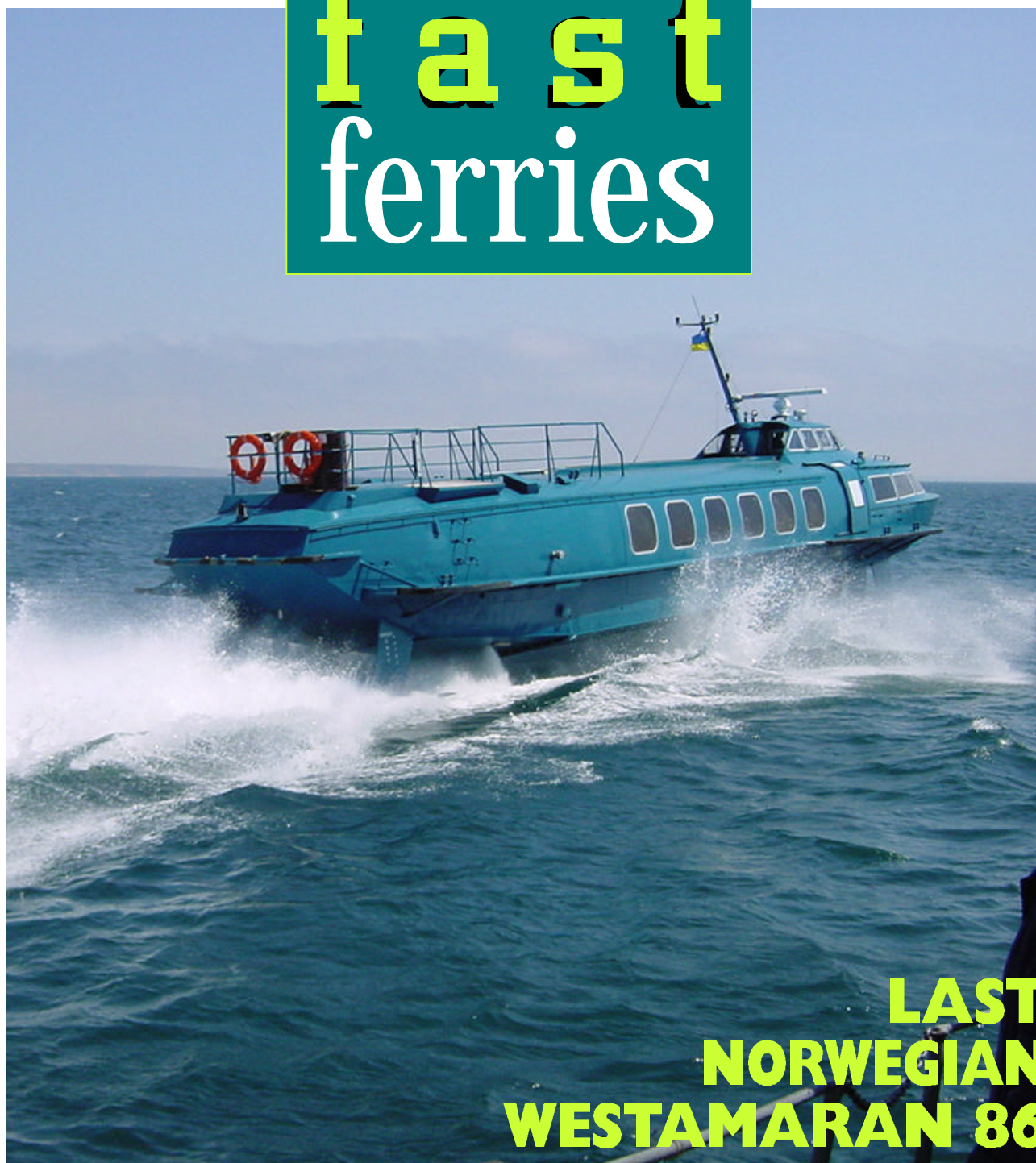


J U N E 2 0 0 2 ■ 4

classic fast ferries



**LAST
NORWEGIAN
WESTAMARAN 86**

LAKE TITICACA ARROWS

THE ONLY PERIODICAL ABOUT THE HEYDAY OF PASSENGER HYDROFOILS, HOVERCRAFT & CATAMARANS - PLUS RELEVANT NEWS
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EDITOR/PUBLISHER: TIM TIMOLEON ■ ALL ARTICLES, ARTWORK & DESIGNS BY THE EDITOR, EXCEPT WHERE NOTED ■ SUBMITTALS OF MANUSCRIPTS AND PHOTOS, OLD AND NEW,
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PHOTO ON COVER: CONNEXION FAST FLYING FERRIES

