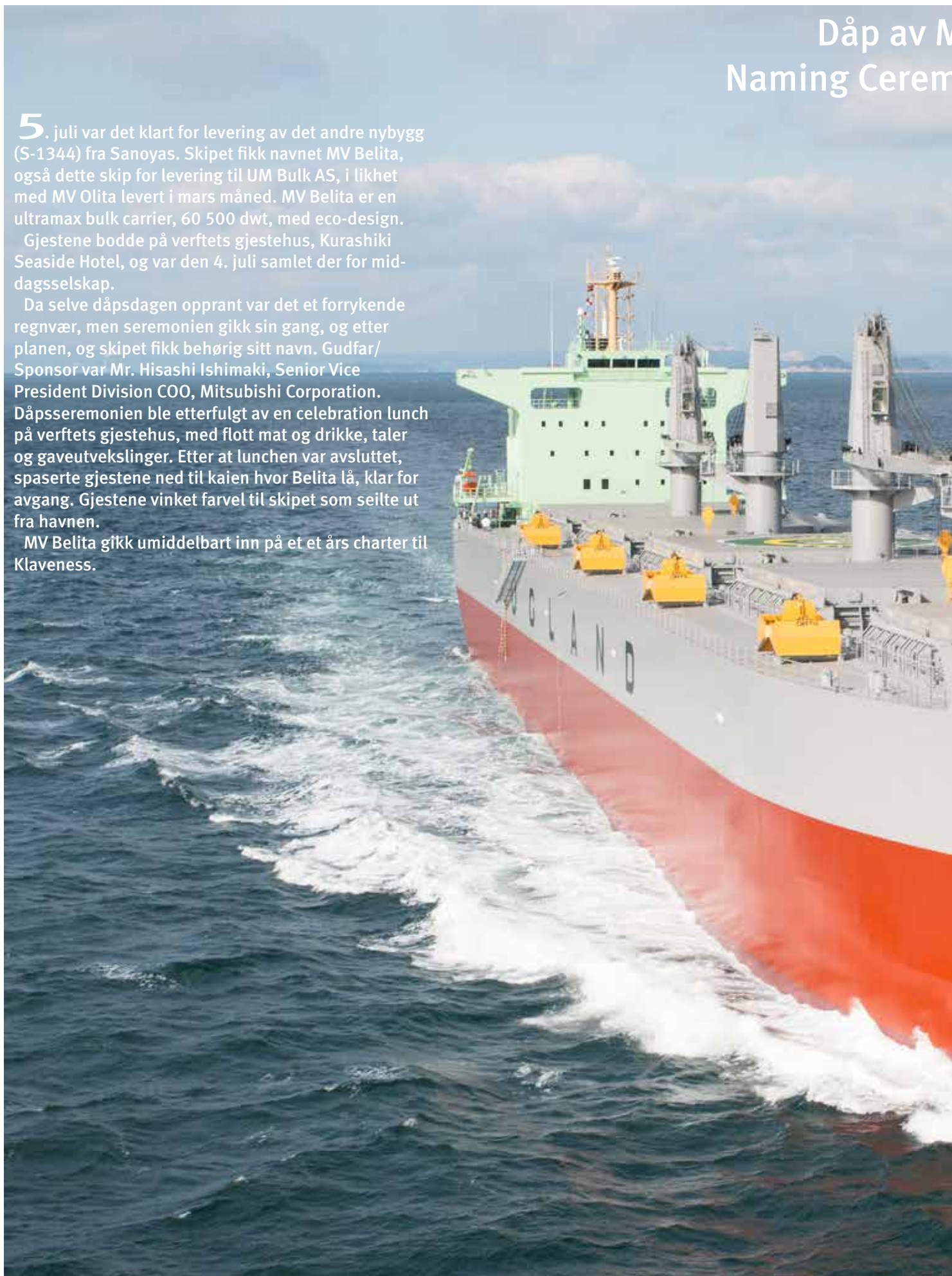
5. juli var det klart for levering av det andre nybygg (S-1344) fra Sanoyas. Skipet fikk navnet MV Belita, også dette skip for levering til UM Bulk AS, i likhet med MV Olita levert i mars måned. MV Belita er en ultramax bulk carrier, 60 500 dwt, med eco-design.

Gjestene bodde på verftets gjestehus, Kurashiki Seaside Hotel, og var den 4. juli samlet der for middagsselskap.

Da selve dåpsdagen opprant var det et forrykende regnvær, men seremonien gikk sin gang, og etter planen, og skipet fikk behørig sitt navn. Gudfar/ Sponsor var Mr. Hisashi Ishimaki, Senior Vice President Division COO, Mitsubishi Corporation.

Dåpsseremonien ble etterfulgt av en celebration lunch på verftets gjestehus, med flott mat og drikke, taler og gaveutvekslinger. Etter at lunchen var avsluttet, spaserte gjestene ned til kaien hvor Belita lå, klar for avgang. Gjestene vinket farvel til skipet som seilte ut fra havnen.

MV Belita gikk umiddelbart inn på et et års charter til Klaveness.



# MV Belita

## Sponsor: Sanoyas Sponsorship: UJG

On 5 July all was ready for the delivery of the second newbuild (S-1344) from Sanoyas, named MV Belita. In common with MV Olita, delivered in March, this ship was for delivery to UM Bulk AS. MV Belita is an ultramax bulk carrier of 60 500 DWT with an environmentally friendly design.

The guests stayed at the shipyard's guesthouse, the Kurashiki Seaside Hotel, where they convened on 4 July for a special dinner.

Unfortunately, the day of the christening was rainy, but the ceremony went according to plan and the ship was duly named. The sponsor was Mr. Hisashi Ishimaki, Senior Vice President and Division COO, Mitsubishi Corporation. The christening ceremony was followed by a celebration lunch at the shipyard's guesthouse, with wonderful food and drink, speeches and the exchanging of gifts. After the lunch, the guests walked down to the quayside, where Belita was ready for departure, and waved off the ship as it sailed away.

MV Belita immediately started on a one-year charter to Klavness.





Above, front row from left; Mr. & Mrs. Ueda, Sanoyas, Mr. Øystein Beisland, Mr. Knut N.T. Uglan, Diamond Star Shipping, Mr. Yasuhiro Katsuyama, Mitsubishi Corporation, Captain R. Supetrar





and, Sponsor Mr. Hisashi Ishimaki, Mitsubishi, Mr. Jørgen Lund, Mr. Takao Shinohara, Chief Engineer E. Bode



# Johan Sverdrup Boremodul - DES

Tekst: Øyvind R. Boye

I februar 2015 inngikk Nymo underleverandørkontrakt med Aibel AS om design, innkjøp, fabrikasjon og transport til Vestlandet for Johan Sverdrup boremodul. Dette var den største kontrakten Nymo har hatt for bygging av boremoduler så langt.



Design og bygging av boremoduler er blitt et av Nymos viktigste markedsområder hvor bedriften har lang erfaring og mye kompetanse på. Nymo var en foretrukket partner for Aibel på dette prosjektet og sammen vant vi kontrakten med Statoil. Kontrakten ble tildelt i Stavanger den 24. februar 2015 og det var stor festivitas ved markeringen når kontrakten ble signert. Til stede denne dagen var både statsminister Erna Solberg og øverste ledelse fra Statoil og Aibel.

For Nymo betydde dette en perfekt timing å få inn et slik stort prosjekt i en periode med lav oljepris og betydelig fall i investeringene i nye feltutbygginger. Den ville gi mange arbeidsplasser, kompetansebygging og ville ha store ringvirkninger lokalt.

Etter noen år da store offshorekontrakter har gått til utlandet, viste norsk industri at vi vinner i internasjonal konkurranse.

Allerede i begynnelsen av mars 2015 startet designarbeidet for denne ruvende giganten. For Nymos del betydde dette at vår engineeringsavdeling måtte bli integrert i Aibels prosjektteam i Asker, noe som igjen betydde at det ville bli mange måneder med pendling mellom Grimstad og Asker for svært mange av våre ansatte. Teamet i Asker ble en sammensveiset gjeng og borte fra hjem og familie i ukedagene med lange arbeidsdager og da måtte det sosiale pleies. De ble ivrige på å delta i Terrenkarusellen som de arrangerte på sin egen måte. Ved hovedkontoret i Grimstad var vi stolte over Askerteamet «vårt».



Sittende fra venstre: Karl Magnus Tangen, Audun Stea, Jan Terje Trondsen, Mikkel Brinck Erichsen, Oddbjørn Haugeto, Marit Øksendal, Morten Haug, Torfinn Kvalsvik, Bernhard Skaar

Bak fra venstre: Kamil Iminov, Reidar A. Tønnessen, Vicente Malabayoc, Leif Salthaug, Benedicte Thunning Kluck, Jerson Carmesis



Audun Stea i full konsentrasjon om designarbeidet



Fabrikasjon av boremodulen startet opp med seksjoner som ble bygget i Polen hos MPG, og den første seksjonen (boredekket 620) ankom Grimstad på lekter i oktober 2016. Deretter kom substruktur (610) i desember 2016.

