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World Harbour Days in the world's biggest port



by **MATT DAVIES**

On the weekend of September 3–5, the Wereldhavendagen – World Harbour Days – were held in Rotterdam; dubbed the biggest port in the world. To cope with the additional passengers wishing to attend the various activities during the festival, local operator Fast Ferry offered extra sailings on its 11-nautical mile Dordrecht–

Alblasserdam–Ridderkerk–Krimpen aan de IJssel–Rotterdam service.

Introduced in late 1999, the current Fast Ferry fleet comprises a pair of NQEA Australia low-wash River Runner 200 catamarans, *Piet Hein* and *Witte de With*, and an Iris Catamarans 3.1 catamaran, *Maarten Tromp*, built in France and

DEVELOPMENTS

TOP : *Iris Catamarans 3.1 Maarten Tromp*, owned and operated by Fast Ferry on the Rotterdam–Dordrecht route, and medium-speed River Runner 150 Rietbaan belonging to Waterbus in Dordrecht

RIGHT : Waterbus' River Runner catamaran passing under the low but rather magnificent bridge in Rotterdam
/MATT DAVIES photo, both



NEWS AND ARTICLES ABOUT CIVIL HYDROFOILS, HOVERCRAFT & CATAMARANS ■

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COVER PHOTO : VENEZIA LINES' CIR 120P SURFACE EFFECT SHIP *SAN FRANGISK* ALONGSIDE IN ROVINJ, ON THE ISTRIA PENINSULA, CROATIA IN JUNE / EIE F LODSTRÖM photo

originally operated at Expo 02 in Switzerland two years ago. The two designs can carry up to 150 passengers and 40 bicycles and 144 passengers and 50 bicycles respectively. The Iris catamaran was acquired by FF in May last year thus replacing a leased Meteor hydrofoil, owned by Heymen Shipping, which had up till then been used as a reserve craft when the River Runners would become unavailable.

Two more River Runner catamarans were visiting Rotterdam during the Harbour Days. Belonging to Waterbus in Dordrecht and Aqualiner in Almere these, however, are medium-speed vessels. Waterbus connects both sides of the river Waal in the Dordrecht area calling at Zwijndrecht, Papendrecht, Hollandse Biesbosch and Sliedrecht. Aqualiner, which is part of the Doeksen Transport Group, introduced a River Runner 150, *Aqua Runner*, built in the Netherlands by Damen Shipyards under license to NQEA in January 2000 on the 10-minute crossing linking Almere on the man made island of Flevoland and Huizen.

Also present in Rotterdam in September was one of Connexxion Fast Flying Ferries' three Voskhod-2M hydrofoils, *Catharina-Amalia*. Delivered in 2002, this is normally to be found on the operator's Velsen Zuid / IJmuiden–Amsterdam commuter route. ■



Aqualiner operates its River Runner 150 Aqua Runner between Almere on the island of Flevoland and Huizen, some 25 kilometers east of Amsterdam. The company, which is part of the Doeksen Group, plans to extend the service to central Amsterdam next year, thus connecting with Connexxion Fast Flying Ferries' hydrofoil service to Velsen Zuid in west Holland /MATT DAVIES photo

One of Fast Flying Ferries' distinctively painted Voskhod-2M hydrofoils, Catharina-Amalia, paid a visit to the World Harbour Days in Rotterdam during the first weekend of September. The vessel is normally to be found on the 13-nautical mile commuter route linking central Amsterdam and Velsen Zuid/IJmuiden on the North Sea coast. Hydrofoils are not entirely new to Rotterdammers though. Meteor hydrofoils have operated harbor tours and longer trips on the River Waal to Germany, and Fast Ferry used one of them as fill-in for its River Runners before it acquired the Iris catamaran last year /MATT DAVIES photo



Catamarans re-enter service in Greece



Passengers disembark from Westamaron 4200 Superjet in Mykonos on July 31st / NIKOS THRYLOS photo

B E L O W : Originally configured as a crewboat, the modified Marinteknik 34m Hydra Cat is seen here alongside in Piraeus in June / NIKOS THRYLOS photo

B O T T O M : Also rebuilt and idling in Piraeus between duties earlier this year is Eurofast 1, the sole Ulstein UT 905 catamaran built / ALEKSI LINDSTRÖM photo



three years ago the catamaran has had quite a lot of work done to it in order to become a high-capacity fast ferry; the original saloon has been extended and an upper saloon added as has a sun deck on top of this. The vessel entered service with Saron Cat out of Piraeus this year.

