

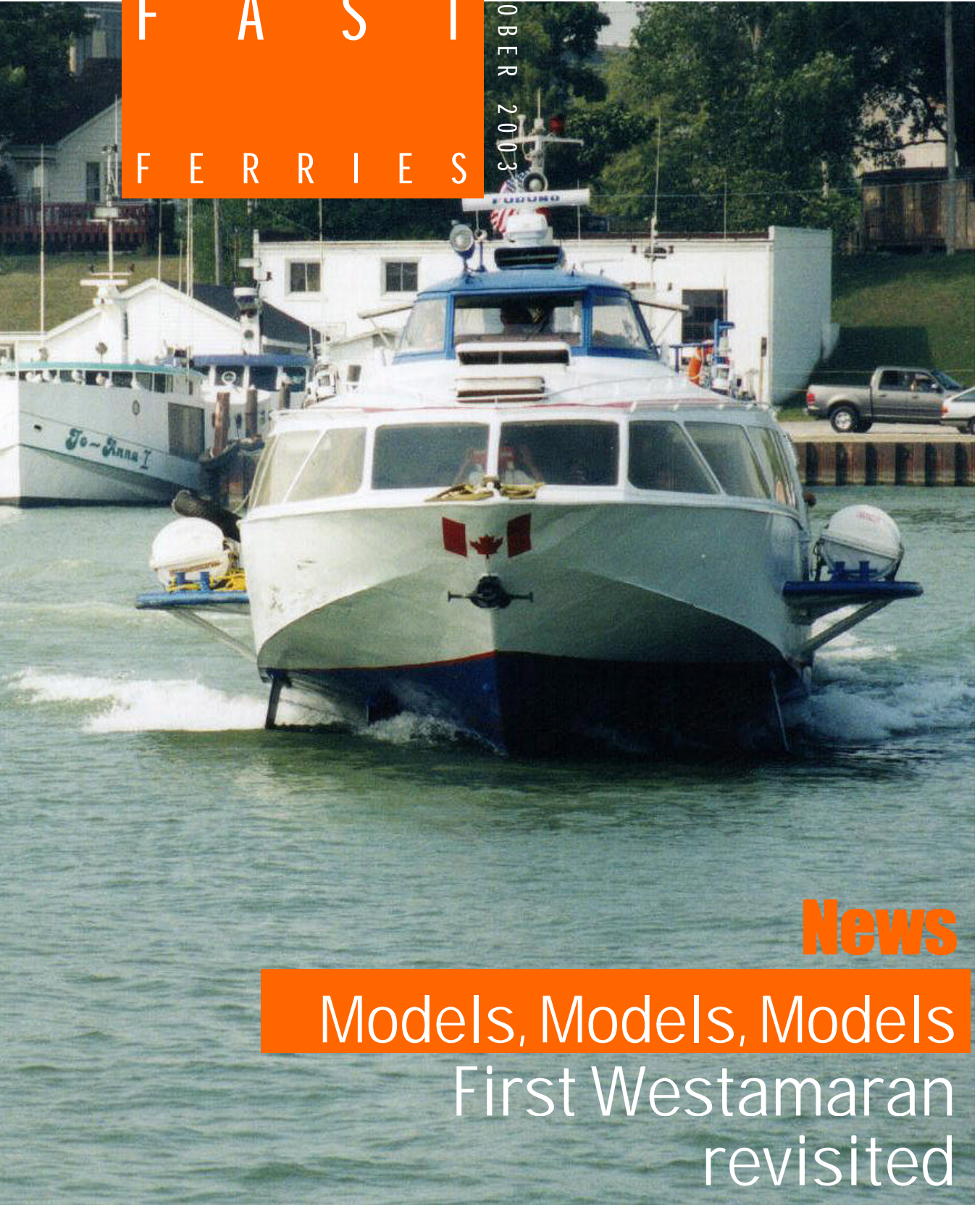
C L A S S I C

F A S T

F E R R I E S

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OCTOBER 2003



News

Models, Models, Models
First Westamaran
revisited

7 OCTOBER 2003

THE ONLY PERIODICAL ABOUT THE HEYDAY OF PASSENGER HYDROFOILS, HOVERCRAFT & CATAMARANS – AS WELL AS RELEVANT NEWS ■ ISSUED IN PDF FORMAT. PLEASE CHECK OUR SITE ON THE WEB FOR NEXT ISSUE DETAILS: WWW.CLASSICFASTFERRIES.COM EDITOR/PUBLISHER: **TIM TIMOLEON** . ALL ARTICLES, ARTWORK & DESIGNS BY THE EDITOR, EXCEPT WHERE NOTED ■ SUBMITTALS OF MANUSCRIPTS AND PHOTOS, OLD AND NEW, AND RELEVANT NEWS ITEMS ARE ENCOURAGED! ■ EMAIL TO: [CFF @ EMAIL.DK](mailto:CFF@EMAIL.DK)
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COVER PHOTO : VOSKHOD *PELEE FLYER 1* ABOUT TO TAKE OFF AT KINGSVILLE, ONTARIO, CANADA EARLIER THIS SUMMER. READ MORE ON PAGE 3 [JAN VAN DER DOE PHOTO]



Voskhod *La Alta Rapido* in the old Fast Flying Ferries colors on a drizzly October day last year. The hydrofoil has since been sold and shipped to a company in Malaysia

[PIETER INPIJN photo]

Connexxion FFF sells Voskhod in Malaysia

Dutch hydrofoil operator Connexxion Fast Flying Ferries has sold one of its old Voskhod-2s, *La Alta Rapido*, to a company in Malaysia which has renamed it *Danga Bay*.

The vessel, along with two more Voskhods acquired in the Ukraine in 1997/98, had become surplus to requirement with the introduction last year by FFF of three new 79-seat Morye Voskhod-2Ms and put up for sale.

Initially named *Prins Johan Friso*, the hydrofoil entered service with Fast Flying Ferries on the Velsen/IJmuiden–Amsterdam route in April 1998.

At the time of the deal being closed with

the Malaysian buyers at the end of August, *La Alta Rapido* was sitting in the Metz shipyard at Urk receiving an overhaul. It was taken from here to Beverwijk, near IJmuiden, late at night on September 2 where it was loaded onto the Spliethoff cargo ship *Edamgracht*. It left the Netherlands at 3 a.m the following morning and arrived at its destination on September 28.

Earlier this year Connexxion FFF sold its sole Meteor hydrofoil *Prins Willem Alexander* to Mahart PassNave in Hungary.

