MARIN TEKNIKK

DESIGN & ENGINEERING

INDEPENDENT SHIP DESIGNER

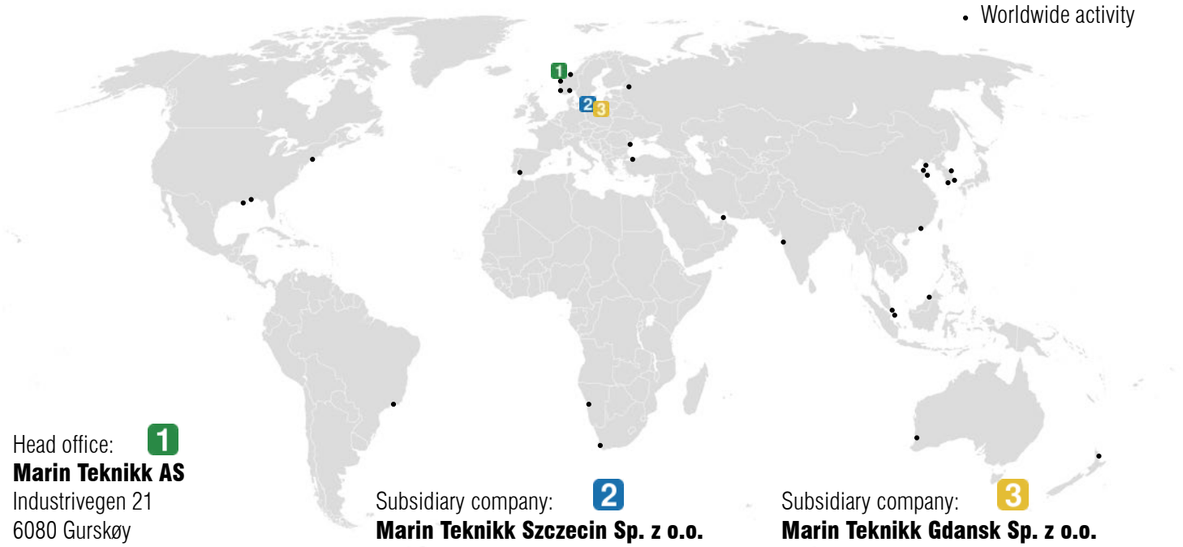
Marin Teknikk AS is an independent ship design and engineering company located on the west coast of Norway. The company was established in 1981, celebrating 44 years of experience in 2025.

Marin Teknikk consist of about 50 highly skilled employees, plus two fully owned subsidiary companies in Poland; Marin Teknikk Szczecin and Marin Teknikk Gdansk with about 20 employees. Marin Teknikk designs a wide range of different vessels types, and is especially known for high flexibility and innovation by doing specialized tailor made design.

Worldwide activity and more than 130 well proven delivered designs makes us a reliable partner with vital knowledge within different vessel types and markets. Marin Teknikk has within the last years contributed to several innovative, new thinking ideas, to extend the market possibilities both inside and outside the Offshore and Fishing vessel sector.

Marin Teknikk has been a gamechanger in many ship designs, incorporating new environment-friendly technology and solutions. Marin Teknikk was also the first design company to design Explorer Yachts to be built at a commerical shipyard in Norway with great success.

Svein-R. Gjerde - CEO & Head of Ship Design - srg@marinteknikk.no



• Worldwide activity

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Subsidiary company: 3
Marin Teknikk Gdansk Sp. z o.o.
ul. Szafarnia 5/5
80-755 Gdansk
Poland

INDEPENDENT SHIP DESIGNER

EXPLORER YACHT

MT-Explorer Yachts are designed for long expeditions in rough waters. Blending a robust, hard-working character with luxurious added extras, like helideck with hangar and refueling, swimming pool, jacuzzi & several large tender boats on-board. The guest areas are arranged with big open spaces both indoor & outdoor, where the guest can use the elevator for easy access.

