

CLASSIC FAST FERRIES

RHS 70
HYDROFOIL
A DYING BREED

NORWAY'S FIRST
FAST FERRY OPERATOR
TURNS 150

GREEK DOLPHINS
COME AND GO
AND COME

HELLENIC SEAWAYS

NEW NAME FOR HELLAS FLYING DOLPHINS

Kolkhida Flying Dolphin 19, delivered in 1983, most likely will be among the less than ten hydrofoils remaining with Hellenic Seaways by the end of the year. Behind it an older Kometa sporting the former Ceres Hydrofoils livery of yellow and blue
/NIKOS THRYLOS photo

Greek ferry operator Hellas Flying Dolphins announced last month that a new corporate name, Hellenic Seaways, has been adopted, replacing the three brands hitherto used. The conventional vessels were trading under the names of Hellas Ferries and Saronikos Ferries and the fast ferry division as Hellas Flying Dolphins.

The new name reflects changes in services and fleet composition, the company reports. As far as the latter goes, the number of hydrofoils – which in Greek terminology are almost synonymous with dolphins – is expected to have dropped from nearly 30 only a year or so ago to just a handful by the end of 2005.

In addition to the fifteen Kometa and Kolkhida hydrofoils presently active, the current Hellenic Seaways fast ferry fleet consists of six passenger-

only catamarans and four vehicle/passenger catamarans. A fifth fast car catamaran is under construction and will enter service this summer.

As already suggested, the total number of hydrofoils owned by the company is higher, but several Kometas have been retired in recent months and also laid up toward the end of 2004 were three RHS 160F hydrofoils.

The name may be new but the company's fast ferry history goes back 30 years. Based in Piraeus, Ceres Hydrofoil introduced a pair of Kometas to Aígina and the Peloponnes peninsula in 1975. Many more hydrofoils, new as well as acquired from other operators, were added during the 70s and 80s including three Kolkhidas in 1985–86. The route network expanded accordingly.

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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 | WWW.CLASSICFASTFERRIES.COM | SUBMITTALS OF MANUSCRIPTS AND PHOTOS, OLD AND NEW, AND RELEVANT NEWS ITEMS ARE ENCOURAGED! | EMAIL TO : **CFF @ EMAIL.DK** | COPYRIGHT 2000/2005 CLASSIC FAST FERRIES. **COVER PHOTO** : RHS 70 FRECCIA DELLE BETULLE (CENTER) WAS WITHDRAWN FROM SERVICE BY NAVICOMO IN NOVEMBER. SPEEDING PAST BEHIND ITS BACK IS ONE OF THREE REPLACEMENT CATAMARANS / **ANDREA PASQUALINI** photo

DET STAVANGERSKE DAMPSKIBSSELSKAB TURNS 150



Those were the Westamran days... W95 line-up at Stavanger nearly sixteen years ago, in June 1989. From left to right are Vingtor and Tranen, delivered in 1974, and Tyrving from 1977 /LARS HELGE ISDAHL photo

Later this month, on February 12, legendary Norwegian shipping company Det Stavangerske Dampskibsselskab will be celebrating its 150th anniversary.

Based in Stavanger in south-western Norway, DSD was founded in 1855 by the Traders Association of Stavanger by means of public shares.

Originally a local ferry company, since 1989 DSD has expanded into a multi-task concern involved in domestic sea, road, air and rail transportation, international shipping, real estate, catering and, more recently, the IT sector.

One of the DSD group of companies is Stavangerske, which is responsible for the

conventional and high-speed ferry operations in the Rogaland district.

Stavangerske, which for a number of years, from 1990 through to 2003, was known as Rogaland Trafikkselskap, is a wholly owned subsidiary of DSD, which in turn is controlled by Folke Hermansen a/s.

Stavangerske has a 40% stock in Hardanger Sunnhordlandske Dampskips-selskap, another of Norway's long-time shipping companies, founded in Bergen in 1890, and in addition to its own routes and vessels operates the Stavanger–Haugesund–Bergen Flaggruten fast ferry service together with HSD.

