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(21) International Application Number: PCT/NO99/00034 (22) International Filing Date: 3 February 1999 (03.02.99) (30) Priority Data: ① 19980498 5 February 1998 (05.02.98) NO (71) Applicant (for all designated States except US): HITEC ASA [NO/NO]; Lagerveien 8, N-4033 Forus (NO). (72) Inventors; and (75) Inventors/Applicants (for US only): ① SYVERTSEN, Kåre [NO/NO]; Ribberåsen 7, N-4800 Arendal (NO). SMEDAL, ② Arne [NO/NO]; Torjusholmen, N-4818 Færvik (NO). (74) Agent: LANGFELDT, Jens, F., C.; Bryns Patentkontor A/S, Sentrum, P.O. Box 765, N-0106 Oslo (NO).		(81) Designated States: AL, AM, AT, AU, AZ, BA, BB, BG, BR, BY, CA, CH, CN, CU, CZ, DE, DK, EE, ES, FI, GB, GD, GE, GH, GM, HR, HU, ID, IL, IN, IS, JP, KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT, LU, LV, MD, MG, MK, MN, MW, MX, NO, NZ, PL, PT, RO, RU, SD, SE, SG, SI, SK, SL, TJ, TM, TR, TT, UA, UG, US, UZ, VN, YU, ZW, ARIPO patent (GH, GM, KE, LS, MW, SD, SZ, UG, ZW), Eurasian patent (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM), European patent (AT, BE, CH, CY, DE, DK, ES, FI, FR, GB, GR, IE, IT, LU, MC, NL, PT, SE), OAPI patent (BF, BJ, CF, CG, CI, CM, GA, GN, GW, ML, MR, NE, SN, TD, TG). Published With international search report. Before the expiration of the time limit for amending the claims and to be republished in the event of the receipt of amendments. In English translation (filed in Norwegian). 1 PD. 1 appl ⁿ . (See 1B/306) 2 INVS. (follow PF 8, look out for symbol in the 1st INV's name.) IPC = B63B 3/48 IPER 17/8/99	
(54) Title: SHIP FOR OFFSHORE OPERATIONS WITH VERTICAL OPENINGS ✓			
(57) Abstract A ship for use in offshore operations, with one or more vertical openings (moonpools) in the hull, wherein the deck and/or hull bottom areas between or substantially between and/or otherwise adjacent the openings, are displaced relative to the rest of the deck and/or hull bottom areas of the ship to a position closer to the ship's transverse neutral axis. The area between the rest of the other deck- and hull bottom areas and substantially the displaced area or areas is gradually stepped. Alternatively, the area between the displaced deck- and/or hull bottom area or areas at the openings in the ship and the rest of the deck- and/or hull bottom areas can be stepped in one or more steps, or be shaped as an approximately linear or arcuate junction.			