Ved hjelp av hydrauliske vogner ble stålseksjonene overført til kaia hvor arbeidet med utrustning startet. Neste store operasjon var sammenkobling av substruktur (610) og boredekk (620) ved hjelp av løftefartøyet Rambiz.

Her gjelder både presisjon og nøyaktighet, og selvsagt også vindhastigheten den dagen løftene skal utføres. Alt må passe sammen og være nøye kalkulert på forhånd. Et svært krevende prosjekt i seg selv.

Løftet fant sted 24. februar 2017. For dette løftet ble de midlertidige løftearrangementene (rosa), for senere løfting av hele modulen i Klosterfjorden, benyttet.



Etter sammenstilling av de to stålseksjonene, 610 og 620 på kaia ble boretårnet løftet på plass ved hjelp av Uglan. Dette løftet fant sted 3. og 4. mars 2017.



Først ble nedre del løftet 3. mars, deretter ble hydraracker nærmest tredd ned innvendig i tårnets underdel og så var det klart for å løfte på plass øvre del av boretårnet. Det kom på plass 4. mars.



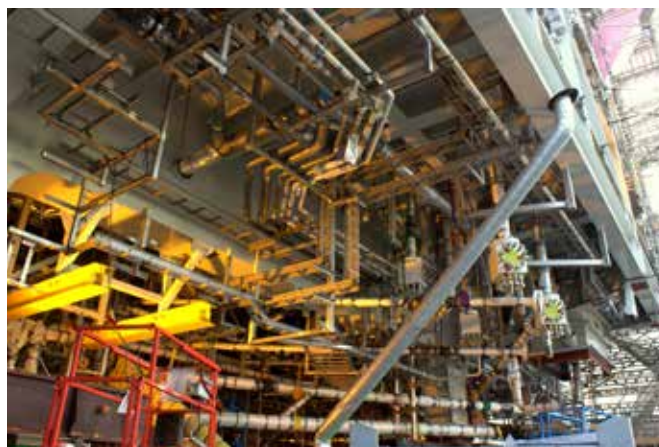
Her er hydraracker på vei ned i modulen

Den sammensatte modulen ble deretter utrustet komplett med utstyr, rørsystemer, kabler, etc.

Det var stor aktivitet på prosjektet gjennom vinteren og våren 2017 med opp mot 500 personer i arbeid.

Den sammensatte modulen ruvet godt i landskapet i Grimstad og det har tatt ca. 2,5 år å få modulen ferdigstilt.

I løpet av sommeren 2017 og frem til avreise 26. august var det høy aktivitet for mange.



Over: Heller ikke noe å si på kompleksiteten under en boremodul. I tillegg til selve stålråmmene skal det være plass til alt av utstyr, rør, kabelgater, etc. uten at noe kolliderer.

Både egne ansatte og innleide gjorde sitt til at Johan Sverdrup modulen ble en suksess.

I et intervju som NRK gjennomførte dagen før avreise roser Statoils ledelse v/Lars Håvardsholm det gjennomførte prosjektet og sier: «Nymo har levert på tid, til en god kvalitet, HMS resultatene er veldig gode og samarbeidet har vært godt».

Stig Jessen i Aibel AS sier i samme intervjuet: «Vi hadde jo andre som kunne bygge drillinganlegget, bl.a. i Singapore og Kina, men vi vet at når vi bygger norsk og ved Nymo, så får vi den kvaliteten vi krever og får levert til riktig tid»

Nymo var også ansvarlig for transport til Klosterfjorden ved Haugesund.

Tidlig lørdag morgen 26. august reiste modulen ut fra Nymo. Seilasen til Haugesund gikk uten problemer og modulen ankom Haugesund etter ca. 30 timer.

Hele plattformen bestående av dekkstrukturen (MSF), bygget ved Aibels verft i Thailand, Drilling Support Modul (DSM), bygget ved Aibels verft i Haugesund og Nymos boremodul (DES), ble deretter transportert på lekter til Aibels verft i Haugesund for endelig sammenkobling og testing.



Over: Ferdig boremodul kjøres ut på "Boabarge 43" med Sarens SPMT's (108 axles)



#### Sammenkobling

Her henger boremodulen fra Nymo, Grimstad i løftearrangementet, som tidligere beskrevet, klar for å løftes opp på plattformen av Thialf inne i Klosterfjorden, nord for Haugesund





# Johan Sverdrup Drilling Module - DES

Text: Øyvind R. Boye

In February 2015, Nymo signed a subcontractor agreement with Aibel AS for the design, purchasing, fabrication and transport to Western Norway of the Johan Sverdrup drilling module. This was Nymo's largest-ever contract to construct drilling modules.



The design and construction of drilling modules has become one of Nymo's key market areas, and the company has accumulated extensive experience and expertise in this field. Nymo was a preferred partner for Aibel for this project, and together we won the Statoil contract. The contract was awarded in Stavanger on 24 February 2015, and there was much celebration at the event when the contract was signed. Present that day were Norwegian Prime Minister Erna Solberg and executives from Statoil and Aibel.

With a low oil price and a substantial fall in investment in



Seated from left: Karl Magnus Tangen, Audun Stea, Jan Terje Trondsen, Mikkel Brinck Erichsen, Oddbjørn Haugeto, Marit Øksendal, Morten Haug, Torfinn Kvalsvik, Bernhard Skaar.

Back row from left: Kamil Iminov, Reidar A. Tønnessen, Vicente Malabuyoc, Leif Salthaug, Benedicte Thunning Kluck, Jerson Carmesis

new field developments, this was a perfect time for Nymo to win such a large project, which would secure many jobs, boost expertise and have considerable knock-on benefits locally.

After a number of years during which major offshore contracts went abroad, Norwegian industry was able to show



Audun Stea, immersed in the design work

that it can succeed against international competition.

Design work for this towering giant began back in early March 2015. This meant Nymo's engineering department would have to be integrated with Aibel's project team in Asker, and there would be several months of commuting between Grimstad and Asker for many of our employees. Away from their homes and families during the week, with long working days, the team in Asker became a close-knit group, and the social side of things became important. They were keen to participate in the "Terrengkarusellen" cross-country run, which they arranged in their own way. Back at our head office in Grimstad, we were proud of "our" Asker team.

Fabrication of the drilling module began with sections built by MPG in Poland, and the first section (drilling deck 620) arrived at Grimstad by barge in October 2016. The substructure (610) followed in December 2016. With the help of hydraulic wagons, the steel sections were transferred to the quay, where the work of fitting out started.



The next major operation was the coupling of the substructure (610) and the drilling deck (620) using the heavy lift vessel Rambiz.

This required great precision and concentration, and the wind speed on the lifting days was also an issue. Everything had to fit together, and be accurately calculated in advance – an extremely demanding project in itself.

The lift took place on 24 February 2017, utilising the temporary lifting gear (which you can see in the photograph in pink) that had been installed for the later lifting of the whole module in Klosterfjorden.



After the two steel sections, 610 and 620, had been coupled together on the quay, the drilling tower was lifted into place with the help of Uglen on 3 and 4 March 2017.

The lower section was lifted into place on 3 March, after

which the hydraracker was threaded down into the lower part of the tower. Then everything was ready for the lifting



The hydraracker on the way down inside the module

of the upper section of the drilling tower into place, which was done on 4 March.

The entire module was then completely fitted out with equipment, pipework, cabling, etc.

The project remained very busy through the winter and



Above: Naturally, the area below a drilling module is very complex. In addition to the actual steel frameworks, there needs to be room for all the equipment, pipework, cable trays, etc. to fit in without getting in each other's way.

into spring 2017, with up to 500 people involved.

Having taken two and a half years to complete, the completed module towered over the Grimstad landscape.

The module remained a hive of activity throughout the



summer of 2017, right up until its departure on 26 August. Our own employees and hired-in staff went the extra mile to ensure that the Johan Sverdrup module would be a success.

In an interview with NRK the day before departure, Statoil executive Lars Håvardsholm spoke highly of the completed project, saying: “Nymo has delivered on time, with good quality; the HSE results are excellent, and the collaboration has gone well.”

In the same interview, Stig Jessen of Aibel AS acknowledged: “Of course, we could have got others to build the drilling installation, such as companies in Singapore or China, but we know that when we build in Norway and with Nymo, we get the quality we demand, delivered on time.”

Nymo was also responsible for the transport to Klosterfjorden, near Haugesund.

The module left Nymo early on the morning of Saturday, 26 August. The voyage to Haugesund went without a hitch, and the module arrived at its destination after about 30 hours at sea.

The entire platform, consisting of the main support frame (MSF), built at Aibel’s shipyard in Thailand, the Drilling Support Module (DSM), built at Aibel’s shipyard in Haugesund, and Nymo’s drilling module (DES), was then transported by barge to Aibel’s shipyard in Haugesund for final coupling and testing.



