



ULSTEIN®



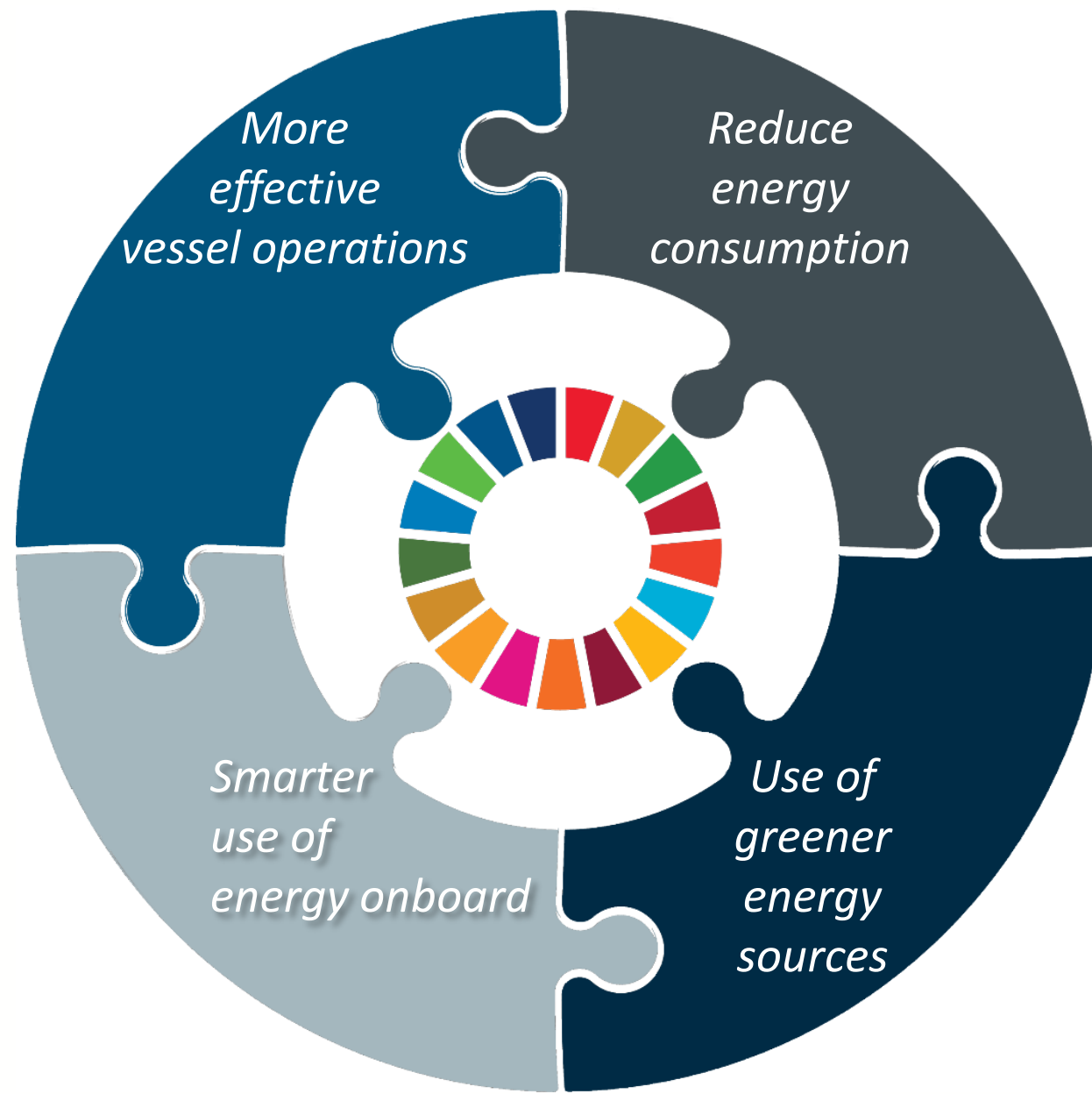
TURNING VISIONS INTO REALITY

AKER BP – 21. OKTOBER 2024

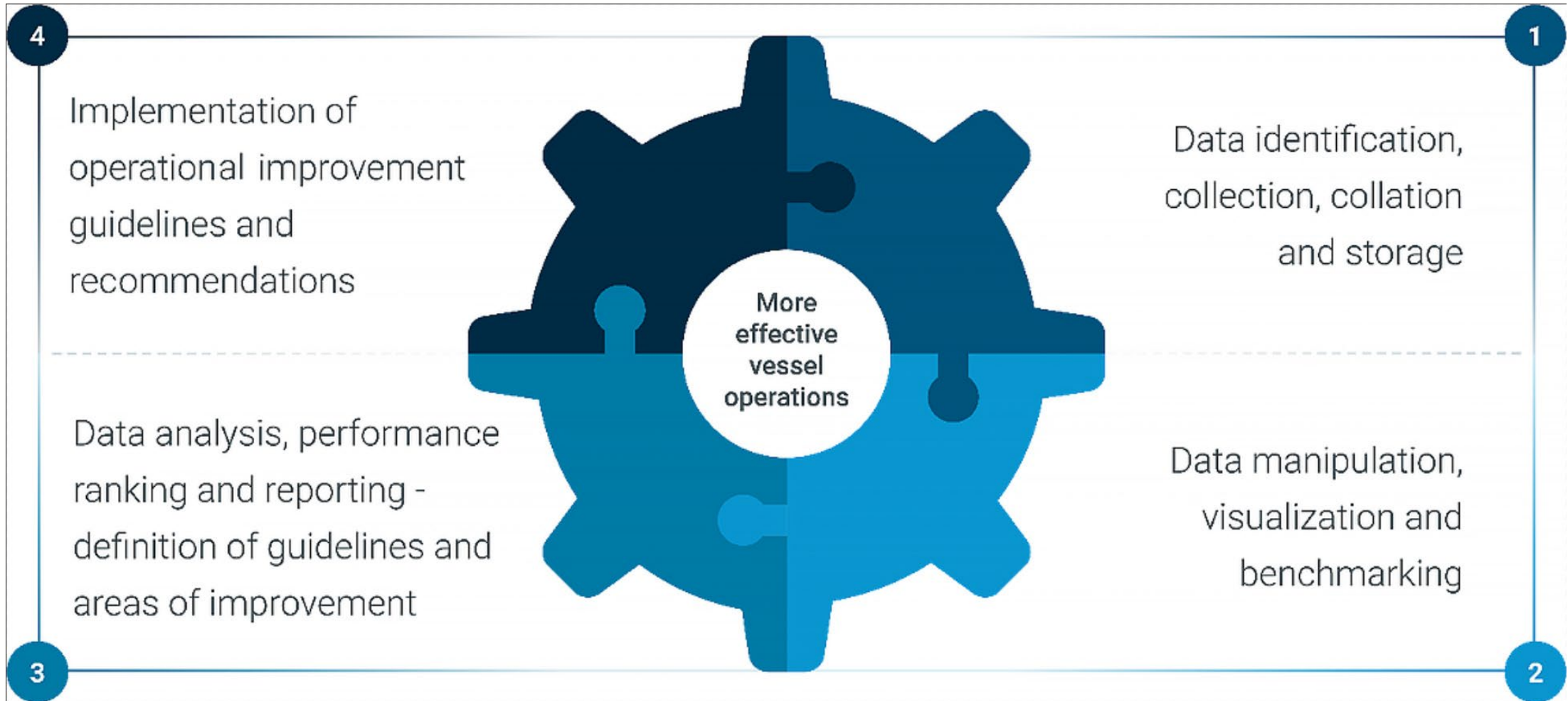
ØYVIND GJERDE KAMSVÅG, CHIEF DESIGNER, ULSTEIN INTERNATIONAL