DSD first introduced a Supramar PT.50 hydrofoil built by the Leopoldo Rodriguez shipyard in Messina, *Vingtor*, on the Stavanger–Bergen route in 1960. Another PT.50 and a PT.20 were added the following year, and finally an RHS 140 entered service with the company in 1972. At this point the Westamran 86 catamaran, invented by Westermoen Hydrofoil, had entered the Norwegian fast ferry executives corridors, preventing any further hydrofoil acquisitions in the country. Thus, since 1972 some twenty catamarans of various designs, all domestically developed and built, have been operated by DSD. A few smaller monohulls have been introduced as well.

All the earlier craft of mainly the W86 and W95 and Fjellstrand 38.8m designs have been sold off over the years. The current Stavangerske catamaran fleet comprises a pair of Båtservice SeaLord 28, *Fjorddrott* and *Fjordbris*, delivered in 1990–91, and an Oma Båttbyggeri 26m, *Fjordlys*, that entered service in 2002.

The full history of DSD's hydrofoils 1960–79 can be found in the *CLASSIC FAST FERRIES* October 8 / 2003 theme issue *Norway – The Hydrofoil Years*. Which, as its title suggests, also included HSD as well as all the other Norwegian hydrofoil operators. ■



LEFT: Two of originally three Båtservice SeaLord 28 catamarans introduced in 1990–91 remain with Stavangerske, *Fjorddrott* and *Fjordbris*. The third has since been sold to OVDS in north Norway /PÅL R SKJOLD photo

EMERAUDE JERSEY FERRIES LEASES ANOTHER INCAT 74m

RIGHT:

Emeraude Jersey Ferries' leased Incat 74m Emeraude GB berthed at St. Malo on a September morning last year ...
/DAVIS HOUSTON photo

BOTTOM:

...and the craft alongside together with competitor Condor Ferries' Incat 74m Condor 10 (at right)
/MATTHEW SUDDERS photo



Emeraude Jersey Ferries has leased Incat 74m wavepiercing catamaran *SeaCat France* from Sea Containers. Originally named *Seacat Tasmania*, the vessel entered service with Tasmanian Ferry Services at the end of 1990.

Renamed *Emeraude France*, the 430 passenger 80 car vessel is scheduled to be introduced on Emeraude Jersey Ferries' St. Malo, France–St. Helier, Jersey route on February 10.

Emeraude France will be replacing another Incat 74m wavepiercer, *Emeraude GB*, which the company has been chartering from Sea Containers since last April. The first 74m wavepiercer built by International Catamarans Tasmania and launched as *Christopher Columbus*, this originally entered service with Hoverspeed between Portsmouth and Cherbourg as *Hoverspeed Great Britain* in August 1990.

The lease of *Emeraude GB* came about after Emeraude's own Fjellstrand JumboCat 60 catamaran *Solidor 5*, delivered four years ago, was trapped in a shipyard in Cherbourg for an indefinite period due a legal dispute last winter, and its other vessel, Westamarin W5000CF *Aline*, had to be pulled out of service for mechanical reasons.

Founded in 1904 as Bateaux de la Côte



ABOVE: Fjellstrand JumboCat 60 Solidor 5 idling at Quai de Normandie in Cherbourg last April
/JACQUES LEGANGNEUX photo

d'Emeraude and more recently known as Emeraude Ferries, the French operator was acquired in late 2003 by the Sogestran Group following financial struggles and renamed Emeraude Jersey Ferries.

In late 1986 Emeraude took over the fast catamaran service between France and the Channel Islands that had been operated by another French company since 1976 in

competition with Guernsey-based Condor's hydrofoils. Over the years Emeraude has operated a number of passenger catamarans built in Norway and Sweden by Westermoen Hydrofoil / Westamarin and Marinteknik, none of which remains with the company.

MORE



JETLINK TO INTRODUCE INCAT 78m IN SCANDINAVIA

A new fast ferry service between Norway and Denmark that has been in the brewing for some time got a step closer to fruition at the end of January.

The company, Jetlink, formed in March 2004, initially intended to introduce a leased Incat 78m wavepiercing catamaran between Moss and Frederikshavn in September. However, the process took longer than anticipated and the start-up date was pushed to, first, November and then December, in time for the Christmas holiday traffic, and now is planned for March. The service probably could have gotten underway in January, but since this is definitely low season in Scandinavia

there was no need to force the inauguration it was felt.

The 78m wavepiercer, *Elanora*, which had been laid up in south England since 2002, departed Weymouth on its positioning trip to Denmark at 1300 on January 25 and arrived at Frederikshavn at 2300 on the 26th. Approximately two thirds of the journey were spent traveling at around 20 knots and the last third at an average of 33 knots. The vessel did not

call at any ports en route.