Above: The completed drilling module being driven out onto Boabarge 43 on Sarens SPMTs (108 axles)



**Coupling**  
You can see here the drilling module from Nymo in Grimstad in the lifting gear, as previously described, ready to be hoisted onto the platform by Thialf in Klosterfjorden, north of Haugesund



... and with that, a 2½-year adventure was over!

# Besøk ombord i MV Seniorita i Batangas

## Visit on board MV Seniorita at Batangas

Tekst/text: Yngve Øigård

Siden årets offiserskonferanse ved Taal Vista Hotel, Tagaytay, sammenfalt med Senioritas ankomst Calaca, Batangas for lossing av Solar Salt fra Dampier i Australia, benyttet Øystein Beisland og undertegnede anledningen til å besøke kaptein Arocena og hans besetning.

På grunn av veiarbeider fikk vi underveis på kjøreturen mellom Tagaytay og Batangas sett også den landlige delen av Batangas som man vanligvis ikke får anledning til å se.

Etter å ha ventet i bilen i en times tid mens skipet la til kai, fikk vi komme om bord og ble ønsket velkommen av kaptein Arocena, maskinsjef de Jesus and overstyrmann Mabalot. Vi hadde begrenset med tid om bord men fikk allikevel diskutert en del aktuelle saker. Det ble også tid til en guidet tur om bord i skipet.

Etter å ha losset ferdig i Batangas seilte skipet videre til Cebu for lossing av «balance cargo».

En stor takk til kaptein Arocena og øvrige for den hjertelige velkomsten og deres gjestfrihet.

As our Officers and Crew Conference at Taal Vista Hotel, Tagaytay, coincided with Seniorita calling Calaca, Batangas for discharging of a cargo of Solar Salt from Dampier, Australia, President Øystein Beisland and the undersigned, took the opportunity to pay Captain Arocena and his crew a visit.

Due to road work, we also got to see parts of rural Batangas you normally don't see when travelling between Tagaytay and Batangas.

After waiting for about an hour in the car, while the vessel was shifted alongside, we came on board and were welcomed by Captain Arocena, Chief Engineer de Jesus and Chief Officer Mabalot. Due to our short stay, we only briefly touched upon some topics of current interest, where after we had an escorted tour of the vessel.

After completion at Batangas, the vessel sailed for Cebu for discharging of balance cargo.

We thank Captain Arocena and his fellow officers for their warm welcome and hospitality.



Fra venstre/from left: Øystein Beisland, Captain Arocena, Chief Officer Mabalot, Chief Engineer de Jesus, Yngve Øigård

# Officers and Crew Conference Manila 16 - 18 October 2017



The attendees on Day 2 and Day 3, including participants from Uglund and PTC

The officers and crew conference lasted three full days; Day 1 for both officers and crew and Day 2 and Day 3 for officers only. At the formal dinner in the evening on the first day, many Loyalty Awards were presented to officers and crew. Please see pages 34-35.

The conference went as planned and the topics stimulated to discussion and sharing of experience. Speakers consisted of both internal and external resources, making a nice mix and interesting listening for the more than 100 day one participants.

Some of the topics on Day 1; Trinity TPA and statistics, Diet and Health Issues, HSSEQ matters, Provident Fund, USA Visa and general crewing matters, Hold Cleaning.

On Day 2 and Day 3 only the officers, approximately 45 attended the conference. The program included several matters and cases for discussion, ie crew matters, focus on

HSSEQ matters, BASSnett, SEEMP – Reporting, Port State Control, Anti-Corruption, IT issues, etc. and emergency training.

On Day 3 an Emergency- and Contingency exercise was held, led by Norwegian Hull Club, in cooperation with PTC in Manila as well as the Uglund Head Office in Grimstad. The interaction between the vessel, the head office, the crewing agency as well as external bodies was tested and the exercise was considered a success.

The conference was held at the Taal Vista Hotel in Tagaytay City.

Planning for the 2018 conference has started and we look forward to meeting our colleagues and friends again in Manila. Until then, season's greetings, smooth sailing and stay safe!



Before we parted, the participants sang the company anthem - If We Hold on Together -

# HLV Uglen installerer broelementer på Hålogalandsbrua

Tekst: Per Gunnar Gundersen



Her løfter HLV Uglen med sin høyløftebom (110 meter løftehøyde)

I oktober i år avsluttet Uglen oppdraget med å løfte og installere broelementene på Hålogalandsbrua som gjør vegstrekningen E6 atten km kortere og reisetiden til og fra Narvik mot Vesterålen/Lofoten og Tromsø 20 minutter kortere.

Det er bare Hardangerfjordbrua som slår Hålogalandsbrua i størrelse og plasserer den på andreplass som landets nest største hengebro med sine 2 brotårn som rager 210 meter over havet, med seilingshøyde på 40 meter. Hålogalandsbrua er 1 533 meter lang, brospennet mellom brotårnene er 1 145 meter og er et imponerende syn der den rager mellom fjelltopper over Rombaksfjorden.

Uglen løftet og installerte i alt 30 broelementer som ble løftet direkte fra transportskipet Korex SBP 2 som fraktet broelementene fra Kina til Narvik. Transportskipet var oppankret i fjorden. Det samme var Uglen.

Første del av installasjonen startet i midten av brospennet og ble utført med Uglen rigget med høyløftebommen, versjonen med 110 meter løftehøyde. Uglen kunne da posisjonere kranbommen over hovedbærekablene. Ved installasjon av broelementer på sidene benyttet man Uglen med normal bomversjon. Uglen kunne da plassere broelementene under hovedbærekablene. Hvert broelement veide ca. 243 tonn, til sammen løftet Uglen ca. 7 300 tonn broelementer av stål på plass.

Det var til tider utfordringer med mye vind som medførte noe ventetid, men egentlig ikke mer enn man kan forvente, årstiden og stedet tatt i betraktning. Selve løfteoperasjonen tok 30 dager og krevde både nøyaktighet og utholdenhet samtidig som det var et spennende og utfordrende oppdrag.

Selv om brua nå på avstand har tatt sin endelige form, gjenstår det mye arbeid før brua kan åpnes for trafikk, i løpet av sommeren 2018.

# HLV Uglen installing bridge elements at the Hålogaland Bridge

Text: Per Gunnar Gundersen

In October this year the Uglen completed the lifting and installation contract of the Hålogaland bridge in Narvik. The bridge makes the road E6 eighteen km shorter and travel time to and from Narvik in the direction of Vesterålen/Lofoten and Tromsø will be reduced by 20 minutes.

It's only the Hardangerfjord Bridge which is larger (has a larger span) than the Hålogaland Bridge and qualifies it as the second largest suspension bridge in Norway. Its two pylons rise up 210 meters above sea level, sailing height of 40 meters. The Hålogaland Bridge is 1 533 meters long, the bridge span between the two pylons is 1 145 and is an impressive sight where it rises up between the mountain tops above the Rombaksfjorden.

The Uglen lifted and installed all together 30 bridge elements, which were lifted directly from the transportation ship Korex SBM 2, which transported the bridge elements from China to Narvik. The transportation ship was anchoring in the fjord same as the Uglen was.

The first part of the installation of bridge elements started in the middle of the bridge span, and the lifting operation

was performed with the Uglen rigged with the high-lift boom version of 110 meters hook height. The Uglen positioned the crane boom above the main bearing cables.

When it comes to the installation of the bridge elements of the side parts of the bridge span, the Uglen was utilized with the standard boom version and could then place the bridge elements under the main bearing cables. Each bridge element weighed about 243 tons, and altogether the Uglen lifted about 7 300 tons of bridge elements of steel onto the bridge cables.

From time to time, the wind posed a challenge, which lead to some waiting time, however, not really more than one can expect taken the time of year and place of operation into account. The lifting operation itself took 30 days and demanded both endurance and accuracy at the same time as it was a very exciting and challenging contract.

Some work still remains to complete the bridge project, however, if all goes according to plan, the new road stretch will open for traffic in 2018.



# Samfunnsansvar/Corporate Social Responsibility

Tekst/text: Christoffer G. Bergshaven

This article was originally published in June 2017, in A/S Uglands Rederi's Annual Report 2016

**Bedriftens samfunnsansvar omfatter mange ideer, handlinger og individer, og JJUC har alltid understreket viktigheten av de ansattes langsiktige perspektiver og forhold til lokalsamfunnet.**

Ett konkret eksempel er selskapets lange praksis med å ha lærlinger både på kontoret og om bord på fartøy. På de neste sidene viser vi to eksempler på den humane siden av bedriftens samfunnsansvar.

**Corporate Social Responsibility (CSR) embraces many ideas, actions and individuals, and JJUC has always attached importance to employees' long-term perspectives and relations with the local community.**

One tangible example of CSR can be seen in the company's longstanding practice of taking on trainees onboard vessels, and apprentices in the office. On the following pages we provide two examples to show the human side of CSR.



