



## ZANZIBAR 1: First of two high-speed ferries for Tanzania

Builder ..... **Plenty Shipbuilding Industry Co. Ltd**  
 Designer ..... **CoCo Yachts**  
 Vessel's name ..... **Zanzibar 1**  
 Owner/operator ..... **Zan Fast Ferries**  
 Country ..... **Zanzibar**  
 Flag ..... **Zanzibar**  
 Total number of sister ships already completed ..... **0**  
 Total number of sister ships still on order ..... **1**  
 Contract date ..... **April 2018**  
 Delivery date ..... **November 2019**

Along with her sister, *Zanzibar 1* should fulfil some speedy crossings if her sea trial results are anything to go by; according to designer CoCo Yachts, her official speed was clocked at more than 37knots when travelling with a trial load of 45tonnes. The designer partly credits this capability to an extensive round of high-performance computing analysis when designing the ferry's hull, citing the use of NUMECA FINE/Marine CFD software.

The aluminium ferry (known as the Coastal Cruiser 448 class) was designed and built for new Tanzanian operator Zan Fast Ferries in accordance with Bureau Veritas' classification requirements and the terms of IMO High Speed Craft Code 2000. Features include "fresh and light" interior design, with big side windows specified to result in decent outside views. *Zanzibar 1* is also furnished with West Mekan seats with leather upholstery; passengers in gold or platinum class can also take advantage of

reclining seats with built-in USB charge points. Additional outdoor seating is arranged on the upper aft deck and main deck fore.

Vessel access is enabled by six electrical winch-operated ramps: four for passengers and two dedicated to luggage trolleys. The ferry has an independent luggage space which can fit 12 luggage trolleys.

*Zanzibar 1* is equipped with an automatic ride control system, supplied by Humphree, which was specified to keep the trim at the optimum point, for reduced fuel consumption. This system is also intended to reduce motions in harsh wave conditions. CoCo Yachts elaborates: "Trials in waves up to 3m confirmed the presence of the Humphree system in combination with the hull, where accelerations were less than expected [ $<1g$ ] and the speed maintained at 35+knots, sailing against the waves."

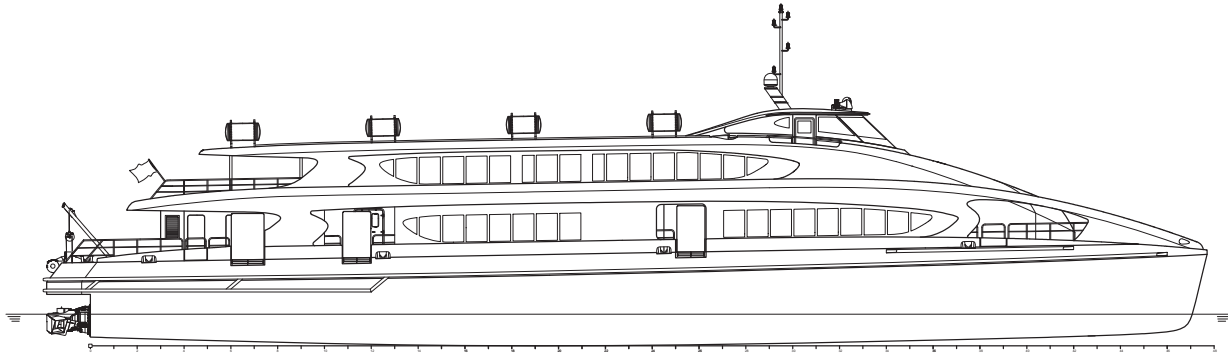
Her sister, *Zanzibar 2*, is scheduled to enter service in Q1 2020.

### TECHNICAL PARTICULARS

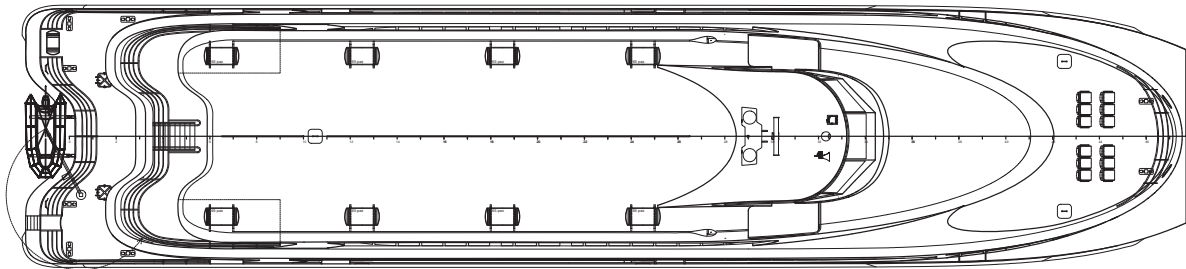
Length, oa ..... 49.72m  
 Length, bp ..... 47.07m  
 Breadth, moulded ..... 10.9m  
 Depth, moulded ..... 4m  
 Gross tonnage ..... 652tonnes  
 Design, draught ..... 1.35m  
 Design, deadweight ..... 58tonnes  
 Deck space ..... 1,052m<sup>2</sup>  
 Service speed ..... 33.5knots@90% MCR  
 Max speed ..... 39.5knots@100% MCR  
 Range ..... 400nm