*The new
Voskhod being
prepared for
shipment from
The Ukraine in
the middle of last
month
(FAST FLYING
FERRIES)*



Voskhod-2M arrives in The Netherlands

As reported in our April issue, Dutch operator Connexion Fast Flying Ferries has embarked upon a renewal program for its Velsen/IJmuiden-Amsterdam service, operated since May 1998, and ordered three new Voskhod-2M hydrofoils built in Ukraine by the Feodosiya Morye shipyard.

The first of these arrived in The Netherlands as deck cargo on May 31st. The new vessels feature a redesigned bridge and new safety real-glass windows fitted in aluminum frames throughout; gone is the plexi. All three will be painted in the distinctive Connexion colors of dark green and lime, the finishing

work of which will be carried out in The Netherlands, at least as far as the first unit is concerned.

► MORE ON PAGE
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Below :

Fleet line-up at the Fast Flying Ferries base at IJmuiden last month, prior to the arrival of the new Voskhod. The vessel in the shed at left is the recently acquired Polesye hydrofoil Meteor II. FFF also owns a Meteor hydrofoil, not to be confused with the former (PIETER INPIJN)

cover :

The first of three new Voskhod-2Ms for Dutch operator Connexion Fast Flying Ferries on builder's trials off Crimea in The Ukraine last month
(FAST FLYING FERRIES)



Latvian operator leases Danish wavepiercer for cross-Baltic summer service



Incat Tasmania 91m wavepiercer *Max Mols* has been transferred to the Baltic and entered service between Riga, Latvia and Nynäshamn, Sweden on April 25th. The vessel, which carries 800 passengers and a maximum of 220 cars, has been leased for five months by Riga Sea Line (Rigas Juras Linija) from Danish cross-Kattegat operator Mols-Linien. Prior to the charter agreement *Max Mols* had been unemployed for almost a year.

Riga Sea Line expects to introduce a conventional ferry of its own on the route in September when the wavepiercer lease expires.

In April and May *Max Mols* made one single journey between Latvia and Sweden with departures every two days from either end (on odd days from Riga and even days from Nynäshamn). Although not equipped with overnight accommodation of any kind, the wavepiercer would leave Riga and Nynäshamn in the evening, at 21:00 and 20:00 respectively, arriving in the other port the next morning at 08:00.

From June 1st the timetable was converted to daylight crossings, departing either port at 09:00 and arriving in Nynäshamn at 16:00 and Riga at 18:00. Latvia is two hours ahead of Swedish time. There is a connecting bus service at the Swedish end to/from downtown Stockholm which takes about fifty minutes. This is included in the wavepiercer ticket.

Three types of accommodation are being offered: Business, First and Second class. In April and May a one way adult was LS 89/SEK 1460, LS 59/SEK 970 and LS 39/SEK 640 respectively. Corresponding rates for a round trip were LS 169/SEK 2780, LS 99/SEK 1625 and LS 69/SEK 1135. As of June 1st prices during the high season in Business and First dropped by as much as 41%. Children under the age of five travel free and there are discounts for seniors, students, disabled and groups.

The business ticket includes at-seat service, alcoholic and non-alcoholic beverages, breakfast, magazines and newspapers.

► MORE OVERLEAF . . .

PATRIK NYLIN photo

Latvian. . .

In first class breakfast is complimentary.

Nynäshamn is also served by another large passenger/vehicle fast ferry, Corsaire 11500 112m monohull *Gotland* built by Alstom Leroux Naval, France in 1999 and operated by Destination Gotland between the mainland and the Swedish Baltic island of Gotland.