Also having been extensively modified since it was launched in Norway seven years ago is Eurofast 1. The sole of the type built, the UT 905 was completed in 1997 by Ulstein Mekaniske Verksted as Ulstein Turbiner. A test craft, the catamaran originally had a LOA of 38m, accommodated 206 passengers and was fitted with Eurodyn gas turbines and Ulstein WJ 630 waterjets. As such it was



Three catamarans of rather different design and with equally different background have re-entered service with Greek operators in recent months.

Hydra Cat, belonging to newly established operator Saron Cat, is a 34m vessel built in Sweden and Singapore by Marinteknik Verkstads and Fairway Marinteknik Shipbuilders. Delivered to the Malaysian International Shipping Corp. in 1987, the Marinjet 34 CCB, as it was then designated, was originally configured as a crewboat carrying up to 70 personell and 12 tonnes of cargo on aft deck on offshore duties on behalf of Shell Petroleum. Since its arrival in Greece

operated by Hardanger Sunnhordlandske D/S in 1999 as part of the test program. The engines have since been replaced by a pair of Caterpillar diesels, the hull has been stretched by 2m and passenger capacity increased to 267. Owned by Euroseas Shipping, *Eurofast 1* is operated out of Piraeus to the Saronic Gulf islands of Poros, Hydra and Spetses.

Although renamed and sporting a new eye-catching paint scheme this year, the last of the trio, *Westamaran 4200 Superfast*, has not had any such drastic changes as described above made to it

since it was last operating as *Jet One*, at least not to the casual observer. However, the vessel, built in Sweden by Oskarshamns Varv, has recently spent some unscheduled time in the shipyard following an incident in May 2003 in which the starboard hull started taking on water during an evening crossing from Santorini to Heraklion in heavy seas and Force 7–8 winds. None of the 166 passengers and 10 crew on board was lost or injured in the incident or during the evacuation.

Contrary to *Hydra Cat* and *Eurofast 1*,

the *Westamaran* was ordered by and delivered to a Greek consortium, Sea Jet Shipping, and entered service in Greece, as *Sea Jet 1*, in 1995. It was later taken over by one of the shareholding companies, Strintzis Lines, which also introduced a second *Westamaran 4200*, and subsequently sold to another Greek company, Aegean Jet Maritime, in 2002.

This summer *Superfast* has been observed on various routes, including Rafina–Tinos–Mykonos, in the western Cyclades and Piraeus–Syros–Tinos–Mykonos–Ikaria–Samos. ■

...and HFD acquires two FlyingCat 40m vessels in Germany

German operator Förde Reederei Seetouristik has sold its pair of Kværner Fjellstrand FlyingCat 40m catamarans *Hanse Jet* and *Hanse Jet II*, built in 1996 and 1997, to Hellas Flying Dolphins of Piraeus, Greece. To be renamed *Flying Cat 5* and *Flying Cat 6*, they will join four other passenger-only catamarans currently part of the large HFD fleet of hydrofoils and catamarans; another FlyingCat 40m, one Austal Ships 48m and two FBM Marine TriCat 45m and 53m vessels.

Since 2000 *Hanse Jet* has been based in southern Europe and operated by FRS affiliate company FRS Iberia across the Straits of Gibraltar, but the catamaran has also been leased to other operators for seasonal services across the Adriatic between Italy and Croatia. In addition, in February this year *Hanse Jet* was used in a mercy mission following the earthquake in Morocco, transporting medicine and provisions to the port of Al Hoceima some 250 kilometers east of Tanger.

Hanse Jet II originally entered service in the south Baltic, as *Baltic Jet*, and was later transferred to the Cuxhaven/Hamburg–Helgoland route. This past summer it



Kværner Fjellstrand Flying Cat 40m catamarans *Hanse Jet* (above) and *Hanse Jet II* were acquired by Hellas Flying Dolphins in Greece from German operator Förde Reederei Seetouristik earlier this month / ANDERS AHLERUP photo

operated to the popular duty-free island from Germany's North Sea ports of Bremerhaven and Cuxhaven.

