



Kongsberg Maritime's next generation 2000 TEU container feeder vessel design, Cobalt Blue, can be adapted to future fuel types

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Kongsberg Maritime's Next Generation Feeder Containership design receives Approval in Principle from DNV

Kongsberg Maritime's innovative next generation 2000 TEU container feeder vessel design has received Approval in Principle from classification society DNV.

The new design, known as '*Cobalt Blue*' features a range of innovative features for the container feeder market. These include an open-top deck, forward deckhouse, and a modular design which will ensure the vessel can

easily be upgraded over time to transition through fuel types during the working life of the ship.

The new vessel has been designed in partnership with Deltamarin and its core aims are to offer ship owners a future-proof vessel that delivers efficiencies and sustainability benefits, while preparing the sector for future developments such as the need to switch to alternative fuels to meet tighter emissions requirements.

Oskar Levander, Kongsberg Maritime's SVP, Business Concepts said: *"We're delighted to have received Approval in Principle for this innovative design that can offer owners a truly future-proofed vessel in the container feeder market. This independent assessment of our design concept has confirmed that the Cobalt Blue, with all its innovative features, is a feasible proposition with no major obstacles to enable it becoming reality."*

"The container feeder market will need to go through fleet renewal in the coming years and owners will be carefully considering their options. With future emissions reductions in mind, future ships will have to include the use of alternative fuels and this design will enable owners to invest in a vessel that can evolve over time".

With the ship's the modular design, there is room for adding future innovations. It can be built now with a dual-fuel main engine, that will run on LNG or diesel fuels. Then there is the possibility to switch to low carbon fuels such as biogas, synthetic methane or ammonia in order to reduce greenhouse gas emissions.

Oskar Levander added: *"Furthermore, it can transition onto green ammonia fuel with a small pre-planned conversion to allow for zero carbon operation. The vessel can easily be reconfigured to accommodate the additional tanks required for alternative fuels and there can also be room for battery containers to enable emission-free operation close to port."*

Esa Jokioinen, Director Sales, Deltamarin added: *"We are thrilled about this jointly developed vessel concept and very pleased with DNV who provided valuable support during the design and AIP process. With changing requirements, it's important to think outside the box in ship design. Cobalt Blue provides innovative and cost-effective way to think about vessel flexibility over its lifetime and provides a concept with a clear path for zero emission operation in the*

future.”

There is no requirement for heavy cargo hatches and the forward deckhouse will help protect the cargo from green water coming onto the ship.

The range of Kongsberg equipment on the vessel can also extend to include propulsion and control systems and an active stabiliser system with intelligent weather routing and steering to minimise the risk of cargo loss.

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For further information, please contact:

Craig Taylor

Senior Manager, PR & Communication

Kongsberg Maritime

Tel: +44 (0)7749584285

craig.taylor@km.kongsberg.com

Ryan Swift

PR Lead

Saltwater Stone

Tel: +49 (0) 157 356 14330

About Kongsberg Maritime

Kongsberg Maritime is a global marine technology company providing innovative and reliable 'Full Picture' 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.

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