The two other Voskhod-2s, *Annemarie* and *Archimedes*, remain in the Netherlands and on the sale list.

The October CLASSIC FAST FERRIES is being published as two separate editions, numbered 7 and 8

New lease of life for Canadian Voskhods



Voskhod *Pelee Flyer 1* entered service on Lake Erie between Kingsville and Pelee Island, Ontario, Canada this summer [PELEE FLYER photo]

Pelee Hydrofoil Corporation, a company based in Kingsville, Ontario Canada, has acquired a pair of Voskhod hydrofoils and introduced them on a new service on Lake Erie between Kingsville and Pelee Island.

The vessels arrived in Canada as long ago as in 1991 but have been laid up for most of their lives here. They were last briefly operated by Shaker Cruise Lines on Lake Ontario in 1998 as *Sunrise V* and *Sunrise VI* and had been sitting in a Toronto shipyard until purchased by Pelee earlier this year.

Renamed *Pelee Flyer 1* and *Pelee Flyer 2*, both hydrofoils have been refurbished and repainted but only one of them, *Pelee Flyer 1*, has so far

been active this season. It was introduced in the western corner of Lake Erie on July 29. The vessels are fitted out for 67 passengers and can carry up to 20 bicycles aft on weather deck.

The fall schedule, which runs into October weather permitting, consists of four round trips between 0900 and 1800 on Sunday–Thursday and five between 1000 and 1900 on Friday

and Saturday. The trip takes approximately 20 minutes each way.

Another Canadian company, Les Dauphins, has operated Voskhod hydrofoils in Quebec on a seasonal service on the St. Lawrence Seaway between Montreal and Trois-Rivières and Quebec City since 2000. The company owns five 68-seat Voskhods which it imported from the Ukraine in 1999.



JAN VAN DER DOE photo, both



Western Canada catamaran service soon to start

The long anticipated catamaran service in British Columbia, Canada linking Nanaimo on Vancouver Island and downtown Vancouver is expected to finally get off the runway sometime this month. Initial start-up date for the new year-round service was set to spring 2003, but the inauguration has had to be pushed several times due to a variety of reasons.