Another development involving FRS Iberia is the charter of Incat 78m wavepiercing catamaran *Thundercat I*. The vessel had been laid up in Malta for almost three years when the charter was signed in August.

Renamed *Tarifa Jet*, the 580-passenger 130-car vessel was introduced on the operator's Tarifa, Spain–Tanger, Morocco service on August 28. Already on the route was Kværner Fjellstrand JumboCat 60m vehicle-carrying catamaran *Tanger Jet* and with a scheduled crossing time of only 35 minutes FRS now offers a basic timetable of departures every 60 minutes from either port.

Tarifa Jet was built in Australia by International Catamarans Tasmania in 1995 and originally delivered to Cat Link in Denmark as *Cat-Link I*. Since its departure from Danish waters in 1998, the 78m wavepiercer has had a vagrant yet quiet life having seen only short-lived employment with The Cat in the United States in 1999 and Ventouris Ferries across the Adriatic in 2001, the rest of the time having been idling in various ports in the US and Europe.

Incidentally, remaining laid up in Valetta is another Incat 78m wavepiercer, *Thundercat II*. The first 78m completed by Incat, in 1994, this, too, was last in service with Ventouris in the Adriatic and has been unemployed since fall 2001. ■

Incat 78m wavepiercing catamaran *Tarifa Jet* has been leased and operated by FRS Iberia across the Straits of Gibraltar since August / FRS IBERIA photo



First Brazilian CityCat 29 launched by Rodriguez



MAIN PICTURE : The first CityCat 29 for Barcas S/A was lowered into the water at the end of July ... A B O V E : and the construction hall at the Rodriguez Cantieri Navali do Brasil premises in Rio. The vessel to the left is the first of seven medium-speed double-ended catamarans ordered by the same operator / RODRIGUEZ CANTIERI NAVALI photo, both

The first of three Rodriguez CityCat 29 catamarans ordered by Brazilian operator Barcas S/A was recently launched at the Rodriguez Cantieri Navali do Brasil yard in Rio de Janeiro. The second is nearing completion also.

The 29m single deck vessels carry 200+ passengers and are to enter service on an 8-nautical mile route linking Rio and Charitas. In addition to the CityCat 29s Rodriguez will also be building seven medium-speed CityCat catamarans for Barcas, the first of which has now also been completed.

The order for the ten catamarans and formation of the Brazilian company was first announced by Rodriguez in spring 2001. ■

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October 8 / 2003

Norway THE HYDROFOIL YEARS



... and Alilauro gets first CityCat 40

Maria Celeste Lauro is the first of three City Cat 40s ordered by Alilauro and built in Italy by Rodriquez Cantieri Navali / ALILAURO photo

The first of three CityCat 40 catamarans ordered by Alilauro, *Maria Celeste Lauro*, was handed over to the Italian operator in a ceremony at the Rodriquez Pietra Ligure yard this month. The second unit, *Maria Sole*, is expected to follow in November and the third, the name of which is yet to be decided, in February 2005.

Maria Celeste Lauro has a length overall of 39.7m and beam of 10.5m and is fitted with a pair of Caterpillar 3561 B diesels and Kamewa 71 SII waterjets. The

reported cruising speed, 33 knots, is some three knots faster compared to the details given at the time when the order was announced last fall. The passenger capacity of the twin deck design has been increased as well, by twenty to a total of 350 passengers.

The CityCats represent a new chapter in the fast ferry histories of both Alilauro and Rodriquez. Apart from a Seagull 400 catamaran delivered to Caremar eleven years ago, these are the first catamarans built by one of Rodriquez's Italian yards.

They are also the first domestically built catamarans ever ordered by Alilauro; in fact, none of the vessels currently in the Alilauro fast ferry fleet of five catamarans, eight hydrofoils and five monohulls originates in Italy.

