YOUR PARTNER IN BLUE ENERGY

Olympic operates one of the world`s most modern and flexible fleets within subsea and renewable energy

Marius Bergseth
Chief Operating Officer
Olympic Subsea

History

1978

- At the age of 19 Stig Remøy invested in a fishing vessel, built in 1941, with a market value at NOK 6 million.
- Stig became a Master on-board factory trawlers at the age of 21, operating in the Barents Sea, the North Sea, off the coast of Alaska, Canada, Greenland, New Zealand, etc.

1986 – 1992

- Investments in Norway, Canada, Alaska and New Zealand.
- Expertise and technology focus.
- Involved in international fishing.
- Fisheries were important for Norwegian yards.
- Transfer of deep-sea fishing technology to the offshore service industry.

1996

- Olympic Shipping AS established.
- 2 Offshore vessels.
- 1 Ocean trawler.

2006

- In the mid 2000s, the company made a strategic decision to focus growth on the knowledge-based subsea segment, where both entry barriers and margins are higher.
- By 2006, true to its strategy, the Company had renewed its PSVs and expanded into AHTS and MPSV, and made its first orders for subsea tonnage
- *Since then, fleet growth has been entirely in the subsea segment.*

2014

- Olympic starts their two first Offshore wind projects, using the Triton on Borkum OWF for W2W and cable tie-in, and the Commander on Amrumbank OWF for E.ON and the vessel continued directly to Vattenfall for more renewables work.
- After these project Olympic has always had vessel working within the renewable energy markets.

2017

- Restructuring
- Olympic Subsea ASA

YOUR PARTNER IN BLUE ENERGY

2021

Olympic Subsea Fleet 2024

SUBSEA

Olympic Ares

Olympic Challenger

Olympic Artemis

Olympic Triton

Olympic Delta

Olympic Taurus

CSOV

Olympic Orion

Olympic Boreas

Olympic TBN

SUBSEA / OCV

Olympic Zeus

MPSV

Olympic Electra

PSV

Olympic Energy

W2W - Historical timeline

2013 –> First W2W project
- Ampelmann A-type
- Olympic Orion - BP UK – Unity Platform

2014 → First Offshore Wind project (Cable tie-in and W2W)
- Ampelmann A-type
- Olympic Triton – Vattenfall - Borkum OWF

2014 → First dedicated W2W for renewables
- Ampelmann A-type
- Olympic Commander – EON – Amrumbank

2017 → First project with new gangway
- Safeway

2018 → 4 Olympic vessels worked on same projects (W2W, grouting, dredging, pile cleaning and WROV operation)
- Olympic Taurus, Olympic Delta, Olympic Artemis and Olympic Zeus
- Van Oord – East Anglia 1 OWF

2018 → First project with new gangway
- SMST

2020 → Installed ScanReach Connect POB

2023 → First project with Floating Wind
- Olympic Orion – Equinor – Hywind Tampen

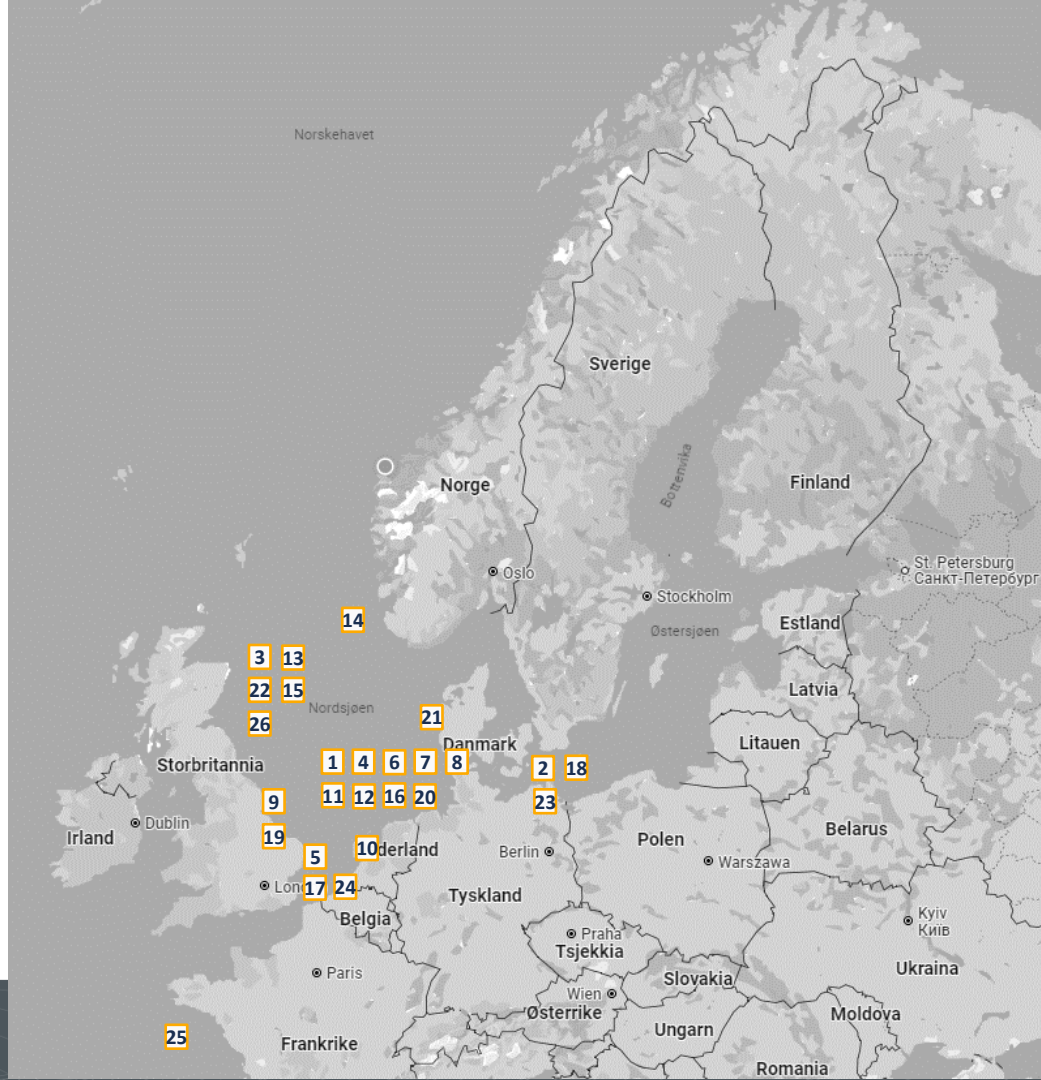
2024 → First gangway project tier 1 vessel
- Olympic Boreas