Owned and operated by Harbour Lynx, based in Nanaimo, the extensively refurbished former Philippine Kværner Fjellstrand Singapore FlyingCat 40m catamaran, also named *Harbour Lynx*, made its first public appearance in Nanaimo on September 2. On September 26 sea trials were successfully conducted with Transport Canada representatives. As this issue closed for press HarbourLynx was

awaiting final documentation and approvals from Transport Canada. Until November 30, three round trips have been scheduled every day of the week; on Monday–Friday these leave Nanaimo at 0715, 1045 and 1530 and Vancouver at 0900, 1230 and 1730. On the weekend all departures are one hour later. Transit time for the 37 nautical mile route is approximately 75 minutes.

BOTH PHOTOS: Kværner Fjellstrand Singapore FlyingCat 40m catamaran *Harbour Lynx* was presented to the public at the beginning of September but has yet to be introduced between Nanaimo and downtown Vancouver, British Columbia [HARBOUR LYNX photo]



France–Channel Islands catamaran comes and goes

Another catamaran service somewhat overdue this season is that between France's Normandy port of Diélette and the Channel Islands of Alderney and Guernsey, established by Le Conseil Général de la Manche.

Marketed as Hugo Express and operated by Société de Navigation de Normandie, a newly established ferry company under the French Connex group umbrella (not to be confused with Connexion in the Netherlands), the catamaran was originally to have been introduced in July but was delayed for a few weeks and made its first revenue crossing on August 7.

The vessel, Kværner Fjellstrand FlyingCat 35m *Victor Hugo*, was acquired by the CGM from Norwegian operator Ofotens og Vesteraalens D/S in December 2002. It was refurbished to French requirement and repainted in SNN colors at Cherbourg during the spring and summer.

Although a year-round service, *Victor Hugo* does not operate every day as the route is subject to neap tides. Last month, for instance, six days of operation was announced; on September 15, 16, 19, 20, 21 and 22. During winter even fewer services may be run.

Based in Diélette, the catamaran reaches Guernsey in 1 hour or Alderney in 45 minutes, Guernsey–Alderney takes 1 hour also.

Earlier this year Le Conseil Général de la Manche purchased also another Kværner Fjellstrand design, FlyingCat 40m *Aremiti III*, from an operator in French Polynesia. Renamed *Marin Marie* this too has been getting an overhaul at Cherbourg during the summer but has yet to enter service with the operator.



UPDATE

Since this piece was written the service by *Victor Hugo* has been discontinued for the winter. It is expected the catamaran will resume service in April 2004.

MAIN PHOTO: Kværner Fjellstrand FlyingCat 35m *Victor Hugo* entered service between Normandy and the Channel Islands on August 7 and is seen here departing Diélette in the early morning sun on September 15. **INSET:** Meanwhile CGM's other catamaran, FlyingCat 40m *Marin Marie*, was being refurbished at the shipyard at Cherbourg

[JACQUES LEGANGNEUX photo, both]

Troublesome start for Australian catamarans in north Norway



One of the two Austal Ships/Image Marine 41.3m cargo/passenger catamarans, *Steigtind*, that entered service with OVDS in north Norway this summer [RUNE HANSEN / OVDS photo]

The pair of Austal Ships 41.3m cargo/passenger catamarans built in Western Australia by Imagine Marine for Norwegian operator Ofotens og Vesteraalens D/S were officially named *Salten* and *Steigtind* in a ceremony at Bodø in northern Norway on July 19. Shipped from Fremantle, as deck cargo, on May 17, the new catamarans arrived in Norway somewhat late and could not make it to the initial christening date of June 24.

However, both catamarans were pulled out of service already on August 6 as cracks in the aluminum hulls caused by vibration were discovered.

Following temporary repairs, *Steigtind* reentered service and worked the Bodø–Svolvær route till September 8 – however operating at a reduced speed, 27-29 knots as opposed to the normal service speed of 32-33 knots – by which time the fully recovered *Salten* was back. *Steigtind* was then withdrawn for the final strengthening of the structure, the work of which has been more extensive and time-consuming than first anticipated the operator reports, and was back on the route from September 23.

Operating the remote Nordlands-ekspresen service, *Salten* and *Steigtind* each carry 214 passengers in attractive surroundings in a single saloon forward and up to 30 Euro

pallets/12 tonnes of refrigerated cargo aft.

A historical report on the Nordlands-ekspresen service appeared in the June 2003 *CLASSIC FAST FERRIES*.

BELOW: Godmother Gry Mølleskog is about to let go of the champagne at the naming ceremony at Bodø on July 19. *Steigtind* is at left, *Salten* at right [OVDS photo]



What happened to Maximum Efficiency, indeed!