In addition, the yacht contain a large tender garage custom designed for tender boats, diving and equipment for water sports. The vessel keeps the latest technology on diesel electric propulsion systems.

MT5006 MkII EXPLORER YACHT "ULYSSES"

MT5006 EXPLORER YACHT "ANDROMEDA"

MT5006 EXPLORER YACHT

MT5006 EXPLORER YACHT

MARIN TEKNIKK
DESIGN & ENGINEERING

"We came to Norway to find a trusted designer and a quality yard.

We got them both."

Graeme Hart
Owner "Ulysses"

INDEPENDENT SHIP DESIGNER

MARIN TEKNIKK
DESIGN & ENGINEERING

EXPEDITION CRUISE SHIPS

Marin Teknikk can supply and tailor made several different designs for a wide range of Expedition Cruise vessels.

Different energy sources will be used, like diesel, LNG, hydrogen, battery and solar power.

Focus is given to the entire experience, related to both the destinations and on board. Large personal cabins and several big open spaces will make the onboard experienced fantastic.


MT5007


MT5008


MT5016

Designed for Luxury Expedition Cruises around the world. High focus is given on green technology. Some of the vessels are especially designed for younger generations seeking more focus on green adventures combined with roomy space. An unformal style is arranged with high standard and lots of activity accessible. Spesially designed to meet a group of passengers with high demands for pleasure and comfort.


MT5016 "RENAISSANCE"

INDEPENDENT SHIP DESIGNER

DIVING SUPPORT & CONSTRUCTION

MT-Design SPS DP2/DP3 Diving Support & Construction vessels are able to accommodate a wide range of offshore field support duties due to the large platform deck. This includes ROV & Offshore construction and handling operations. MT DSCV designs are designed with high focus on safety and redundancy. The vessels have typically 12, 18 or 24 men single and twin bell saturation dive systems, and can perform work down to 300 msw.

Our DSCV designs are proven to be fuel efficient and environmentally friendly, using diesel electric & hybrid propulsion systems.

MT6024 DIVING SUPPORT & CONSTRUCTION

MT6023 DIVING SUPPORT & CONSTRUCTION

MT6023 DIVING SUPPORT & CONSTRUCTION

MT6023 DIVING SUPPORT & CONSTRUCTION

MARIN TEKNIKK
DESIGN & ENGINEERING

"Through my years at sea, I'm really impressed of the functionality and quality of the MT-Design vessels.

Tailor made solutions, combined with focus on deep sea operations, high safety level and durability, makes these vessels well prepared for deployment worldwide."

Sheldon Hutton
CEO
Ultra Deep Solutions

MARIN TEKNIKK
DESIGN & ENGINEERING

"Norshore Pacific is a well suitable drilling vessel, and will play a key role in a complex offshore market.

The large work deck and design solutions utilize the vessel capacities in a successful way"

Olav Lie
VP Projects
Norshore


MT6028 WELL INTERVENTION & DRILLING


MT6016 L WELL INTERVENTION


MT6022 XL WELL INTERVENTION & DRILLING

WELL INTERVENTION, FLEX LAY & DRILLING

This new large MT6032 design is optimized for complex and advanced Well Intervention operations worldwide. A combined Multipurpose Tower w/Flex Lay in addition to large Offshore Cranes and large accommodation makes this vessel suitable for a wide range of heavy construction work.
The vessel can also include a SAT Diving system for 24 men down to 300m water depth.

MT6032 WELL INTERVENTION & FLEX LAY

INDEPENDENT SHIP DESIGNER

SUBSEA EXPLORATION & OFFSHORE MINING

MT-Design Offshore Subsea Exploration vessel and Offshore Mineral Mining vessel with diesel electric frequency controlled propulsion, highly efficient azimuth thrusters and a dynamic positioning system. High level of station keeping.

The "SS Nujoma" is the world`s first custom built vessel for marine mineral sampling and is proven to be working very efficient. The offshore mining vessel "Benguela Gem" is purpose built for offshore mineral mining on the seabed. Marin Teknikk is co-operating with the mining industry looking for new and effective solutions.