A fourth Rodriquez CityCat 40 is under construction in Italy. A low-density variant carrying 269 passengers, this was ordered by Bahamas Ferries, based in Nassau, also last November and is due for delivery in January. ■

Another recent addition to the Alilauro fleet is Super Flyte. The 45m monohull was built in Australia by WaveMaster International in 1992 and acquired from Boat Torque Cruises in Western Australia last year. It is seen here in Capri in September this year / LEONARDO LELLA photo



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Artist's impression of the two FlyingCat 46 catamarans ordered for service on France's west coast / FJELLSTRAND photo



Fjellstrand builds three catamarans for French operators

The Conseil Général de la Vendée has placed an order with Norwegian fast ferry builder Fjellstrand for two FlyingCat 46 catamarans. The contract, valued at € 19.2 million, includes a fixed delivery for one vessel with an option for one more. It is expected that the option will be executed as the project and investments in related infrastructure are based on a two vessel operation, Fjellstrand reports.

The acquisition was based on a public tender and the contract was awarded to Fjellstrand following thorough evaluation by CGV of price and technical performance of bids received from builders in Europe, Singapore and Australia.

To be introduced between Fromentine, on France's Atlantic coast, and Port-

Joinville on Ile d'Yeu, the first vessel will be delivered in September 2005 with the second arriving about a year later. They will be identically laid out, carrying 442 passengers on two decks and up to 6 cars or 22 containers for light cargo, baggage and bicycles in a large enclosed area aft on main deck.

The FlyingCat 46 has a length overall of 45.5m and beam of 11.6m. The French craft will be powered by quadruple diesels and waterjets and have a service speed of 32 knots and be fitted with the Fjellstrand MDS stabilization system. They are being built according to the IMO HSC 2000, Category B, regulation.

Currently under construction at Fjell-

strand are two FlyingCat 46 catamarans for domestic operator Troms Fylkes D/S. These are expected to enter service in north Norway later this year and early 2005.

Already this December however a FlyingCat 40 will be delivered by Fjellstrand to SPM Express SA for operation in the French territory of Saint Pierre and Miquelon, off the south coast of Newfoundland, Canada. The contract value here, Fjellstrand reports, is € 26 million.

The FlyingCat 40 has a length overall of 41.1m and beam of 10.5m. The SPM vessel will have twin diesels and waterjets and be operated at 31 knots. ■

& DEVELOPMENTS



FlyingCat 40m catamaran Locmaria 56 in the port of Lorient. This past summer it was also operating between France and the Channel Islands / JACQUES LEGANGNEUX photo

Marin Marie, the FlyingCat 40m catamaran acquired in French Polynesia by Conseil Général de la Manche in 2003, has not been altogether successful since its arrival in France and introduction into service between Normandy and the Channel Islands.

Following an extensive refit at Cherbourg, the catamaran collided with two

fishing vessels in the port of Granville on its first visit there. Although the catamaran got far less damaged than the other two boats, a trip to the shipyard had to be made. Not long thereafter *Marin Marie* hit the quay in Jersey and had to be pulled out of service and taken to Cherbourg, where it remains.

Filling in for *Marin Marie* this summer

was another FlyingCat 40m, *Locmaria 56*, belonging to Société Morbihannaise de Navigation (see CFF 1/2004). Delivered to SMN in 1998, this is normally operated further west in France out of Quiberon and Lorient to Belle-Ile-en-Mer during the summer months. ■

Croatia.

- A Fast Ferry Foto Fair.



SEM Marina in Split operates a fleet of three Westamaran catamarans, W86 Komiza and For, and one Westamaran 95, Broc, built in Norway by Westermoen Hydrofoil/Westamarin in 1973-75 and acquired from other operators in Scandinavia and Gibraltar between 1998 and 2002