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Strategiar for grønar operasjonar



Strategiar for grønnare operasjonar



INNOVASJON





SKROGINNOVASJON



X-BOW®

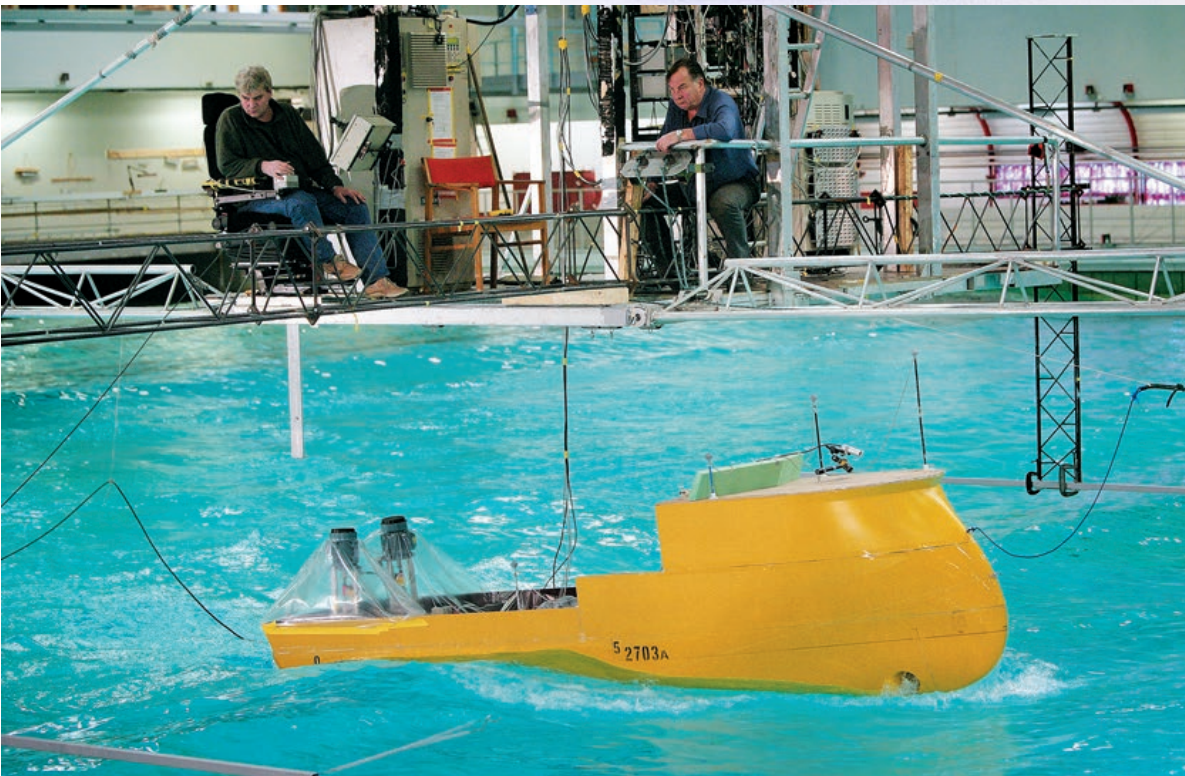
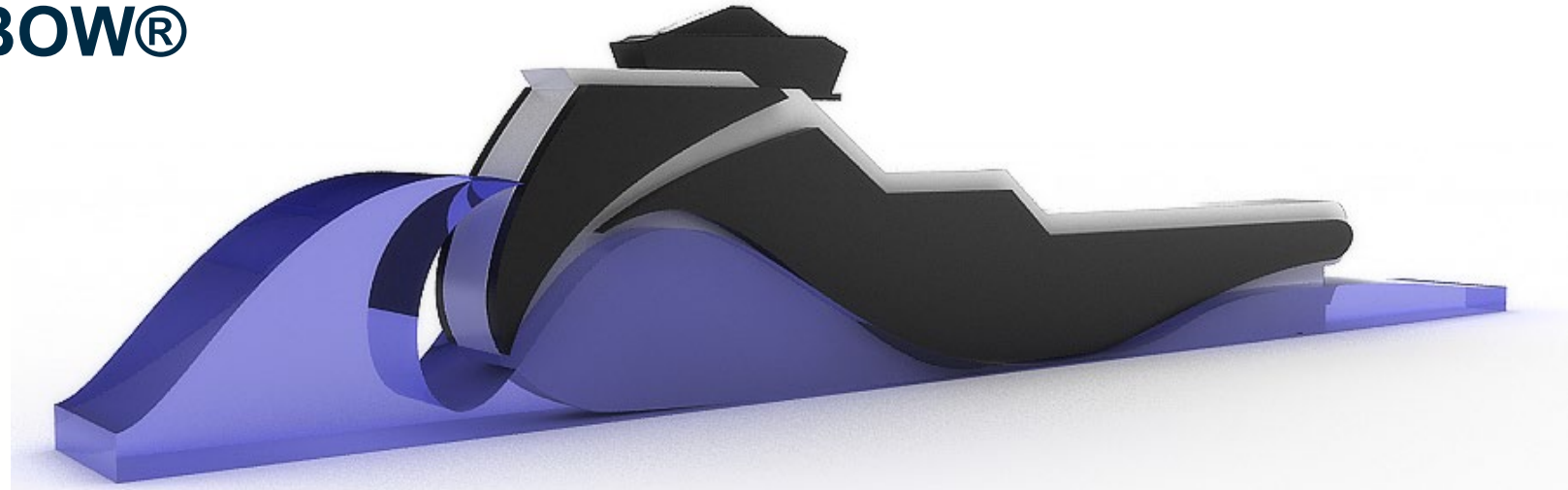


