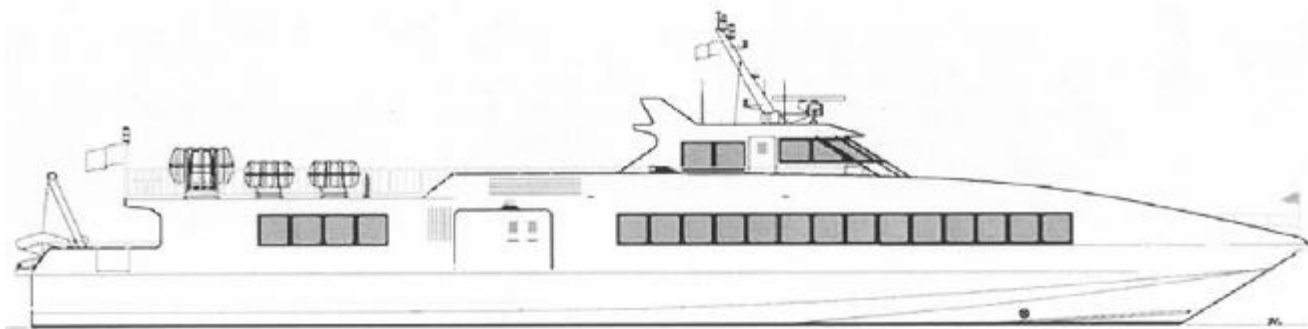


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WaveMaster International 40m monohull ordered by Danish operator

Christiansøfarten, an established Danish operator of conventional vessels based on the island of Bornholm in the Baltic, has placed an order with WaveMaster International in Henderson, Western Australia for a 40m monohull. Based on the yard's 37.6m design, of which one was delivered to Ustica Lines in Italy last summer and two, of a medium-speed version, were introduced by Island Ferries in Ireland in 1999 and 2001, the Danish vessel will be extended by 2.4m and is due for delivery in March 2005.

To be named *Bornholm Express*, the 245-seat

single-deck monohull will primarily be operated between the Swedish port of Simrishamn and Allinge on Bornholm and between Allinge and the small island of Christiansø off Bornholm's north shore, presently served by the operator's conventional boats. The new craft, which is being built to IMO HSC 2000 standard and will be classed by Bureau Veritas, will have three Caterpillar 3412 820kW diesels installed and a service speed of around 25 knots.

However, Christiansøfarten decided to introduce itself on the Simrishamn–Allinge route already this year. During the high season, from

& DEVELOPMENTS

TOP: Profile of the stretched WMI 40m monohull ordered by Danish operator Christiansøfarten

RIGHT: One of the Australian builder's 37.6m versions, Gianluca M, entered service with Italian operator Ustica Lines last summer
/DANIELE ALLETTO photo



CLASSIC FAST FERRIES

3

July 2004

NEWS AND ARTICLES ABOUT CIVIL HYDROFOILS, HOVERCRAFT & CATAMARANS ■

EDITOR/PUBLISHER: **TIM TIMOLEON** ■ ALL ARTICLES, LAYOUT & ARTWORK PRODUCTION, EXCEPT WHERE NOTED: **TIM TIMOLEON** ■ PUBLISHED IN PDF FORMAT ■

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COVER PHOTO: MARINTEKNIK 36m CATAMARAN SNAV ARIES IN THE BAY OF NAPLES LAST MONTH. SEE MATT DAVIES' PHOTO-REPORT ON PAGES 6–9 /MATTHEW DAVIES photo

June 28 to August 7, the company operates one daily round trip with *Ertholm*, a small conventional ferry built in 1967. Based in the Swedish port overnight, the 294-passenger vessel leaves Simrishamn at 07:00 and returns from Bornholm at 18:00. Trip time by *Ertholm* is 1 hour 55 minutes.

Also to have been present on the route by now was a Swedish company, Bornholm Line. Originally to have been introduced on June 1, the service was still to take off as this issue closed for press since the catamaran acquired for the route, the former Norwegian Westambran 86 *Kongsbussen*, needed more work performed on it than first anticipated by the owners in order to meet with Danish and Swedish regulations. Upgrading and refurbishing of the 1973-built W86 have been carried out by yards in the Russian enclave of Kaliningrad and in Skillinge in south-east Sweden and include installing of a new fire protection system, new furnishings and a completely new paint scheme.

