FOR IMMEDIATE RELEASE

**Gåsø Odin: Sea trials begin**

**The Gåsø Odin was delivered by Sefine Shipyard in May. She is now undergoing sea trials on the Norwegian coastline, based out of owner Frøy’s HQ at Frøya.**

She’s a live fish carrier with an operating speed of 12 knots. She’s just over 85m long and 20m wide and fitted with Yanmar’s 6EY22ALWS. Considering this engine choice, Eric Tigelaar, Yanmar’s Senior Manager at the Commercial Marine department, comments, “The fact that Yanmar has been a preferred brand to deliver the engines to such high-tech vessels is a result of our endless efforts and reputation among fishing professionals and designers in Norway. Various power sources are being used on board in combination with Yanmar generators, offering the reliability required when ‘doing business’ at sea.”

The way the power is managed on board is interesting. Robert Vageskar, area sales manager at systems integrator ABB Marine & Ports, explains, “ABB’s Onboard DC Grid system installed on the Gåsø Odin is a well-established technology platform. The first vessel with ABB Onboard DC Grid, the Dina Star, was delivered back in 2013. What makes Gåsø Odin and her upcoming sister vessel unique is the DC power distribution to the fish handling and fish welfare sub-systems, in combination with the battery hybrid solution. ABB has developed this solution to eliminate the well-known THD (Total Harmonic Distortion) challenges normally seen in this kind of vessel. By stretching the Onboard DC Grid system to also include these subsystems, we see a much more efficient and simpler setup, with fewer filters and easier maintenance.” So far, feedback from the operators onboard has been positive.

Understandably, ABB scrutinises battery development very closely. Tomas Tengnér is global product manager, energy storage, at ABB Marine & Ports. He observes, “For diesel-electric hybrid vessels such as this, today's Lithium-ion battery technology is already adequate. The battery industry is further optimising both the electrochemistry and mechanical designs to increase energy density, extend battery service life, and reduce costs. Introduction of technologically advanced carriers with better fish handling systems and eco-friendly features will create lucrative opportunities for live fish carrier manufacturers during the coming years.

“A tremendous amount of resources are currently being funnelled into battery research and development globally, both in academia and in the industry. Efficient electrical energy storage, in combination with renewable power generation, provides the most practical route toward a sustainable future.

Looking forward, variety could be the key when it comes to marine power. “The greenest energy is the one not used,” he says. “Even if new e-fuels hold great promise, they are not likely to become more affordable in the foreseeable future, making it even more important to have an efficient power plant enabling the use of various power sources.

**Prop forward**

Perhaps the last word should be about the propulsor. Tengnér notes, “Today, almost all vessels still rely on screw propellers for propulsion, and even though there is still space for efficiency improvements, these are considered to be more or less incremental. We recently unveiled ABB Dynafin – a new, highly efficient cycloidal-type propulsor concept designed to meet the urgent demand for even higher efficiency and emission reduction requirements. In addition to high efficiency, the concept will enable superior vessel manoeuvrability. These two benefits can significantly lower operating expenses for vessel operators and increase sea safety. And for battery electric vessels, extend their operational range. The concept also means that fuel consumption can be reduced regardless of the fuel type used.”

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