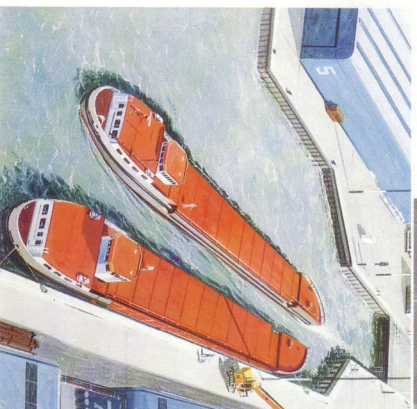


Sponsored by



Split Ship



Split Ship - the simplest of ideas, and the most exciting development the Short Sea market has seen for years!

Patent pending

- **Split Ship - The Seagoing Canal Vessel**
Split Ship is new, innovative and exciting - and its going to have a dramatic impact on the Short Sea market. Imagine! A ship which splits into two canal barges capable of penetrating far deeper into UK and Continental waterways than conventional vessels - that's Split Ship!

- **Split Ship - Helping the environment**
Split Ship's range and versatility will help to reduce congestion on the roads of Europe, maximising the potential of the canal and river networks.

● **Split Ship** - Innovation at its best

Powered by twin pump-jet units to give maximum manoeuvrability, Split Ship's two half barges, which operate independently on the waterways, have been designed to give maximum displacement with minimum wash generation.

For seagoing operation, the two barges are linked on the centreline in a ten minute process which uses hydraulic clamps to lock the barges together.

Once at sea, Split Ship has been given a sea-kindly, easily driven hull form for reliable operation and fast transit times.



● **Split Ship** -

Making canals and waterways competitive

For companies with canal-side premises, Split Ship means less road/rail transport and goods transhipment. Each barge is loaded at the canal or river side and moves down the waterway under its own power; arriving at the sea port the two halves are connected and Split Ship is ready for sea within minutes - no transhipment from barges to ship, minimum cargo handling, maximum efficiency and flexibility!

● **Split Ship** - For difficult loads

Split Ship's door-to-door capability, cutting out unnecessary road or rail transport and transhipment makes the carriage of hazardous cargoes or heavy, awkward loads safer and more economical.



● **Split Ship** - Save costs, save time

By loading or discharging at inland ports far beyond the reach of conventional vessels, Split Ship can give real cost and time savings over traditional shipping methods where barge transhipment is required. And the competitive edge is sharpened from much reduced risk of cargo loss and damage occurring with normal transhipment.

● **Split Ship** - Expanding horizons

Split Ship's amazing flexibility in the rapidly expanding Short Sea market promises new opportunities for European shipping companies, particularly those looking to do business in Eastern Europe.

Dimensions (Seagoing mode)

Length overall	60 metres
Beam overall	12.2 metres
Depth	3.40 metres
Draught (fully laden)	2.8 metres
Service speed	9.5 knots
Hold volume	1796 cubic metres
GRT	845 tons
NRT	487 tons

Patent pending