



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. Established in 1981, the company brings over 45 years of experience in developing tailor-made vessel designs for a global market.

With approximately 60 highly skilled employees in Norway, supported by fully owned subsidiaries in Poland, Marin Teknikk delivers a wide range of vessel types – always with a strong focus on innovation, flexibility and operational efficiency.

With more than 135 proven designs delivered worldwide, Marin Teknikk is a trusted partner with in-depth knowledge across fisheries, offshore energy, aquaculture and specialized vessels.

Independent thinking. Proven performance.

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

• Worldwide activity



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Photo: Linus Godø

INDEPENDENT SHIP DESIGNER

EXPLORER YACHT

MT Explorer Yachts are designed for long expeditions in challenging conditions, combining robust performance with luxury features. They can include a helideck with hangar and refueling facilities, as well as amenities such as a swimming pool, jacuzzi, and multiple large tender boats.

Guest areas offer spacious indoor and outdoor environments with elevator access for convenience. The yachts also feature a large tender garage tailored for tenders, diving, and water sports equipment. Equipped with advanced diesel-electric propulsion systems, they ensure efficient, reliable, and comfortable operation for extended voyages.



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

We got them both."

Graeme Hart
Owner "Ulysses"

Marin Teknikk offers a wide range of tailor-made Expedition Cruise vessel designs, adapted to meet diverse operational and client requirements.

The vessels can be configured with various energy solutions, including diesel, LNG, hydrogen, battery, and solar power, ensuring flexibility and sustainability.

Strong emphasis is placed on the overall guest experience, both onboard and at destination. Spacious cabins and generous open areas create a comfortable and engaging environment, delivering a high-quality expedition experience with a focus on both luxury and adventure.



Designed for luxury expedition cruising worldwide, these vessels place strong emphasis on green technology and sustainable operations. Some designs are tailored for younger travelers, combining eco-friendly adventures with spacious layouts and a relaxed, informal atmosphere.

The vessels offer high standards of comfort while providing a wide range of onboard and outdoor activities. Interiors and facilities are carefully arranged to meet the expectations of passengers seeking both unique experiences and premium comfort, ensuring an engaging and enjoyable journey in some of the world's most remote destinations.



DIVING SUPPORT & CONSTRUCTION

MT SPS DP2/DP3 Diving Support and Construction vessels are designed to perform a wide range of offshore field support tasks, supported by large and versatile platform decks. These include ROV operations, offshore construction, and complex handling activities. Safety and redundancy are key design priorities.

The vessels are typically equipped with 12, 18, or 24-man single or twin-bell saturation diving systems, enabling operations down to 300 meters. MT DSCV designs are proven to be fuel-efficient and environmentally friendly, utilizing diesel-electric and hybrid propulsion systems for optimized performance and reduced emissions.



“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

The SBM Installer is designed in accordance with the “Clean Design” class notation and SPS Code, with strong emphasis on low fuel consumption and reduced environmental impact. The fuel oil tank arrangement complies with Clean Design and MARPOL requirements for enhanced protection and safety.

The vessel is configured for a range of offshore operations, including diving with a 12-man saturation system (option for 18 men) rated to 300 meters. It is also equipped to support ROV operations and seabed construction work, providing a versatile platform for subsea installation and intervention tasks.

The vessel is a DP3 multipurpose diving support vessel, compliant with SPS Code 2008, and equipped with a 12-man twin-bell saturation system for operations down to 300 meters. It features diesel-electric, frequency-controlled propulsion, efficient azimuth thrusters, and advanced dynamic positioning.

Designed for offshore construction duties, the vessel includes offshore cranes and a large, flexible deck area. The MT6024 hull is model-tested and optimized, providing excellent seakeeping and performance characteristics, making it well suited for safe and efficient operations in demanding conditions worldwide.



DIVING SUPPORT & CONSTRUCTION

MT6025 130m Multipurpose Diving Support & Construction Vessel

The vessel is a DP 2 DSCV with SPS Code 2008, 130 POB, arranged for 18 men singel bell saturation system for depth down to 300 meter. The vessel is equipped with diesel electric frequency controlled propulsion and hybrid fuel and energy battery system, highly efficient azimuth thrusters, dynamic positioning system, offshore cranes (250t & 50t AHC) and a large deck of 1500m² for construction duties. The vessel is arranged with two ROV LARS in protected hangar area for seabed construction and inspection work. MT6025 is a new optimized hull design with the latest technology for deployment worldwide.



