

CLASSIC FAST FERRIES

NOCTURNE –
A LITTLE NIGHT PHOTOGRAPHY

AUTO EXPRESS 85
LAUNCHED

LASTOCHKA HYDROFOILS
ENTERS SERVICE

IN CHINA

BALEARIC ISLANDS OPERATOR ACQUIRES FRENCH CAR / PASSENGER CATAMARAN

*Westamarin W5000CF
Aline, seen here departing
St. Malo for Jersey in
March 2004, has been
sold to Spanish operator
Iscomar Ferrys*

/ MATT DAVIES photo

French operator Emeraude Jersey Ferries has sold its Westamarin W5000CF vehicle/passenger catamaran *Aline* to Iscomar Ferrys based in the Balearic island of Mallorca.

Following a refit at St. Malo, the 302-passenger 36-car vessel left France for Spain on its own bottom on March 10 and having called at Bilbao, Setúbal and Cádiz arrived in Alicante, on the country's east coast, on March 22.

Renamed *Pitiusa Nova* the catamaran was initially to have entered service in the Balearics between Ibiza and Formentera in mid-March, but as this

issue closed for press the actual start-up was yet to be confirmed by Iscomar. Reportedly, the operator has experienced a problem with one of the vessel's waterjets.

Four daily round trips have been scheduled until April 30, when a fifth will be added during the peak season. The announced trip time is 25 minutes.

Pitiusa Nova is far from the first Norwegian built catamaran to be introduced in the area, although it is the first which carries cars. Already there are seven catamarans in service with three other



4 ■ APRIL 2005 ■ VOLUME SIX

E42200504



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COVER PHOTO : FORMER DANISH KVÆRNER FJELLSTRAND FLYING CAT 40M CATAMARANS *MEXICO V* AND *MEXICO IV* BEING PREPARED FOR SHIPMENT TO MEXICO IN COPENHAGEN ON A JANUARY EVENING IN 2001 / *TIM TIMOLEON photo*



companies, built by Westermoen Hydrofoil/Westamarin and Fjellstrand. Baleària and Trasmapi jointly operate a fleet of four Westamarin 95s and two Fjellstrand 38.8m catamarans and Mediterraneana Pitiusa has a single W95. Yet another W95 is run by Cape Balear between Menorca and Mallorca. Built between 1974 and 1987 all these were acquired from other operators.

Also, last summer Baleària introduced a Marinteknik 63m vehicle/passenger fast catamaran built in 2004 in Singapore by Marinteknik Shipbuilders. In addition there are several medium-speed vessels and at least one conventional ferry on the route.

Pitiusa Nova is unique in that it was

originally launched as a cargo catamaran, in 1987, for transport of refrigerated fish between Iceland and the Netherlands. However, unlike a smaller cargo catamaran built by Fjellstrand and delivered to the same operator the previous year, *Anne Lise* featured windows on both decks as plans were it would act as a fast ferry on times when it was not being used for transportation of cod.

The idea with cargo catamarans did not become a success story and the nearly 50m long W5000L was laid up in Norway for several years until transferred to Oskarshamns Varv in 1992 where it was extensively rebuilt into a car/passenger fast ferry. The work carried out by the

Swedish yard included the adding of a second passenger saloon on top of the original and repowering with four diesels and waterjets in place of the original two main engines and controllable pitch propellers. On completion the catamaran entered service with Brudey Frères between Guadeloupe and Martinique in the Caribbean as *Madikera* in 1993.

Two years later the catamaran was back in Europe. Having been acquired by Elba Ferries and renamed *Elba Express* it was introduced between Piombino and the island of Elba in north-west Italy. It was purchased by Emeraude Lines in 1999 and renamed *Solidor 4* entered service between France and the Channel Islands. More recently it was again renamed *Aline*. An 18-month charter of the vessel to L'Express du Senegal fell through in the fall of 2003 and it had not seen much service since.

Founded in 1979, Iscomar – Isleña Marítima de Contenedores – was originally involved in cargo shipping between mainland Spain and the Balearics as well as within the islands. Nine years on the company decided to expand its business by starting a conventional ferry service between Alcudia, Mallorca and Ciutadella, Menorca trading as Iscomar Ferrys. In 2002 two more routes were added linking Barcelona and Denia on the Iberian peninsula and Palma de Mallorca and Ibiza. A third route between Valencia and Palma has since been added. ■



LEFT: *Aline* drydocked at St. Malo earlier this year / NICOLAS LEVY photo



AUSTAL LAUNCHES AUTO EXPRESS 85 CATAMARAN

An Auto Express 85 car/passenger catamaran for Hellenic Seaways, *Highspeed 5*, was launched at the Austal shipyard in Henderson, Western Australia on March 20. The 810-passenger, 154-car vessel is the fifth vehicle fast ferry delivered by the yard to the Greek operator, which was until recently known as Hellas Flying Dolphins.