Fra venstre: Øyvind Christensen og maritim personalleder Vidar Røinås foran PSV Evita  
From left: Øyvind Christensen and crewing manager Vidar Røinås in front of PSV Evita

Øyvind Christensen begynte som elektrikerlærling om bord på PSV Evita den 17. juni 2013. Interessen for å bli skipselektriker kom for alvor under en to-ukers utplassering om bord på HLV Uglen i 2012, som elektrikerassistent. Og etter at han fullførte lærlingperioden i 2015 har Øyvind jobbet på PSV Juanita som fullverdig elektriker.

Øyvind sier at tiden hans hos Ugland har vært variert, interessant og givende.

Han jobbet også på Uglands team under byggingen av PSV Juanita. «JJUC har vært veldig hjelpsomme. De støtter virkelig lærlingene. De lar deg delta i alle deler av virksomheten og tar virkelig vare på deg», forteller Øyvind.

Øyvind Christensen started as a trainee electrician onboard PSV Evita on 17 June 2013. His interest in becoming a marine electrician was sparked during a 14-day secondment onboard HLV Uglen in 2012 as an assistant electrician. Since completing his time as a trainee in 2015, he has worked onboard the PSV Juanita as a fully fledged electrician.

Øyvind confirms that his time with Ugland has been varied, interesting and rewarding. He has served onboard various vessels, both PSVs and HLV Uglen.

He was also part of the Ugland site team during the construction of the PSV Juanita. "JJUC have been very helpful. They really support the trainees. They let you participate in every side of operations and really look after you."





Fra venstre/from left: Espen Skoog, Torje Salvesen, Evaldas Narmontas og/and Kim Eirik Kvasheim

Bildet ovenfor viser tre generasjoner med IKT-læringer, sammen med Espen Skoog, seniorrådgiver for IKT og ansvarlig for oppfølging av lærlinger siden 2004. Kim Eirik Kvasheim startet som IKT-lærling i 2010. Etter fullført eksamen i 2012, begynte han å jobbe som IKT-operatør for Ugland Marine Services AS – og denne stillingen har han fremdeles. Torje Salvesen startet som lærling i 2015, mens Evaldas Narmontas starter sin to-årige lærlingperiode senere i år.

Kim Eirik ble introdusert for UMS gjennom læreren sin. «Jeg var ikke klar over at selskapet rekrutterte IKT-læringer. Men som Grimstad-gutt har jeg alltid vært fascinert av Ugland-imperiet her i Vikkilen, så jeg ble veldig motivert og gjorde alt jeg kunne for å få stillingen.

Jeg fikk mye ut av tiden min som lærling i IKT-avdelingen UMS. Arbeidsmiljøet hos UMS er fantastisk, med flotte kolleger som både er hyggelige og profesjonelle. Jeg har fått mange nye venner og utvidet nettverket mitt – både her og i andre selskaper. Erfaringen jeg fikk som lærling har definitivt vært uvurderlig og forberedt meg godt for fremtiden. Jeg har i tillegg lært masse om andre shippingrelaterte fagfelt. UMS tilbyr et flott arbeidsmiljø med utfordringer og spennende oppgaver, og jeg har utviklet meg mye som menneske», forteller Kim Eirik.

Som arbeidsgiverne til de ovennevnte, kan vi si at det å ha lærlinger er en vinn-vinn-situasjon. Uttalelsene illustrerer virkelig fordelene for våre ansatte, og arbeidsgiveren vinner på flere områder – noe som gjør dette til et langsiktig og bærekraftig samarbeid.

The photo above shows three generations of ICT apprentices, together with Senior ICT Advisor Espen Skoog, who has been responsible for following up the apprentices since 2004.

Kim Eirik Kvasheim started as an ICT apprentice in 2010. After finishing his final exam in 2012, he started working as an ICT operator for Ugland Marine Services AS, a position he still holds. Torje Salvesen started his apprenticeship in 2015, while Evaldas Narmontas will start his two-year training period later this year.

Kim Eirik was introduced to UMS by his teacher. “I wasn’t aware that the company recruited ICT apprentices. However, as a Grimstad resident I have always been fascinated by the Ugland companies here in Vikkilen, so I was very motivated and tried my best to get the position.

I really enjoyed my time as an apprentice for UMS at the ICT Department. The working environment at UMS is fantastic with great colleagues who are both kind and professional. I have made many friends and expanded my social network, from both in-house and external companies. The experience I gained from my years as an apprentice has definitely been invaluable and put me in a strong position for whatever comes next. I have also learned a lot in other shipping-related fields. UMS offers a great working environment with challenging and exciting tasks and I have personally developed a lot as a person.”

As employers of the above, having apprentices and trainees is considered a win-win situation. The testimonies above clearly illustrate the benefits for employees. The employer is also a winner on several levels, which makes this a long-term and sustainable relationship.



Øyvind Christensen sjekker at alt står bra til ombord/checking that all is well onboard



Kim Eirik Kvasheim sjekker kablingen/inspecting cables

# From pages.... to a real journey....

## Tour to the Pyramids of Egypt

Text: Juriel A. Sarmiento, Chief Officer MV Lunita

The Pyramids of Egypt is one of the most amazing places in the world and having it considered as one of 7th wonders of the ancient world, we were lucky enough to have experienced the place.

Thanks to my job; because this job is not just giving me the opportunity to raise my family in the Philippines but also to experience the beauty of our world.



**N**ine O' clock in the morning the van came that would bring us to the Pyramids. My inner child in me came back. I felt so excited because seeing the pyramids is a lifelong dream.

While in the van heading towards the pyramids, I reminisce the days when I was just a 5th grader, I can just see Pyramids in the pages of my history books. Teachers were telling that .... and this .... about Egypt, Pyramids, Papyrus, Ancient Egyptians. Actually, I didn't get the perfect score for that topic because all I was interested in were the



Chief officer Juriel A. Sarmiento

pictures. I would have perfect scores if those history exams were picture exams.

Well, enough for those pictures on history books before... On my seat in the van, the excitement in me was really increasing. I never expected that one time in my life, I would get a chance to experience the Pyramids. I can't fathom the feeling. It was unexplainable.

We were actually 6 in the van from Ugland Marine. All were energized. Each of us brought camera phones, ready for selfies. Some of us were video chatting with families, because even our families in the Philippines were so excited to see the pyramids. My 7 year old daughter was the one who was really happy for my trip. She was video chatting with me from the time when we left the port up to the end of the pyramid trip. I saw how amazed my daughter was when she saw that I was holding one of the blocks of the pyramid. Thanks to technology, I felt I was with my family during the trip.

Our first stop was at the Papyrus Musuem. This museum showcases one of the most important object in the ancient time, the papyrus plant which becomes parchment w/ can be drawn and written. Most of the exhibits on papyrus shows the life of ancient Egyptians. I took many pictures from the museum because my daughter loves to study ancient civilizations.



After that, the long wait is over, the Egyptian tour guide brought us to the entrance, they gave us these hair covers like what they have on their heads. We wore that head cover for the entire Pyramid Trip. They also made us choose how to ride, on a camel or on a horse? Of course we chose the camel since there are no camels in our country, Philippines. Camels are so thrilling for us. It was a long trip to the pyramids from that entrance. My estimate was 3 kilometres. We took pictures every now and then during that 3 km trip with the camels. After the trip, I felt so much back pain. Riding 3 km with the camels isn't that easy, but it was really worth it when we arrived at the pyramids. The tiring and painful trip with the camels will all vanish when you see in your front the PYRAMID.

Above: Chief officer Juriel A. Sarmiento kissing the Sphinx  
Below: Riding on Camels



Being able to touch the pyramids and stand in front of the Sphinx is surreal. It's difficult to describe the feeling of see-



From left: Eng. Cdt. Glenn mark Cancino, 4th Eng. Mark Tuazon, O/S Darell Inumerable, Chief Officer Juriel A. Sarmiento, AB Antwerpt Segura, MSM Ramil Lacson

ing the pyramids really up close. The size of the individual blocks that makes up the pyramid is really amazing. Even you will ask questions to yourself, how did the ancient Egyptians make these pyramids despite lack of machineries and technologies that time. ? Many thoughts were coming to my mind that time while staring on what I will call ANCIENT PEOPLE's Obra. Even the brightest engineers and architects can't make something huge like this unbelievable structure using the blocks made by the ancient people. EVEN SCIENCE AND MATHEMATICS can't explain this, maybe some but not all. It's really a "WONDER". It also made me think if Gods and Goddesses are really true that time, to make this PYRAMID possible.

Experiencing the pyramids is unforgettable. Thanks to Uglad, because our job is not just giving us opportunity to raise our families in the Philippines, but also to see and experience the beauty of the world. The pages of photographs in my history books before is becoming a real journey now.....

After the pyramid experience, we went back to port. Another two hours of long drive again. I was still sitting on the same seat where I was sitting when we came to the pyramids, but now with two bags of souvenirs beside me for my family in the Philippines. Also with me and all of us Uglad boys are the experience that we will never forget...

Pictures to the right: Chief officer Juriel A. Sarmiento "meeting" the Sphinx

Below: The Sphinx



## Superveteraner med 40 års fartstid i JJUC

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

Av flere årsaker – bl.a. reisevirksomhet – kan datoen bli forskjøvet enkelte år, men intensjonen er å bestrebe oss på å ha en slik markering på hans fødselsdag.

