Ulstein Verft enters superyacht sector

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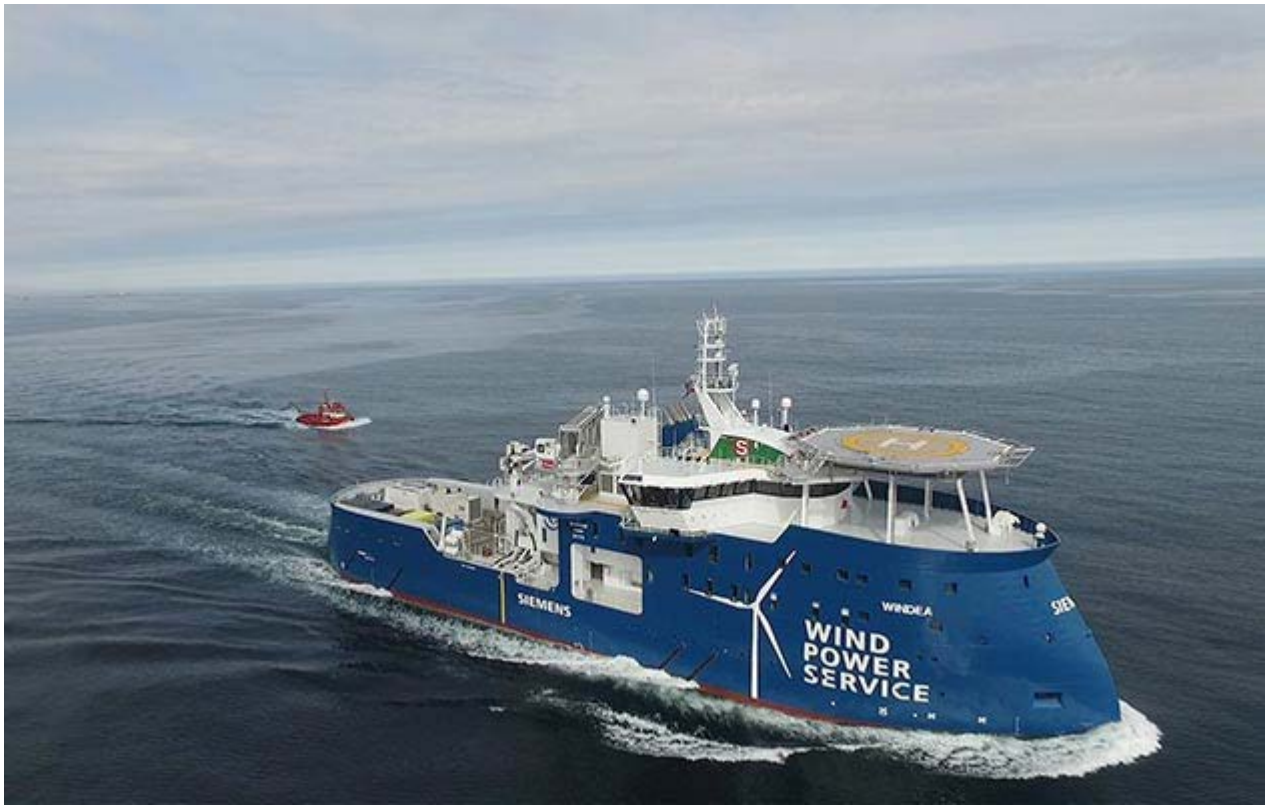

Offshore vessel featuring The Ulstein X-Bow. The shipyard has built more than 100 vessels with this bow concept

Norwegian shipyard Ulstein Verft has signed a contract with a private client to build an 88.5m explorer yacht. Ulstein has been designing, building and repairing work and commercial vessels for nearly a century, however this is its first superyacht project.

The client has chosen Ulstein to build this explorer vessel based on its X-Bow platform. The project, a 88.5m long and1 6.3m wide will feature exterior and general arrangement designed by Espen Øino.

Commenting on the contract, CEO Gunvor Ulstein, says: “We are very pleased that we were chosen to develop the marine platform and that our shipyard will be the one to build this vessel. This is a very important contract for us in a new and interesting market.”

The vessel is scheduled for delivery in the first quarter of 2018. The planning and engineering work has started and the project will keep a significant part of the Ulstein Verft workforce occupied throughout 2017.

Ulstein X-bow

The Ulstein X-Bow is based on an inverter bow concept. The bow concept was launched in 2005, together with the first shipbuilding contract. The X-Bow hull line design has been tried in all weather conditions. The shipyard has built more than 100 vessels with this bow concept.

Ulstein X-Bow is based on an inverter bow concept

The X-Bow introduces a gentle displacer. The concept offers a tapered fore ship shape with a different volume distribution as well as sectional angles, resulting in a wave piercing effect at small wave heights, and also reduces pitching and bow impact loads in bigger seas.

When comparing fore ship volumes with more conventional, bulbous bow shapes, the X-Bow has more displacement volume starting from the waterline, the company claims.

Deputy Group CEO Tore Ulstein explains: “Tank testing showed that this was something worth investing in. The characteristics of the first ships with this hull design allowed them to sail in heavy seas at higher speeds, or to maintain their speed while consuming less fuel.

"At the same time, you avoided bow impact from waves, which increases comfort for the crew on board. Also, the waves do not climb over the top of the hull. Also, there is less spray being generated, meaning there is less ice formation in cold waters – something that is very important from a safety perspective," he concludes.