Scheduled to embark on its delivery trip next month, the custom designed *Highspeed 5* will enter service on June 17 on a relatively long route linking Piraeus and Chania in Crete, inaugurated last month by Auto Express 92 *Highspeed 4* delivered

in 2000. One daily (except Tuesday) round trip is currently operated by *Highspeed 4*, departing Piraeus at 1545 and arriving in Crete at 2030. Returning at 2100 the catamaran arrives back in Piraeus at 0145.

The new *Highspeed 5* has a length overall of 85m and moulded beam of 21.2m. Its propulsion system consists of four Caterpillar 3618 diesels each rated at 7,200 kW at 1,050 rpm and driving a Kamewa 112 SII waterjet via a Reintjes VLI 6831 gearbox. The vessel will be capable of cruising at 39 knots when loaded.

In addition to *Highspeed 5*, currently under construction at the Austal yards in Western Australia and the US are one Auto Express 67 for Virtu Ferries in Malta, one Auto Express 105 for Hawaii Superferry and two 45m catamarans, one of which in a passenger-only configuration, for L'Express des Îles in Guadeloupe. The first 126m Trimaran for Spanish operator Fred. Olsen Express, *Benchijigua Express*, is expected to depart for the Canary Islands shortly. Also on order are twelve naval patrol boats for the Royal Australian Navy and a 38m research/pleasure craft for a private owner. ■

TOP: Auto Express 85 *Highspeed 5* for Hellenic Seaways in Greece was launched by Austal in Western Australia on March 20
/ AUSTAL photo



RIGHT: Auto Express 92 *Highspeed 4* receiving the final touch before the 2005 season in Piraeus last month
/ NIKOS THRYLOS photo

The Westamaran 3000 on arrival in Bergen from northern Norway in February, still in OVDS livery and named Tjeldøy / YNGVE SMØRDAL photo



WESTAMARAN 3000 TRANSFERRED TO COMMUTER ROUTE

A Westamaran 3000 catamaran built in 1986, *Kyst Express*, has entered service between Askøy and Bergen. The short commuter route was taken over by Bergen Nordhordland Rutelag from HSD on April 1, and *Kyst Express* is replacing a 211-seat Båtservice SeaLord 32 catamaran, *Beinveien*, originally delivered to Rutelaget Askøy–Bergen in 1992.

Kyst Express is a temporary measure however as BNR will be taking delivery of a 25.7m catamaran especially designed for the route from Oma Baatbyggeri in July.

The W3000 was the second of the type built by Westamarin in Mandal and

originally delivered to Det Stavangerske D/S as *Fjordsol* for the Sauda–Stavanger route. Initially the design was known as W88, referring to the overall length in feet rather than meters. Both W3000s feature a significantly different styling, particularly evident on the superstructure, compared to the earlier Westamarans of the W86, W95 and W100 designs.

In 1990 Rogaland Trafikk took over the fleet and routes of DSD, and the following year the 191-seat W3000 was renamed *Ryfylke* pending the delivery of a new *Fjordsol*. Also in 1991 the vessel was briefly operated elsewhere in Scandinavia

as it was leased to Bornholmer Farten and, temporarily dubbed *Farten 1*, was introduced on two routes in the Baltic between Simrishamn, Sweden and the Danish island of Bornholm.

The catamaran was then loyal to the Rogaland district for nine more years until being transferred to northern Norway and the Nordlandsekspressen service in 2000, having been acquired by OVDS in Narvik and renamed *Tjeldøy*.

It made the reverse journey earlier this year when it was purchased by BNR and renamed *Kyst Express*. ■



Båtservice SeaLord 32 catamaran Beinveien, delivered in late 1992, was in service on the short route between Askøy and Bergen for more than twelve years. It is expected to be re-deployed elsewhere in HSD's operating area in the Sunnhordland district / ERIK ASK photo



AND THE WINNER IS . . .

Brødrene Aa in Hyen, Norway which develops and builds fast ferries of glass fibre and carbon fibre sandwich construct, among other things, was the winner of the award in the maritime sector at the JEC Composites Awards held in Paris on April 5. A total of sixty-five companies were initially evaluated by JEC, with Brødrene Aa making it to the final being among the three nominees.

