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# TWO INCAT 74m WAVEPIERCERS RETURN TO SERVICE IN NORTHERN AND SOUTHERN EUROPE

The Incat 74m wavepiercing catamaran *Emeraude GB* which was last leased by Sea Containers to French operator Emeraude Jersey Ferries and operated between St. Malo and St. Helier from April 2004 to February this year has been transferred to southern Europe.

Following a refit at the Viktor Lenac yard in Rijeka, Croatia and having been renamed *SpeedRunner 1*, the vessel arrived in Greece on May 9. It is expected to enter service in the second half of this month on a seasonal route linking Piraeus and the western Cyclades with Aegean Speed Lines, a 50/50 joint venture between Sea Containers and the Eugenides Group. One daily round trip will be operated to the islands of Serifos, Sifnos and Milos until the end of October.

Unusually, the 557 passenger 84 car vessel will not be Greek flagged but sail under the Union flag. This has been made possible after the lifting of the cabotage restrictions by the Greek government

following the country's membership of the European Union.

The first 74m wavepiercer built by International Catamarans, *SpeedRunner 1* was launched as *Christopher Columbus* but renamed *Hoverspeed Great Britain* prior to delivery and entering service with Hoverspeed across the English Channel in August 1990. On its delivery trip from Tasmania to the UK the catamaran won the Hales Trophy and Blue Riband by breaking an earlier record for the fastest crossing of the North Atlantic.

Another British 74m wavepiercer which has not changed residence this time but been reinstated on one of its former routes across the Irish Sea is *SeaCat Isle of Man*. Chartered from The Isle of Man Steam Packet Company and renamed *Sea Express 1*, the refurbished 500-passenger 80-car vessel was reintroduced by Irish Sea Express, a recently established company based in Liverpool, between Liverpool and Dublin on April 27.

*Incat 74m wavepiercing catamaran Speed-Runner 1 at the Viktor Lenac shipyard in Rijeka, Croatia last month*

/ NEVEN JERKOVIC photo



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**COVER PHOTO** : THREE OF TEN FJELLSTRAND 38.8m CATAMARANS DELIVERED IN 1987-88 TO ISTANBUL DENIZ OTOBÜSLERİ PAUSE AT THE IDO TERMINAL IN BOSTANCI ON MARCH 25 THIS YEAR / JONAS STROMBLAD photo

Incat 74m wavepiercing catamaran Sea Express 1 berthed against an imposing backdrop at Liverpool on April 25 / DICK CLAGUE photo



A basic timetable of one daily round trip (except on Christmas Day) departing Liverpool at 0815 and Dublin at 1400 is being operated, with a second round trip from Liverpool at 1915 and Dublin at midnight being added on certain days of the week during the low and shoulder seasons and daily except Tuesday during the peak season July–September. The crossing time is between 4 hours and 4 hours 15 minutes.

The new service, which is aimed at the leisure and business markets, will operate

year-round except January and February 2006 when the catamaran is scheduled for annual overhaul. Being described by the company as a low cost, high quality service, said Andy Boardman, managing director of Irish Sea Express, two days prior to the inauguration, "We are delighted to have reinstated such an important shipping route. The close links between Liverpool and Dublin are now being reaffirmed with our new connection.

There are already low cost airlines flying from Liverpool to Dublin, but the ease-of-

use factor you experience with Irish Sea Express can't be beaten".

Adult one way ticket fares start at £20 and vehicles up to 5.5m + driver at £105. A limited availability same day return is offered for £35.

Sea Express 1 was originally delivered as Hoverspeed France and introduced on Hoverspeed's cross-Channel Dover–Calais service in 1991. It has since carried four different names and seen service on a number of routes including in Italy, across the Irish Sea and in Scandinavia. ■



Former SeaCat Isle of Man reentered service as Sea Express 1 across the Irish Sea between Liverpool and Dublin on April 27 / IAN COLLARD photo

# SNAV SUMMER SERVICES

**RIGHT:** Marinteknik Shipbuilders in Singapore has delivered a 50m monohull to Italian operator SNAV / MARINTEKNIK SHIPBUILDERS photo



A 50m monohull acquired by Italian fast ferry operator SNAV from Marinteknik Shipbuilders in Singapore, *Snav Orion*, arrived in Napoli as deck cargo at the beginning of May.