MT6027 OFFSHORE MINERAL MINING "BENGUELA GEM"

MT6027 OFFSHORE MINERAL MINING "BENGUELA GEM"


MT6022 OFFSHORE SUBSEA EXPLORATION "SS NUJOMA"


MT6022 OFFSHORE SUBSEA EXPLORATION "SS NUJOMA"

MARIN TEKNIKK
DESIGN & ENGINEERING

In addition to marine mineral sampling, the vessels are designed to perform different subsea sampling and offshore mining operations.

The vessels are designed according to the class notation "ECO"/"Clean Design", and strong focus is given to limit fuel consumption and reducing emission to the environment.

High comfort for the crew is ensured by low noise and vibration in the hull and superstructure.

MARIN TEKNIKK
DESIGN & ENGINEERING

"The MT-Design vessels are proven to be a suitable platform for offshore wind activity, and we are currently working on several customized projects within the Offshore Wind market."

Stig Remøy
CEO
Olympic Shipping AS


MT6021 IMR


MT6015 MPSV


MT6027 SUBSEA SUPPORT

INDEPENDENT SHIP DESIGNER

OFFSHORE WIND

Numerous of MT-Designs, originally designed for the "Oil & Gas market" are operating in the growing Offshore Wind market. The designs flexibility, low consumption and "high specifications" suits the market demand well.

MT vessels have proven to operate with low fuel consumption, which also means less emission to the environment. Also; as MT is an Independent designer, owners are given full freedom in choice of equipment to be arranged onboard their vessels.

MT6015 MPSV

CSOV / SOV / W2W / INSTALLATION

For the Offshore wind market MT have developed a new breed of designs. Designed for low fuel consumption and excellent sea– and station-keeping capabilities. Care is taken to ensure low noise and vibration in hull and superstructure which ensures high comfort and safety for all personnel on board.

The accommodation and warehouse is arranged with Offshore Wind philosophy including "step-less access" from Warehouse to Wind Turbine. The spacious accommodation area give owners high flexibility to facilitate a state of the art living quarters for the crew.

MT6063 / MT6064 OFFSHORE WIND

MT6064 OFFSHORE WIND

MT6064 W2W

MT6060 INSTALLATION

MARIN TEKNIKK
DESIGN & ENGINEERING

The new MT-Design for Offshore Renewables Industries performs with outstanding oparability. This enables extended operational capabilities resulting in reduction of Field development- and operational cost.

The design is also arranged with two segregated engine rooms and thruster rooms, which increases operational flexibility, reliability and ensures high comfort for personnel onboard.

An innovative motion compensating system provides an exceptional operational window, cater for safer operations and increased comfort for the personnel onboard. It is an Passive System, - i.e. when the system is active no Fuel is consumed and no emission to the environment.

DESIGN SERIES:

MT6063:	LOA: 73,3 m	W: 22 m
MT6064:	LOA: 79,3 m	W: 22 m
MT6060:	LOA: 216 m	W: 45/55 m

INDEPENDENT SHIP DESIGNER

MARIN TEKNIKK
DESIGN & ENGINEERING

Yara Birkeland is the world's first fully electric and autonomous container vessel with zero emissions.

With this container vessel, Yara will reduce diesel-powered truck haulage by 40,000 journeys a year, carrying 120 TEU (Twenty-foot-Equivalent Unit).

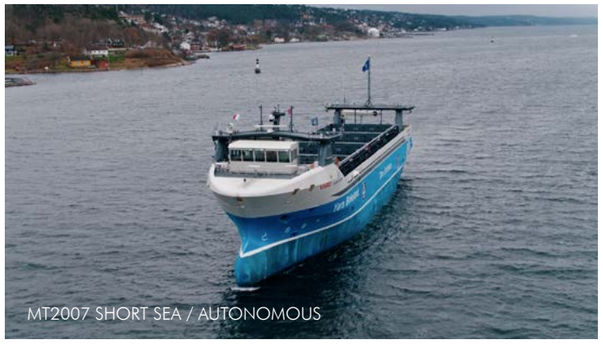
At the same time Yara Norway is working on automated harbour solutions, with fully automated cranes for loading/unloading goods.