/NEVEN JERKOVIC photo, both



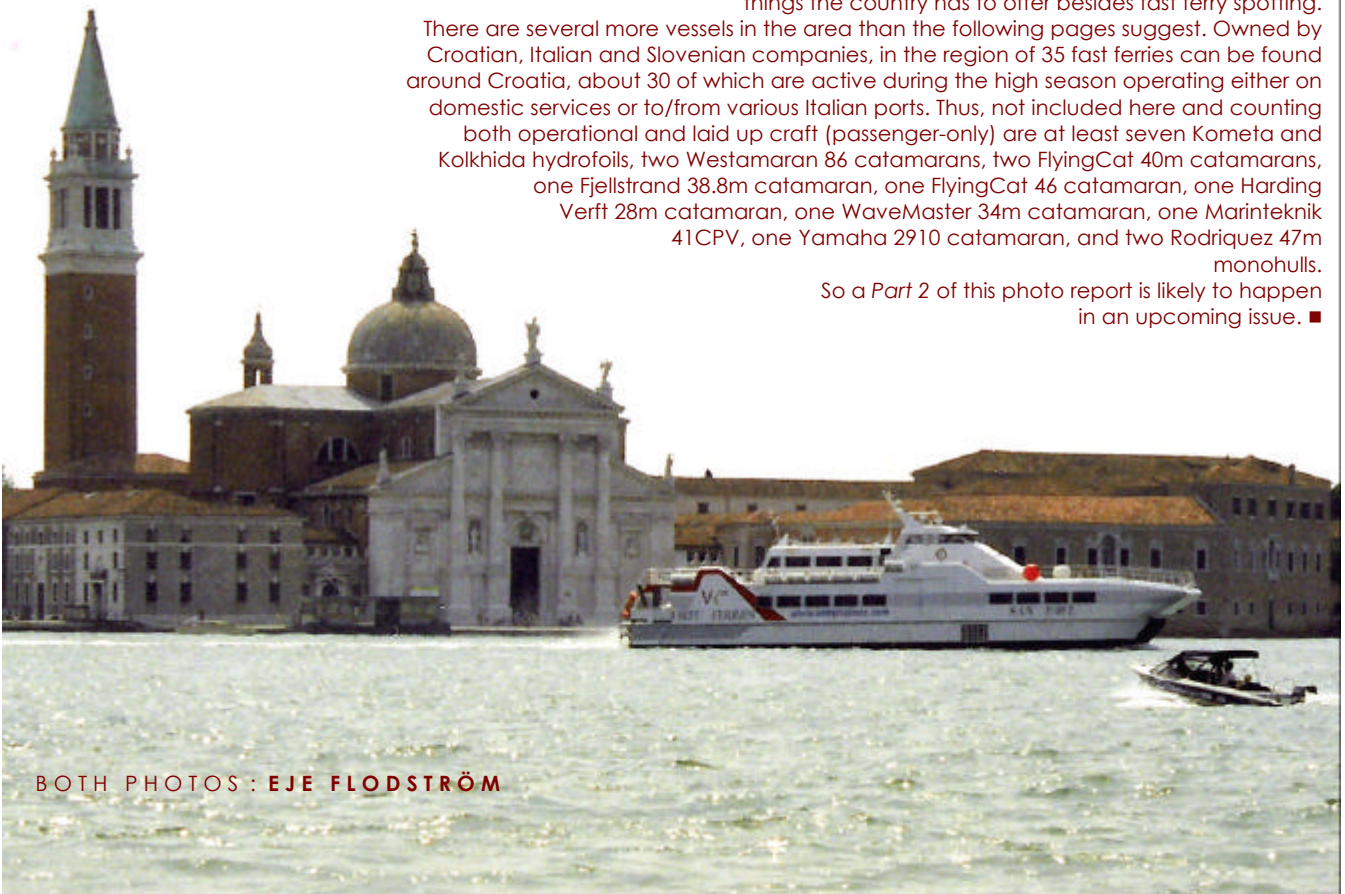
to some people fast ferries are something you do for a living. To others they're something you catch. Either as in travel on, or as in travel to in order to travel on – in other words, a fascination or hobby.

Croatia and the north Adriatic is the perfect place if you want to sample the smaller and medium-size passenger-only fast ferry segment. Some of the vessels are not-so-classic while others are, and in a not too distant future may be part of a time that used to be. There's everything... hydrofoils, catamarans, monohulls and surface effect ships, and in addition a few larger car-carrying designs operate cross-Adriatic services between Italy and Croatia.

Of course, not all hydrofoils and catamarans etc. are in one place or run all the time. So don't expect to cover the entire Croatian shoreline from Istria in the north to Dubrovnik in the south, including all the islands of the Dalmatia archipelago, in just a long (summer)weekend. Especially since you would also want to do and see some of the other things the country has to offer besides fast ferry spotting.