X-STERN®



TWIN X-STERN®

ULSTEIN X-BOW®

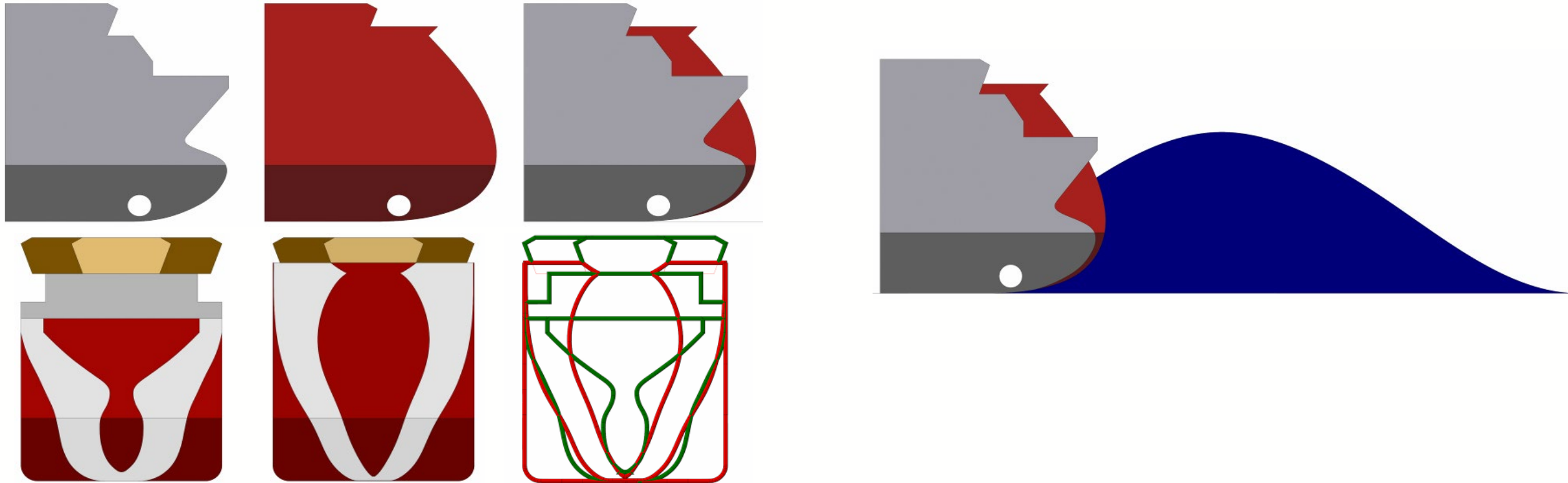


ULSTEIN X-BOW® COMPARED



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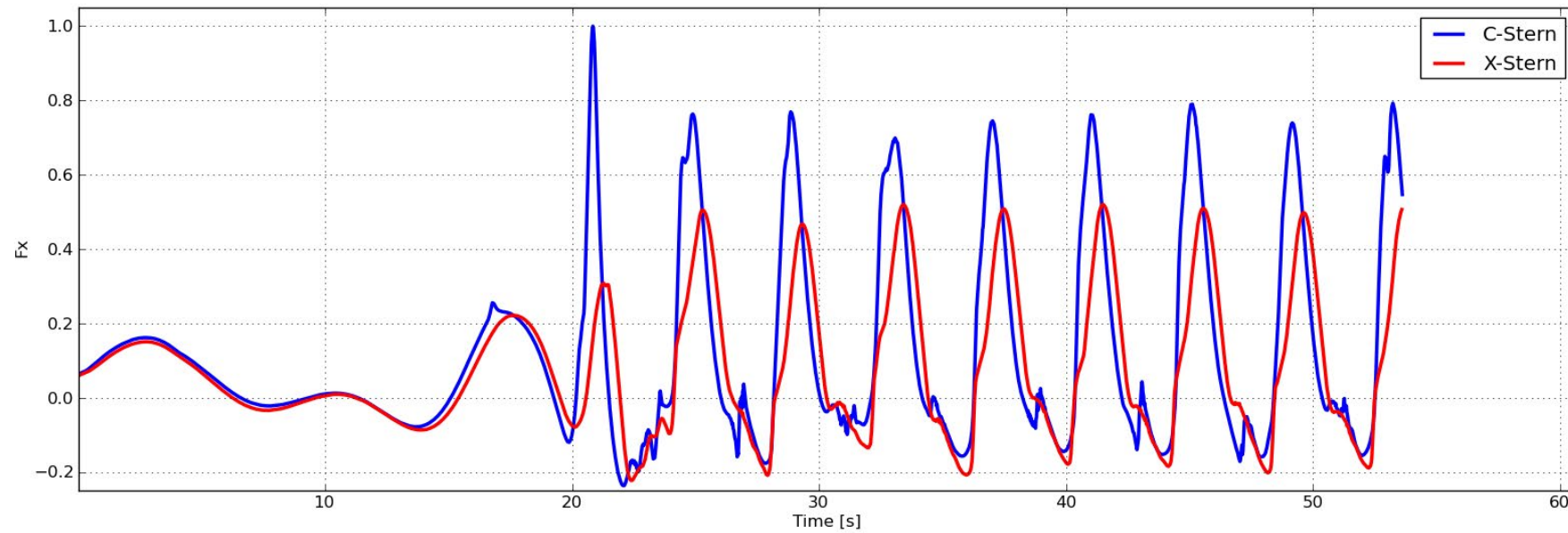
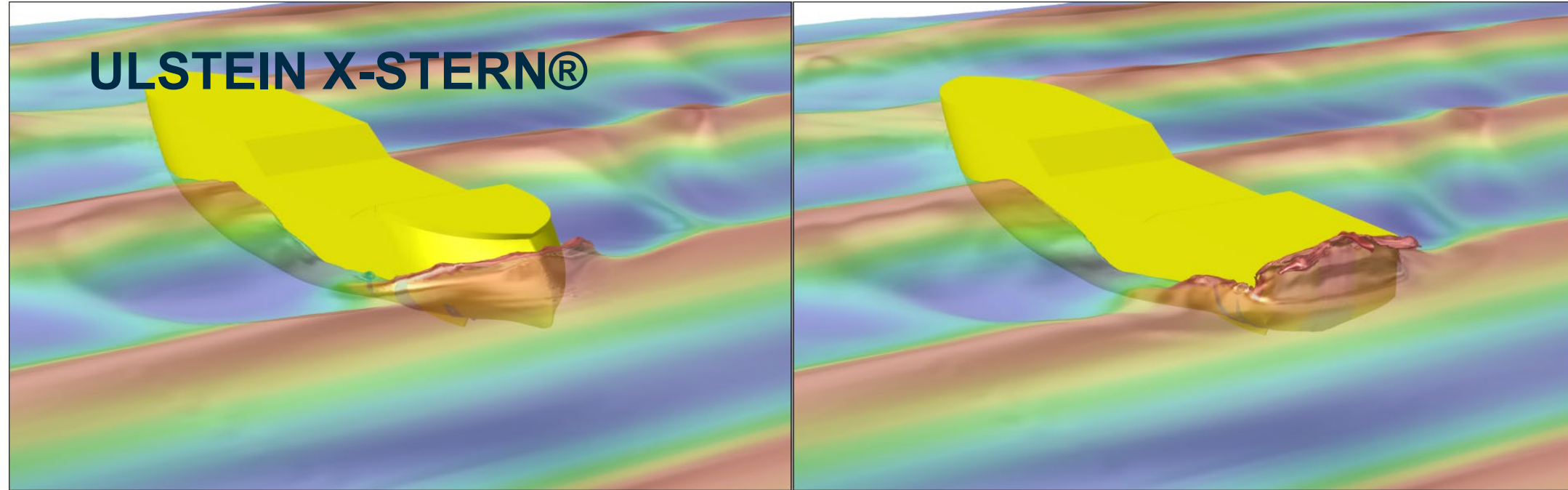
- A novel hull shape with greatly increased foreship volume
- Stem raked backwards
