

New 82-meter ferry on Lake Constance starting in 2010

The ninth ferry with Voith Schneider propellers on target

Since the opening of the ferry connection between Constance and Meersburg on Lake Constance in September 1928, operating company Constance Public Services has built twelve ferries. Its 13th ship is currently under construction at the Bodan-Werft shipyard in Kressbronn. It will be the ninth ship driven with the proven Voith Schneider propellers (VSP). Starting in May 2010, the new ferry will push the largest ferry to date out of the way to take 1st place. Its sister ship, the striking 'Tábor' has held the title to date.

Both ships are equipped with identically constructed Voith Schneider propellers of the 21GII/110 size class. Even the 11th ferry – the 'Kreuzlingen' – is equipped with this type of propeller. In addition, the Constance Public Services have a reserve propeller for each of these three ships. Therefore, the downtime of the three ferries during service or maintenance work can be reduced. The new ship will be even longer than the 'Tábor'. While the 'Tábor' is 72 meters long, the new ferry will be 82.20 meters – a new record on Lake Constance. A name hasn't been chosen yet for the new giant. The two ferries are identical in width at 13 meters. In contrast to the 'Tábor' and 'Kreuzlingen', which have diesel-electric

drives, a diesel-mechanical drive was chosen for the new ferry.

During the preliminary stage of the project, intensive model tests were carried out by the Constance Public Services in collaboration with SVA (Vienna Model Basin) and Voith Turbo in Vienna. These tests will be key to facilitating a more ecologically-friendly operation of the ferry. A bulb at the bow and stern (they are identically constructed, since it is a double-end ferry) lowers the consumption of fuel. The ship is designed for 64 cars and 700 ferry passengers. Separate car and pedestrian tracks ensure that they can quickly get on and off the ship. The floors of the pedestrian tracks are heated during

the winter months to improve safety. The Constance-Meersburg ferry line currently carries over 4.3 million persons, 1.4 million cars and around 90,000 other commercial vehicles annually over Lake Constance. If these vehicles had to travel by land, around nine million more liters of fuel would be consumed annually. The fuel consumption of all ferries on this line is already included in this comparative calculation. The end result is a very positive environmental balance.

Contact



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