TOTAL NUMBERS OF TRANSFERS IN OLYMPIC:

260 186

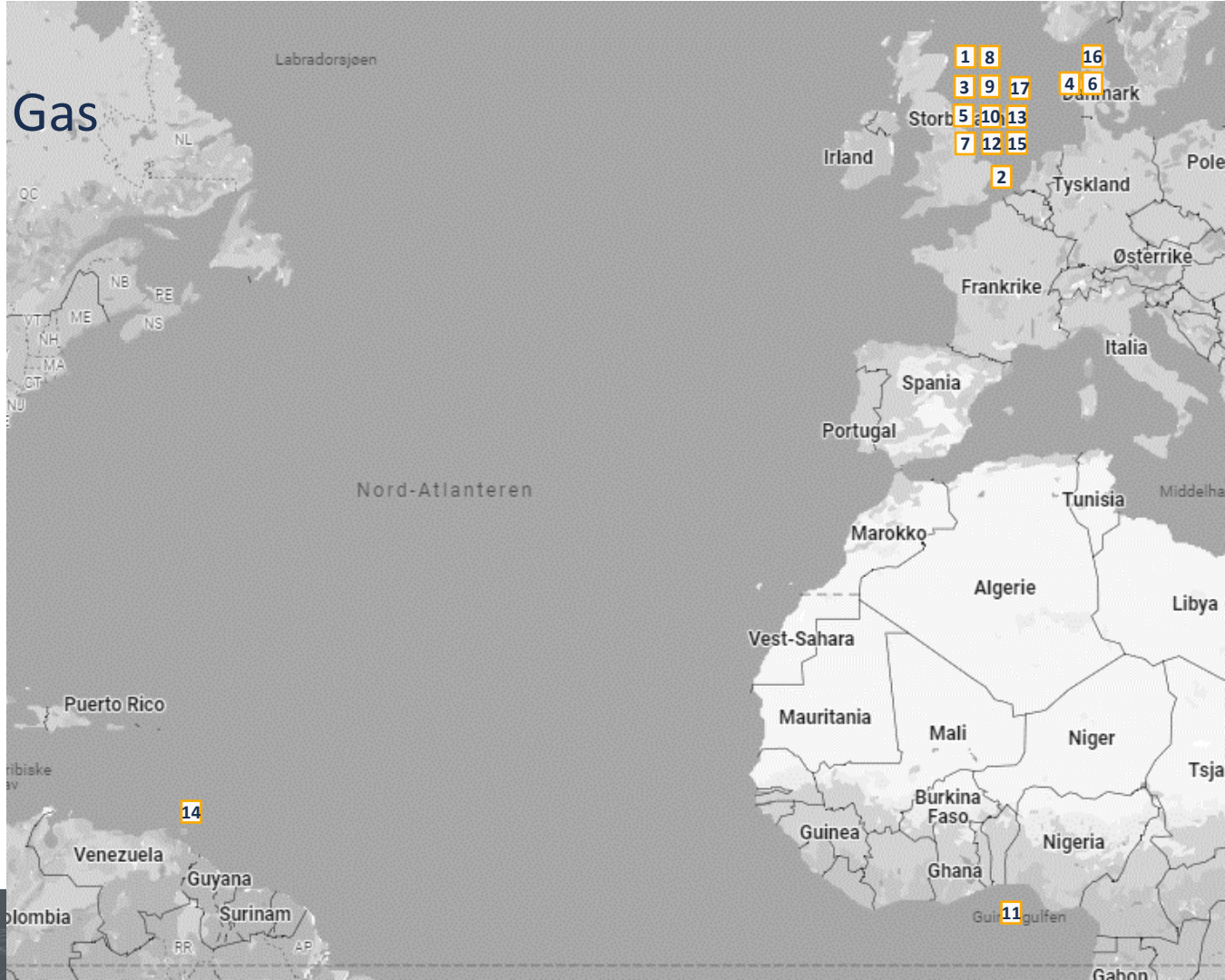
Locations W2W Renewable

1. Amrumbank OWF
2. Arkona OWF
3. Beatrice Field
4. Borkum
5. Borssele 2
6. Borwin Beta
7. DanTysk OWF
8. Dolwin Gamma
9. East Anglia
10. Gemini OWF
11. Global Tech OWF
12. Hohe See
13. Hywind Scotland
14. Hywind Tampen
15. Kincardine OWF
16. Merkur OWF
17. Norther OWF
18. Ostwind 2
19. Race Bank
20. Rentel OWF
21. Sandbank OWF
22. Seagreen OWF
23. Wikinger OWF
24. Trianel
25. Saint Nazaire OWF
26. Doggerbank



Locations W2W Oil & Gas

1. Unity Platform
2. K7-FD-1
3. Captain Field
4. Valdemar
5. Greater Stella
6. Tyra Field
7. Aundry Gas-Field
8. Global Producer
9. Abroath Platform
10. Beryl Aplha
11. Bonga Field
12. Scooner & Ketch
13. BP Mungo
14. BP Trinidad
15. BP ETAP
16. Herje Jacket
17. Erskine Field



Historical timeline

>17 500 gangway connections
>260 000 personnel transfers:
> More than 60 different W2Wprojects

Oil & Gas

>8000 Gangway Connection
>160 000 Personnel Transfers

29 projects:

Denmark:	4
Netherlands:	2
Nigeria:	4
Trinidad:	2
UK:	17

Renewables

>9 000 Gangway Connections
>100 000 Personnel Transfers

34 projects:

Belgium:	2
Denmark:	1
Germany:	14
Netherlands:	3
Norway:	1
UK:	12
France:	1

W2W vessels – Tier system

Tier 1 Purpose built

- Designed for primarily offshore wind operations
- Typically, with advanced permanent personnel transfer system such as gangway or daughter craft.
- The design often offer leading lower fuel consumption figures and fit for purpose DP station keeping
- All SOVs and CSOVs Tier 1

Tier 2 Conversion

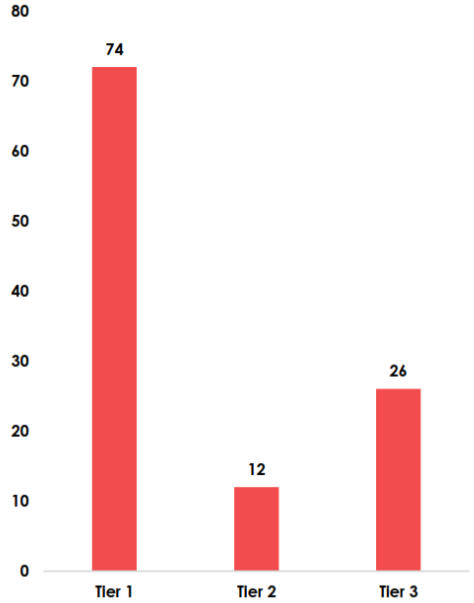
- Similar to Tier 1, however based on existing vessel, typically a Subsea or MPSV.
- To be included the vessels needs a permanent gangway installed and investments made in station keeping, accommodation facilities or other mission related equipment.
- These vessels offer a variety of station keeping capabilities and higher fuel consumption.

Tier 3 Ad-hoc

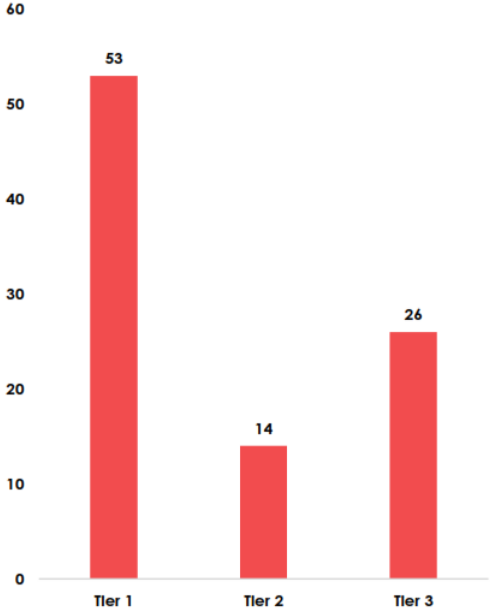
- Subsea and MPSV vessels with rental gangways onboard, often trading in the both the oil and gas and renewable market in the North Sea.
- In order to be included in this category definition the vessel must have a track record in offshore wind and traded within the last 24 months with a gangway.
- These vessels offer a variety of station keeping capabilities and higher fuel consumption.