- Raised foreship, incorporating accommodation
- Slender waterlines to displace volume over a longer period of time >> lower acceleration levels
- The bow penetrates the waves so the wave gently flows over the bow



ULSTEIN X-STERN®



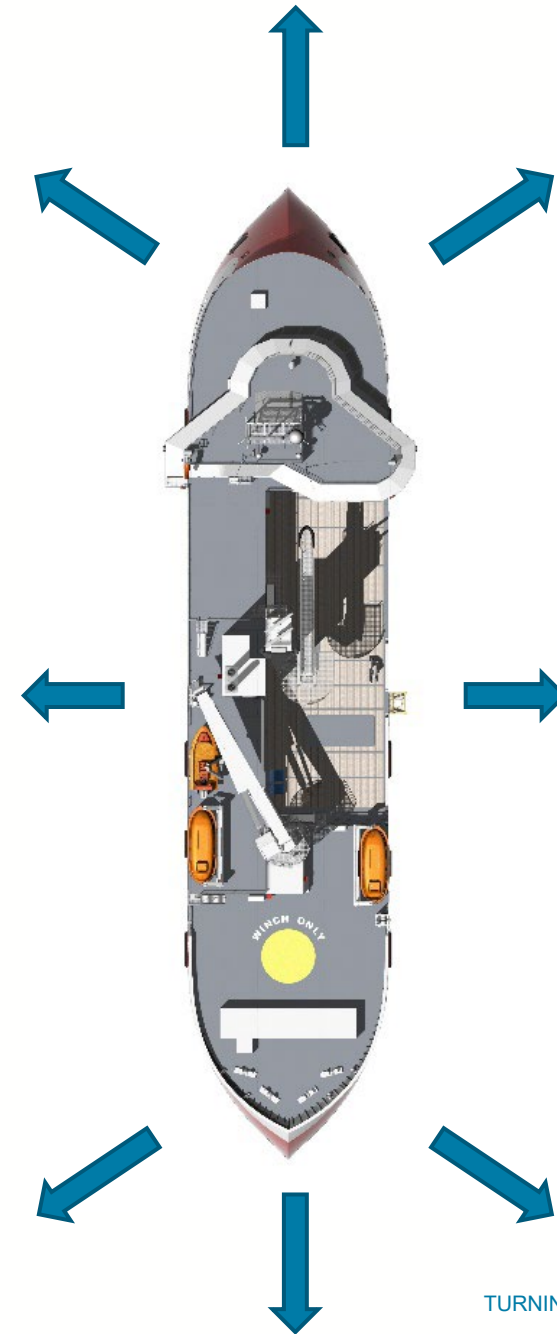
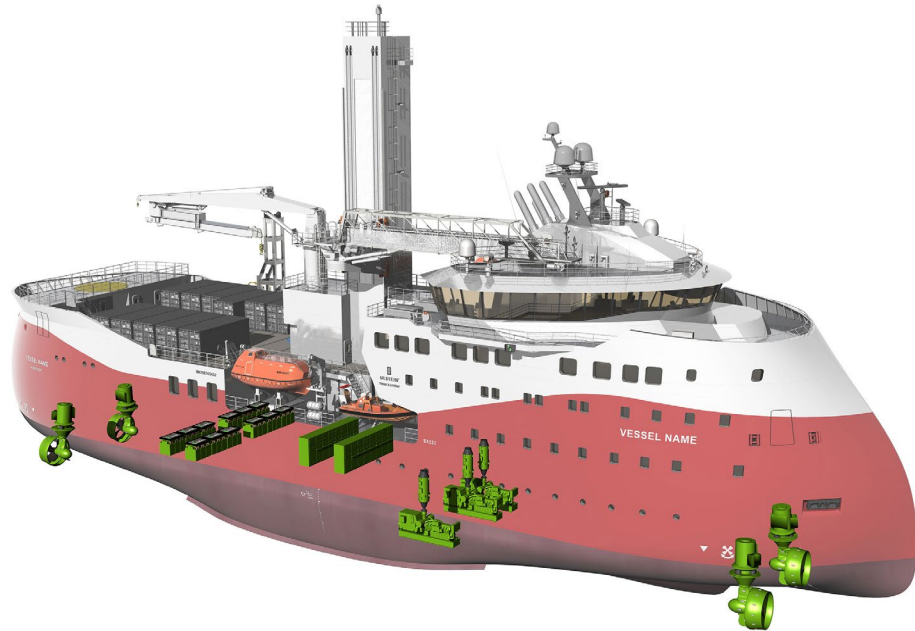
ULSTEIN X-STERN®