From May 28 to September 11 one daily round trip by the new 700-seat 38-knot vessel will be operated between Vulcano, Lipari, Salina, Panarea and Stromboli in the Eolie Islands and Napoli, leaving Vulcano at 0710 and arriving at Napoli's Mergellina terminal 5 hours and 55 minutes later. The return trip departs Mergellina at 1430 and arrives back in the Eolie Islands (Lipari) at 2030.

In addition to its route network in the Bay of Naples and Thyrrenian Sea, this

season SNAV will be present on four cross-Adriatic routes, three of which will be served by vehicle/passenger catamarans.

Two routes link Ancona and Split and Zadar in Croatia. The Ancona-Split route will be operated from June 11 by Austal Ships Auto Express 82 *Croazia Jet*. Built in 1996, the vessel can accommodate 650 passengers and 156 cars. One daily round trip is scheduled to September 18, leaving Ancona at 1100 and returning from Split at 1700.

For the Ancona-Zadar route the 450 passenger 80 car Incat 74m wavepiercer *Pescara Jet* has been renamed *Zara Jet* and will be operating one daily return service

from June 25 to September 4, leaving Zadar at 1130 on Tuesday-Friday and 1000 on Saturday-Monday and going back from Ancona at 1600 and 1445 respectively.

An Incat 86m wavepiercer, *Pescara Jet*, previously named *Sardinia Jet*, will operate between Split and the island of Hvar and Pescara further down the Italian coast. This route also starts up on June 25 and carries on until September 11. The once a day return service leaves Split at 0800, Hvar at 0930, arrives in Pescara at 1245 and returns at 1445 and arrives back in Split at 1930.

Finally, further south still SNAV is allocating its Kværner Fjellstrand Flying Cat 40m catamaran *Snav Aquila* to the Brindisi-Corfu-Paxos, Greece route. Last year the vessel operated in the north Adriatic between Ancona and Civitanova and the Croatian ports of Zadar, Sibenik and Mali Losinj.

One daily round trip will be operated by the 330-seat *Snav Aquila* from July 9-September 4, departing Brindisi at 1030 local time and arriving in Corfu at 1500 and Paxos at 1600 local time. The return service leaves Paxos at 1630 and Corfu one hour later with the catamaran arriving back in Brindisi at 2100.

*Snav Aquila* was launched ahead of order in 1992 and as *Soloven II* was briefly operated in Denmark between Kalundborg and Århus at the beginning of 1993. In May of that year it was transferred to the Copenhagen-Malmö route having been acquired by Danish state-owned operator DSØ and renamed *Sælen*. It was sold to SNAV in 2002. ■

*Flying Cat 40m catamaran Snav Aquila will be operating between Italy and Greece this summer / ALEKSI LINDSTRÖM photo*



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## BÅTSERVICE DELIVERS SECOND SEALORD 40 TO GREECE

Later this month Greek operator Dodekanisos Naftiliaki will take delivery of a second SeaLord 40 passenger/vehicle catamaran, *Dodekanisos Pride*, from Båtservice Mandal in Norway.

Dodekanisos Speedways, as the operation is being marketed, was formed in 1999 and introduced its first SeaLord 40, *Dodekanisos Express*, on routes in the Dodecanese archipelago in April the following year.

While sharing the same length overall of 40.05m and beam of 11.46m, the two craft are not identical. Apart from the

visual differences exteriorwise such as a restyled superstructure, *Dodekanisos Pride* carries fewer passengers and more cars, 280 and 9 respectively, compared to *Dodekanisos Express* which seats 341 passengers and takes 6 cars. The main engines are not the same either; the new vessel is fitted with four MTU 16V 2000s, two in each hull, as opposed to MTU 12V 2000 M70s in *Dodekanisos Express*. Both catamarans have a service speed of 33 knots.

The first test run with *Dodekanisos Pride* will be carried out on May 10, with the

official handing over to the owner being scheduled for May 18.