Tier system / Overview of current CSOV/SOV fleet

Fleet profile as of SOV 2023



Fleet profile as of SOV 2022



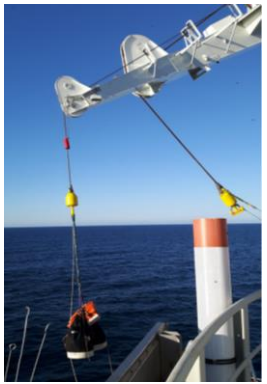
Reference: Clarksons

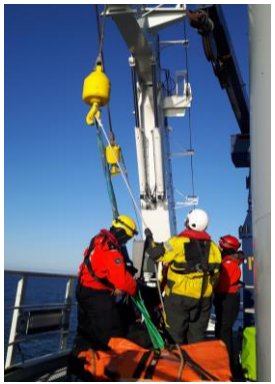
Services provided onboard Olympic Orion

Crane service to unmanned offshore floating wind turbines

W2W for offshore installations and offshore wind turbines

W2W services for manned installations

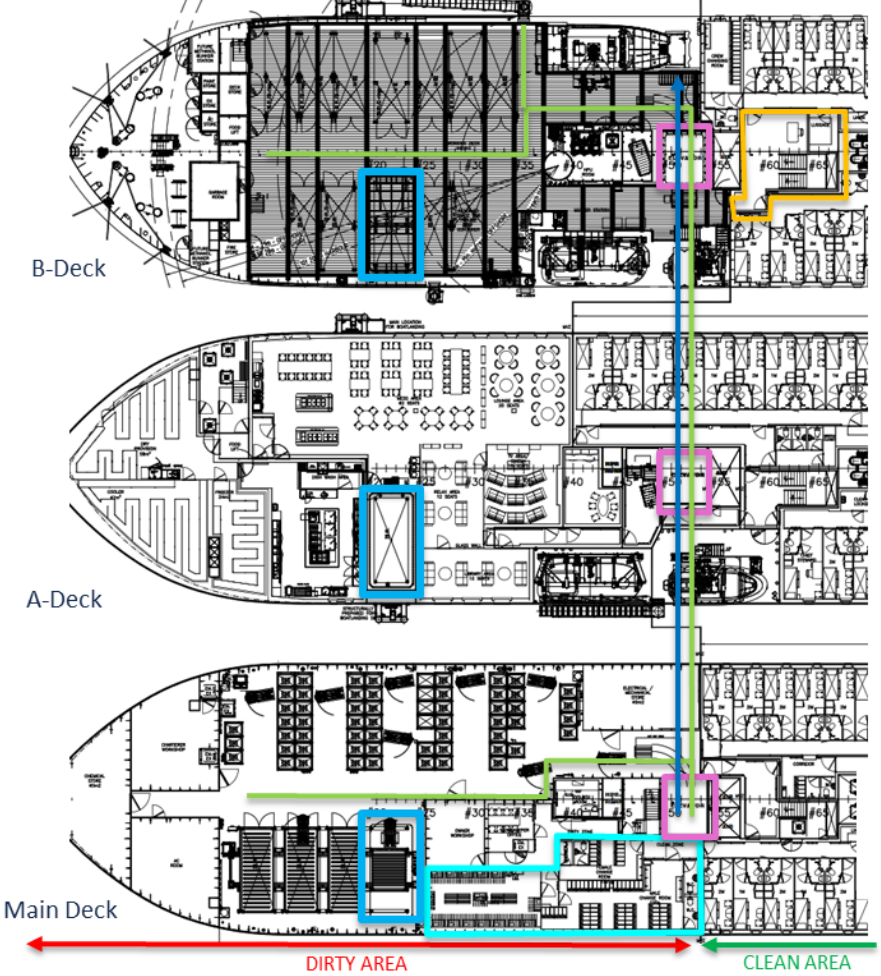




"On manned installations with without kitchen and laundry facilities, we make food and do laundry of clothes/linen. The food and laundry is carried over with gangway system or crane to the installations."

Olympic Boreas - workflow

- Reception area
- Separate male and female wardrobe
- Elevator for cargo and personnel between decks and to the walkway
- Container hatch from cargo deck (B-Deck) to warehouse on main deck
- Workflow for cargo and personnel between decks
- Workflow for safe transfer of personnel and cargo from the vessel to the TP through the gangway.



C-DECK

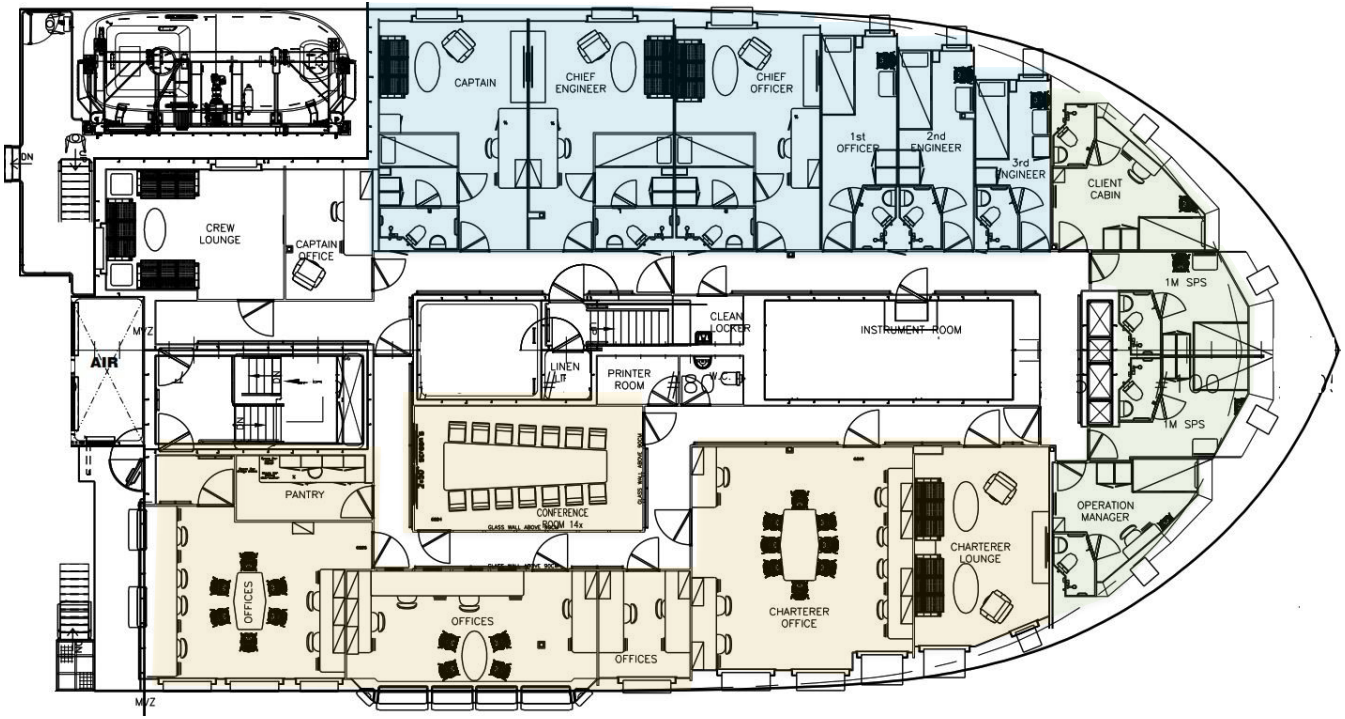
Conference room
14 persons

Charterer Lounge

Charterer Office

Cabins for crew
x6 single cabins
- Captain
- Ch. Engineer
- Ch. Officer
- 1st Officer
- 2nd Engineer
- 3rd Engineer