Main engine(s)  
 Number of engines ..... 2  
 Make ..... MTU  
 Model ..... 16V4000M63L  
 Output of each engine ..... 2,240kW  
 Gearbox(es)  
 Number of gearboxes ..... 2  
 Make ..... ZF  
 Model ..... 9050  
 Output speed ..... 884rpm  
 Waterjet(s)  
 Number of waterjets ..... 2  
 Make ..... MJP  
 Model ..... 750 DRB  
 Bridge electronics  
 Radar(s) ..... Furuno  
 GMDSS ..... Furuno  
 GPS ..... Furuno  
 Gyro ..... Anschütz  
 Chart plotter ..... Onwa  
 Engine monitoring system ..... MTU  
 Fire detection system ..... Kentec  
 Onboard capacities  
 Fuel oil ..... 13,000litres  
 Fresh water ..... 1,500litres  
 Sullage ..... 1,500litres  
 Complement  
 Number of crew ..... 9  
 Number of passengers ..... 448  
 Classification society ..... Bureau Veritas  
 Notations ..... 1 \* Hull • MACH High Speed  
 Craft Passenger Carrier Sea Area 2  
 Other important international regulations complied with ..... IMO High Speed Craft Code 2000 – Cat A

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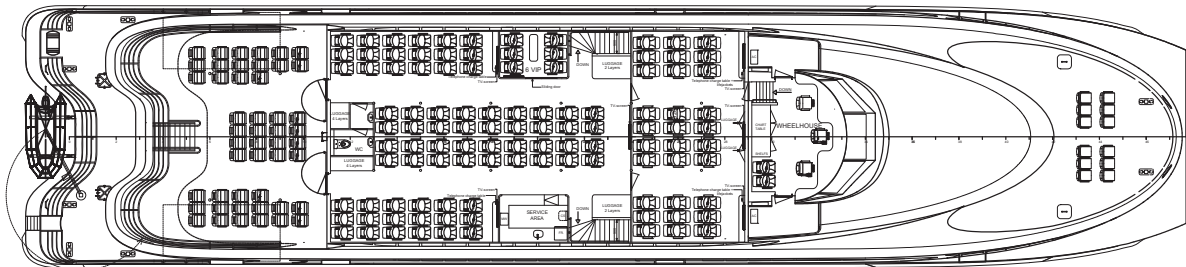


PROFILE VIEW

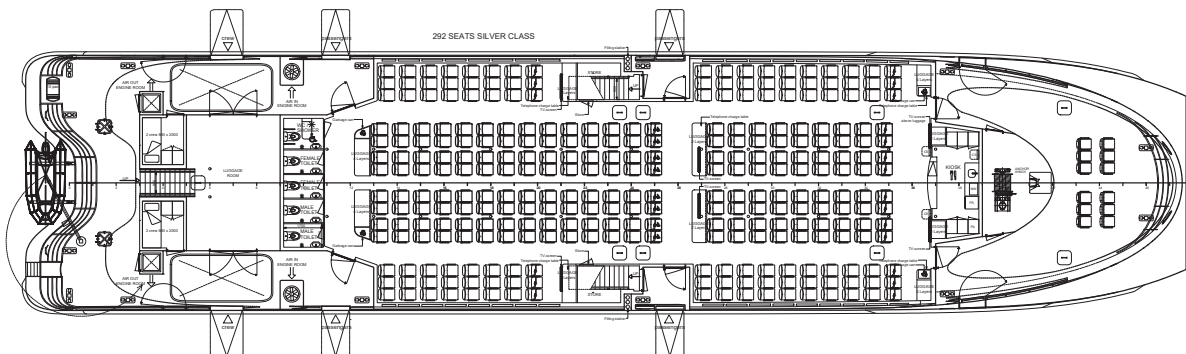


TOP VIEW

48 SEATS                      72 SEATS GOLD CLASS                      30 SEATS PLATINUM CLASS  
1X 6 VIP



UPPER DECK



MAIN DECK