In addition to the Greek craft, another two SeaLord 40 catamarans, for a customer in Iran, have been built at the Båtservice Mandal yard in recent years. Also, since 1990 the Båtservice group of companies has delivered a number of other SeaLord designs, mainly to domestic operators, as well as a Westamaran 4200. Specializing in aluminum craft, also being built are naval and coast guard vessels, patrol boats, search & rescue vessels and dive boats. ■

**ABOVE:** The new SeaLord 40 catamaran for Dodekanisos Naftiliaki, *Dodekanisos Pride*, at the Båtservice Mandal yard earlier this month / BÅTSERVICE MANDAL photo



The SeaLord 40 delivered to the same operator five years ago, *Dodekanisos Express*, about to depart for one of the islands in the Dodecanese archipelago / GREECEFINIKUNDA photo

# MIXED-TRAFFIC CARBON FIBRE CATAMARAN FOR TFDS

A 23m carbon fibre catamaran ordered last year by Troms Fylkes D/S in Tromsø in northern Norway was recently launched at the Brødrene Aa shipyard in Hyen and is currently undergoing trials on the Hyefjord. The catamaran, *Kvænangen*, is the sixth and largest commercial vessel of carbon fibre sandwich construct built to date by Brødrene Aa.

During initial trials *Kvænangen* reached a speed of 35.5 knots, however, TFDS is expected to operate the mixed-purpose catamaran at a normal service speed of 25 knots, or 30 knots when the vessel is being used for sick and emergency transports. An ambulance can be carried on aft deck and the catamaran also has a fully-equipped emergency room. In its role as a fast ferry *Kvænangen* carries 50 passengers and in addition the vessel features a cargo room capable of holding 15 Euro pallets.

Earlier this year TFDS took delivery of two 350-seat Fjellstrand FlyingCat 46 catamarans which have replaced a Flying



*The 23m carbon fibre catamaran built by Brødrene Aa for TFDS, Kvænangen, on pre-delivery trials in the Hyefjord / BRØDRENE AA photo*

Cat 40m and Båtservice SeaLord 38 catamaran on the Tromsø–Finnsnes–Harstad route.

In addition to these, the company's fast ferry fleet currently includes one 24m and

one 30m catamaran delivered by Oma Baatbyggeri in 1999. A CIRR 105P surface effect ship built in 1990 was sold in Egypt at the beginning of 2005. ■

## HSD SELLS CATAMARAN IN KOREA



**Norwegian operator HSD has sold one of its pair of MM 24 PC catamarans delivered in 1994 by Holen Mekaniske Verksted, *Baronessa*, to a company in South Korea for a reported NOK 1.1 million. The vessel was shipped from Bergen to Seoul on May 2 and is scheduled to arrive at its destination in mid-June. / ERIK ASK photo**

# FOILMASTER FESTA IN MESSINA



The Rodriguez shipyard in Messina, Sicily is almost looking its old self these days as far as the number of hydrofoils on the premises goes. With five Foilmasters scheduled for delivery during 2005, another early next year and two more being on order, current hydrofoil productivity is the highest since 1989–90 when a total of 11 units were launched – three of which, admittedly, in another yard in Malta.

Seen in the view above taken last month are Siremar's *Antioco* and *Calypso*, the yet to be named unit for Caremar nearing completion and the original Foilmaster, *Tiziano*, delivered to Siremar in 1994. Behind the latter, in the roof-less shed, hides another Foilmaster for Siremar.

/ ENZO ANNUARIO photo

The above and right photos show *Calypso* at Messina on April 28 during trials. Since the saloons on the vessel had not yet been furnished at this point, simulating the weight of passengers were drums filled with water. Note stairs and folding grille at rear (photo at right).