Originally delivered in 1998 as *Cat-Link IV*, the leased wavepiercer entered service, also in the Kattegat, with competitor Scandlines Cat-Link between Århus and Kalundborg. Following its acquisition and renaming by Mols-Linien in April 1999, the two companies subsequently decided to merge as a result of the opening, also in 1998, of the fixed link across the Great Belt between Jutland and Funen, after which it became clear that the town was not big enough for both of them.

Two years ago, from June through August 2000, *Max Mols* was chartered to Marine Atlantic in Canada and last summer it was briefly operated on Scandlines' Rønne– Sassnitz route.

Earlier this spring Mols-Linien revealed plans of introducing the surplus *Max Mols* on a domestic route linking the island of Bornholm and Køge, a town just south of Copenhagen with excellent access by road as well as public transport.

At present a fast ferry connection with Bornholm exists from Ystad, Sweden, operated by BornholmsTrafikken which uses a sole Austal Ships Auto Express 86 passenger/vehicle catamaran delivered in 2000. However, BornholmsTrafikken's contract on the route expires in early 2003 and Mols-Linien hopes to win it next time.

P h o t o *on previous page:* *Incat Tasmania 91m wavepiercing catamaran Max Mols berthed at Nynäshamn last month (PATRIK NYLIN)*



Do fast ferries become 'classic' faster (!) these days?

For example, this vessel, a 28m catamaran delivered only twelve years ago, was disposed of by Norwegian operator Møre og Romsdal Fylkesbåtar and sold south of the border, in Croatia, in April. But it had switched hands already once before this as well as been leased to another Norwegian operator and, more recently, been part of a pooling operation between MRF and Fosen Trafikklag.

Built by Harding Verft, Norway in 1990, the twin deck 250-passenger catamaran was originally delivered to Dutch operator Rederij Doeksen as *Stuifdijk* and sold to MRF and renamed *Lauparen* less than two years later as Doeksen took delivery of a larger Harding design.

Once again sold and renamed *Nona Ana* the catamaran sailed from Kristiansund for Croatia under its own power at the end of April. It should have now entered service between Dubrovnik and the island of Mljet.

A b o v e : *Harding Verft 28m catamaran Nona Ana at Calais en route from Norway to Croatia in April (BERT POLLEGROM)*



The new Superfoil 40 foil assisted catamaran for Estonian operator Linda Line Express was launched by Almaz Marine Yard, St. Petersburg on April 21st. A completely new design, construction of the vessel commenced in April last year.

The 284-passenger 55-knot vessel is to enter service on the Tallinn–Helsinki route later this month and will cut travel time to 60 minutes from the timetabled 85 minutes presently used by the company's pair of Olympia hydrofoils.

End of story

The last two remaining catamarans in the Scandlines Flyvebådene/Flygbåtarna fleet, Fjellstrand 38.8m *Svalan* and Kværner Fjellstrand Flying Cat 40m *Sjöbjörnen*, were sold during the first half of May, only two weeks after the closure of the cross-Øresund service on April 30th.

Fast ferries between Denmark and Sweden had been operating since 1960, continuously so since 1963.

Acquired by SNAV in Napoli and renamed *SNAV Aurora* and *SNAV Orion*, the catamarans left Copenhagen for Italy under their own power on May 18th, traveling south via the Kiel Canal, the English Channel, the Biscay and the Straits of Gibraltar.

With thirty-seven years of experience in fast ferry operation, Scandlines' involvement in this field now is restricted to a 50% holding in

Mols-Linien which operates a pair of Danish built Danyard Seajet 250 passenger/vehicle catamarans and one Incat Tasmania 91m wavepiercer on two routes across the Kattegat. A second Incat 91m wavepiercing catamaran is presently leased by Mols-Linien to a Latvian company and operated in the Baltic.

Please consult the April 2002 *cff* and earlier issues for further details.