Four daily round trips between 08:00 and 20:30 are to be operated by *Kongsbussen* in July and three during the remainder of the season, which ends on August 31. Scheduled journey time by *Kongsbussen* is 60 minutes each way, same as Christiansøfarten's new WMI monohull from next year on. ■



Bornholm Line's Westambran 86 Kongsbussen was back in Skillinge in south-east Sweden at the beginning of June following a visit to a shipyard in the Russian enclave of Kaliningrad. Work remaining to be carried out on the vessel at this point included the fitting out of the passenger saloon and applying the final paint scheme /TIM TIMOLEON photo

FRS introduces new service — and cancels another

From July 2 to September 5 German operator Förde Reederei Seetouristik is operating its Kværner Fjellstrand FlyingCat 40m catamaran *Hanse Jet II*, delivered in 1996 as *Baltic Jet*, on a new route between Bremerhaven on the country's north-west coast and the island of Helgoland. The

service is operated together with FRS's subsidiary company Bremerhaven Helgoland Linie which runs a conventional ferry on the route.

In addition, FRS continues to operate the catamaran also from Cuxhaven, on the Elbe estuary, to Helgoland introduced last year.

Before that the 342-seat *Hanse Jet II* was employed on the much longer Hamburg–Helgoland route but was replaced in May 2003 by the company's new Fjellstrand FlyingCat 52 catamaran *Halunder Jet* which can accommodate 579 passengers.

CONTINUED ON PAGE 14 ►►

& DEVELOPMENTS



FRS introduced Flying Cat 40m catamaran Hanse Jet II between Bremerhaven and Helgoland on July 2 /PIETER INPIJN photo

PT.20 discovered in Napoli

This PT.20 hydrofoil was found sitting on dry land in the company of towers of containers and various garbage in the port of Napoli in May.

The hydrofoil, *Freccia del Giglio*, was built by Rodriquez in 1964 and is believed to have originally been delivered to a Swiss company and operated on Lac Lemman, Geneva. It was later acquired by an Italian company and operated between the main-

land and the island of Giglio off Tuscany.

In 1987 the hydrofoil was again sold and transferred to the other side of Italy where it entered service with Aliscafi Alto Adriatico on routes in the north Adriatic between Trieste and the Istrian shore. This service was discontinued in 1992 and *Freccia del Giglio* was taken to the Rodriquez yard in Messina. ■



BOTH PHOTOS : LEONARDO LELLA

Alimare introduces second hydrofoil on longer routes



RHS 160 Calarossa entered service with Alimare on June 25 on routes linking Reggio Airport on mainland Italy and Taormina in Sicily and the Eolie Islands / ALIMARE photo

Alimare's second hydrofoil previously operated by Ustica Lines, RHS 160 *Calarossa*, arrived in Reggio in south-western Italy from the shipyard at the end of last month. Having received the Alimare paint scheme of blue and white, the vessel immediately entered service on June 25 between Reggio Airport and Taormina in Sicily and on a circular route linking the airport and the Eolie Islands of Vulcano, Lipari and Panarea.

On the Airport–Taormina route three round trips are operated until September 12; during the shoulder seasons only on certain days, and between July 15 and August 22 on every day of the week. The first service leaves the airport at 07:45 and the last arrives back at 20:50. Scheduled trip time is 50 minutes one way by *Calarossa* and *Spargi* – the RHS 140 acquired by the company earlier this year and introduced between the airport and Messina on May 31 (see May CFF).

RHS 140 Spargi was introduced on the Airport–Messina feeder service at the end of May and is seen here at speed in the Strait approaching Messina last month / ANTONIO DONATO photo

The Eolie Islands service departs Reggio at 13:40 and arrives in Vulcano at 15:10, Lipari at 15:35 and Panarea at 16:10 and arrives back on the mainland at 17:50. A seasonal service, this is operated daily during the high season July 15–August 22 and on Friday–Sunday before and after, June 25–July 11 and August 27–September 12.

The original Messina–Reggio Airport route is served by *Spargi* with up to ten daily connections. The first service leaves Messina as early as 05:30 and the last arrives back at 23:00. Crossing time is only 20 minutes and this route will be operated all year. ■



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WHAT WOULD THE BAY OF NAPLES BE WITHOUT ITS FAST FERRIES ?