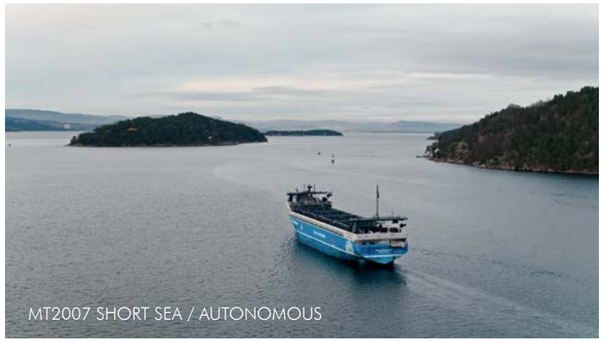
The MT2007 autonomous vessel is designed for remote and autonomous ship operations to reduce NOx and CO2 emissions by using electric drive, battery and propulsion control systems.

This eco-initiativ will help to meet the UN sustainability goals, and improve road safety and congestion.

Photo credit: YARA

MT2007 SHORT SEA / AUTONOMOUS


MT2007 SHORT SEA / AUTONOMOUS


MT2007 SHORT SEA / AUTONOMOUS

FULLY ELECTRIC CARGO VESSELS

MT-Design Cargo vessels of MT2000 series are the first step into fully electric and autonomous vessels with zero emissions.

The autonomous open hatch container ship will demonstrate innovative maritime technologies to enable green shipping operations. The vessel features the world's largest energy storage system and automatic mooring system.

MT2007 SHORT SEA / AUTONOMOUS

PSV & MPSV

MT-Design PSV is a Field Supply & Pipe carrier vessel, with diesel electric frequency controlled efficient thruster propulsion system, and a fully integrated system for dynamic positioning. The vessels are designed for low fuel consumption and excellent sea-keeping. Our range consists of small, medium and large size vessels. The large platform deck of is very well utilized, combined with the class' best under deck capacity.

MT6015 PSV


MT6015 MPSV


MT6015 MPSV


MT6015 MPSV

MARIN TEKNIKK
DESIGN & ENGINEERING

"Dina Star is our first vessel designed by Marin Teknikk. With extended tank capacities and reduced fuel consumption, the MT6015 design shows brilliant properties and high safety level.

Combined with the DC Grid onboard system from ABB, this vessel fulfils our expectations very well."

Roald Myklebusthaug
Ship Owner
Myklebusthaug Management AS

MARIN TEKNIKK
DESIGN & ENGINEERING

The SBM Installer is designed according to the class notation “Clean Design” and SPS Code and high focus is given to low fuel consumption, which reduces emission to the environment. FO tank arrangement according to “Clean Design” and MARPOL - oil fuel tank protection.

The vessel is designed to fulfill following duties: Diving operations with a 12 men (18 men as option) SAT dive system rated at 300 msw, ROV and seabed construction work.

INDEPENDENT SHIP DESIGNER


MT6024 DIVING SUPPORT & CONSTRUCTION


MT6024 DIVING SUPPORT & CONSTRUCTION


MT6024 DIVING SUPPORT & CONSTRUCTION

DIVING SUPPORT & CONSTRUCTION

The vessel is a DP 3 Multipurpose Diving Support Vessel / SPS Code 2008, with an 12 men twin bell saturation system for depth down to 300 meter. The vessel is equipped with diesel electric frequency controlled propulsion, highly efficient azimuth thrusters, dynamic positioning system, offshore cranes and a large platform deck for construction duties. MT6024 is a model tested and optimized hull design with excellent characteristics for deployment worldwide.


