

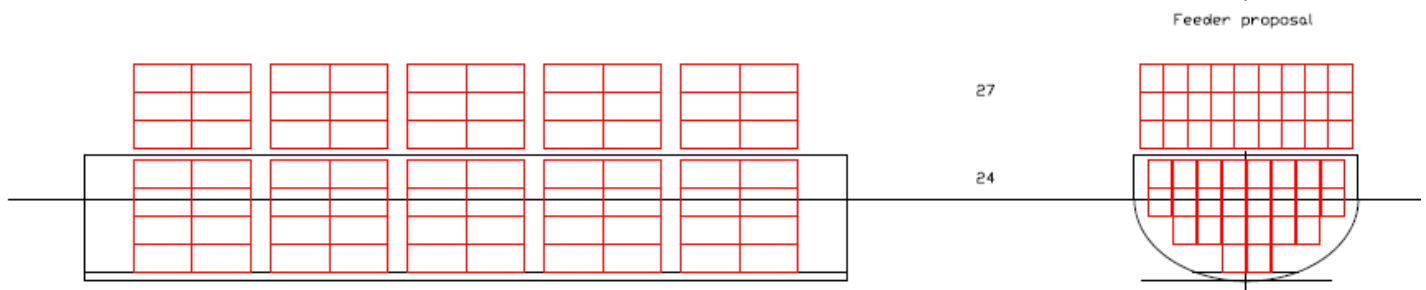
ADAPTING SEASNAKE AS A CONTAINER FEEDER

On Nov 2006 Maersk Ship Design approached us to consider adapting the Seasnake to the container trade. After studying our design their chief designer finally responded as follows

"I suggest that we change the vessel from circular to some form of ellipse. Circles are no good at storing boxes and no good at stability. With an ellipse we get more stability, more efficient use of space and only a limited discontinuity as a result of roll. Further the draught is shallower for the same content. This can have its advantages for these sizes of vessels.

Please see attached sketches of two cross sections that, in dimensions resemble vessels we have in service already."

Length	260
Beam	76.4
Depth	42.8
Draft	27.9
Displacement	12,300 LT
Containers	510



At that time we clung to the immutable concept of a semicircular hull in order that the coupled barges would not produce a discontinuity in the flow of water when they rolled differentially. We considered this to be a serious obstacle to modifying the hull section to the one specified by Maersk.

It recently dawned upon me that there is a viable solution to this problem.

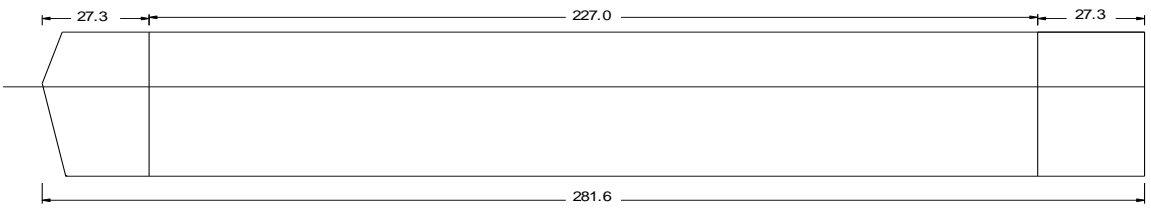
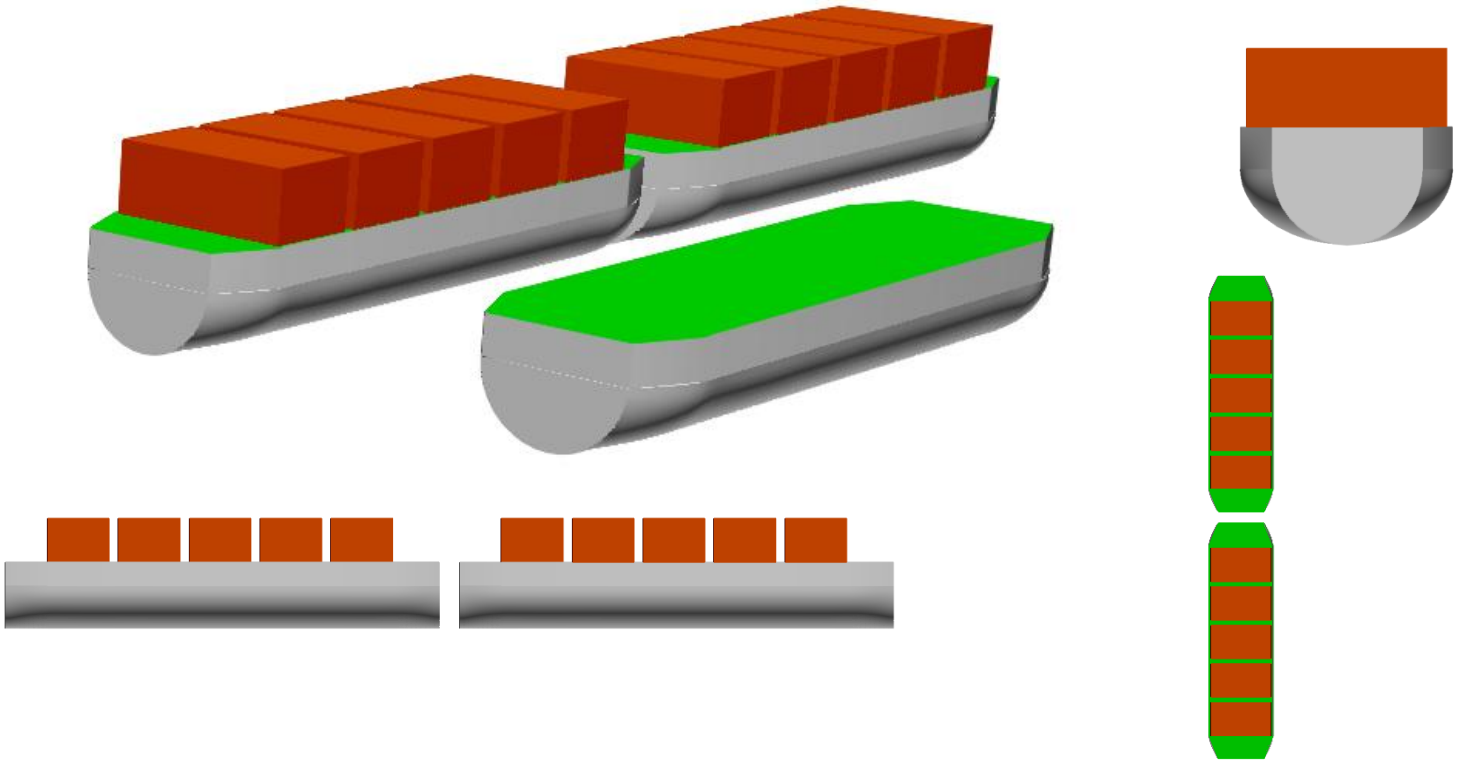
Why not maintain the stern and the bow as designed but allow the hull to smoothly flare out to the desired shape over 16.7% of the length of the barge both at the stern and at the bow.

The consequences would be hull shaped more ideally for a container carrier at a cost of a slight increase in the drag which would ultimately be determined by tank testing.

On the other hand the potential usage in different applications of the Seasnake would be largely increased, including hauling tourists.

Below is my proposed design for a multi usage Seasnake

THE SEASNAKE AS A CONTAINER FEEDER CAPACTY 510 (20x8x9.5 ft) CONTAINERS



Length ft	282
Beam ft	76.4
Depth ft	42.6
Draft ft	26.4
Displ. LT	12,830
Containers	510
20x8x9.5	

