



The IWS Skywalker is the latest Kongsberg Maritime vessel design. The state-of-the-art windfarm commissioning service operation vessel (CSOV) will soon start operations in the North Sea.

Apr 11, 2024 08:00 BST

## Kongsberg Maritime celebrates 50 years of ship design

*Kongsberg Maritime celebrates 50 years since its first ship designs entered service*

**Horten, Norway – 11 April 2024** - From setting the benchmark that set the standard for offshore supply vessels in the 1970s, to advanced anchor handlers that transformed the oil and gas industry, and a growing reference list in fishery and merchant ships, Kongsberg Maritime's range of ship designs

has continued to evolve over the past five decades.

The early 1970s, at the dawn of the offshore oil and gas industry, saw the very first vessels, designed specifically for the harsh operating conditions of the North Sea.

The 'UT Design' range soon became the benchmark design for the industry and have remained at the forefront of the offshore industry, ever since. The UT design range has also developed to include other ship types including oceanographic research, coastal protection and most recently vessels designed specifically for operating in offshore wind farms.

In other markets, covering cargo, passenger and fishing fleets, the company has delivered around 200 ships from its 'NVC' family of designs. Over the years, NVC designs have covered a wide range of vessels. These include cargo ships and high-speed Ro-Pax ferries, explorer cruise ships and an extensive range of vessels for the fisheries and aquaculture market.

Lisa Edvardsen Haugan, President Kongsberg Maritime, said: "Over the past 50 years, our design teams have created an extensive portfolio of innovative ships for all market segments. As we reach our fiftieth year, we're delighted to report that we will also soon be delivering our 1,000th ship design.

"In the same way as the very first UT 704 platform supply vessel ventured out into the North Sea back in 1974 as a pioneer of its time, our latest state-of-the-art windfarm service operation vessels (CSOV) - a fleet of six 'Skywalker Class' UT5519 DE for Integrated Wind Solutions - will again be pioneering operations in the energy markets offshore".

"We are a technology company that delivers a wealth of innovative solutions and technologies, which we incorporate into our ship designs. That combined knowledge across the company, together deep and lasting relationships with ship owners, many of which are based in Norway, gives us a unique capability to offer modern solutions in an efficient way".

Kongsberg Maritime's ship design philosophy is centred around three key pillars: safety; operational efficiency and sustainability. Many of the ships designed by the company operate in some of the harshest conditions on the planet, so there is always a laser-sharp focus on safety in all designs.

Operational efficiency is another crucial element, with a growing demand for vessels that can operate efficiently for decades.

Lisa Edvardsen Haugan, adds: “The most significant driver impacting how we design ships today, is sustainability. It’s not only regulators that are demanding ships have lower emissions, owners, faced with higher fuel costs, want vessels that use less energy, so there is a shift towards more electrification and battery-hybrid solutions. The use of alternative fuels is also very relevant for how ships are designed, such as methanol and ammonia fuelled ships”.

The Kongsberg Maritime ship design team is based in Hjørungavåg and Aalesund on the west coast of Norway and is supported by a Kongsberg-owned Croatian company, Navis Consult, which provides a range of engineering services in support of the company’s products and ship design projects.

The company has produced a magazine charting the history of its ship design story, including details of some of the significant vessels, key innovations, and the current and future designs. It can be read [here](#).

### **UT – an offshore pioneer**

At the dawn of North Sea offshore oil and gas in the early 1970s, the choice of offshore vessel was limited, with the only options being simple service vessels used in the relatively shallow waters of the Gulf of Mexico. They were soon found to be lacking in capability, particularly enough freeboard, and seakeeping.

The solution to these early challenges came from a small shipyard group on the west coast of Norway. Ulstein Trading (UT), formally set up in 1967 as the sales and ship design company within the Ulstein Group, soon set about designing what would become the vessel of choice for the offshore industry.

They looked at specific requirements for the emerging oil and gas operations and importantly, consulted with Norwegian fishing fleet owners, who had vast experience of working in the North Sea. The result was the ‘UT’ design, and the UT 704 platform supply vessel entered service in 1974. More than 800 UT vessels have been built, while the majority are for offshore

operations, the design has evolved for other duties including coastguard, research, and construction.

## **The origins of the NVC merchant ship portfolio**

It began with a Norwegian company called Nordvestconsult, a design house initially working on fishing vessels and a variety of dry cargo vessels. In the late 1990s, the company was acquired by the Ulstein Group, which was already designing and building vessels for the offshore market, with an established reputation. The coming together of the two companies offered a broader range of ship design expertise to the market. The ship technology part of Ulstein Group was then sold to the British company Vickers, and Rolls-Royce in 1999, then in 2019 it became part of Kongsberg Maritime.

ENDS

Photo captions:

**The IWS Skywalker** is the latest Kongsberg Maritime vessel design. The state-of-the-art windfarm commissioning service operation vessel (CSOV) will soon start operations in the North Sea.

**The Far Scotsman**, delivered in 1974, was the first UT-Design ship for the emerging North Sea offshore market. This pioneering ship is still in service today, having gone through many changes of ownership and names – it became the Red Condor, then Seabulk Condor, and today the Reliance Star 1.

**New PSV and AHTS designs** the latest platform supply and anchor handlers designs from Kongsberg Maritime feature a range of innovative technologies and are designed to operate on alternative fuels including methanol and ammonia.