Årets markering fant sted torsdag 23. november. Hele fem jubilanter ble hedret for sin lange innsats innenfor J.J. Ugland selskapene:

### Fra Nymo:

Sveisekoordinator Øyvind Larsen ble ansatt den 17.01.1977, og begynte som sveiser. Etter hvert fikk han nye oppgaver i sveiseavdelingen som bas og sveisekontrollør. Han har også hatt oppgaver innen vekt- og dimensjonskontroll. Videre har han hatt en rolle som NDT-koordinator. Øyvind er hovedtillitsvalgt i Fagorganisasjonen «Lederne». Han viser et stor engasjement for bedriften og har det beste forhold til ledelse og kolleger.

Leder Engineering Egil Johny Johannessen ble ansatt 01.03.1977. Han er utdannet skipsingeniør og hadde erfaring fra skipsverft og DnV før han begynte ved Nymo. Johny startet der sin karriere som konstruktør ved Nymos tegnekontor, og avanserte raskt til prosjektingeniør og prosjektleder. I 1985 ble han avdelingsleder for engineering, en stilling han har hatt frem til avgang ved pensjon i 2017. Johny har ledet engineering i en lang rekke prosjekter gjennom mer enn 30 år, og utviklet engineeringavdelingen til å bli verdensledende innen design av boreanlegg. Han tar ansvar og løser alltid oppgavene på sin lune måte, og er høyt respektert i alle ledd i Nymos organisasjon.



Fra venstre: Øyvind Larsen, Egil Johny Johannessen

### Fra Ugland Marine Management AS:

2. maskinist Roy Charles Tønnesen ble ansatt 01.09.1977 og startet sin karriere som smører om bord på Savonita, og videre som smører på MT Evita og HLV Uglen, frem til 1982 da han gikk inn i marinen. Han kom tilbake i 1985 og seilte da som skipsmekaniker og 2. maskinist på Hual Lisita og MT Evita. Fra 2007 seilte han som 2. maskinist på



Første rekke fra venstre: Øyvind Larsen, Egil Johny Johannessen. Andre rekke fra venstre: Pål Nymo

MT Evi Knutsen, og gikk så til PSV Evita i 2012. I 2014 gikk han over på PSV Juanita som 2. maskinist hvor han også er i dag.

Maskinsjef Pål Neset ble ansatt 22.11.1977. Han startet sin karriere som motormannslærling i 1976-1977 på MS Lisita. Fra 1979 arbeidet Pål på MT Juanita som motormann. I perioden frem til 1985 seilte han som 2. maskinist om bord på Vivita, Laurita, Favorita og Hual Lisita. Videreutdanning ved maritim høyskole skjedde i årene 1985-1987. Fra 1988 var han med på byggetilsyn for MT Evita og mønsteret her som 2. maskinist, men hadde også mange turer som 1.



Neset, Roy Charles Tønnesen, Øyvind Aasland

maskinist. I årene 1992-1995 seilte Pål på HLV Uglen og Maxita som 2. maskinist og som maskinsjef. Deretter var han maskinsjef om bord på MT Juanita i 1998-2010, før han den 03.03.2010 gikk om bord som maskinsjef på HLV Uglen hvor han fremdeles er.

## Fra Ugland Construction AS:

Senior Konsulent Øyvind Aasland ble ansatt 01.09.1977 som kontorsjef på "Stavangerkontoret". I 1978-1979 var han stasjonert i Mexico City i forbindelse med operasjon av kranskipet Sarita. I mai 1979 tok han med familien hjem igjen til Stavanger hvor han siden har vaktet Uglands interesser. Han ble i 1997 utnevnt til assisterende direktør med ansvar som tidligere; hovedvekt på JJUCs aktivitet i Stavanger. I 2000 ble Øyvind utnevnt til Senior Vice President, en stilling han har hatt frem til 09.06.2017, på sin 70 års dag, hvor han fratradte og gikk inn i stilling som Senior Consultant. Øyvind er glad i å ta med familien og dra på cruise. De har hytte både til lands og vanns som brukes flittig. Øyvind er også en ivrig fotballspiller på laget for «old boys».

Adm. direktør Øyvind R. Boye, adm. direktør Øystein Beisland, viseadm. direktør Arnt Olaf Knutsen og driftsjef Sven Moe holdt taler og takket superveteranene for arbeidsinnsatsen og engasjementet gjennom alle disse årene.

Som et varig minne fra selskapet fikk jublantene et sølvfat, diplom og selvsagt en blomsterhilsen.



Fra venstre: Øyvind Aasland, Roy Charles Tønnesen, Pål Neset

## Super-Veterans with 40 years service in JJUC

As mentioned in previous issues of Uglita, in 2003 our then owner, Johan Jørgen Ugland, introduced a new tradition into all his businesses. He wanted to honour employees who had been with the company for a particularly long time and his wish was for this event to be held as close as possible to his birthday, 22 October.

Various reasons – including travel schedules – can cause this date to be moved in certain years, but we always endeavour to arrange the celebrations on his birthday.

This year's celebrations took place on Thursday 23 November. As many as five loyal staff were honoured for their many years of service in the J.J. Ugland Companies:

### From Nymo:

Welding Coordinator Øyvind Larsen was employed on 17 January 1977, and began his career as a welder. He later took on new assignments in the welding department as foreman and welding supervisor. He has also worked on weight and dimension control, as well as NDT coordinator. Øyvind is the Chief Employee Representative of the Norwegian Organisation of Managers and Executives. He is renowned for his great commitment to the company and enjoys an excellent relationship with management and his colleagues.

Head of Engineering Egil Johny Johannessen was employed on 1 March 1977. He is a qualified naval architect and worked in shipyards and for DnV before joining Nymo. Johny started his career as a designer in Nymo's drawing office, and quickly progressed to Project Engineer and Project Manager. In 1985 he was appointed Head of Engineering, a position he held until he retired in 2017. Johny has managed the Engineering Department on numerous projects for more than 30 years, in which time the depart-

ment has developed into a world leader in the design of drilling apparatus. He readily assumes responsibility and gets his work done with his usual good humour, and is highly respected throughout the organisation.



From left: Pål Neset, Roy Charles Tønnesen, Øyvind Aasland, Øyvind Larsen, Egil Johny Johannessen

The Ugland super veterans, flanked by Øystein Beisland on the left and Sven Moe on the right





## From Ugland Marine Management AS:

2nd Engineer Roy Charles Tønnesen was employed on 1 September 1977, starting his career as an oiler on board the Savonita, before performing the same role on the MT Evita and HLV Uglen until 1982, when he joined the navy. He returned in 1985, sailing as ship mechanic and 2nd Engineer on the Hual Lisita and the MT Evita. From 2007 he sailed as 2nd Engineer on the MT Evi Knutsen, before transferring to the PSV Evita in 2012. Since 2014 he has served as 2nd Engineer on the PSV Juanita.



essen

Chief Engineer Pål Neset was employed on 22 November 1977. He started his career as an engine apprentice on the MS Lisita where he worked between 1976 and 1977. From 1979 Pål served on board the MT Juanita as motorman. Until 1985 he sailed as a 2nd Engineer on the Vivita, Laurita, Favorita and Hual Lisita. Between 1985 and 1987 Pål attended Naval College. From 1988 he was a construction supervisor for the MT Evita, primarily as 2nd Engineer but as 1st Engineer on some voyages. Between 1992 and 1995 he sailed on the HLV Uglen and Maxita as 2nd Engineer and as Chief Engineer. He was subsequently Chief Engineer on board the MT Juanita between 1998 and 2010, before joining the HLV Uglen in the same role on 3 March 2010, where he remains today.

## From Ugland Construction AS:

Senior Consultant Øyvind Aasland was employed on 1 September 1977 as office manager at the “Stavanger office”. Between 1978 and 1979 he was stationed in Mexico City assisting with the operation of the lifting vessel Sarita. In May 1979 he returned with his family to Stavanger, since when he has looked after Ugland’s interests. In 1997 he was appointed Assistant Director, where his main responsibilities remained JJUC’s activities in Stavanger. In 2000 Øyvind was appointed Senior Vice President, a position he held until 9 June 2017, his 70th birthday, when he retired and took up a position as Senior Consultant at Ugland Construction AS. Øyvind enjoys taking his family cruising in his boat. They have a holiday home both on land and at sea and diligently use both. Øyvind is also a keen member of the “old boys” football team.

CEO Øyvind R. Boye, CEO Øystein Beisland, Deputy Managing Director Arnt Olaf Knutsen and Fleet Manager Sven Moe gave speeches and thanked the super-veterans for their achievements and commitment over so many years.

As a lasting memento from the company, they each received a commemorative silver plate, a certificate and of course a beautiful bouquet of flowers.