Elanora, to be renamed *Jetlink Express*, is scheduled for drydocking at the Ørskov shipyard in Frederikshavn in mid-February. No major work on the wavepiercer should be necessary though as its four main engines and waterjets were overhauled not long ago, and the vessel has not seen any regular service since.

With a scheduled journey time of 4 hours 15 minutes, one daily round trip by *Jetlink Express* will be operated leaving Moss at 0945 and returning from Frederikshavn at 1700. ■

Incat 78m wavepiercing catamaran Elanora in Frederikshavn on January 27 / LARS PETTER HELMINSEN photo



The first vehicle fast ferry, a Corsaire 6000 monohull, since likewise sold off, entered service in 1994.

For a detailed company history, see the January 2003 *CLASSIC FAST FERRIES*.

Also operating an Incat 74m wavepiercer between the Channel Islands and St. Malo since some time is Condor Ferries, which has allocated *Condor 10*, delivered to the company in 1993, to the route. ■

As this issue closed for press... The leased Incat 74m wavepiercing catamaran SeaCat France alongside Dover's Cruise Terminal on February 1, preparing for the positioning trip to St.Malo/the Channel Islands. The new name, Emeraude France, has yet to be applied to the craft. Also interesting to note is that the company name on the hull spells Emeraude Ferries (which of course was the operator's previous name before the Sogestran take-over) and not in fact Emeraude Jersey Ferries /MIKE FRANCIS photo



Croatian state-owned ferry company Jadrolinija, based in Rijeka, continues to expand its fast ferry fleet and recently acquired two more Marinteknik 41m catamarans from the Philippine Fast Ferry Corporation for a reported US \$2,8 million.

The vessels, *SuperCat 3* and *SuperCat 7*, were built in Singapore by FBM Marinteknik / Marinteknik Shipbuilders in 1989 and 1990 and originally entered service in Hong Kong with Hongkong Macao Hydrofoil. In 1994 HMM was taken over by CTS-Parkview Ferry Services which formed a joint venture with Filipino ferry

operator Aboitiz Shipping on which the catamarans, along with five more 41 CPVs, were transferred to the Philippines during 1995–96.

In their present configurations *SuperCat 3* accommodates 308 passengers and *SuperCat 7* slightly more, 324. Both have a service speed of 28–30 knots. The vessels have yet to be shipped from Manila but will arrive in Croatia in time for the tourist high season.

The previous pair of 41 CPVs purchased by Jadrolinija, *Dubravka* and *Judita*, came from the same source and entered service with the company in 2001. It has already

been decided that one of the new catamarans will be deployed between Rijeka and the island of Pag.

In addition to the above, the company owns four catamarans, all of which purchased from other operators; a W86 and W95 built in Norway in 1978 and 1981, a WaveMaster 34m built in 1990 in Australia and a Flying Cat 40m built at Kværner Fjellstrand's Singapore yard in 1992. The catamarans are operated on a vast route network between numerous ports on the mainland and in the Dalmatia archipelago. The majority of services are seasonal. ■

Marinteknik 41m catamaran Judita is one of two acquired by Jadrolinija in the Philippines in 2001 / NEVEN JERKOVIC photo

JADROLINIJA ACQUIRES TWO MORE 41m CATAMARANS



HELLENIC SEAWAYS...

CONTINUED FROM PAGE 2

The first catamaran, a Kværner Fjellstrand Flying Cat 40m, joined the Soviet built hydrofoils in 1991. In 1997 three Rodriguez RHS 160F hydrofoils were acquired in Italy and Spain, and a second catamaran built in Australia by Austal Ships entered service the following year.

Also in 1998 it was announced that effective from 1999 the fast ferry

operations of Ceres Hydrofoil, a subsidiary of Ceres Hellenic Shipping, and Minoan Lines Highspeed Ferries were to merge and trade as Minoan Flying Dolphins. At the time the sole fast ferry operated by Minoan Lines HSF was a Royal Schelde CAT 70HL vehicle / passenger catamaran. However, its parent company, Minoan Lines, acquired a 70%

holding in MFD, whereas Ceres was responsible for the day-to-day operation and maintenance of the vessels. A new attractive blue, white and red color scheme replaced the less sophisticated yellow and blue livery on the former Ceres craft.