Cabins for clients
x4 single cabins



- Crew & Client Cabins to be reviewed
- Based on full vessel

All cabins compliance with the limits given by COMF-Noise 2

B-DECK

Gaming room x2

Hospital

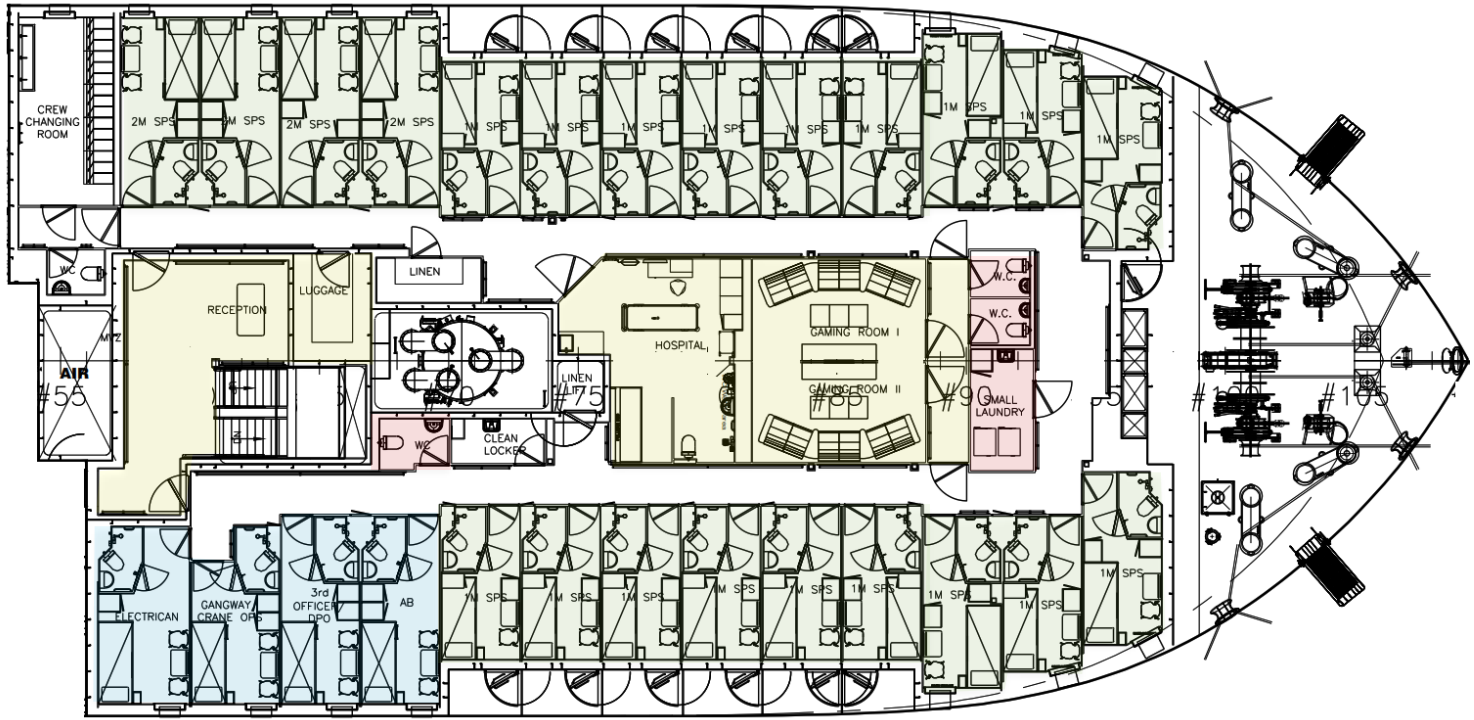
Reception

Cabins for crew
x1 single cabin
- Electrician

x3 double cabins
- x2 Gangway/Crane ops
- x2 2nd Officer/DPO
- x2 AB

Cabins for clients
x18 single cabins
x4 double cabins

Small laundry / W.C



- Crew & Client Cabins to be reviewed
- Based on full vessel

All cabins compliance with the limits given by COMF-Noise 2

A-DECK

Cabins for crew
x3 single cabin
- Ch. Steward
- Day cook
- Night cook

x5 double cabins
- x2 steward
- x2 steward
- x2 steward
- x2 Catering (extra)
- x2 AB

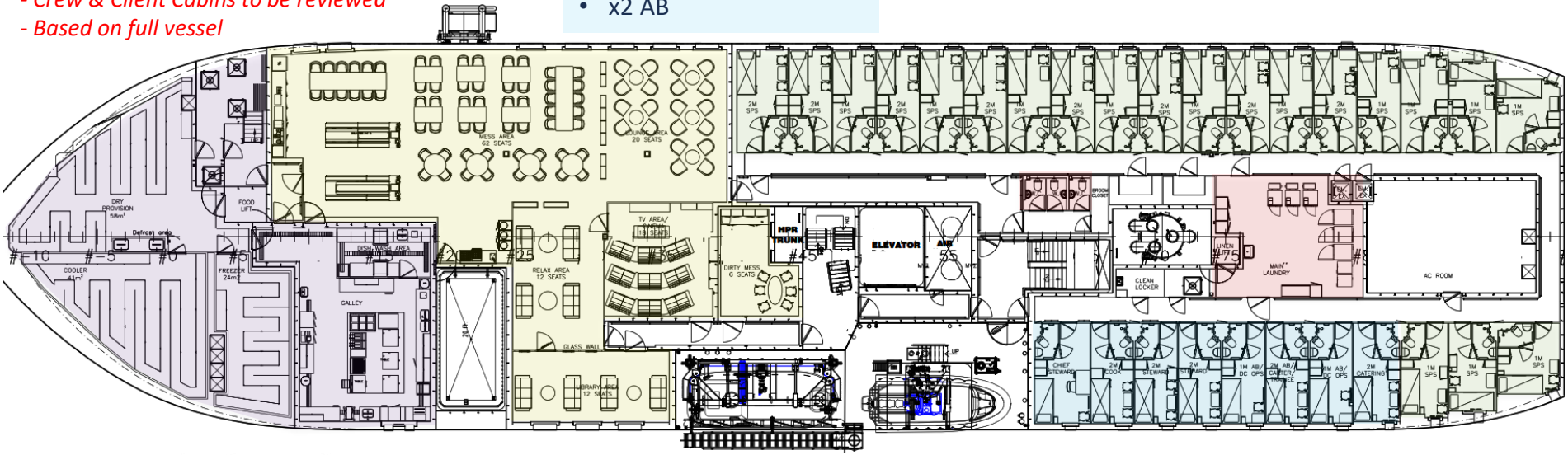
Mess area 62 seats
Lounge area 38 seats
TV area/cinema 18 seats
Relax area 12 seats
Library area 12 seats
Dirty mess