MT6024 DIVIING SUPPORT & CONSTRUCTION

SUBSEA SUPPORT & CONSTRUCTION

The MT6027-design vessels have a length of 137,6 metres, a beam of 27 m and have a deadweight of 8,000t. Features of the DP3-rated vessels include 1,925 sq. metres of free deck space, accommodation for 120 people (all in one-man cabins), a 400t AHC crane, rated for operations in water depths of up to 3,000 m. Prepared for cable carousel under deck, flexible pipelay over vessel's ship-side and 275 ton vertical lay tower (VLT) for deployment of flexible pipe or module handling through the enlarged moon-pool. The vessel design is arranged with 2 of moon-pools, WROV LARS System for launching/recovery of ROV from ROV hangar SB side & through moon-pool in ROV garage and LFL* tanks. The MT6027 SS & OERV design has proven to be a good platform for serving the needs in the offshore wind, offshore oil and gas and decommissioning markets.


MT6027 SUBSEA SUPPORT & CONSTRUCTION

MT6027 SUBSEA SUPPORT & CONSTRUCTION

MT6027 SUBSEA SUPPORT & CONSTRUCTION


MT6027 SUBSEA SUPPORT & CONSTRUCTION

MARIN TEKNIKK
DESIGN & ENGINEERING

"The 4 vessels of MT6027 design for Maersk Supply Service A/S are specifically designed to meet the future offshore construction requirements.

The process of finding flexible solutions and incorporate new ideas meeting our specific requirements, has been met in a dynamic and constructive process between Marin Teknikk and Maersk Supply Service.

We have very high expectations to the designs capabilities of Marin Teknikk, and shall be looking forward to commission these unique vessels".

Peter Kragh Jacobsen
Head of Newbuildings
Maersk Supply Service A/S

MT6027 SSV "Maersk Installer"
MT6027 SSV "Maersk Inventor"
MT6027 SSV "Maersk Involver"
MT6027 SSV "Maersk Implementer"

INDEPENDENT SHIP DESIGNER

MARIN TEKNIKK
DESIGN & ENGINEERING

MT6022 DESIGN SERIES

The MT6022 design series of vessels have received a refreshing layout with improved hull-lines. The well proven and popular design is an improved flexible platform for serving both Renewable and Oil & Gas markets.

The MT6022 vessel group is advanced Multifunctional Subsea Support & Construction vessels, designed to meet the general offshore energy market for deployment worldwide.

In addition to a large construction work the vessels can be arranged for 2 WROV's with LARS System in a ROV hangar, with option for 1 OBS ROV. The vessel is normally arranged with a 150 ton - 250 ton AHC Offshore Crane and removable cargo rails

The vessels can also perform normal field support duties and are arranged with a construction moon pool.

MT6022 S:	LOA: 100 m	W: 22 m
MT6022:	LOA: 107 m	W: 22 m
MT6022 MkII:	LOA: 115 m	W: 22 m
MT6022 L-II:	LOA: 117 m	W: 22 m


MT6022 S DECOMISSIONING


MT6022 SUBSEA SUPPORT & CONSTRUCTION


MT6022 L SUBSEA SUPPORT & CONSTRUCTION

SUBSEA SUPPORT & CONSTRUCTION

MT-Design Subsea Construction vessels is DP2 or DP3 Subsea Construction Vessels, designed to meet the general offshore market worldwide. The large construction deck and offshore cranes create an accessible working platform. The vessels have integrated diesel electric frequency controlled propulsion systems, including highly efficient azimuth thrusters and a dynamic positioning system.

The MT6022 design has been a platform for a wide range of vessel designs for everything from subsea support & construction, IMR, diving saturation, multipurpose-drilling, cable laying, decommissioning to exploration & mineral mining for diamonds.