SUBSEA EXPLORATION & OFFSHORE MINING

MT designs for Offshore Subsea Exploration and Mineral Mining vessels feature diesel-electric, frequency-controlled propulsion, efficient azimuth thrusters, and advanced dynamic positioning, ensuring strong station-keeping performance.

"SS Nujoma," the world's first custom-built vessel for marine mineral sampling, has proven highly efficient in operation. The offshore mining vessel "Benguela Gem" is purpose-designed for seabed mineral extraction.

Marin Teknikk continues to collaborate with the mining industry to develop innovative and effective solutions, supporting the advancement of offshore exploration and sustainable resource recovery.



In addition to marine mineral sampling, the vessels are designed to support a wide range of subsea sampling and offshore mining operations.

They comply with "ECO" and "Clean Design" class notations, with a strong emphasis on minimizing fuel consumption and reducing environmental impact.

High crew comfort is ensured through low noise and vibration levels in both the hull and superstructure, providing a safe and pleasant working environment onboard.

INDEPENDENT SHIP DESIGNER

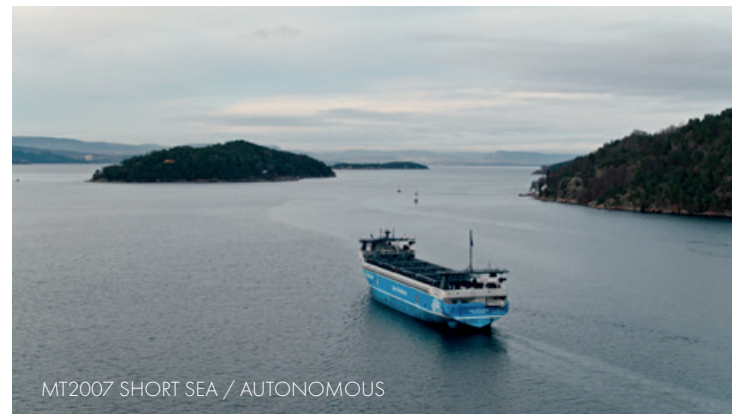
Yara Birkeland is the world's first fully electric and autonomous container vessel, operating with zero emissions.

By introducing this vessel, Yara aims to replace approximately 40,000 diesel-powered truck journeys annually while transporting up to 120 TEU. In parallel, Yara Norway is developing automated port solutions, including fully automated cranes for efficient cargo handling.

The MT2007 autonomous vessel is designed for remote and autonomous operations, utilizing electric propulsion, battery systems, and advanced control technology to significantly reduce NO_x and CO₂ emissions.

This eco-initiative supports the UN sustainability goals while contributing to improved road safety and reduced traffic congestion.

Photo credit: YARA



The MT2000 series marks a step toward fully electric, autonomous, zero-emission cargo vessels.

This open-hatch container design showcases innovative technologies for green shipping, including one of the world's largest onboard energy storage systems and an advanced automatic mooring system, enabling efficient and sustainable operations.



For the Offshore Wind market, Marin Teknikk has developed a new generation of vessel designs optimized for low fuel consumption and excellent seakeeping and station-keeping performance. Low noise and vibration levels in the hull and superstructure ensure high comfort and safety for personnel onboard.

The layout follows offshore wind operational principles, with step-less access from warehouse to wind turbine. Spacious and flexible accommodation areas allow owners to tailor modern, state-of-the-art living quarters to suit operational requirements.



MT6067 FIELD SUPPORT VESSEL



MT6064 OFFSHORE WIND



MT6064 W2W



MT6060 INSTALLATION

The new MT design for the offshore renewables industry delivers outstanding operability, enabling extended working windows and reducing both field development and operational costs.

The vessel is arranged with two separated engine and thruster rooms, improving flexibility, reliability, and ensuring high comfort levels for personnel onboard.

An innovative motion-compensation system further enhances performance by providing an exceptional operational window, supporting safer operations and improved crew comfort. This passive system requires no additional fuel when active, resulting in zero extra emissions and contributing to environmentally sustainable operations.