/ ANTONIO DONATO photo, both



# W H E R E CONTINENTS M E E T

*The Bosphorus and the Sea of Marmara hitherto went unsurveyed by CLASSIC FAST FERRIES, which is remarkable when considering the relatively big concentration of fast ferries in this area. Admittedly, the oldest craft currently in service were built in 1987 and so may not be falling into the classic category. On the other hand, with the rapid changes in society around us, including the fast ferry industry, designs of some twenty years ago, while certainly not out-dated, tend to be looked upon as standards or old even.*

*But some of the more classic catamarans, at least to CFF standards, are to be found as well as we move south in Turkey.*

JONAS STRÖMBLAD photo



## ISTANBUL AND TURKEY O P E R A T O R S

**I**stanbul is an international city if there ever was one and although not the capital of Turkey, a big metropolis at that with a population of nearly eleven million people. Divided into two by the Bosphorus, the stretch of water linking the Black Sea to the north and the Sea of Marmara and Aegean and Mediterranean to the south, one half of the city lies in Europe and the other in Asia. In addition, the city's structure is such that on the European side are the business and commercial districts while on the Asian side are mostly

the main deck saloon and 123 in the upper deck saloon, the owner opted for different power installment. Five of the catamarans thus were equipped with a pair of MTU 16V 396 TB83 diesels each rated at 1,510kW at 1,940 and driving a Lips fixed pitch propeller giving a full load service speed of 32 knots. The other five were fitted with twin MTU 12V 396 TB63s each rated at 1,000kW at 1,800 rpm likewise driving a Lips fpp, giving a full load cruising speed of 25 knots. In a recent revitalizing program the original engines have

*Caka Bey (left) was the first in the batch of ten 38.8m catamarans for IDO to be completed by Fjellstrand, in February 1987. The charming vessel at right wasn't built last week either / JONAS STRÖMBLAD photo*



apartment buildings and dormitory suburbs. This can only mean one thing – people in huge numbers move between the two sides each day, namely commuters going from the east to the west bank in the morning and in the reverse direction in the afternoon causing enormous road congestions.

Looking to the future and realizing that the conventional ferries along with the Bosphorus Bridge – plus a second one which was then under construction – would sooner or later become inadequate, in 1986 the Istanbul Metropolitan Municipality placed an order with Norwegian fast ferry builder Fjellstrand for ten catamarans of the yard's 38.8m design, the first unit of which had been completed and shipped the year before to an operator in the People's Republic of China. Although these ten craft would far from remove the pressure on the roads, the shortest route from A to B often is over water – so why not use it!

While all ten Turkish craft would be identically laid out seating 449 passengers, 326 in

now all been replaced with new MTU diesels.

Interestingly, almost simultaneously with the Fjellstrand order being confirmed in 1986, a Finnish marine design company, MXA Consulting, announced it was to deliver ten 450-seat catamarans of an entirely new design, to be built in Denmark, to Istanbul. This however never happened.

*Nusret Bey entered service in 1988 / JONAS STRÖMBLAD photo*



One of the five 25-knot 38.8m vessels, *Ulubatli Hasan*, on the European side of Istanbul / JONAS STROMBLAD photo



Another project which did, at least half-way, was the arrival in Istanbul that same year of the prototype Jetcat JC-F1 catamaran, *Mavi Halic*, built by Marinteknik Verkstads in Sweden. The first high-speed catamaran designed and built by the yard, the 30m 215-seat vessel had been launched six years earlier, very fittingly named *Number One*, but had seen only limited revenue service since. What was particularly unique about the design was its symmetrical hulls which were detachable/interchangeable and also it was among the first commercial catamarans to be fitted with waterjet propulsion.

At the time of being acquired for operation in Turkey, the Jetcat was laid up in London from where it was taken to Istanbul under its own power in an eventful fourteen days by way of France, Spain, Portugal, Mallorca, Sardinia, Sicily and Greece. The Turkish service never got underway however and the catamaran was subsequently taken back to Greece for repairs following which it entered service in Italy. Having since been operated in the Balearic Islands for a number of years, the vessel is now back in Turkish/Greek waters.

**IDO - A SUCCESS STORY** The first two 38.8m vessels for Istanbul Deniz Otobüsleri, IDO, *Caka Bey* and *Umur Bey*, were launched at the Fjellstrand yard in February and April 1987 and entered service in June on an 8 nautical mile route between Bostanci, a suburb on the

Asian east bank, and Kabatas in central Istanbul. With the remaining eight craft being delivered over the next fifteen months, frequency on the original service was increased and more routes were introduced and terminals built.