The brand name was again changed in 2001, to Hellas Flying Dolphins. ■



More Greek Dolphins

As reported elsewhere in this issue, Hellas Flying Dolphins was recently renamed Hellenic Seaways and the number of hydrofoils operated by the company is falling. However, another new name appeared on the Greek fast ferry scene last year – and this operator plans to add to its hydrofoil fleet.

Not previously reported on in *CFF*, Vospo Dolphins was formed with the aim of strengthening sea transportation between Volos on the mainland and the islands in the North Sporades. Two Kometa hydrofoils, *Alonissos Dolphin* and *Skiathos Dolphin*, purchased from another Greek operator, entered service on June 13, 2004. The company expects to introduce two more hydrofoils in the near future in order to add more services and destinations.

There are two daily round trips Volos–Alonissos, except on Saturday, leaving Volos at either 0630 or 0730 and 1430 or 1530, and Alonissos at 0700 (0800 on Sunday) and 1330 (1500 on Sunday). On Saturday only the morning departure from Alonissos and afternoon service from Volos are operated. Services call at Skiathos, Glossa and Skopelos and certain at Trikeri and N. Trikeri.

Trip times Volos–Alonissos vary between 2 hours 30 minutes and 2 hours 55 minutes depending on the number of intermediate stops. ■

ABOVE: A new hydrofoil operator, Vospo Dolphins, introduced a pair of Kometas between the Greek mainland and North Sporades last June. *Alonissos Dolphin* is seen here in Volos prior to the inauguration of the service, on May 20...

/ NIKOS THRYLOS photo

BELOW: ... and *Skiathos Dolphin* reversing from the berth at Skiathos

/ VOSPO DOLPHINS photo



BELOW: RHS 70 Freccia dei Gerani is the last of the breed still in revenue service on the Italian lakes, but probably not for very much longer. Originally delivered to Navigazione Lago di Garda in 1977, it was transferred to Lake Como in 1993
/ MARCELLO BALDRATI photo

RHS 70:

ONE MORE DOWN, ONE TO GO



With the withdrawal from service last November of RHS 70 *Freccia delle Betulle*, there is now only one of the small hydrofoils still active on Lake Como – or indeed on any of the three major lakes in northern Italy.

A total of twelve of the smaller 72–80 seat PT.20 and RHS 70 hydrofoils were ordered from Rodriguez by Italy's Ministry of Transport and introduced by the respective operating company on the Lakes of Como, Garda and Maggiore between 1958 and 1976. The vessels were evenly distributed, i.e. each lake originally received two PT.20s and two RHS 70s, however, a few of them were later transferred between lakes.

The PT.20s of course were designed by and built under license to Supramar of Switzerland, whereas Rodriguez was responsible for the restyled and modified RHS 70 type, the first of which appeared in 1972. With a length overall of 22.2m, the well-proportioned and stylish RHS 70 was 1.45m longer than the standard version of its predecessor. However, the dimensions of the superstructure and general layout of the accommodation areas remained more or less the same.



*Silhouetted against a beautiful backdrop, Freccia delle Betulle thinks back on the years on a lovely Lake Como afternoon last month
/ MARCELLO BALDRATI photo*

Powerwise the RHS 70 was fitted with an MTU 12 V 493 TY71 diesel, developing 1,350 hp at 1,500 rpm, in place of a 12-cylinder Mercedes-Benz Mb 820 DB with a maximum output of 1,100 hp at 1,400 rpm in the PT.20. Draft was reduced to 2.70m in hullborne and 1.15m in foilborne mode as opposed to 3.08m and 1.40m respectively on the standard PT.20.

Like its forerunner, the RHS 70 was ideal for short-distance multi-stop commuter routes and as an alternative to more slow-moving traditional ships, or indeed road congestion, for tourists and others wishing to spend their time on the destination rather than transportation.

Even so, a total of only eleven were completed before the model was discontinued, all but one in Messina. The one which was not was built in South Korea by Hyundai Heavy Industries for a local customer in 1984.

One of the reasons for the relatively small number of RHS 70s being ordered may be found in the fact that of the nearly 70 PT.20s (of two considerably different variants) that were delivered by yards in Italy, Japan, Norway and Singapore from 1956 onwards, many were still utilized well into the 90s. Some later still, as, for instance, on the lakes in northern Italy where the last of the type was withdrawn as recently as in 2001 and scrapped in September 2003.