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
MT6067:	LOA: 89,5 m	W: 22 m

“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



WELL INTERVENTION, FLEX LAY & DRILLING

The MT6034 PLSSV is a large, advanced vessel design optimized for complex operations worldwide. It features a combined multipurpose tower with flex-lay capability, complemented by large offshore cranes and extensive accommodation, making it suitable for a wide range of heavy subsea construction tasks.

The design offers high operational flexibility and efficiency for demanding offshore projects. It can also be equipped with a saturation diving system for up to 24 personnel, supporting operations at water depths of up to 300 meters.



CABLE LAY

MT6034 is a new Cable Lay Vessel design.

The DP3 Cable Laying vessel to be arranged for cable installation work for following: Bundled cable laying, Simultaneous laying and burial, Cable jointing in covered hangar. Cable lay operation for Installation of Export HVDC (Incl. communication cable), Export HVAC and Interconnector, Interarray cable. The vessel is arranged with two carousels, one on Main deck and one below deck. The vessel also accommodate a 150T AHC Offshore Crane and a Work ROV LARS system in hangar. Prepared for trencher operation for Cable lay Burial method. The vessel can operate with an endurance of 90 days. The design is prepared with green solutions to accommodate the latest rules and regulations.



MT6034 CLV vessel features:

- LOA – approx. 185 m
- Work deck area – approx. 4000m²
- DP3
- POB – 120 in 1 person cabins
- Operational Area – Worldwide - with ICE Class
- Bollard Pull capacity
- Alternative fuel arrangement
- Cable Lay operation for Power Cable
- Cable Payload – approx. 20 000 tons
- Cable Laying Depth – Abt 3 000m water depth
- Carousel Configuration – on and below deck
- Main Crane
- Work ROV

MT6024 SCV - Subsea Construction Vessel -
Loa 120,8m x 25m beam.

The vessel is a DP 2 SCV, designed according to SPS Code, with ROV Hangar for two Work Class LARS, 250T Main Subsea AHC Crane and a 50T Auxiliary Subsea AHC Crane. The vessel is arranged for 140 POB, a large work deck of 1550m², equipped with diesel electric frequency controlled propulsion system powered by dual fuel engines, battery system and green solutions. The vessel has highly efficient azimuth thruster and dynamic positioning system. Area for a Carousel is arranged below deck and main deck is prepared for a Vertical Lay System and a moonpool offshore construction duties.

MT6027 SCV - Subsea Construction Vessel -
Loa 142,9m x 27m beam.

The vessel is a DP 2 SCV, designed according to SPS Code, with ROV Hangar for two Work Class LARS, 400T Main Subsea AHC Crane and a 100T Auxiliary Subsea AHC Crane. The vessel is arranged for 140 POB, a large work deck of 2150m², equipped with diesel electric frequency controlled propulsion system powered by dual fuel engines, battery system and green solutions. The vessel has highly efficient azimuth thruster and dynamic positioning system. Area for a Carousel is arranged below deck and main deck is prepared for a Vertical Lay System and a moonpool offshore construction duties.



SUBSEA CONSTRUCTION

MT6028 MSCV - Multipurpose Subsea Construction Vessel - Loa 156,6m x 28m beam. The vessel is a DP 2, designed according to SPS Code, with ROV Hangar for two Work Class LARS, 400T Main Subsea AHC Crane and a 125T Auxiliary Subsea AHC Crane. The vessel is arranged for 140 POB, a large work deck of 2300m², equipped with diesel electric frequency controlled propulsion system powered by dual fuel engines, battery system and green solutions. The vessel has highly efficient azimuth thruster and dynamic positioning system. Area for a Carousel is arranged below deck and main deck is prepared for a Vertical Lay System and a moonpool for offshore construction duties.

The vessel design can also be arranged as a DP 3 Shipshaped Drilling Unit & Construction Vessel and for Light Well Intervention operations.



SUBSEA SUPPORT & CONSTRUCTION

The MT6027 design vessels measure 137.6 m in length, 27 m in beam, and have a deadweight of 8,000 t. These DP3 vessels offer 1,925 m² of clear deck space and accommodation for up to 120 personnel in single cabins.

They are equipped with a 400-ton AHC crane for operations in water depths up to 3,000 m. The design allows for a below-deck cable carousel, flexible pipelay over the side, and a 275-ton vertical lay tower via an enlarged moonpool. With two moonpools, ROV hangar and LARS systems, the MT6027 is a proven, versatile platform for offshore wind, oil and gas, and decommissioning.