But traffic continued to grow, and four more fast ferries were added during 1994–96. These, two monohulls and two catamarans, did not come from Norway but were built in Western Australia by Austal Ships. With their only 155-passenger capacity, the pair of single-deck 30m monohulls, *Aksemseddin* and *Ertugrul Gazi*, are primarily used during off-peak periods and on a short 3 nautical mile route between Kadiköy and Eminönü.

The catamarans, *Piyale Pasa* and *Sinan Pasa*, are high-capacity twin-deck 40m vessels with 450 seats, 325 of which on the main deck and 125 in the upper deck saloon. The main engines are a pair of MTU 16V 396 TE74L diesels developing 1,980kW at 1,940 rpm giving a full load service speed of 34.5 knots. Contrary to IDO's 38.8m vessels, the Austal monohulls and catamarans are waterjet-propelled.

Already the following year, by the end of 1997, the company's fleet had increased by eight to twenty-two vessels, two of which were Auto Express 60 vehicle/passenger catamarans, *Cezayirli Hasan Pasa* and *Turgut Reis I*, likewise built by Austal and introduced on longer routes across the Sea of Marmara.

The six that were not was a repeat order with Kværner Fjellstrand, as the Norwegian yard was then known, only this time for the new Flying Cat 35m design. Basically a shortened version of the well-known Flying Cat 40m catamaran, the IDO 35m craft are fitted out for between 350 up to as many as 400 passengers and have four MTU 12V 183 TE72 diesels, two in each hull, rated at 610kW at 2,100 rpm driving Servogear VD 820 controllable pitch propellers. The first, *Kaptan Pasa*, was delivered in February 1997, followed by *Seydi Ali Reis I*, *Oruc Reis*, *Piri Reis II* and *Hizir Reis III* during March–September. The final, *Temel Reis II*, was built locally under license by Pendik Tersanesi.

In May and November 1998 two larger Austal car/passenger catamarans, *Auto Express 86 Adnan Menderes* and *Turgut Özal*, were delivered and entered service between Istanbul's Yenikapi district and Bandirma in the southern part of the Sea of Marmara.

Two years on Fjellstrand was again chosen as a further pair of 35m catamarans, *Barbaros Hayreddin Pasa* and *Sokullu Mehmed Pasa*, were completed by the Pendik shipyard in August and September 2000.

IDO currently operates a vast route network across the Bosphorus and the Sea of Marmara with its 22 passenger catamarans and monohulls and 4 vehicle/passenger catamarans. Some of the passenger-only services are seasonal while others are operated only a few times a day or not at all on weekends.



#### RHODES AND CYPRUS SERVICES

In south-western Turkey another company, Yesil Marmaris, operates a seasonal international service between Marmaris and the Greek Dodecanese island of Rhodes.

Founded in 1962, the company pioneered the tourism and yachting industry in this part of Turkey and currently owns two catamarans, one of which, *Aegean Jet*, is the Marinteknik JC-F1 mentioned above. The other, *Marmaris Express*, is a 38m 360-seat catamaran designed by Crowther Multihulls

Barbaros Hayreddin Pasa is one of three Flying Cat 35m vessels built in Turkey by Pendik Tersanesi / JONAS STRÖMBLAD photo

In the mid-90s Austal Ships in Western Australia was chosen as supplier of two 450-seat 40m catamarans, *Piyale Pasa* and *Sinan Pasa* (pictured) / JONAS STRÖMBLAD photo



The first Jetcat catamaran launched by Marinteknik Verkstads in Sweden, in 1980, is owned by Yesil Marmaris since some years and as Aegean Jet operates between Marmaris in south-western Turkey and Rhodes in Greece / PIETER INPIJN photo



and built in Singapore by Aluminium Craft (88) in 1995 and originally delivered to a an operator in the PRC.