Cabins for clients
x13 single cabins
x8 double cabins

Main laundry
W.C

Provision
Freezer
Galley

- Crew & Client Cabins to be reviewed
- Based on full vessel



All cabins compliance with the limits given by COMF-Noise 2

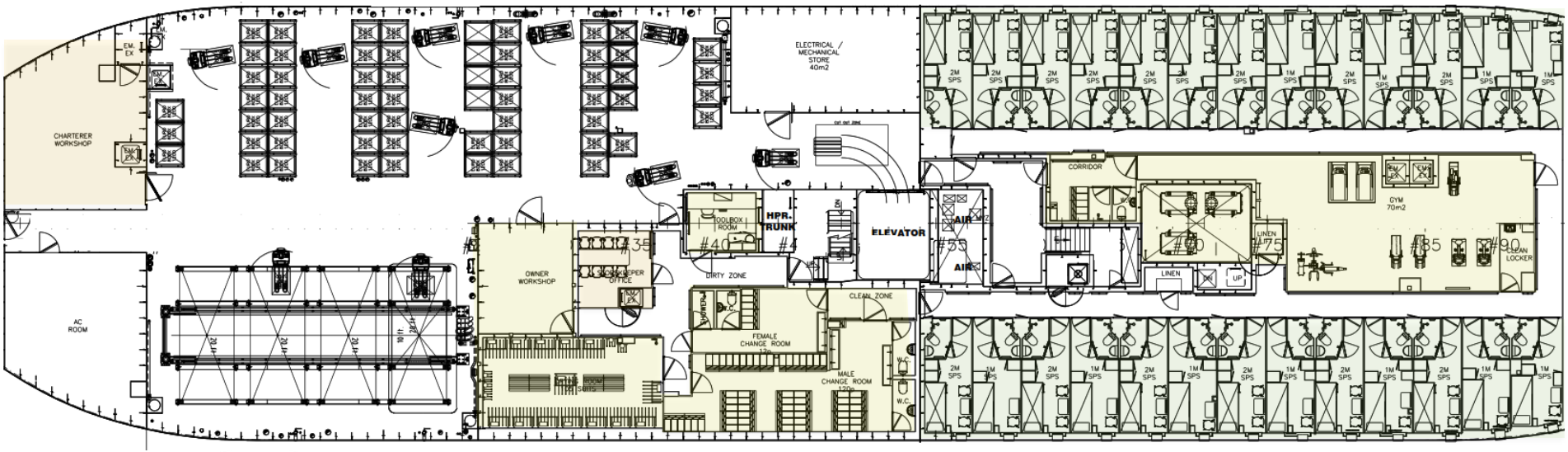
MAIN DECK

Gym 70 m2
Wardrobes (M & F)
Drying room
Toolbox room

Cabins for clients
x11 single cabins
x15 double cabins

Storekeepers office
Charterers workshop

- Crew & Client Cabins to be reviewed
- Based on full vessel



All cabins compliance with the limits given by COMF-Noise 2

Noise measurements - COMF-V(3) VS COMF V(2)

Location	COMF-V(3)
Work Spaces:	
1. Machinery spaces (continuously manned)	90 [1]
2. Machinery spaces (not continuously manned)	110 [1]
3. Engine control room	75
4. Workshops	85
5. Non-specified work spaces	90 [1]
Navigation Spaces:	
6. Wheelhouse, chartrooms and radar rooms	65
7. Listening posts, incl. nav. bridge wings and windows	70 [2]
8. Radio rooms (with radio equipment operating, but not producing audio signals)	60
Crew Accommodation Spaces:	
9. Cabins and hospitals	60
10. Mess rooms	65
11. Recreation rooms	65
12. Gymnasium and Hobby rooms	65
13. Open deck recreation areas	75
14. Offices	65
Service spaces:	
– Galleys, without food processing equipment in operation	75
– Serveries and pantries	75
Normally unoccupied spaces:	
– Spaces not specified	90 [1]

Location [1]		COMF(V-2)
Work Spaces:		
1.	Machinery spaces	110
2.	Machinery control rooms	70
3.	Workshops	85
4.	Non-specified work spaces[3] (other work areas)	85
Navigation Spaces:		
5.	Navigating bridge and chartrooms	60
6.	Look-out posts, incl. navigating bridge wings[4] and windows	70
7.	Radio rooms (with radio equipment operating, but not producing audio signals)	55
8.	Radar rooms	65
Crew Accommodation Spaces:		
9.	Cabins	55
10.	Hospitals[5]	58
11.	Gymnasium	60
12.	Mess rooms	60
13.	Recreation rooms	60
14.	Open deck recreation areas (external recreation areas)	73
15.	Offices	60
16.	Open deck recreation spaces	73
Service spaces:		
–	Galleys, without food processing equipment in operation	75
–	Serveries and pantries	75
Normally unoccupied spaces:		
–	Spaces not specified	90