Below : SNAV Aurora and SNAV Orion berthed at Oostende, Belgium last month on their positioning trip from North Europe to the Mediterranean
(KEVIN MOLLET, both)



Also read this month
the much improved and extended
reissue of our September 2000

SPECIAL
SYDNEY

see: <http://classicfastferries.go.to>

FLYING HIGH

DOWN SOUTH

How can a hydrofoil service on a remote lake situated more than 3,800 m above sea level be a success story?

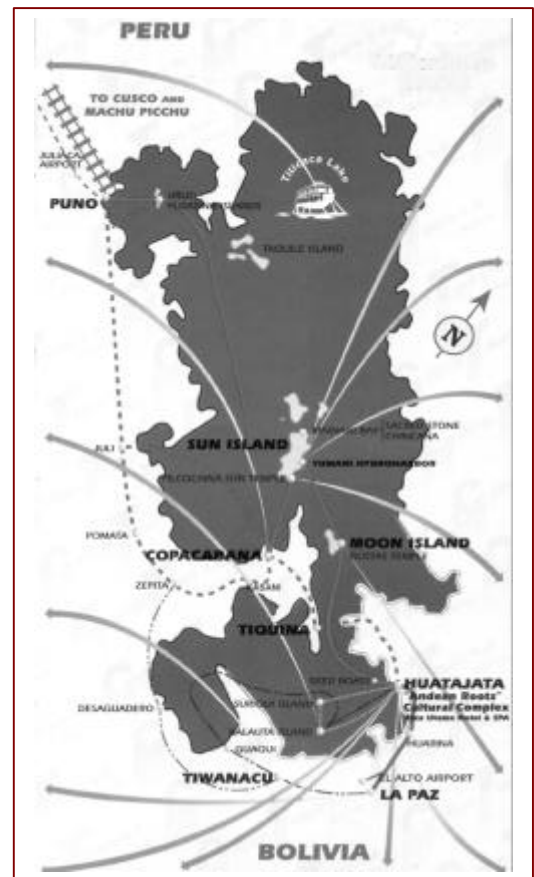
The answer is initiative, belief, going with the times and – tourists.

The lake is Titicaca (Lago Titicaca) in the Andes Mountains in South America and the operator of the hydrofoils is Crillon Tours based in La Paz, capital of Bolivia.

Lake Titicaca, the Sacred Lake of the Incas, is an international inland sea in that it extends into both Peru to the west and Bolivia to the east. In reality it is made up of two lakes, both of which lying partly in Bolivia partly in Peru, divided by a narrow strait in the south-east portion of the lake. In Bolivia the smaller lake is known as Chuquito and the main lake as Huiñay Marca and in Peru as Pequño and Grande respectively.

Lake Titicaca is the highest navigable lake for larger vessels in the world and covering 8,300 square km is South America's second largest lake after Maracaibo (Lago de Maracaibo) in Venezuela, on which hydrofoils also used to operate (see May/June 2001 CFF). It is 190 km long in a north-west to south-east direction and 80 km across at its widest point. At the deep end, in the lake's north-east, it is 280 m.

The water is fresh with a small percentage of salt and minerals and has an average surface temperature of 12 degrees C.





All photos in article: Crillon Tours

The Company

Crillon Tours was founded in 1958, by Darius Morgan Sr., as a ground operator dedicated to incoming tourism. Pioneers in its field in Bolivia, the company continues to be family owned and run to this day. Company president Darius Morgan Sr. now resides in the U.S. and manages the Crillon Tours Miami, Florida office, with his son, vice president Darius Morgan Jr., being based on location in Bolivia.

Over the years the company has built up its own infrastructure on the lake which, apart from the hydrofoils and hydro ports to match, presently comprises sixteen buses of various sizes, restaurants, a five-star hotel at Huatajata and a lodge, the so-called Andean Eco Village, on the top of the Sun Island, the largest of Titicaca's forty-plus islands.

By November 1989 200,000 passengers had been carried on the hydrofoils and last year No. 300,000 was passed. After years of unbroken service the company has received awards for safe and on-time operation.