One daily round trip is timetabled from early May to late October leaving Marmaris at 0900 and Rhodes at 1600, however, additional services are operated from time to time when required. The scheduled trip time is between 50 and 65 minutes depending on craft; the service speed of *Aegean Jet* being a few knots below that of *Marmaris Express*. An adult one way or same-day return ticket is €40, and an open return is €70 including Turkish and Greek port taxes (prices subject to change).

In addition to Yesil Marmaris at least one other operator is believed to maintain a hydrofoil service between the Dodecaneses and Turkey during the summer months.

Moving east, a number of catamarans are jointly operated by Fergün Shipping and Akgünler Shipping between Alanya and Tasucu on Turkey's Mediterranean coast and Girne in North Cyprus. The Tasucu service is operated year round whereas the Alanya route is operated during the peak season and on certain days of the week only. Scheduled journey times are 2 hours for Girne–Tasucu and 3 hours 30 minutes for Girne–Alanya.

In 2003 a third company, Antalya Fast Ferry Transportation, operated a leased 320-seat catamaran built in France by Iris Catamarans on a considerably longer route from Girne to Antalya via Alanya, taking in the region of 4 hours 15 minutes.

**FERGÜN SHIPPING**, based in Girne, introduced a conventional ferry service in the area in 1986 and added its first catamaran, *Fergün Express*, six years later. A Westmaran 86, this was built by Westermoen Hydrofoil in Mandal, Norway in 1974 and originally entered service with domestic operator Haugesund D/S as *Storesund*. Having since changed hands and being renamed twice, the catamaran remained with Norwegian operators until sold in Cyprus in 1992. These days the 195-seat vessel is operated at medium-speed; normally around 20–22 knots.



**LEFT:** Designed by Crowther Multihulls and built in Singapore by Aluminium Craft (88) in 1995, Marmaris Express is first-choice vessel on Yesil's seasonal Marmaris–Rhodes service / YESIL MARMARIS photo

# ISTANBUL AND TURKEY

OPERATORS

*Not for those easily  
thrown off their  
balance...*

*Built in Sweden by  
Marinteknik Verkstads  
in 1992, 34 CPV  
Akgünler I conquers the  
choppy sea between  
Cyprus and the south  
coast of Turkey*



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*Westamaran 88 Akgünler II and the former 34m crewboat Emeraude Express – apparantly also named Fergün Express II – are operated between Girne in North Cyprus and Turkey's Mediterranean coast by Akgünler Shipping and Fergün Shipping in a joint arrangement / JONAS STRÖMLAD photo*

Two more Westamaran designs were acquired by Fergün from other operators in the following years. Perhaps the most interesting is *Prince of Girne*, a W100 carrying 250 passengers. One of a trio originally fitted with twin gas turbines and waterjets, the 30m catamaran was launched by Westamarian, as the Mandal yard had then been renamed, in 1981 as *Gimle Bay* but did not see commercial service until 1986 when it was acquired by a Yugoslavian company and, renamed *Porec*, introduced in the north Adriatic.

Prior to this the original machinery and

waterjets had been removed and sold and replaced by a conventional propulsion package. As a consequence of the troubles in Slovenia and Croatia in the early 90s, ferry services were terminated during 1991–93 and the catamaran was sold to Fergün.

The other Westamaran in the company's fleet, W95 *Fergün Express III*, was purchased in 1996 from French operator Emeraude Lines which had operated the vessel between France and the Channel Islands since 1983. The catamaran seats 250 passengers and has a service speed of 29 knots.

The company's fourth catamaran is also

*Originally fitted with twin gas turbines and waterjets, Fergün's Westamaran 100 Prince of Girne hits the waves between Girne and Tasucu / JONAS STRÖMLAD photo*



interesting. Delivered in 1986 by Marinteknik Verkstads in Sweden to Groupe Chambon, based in France, the 34 CCB waterjet-powered catamaran, *Emeraude Express*, was originally used as a crewboat by Compagnie des Moyens de Surface, SURF, transporting personell between Doula in the Cameroons and Elf's *Emeraude* oil field. As such the 243-seat craft had a full load cruising speed of a remarkable 40 knots, however, Fergün operates the catamaran at a more economical 30–32 knots.