The Bay of Naples in Italy is hard to avoid. Tourists have flocked here in millions for decades to enjoy the pleasant climate and beautiful surroundings. For nearly fifty years fast ferries have been transporting visitors and locals from the noise and bustle of Napoli to breathtaking and laid-back spots such as Capri, Ischia and Sorrento. The hydrofoils of the early years are of course gone, and these days catamarans and monohulls of various shape, size and build dominate.

Matt Davies visited the area last month, and this is his photo report.



ALL PHOTOS BY MATTHEW DAVIES



Navigazione Libera del Golfo 41m monohull Napoli Jet being dwarfed by the cruise ships at Molo Beverello, Napoli. The vessel was built by the original Marinteknik yard in Öregrund, Sweden and entered service with NLG in 1992. The all-monohull fast ferry fleet of the company currently comprises eight vessels, one of which is employed in the Adriatic, built in Sweden Singapore, Australia and Italy

Idling in the port of Napoli are, from left to right, Fjellstrand 38.8m catamarans SNAV Auriga and SNAV Aurora, built in 1990, and Kværner Fjellstrand FlyingCat 40m catamaran SNAV Aquila, built in 1993. All these were acquired by SNAV from Danish operator Scandlines in 2001 (Auriga) and 2002 (Aurora + Aquila)



The number of Kometa and Kolkhida hydrofoils operating in the Golfo di Napoli has decreased in recent years. In this view Alilauro Volaviamare Kolkhida Alileolo, delivered by Ordzhonikidze in 1986, is about to take off

Car-carrying fast ferries are also to be found in the Bay of Naples. Rodriguez TMV 70 Aquastrada Isola di Capri entered service with Caremar in 1998 and is seen here at the berth in Capri. The 71m monohull carries up to 520 passengers and 57 cars



WHAT WOULD
THE BAY OF NAPLES
BE WITHOUT
ITS FAST FERRIES?

SNAV RHS 160F Fast Blu is one of two formerly operated on Sydney Harbour, Australia and imported back to Italy in 1992. The hydrofoil was delivered by Rodriguez in 1985 and originally named Sydney.

Hydrofoils built by Rodriguez used to rule in the Bay operating from/to two passenger wharfs in Napoli, Molo Beverello and the marina at Mergellina in the city's south, but have been overtaken by catamarans and monohulls in more recent times





Added to the Alilauro fast ferry fleet of hydrofoils, monohulls and catamarans earlier this year, WaveMaster International 50m monohull Anna Maria Lauro does not look quite like any other of the company's vessels. The monohull was originally delivered as Speedy to Reederei Warrings in Germany four years ago and operated between Bremen and the island of Helgoland. Later this summer Alilauro will introduce the first of three CityCat 40m catamarans ordered last October and built by Rodriquez



WHAT WOULD THE BAY OF NAPLES BE WITHOUT ITS FAST FERRIES?

ALL PHOTOS BY MATTHEW DAVIES



Vetor - Twenty-two years with Russian hydrofoils

One of the smaller actors on the Italian fast ferry scene as far as the route network and number of vessels are concerned is Vetor, based in Anzio some 50 kilometers south of Rome. But the company is active also in other maritime sectors and owns a fleet of ten vessels for liquid food materials and two tankers for chemical products. The company goes back to 1971 and has operated Soviet designed hydrofoils of the Kometa and Kolkhida types in the Tyrrhenian Sea for the past twenty-two years. The only other Italian company having operated these designs longer is Alilauro in Napoli.

A Kometa was acquired from the Ordzhonikidze yard on the Black Sea in 1981 and entered service, as *Vetor 944*, between Anzio and the island of Ponza the following year. The route network was later expanded to include also the town of Formia further down the coast and the island of Ventotene as three more craft were added during 1988–91; a pair of Kolkhidas, *Gabri* and *Vemar*, in



Vetor has two Kolkhidas, Vemar (top) and Gabri (left), which were introduced in the Tyrrhenian Sea in 1991 and 1988 / TIM TIMOLEON photo, both



1988 and 1991 and in between these another (leased) Kometa, *Freccia Pontina*, in 1990. Also in the late 80s the company operated jointly with Aliscafi SNAV to and from Napoli and the islands of Ischia and Procida. The Kometas came with the original standard Soviet M 401A engines installed whereas MTU diesels were chosen for *Gabri* and *Vemar*.