All Crillon hydrofoil services are part of pre-booked tours for tourists, which come from all over the world; on-impulse rides are not available. Packaged half- and full day as well as 2-day tours, some including overland connection by the company's buses, are being offered. These are either international –

from/to Puno in Peru – or within Bolivia. Points served by the hydrofoils include Copacabana, the Sun Island and Moon Island, Tiquina, Huatajata and Guaqui in Bolivia and Puno and the Ursus Floating Islands in Peru. At an average hydrofoil services are interrupted or suspended only twice a year due to strong storms.

Getting them there is half the fun

The first hydrofoil was acquired in 1966. A small 20-seat craft of the Albatross type, this had been developed by another pioneer, Helmut Kock, who, originating from Chile, had come to the United States in 1955 to realize his dream of constructing hydrofoils.

The vessel was one of fourteen originally delivered to New York City for operation between Manhattan and the World's Fair in 1964. It was shipped from the U.S. to

Mollendo, Peru and from here by narrow gauge railroad up to Lake Titicaca.

While certainly an exciting twelve-day overland journey, it may have been considered a picnic by those who more than one hundred years earlier, in 1862, had participated in the transportation, on muleback, of the first steamer for the lake – indeed, as a kit – brought to South America from Britain.

Having had its original forward mounted General Motors engine replaced by a more powerful Cummins VT8 370 M diesel, the 30-knot, 10.6 m surface piercing hydrofoil entered service on the lake as *Inca Arrow*.

Kock himself also went to Bolivia to train the crew and assist in the building of docking facilities.

Apart from the struggle with getting it there at all, you cannot take a hydrofoil to Lake Titicaca and put it into service just like that. At this altitude an approximately 30% power loss is experienced. Also, modifications to the surface of the foils had to be done in order to obtain better lift in the pure fresh water of the lake.

During the following ten years Crillon acquired three more hydrofoils of the Albatross type; *Andes Arrow*, *Titicaca Arrow* and *Copacabana Arrow*. The names of the craft, tells Morgan, originated

The 40-seat *Bolivia Arrow* was built locally in 1976. It has since been repowered with two Cummins VT8 903 A diesels



when the natives in their reed boats (salsas) called the company's hydrofoils the 'Devil Arrows'.

Titicaca Arrow has since been stretched by almost 2m to accommodate 32 passengers and has had a second engine installed. The original vessel, *Inca Arrow*, was re-engined with a 450 hp Cummins diesel two years ago.

As tourism increased, in 1975 it was decided to move up one step and order a larger, 15 m hydrofoil with a passenger capacity of forty, twice that of the earlier craft. Based on the Albatross and likewise designed by Helmut Kock, this was powered by two Cummins VT8 370



diesels and to be built locally in Bolivia, with all parts being supplied by Ludwig Honold Manufacturing Company in Pennsylvania, U.S.A., which had also built the production Albatrosses.

Construction commenced in late 1975 and was completed by late fall the following year. Named *Bolivia Arrow* it entered service in February 1977. The vessel was re-engined with more powerful Cummins VT8 903s in 1990 by which its speed increased to 34 knots.

The new kid on the block proved a success, performance- as well as passengerwise, and while a second unit was planned this never eventuated.

Instead, a greater still capacity hydrofoil was acquired in Italy; a 60-seat H.57 built by Seaflight of Messina, Sicily. Named *Sun Arrow* this was added to the Kock/Honold fleet in 1978. The H.57 is powered by a pair of German MTU diesels, each delivering 900hp.

In 1990 Crillon acquired a unique, small 8-seat deluxe version Volga hydrofoil, originally given as a gift by Soviet Communist Party Secretary Leonid Brezhnev to U.S. President Richard Nixon. Now named *Glasnost Arrow* this is being used for shorter excursions on the lake.

All seven hydrofoils remain in service. Utilization varies though; decision on which vessel is to be used on a certain day or service is dictated by passenger demand, the number of which can be from just a few to large groups.

Any further addition to the Crillon hydrofoil fleet will depend on the development of tourism on the lake, says Darius Morgan Sr. A Ukrainian second hand Voskhod was almost acquired some time ago. While being offered at a bargain price the purchase fell through as Crillon wanted two MTU engines to be installed (the standard Voskhod is a single-engine vessel) to make up for the aforementioned power loss. Something which would have practically required the building of a new hull to accommodate the extra engine.