TWIN X-STERN® - CONCEPT 2015



TWIN X-STERN®

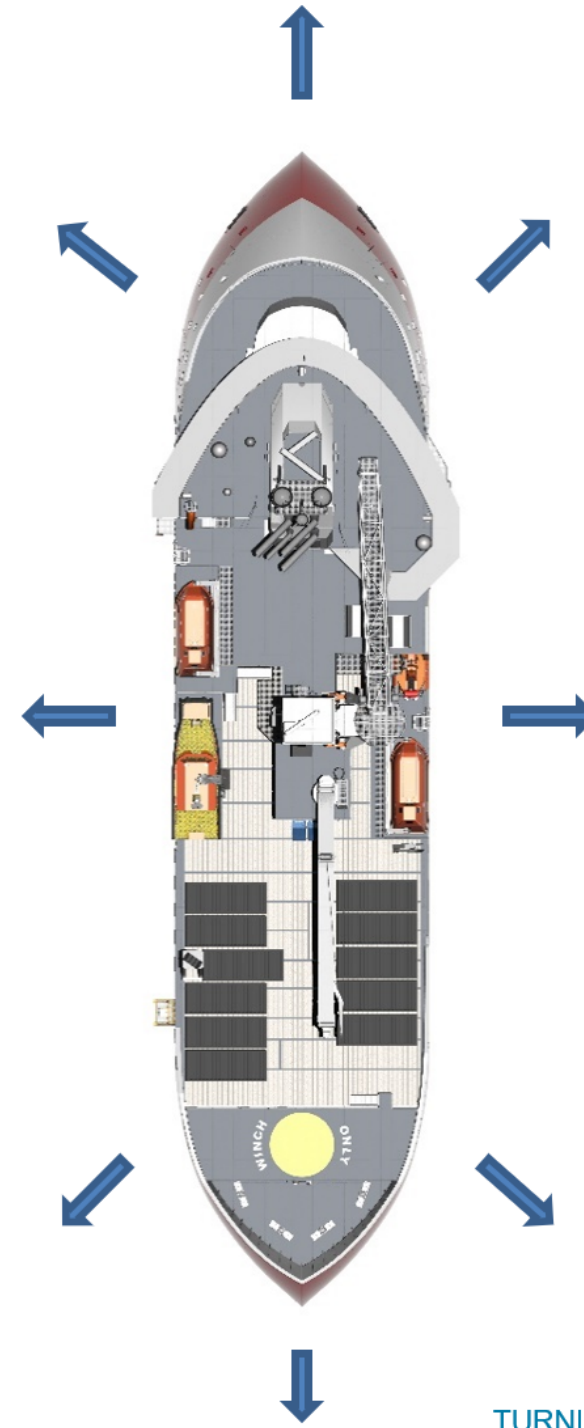


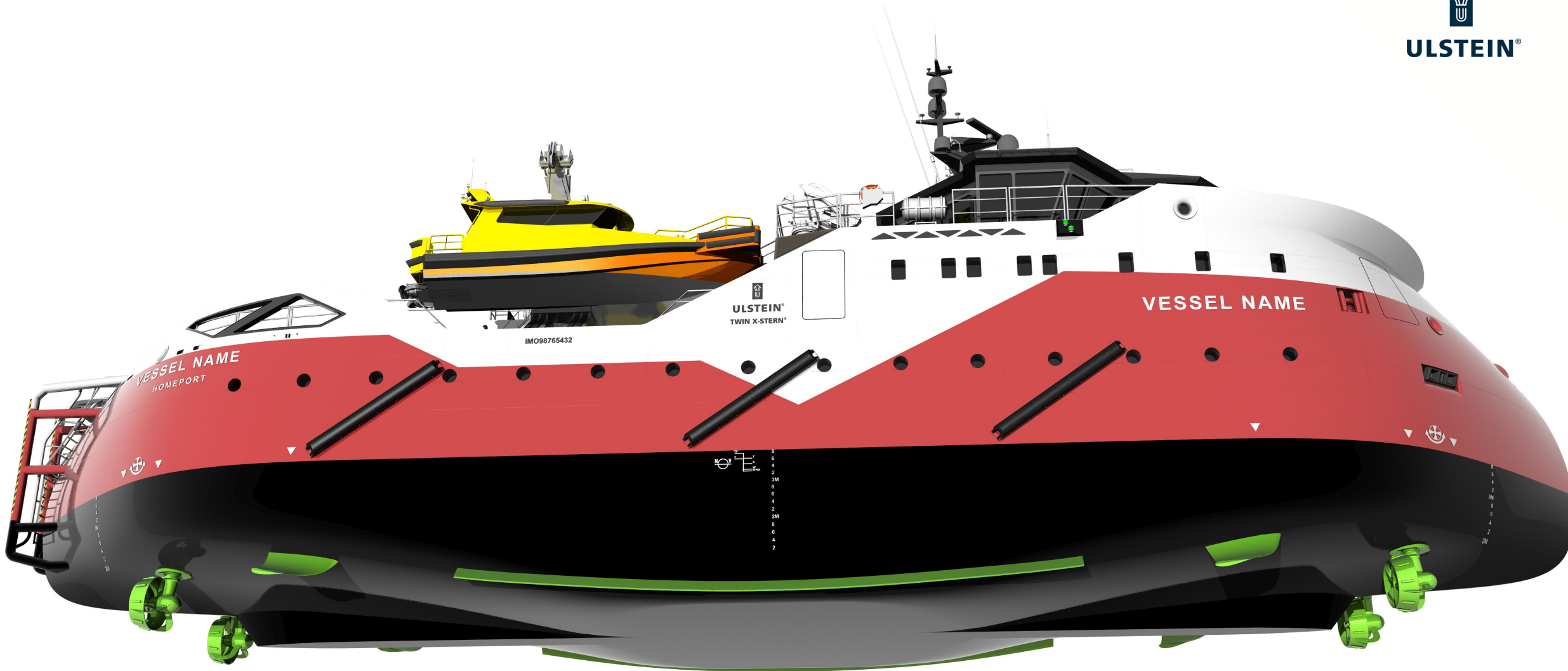
TWIN-X-STERN™ PHILOSOPHY

The properties of the X-STERN reduce pitching and increase operability, and it is beneficial