Indeed, a few PT.20s continue to be in working order although they may not see daily service.

The six RHS 70s for the Italian lakes were delivered 1974–77. Three, *Freccia delle Camelie*, *Freccia delle Betulle* and *Freccia del Benaco*, entered service in 1974 with Navigazione Lago Maggiore, Navigazione Lago di Como and Navigazione Lago di Garda – the company names of which were recently simplified to Navimaggiore, Navicomo and Navigarda. The second craft to each of the operators, *Freccia delle Magnolie*, *Freccia delle Gardenie* and *Freccia*

*... and taking off in somewhat more carefree days
/ MARCELLO BALDRATI photo*



Freccia del Benaco in Peschiera in 1992. It entered service with Navigazione Lago di Garda in 1974 / TIM TIMOLEON photo



dei Gerani, followed in 1975, 1976 and 1977 respectively.

With the introduction of catamarans on Lake Garda in the early 1990s, the RHS 70s became surplus to requirement and were transferred to the other two lakes. *Freccia dei Gerani* thus went to Lake Como in 1993 and *Freccia del Benaco* to Lake Maggiore the following year where it was renamed *Freccia delle Ortensie*.

More catamarans have been introduced on all three lakes in recent years, allowing for the ageing RHS 70s (and PT.20s) to be withdrawn. The only RHS 70 still up and running as of February 2005 is Navicom's *Freccia dei Gerani*, with *Freccia delle Gardenie* and *Freccia delle Betulle* having been scrapped and retired respectively in November 2003 and November 2004.

Of the three Maggiore craft only *Freccia delle Magnolie* still exists to some extent. Withdrawn several moons ago, it continues to be laid up at Arona with the foils etc. having been removed. *Freccia delle Camelie* and *Freccia delle Ortensie* were finally broken up last year following their flooding at Arona in 2001.

In addition to the single RHS 70 and the motley collection of catamarans of various build, size and shape on the three lakes, all six of the larger RHS 150SL and three RHS 150FL hydrofoils delivered by Rodriguez 1980–89 remain in service.

The four non-Lake RHS 70s built in Messina were all ordered by UK operator Red Funnel for its cross-Solent



The first RHS 70 introduced on Lake Maggiore, in 1974, was *Freccia delle Camelie* / ANTONIO SCRIMALI photo



Freccia delle Gardenie entered service on Lake Como in 1976. It was scrapped twenty-seven years later, in November 2003 / TIM TIMOLEON photo

service. The first, *Shearwater 3*, entered service between Southampton and Cowes, Isle of Wight in 1972, followed by *Shearwater 4* one year later, *Shearwater 5* in 1980 and *Shearwater 6* in 1982.

Much as with the Italian lake operators and others, in the early 1990s Red Funnel began replacing its hydrofoils with catamarans. In 1993 the two oldest RHS 70s were sold in Greece and introduced in the Cyclades by Hermes Hydrofoils. They appear to have seen very limited service here however. Also around this time the then 10–12 years old *Shearwater 5* and *Shearwater 6* received a complete refit.