MT6022 MkII SUBSEA SUPPORT & CONSTRUCTION

TRAWLER & CRAB CATCHER

The MT1217 design is the world's first combined Stern Trawler & Crab Catcher vessel with moonpool. Designed with high ice class for fishing and production/processing of shrimps and crabs in the North Atlantic waters including the coast of Norway and the Barents sea. The design with its solutions will increase the efficiency of the fishery, since the vessel is less vulnerable to ice, sea and weather conditions.

The vessel will be equipped with a triple-trawl system and crab catcher arrangement with hauling of pots through a moonpool. The innovative vessel and it's arrangement will provide a more gentle catch, as well as a safer workplace for the crew. The new modern version of "Deadliest Catch". Much safer. Much more efficient. And much more profitable.

MT1217 STERN TRAWLER & CRAB CATCHER


MT1217 STERN TRAWLER & CRAB CATCHER


MT1217 STERN TRAWLER & CRAB CATCHER


MT1217 STERN TRAWLER & CRAB CATCHER

MARIN TEKNIKK
DESIGN & ENGINEERING

By re-arranging the vessel's fishing & harvesting equipment twice a year, shifting from crab catching to shrimp trawl fishing gear, the vessel will be operating all year round.

Being 69,9 meters LOA and beam of 17 meters, containing a large trawl working deck and large modern factories with high capacites for both shrimp and crab processing, the vessel is designed to be an efficient and productive fishing vessel and crab catcher.

The vessel keeps modern accommodation for 35 persons, designed with flexible arrangements according to high crew & customer requirements.

The new vessel design will contribute to a more sustainable method of catching and better reproduction of the crab, since the female crab will be less affected by the fishing, and thus a less strain on the crab population.

The vessel will be equipped with customized and newly developed equipment, such as a optimized conventional/diesel electric propulsion, high focus on heat recovery and not least a new winch solution for haulinging of the crab pots. The vessel will also have its own research labotary for research on snow crab and other marine species.

INDEPENDENT SHIP DESIGNER

MARIN TEKNIKK
DESIGN & ENGINEERING

"The MT-Design fishing vessels are among the most successful fishing vessels I have been operating through my long life at sea.

The hull, moon-pool, autoline system and filet processing plant make these vessels to productive and safe working places for our employees."

Stig Ervik
Ervik Havfiske


MT1112 XL LONGLINER


MT1112 LONGLINER


MT1112 L LONGLINER

INDEPENDENT SHIP DESIGNER

LONGLINER

The vessels are equipped with conventional, diesel electric and or hybrid propulsion systems for low fuel consumption and environmently friendly footprint. The hull is Ice-strengthen for operations in Northern and Southern Oceans. Focus on high safety and maintaining good sea- and station keeping capabilities. High comfort for the crew is ensured by low noise and vibration in the hull and superstructure. Fish factory processing plant, logistics and handling systems are designed according to owners requirements. This to ensure a smooth production line from catch to freezing hold and final delivery.

MT1115 L LONGLINER

LONGLINER/DANISH SEINE

MT1115 Østerfjord is built with an innovative energy-saving hybrid propulsion system, conventional engine & diesel electric gen.sets and battery package. The vessel provides for a comfortable accommodation for 24 people and are designed according to the owner's wishes.

Østerfjord is fishing with longline through moonpool and is equipped with a large autoline system with a capacity of approx. 75 000 - 85.000 hooks, complete Danish Seine arrangement and automatic fillet and HG processing factory plant. Hull lines are optimized and model tested for low fuel consumption and and good sea-keeping.

MT1115 LONGLINER & DANISH SEINE

MT1111 LONGLINER


MT1114 LONGLINER

MT1112 LONGLINER

MARIN TEKNIKK
DESIGN & ENGINEERING

MT-Longliners are designed with line hauling through side hatch, Moon Pool in midship, or the new side hauling duct system through shipside at seawater level. This gives improved efficiency and a safer working environment.

We keep high focus on the design process to make flexible and optimized solutions for each client.