Meanwhile, *Rygerfjord*, the 20m carbon fibre catamaran built by the yard in 2004 and delivered to Norwegian operator L. Rødne & Sønner, has arrived in Sweden where it is currently being tested by Styröbolaget on routes linking central Gothenburg and the south and north archipelagos as well as on inter-island services. Styröbolaget is in the process of replacing one of its conventional vessels and is looking into the possibility of acquiring a fast ferry in order to reduce trip times, particularly for those traveling between the southern islands of Vrångö and Donsö and Saltholmen on the mainland. An extensive tram route network connects at Saltholmen.

The trial service, which is supported by EU under Carpe Mare, by the 97-seat *Rygerfjord* ends on April 14.

Read more about *Rygerfjord* in the March CFF, page 3. ■

ABOVE: The 20m carbon fibre catamaran *Rygerfjord* which is normally to be found in the Stavanger area in Norway is currently in Sweden for trial services around Gothenburg and is seen here at Lilla Bommen in central Gothenburg on March 19 / JOHAN BONANDER photo

BELOW: There are 97 seats on *Rygerfjord*. For the Gothenburg service a higher capacity variant would be required in order to meet with the demand during rush hours / JOHAN BONANDER photo



UNION FLAG SISTERS ON THE DOVER-CALAIS ROUTE

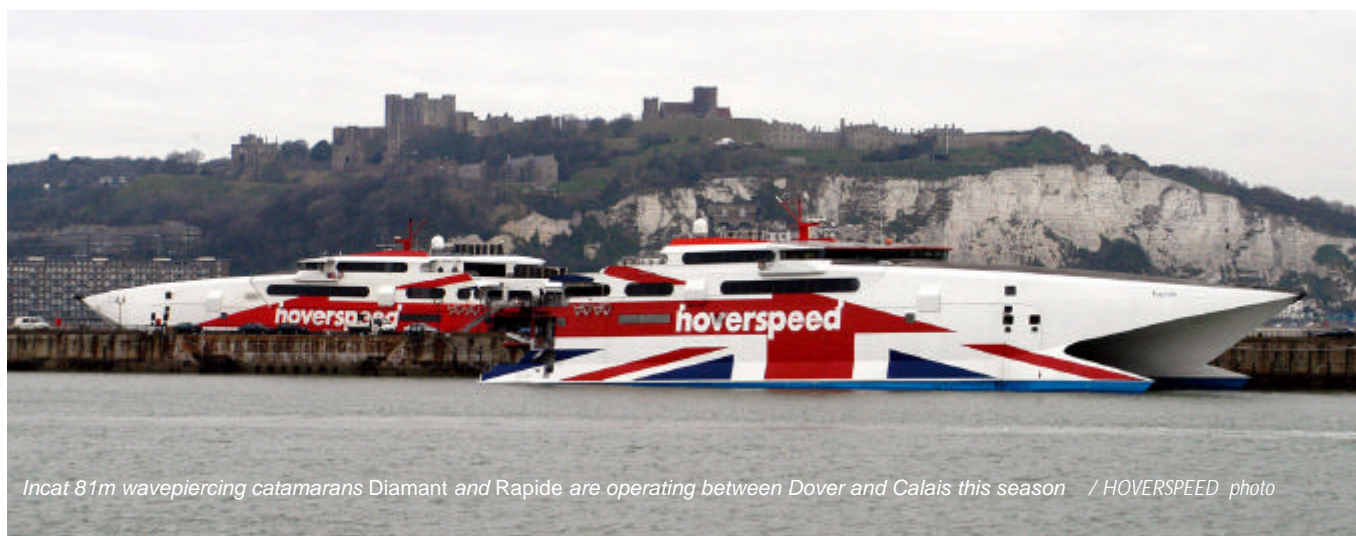
Hoverspeed's seasonal Dover-Calais SeaCat service was resumed on March 17. For the 2005 season the operator has boosted its capacity by allocating two Incat 81m wavepiercing catamarans, sister vessels *Diamant* and *Rapide*, to the route. Last year the classic cross-Channel route was served by an Incat 81m and a smaller 74m wavepiercer during the shoulder periods with another 74m joining in during July-August. Prior to 2004 Hoverspeed operated year-round on the

Dover-Calais route.

