



## High speed monohull ferry Silvia Ana

The largest all-aluminium monohull fast craft in the World, the Bazan-built *Silvia Ana* has operated the busy River Plate crossings from Buenos Aires to Montevideo/Colonia, Uruguay since 1996. During the first part of her career the craft also operated in Europe on charter to Color Line for the Kristiansand (Norway) – Hirtshals (Denmark) route during the Northern Hemisphere summer season.

The *Silvia Ana* can accommodate 1,250 passengers and 238 cars, or four coaches/11 caravans and 217 cars. Public spaces occupy two decks, linked by an atrium and each of these contains a large central shopping area. The two passenger decks offer tremendous panoramic views throughout the crossing, together with large central shopping areas, bars and other amenities. There are four tourist-class lounges with seats for 828 passengers. There are also three first-class lounges on the upper passenger deck that can accommodate 422 people.

Vehicle loading and discharge is via two stern ramps supplied by Kvaerner Ships Equipment. Both stern doors can be used simultaneously. One can load/discharge from the main deck, while the other is used for the upper deck. A drive-round system enables the cars to board through one door and disembark through the other. A full load can be discharged 15 minutes and it takes about 17 minutes to embark.

The *Silvia Ana* is powered by six Caterpillar 3616 medium speed engines each rated at 5,650 kW. The engines are located in two engine rooms (three abreast) with the four outboard engines driving KaMeWa 112 SII steering and reversing waterjets through a Reintjes VLJ 5520 gearbox. The two inboard engines are linked to a KaMeWa 140 BII booster waterjet through a Reintjes DVLJ 5530 gearbox. Applied Composites (composite) shafts facilitate weight savings over steel shafts of around 12 tonnes and Geislinger composite couplings link them.

Two 25kN contra-rotating bow thrusters can be used when manoeuvring. Seakeeping is optimised by a Maritime Dynamics Inc ride control system featuring two 2m<sup>2</sup> nylon stabilizer fins and two 4.5m<sup>2</sup> trim tabs. Auxiliary power is supplied by Caterpillar three (3) 3412T diesel engines driving three (3) 437kVA generators.

**Principal Particulars**

Built:.....1996, Bazan, San Fernando, Spain  
 Class:.....DNV +1A1 HSLC R1 Car Ferry A E0  
 Length:.....125.00 metres OA  
 Beam:.....18 metres  
 Draught:.....2.4 metres  
 Tonnage:.....7,895 gt  
 .....475 dwt  
 Engines:.....6 x Caterpillar 16V 3616 diesel engines (5,650 kW each)  
 Propulsion:.....5 x KaMeWa (4 x 112 SII + 1 x 140 BII)  
 Ride Control:.....Maritime Dynamics Inc (MDI) stabiliser fins & trim tabs  
 Speed:.....42 knots, 38 knots service  
 Bunkers:.....4 x 14m<sup>3</sup> integral aluminium tanks  
 Capacity:.....1277 persons  
 .....238 cars or four coaches/11 caravans and 217 cars