The Nymo super veterans, flanked by John Beisland on the left and Øyvind R. Boye on the right



# Awards at the Officers Manila 16 - 18

## 5 Year award



- From left to right:
1. 2/O Benedicto S. Cruz,
  2. C/O Julius A. Dela Torre,
  3. AB Von Ryan T. Cabalonga,
  4. OS Francis S. Ramos,
  5. 4/E Kurt Kaiser S. Singh
  6. E/T LAuro Y. Luma-as,
  7. E/T Rudy D. Dichoso,
  8. Msm Ricardo E. Mendoza,
  9. AB Jason M. De Castro

## 10 Year award



- From left to right:
1. 2/O Alladin A. Ayento,
  2. 3/O Christopher D. Contreras,
  3. 3/O Norbell P. Lumacang,
  4. 4/E Teofilo C. Somejo Jr.,
  5. C/Ck John R. Neri

## 15 Year award



- From left to right:
1. C/E Dennis P. Erce,
  2. C/E Amiel D. Jamero,
  3. 2/E Remy J. Padilla,
  4. 3/E Antonio J. Alisasis,
  5. Flordelino H. Pasigna,
  6. Oscar A. Salugao,
  7. Bsn Rafael P. Bison,
  8. Bsn Cipriano V. Vallota



# Staff and crew Conference October 2017



## 20 Year award

From left to right:

1. C/O Arnel M. Cortez,
2. C/E Florentino S. Bautista,
3. 2/E Dionisio B. Bacamante,
4. 2/E Rodrigo D. Espino,
5. 2/E Reynaldo T. Palomo Jr.
6. Mtm Renato A. Pobuayon Jr.,
7. AB Joseph P. Ercillo,
8. Msm Raul B. Gomos



## 25 Year award

From left to right:

1. Capt Feliciano L. Rengel,
2. Capt Alexander M. Venzon,
3. C/O Servando P. Cantaros,
4. C/O Philip F. Valderrama,
5. C/E Aries C. De Jesus
6. ET Teodoro G. Magaling,
7. Bsn Rolando M. Arzadon,
8. Mrs Noel A. William  
(C/E Noel A. William),
9. MPP Judygarland B. Juvagar



## 30 Year award

From left to right:

1. (Mrs) C/E Edwin B. Maribbay,
2. C/E Napoleon S. Buenaventura,
3. C/E Serafin M. Singzon,
4. SCM Honorio B. Casalme



# Canship Ugland Ltd. service awards – VMT Conference and Dinner 2017

Text: Jodi Louvelle

Canship Ugland Ltd. annual Vessel Management Team (VMT) Conference was held on November 16th and 17th, 2017. Following two days of external presentations and in house discussions, a social gathering and dinner was held for shipboard and office personnel.

The following employees were presented with their service awards:

**10 year service award:**

**Captain Darrell Morgan, North Atlantic Kairos**

**Judy Kirby, HR Co-ordinator**



**20 year service award:**

**Martin Puddicombe, Chief Officer Jr., Jasmine Knutsen**

**Larry Moore, Human Resources Manager**



## Runde tall/Birthdays



Navn/Name	Født/born	Stilling/Position, Company/Vessel
<b>50 år/50 years</b>		
Hilario Casalme Designaño	02.02.67	2nd Officer, MV Lunita
Egil Tvergrov	13.02.67	Teknisk tegner/Engineer Structural, Nymo
Rolan Fernandez Aquino	21.03.67	Chief Cook, MV Livita
Carolino Jr. Eco Escobidal	10.04.67	Electro Technician, MV Isabelita
Edel Neset	27.04.67	Dokument kontrollør/Document Controller, Nymo
Jan Austnå	07.05.67	Sveiser/Welder, Nymo
Ray Macapanas Gandola	02.07.67	Chief Officer, MV Belita
Lars Waaland	13.07.67	Rigger/Stillasarbeid/Rigger/Scaffolder, Nymo
Geir Allan Knudsen	22.07.67	Sivilingeniør/Grad. Engineer, Nymo
Joel Apostol Mabaquiao	30.08.67	Bosun, MV Tamarita
Ernesto II Villanueva Lo	26.09.67	Master, MV Fermita
Wenche Grosvold Igland	28.09.67	Lønnsmedarbeider/Payroll Staff, Nymo
Bent Frode Olsen	02.10.67	Formann Plate/Forman Plater, Nymo
Judy Mores Manucay	16.10.67	Chief Officer, MV Tamarita
Jackie Nham	09.12.67	Sveiser/Welder, Nymo
Agripino Ballola Adalim	17.12.67	Messman, MV Kristinita
<b>60 år/60 years</b>		
Johnny Baylen Lopez	01.01.57	2nd Engineer, MV Seniorita
Fredelito Gamit Nota	29.01.57	Motorman, MV Carmencita
Danilo Garrucho Guevarra	02.02.57	Chief Engineer, MV Carmencita
Bjørn A. Aslaksen	03.02.57	Rørlegger/Plumber, Nymo
Manuel Ridad Verar	11.02.57	Chief Engineer, MV Isabelita
Rolando Manalansan De Lara	19.02.57	Fitter, MV Livita
Berit J. Boye	27.02.57	Sekretær/Adm. Coordinator, Nymo
Renato Atienza Santos	01.03.57	Messman, MV Lunita
Åstein Tørnes	28.03.57	Ingeniør/Engineer, Nymo
Eufrazio Jr Limpahan Maquiling	01.04.57	Master, MV Kristinita
Tore Andreas Strand	11.04.57	Ship Mecanic, PSV Juanita
Benedicto Sanchez Cruz	06.05.57	2nd Officer, MV Seniorita
Gunnar Neset	11.05.57	Platearbeider/Plater, Nymo
Miguelito Maclang Juan	08.06.57	2nd Engineer, MV Fermita
Marceliano Pahang Adaptar	18.06.57	Motorman, MV Isabelita
Sancho Behol Olang	10.07.57	2nd Officer, MV Fermita
Vui Van Nguyen	07.07.57	Sveiser/Welder, Nymo
Kåre Hodnebrog	16.07.57	Marine Chief Cook, PSV Juanita
Mark Anthony Aguilar Cubao	28.08.57	3rd Engineer, MV Olita
Ranie Yanquiling Sabangan	13.09.57	AB, MV Fermita
Florentino Salvador Bautista	05.10.57	Chief Engineer, MV Seniorita
Aurelio Reyes Reyes	15.10.57	Fitter, MV Seniorita
Nils Ingvar Åsen	30.10.57	Platearbeider/Plater, Nymo
Carlos Hiponia Del Rosario	14.11.57	Motorman, MV Fermita
Kjell Petter Engebretsen	28.11.57	Rigger/Stillasarbeid/Rigger/Scaffolder, Nymo
Leonardo Palomar Pacardo	29.11.57	2nd Engineer, MV Livita
Raul Rico Poserio	27.12.57	Bosun, MV Olita
<b>70 år/70 years</b>		
Øyvind Aasland	07.06.47	Senior Consultant, Ugland Construction AS

# “Thank you for life”

Text/tekst: Jannike Rognøy Olsson, Senior Manager, Liquid Cargo Claims, Gard AS

Thank you to GARD AS for publishing permission. The article was originally published on their website: [www.gard.no](http://www.gard.no), Insight 31 October 2017  
En hjertelig takk til GARD AS for tillatelse til å trykke denne artikkel, opprinnelig publisert på deres nettside: [www.gard.no](http://www.gard.no), Insight 31. oktober 2017

**The rescue of persons in distress at sea, including refugees, is an obligation under international maritime law, as well as being a long established humanitarian duty. This is the story of one such rescue and the reunion of the vessel’s crew and refugees some 30 years later.**

**Å redde mennesker i havsnød – deriblant flyktninger – er en allment anerkjent menneskeplikt og påbudt under internasjonal sjøfartslov. Dette er historien om en slik redningsaksjon, og om gjenforeningen mellom fartøyets mannskap og flyktningene 30 år senere.**



Jannike Rognøy Olsson, Senior Manager, Liquid Cargo Claims, shares her colleague, Alf Ove Stenhagen’s, story of a rescue at sea and the celebration thirty years later organized by one of those saved. At the time, Alf Ove was the Chief Officer on board the DANITA, a product tanker owned by Gard’s Norwegian member, Ugland.

The DANITA was sailing in ballast through the South China Sea, en-route from Japan to the Arabian Gulf. During the early hours of 2 June 1987, the lookout on the bridge spotted a fishing vessel that appeared to need help. There were several individuals on the deck of the fishing vessel, waving desperately, seeking the attention of those on board the DANITA. On closer examination, it became clear that this was no ordinary fishing vessel – she was carrying a considerable number of refugees who were clearly concerned about their safety on board the aged vessel and were desperately seeking rescue.

DANITA’s Master wasted no time. He immediately raised the ship’s general emergency alarm, mustered his crew, and safely picked up all 58 Vietnamese refugees from the fishing vessel. The refugees included young men, women and infants. They had been at sea for fourteen days, and were running out of food and water.