This summer Vetor operates its hydrofoils on three routes, Anzio–Ponza, Formia–Ponza and Formia–Ventotene with that between Anzio and Ponza being the most important. Earlier on the company also operated an inter-island connection in that certain services would continue on to Ventotene and then return to Anzio via Ponza.

During the high season between three and five round trips, depending on the day of the week, are operated from Anzio to Ponza with the first service departing the mainland at 08:15 and the

last returning from Ponza at 19:00. Journey time for this route is 70 minutes one way.

Two round trips, except on Monday, are operated between Formia and Ponza in the morning and afternoon/early evening, and the Formia–Ventotene route is operated on Monday only with one return crossing in the morning. Trip times are 70 minutes and 55 minutes respectively.

Vetor faces competition on all three routes by Caremar in Napoli which operates both fast and conventional ferries in the area. However, Caremar operates the majority of services out of Formia rather than Anzio. The fast ferry trip times scheduled by Caremar is ten minutes longer for Formia–Ponza and five minutes longer for Formia–Ventotene than those announced by Vetor. Corresponding journey times for the conventional ferry are 2 hours 30 minutes and between 2 hours and 2 hours 15 minutes. ■

ABOVE :
*Kolkhida Gabri arriving
at Anzio, and...*

BELOW : *Kometas
Vetor 944 and Freccia
Pontina getting a mid
day tan at Formia
/TIM TIMOLEON photo,
both*



It should come as no surprise to most that Athens will be hosting the Summer Olympics next month. To what extent there will be time for visitors and contestants to take the fast ferry to explore the surrounding archipelago we can only guess. But there's always all the other tourists, and there are fast ferries and destinations enough in the area to suit any taste. However, in April this year not all of the vessels in the following pages seemed fit for fight.



BOTH PHOTOS ON PAGE BY ALEKSI LINDSTRÖM



OLYMPIC OUT-OF-THE-GAMES



Sitting in the shipyard getting prepared for the season is RHS 160 Santorini Dolphin II .The hydrofoil was originally delivered by Rodriquez to Channel Islands operator Condor in 1976. As Condor 5 it was employed on this operator's route network linking the islands and the French port of St. Malo for sixteen years. After having been laid up for about a year it was sold in late 1993 to Hermes in Greece and, renamed Iptamenos Hermes III, entered service the following season between Rafina and the Cyclades islands. Reportedly the hydrofoil has again been renamed Delfini XIV after this photograph was taken in April / ALEKSI LINDSTRÖM photo

Then this vessel has had a less fortunate life. Ordered by A. T. (Advanced Technology) Cruises based in Piraeus, the 30m surface effect ship, Manto, was built in 1993 in Belgium by Beliard Polyship for operation across the Adriatic between various ports in Greece and Brindisi in Italy. Due to technical problems with the new design during the test period in Belgium, delivery of the vessel was delayed and it did not arrive in Greece in time for the 1993-season. When it was introduced the following June it was not between Greece and Italy but between Turkey and Rhodes. It was later transferred to the Adriatic however. An incident some years ago in which the port FRP hull was badly damaged had the vessel beached.
/ ALEKSI LINDSTRÖM photo



Another Greek surface effect ship that has spent more time out of the water than operating in it is Catamaran I. The last Cirrus CIRR 120P built by Eikefjord Marine, Norway, the 45-knot SES was delivered in March 1991 to Piraiki Naftiliaki and put into service between Piraeus and the Cyclades. In September the following year Catamaran I hit a breakwater and ran aground in Piraeus harbor, causing severe damage to the craft's port side. The engines were subsequently removed and the vessel put up for sale
/ ALEKSI LINDSTRÖM photo



FRS introduces...

◀ CONTINUED FROM PAGE 3

The current route network involves a couple of positioning trips during the day. The first service by *Hanse Jet II* departs Cuxhaven at 09:00 but there is not a return service from the island by catamaran and passengers going back to Cuxhaven do so by conventional ferry. Instead *Hanse Jet II* makes a non-revenue crossing to Bremerhaven in order to operate a 12:30 service to Helgoland. The catamaran then stays in the island until 18:00 when it returns to Bremerhaven. From here another positioning trip is made back to Cuxhaven.