“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

“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



Many MT designs, originally developed for the oil and gas market, are now successfully operating in the growing offshore wind sector. Their flexibility, low fuel consumption, and high specifications make them well suited to evolving market demands.

MT vessels are proven to deliver efficient operations with reduced fuel use and lower emissions. As an independent designer, Marin Teknikk also offers owners full flexibility in selecting equipment and onboard systems, enabling tailored solutions that meet specific operational requirements in both traditional and emerging offshore industries.



PSV & MPSV

MT PSV designs are Field Supply and Pipe Carrier vessels equipped with diesel-electric, frequency-controlled propulsion systems and fully integrated dynamic positioning. The vessels are optimized for low fuel consumption and excellent seakeeping performance in demanding conditions.

The range includes small, medium, and large vessel sizes to suit varied operational needs. A spacious and efficiently arranged deck enhances cargo handling, while leading under-deck capacity ensures high transport efficiency. Together, these features provide a flexible and reliable platform for offshore supply and logistics operations.



MT6015 MPSV



MT6015 MPSV



MT6015 L MPSV



MT6015 PSV



“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

INDEPENDENT SHIP DESIGNER

MT6022 DESIGN SERIES

The MT6022 design series features a refreshed layout and optimized hull lines, enhancing performance and flexibility. This proven design serves as a versatile platform for both offshore renewable and oil & gas markets worldwide.

MT6022 vessels are advanced multifunctional subsea support and construction vessels, suited for a wide range of offshore operations. They can be equipped with two WROVs in a hangar with LARS systems, with an option for an additional OBS ROV.

Typically fitted with a 150–250 ton AHC crane and removable cargo rails, the vessels also support general field duties and include a construction moonpool for added operational flexibility.

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



SUBSEA SUPPORT & CONSTRUCTION

MT Subsea Construction vessel designs are DP2 or DP3 vessels developed for the global offshore market. They feature large construction decks and offshore cranes, providing efficient and accessible work platforms. The vessels are equipped with integrated diesel-electric, frequency-controlled propulsion systems, including efficient azimuth thrusters and dynamic positioning capabilities.

The MT6022 design serves as a flexible platform for a wide range of offshore operations, including subsea support and construction, IMR, saturation diving, multipurpose drilling, cable laying, decommissioning, exploration, and mineral mining such as diamond recovery.



SUBSEA SUPPORT & CONSTRUCTION

The MT6022 design series features optimized hull lines, a raised ROV hangar, and improved internal and external arrangements. Developed for offshore renewable energy operations, the vessel includes dual-fuel electric propulsion with frequency control, an ESS battery package for peak shaving and spinning reserve, efficient azimuth thrusters, and a DP2 system for dynamic positioning.

Designed in accordance with Clean Design, SPS Code, and IP Code standards, it offers a large construction deck for subsea work. The vessel is also equipped with a ROV hangar with two LARS systems, a 250-ton AHC knuckle boom crane, and a moonpool for flexible offshore operations.



THE NEW MT6022 DESIGN SERIES

MT6022-S, MT6022, MT6022 MkII, MT6022 L-II

Eco-Efficient & Smart Energy: Advanced propulsion with dual-fuel capability (MGO, biodiesel, methanol) and battery storage. Combined with waste heat recovery and an optimized hull, this ensures low energy use and excellent seakeeping.

Work Deck and Work shops:

Main deck: 1,200 m²

Mezzanine deck: 135 m²

Workshops / project store: 635 m²

Modern Comfort: Accommodation for up to 128 personnel, designed for efficient workflows and high onboard standards.

Features: ROV hangars for two work-class ROVs, CAP437 helideck, walk-to-work gangway and A-frame foundations, a 250-ton AHC crane, and a moonpool for versatile offshore operations.

Primary use:

- Subsea & IMR operations
- Crane operations
- Cable Laying & Trenching operations
- Bottom Node deployments
- Supporting the wind industry
- AUV operations
- CSOV
- Decommissioning
- Geotechnical operations

INDEPENDENT SHIP DESIGNER

MT6020 MSSCV: HIGH-PERFORMANCE DESIGN

Eco-Efficient: Advanced propulsion with dual-fuel capability (MGO, biodiesel, methanol) combined with battery storage for reduced emissions and improved efficiency.