Having rescued all those on board the fishing vessel, the fishing vessel was set on fire to avoid her becoming a nav-

Senior Manager for Liquid Cargo Claims, Jannike Rognøy Olsson, deler kollega Alf Ove Stenshagens historie om en redningsaksjon til sjøs og feiringen 30 år senere. Alf Ove var overstyrmann på DANITA – en produkttanker eid av Ugland-rederiet.

DANITA seilte i ballast gjennom Sør-Kina-havet, på vei fra Japan til Persiabukta. Tidlig om morgenen 2. juni 1987 fikk utkikksmannen på broa øye på en fiskebåt som så ut til å trenge hjelp. Flere personer stod på dekk og viftet med armene for å tiltrekke seg oppmerksomheten til mannskapet på DANITA. Og ganske riktig – da de kom nærmere, fikk de se at båten var full av flyktninger som tydelig var bekymret for sin egen sikkerhet om bord på det gamle fiskefartøyet, og desperate etter å bli reddet.

DANITAs kaptein hadde ingen tid å miste. Han slo umiddelbart alarm, samlet mannskapet og fikk alle de 58 vietnamesiske flyktningene i sikkerhet. Blant flyktningene var det både unge menn, kvinner og små barn. De hadde vært på havet i fjorten dager og var i ferd med å gå tom for både mat og drikke.

For å unngå at den skulle utgjøre en fare for andre skip, satte mannskapet fyr på den gamle fiskebåten da alle hadde kommet i sikkerhet. DANITA devierte til Singapore for å få de bergede flyktninger trygt i land, og i løpet av de fem dagene det tok å komme seg til Singapore ble flyktningene

igation hazard to other ships. The DANITA then deviated to Singapore to land those rescued. The voyage to Singapore took five days during which time the refugees were cared for by DANITA's crew. The refugees were split by the crew on board into two groups – the first group included refugees from the same family who could document that they had relatives in another country, the second group contained the rest of the refugees. All 58 were landed in Singapore. At this point the UN representatives in Sin-

gapore took over - they repatriated the first group to the country that already had relatives of the refugees, and the second group were moved to a refugee camp in the Philippines. All of this was concluded within six months.

Thirty years later, Alf Ove received a call whilst at his desk in Arendal where he works in Gard's Liquid Cargo Claim's Team. The caller was Mr. Chanh Le aged 44, one of the refugees rescued that day in 1987 when he was only 14 years old. He was calling to say thank you for life. A reunion party followed in Oslo where other members of the DANITA crew also attended, including the Master, Chief Engineer and an AB. The party was attended by 90 family members of the refugees rescued by the DANITA. The refugees and their family members had come from the Netherlands, Denmark, Norway and as far away as California, USA. Alf Ove realized at the party just how significant the act of thirty years ago was, and how much it meant to the refugees, and their now extended families, that they had been given a second chance of life. Alf Ove commented "It is the duty of crewmembers to rescue those at sea in need so at the time, I was just doing my job. Yet, the gratitude of those rescued thirty years later touched me deeply."

With this thought we also reflect on, and thank those, who continue to rescue refugees in distress, sometimes under very difficult conditions.

tatt godt vare på av besetningen på DANITA. Flyktningene ble delt i to grupper – i den første gruppen var det familier som kunne dokumentere at de hadde slektninger i et annet land, mens den andre gruppen var resten av flyktningene. Alle 58 gikk i land i Singapore. Her tok representanter for FN over og sendte den første gruppen til landet der de hadde slektninger, mens den andre gruppen ble sendt til en flyktningleir på Filippinene. Alt sammen ble gjennomført innen seks måneder.



30 år senere satt Alf Ove på kontoret sitt i Arendal, der han jobber i Liquid Cargo Claim-teamet, da telefonen plutselig ringte. Mannen i den andre enden var 44-åringen Chanh Le – én av flyktningene som ble reddet den dagen i 1987. Da var han bare 14 år gammel. Han ringte for å si «takk for livet.» Kort tid etter ble det arrangert gjenforeningsfest i Oslo, der mange av de

andre medlemmene av mannskapet på DANITA også deltok – blant andre kapteinen, maskinsjefen og en matros – i tillegg til mange av flyktningene som ble reddet av DANITA, og deres familier – til sammen 90 personer.

Flyktningene og familiemedlemmene deres kom fra Norge, Danmark, Nederland og noen helt fra California. På festen forstod Alf Ove for alvor betydningen av handlingen for 30 år siden, og hva den betød for de tidligere flyktningene og deres utvidede familier: et nytt liv og en ny sjanse. «Det er mannskapets plikt å redde folk i havsnød, så der og da gjorde jeg bare jobben min. Likevel er jeg dypt rørt over takknemligheten fra de vi berget for 30 år siden», forteller Alf Ove.

Med dette i tankene vil vi også takke de som fremdeles redder flyktninger i nød – noen ganger under veldig vanskelige forhold.

Below:

Chanh Le, Ole Skærning (kaptein), Alf Ove Stenhagen (overstyrmann) og Anders Staurvik (matros)



# Nasjonal sikkerhetsmåned 2017

Tekst: Espen Skoog

Nasjonal sikkerhetsmåned er en årlig kampanje for økt kunnskap om informasjonssikkerhet, som gjennomføres i regi av NorSIS, i samarbeid med EU sitt informasjonssikkerhetsorgan ENISA. NorSIS har arrangert Nasjonal Sikkerhetsmåned hvert år i oktober siden 2011. Hensikten med kampanjen er å tilrettelegge for en nasjonal dugnad med mål om en tryggere digital hverdag, som bidrar til økt verdiskapning og velferd.

JJUC har sterkt fokus på informasjonssikkerhet, og har i flere år deltatt i denne nasjonale dugnaden.

De to siste årene har vi tilbudt alle PC brukerne våre på land et gratis e-læringsprogram som bidrar til å øke fokuset på informasjonssikkerheten både på jobb og i det private.

I den forbindelse har IKT avdelingen satt opp premier som trekkes blant de som gjennomfører e-læringsprogrammet.

I år trakk vi 6 premier som besto av en USB minnebrikke, og en boks med julemarsipan. I tillegg trakk vi en hovedpremie som besto av en ekstern USB harddisk, som er perfekt til å ta sikkerhetskopi av viktige data til, samt en boks med julemarsipan.

På siden [nettvett.no](http://nettvett.no) finner du verdifull informasjon, råd og veiledning om sikrere bruk av internett.

## Nettvettreglene

- Følg rådene for sikker pålogging
- Hold operativsystemer og programmer oppdatert
- Ta sikkerhetskopi
- Bruk brannmur og antivirus
- Tenk før du klikker
- Tenk over hva du deler
- Ta ansvar – vær åpen om hendelser
- Vær en venn på nett
- Unngå å falle for fristelser

## Faktaboks:

### NorSIS:

Norsk senter for informasjonssikring er en uavhengig organisasjon som arbeider for økt kunnskap om og forståelse for informasjonssikkerhet. NorSIS ble først etablert som et prosjekt i 2002.

### ENISA:

The European Union Agency for Network and Information Security (ENISA) er en Europeisk organisasjon med ekspertise innen informasjonssikkerhet.



**Stolte vinnere med sine premier/proud winners with their prizes:**

**Fra venstre/from left:** Bjarne Wilmann, Christoffer G. Bergshaven, Jens Dahlum, Vidar Omholt, Marit Øksendal (årets hovedvinner/this year's first prize winner), Trude Vandsemb Olsen, og/and Torstein Beisland.



# National cyber security month 2017

Text: Espen Skoog

National cyber security month is an annual campaign to increase awareness about information security. It is run by NorSIS in collaboration with ENISA, the EU's information security organisation. National cyber security month has been arranged by NorSIS in October every year since 2011. The objective of the campaign is to arrange a national voluntary initiative to make everyday digital life more secure, and to help boost value creation and well-being.

Information security is an important focus area for JJUC's ICT department, and they have participated in this national initiative for many years.

For the last two years, we have offered all our onshore PC users a free e-learning program that helps to raise the profile of information security at work and in private.

With this in mind, the ICT department has arranged prize draws for participants who successfully complete the program.

This year we gave away six prizes, each consisting of a USB memory stick and some Christmas-themed marzipan sweets. We also drew a first prize of an external USB hard disk – perfect for backing up important data – as well as the delicious marzipan.

For helpful information and advice on how to use the Internet more safely, please visit [nettrett.no](http://nettrett.no).