to be positioned with the stern on the weather. With an X-STERN at each end, the vessel is bi-symmetrical, and has excellent operability with either end towards the weather.

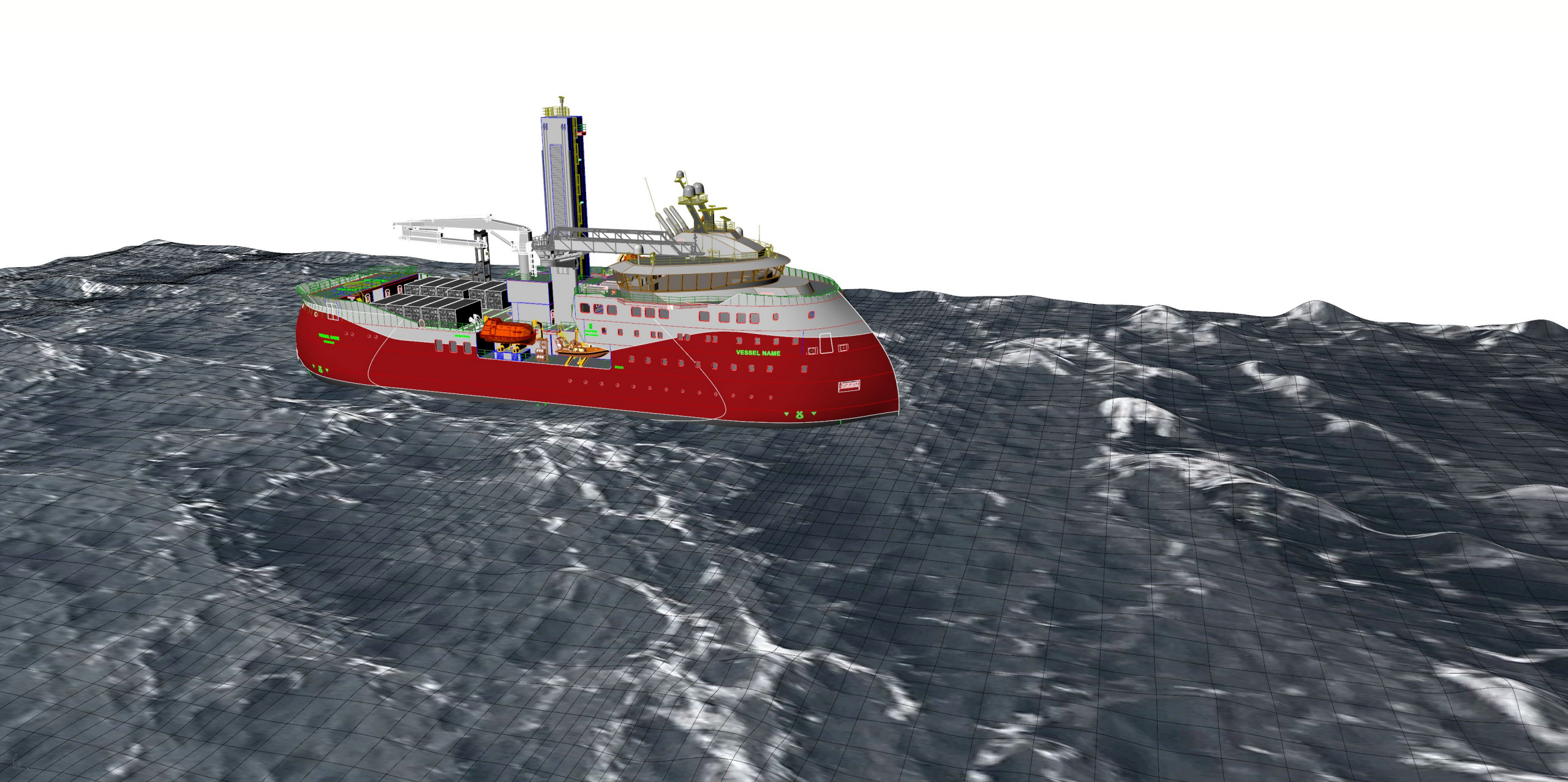
The Twin X-STERN shows:

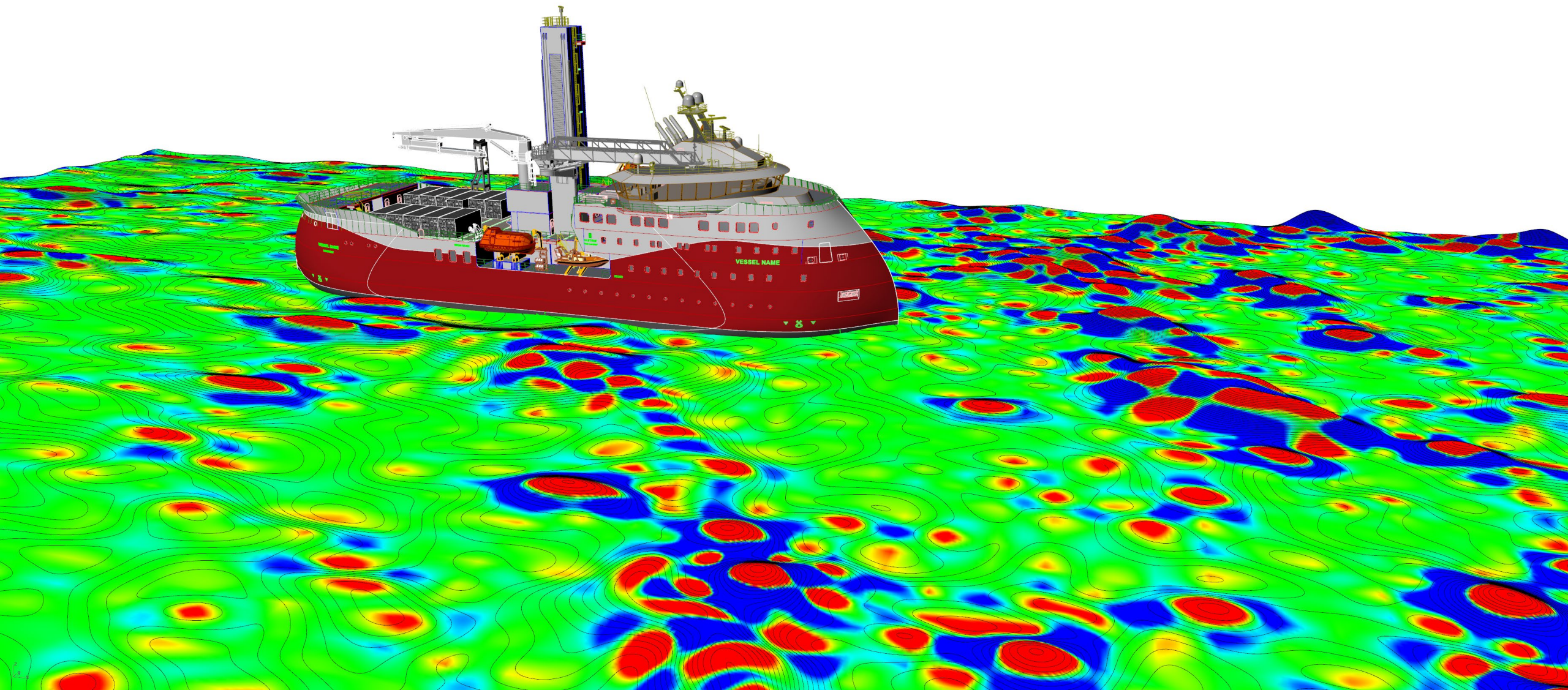
- Increased DP capability.
- Increased manoeuvrability
- Less vessel motions.
- Reduced noise onboard the vessel.
- Larger flexibility regarding choice of propeller type













ULSTEIN®

HIGH EFFICIENCY

**First 26 months:
A track record of over
30,000 persons
transferred safely
to and from
foundations**



‘She has proven to be one the most efficient service operations vessels available in the market.’

*Alex Gauntt, Business Development Manager,
Siem Offshore Contractors GmbH*

Current ship name/owner: Seaway Moxie/Seaway Offshore Cables



ULSTEIN®

Hit storm with high waves

Peter gets seasick by looking at water. On 'Greg Mortimer', he was able to work welding and grinding in 8-10m waves:

«I love the X-BOW, and I love 'Greg Mortimer'.

Thank you!»

Peter Szyszka, diving instructor

It was absolutely spectacular!
She's one, sweet ride.



ULSTEIN®

**‘In big seas I kept
waiting for the
slamming – it never
came’**

Ulf-Peter Lindstrøm, Master of the ‘Greg Mortimer’



ULSTEIN®

'I like to keep the ship with the stern to the weather. The ship stays on the spot with two thrusters running, instead of keeping the vessel on full DP. This leads to a substantial reduction in fuel consumption.'

'With stern to weather, we experience no slamming or vibrations, not even in transfer, and people love it. They get complete rest in between their maintenance shifts.'

Matthias Giebichenstein, senior DP operator, 'Windea La Cour' SOV vessel, Ulstein Verft Yno 309



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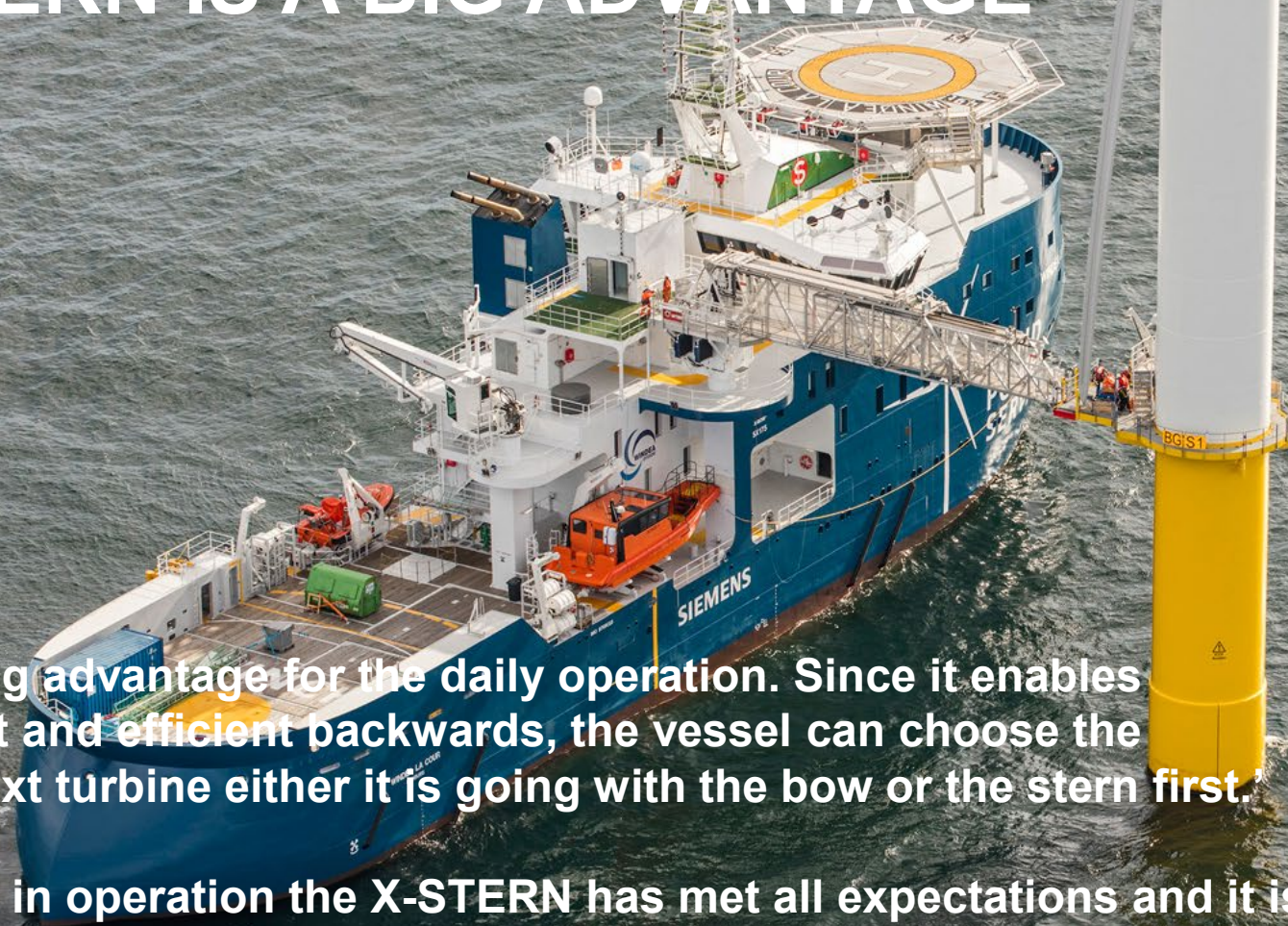
‘It is very silent on board, and very little vibrations. This is a good and pleasant work place – also for the onshore technicians we’re transporting.’