Journey times for both Cuxhaven–Helgoland and Bremerhaven–Helgoland is approximately 1 hour 30 minutes.

To boost the services by *Hanse Jet II*, until July 16 FRS offers tickets booked online at extra low prices starting at €15 for a same-day return.

Further south, in Andalucia, Spain, another FRS subsidiary, FRS Iberia, has been less fortunate. On July 1 the company was forced to temporarily discontinue its Tarifa–Tangier, Morocco route, operated since 2000, as Spanish authorities closed the port of Tarifa for all international traffic until August 5. Employed on the route since June 2001 has been *Tanger Jet*, a JumboCat 60m catamaran able to carry 558 passengers and 52 cars built in Norway by Kværner

Fjellstrand and originally delivered to a French operator in 1996.

During the five-week closure of the Spanish port border at Tarifa, FRS suggests passengers use the company's Tangier service out of Algeciras some twenty kilometers north-east of Tarifa. However, journey time on this is twice that of the Tarifa–Tangier route, 70 minutes as opposed to 35 minutes on the latter.

Another route served by the operator is

that between Tangier and the British enclave of Gibraltar, crossing time here is 1 hour 20 minutes.

In addition to the car-carrying *Tanger Jet*, FRS Iberia, or Ferrys Rápidos del Sur as it is known locally, also has the sister vessel of *Hanse Jet II*, FlyingCat 40m *Hanse Jet*, likewise delivered in 1996 and originally operated by the parent company between Hamburg and Helgoland. ■



*JumboCat 60m
Tanger Jet
entered service
with FRS Iberia
between southern
Spain and
Morocco three
years ago
/ FRS photo*



Hovercraft on wheels

TIM TIMOLEON photo

Someone asked about the small diecast toy hovercraft that was mentioned in one of our first issues.

In 1972 British toy manufacturer Lesney Products released a model of the British Hovercraft Corporation SR.N6 Winchester hovercraft ferry in its Matchbox 'Superfast' series. In fact, two batches at least were produced that year as the catalog numbers differ slightly on the two units we have seen.

The model is only approximately 75 mm long and 37 mm wide, the body/superstructure is made of metal and painted white, and the base (cushion/skirt) is black plastic. The red (non-rotating) propeller arrangement attached to the roof is plastic also. On either side the passenger cabin is a sticker with the Union Jack and SRN6 printed on it. If you're lucky the cabin also has window glass, i.e. blue transparent plastic;

it appears not all had this.

As suggested in the header, this hovercraft is on wheels – and it even has suspension for greater passenger comfort! So we are not really talking scale model here. But the hovercraft is rather cute in its own right and besides, standards and expectations were different thirty-two years ago, not least where toys were concerned. However, unless this was a rerun, it's interesting to note that this little toy SR.N6 came out in 1972 whereas at the time the real thing had been around for eight years, since 1964.

Does anyone play with Matchbox(es) anymore, be it cars or hovercraft on wheels? Probably not. These days they are collected by hopeless nostalgic grown ups and viewed in purpose made dust-free display cabinets! Not necessarily the ones shown here though... ■

TIM TIMOLEON photo



Info Wanted

At some point in the late sixties or early 70s a larger-scale hovercraft, presumably also the SR.N6, was made by either Dinky Toys or Corgi Toys. If you have this model we would like to hear from you.

Please tell us a little about it (manufacturer, year of release, model specifications etc.) and include a few good photographs.





SHOT OF THE MONTH

*RHS 140 Spargi departs Messina for Reggio Airport on July 3rd
/ ENZO ANNUARIO photo*

For the operator it is of course purely business. But it does the author's heart (and those of others too I'm sure) good to see a classic 1973-built Rodriguez RHS 140 hydrofoil being put to good use anno 2004. Who'd have thought thirteen years ago when *Curl Curl*, as the present *Spargi* was then known, was withdrawn from service by the State Transit Authority of Sydney, Australia?

Read more about *Spargi* and its current owner, Alimare, on page 5 of this issue and in the May-June CFF. For even more historical background see our June 2002 Sydney Special.