While after more than thirty-five years of continuous and successful operation certainly one of the world's oldest hydrofoil strongholds, a hovercraft, however, does not seem to be out of the question for Crillon either. ■

Seaflight H.57 *Sun Arrow* is so far the latest new hydrofoil to join Crillon Tours on Lake Titicaca, although one of the original craft was stretched and re-powered only last year. Inset picture shows the H.57 as delivered and large picture in its present attractive livery, under dramatic skies



Bird's view of the Crillon Tours hydrofoil fleet, minus H.57 *Sun Arrow* . The vessel closest to the camera is the small 8-seat *Volga* previously owned by former U.S. President Richard Nixon.

sydney is better the second time around

Parallel to the present regular June *classic fast ferries*, this month we're also publishing a special theme issue on the hydrofoil operation on Sydney Harbour, Australia.

Originally published to coincide with the Sydney Olympics in September 2000, the original Sydney Special issue (*CFF* 5/2000) is no longer available.

The new 24-page **SPECIAL** is a much improved and extended version of the older one, including the original article, by Martin Grimm, on the history of the Sydney foils but with more and larger photos, plus a new article on the building of a 1:72 scale static model of one of the hydrofoils, PT.50 *Fairlight*, written by Ian Wrenford.

40 pages of great summer reading!



<http://classicfastferries.go.to>

1973... Doesn't it somehow feel like only yesterday on the one hand and a long time ago on the other? However, if you pronounce it as in *twenty-nine years ago* you realize it definitely was not yesterday. Or maybe it's exactly that! It is of course basically a question of your frame of reference.

1973 was the year in which Fosen Trafikklag, an established Norwegian ferry operator dating back to 1885 and based in Trondheim, took delivery of two 140-seat Westamaran 86 catamarans built by Westermoen Hydrofoil.

NORWAY'S LAST



A third followed in 1974. Before this the only other fast ferry operated by Fosen was a Supramar PT.20B, likewise built by Westermoen, previously operated in Sweden and Denmark and acquired by the company in 1969.

The first of the W86 trio, *Kongsbussen*, entered service in April 1973 between Trondheim and the off-lying island of Sula and remains with the company to this day. The other two W86s, *Olavsbussen* and *Hertugbussen*, were sold off in 1991 and 1996. Not only did *Kongsbussen* outlive these, it is also the last surviving of the type in regular passenger service in Norway. Another W86 is being used on tourist trips along the country's scenic coastline and magnificent fiords, but this is run at a maximum of 24 knots and thus is not considered a fast ferry anymore.

In 1994 *Kongsbussen* was transferred to Partrederiet Kystekspresen, a joint venture formed by Fosen and Møre og Romsdal Fylkesbåtar, another established ferry/fast ferry company, to operate the three-and-a-half hour journey between Trondheim and Kristiansund further

Here today, gone tomorrow. The last surviving Westamaran 86 in regular service in Norway has been put on the market and may follow in the footsteps of its mates – given a new lease of life abroad

down the coast. More recently the vessel's duties have been reduced to just a timetabled service once a week and as back-up on two other routes in the Trondheim Fiord. With the introduction later this month by Kystekspresen of two new Fjellstrand Flying Cat 40 catamarans the W86 will be withdrawn. It was put on the market already a while ago however.

In addition to *Kongsbussen* the present Fosen fast ferry fleet comprises three catamarans delivered by Norwegian yards in 1991.

Westamaran 86

The 26.7m Westamaran 86 was developed by Harald Henriksen of Westermoen Hydrofoil as a result of the yard's decision to give up hydrofoil production, which it had embarked upon in 1961. The prototype W86 was delivered to a domestic operator on June 1st 1971.

The asymmetrical hulled catamaran became an almost instant success and, together with the enlarged W95, the first of which appeared in 1974, revolutionized passenger transportation on the Norwegian coast and fiords during the 70s. So much so that it is safe to say that it killed the hydrofoil, in spite of the latter offering a service speed of around 34-36 knots as opposed to the 25-28 knots of the Westamaran.