There are several more vessels in the area than the following pages suggest. Owned by Croatian, Italian and Slovenian companies, in the region of 35 fast ferries can be found around Croatia, about 30 of which are active during the high season operating either on domestic services or to/from various Italian ports. Thus, not included here and counting both operational and laid up craft (passenger-only) are at least seven Kometa and Kolkhida hydrofoils, two Westamaran 86 catamarans, two FlyingCat 40m catamarans, one Fjellstrand 38.8m catamaran, one FlyingCat 46 catamaran, one Harding Verft 28m catamaran, one WaveMaster 34m catamaran, one Marinteknik 41CPV, one Yamaha 2910 catamaran, and two Rodriguez 47m monohulls.

So a Part 2 of this photo report is likely to happen in an upcoming issue. ■



BOTH PHOTOS : EJE FLODSTRÖM



Two 41m catamarans built in Singapore by FBM Marinteknik Shipbuilders in 1991 were acquired by Jadrolinija in the Philippines in 2001. 41CPV *Judita* originally entered service with Hongkong Macao Hydrofoil as *Lusitano*

/JACQUES LEGANGNEUX photo

Jadrolinija based in Rijeka in the country's north operates six catamarans of five different designs, all of which purchased from other operators. Westamarin 95 *Olea* was originally delivered by Westamarin to Alisur in Spain in 1981, as *Alisur Amarillo*, and arrived in Croatia from France ten years ago

/JACQUES LEGANGNEUX photo



PHOTOS ON PAGE 10: Last year Venezia Lines introduced two leased Cirrus CIRR 120P surface effect ships built in Norway in 1990, *San Frangisk* and *San Pawl*, linking seven towns in Croatia and Slovenia and Trieste and Venice in Italy. In the top picture *San Frangisk* is seen alongside at Rovinj and the main photo shows *San Pawl* arriving in Venice, both June this year /EJE FLODSTRÖM photo, both



Top Line, based in Portoroz, Slovenia, introduced a pair of former Canadian Kolhida hydrofoils, *Adriatic Joy* and *Venice Carnival*, in the north Adriatic two years ago. This summer they were transferred south to the Dalmatian archipelago and operated jointly with long-time hydrofoil operator Atlas, which owns three Kometas and two Kolhidas as well as a Rodriguez 47m monohull.
/NEVEN JERKOVIC photo, both

Croatia.



Another joint operation is that between Top Line and Commodore Cruises which owns Marinteknik 41MPV *Dora*. The monohull was originally named *Iris* and introduced between Italy and Greece by Kvarner Express in 1990.
/EJE FLODSTRÖM photo





Kolkhida *Mirta* built in 1985 by Ordzhonikidze and owned by Kvarner Express is sitting high and dry in Rijeka in north Croatia in August this year
/JACQUES LEGANGNEUX photo

One of the most recent acquisitions by a Croatian company of a fast ferry previously operated in another country is the CIRR 27P catamaran *Mala Lara*. An FRP design and the only of the type built, by Cirrus and Brødrene Aa, Norway, it originally entered service with Saltens D/S in north Norway in 1985. When acquired by Luca Tomic earlier this year it was named *Hidle* and owned and operated by Stavangerske – incidentally, the company logo of which remains on the vessel, right behind the windows of the passenger saloon
/NEVEN JERKOVIC photo



Till the next time...

Croatia.

SHOT OF THE MONTH



As reported on page 6–7, the first units of the new Rodriguez City-Cat 29 and CityCat 40 catamaran designs are about to be delivered to Alilauro and Barcas by Rodriguez's yards in Italy and Brazil.

These are the second and third high-speed catamarans ever built by Rodriguez, with the only other being a Seagull 400, *Achernar*, delivered by the Messina yard to Caremar in Napoli in 1993.

This twin-deck design has a length overall of 43.25m and beam of 10.9m and is fitted with a pair of MTU 16V 396TE 74L diesels and Kamewa 71 SII waterjets. The Seagull appeared at a time when Scandinavian, Australian and Singapore yards were already, or were about to become, well-established builders of catamarans.

Also, traditionally Italian operators would choose hydrofoils or monohulls.

In more recent years however catamarans primarily on the second-hand market have been imported. This may all be about to change.

A B O V E : The sole Rodriguez Seagull 400 catamaran built, Achernar, approaches the Molo Beverello terminal in Napoli in September last year... / PIETER INPIJN photo

B E L O W : ...and the vessel as viewed from behind / TIM TIMOLEON photo