Mikael Nielsen, Master ‘Windea La Cour’ SOV vessel, Ulstein Verft Yno 309



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'THE X-STERN IS A BIG ADVANTAGE'



'The X-STERN is a big advantage for the daily operation. Since it enables the vessel to run fast and efficient backwards, the vessel can choose the fastest way to the next turbine either it is going with the bow or the stern first.'

'During the first year in operation the X-STERN has met all expectations and it is amazing to see a vessel going backwards in bad weather without slamming and having spray on deck.'

'Windea La Cour'

This new ship is a breath of fresh air. As quiet as a mouse. And so stable! I sleep better in my cabin than I do in an average hotel room. It's a hotel and an office in one. In short: I'm having a great time here!

Guido de Groot

Planning & Cost Engineer Gemini Offshore Wind

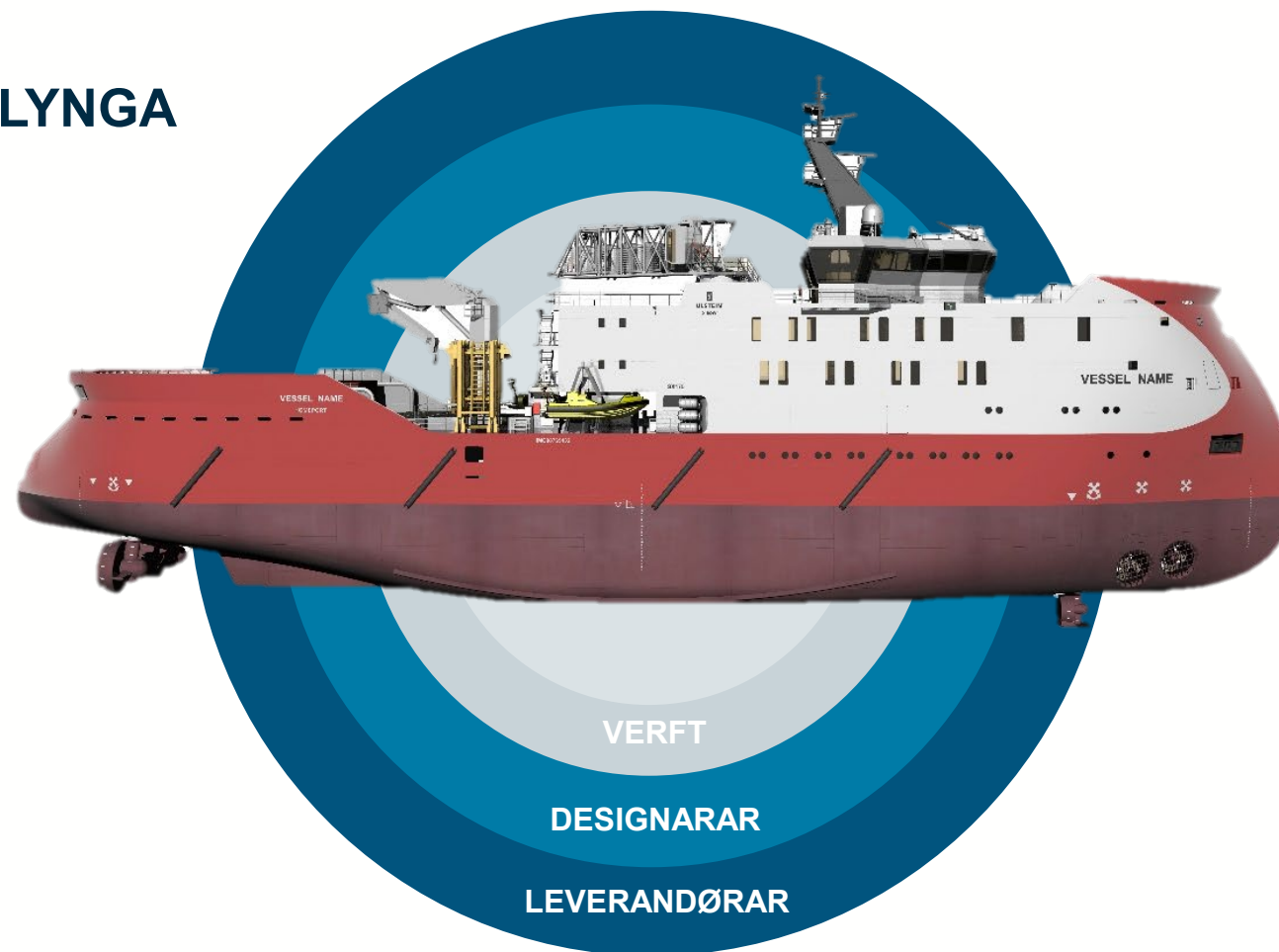




ULSTEIN®

VERDISKAPING

RINGAR I VATN
- DEN MARITIME KLYNGA





MARITIM KLYNGE