Marin Teknikk offer fishing vessel designs for:

- Longliners
- Gill Nets
- Danish Seine
- Purse Seine
- Trawlers
- Crab vessels

MARIN TEKNIKK
DESIGN & ENGINEERING

PURSE SEINER & PELAGIC TRAWLER

A state of the art combined Purse Seiner & Pelagic trawler, designed and developed for pelagic fishing in the Atlantic region.

The vessel is equipped with top modern equipment and arrangement for careful handling of the catch.

Hull optimized design for low resistance and speed, followed by low fuel consuption.


MT1125 PURSE SEINER & PELAGIC TRAWLER


MT1125 PURSE SEINER & PELAGIC TRAWLER


MT1125 PURSE SEINER & PELAGIC TRAWLER

MT1125 Purse Seiner & Pelagic trawler is designed with improved trim and stability for increased comfort and safety for crew. The vessel is equipped with RSW tank capacity of ~2100m^3, 11-12 RSW tanks for careful handling and transport of the catch. Large net storage, single or double trawl lanes at stern. Net handling equipment, winches, etc. according to owner's request.

Optimized and well-tuned engine configuration set up for increased efficiency and low fuel consumption, for different operation profiles.

MT1125 PURSE SEINER & PELAGIC TRAWLER

INDEPENDENT SHIP DESIGNER

PURSE SEINER & PELAGIC TRAWLER

MT1120 is a brand new costal Purse Seiner & Pelagic Trawler with 500m^3 Refridgerated Sea Water (RSW) tank capacity. High focus on tank design and arrangement to obtain optimized fish quality. The vessel is well equipped with modern deck machinery for easy handling and logistics of pelagic fish.

The vessel is designed with high standard accommodation for 10 people.

MT1120 PURSE SEINER & PELAGIC TRAWLER


MT1120 PURSE SEINER & PELAGIC TRAWLER


MT1120 PURSE SEINER & PELAGIC TRAWLER


MT1120 PURSE SEINER & PELAGIC TRAWLER

MARIN TEKNIKK
DESIGN & ENGINEERING

"When choosing the design for our new vessel we had some requirements. Among these:

- A company who understood both what we wanted and how we wanted it
- A design company with good control and solid design experience

I feel that working with Marin Teknikk has satisfied all of our requirements. It is great to be able to easily work on alternative arrangements with such solution-oriented professionals.

I think we have gotten a great design from MT for our new vessel."

Roy Skår
Managing Director
Skår Senior AS

MARIN TEKNIKK
DESIGN & ENGINEERING

Highly customizable vessel designs for the growing demands in the evolving aqua-culture industry.

Marin Teknikk offer vessel designs for:

- Aqua Service vessels
- Stun & Bleed vessels
- Stun, Bleed & Gut vessel
- Live Fish Carriers


MT4005 LIVE FISH CARRIER


MT4005 LIVE FISH CARRIER


MT4005 LIVE FISH CARRIER

INDEPENDENT SHIP DESIGNER

LIVE FISH CARRIER

Marin Teknikk are working on a wide range of vessels for the Aqua service industry. Our Live Fish Carriers are designed to meet a demanding market with high focus on efficiency, fish health and safe operations to achieve sustainable handling, treatment and transport of life fish. With our modern design wellboats and unique, sustainable, technological innovations, Marin Teknikk takes care of fish welfare from transport of smolt, sorting and all the way to slaughter. The Live Fish carriers can be arranged with technology in freshwater treatment against lice and AGD, by reverse Osmosis system, providing efficient and environmentally safe chemical-free treatment including flushing and brushing systems.

MT4005 LIVE FISH CARRIER

STUN & BLEED

MT Stun & Bleed design series are designed with high focus on Fish Health, low hull resistance, low emissioncy and safe careful fish handling operations. Large processing area and high RSW-, Blood- and Clean in Place (CIP) tank capacity for easy and efficient fish handling. The vessels are well equipped, with advanced robot stun & bleed process and deck handling equipment for fish handling and demanding operations at Fish Farm. Loading fish and stun & bleed at Fish Farm, followed by transport to factory.