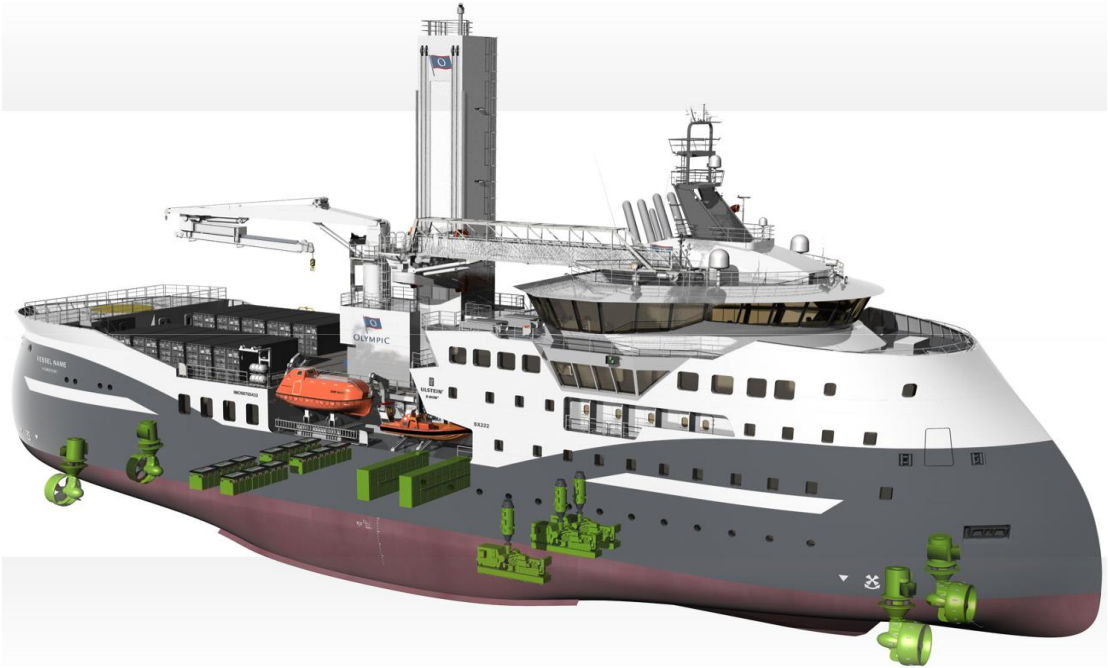
Olympic – SX222 – Hybrid Power

Operating within the **sweet spot** of **energy efficiency**

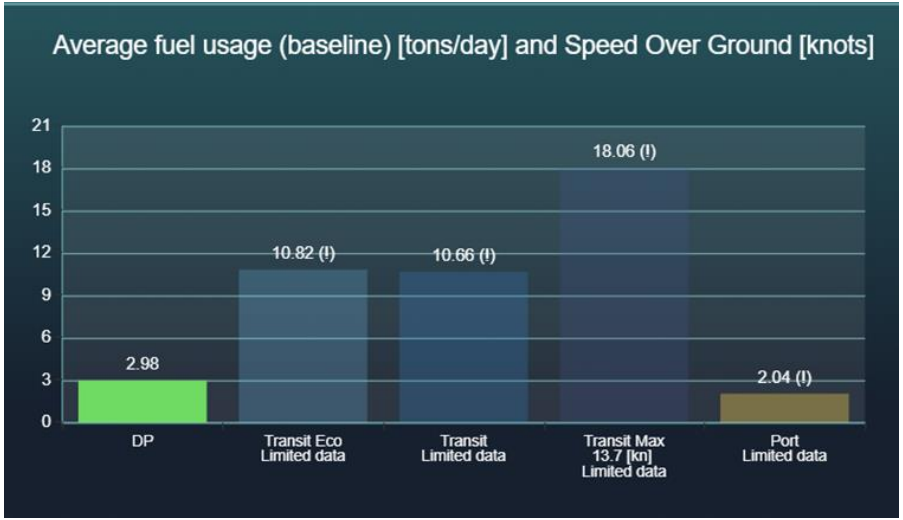
Combining

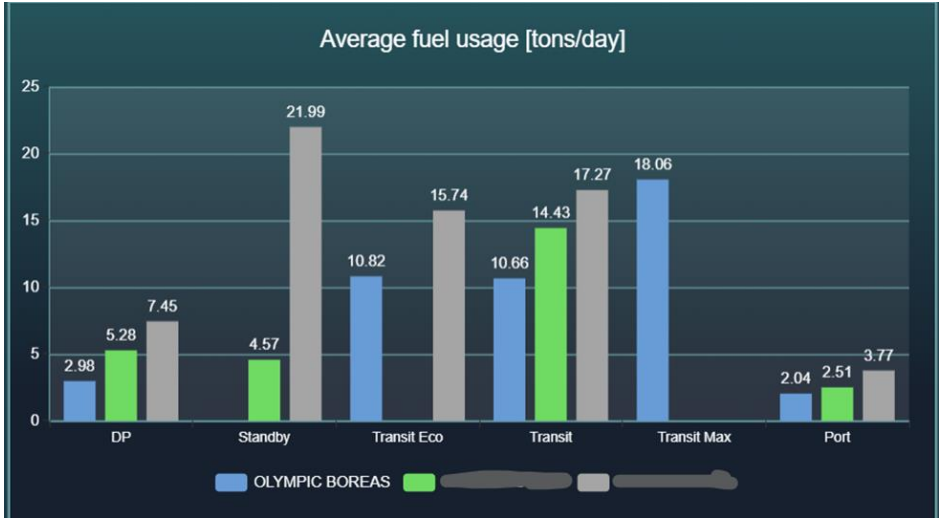
- Battery hybrid system
- Variable speed generators
- Robust conventional diesel electric power system

Ulstein Power™



Olympic Boreas – Fuel Consumption





ScanReach Connect POB

Our vessels is equipped with ScanReach POB.