## Rules for online safety

- Follow the safe login guidelines
- Keep operating systems and software updated
- Take backups
- Use a firewall and antivirus software
- Think before you click
- Think before you share
- Take responsibility – be open about incidents
- Be a friend online
- Don't give in to temptation

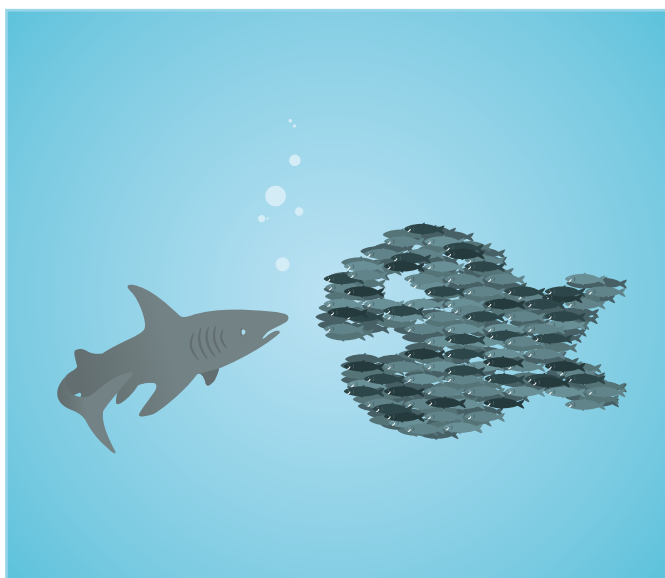
## Fact box:

### NorSIS:

The Norwegian Center for Information Security is an independent organisation that works to increase awareness and understanding of information security. It was first established as a project in 2002.

### ENISA:

The European Union Agency for Network and Information Security is a pan-European organisation with expertise in the field of information security.



You are an important part of the business' defense against cyber crime.  
United we are stronger!



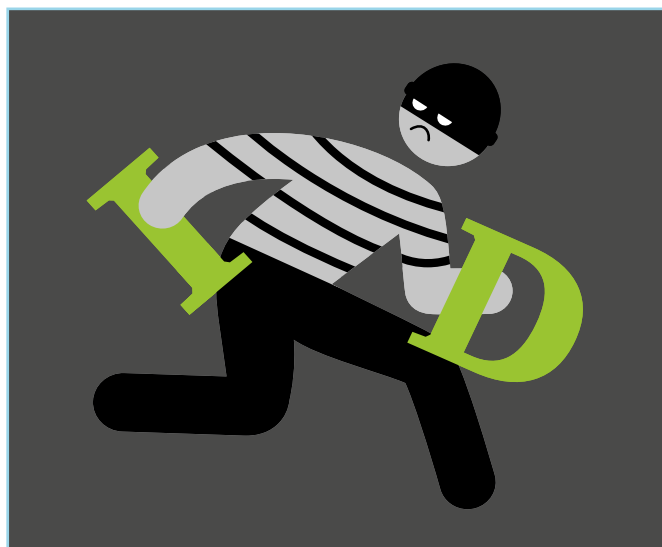
Nettrett.no



STOPP | TENK | KLIKK



NorSIS



Your personal information is valuable – don't let it fall into the wrong hands



Nettrett.no



STOPP | TENK | KLIKK



NorSIS

# Kjøp av resalgkontrakter for nye bulkskip

## Purchase of resale contracts

Ugland Shipping AS har undertegnet en resalgkontrakt for kjøp av et 60 500 dwt bulkskip fra Sanoyas Shipbuilding Co., Japan. Skipet skal leveres i 2020 og blir søsterskip til Olita og Belita.

Videre har Ugland Shipping AS undertegnet en resalgkontrakt for kjøp av en TESS-64 fra Tsuneishi, Cebu. Skipet skal leveres i andre halvår 2019.

Inklusivt nybygget vi får levert fra Imabari Shipbuilding i begynnelsen av 2019, har Ugland Shipping AS tre skip for levering i 2019-2020.

Alle managementfunksjoner for de nye skipene vil bli tillagt Ugland Marine Services AS.

De nye avtalene er ledd i vår flåtefornyelse, og vi planlegger å selge noen av våre eldste skip før nybyggene blir levert.

Ugland Shipping AS has recently signed a resale contract with Sanoyas Shipbuilding Co., Japan for a 60 500 tdw bulk carrier for delivery in 2020. The vessel will be a sister vessel to Olita and Belita, delivered from Sanoyas Shipbuilding Co. earlier this year.

Furthermore, Ugland Shipping AS has also signed a resale contract with Tsuneishi, Cebu for a TESS-64 type bulk carrier, for delivery in the second half of 2019.

With these two resale contracts, and the newbuilding from Imabari Shipbuilding due to be delivered in the beginning of 2019, we now have three bulker newbuildings to be delivered in the period 2019-2020.

Ugland Marine Services AS will be in charge of all management functions for the new vessels.

The contracts are part of our fleet renewal, as we plan to sell one or more of our oldest bulk vessels before we take delivery of the newbuildings.



Bilde viser MV Olita på sin første tur / The picture is showing MV Olita on her maiden voyage

**OPERATED FLEET**  
As per December 2017

<b>Bulk Carriers</b>	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 FAVORITA	52,220	2005	
MV FERMITA	52,380	2001	
MV ISABELITA	58,080	2010	
MV KRISTINITA	58,105	2011	
MV LIVITA	63,532	2017	
MV LUNITA	57,572	2014	
MV OLITA	60,495	2017	
MV ROSITA	52,338	2004	
MV SENORITA	58,663	2008	
MV STAR NORITA	58,097	2012	
MV TAMARITA	52,292	2001	
MV UMIAK 1 *)	31,992	2006	
1 Newbuilding - 63,500 dwt - Imabari Shipbuilding	63,000	2019	
1 Newbuilding - 64,000 dwt - Tsuneishi Heavy Industries	64,000	2019	
1 Newbuilding - 60,500 dwt - Sanoyas Shipbuilding	60,500	2020	
<b>19 Vessels</b>	<b>1078,124</b>		
<b>Tankers</b>	DW tonnes	Year built	
MT GERD KNUTSEN *)	146,273	1996	
MT HEATHER KNUTSEN *)	148,644	2005	
MT JASMINE KNUTSEN *)	148,706	2005	
MT VINLAND	125,827	2000	
NORTH ATLANTIC KAIROS *)	3,569	2008	
<b>5 Vessels</b>	<b>573,019</b>		
<b>PSV</b>	Deck Area	DW tonnes	Year built
EVITA	1,005 m <sup>2</sup>	5,433	2012
JUANITA	1,016 m <sup>2</sup>	5,456	2014
<b>HLV &amp; Barges</b>	DW tonnes	Year built	
HLV UGLEN - 800 t crane	2,600	1978	
Barge UR 2	9,750	1995	
Barge UR 3	9,750	1995	
Barge UR 5	9,750	1996	
Barge UR 6	9,750	1997	
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	
<b>17 Units</b>	<b>164,114</b>		
<b>Tugs</b>	DW tonnes	Year built	
PLACENTIA PRIDE *)	N/A	1998	
PLACENTIA HOPE *)	N/A	1998	
<b>Total Operated Fleet</b>	DW tonnes		
16 Bulk Carriers	890,624		
5 Tankers	573,019		
2 PSV	10,889		
1 HLV	2,600		
16 Barges	161,514		
2 Tugs	N/A		
3 Newbuildings	187,500		
<b>45 Units</b>	<b>1 826,146</b>		

\*) Managed by Canship Ugland Ltd.



## The J.J. Ugland Companies

[www.jjuc.no](http://www.jjuc.no)

A/S UGLANDS REDERI  
UGLAND MARINE SERVICES AS  
UGLAND MARINE MANAGEMENT AS  
UGLAND BULK TRANSPORT AS  
UGLAND BARGE POOL AS  
UGLAND OFFSHORE AS  
UGLAND SHIPPING AS  
UGLAND SUPPLIER AS  
UM BULK AS  
J.J. UGLAND HOLDING AS  
J.J. UGLAND AS  
VIKKILEN INDUSTRI AS  
EYDEHAVN NÆRINGSUTVIKLING AS  
J.M. Uglands vei 20, N-4878 Grimstad  
P.O. Box 128, N-4891 Grimstad, Norway  
Tel: +47 37 29 26 00  
Fax: +47 37 04 47 22  
E-mail: [jjuc@jjuc.no](mailto:jjuc@jjuc.no)

J.J. UGLAND HOLDING AS  
Oslo Office:  
Tyveholmen kontorfellesskap  
Tjuvholmen Allè 19,  
N-0252 Oslo, Norway  
Tel: +47 37 29 26 26  
E-mail: [jl@jjuc.no](mailto:jl@jjuc.no)

AS NYMO  
J.M. Uglands vei 14, N-4878 Grimstad  
P.O. Box 113, N-4891 Grimstad, Norway  
Tel: +47 37 29 23 00  
Fax: +47 37 04 30 64  
E-mail: [nymo@jjuc.no](mailto:nymo@jjuc.no)  
[www.nymo.no](http://www.nymo.no)

UGLAND CONSTRUCTION AS  
Haakon VII's gt. 8, N-4005 Stavanger  
P.O. Box 360, N-4002 Stavanger, Norway  
Tel: +47 51 56 43 00  
Fax: +47 51 56 43 01  
E-mail: [uc@jjuc.no](mailto:uc@jjuc.no)

CANSHIP UGLAND LTD.  
1315 Topsail Road  
P.O. Box 8040, Station "A"  
St. John's, Newfoundland  
CANADA, A1B 3M7  
Tel: +1 709 782 3333  
Fax: +1 709 782 0225  
E-mail: [info@canship.com](mailto:info@canship.com)  
[www.canship.com](http://www.canship.com)