

Ulstein has designs C

INDPENDENT Norwegian shipbuilder Ulstein Verft has landed a newbuild contract, calling for the construction of an offshore support ship type developed by the associated company Ulstein Design.

The P105-class platform supply vessel, priced at around NOK200M (US\$29M), is destined for operation and management by Island Offshore. The Ulsteinvik yard has been able to immediately implement work on the project, with a view to effecting delivery next spring.

The Norwegian contractual interests, which have roots in the Ulsteinvik area, have taken out an option on a further P105 type. It is understood that the first ship will be named *Island Patriot*. In fact, the deal is a vindication of local design and build capabilities, and will also generate business for the wider Norwegian maritime industrial cluster.

The P105 will provide a further reference for diesel-electric power and propulsion in the offshore service vessel market, and is characterised by a large load capacity within main dimensions of 86.2m length and 19m width. The design provides for nearly 5000t of cargo, including up to 2840t carried on deck. The significant below-deck capacity is considered to make the P105 well suited for gaining long-term contracts.

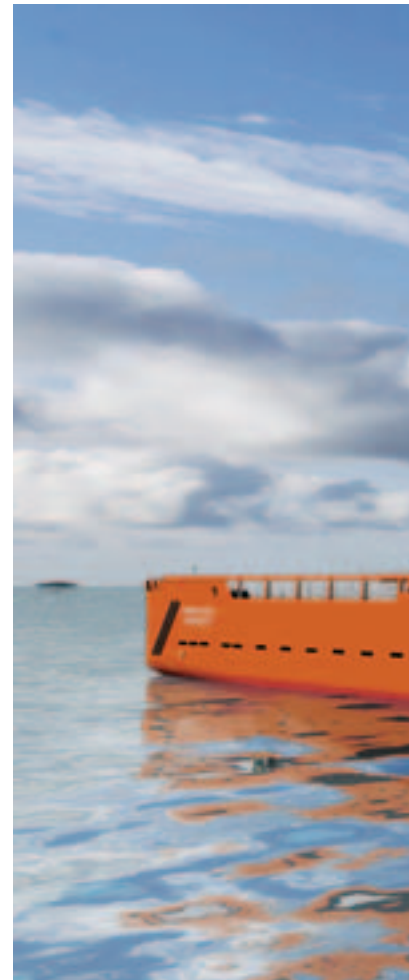
The P105 design has also found favour with Solstad Offshore ASA, which has signed a Letter of Intent with the Merwede Shipyard. The Netherlands-based yard has also signed a contract with Ulstein Design AS regarding the delivery of a design and equipment package worth an estimated NOK70M. The remit includes the designs, complete set of supporting drawings and equipment.

Commenting on the deal, Tore Ulstein, President for Ulstein Design, enthused: 'This is Ulstein Design's first contract outside

the Ulstein Group and is very important for us.' Erik Andreassen, Vice-President Marketing, was similarly optimistic: 'As our first foreign contract this is a very important project. It gives us an opportunity to demonstrate that we can carry out a project in a high-quality manner outside of Norway.'

'Among other things we are going to deliver the propulsion system, engines, cargo system and dynamic positioning system. In addition, through the Ulstein Group's electrical and control system company Ulstein Elektro, we will deliver all the marine electronics, switchboards, consoles and starters.

'We are experts in integrating total deliveries in which we know that the different systems communicate well. We look forward to the project and believe that Merwede Shipyard will be pleased with the work we do.'



■ An ultra-large construction vessel will form one of the largest build projects yet performed at Ulstein Verft

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The Ulstein Verft relationship with Solstad has also been further reinforced with news of a contract for a large construction vessel for Solstad/SBM – a joint venture company owned by Solstad and the Monaco-based Single Buoy Moorings group.

The project is reportedly one of the largest the shipyard has received so far, and has a value in the region of NOK650M.

'The Vik-Sandvik designed vessel will have dimensions of 123.8m x 28m and require 6000t of steel. 'The construction vessel is [to be] equipped with a moonpool, anchor han-

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dling winches, an A-frame and a heave-compensated 250t offshore crane,' said Harald Møller, Sales & Marketing Manager for Ulstein Verft.

'The vessel will be fitted out for 100 people and everything onboard will be big. In total, the vessel will produce almost 24 000kW. It will be a challenging project. Not just because of the size of the vessel, but also because of the short delivery time [January 2006].

'We have developed a good partnership with Solstad and it will be exciting to work with SBM again,

who we built vessels for in the 1980s,' added Møller.

Purchasing and planning phases have already been initiated, with steel cutting scheduled for mid-November this year. Ulstein Verft's Vanylven division has been charged with construction of the superstructure, with a start-up date in December. The fore and aft sections are to be built at partner shipyard Maritim Ltd in Poland, arriving in May and July 2005 respectively.

The contract is further evidence of increased activity for the Group – earlier this year, the Ulsteinvik yard com-

■ The P105-class design of platform supply vessel is to be adopted by the Merwede Shipyard

pleted a large-scale conversion project, entailing the adaptation of the cable-laying vessel *Normand Cutter* as a pipelayer and construction vessel. The rebuild was accomplished over a six-month period, and involved 1300t of new steelwork, fabricated by Ulstein Verft's Van-

lyven division, the Maritim yard in Poland, and Salthammer Baatbyggeri in Norway.

Ulstein has a new outlet for its shipbuilding, design, engineering and project management know-how through the creation of a joint venture in China, partnered by Jiangsu Yangzijiang Shipbuilding Company.

It is intended that the new firm, Ulstein Yangzijiang Shipbuilding, will have a wider product range than the vessel types traditionally turned out at Ulsteinvik, so that it will complement rather than compete directly with the Norwegian yard. □