Marin Teknikk's stun & bleed designs are in the range of 100m^3 to 885m^3 RSW capacity.

MT4004 XL STUN & BLEED


MT4006 STUN & BLEED / DANISH SEINE / FISHING VESSEL


MT4003 STUN & BLEED


MT4004 XL STUN & BLEED

MARIN TEKNIKK
DESIGN & ENGINEERING

Highly customized vessel designs for the growing demands in the evolving aquaculture industry.

Marin Teknikk offer vessel designs for:

- Aqua Service vessels
- Stun & Bleed vessels
- Stun, Bleed & Gut vessel
- Life Fish Carriers

The Stun & Bleed designs can also be arranged as combined Stun & Bleed fishing vessel or other customized combinations.

MARIN TEKNIKK
DESIGN & ENGINEERING

AQUA SERVICE VESSELS

Aqua service MT-Design vessels will perform all kind of service at fish farms including:

- Delousing
- Net handling
- Net changes
- ROV inspection and services
- Anchoring and mooring

High design focus is given on safe operations for crew and vessel. Hybrid propulsion system and battery package for low fuel consumption and silent operations.


MT4001 AQUA SERVICE VESSEL


MT4001 AQUA SERVICE VESSEL


MT4001 AQUA SERVICE VESSEL

MT-Fish Farm vessels are a brand new vessel generation with focus on improved fish health and improved environmental conditions. The Net Handling vessel brings the net service function on-site at sea, including changing of the net done directly at the sea site. Adjusted to meet the aquaculture service requirements and inspection services.

An innovative and unique consecpt to avoid jet water flusning and in general significant lower production cost. The vessels can also be used as stand by vessel in emergency situations. The design is a safe platform for various aqua service operations.


MT4001 AQUA SERVICE VESSEL

INDEPENDENT SHIP DESIGNER

REBUILDING / CONVERSIONS

Marin Teknikk will be pleased to discuss any rebuilding or conversion projects of our existing designs or other possible projects.

Below you can see a successful conversion of the MT6009 PSV to a delousing vessel. “BB Orca” and “Frøy Challenger” are examples of the successful conversions of the MT6009 PSV designs.

Diesel electric propulsion system and the MT design with a large open platform deck makes it suitable & flexible for many other operations & services. Also within the aqua service industry.

MT6009 “BB ORCA”

MT6009 S “FRØY CHALLENGER”


MT6009 S “FRØY CHALLENGER”

MT6009 “BB ORCA”

MARIN TEKNIKK
DESIGN & ENGINEERING

MT 6009S “FRØY CHALLENGER”
Converted from a PSV to the world biggest Delousing Treatment Vessel. Increased fish welfare has been a focus through the development of new solutions for transport and handling of fish.

This will be a very efficient and optimized ship, through 12 large filters and will have a cleaning capacity of 7,000 m^3/h.

MT6009 “BB ORCA”
Converted and optimized to do new tasks in the aquaservice industries for delousing and other fish processing.

The vessel has installed a Delousing system with capacity of 400 tonnes/hours with 16 Ska-Mik lines installed.

Delousing occurs by rinsing and brushing without storing the fish on board or exposing it to unnecessary stress.

MARIN TEKNIKK
DESIGN & ENGINEERING

High safety level

Well proven design

Reduced fuel consumption

Reduced exhaust emission

Low noise & vibration level

Environment-friendly vessels

Excellent speed & sea-keeping characteristics

Based on the latest rules & regulations


MT6016 AHT/MPSV

MT3030 TUG

MT6007 SEISMIC

INDEPENDENT SHIP DESIGNER

VARIOUS PROJECTS

During more than 40 years Marin Teknikk has achived a wide expertise and experience in designing vessels for the most demanding customers wordwide. Our innovative and flexible solutions is highly valuable in the market, and we make any tailor made adjustments.

MT6016 CLV CABLE LAY VESSEL


MT6019 PIPE LAYER

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