Built in 1996 and originally named *Holyman Express* and *Condor 12*, the two SeaCats have undergone a complete refit over the winter and the strikingly distinctive Union flag livery that *Diamant* received already last year has been repeated on *Rapide*. Each vessel has a capacity of 650 passengers and 150 vehicles and travels at 38 knots. Crossing time is just under one hour berth-to-berth. During the peak season up to nine

daily return sailings will be offered.

Says Hoverspeed, "We give our customers excellent value for money without compromising on quality. Hoverspeed has dedicated terminals in Dover and Calais hoverports so customers can avoid the frustrating, lengthy queues associated with traveling on traditional ferries, with the extra benefit of being able to check in just half an hour before sailing." ■



Incat 81m wavepiercing catamarans *Diamant* and *Rapide* are operating between Dover and Calais this season / HOVERSPED photo

The second Rodriguez Foilmaster hydrofoil ordered in 2003 by the Tirrenia group, *Calypso*, was launched in Messina on March 28. It will enter service with Siremar in Sicily alongside *Antioco*, which was launched at the end of February, and the operator's other Foilmaster *Tiziano*, delivered eleven years ago.

Four more Foilmasters are under construction for Tirrenia at the Messina yard.



ENZO ANNUARIO photo



CENTER: Both Katrans have been laid up ashore in a shipyard in Toronto for the past couple of years / JAN VAN DER DOE photo

INSETS: Close-up of the forward foil on the Katran design (left) and the main passenger saloon looking aft (bottom) / VOLGA SHIPYARD photo, both

CANADIAN KATRANS ON THE MARKET



Two Katran hydrofoils previously operated on Lake Ontario in Canada, *Seaflight I* and *Seaflight II*, are available for purchase, reports the Volga Shipyard Moscow office.

The vessels were built by Volga in Novgorod in 1995–96 and originally entered service in the Caribbean between St. Thomas and St. Croix with Virgin Hydrofoil Services.

In 1997–98 the hydrofoils were transferred to Lake Ontario having been acquired by Hydrofoil Lake Jet Lines, a newly formed Toronto-based company. Having obtained the necessary certification and permission by Transport Canada to operate on the Lake, *Seaflight I* and *Seaflight II* entered service between central Toronto and Queenstown, close to the famous Niagara Falls, in May 1998.

The vessels were last operated by Seaflight Hydrofoils on Lake Ontario during the 2003 season and has been laid up ashore at Toronto since, where they may be inspected. They are currently owned by Gowesh Canada Inc.. Both craft are Canadian-flagged and classified by RINA and reported to be in



working condition with no special repairs being required and are ready for delivery within one month upon purchase.

The Katran, a modified version of the well-known Kolkhida, has a length overall of 34.5m, max width of 10.3m and draft when hullborne of 3.5m and foilborne of 1.9m. The main engines in *Seaflight I* are a pair of MTU 12V 396 TE74 diesels whereas *Seaflight II* has two MTU 12V 396 TC82s. Passenger capacity is 140 and 150 respectively, and both vessels have a

service speed of 34 knots.

More details are available from the Volga Shipyard, attention of Mr. Vyacheslav Fedorov at: info@volga-shipyard.com.

Two more Katrans likewise built by Volga and originally delivered for operation in the US Virgin Islands and later transferred to Lake Ontario, *Seaflight III* and *Seaflight IV*, were sold three years ago to Slovenian operator Top-Line and are currently in service in Croatia. ■



... AND LASTOCHKA HYDROFOILS ENTER SERVICE IN CHINA

One of the pair of Chinese vessels, Lastochka M-2, on pre-delivery trials in Nizhny Novgorod on the River Volga / VOLGA SHIPYARD photo

On a related note, not previously reported on in *CFF* is the delivery by the Volga Shipyard in Novgorod of two Lastochka hydrofoils for a Chinese operator in 2004. The vessels, *Lastochka M-1* and *Lastochka M-2*, have entered service on the Yangtze River, to and from the city of Yichang in the Hubei region.

The Lastochka M is very similar in lines and design to the Voskhod but is powered by two main engines and propellers

as opposed to one on the Voskhod. The service speed of 45 knots in calm conditions is considerably higher too. The hull and superstructure are a corrosion-resistant aluminum-magnesium alloy and the foils are of stainless steel.

An experimental craft, then designated Lastochka (without the M), appeared in the early 1980s whereas the first Voskhod was launched in 1974.

The Lastochka M, which is designed for

operation on inland waterways, has a length overall of 29.97m, width of 7.13m and draft of 2.20m while hullborne and 1.15m while foilborne. The main engines are a pair of twelve-cylinder Zvezda M470 diesels each with a continuous output of 990 kW.