In 1990 *Emeraude Express* was transferred to Guadeloupe, having been leased by Caribbean Express as a regular fast ferry. By 1996 the catamaran was back with Marinteknik and following a short spell with *Emeraude Lines* in 1998 was later acquired by Fergün and introduced between North Cyprus and Turkey.

**AKGÜNLER SHIPPING**, likewise headquartered in Girne, currently has two catamarans that it operates alongside Fergün's craft.

*Akgünler I* is a Marinteknik Verkstads 34 CPV also with a past in the Caribbean. Originally delivered to Antilles Trans Express, also part of Groupe Chambon, it entered service in Guadeloupe in 1992 as *Antilles*



*Express*. It was transferred to another company within the Chambon group, l'Express du Senegal, six years later.

The company's other catamaran, *Akgünler II*, is a 180-seat Westamaran 88 built in 1981, as *Midhordland*, for Norwegian operator Hardanger Sunnhordlandske D/S. Having been leased to a Danish and a Swedish operator in 1989 and 1990, the W88 was acquired by that same Danish operator, Pilen, in 1994 and, renamed *Delfinen*, entered service on the company's Copenhagen–Malmö route.

Pilen closed down in 2000 but it was not until 2002 that the catamaran was sold to Akgünler Shipping. ■

*Westamaran 95 Fergün Express III was acquired from Emeraude Lines in France nine years ago*  
/ FERGÜN SHIPPING  
photo

*W88 Akgünler II against a rather more dramatic scenery than that of its previous operating area in southern Scandinavia*  
/ JONAS STRÖMBLAD  
photo



# ISTANBUL SCRAP BOOK



ALL PHOTOS ON PAGE : J O N A S S T R Ö M B L A D



**TOP :** Fast ferry line-up at the Bostanci terminal in March. On the far left are the pair of Austal Ships 30m monohulls that entered service with the operator in 1994, followed by Fjellstrand 38.8m catamarans Uluc Ali Reis, delivered in 1988, Caka Bey from the previous year and Hezarfen Celebi, also delivered in 1988. **CENTER :** Cavli Bey in a romantic Bosphorus setting. The last of the ten 38.8m vessels for IDO, the building of this was subcontracted to another Norwegian yard, Skaalurens Skibsbyggeri.

**BOTTOM :** Flying Cat 35m Piri Reis is one of five built in Norway; another three were built locally for IDO.

ALL PHOTOS IN ARTICLE MARKED JONAS STRÖMBLAD WERE TAKEN IN MARCH 2005.



**ABOVE:** The first Flying Cat 35m for IDO, Kaptan Pasa, was delivered by Kværner Fjellstrand in February 1997  
/ JONAS STRÖMBLAD photo



**LEFT:** Four vehicle/passenger catamarans built in Australia by Austal Ships are operated on longer routes across the Sea of Marmara. Auto Express 86 Turgut Özal was delivered in 1998  
/ IDO photo



**RIGHT:** Likewise from Austal Ships is Sinan Pasa, one of two 40m catamarans delivered by the yard at year's end in 1996  
/ IDO photo



TOMAS JOHANNESSON photo

DSØ/SRÖ photo



It's 40 years ago this month that Danish and Swedish state-owned ferry companies DSØ and SRÖ took delivery of their first hydrofoil. Built by Westermoen Hydrofoil in Mandal, Norway under license to Supramar's design, the PT.50, *Flyvefisken*, entered service across the Øresund between Copenhagen and Malmö at the end of May 1965.

Prior to this another operator had introduced a pair of PT.20 hydrofoils, likewise built by Westermoen, on the route in 1963.

The top photo shows *Flyvefisken* as built. It later had some modifications done to it, including the angle of the wheelhouse windows as is evidenced by the picture at left.

A second PT.50, *Svalan*, built in Sicily by Rodriguez joined *Flyvefisken* in July 1965, and two more PT.50s plus two RHS 140s from that same builder would be added in the coming years. But that's a whole other story.

*Flyvefisken* was retired in 1984 and subsequently scrapped – as was the cross-Øresund fast ferry service altogether in 2002.