Smart Energy: Waste heat recovery and an optimized hull form ensure low energy consumption and excellent seakeeping performance.

Work Deck and Work shops:

Main deck: 1,000 m²

Mezzanine deck: 80 m²

Workshops / project store: 750 m²

Modern Comfort: Accommodation for up to 100 personnel, designed to support efficient workflows and high onboard standards.

Features: ROV hangars for two work-class ROVs, CAP437 helideck, walk-to-work gangway foundations, and a moonpool for flexible subsea operations.

Primary use:

- Subsea & IMR operations
- Crane operations
- Bottom Node deployments
- Supporting the wind industry
- AUV operations
- CSOV
- Trenching
- Cable operations



SUBSEA SUPPORT & CONSTRUCTION

The MT6020 design series features optimized hull lines, a raised ROV hangar, and improved internal and external arrangements. Designed for offshore renewable energy operations, it includes dual-fuel electric propulsion with frequency control, an ESS battery package for peak shaving and spinning reserve, efficient azimuth thrusters, and a DP2 system.

The vessel complies with Clean Design, SPS Code, and IP Code standards. It offers a large construction deck for subsea work, along with a ROV hangar equipped with two LARS systems, a 150-ton AHC knuckle boom crane, and a moonpool for versatile offshore operations.



TRAWLER & CRAB CATCHER

MT1217 is the world's first combined stern trawler and crab catcher featuring a moonpool. Designed with a high ice class, it is suitable for shrimp and crab fishing and processing in harsh North Atlantic conditions, including the Norwegian coast and Barents Sea. Its robust design reduces vulnerability to ice and weather, improving operational efficiency.

The vessel is equipped with a triple-trawl system and a crab handling arrangement with pot hauling through the moonpool. This innovative setup allows gentler catch handling and a significantly safer working environment, while enhancing efficiency and profitability.



By rearranging the vessel's fishing and harvesting equipment twice a year—shifting between crab catching and shrimp trawling—the vessel is able to operate efficiently year-round.

With an LOA of 69.9 meters and a beam of 17 meters, it features a large trawl deck and modern processing factories with high capacity for both shrimp and crab. This ensures efficient and productive operations.

The vessel accommodates up to 35 persons in flexible, high-standard living spaces. Designed for sustainability, it reduces impact on crab populations.

It is equipped with advanced propulsion, heat recovery systems, and innovative winch solutions, and includes a dedicated laboratory for marine research.

INDEPENDENT SHIP DESIGNER

“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



MT 1112 XL LONGLINER



MT 1112 L LONGLINER



MT 1112 L LONGLINER

Image credit: Gordon Allfrey

The vessels can be equipped with conventional, diesel-electric, or hybrid propulsion systems, ensuring low fuel consumption and a reduced environmental footprint. Ice-strengthened hulls enable operations in both Northern and Southern oceans.

Design focus is placed on safety, as well as excellent seakeeping and station-keeping capabilities. High crew comfort is achieved through low noise and vibration levels in both hull and superstructure. The onboard fish factory, logistics, and handling systems are tailored to owner requirements, providing an efficient and seamless process from catch handling to freezing, storage, and final delivery.



MT 1115 L LONGLINER

LOGLINER/DANISH SEINE

MT1115 Østerfjord is a modern, highly versatile fishing vessel designed for efficient multi-fishery operations. Originally built as a combined Longliner and Danish seine vessel, it was rebuilt in 2025 into a dedicated longline and snow crab combination vessel, improving year-round utilization. The vessel features an energy-efficient hybrid propulsion system, combining a main engine, diesel-electric generators and battery storage to reduce fuel consumption and emissions.

Østerfjord accommodates up to 34 persons and is tailored for operational flexibility. For longlining, it operates through a moonpool and carries an autoline system with around 76,000 hooks, supported by a processing plant for HG and fillet production. For snow crab, it includes a full cooking and freezing line. Optimized hull lines ensure strong performance, low fuel use and excellent seakeeping.



MT1115 LONGLINER & DANISH SEINE



MT1111 LONGLINER



MT1114 LONGLINER



MT1112 LONGLINER

MT Longliners are designed with flexible line-hauling arrangements, including through a side hatch, a moonpool amidships, or a modern side-hauling duct system at seawater level. These solutions improve operational efficiency and enhance safety onboard.

We maintain a strong focus throughout the design process to deliver flexible, optimized solutions tailored to each client's needs.