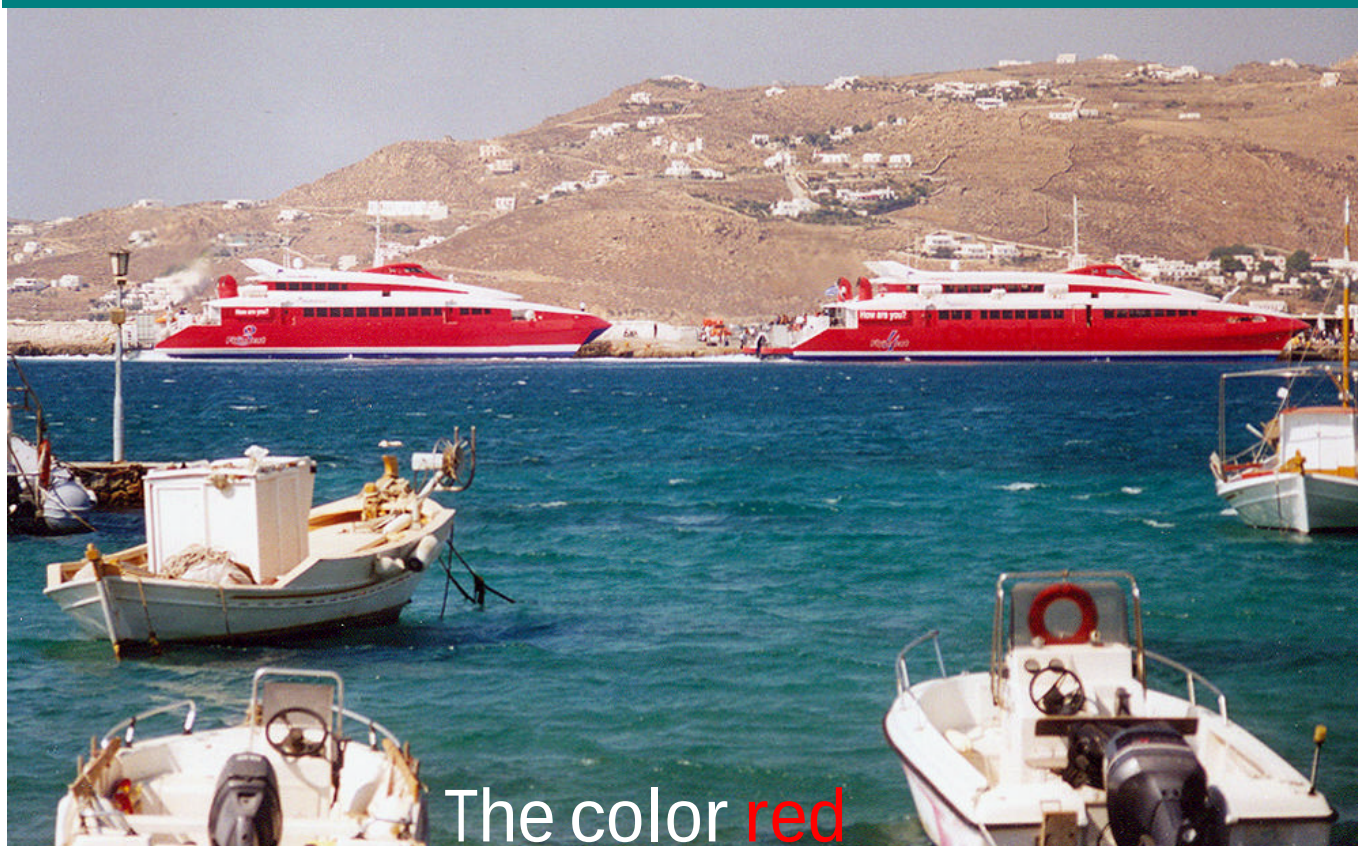
These were laid up at Cowes in 1999 and finally sold in Thailand in September three years later, where – amazingly – they were taken under their own power.

Following refurbishing in Langkawi, Malaysia, the vessels, renamed *Flyer 1* and *Flyer 2*, entered service with Phuket Flying Boats on tourist trips and as feeders to off-shore diving boats in Thailand in 2003. One of them was heavily damaged by the Tsunami on December 26, 2004 and most likely will not be rebuilt, and the future for the other is currently being discussed by the owners. ■

BELOW: The remains of Navimaggiore PT.20 Freccia del Ticino and RHS 70s Freccia delle Magnolie and Freccia delle Ortensie at Arona in December 2003. Freccia delle Magnolie was still to be found in this spot last month, but no plans of preserving it has been confirmed / MARCELLO BALDRATI photo



SHOT OF THE MONTH



The color **red**

All-over advertising on public transit vehicles such as trams, buses and trains has been known for ages. But it is only as of late that the idea has been adopted by fast ferry operators. Such as in Greece, where the catamarans belonging to Hellas Flying Dolphins (or Hellenic Seaways, as the company was officially renamed last month) have been repainted and become floating high-speed ads for a well known telecommunications network company. Without siding with Vodafone or taking a stand on whether large-scale advertising is good or bad, there are few colors better matching – or should it be standing out from – the blue sea and maritime environment than **red.**

A view with a feeling. Hellas Flying Dolphins FBM Marine TriCat 45m and 53m catamarans Flyingcat 3 and Flyingcat 4 in Mykonos in September last year (above). The advertiser's name (below) was however painted out prior to the 2004 Olympics in Athens

/ NIKOS THRYLOS photo, both

