

### KNUD E. HANSEN

Knud E. Hansen first unveiled its new Reefer Ro-ro Ship design in September 2013. Since then it has been developing the version II of the project.

The reefer ro-ro vessel is intended for deep-sea operations specifically for shipping bananas from Central America to Europe, with a special emphasis on offering very low box rate – only

US\$2.50 per banana carton – by designing a ship that operates on unusually fast turnaround time; it requires only 12 hours to discharge its cargo. Shorter time in port will allow slow steaming.

To optimise cargo handling on the under deck areas, the bridge and engines are positioned forward of the ship. Knud E. Hansen has designed the ship specifically for the Central America-Europe trade. As there is a large backhaul cargo to Central America, the height of the four inside decks is increased to 4.5 metres to allow for general ro-ro cargo. On the backhaul voyage, the ship serves as an ordinary ro-ro vessel.

The vessel has a capacity of about 12,500 HC pallets, with 6,800 HC pallets on cassettes and 5,700 HC pallets in refrigerated containers on the weather deck. On the backhaul, the ship has 4,400 lanemetres, equivalent to 1,000 CEUs. It can also carry general project cargo.

The vessel and its machinery have been designed in line with the highest environmental standards. It uses about 42 tons HFO per day.

Again, European designers lead the world in innovative ship design.

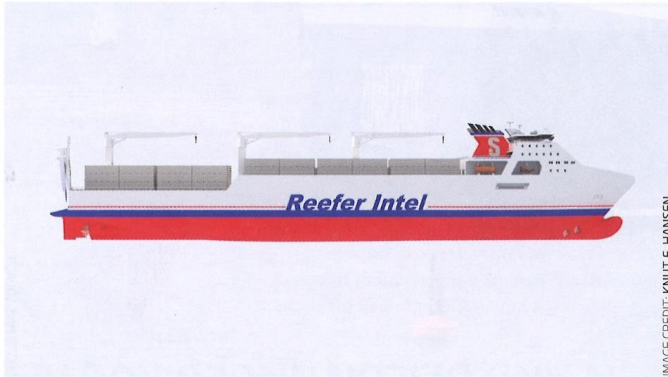


IMAGE CREDIT: KNUT E. HANSEN