Further to our review in the May 2003 *CLASSIC FAST FERRIES* on the Rodriguez MEC 1 hydrofoil design, "What happened to maximum efficiency?", we are sorry to announce that the condition for the 12-year old test craft recently took a turn for the worse, as can be seen in these photos.

As reported in the above article, the hydrofoil, *MEC Ustica*, was moved from its lay-up at the Napoli maintenance base to the commercial part of the port, Molo Beverello, earlier this year. Having been tied up here for six months, on September 14 water started to penetrate the vessel. Attempts to pump out the water seemed successful at first, but on the night of September 15 the hydrofoil sank. It was raised from the sea floor on September 18 (above) and taken to a spot adjacent to the Alilauro yard (below).

The only unit built, the Maximum Efficiency Craft was launched in 1991. Following a test program the hydrofoil was fitted out for 120 passengers and entered service with Aliscafi SNAV across the Straits of Messina in October 1992.



LEONARDO LELLA PHOTO, both



First Westamaran revisited

KENT SKOOG photo

This is not a fast ferry. But it is nevertheless relevant to this journal in that it is both classic and used to be a fast ferry.

Delivered by Westermoen Hydrofoil in Norway in 1971, the catamaran was the first Westamaran 86 built. Contrary to the hydrofoils Westermoen had been building under license to Supramar since 1962, the Westamaran was an in-house design developed by Harald Henriksen.

The construction of the prototype W86 commenced in 1970 ahead of an order for the vessel. A contract was however signed in October of that year and the 26m 142-seat catamaran, *Fjordglytt*, entered service the following June on a multi-stop route between Bergen and Årdalstangen in the Sognefjord with *Fylkesbaatane i Sogn og Fjordane*.

The Westamaran soon would prove a very successful product, not least for Westermoen. For instance, between 1962 and 1970 the yard had built a total of ten Supramar hydrofoils, whereas during the same span of time 1971–79 thirty-three Westamarans of various types were delivered.

Fjordglytt remained with FSF until sold twenty-four years later, in October 1995, to a Swedish operator, Koster Marin, which had it extensively rebuilt. This work included replacing the pair of 1,100 hp MTU diesels by 720 hp Detroit Diesel engines, remodeling the superstructure and interior layout of the passenger saloon and removing the original wheelhouse and substituting it with a completely new one.

Renamed *Kosterfjord* and fitted out for 274 passengers, the now medium-speed catamaran entered service as a commuter and excursion vessel in the archipelago on Sweden's west coast in the spring of 1997.

The immaculately kept 32-year old former W86 still is very much alive and doing well, as these views taken at Strömstad earlier this summer show. ■



Dutch tidbits



LEFT + BELOW: The PT.50 as it appeared when acquired by Theo Bakker. The model was manufactured in Japan in the 1980s and is radio-controlled



What you do for a living in 1:1 scale can also evolve into something you do for the fun of it at a somewhat smaller scale. That is the case with Theo Bakker and Mark van Rijzen, both hydrofoil captains with Connexion Fast Flying Ferries in the Netherlands.

Mark acquired his first model hydrofoil, a radio-controlled PT.50 made by Sanko Seimitsu in Japan in the 1980s, already some while back, whereas Theo got into the swing of things only recently.

In addition to the Japanese PT.50, now appearing as the Norwegian *Teisten*, Mark has a Kometa-M hydrofoil which he successfully bid on at an internet auction in June. Since the seller was not prepared to ship the partly finished model, Mark had to collect it himself – in Germany. A small excursion of some 1,300 kilometers out and back.

Also radio-controlled, the Kometa is made of fibre glass to a scale of 1:29 and thus is rather large. It was manufactured in Italy by Sidera Model, supposedly also in the 1980s. Mark expects to finish the model during the upcoming winter months.

Theo likewise was the lucky winner at an internet auction of a PT.50 similar to that of Mark's. To give readers an idea of what these kits sell for these days, Theo has informed us that he paid €176, including shipping. The model came with the original Mabuchi RS-540S motor, since replaced by Theo with a Graupner

Speed 600 BB SP, but without NiCa batteries and the RC unit (not originally supplied by the manufacturer). Theo, too, will refurbish the model over the winter and intends to turn it into one of the Swedish PT.50s that used to operate between Malmö and Copenhagen, Denmark in 1965–84.

Last month Theo came across another interesting model which isn't a hydrofoil but a true-to-the-original replica of the Incat/Aluminium Shipbuilders 49m wavepiercing catamaran *Condor 9* that Condor operated between the UK/France and the Channel Islands in 1990–2002.