**For further information, please contact:**

**Kongsberg Maritime:**

Craig Taylor  
Senior Manager – PR & Communications

Mobile +44 (0) 7749584285  
[Craig.taylor@km.kongsberg.com](mailto:Craig.taylor@km.kongsberg.com)

Karen Bartlett  
PR Lead  
Saltwater Stone  
Tel: +44 (0) 1202 669244  
k.bartlett@saltwater-stone.com

## **Media Information**

### **50 Years of Ship Design**

#### **Key Vessels**

Since 1974 the ship design team at Kongsberg Maritime has delivered designs for 1,000 vessels. Here is a small selection of some of the most significant vessels.

#### **UT 704 – an offshore pioneer**

Delivered in 1974, the first UT-Design ship for the emerging North Sea offshore market was the UT 704 Stad Scotsman. This pioneering ship is still in service today, having gone through many changes of ownership and names – it became the Red Condor, then Seabulk Condor, and today the Reliance Star 1.

#### **UT 755 - the most popular**

The UT705 supply vessel design had helped to establish the UT-Design reputation, but the need for a smaller PSV workhorse was identified and the UT 755 was born. First developed in the 1990s, the UT 755 became the most popular UT Design, with 179 delivered. A true workhorse of the offshore industry, it was initially introduced in short (67-metre) form. Later, longer (UT 755 L) versions followed, and its Kongsberg Maritime propulsion system, including CPPs, tunnel thrusters at each end and a swing-up azimuth thruster under the bow, gave the UT 755 economic operation and excellent manoeuvrability and position keeping.

#### **Kronprins Haakon NVC 395 Polar**

Norway's first icebreaker and designed for polar research is one of the world's most advanced oceanographic research vessels. The UT 395 Polar Code 3 research vessel was built by Fincantieri in Italy for the Norwegian Institute of Marine Research. With a length of 100.4 metres, a beam of 21 metres and a draft of 8.65 metres, Kronprins Haakon is the largest Norwegian icebreaker ever built. She has a diesel-electric propulsion system that produce power for two 5.5MW Kongsberg US ARC 0.8 FP azimuth thrusters and two 1.1MW bow thrusters.

### **Sir David Attenborough UT 851 SPV**

This was the company's largest contract value for a single ship and is an extremely complex vessel which demonstrated system integration competence against global competition. Commissioned by the Natural Environment Research Council (NERC), built by Cammell Laird and operated by British Antarctic Survey, this was the largest civilian ship to be built in the UK for 30 years. The 129-metre UT 851 design features an extensive range of Kongsberg Maritime equipment, including two main electrical tandem propulsion motors, propeller shafts, propellers, rudders, steering gears, winches motors and drives for the four thrusters. We are also supplying the motors and drives for the four thrusters.

### **Island Victory – UT 797 CX**

The most powerful AHTS design so far, with a world record bollard pull of 477 tonnes. It's a multi-functional design with a flexible operational profile and is one of the largest vessels in Island Offshore's fleet. Island Victory is specially designed for installation and construction work in deep water. She has room for 110 people and is therefore suitable for use as an accommodation vessel in oilfields. The UT 797 CX design features a 250-tonne offshore crane, Remotely Operated Vessels (ROVs) and a large moonpool, enabling the vessel to perform heavy anchor handling/mooring operations and deep subsea installation work.

### **Fridtjof Nansen & Roald Amundsen NVC 2140**

The company's first exploration cruise vessel design, and a real showcase for the company's equipment and system integration strengths, are the latest additions to Hurtigruten's fleet of custom-built ships – and the next generation expedition ship. The ships will undertake adventure-rich

expedition voyages in the Arctic and Antarctic regions, as well as traversing Norway's long coastline. They feature advanced environmentally friendly technology to minimise emissions, underlining Hurtigruten's commitment to sustainability. The battery-hybrid propulsion system enable the ships to operate emission-free for periods of their voyages, in the most environmentally sensitive areas.

### **NVC 336 Arctic Fjord trawler**

With more than 180 fishing vessels delivered, 2023 saw the most advance yet, the 100-metre Arctic Fjord, delivered to U.S. customer, Arctic Storm Management. The first Kongsberg

Maritime design to be built with U.S partners, the trawler was designed for pelagic operation in the North Pacific waters, drawing on proven designs and technologies used throughout Europe.

### **UT5519 DE CSOV**

The latest delivery, the IWS Skywalker is the first of six state-of-the-art windfarm service operations vessels for Norwegian customer Integrated Wind Solutions. The vessel will operate in the Dogger Bank windfarm from 2024, 100 miles from the east coast of England. The vessel features a range of Kongsberg Maritime equipment including main propulsion from four azimuth thrusters, various electrical systems and Dynamic Positioning. The 'DE' denotes, double-ended, as the fully-hybrid vessel can manoeuvre between wind turbines in either direction, transforming windfarm operations. It features an innovative walk-to-walk gangway to enable safe transfer of crew and equipment.

---

## **About Kongsberg Maritime**

Kongsberg Maritime is a global marine technology company providing innovative and reliable technology solutions for all marine industry sectors. Headquartered in Kongsberg, Norway, Kongsberg Maritime has manufacturing, sales, and service facilities in 34 countries.

Kongsberg Maritime solutions cover all aspects of marine automation, safety,

manoeuvring, navigation, and dynamic positioning as well as energy management, deck handling and propulsion systems, and ship design services.

Web: [Kongsberg Gruppen](#) | [Kongsberg Maritime](#)

Social media: [LinkedIn](#) | [Twitter](#) | [Facebook](#)

## Contacts



### **Megan Liggett**

PR Executive

PR & Communications

[m.liggett@saltwater-stone.com](mailto:m.liggett@saltwater-stone.com)

+44 (0)1202 669244



### **Karen Bartlett**

PR Account Director

PR & Communications

[k.bartlett@saltwater-stone.com](mailto:k.bartlett@saltwater-stone.com)

+44 (0) 1202 669244