Marin Teknikk offers fishing vessel designs for:

- Longliner
- Gill Net
- Danish Seine
- Purse Seine
- Trawler
- Crab catcher

A state-of-the-art combined purse seiner and pelagic trawler, designed for efficient pelagic fishing in the Atlantic region.

The vessel is equipped with modern systems and arrangements to ensure careful and efficient handling of the catch, maintaining high product quality.

An optimized hull design provides low resistance and good speed performance, resulting in reduced fuel consumption and improved operational efficiency.



PURSE SEINER & PELAGIC TRAWLER

MT1125 is a Purse Seiner and Pelagic Trawler designed with improved trim and stability, enhancing crew comfort and safety. The vessel features approximately 2,100 m³ RSW capacity, distributed across 11–12 tanks to ensure careful handling and high fish quality.

It offers large net storage and can be arranged with single or double trawl lanes aft. Deck equipment, including net handling systems and winches, is customized to owner requirements. An optimized and well-tuned engine configuration ensures efficient performance and low fuel consumption across varied operational profiles.



PURSE SEINER & PELAGIC TRAWLER

MT1120 is a new coastal Purse Seiner and Pelagic Trawler featuring 500 m³ of refrigerated sea water (RSW) capacity. The vessel is designed with strong focus on tank layout and handling systems to ensure optimal fish quality. Equipped with modern deck machinery, it enables efficient and safe handling of pelagic catches. The design emphasizes practical logistics and reliable operations.

MT1120 also offers high-standard accommodation for up to 10 persons, providing a comfortable working and living environment suited for professional fishing operations.



MT1120 PURSE SEINER & PELAGIC TRAWLER



MT1120 PURSE SEINER & PELAGIC TRAWLER



MT1120 PURSE SEINER & PELAGIC TRAWLER



MT1120 PURSE SEINER & PELAGIC TRAWLER



“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

INDEPENDENT SHIP DESIGNER

Highly customizable vessel designs tailored to meet the growing demands of the evolving aquaculture industry.

Marin Teknikk offers vessel designs for:

- Aqua service vessels
- Stun & Bleed vessels
- Stun, Bleed & Gut vessels
- Live Fish Carriers



LIVE FISH CARRIER

Marin Teknikk develops a wide range of vessels for the aquaculture service industry, focusing on efficiency, fish health, and safe operations. Our live fish carriers are designed for sustainable handling, treatment, and transport of live fish, covering the full value chain from smolt transfer and sorting to delivery for slaughter.

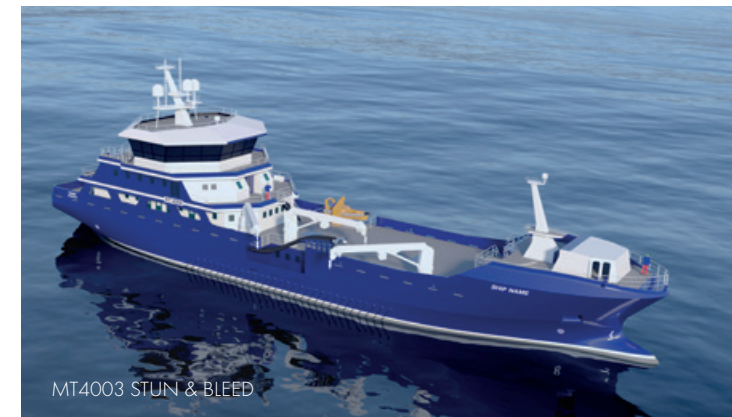
These modern wellboats integrate advanced, eco-friendly technologies to support fish welfare. Systems include freshwater treatment for lice and AGD using reverse osmosis, enabling efficient, chemical-free operations. Combined with flushing and brushing systems, this ensures high treatment performance and environmentally responsible operations in demanding conditions.



STUN & BLEED

The MT Stun & Bleed design series is developed with strong focus on fish health, low hull resistance, reduced emissions, and safe, gentle fish handling operations. The vessels feature large processing areas and high-capacity RSW, blood, and Clean in Place (CIP) tanks, ensuring efficient and streamlined handling.

Equipped with advanced robotic stun and bleed systems and modern deck machinery, the vessels support demanding operations at fish farms. Fish are loaded, stunned, and bled onboard before transport to processing facilities. Marin Teknikk's designs offer flexibility, with RSW capacities ranging from 100 m³ to 885 m³, meeting varied operational needs.