- Increased safety for our crew and clients

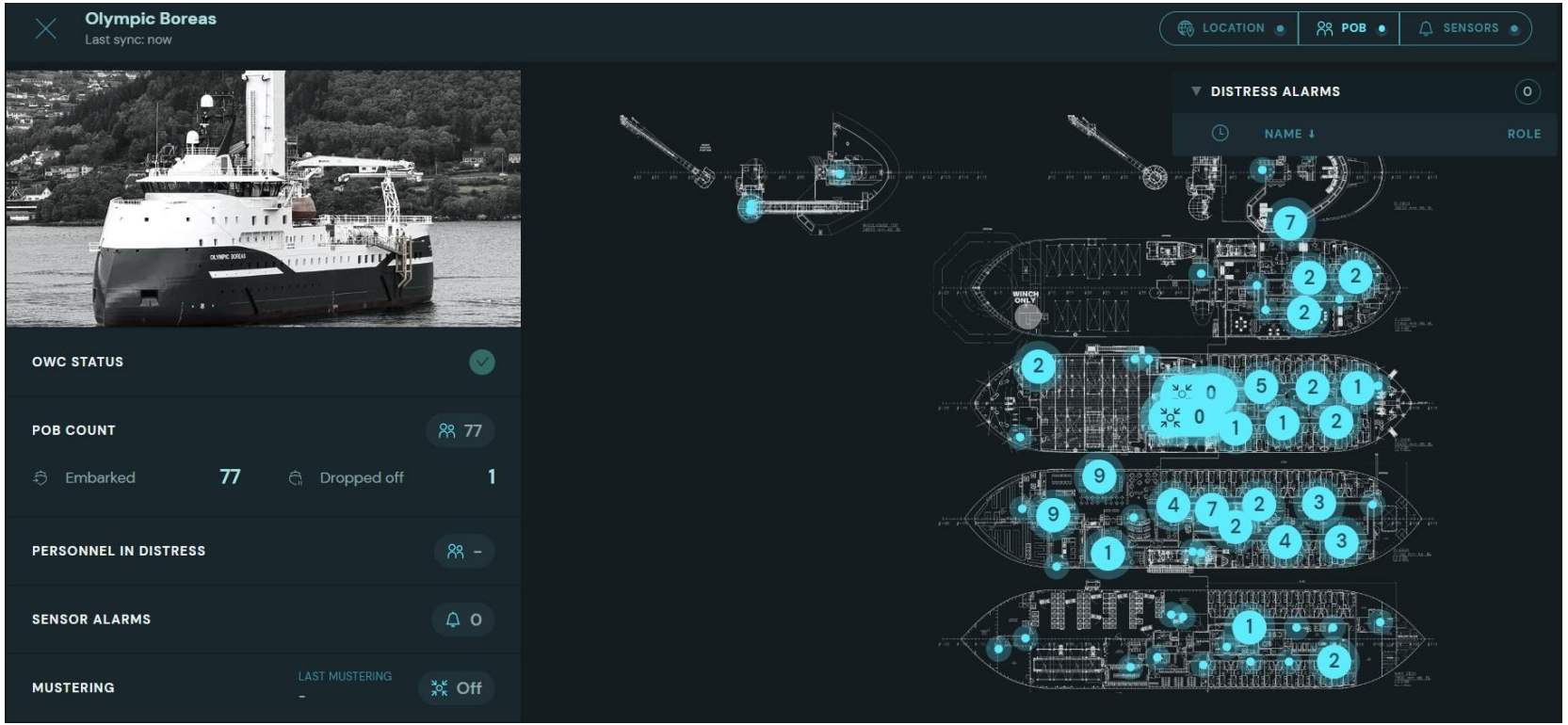
The system is meant to keep control of personnel in case of an emergency, easy mustering and in case of anyone need immediate help.

The system can also be used to keep control of personnel transfer to and from installations or windmills.

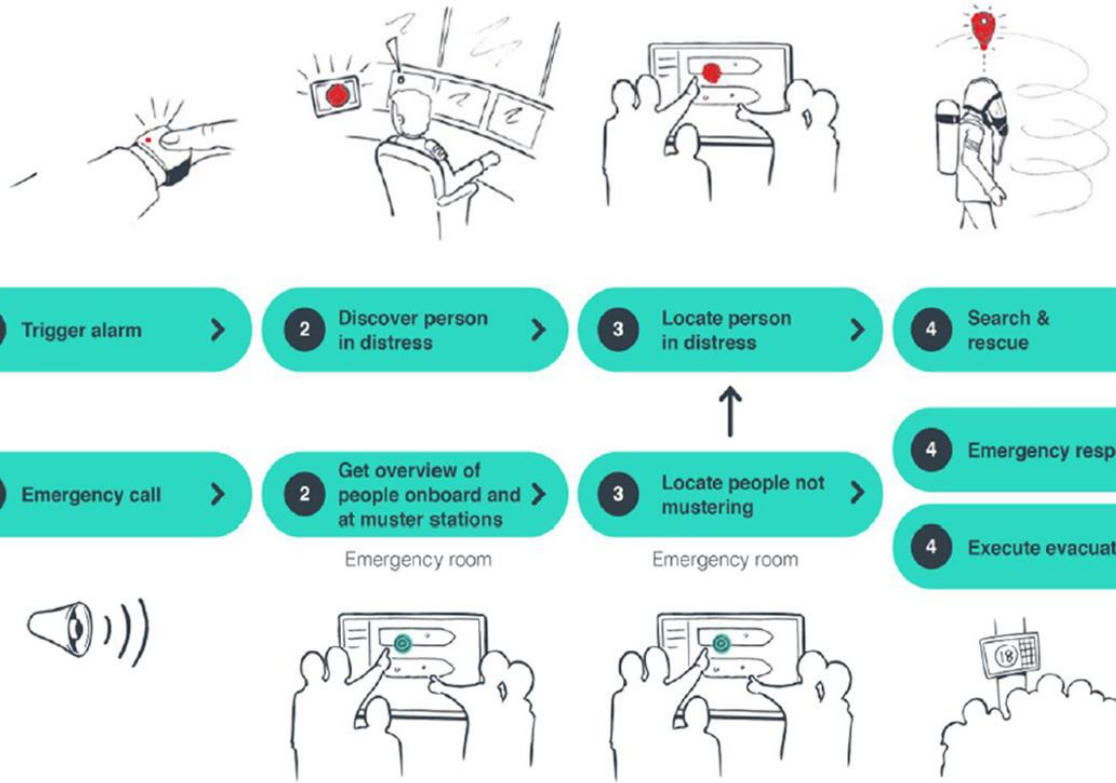
The system consist of the following equipment’s:

- NODE
- Personnel tag
- POB control towards installation
- Olympic information poster

ScanReach Connect POB



ScanReach Connect POB



OSJ Offshore Support Journal 2024 Awards

Our company, together with Scan Reach, has developed a POB tracking system for vessel use. Installed onboard every Olympic Subsea vessel, the system reduces the rescue time to improve safety for all personnel onboard during an emergency.

In February this year, Olympic and Scan Reach won The Safety Award, sponsored by Vroon Offshore Services.

"Awarded to a company, person, project or product that has either set industry safety benchmarks and/or been the difference in terms of safety of life, property and environment in an OSV operation or incident over the last 12 months."

NOTICE: This specification is the design standard vessel specification for the Vessel provided by Owners` yard. The information is provided in good faith, but may be subject to adjustments to accommodate for efficient use of the vessel, equipment, and Charterers` requirements. The information is offered for information only, without any guarantee whatsoever as to the correctness or completeness of the terms, details, requirements, performance information or conditions contained herein.