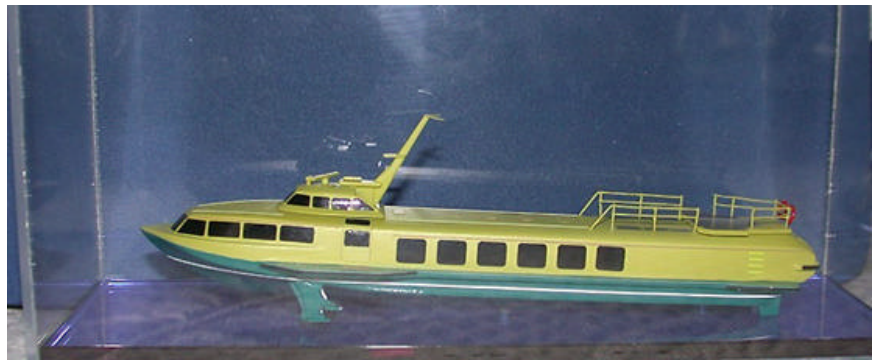
BELOW: Graupner's waterjet-driven model of Condor's Incat/Aluminium Shipbuilders 49m wavepiercing catamaran *Condor 9*



This kit was produced by Graupner in Germany for a number of years (it was discontinued last year) and is a semi-scale model to 1:45 scale based on the actual design drawings. The hulls, deck and superstructure are of vacuum-moulded ABS plastic. The radio-controlled model is powered by two waterjet units and can also be equipped with sound, lights, etc. Theo reports that his *Condor 9* is able to make a 360 degree turn on the spot either starboard or port. This is done by using a Navy twin stick on the RC unit, starboard waterjet full ahead and port waterjet full astern, or vice versa.

The finished model has a LOA of 1,080 mm, beam of 410 mm and weighs 5,800 grammes.

Next development in Theo's modelling career will be the scratch-building of a 1:25 scale operating model of the Morye Voskhod-2M hydrofoil which he works on as captain in everyday life, based on the



ABOVE: Static model of the Voskhod-2M in Connexion Fast Flying Ferries colors [THEO BAKKER photo]

original drawings from the building yard as well as his own documentation. In fact, this work will be carried out together with some mates from a local ship modellers club, and the plan is to produce a small number of hulls so that other members can build the Voskhod

of their choice as well.

In addition, Mark and Theo each has a static model of the Connexion FFF Voskhod-2M which they acquired from the builder in the Ukraine when the full-size vessels were delivered to the company last year. ■



The unfinished Kometa-M and attractively painted PT.50 belonging to Mark van Rijzen. Above the box for the Kometa with various parts that have yet to go onto the vessel [MARK VAN RIJZEN photo, all]





Venezia Lines introduces SESs in the north Adriatic

Cirrus CIRR 120P surface effect ship *San Pawl*, built in Norway by Eikefjord Marine in 1989, was one of two entering service with Venezia Lines in the north Adriatic this summer [VENEZIA LINES photo]

Another newly established company is Venezia Lines which introduced a pair of 320-seat Cirrus 120P surface effect ships in the north Adriatic in May. Built in Norway by Eikefjord Marine and Brødrene Aa, the vessels, *San Pawl* and *San Frangisk*, were originally delivered in 1989 and 1990 to Virtu Rapid Ferries in Malta. Both craft have since been leased for shorter periods of time for operation elsewhere, including in Brazil and Libya, however, *San Frangisk* has been true to its original Malta–Sicily routes for most of its career.

Between May and September Venezia Lines operated *San Pawl* and *San Frangisk* on a diversified route network on alternate days of the



The vessels operate from six ports in Croatia and one in Slovenia to Venice and Trieste in Italy on alternate days of the week

week into Venice and Trieste, on the Slovenian border, from seven different towns on the Istrian coast: Mali Losinj, Rabac, Pula, Rovinj, Porec and Umag in Croatia and Piran in Slovenia.

Venezia Lines investors include Virtu Ferries in Malta and ACTV, the public transport company of Venice.

San Pawl and *San Frangisk* details

Length overall 35.25 m
 Beam 11.5m
 Propulsion 2x 1,920kW MWM TBD 604B V16X
 Lift fans 2x 350kW MWM TBD 234 V8
 Service speed, normal 40 knots
 Passengers Tourist 285 (main deck) ,
 VIP 35 (upper saloon)

There's **more** this month...

Look out for the CLASSIC FAST FERRIES *October Special*

following hard on the heels on this issue