

# Design for fishing trawler



**The ship is constructed to meet DNV SILENT-F requirements**

**Knud E. Hansen** | The Danish naval design and marine consultancy Knud E. Hansen AS has developed what it said is a highly efficient 50m-long and 11.25m-wide factory trawler with a focus on operating efficiency and maximised catch-processing facilities.

The design is said to deliver excellent fuel economy, reduced environmental impact, and the flexibility to be operated as a single or pair trawler.

The trawler is equipped with two continuous decks for a fluid workflow plus one partly open boat deck and a fore-castle deck.

The superstructure is three decks high and positioned forward of amidships. The fish hold and engine room, together with bunker tanks, are placed below the first deck. The entire first deck, apart from engine casings aft, is dedicated to fish processing and quick freezing – some 300m<sup>2</sup> of customisable space. The second deck is the trawl deck and has double trawl lanes running the entire ship length with casings at each side forward containing accommodation and trawl-shops. On the boat deck behind the superstructure is ample space for winches, cranes and lifesaving equipment.

The hull is designed with a bow shape, optimised for efficient operation in all sea states and at all draughts while trawling. The propulsion system has been designed with a focus on energy efficiency and consists of two low-speed, large-diameter propellers in nozzles optimised for trawling speed. An efficient single propeller solution can also be achieved if desired by the operator.