In its standard version the W86 would be powered by a pair of MTU 12V 493 diesels and laid out for 142 passengers.

A total of 23 W86 catamarans were delivered during 1971–79, all but four initially entering service with domestic operators. Over the years some changed hands within the country and with time the majority was sold abroad as the Norwegian operators renewed their fleets.



Opposite : W86 *Kongsbussen* underway sporting the simple yet very becoming - and classic - Fosen Trafikklag paint scheme, and. . .

Above : . . . berthed at Trondheim. In the background another catamaran in the Kystekspresen joint operation, Fjellstrand 38.8m *Ternen* (FOSEN TRAFIKKLAG, both)

Most of the W86s still exist, although a number have been rebuilt (some beyond recognition) and/or are being operated as medium-speed vessels (i.e. less than 25 knots), and some may not be operational.

But Henriksen knew what he was doing... all those many years ago. ■

The catamaran has been put up for sale and may leave

Norwegian waters in the near future
(SØREN STRUNTZE)



First Voskhod-2M for Fast Flying Ferries arrives in The Netherlands

The first of three, Hull No. 605 arrived from the Black Sea onboard the carrier *Eilsum* at IJmuiden at noon on May 31st. The new vessel is expected to enter service later this month



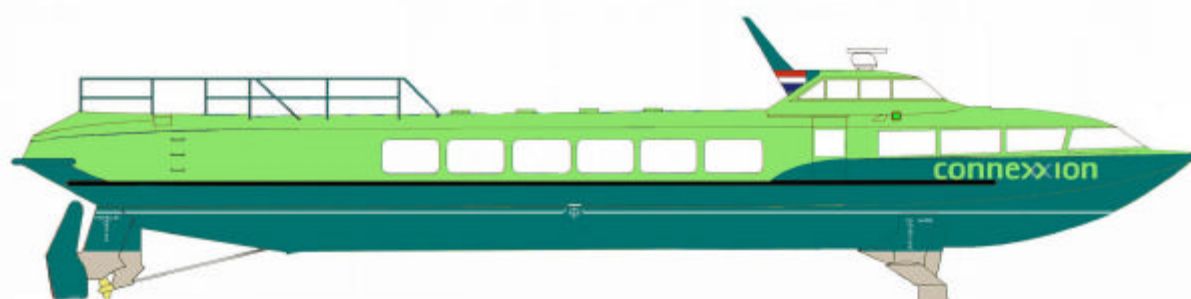
Photos (except where noted) & Profile Drawing:
Mark van Rijzen



The bridge on
the FFF
Voskhod-2M
(**PETER VENEMA**)



Touchdown.
Hull No. 605
being lowered
into the water
at IJmuiden in
the afternoon
on May 31st



The vessel will receive the special Connexxion lime paint and company logos before entering service



(POSTCARD, collection of T. Timoleon)

Condor, the Channel Islands fast ferry operator, recently sold its last passenger-only vessel. Which is a good excuse for us to show this *classic shot* of the company's first fast ferry.

Condor Ltd. was formed in early 1964 by Peter Dorey and J. F. Norman to operate a fast ferry service between the Islands and the Brittany and Normandy, France coast.

A visit to the Rodriquez yard in Sicily resulted in the purchase of a PT.50 which was named *Condor I* and put into service on various routes between Jersey, Guernsey, St. Malo, Cherbourg and Granville in May 1964. A service across the English Channel between Guernsey and the south-west coast of England was also being considered and a few trial return crossings to Torquay were indeed carried out. But the idea was put to rest and did not eventuate until several years later.

During its first season *Condor I* carried 31,000 passengers. In 1965 the route pattern was revised by which Sark was included and St. Malo became the exclusive French port served.

Five more hydrofoils were delivered to Condor 1971–85, and another was leased in 1969/70 and again in 1981, and from 1988 onwards a number of catamarans and large wavepiercing catamarans were introduced.

Condor I remained with the company for twelve years; it was sold to Aliscafi SNAV, Italy in 1976 and renamed *Freccia di Sicilia*.

A pioneering Condor in the British Isles