Highly customized vessel designs tailored to meet the growing and evolving demands of the aquaculture industry.

Marin Teknikk offers designs for:

- Aqua service vessels
- Stun & Bleed vessels
- Stun, Bleed & Gut vessels
- Live fish carriers

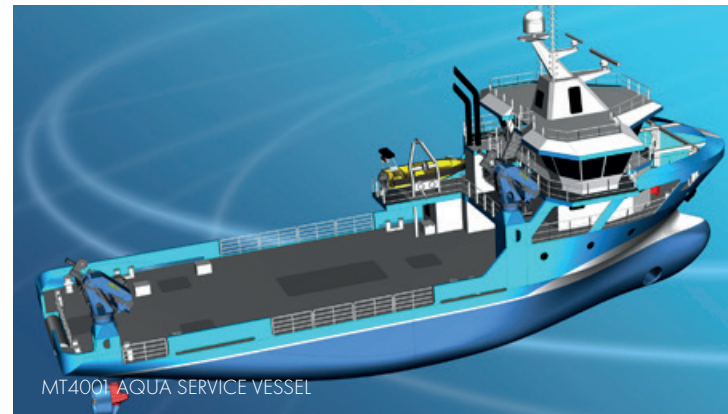
The Stun & Bleed designs can also be configured as combined fishing vessels or adapted into other customized solutions, providing flexibility to meet specific operational requirements.

INDEPENDENT SHIP DESIGNER

MT-Design aqua service vessels are built to perform a wide range of operations at fish farms, including:

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

Strong emphasis is placed on safe and efficient operations for both crew and vessel. The designs incorporate hybrid propulsion systems and battery packages, ensuring low fuel consumption, reduced emissions, and quiet operation—supporting improved working conditions and fish welfare.



AQUA SERVICE VESSELS

MT Fish Farm vessels represent a new generation designed to enhance fish health and improve environmental performance. These net handling vessels enable on-site service operations, allowing net changes and maintenance to be carried out directly at the sea location. They are tailored to meet aquaculture service and inspection requirements.

The concept reduces reliance on high-pressure water flushing, lowering environmental impact and overall operating costs. The vessels can also serve as standby units in emergency situations. With a flexible and robust design, they provide a safe and efficient platform for a wide range of aquaculture service operations.



REBUILDING / CONVERSIONS

Marin Teknikk welcomes discussions on rebuilding and conversion projects, whether based on our existing designs or new concepts. Successful examples include the conversion of the MT6009 PSV design into delousing vessels such as “BB Orca” and “Frøy Challenger”.

Featuring diesel-electric propulsion and a large open deck, the MT design offers high flexibility for a wide range of offshore and service operations. This makes it particularly well suited for adaptation within the aquaculture service industry, supporting efficient, versatile, and cost-effective solutions for evolving operational needs.



MT6009S “Frøy Challenger”

Converted from a PSV, this vessel has been transformed into one of the world’s largest delousing treatment vessels. A strong focus on fish welfare has driven the development of advanced handling and transport solutions.

Equipped with 12 large filters, it achieves a cleaning capacity of up to 7,000 m³ per hour, ensuring efficient and gentle treatment.

MT6009 “BB Orca”

Also converted from a PSV, “BB Orca” is optimized for aquaculture service operations, including delousing and fish processing.

The vessel features a delousing system with a capacity of 400 tonnes per hour, supported by 16 SkaMik lines. Treatment is carried out through rinsing and brushing, avoiding storage onboard and minimizing stress on the fish.

- 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



VARIOUS PROJECTS

With over 40 years of experience, Marin Teknikk has developed strong expertise in designing vessels for demanding customers worldwide. Our innovative and flexible approach allows us to deliver tailored solutions, with customized adjustments to meet specific operational needs and maximize value.



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// DIVING SUPPORT & CONSTRUCTION
// WELL INTERVENTION & DRILLING
// SUBSEA CONSTRUCTION
// EXPLORER YACHT
// OFFSHORE WIND
// OFFSHORE MINING
// MPSV
// PSV
// AHTS
// SEISMIC
// PIPE LAYER
// FISHING
// AUTONOMOUS
// AQUA
// IMR

GREEN SHIPS IN ANY COLOR