In its standard configuration the hydrofoil seats 75 passengers in two saloons, but up to 86 passengers can be accommodated in a commuter version. ■



The main saloon on the Chinese craft looking forward. Colors and materials are nicely matched / VOLGA SHIPYARD photo

Night photography is fun, magical and easy – and unusual.

The hardest part probably is pulling yourself together getting out in the dark once you've come home from another day at the saltmine and are relaxing before the TV or your computer. Particularly if you're not fortunate enough to live in a warm place, like the photographers who took these nice night shots, Enzo Annuario and Daniele Alletto.

NOTTURNNO

A LITTLE ITALIAN NIGHT MUSIC

However, you will find that it is worth while. Whether an analog or a digital camera, most will take decent night shots, except for those that have a built-in flash that will be activated automatically and goes off as soon as there's a cloud in the sky. Flash should definitely be avoided, unless you go for a certain effect.

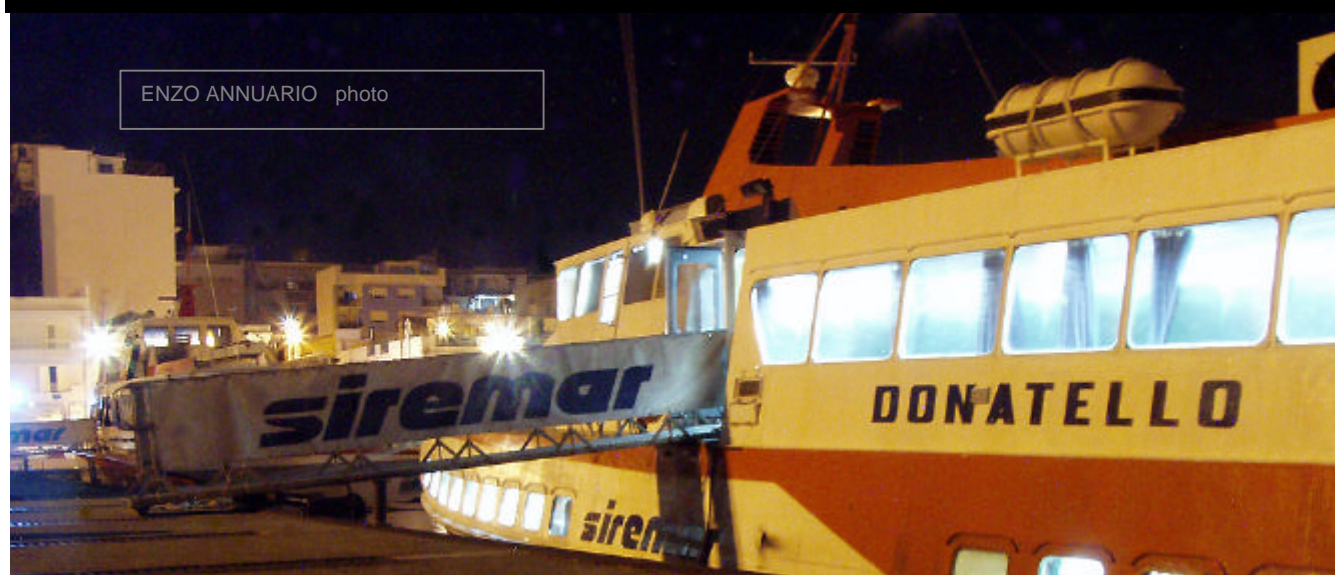
Reversly, it is recommended you use a tripod or other support for your camera or your pictures most probably will be blurry. Yes, some have a very steady hand, some think they do but most don't.

Some digital cameras have a special night setting, but sometimes shooting just using the auto mode is as good – or better. It is all a matter of taste.

Consult the manual that came with the camera. It will give you all the basic facts. But only you can take it to the next level. ■



DANIELE ALLETTO photo



ENZO ANNUARIO photo



DANIELE ALLETTO photo

ARTIST OF THE MONTH



Slightly modifying the title of the back cover this month, Daniele Alletto who took some of the night shots on the previous pages also can write artist on his card.

His hydrofoil art work so far includes Foilmasters *Ettore M* and *Natalie M*, both of which are frequently visiting the island in which Daniele lives.

The two oil on canvas paintings of *Ettore M* have been given as gifts to Ustica Lines crew members whereas that of *Natalie M* (left in the above photo) graces the wall in Daniele's study. Perhaps until a buyer comes along?...

